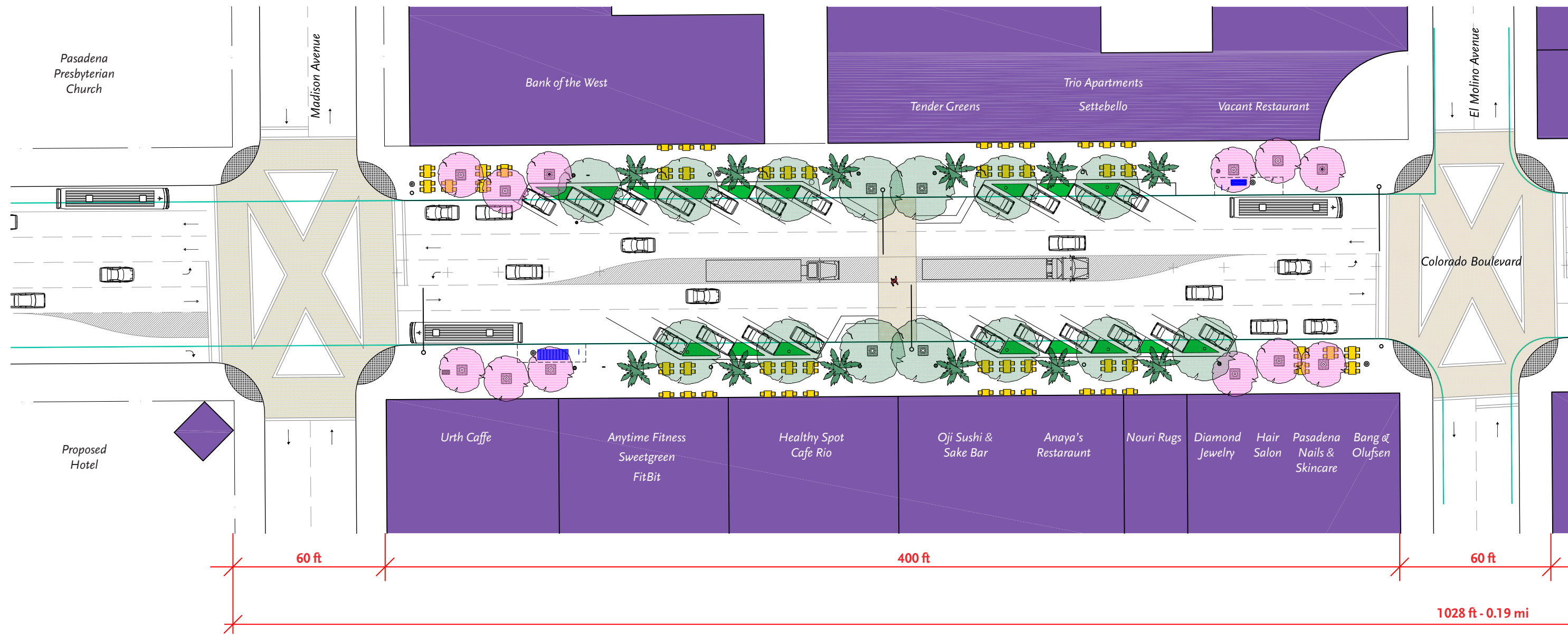

PLAYHOUSE VILLAGE STREETScape

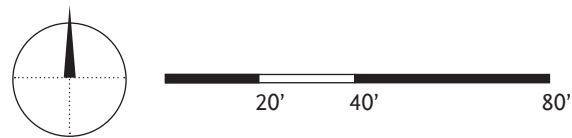
APPENDICES

Appendix 1: Overall Plans	A:2
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Appendix 3: Existing Conditions Analysis	A:12

APPENDIX 1: OVERALL PLANS



COLORADO BOULEVARD



LEGEND

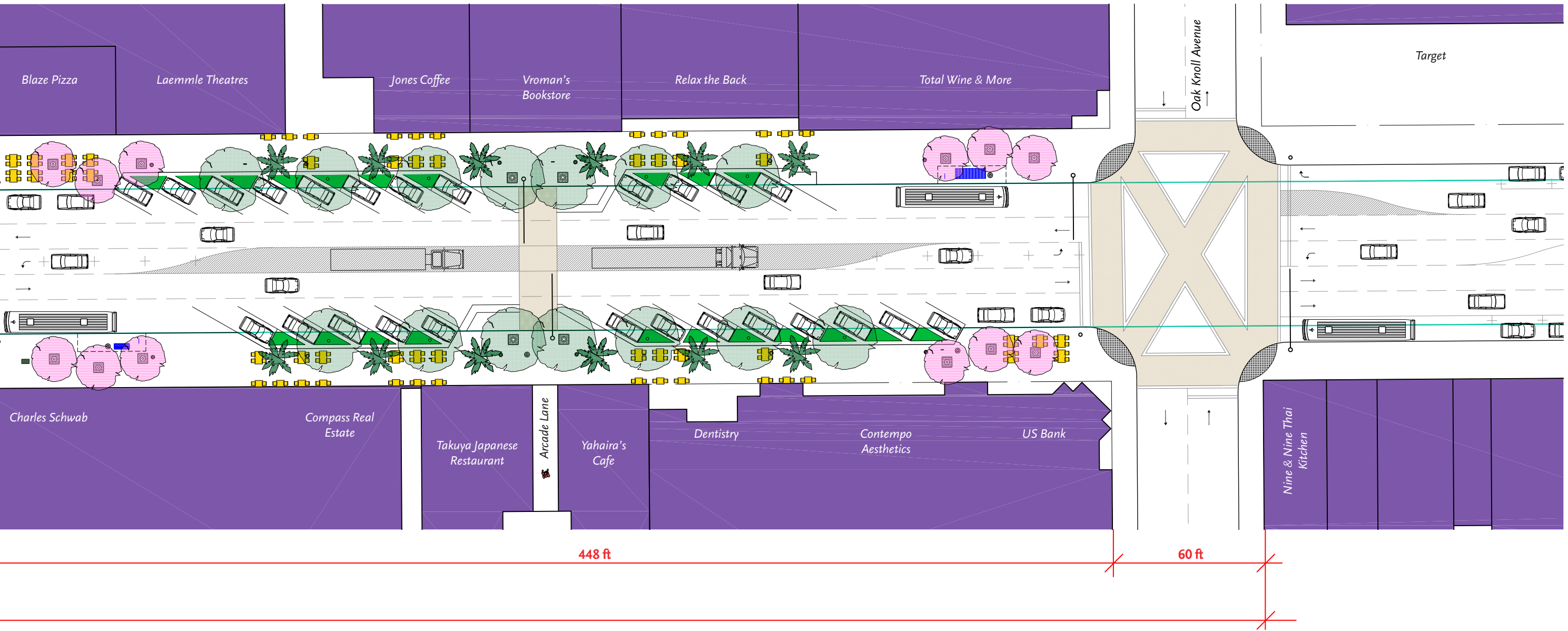
- Existing Building
- Sidewalk
- Rose Parade Line
- Mid-Block Crossing/Pedestrian Scramble

Summary Existing

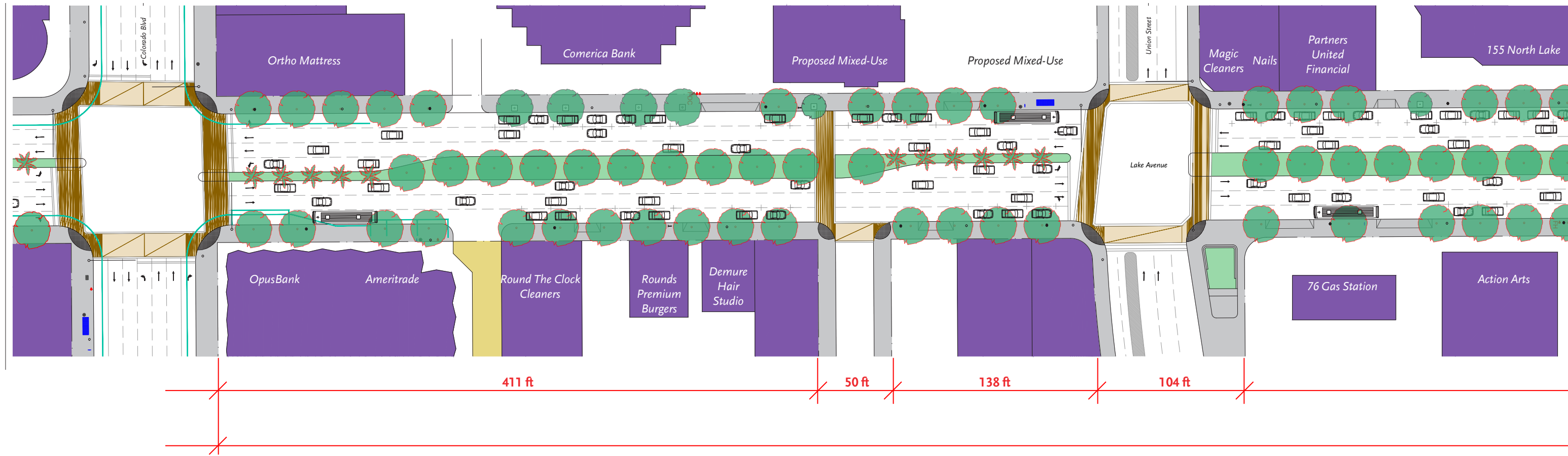
Trees	Canopy Trees:	28
	Palms:	24
Parking:	Parallel:	43 spaces

Summary Proposed

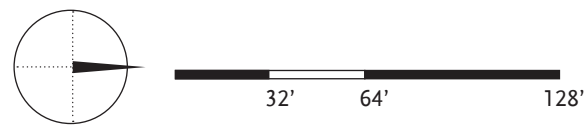
Trees	Canopy Trees:	52
	Palms:	24 (relocated palms)
Parking:	Diagonal:	50 spaces



APPENDIX 1: OVERALL PLANS



NORTH LAKE AVENUE



LEGEND

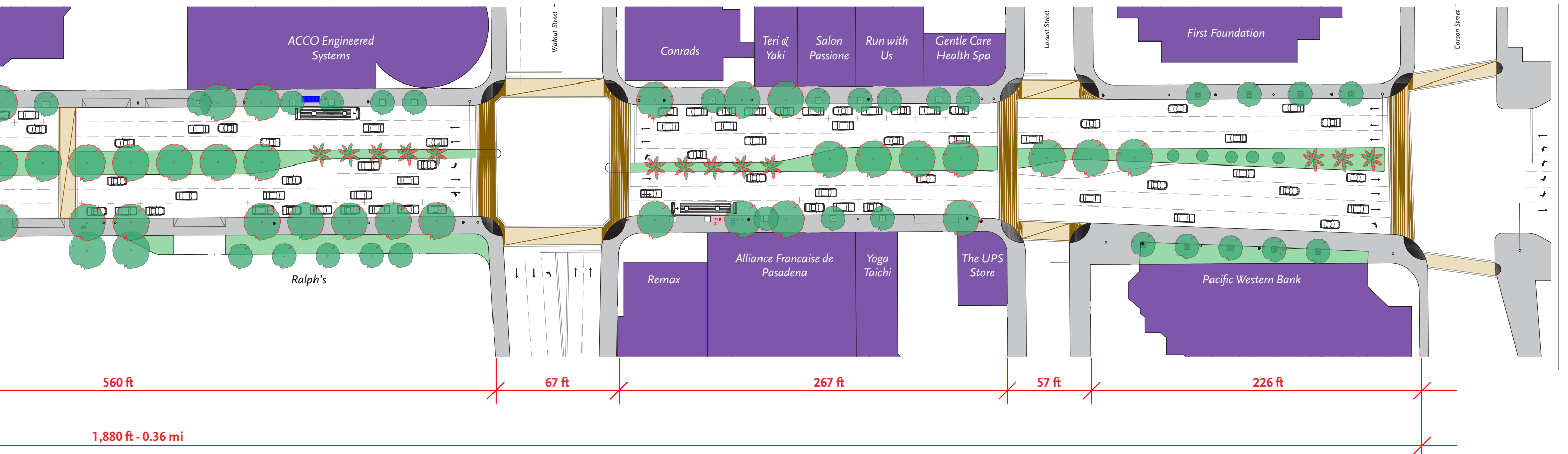
- Existing Building
- Sidewalk
- Rose Parade Line
- Crosswalk/Mid-Block Crossing

Summary Existing

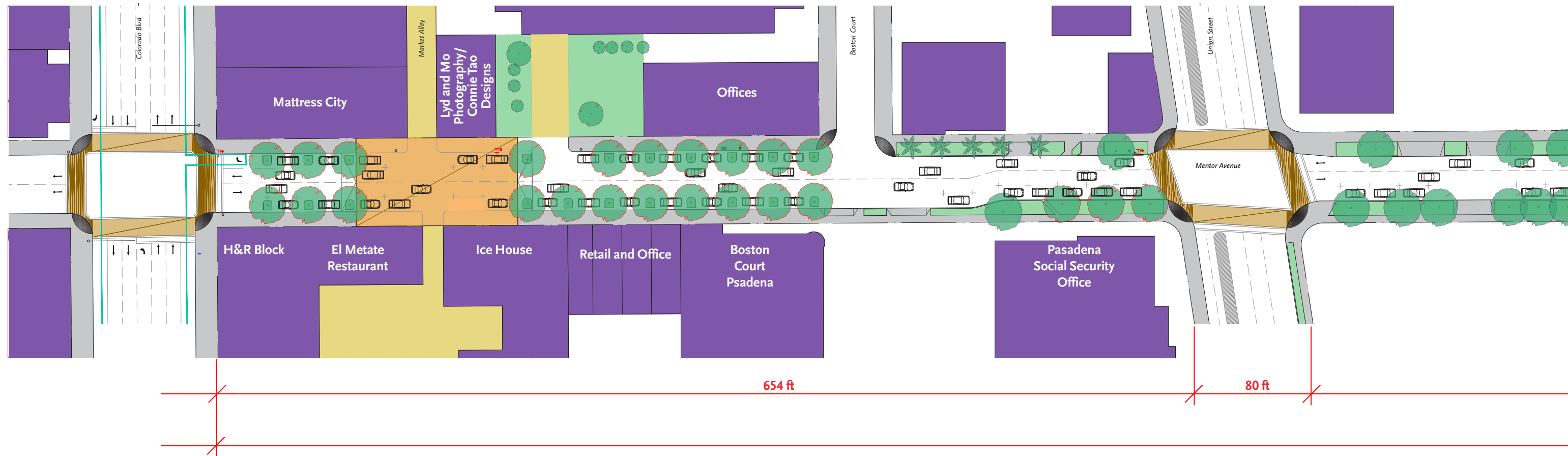
Trees		
Canopy Trees:	35	
Palms:	0	
Parking:		
Parallel:	0 spaces	

Summary Proposed

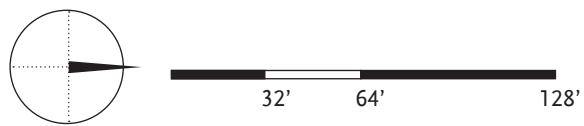
Trees		
Canopy trees:	85	
Palms:	23	
Parking:		
Parallel:	57 spaces	



APPENDIX 1: OVERALL PLANS



MENTOR AVENUE



LEGEND

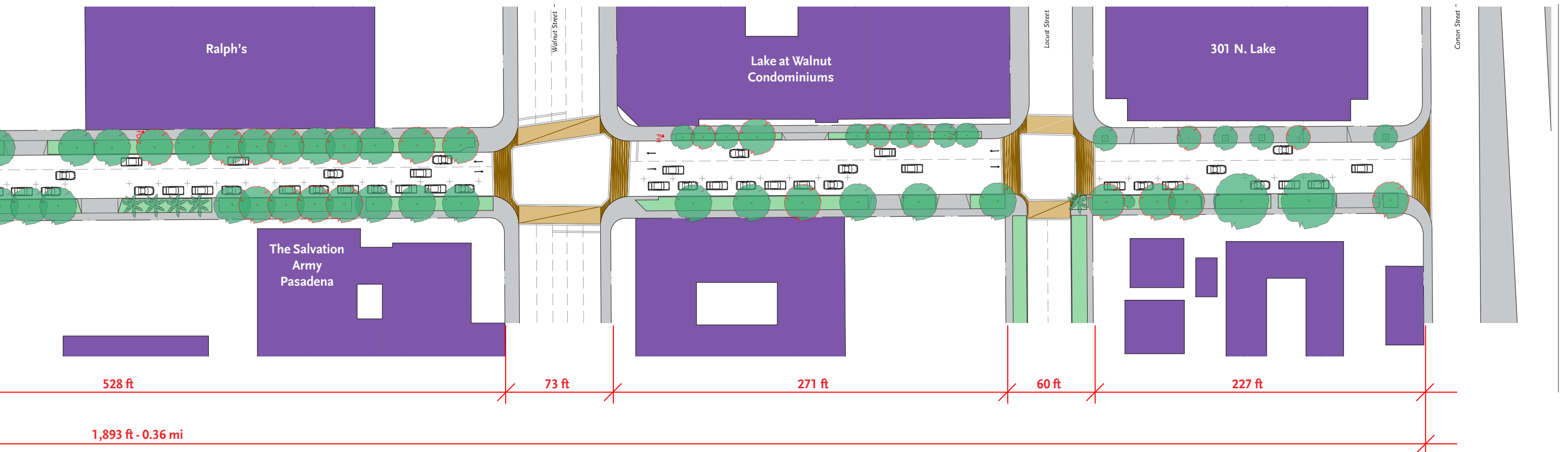
- Existing Building
- Sidewalk
- Rose Parade Line
- Crosswalk
- Raised Plaza
- Market Alley and New Quad

Summary Existing

Trees		
Canopy Trees:	39	
Palms:	10	
Parking:		
Parallel:	28 spaces	

Summary Proposed

Trees		
Canopy trees:	46	
Palms:	0	
Parking:		
Parallel:	62 spaces total	



APPENDIX 2: COMMUNITY INPUT

The Playhouse streetscape design was generated with input from various stakeholders during a series of meetings and a Design Charrette in early November 2019. Participants included;

- Local merchants and property owners
- Pasadena Heritage
- The Tournament of Roses Association
- Pasadena Beautiful
- Madison Heights
- Keep Pasadena Moving
- The Downtown Pasadena Neighborhood Association
- Madison Heights Neighborhood Association
- The West Pasadena Resident's Association
- Mayor Tornek
- Councilmember Gordo
- Councilmember Kennedy
- Councilmember Wilson
- Elected officials
- City staff



PDA
STREETSCAPES
CHARRETTE

COLORADO

5 NOV
2019

Reducing Colorado to one lane for 2 blocks makes no sense —
consider the traffic blocks as 2 lanes have to merge into one lane & then
re-expand. This is a recipe for disaster.

* No dispensaries (M.J.)

My order of preference for Colorado:

1. BRT
2. Diagonal parking (your design)
3. Existing

Better/bigger shade trees would be good. Should still feel "urban" and
have some proportionality to other parts of Colorado.

No one lane on Colorado - will make it worse

MORE AGGRESSIVE ENFORCEMENT OF "TURN ON RED" TO PROTECT PEDESTRIANS

Colorado + Menlo (leisure/mattress store)

Continuity of palms & lighting important along Colorado length

Like idea of more shade trees offset from that continuous line

Nervous about diagonal parking!

Like midblock crossings and scramble intersections.

I'd prefer to see the PDA push for completion of the Cordova road diet — and then we could see if road diets would
work out in Pasadena — if Cordova works out, great — but right now doesn't seem like a good time for a road diet on Colorado
Midblock crossings need to be well lit & protected

PDA
STREETSCAPES
CHARRETTE

LAKE

5 NOV
2019

I live at Lake + Green — N Lake is NOT hostile to Pedestrians.
It needs 3 lanes for access to & from Freeway, especially with additional development.

Like the median & tree cover. (more, too.)

Reduce & slow traffic. It is like a drag race/noise pollution

CLEAN UP The Gold Line Station. Unwelcoming, dirty, urine smell.

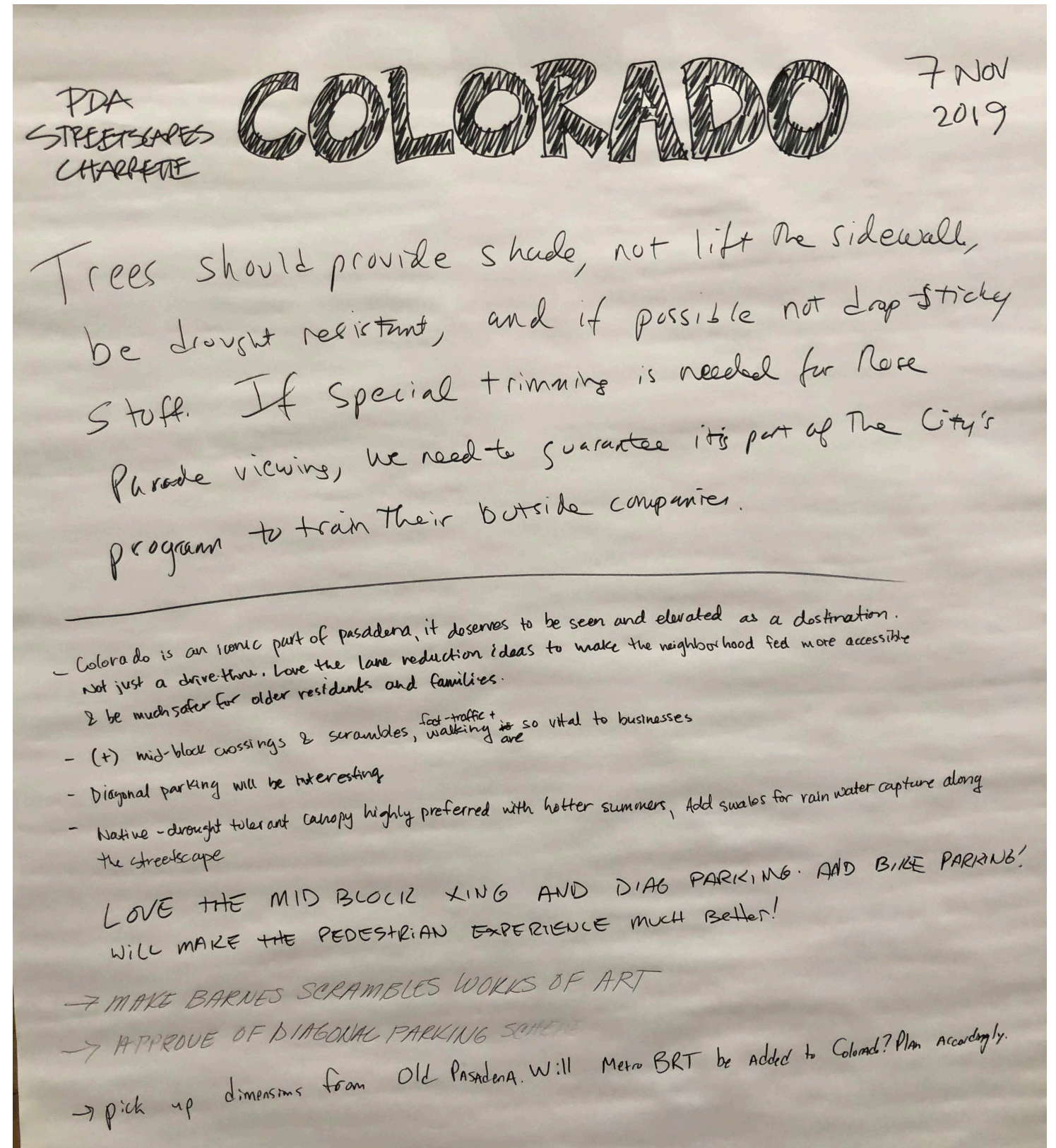
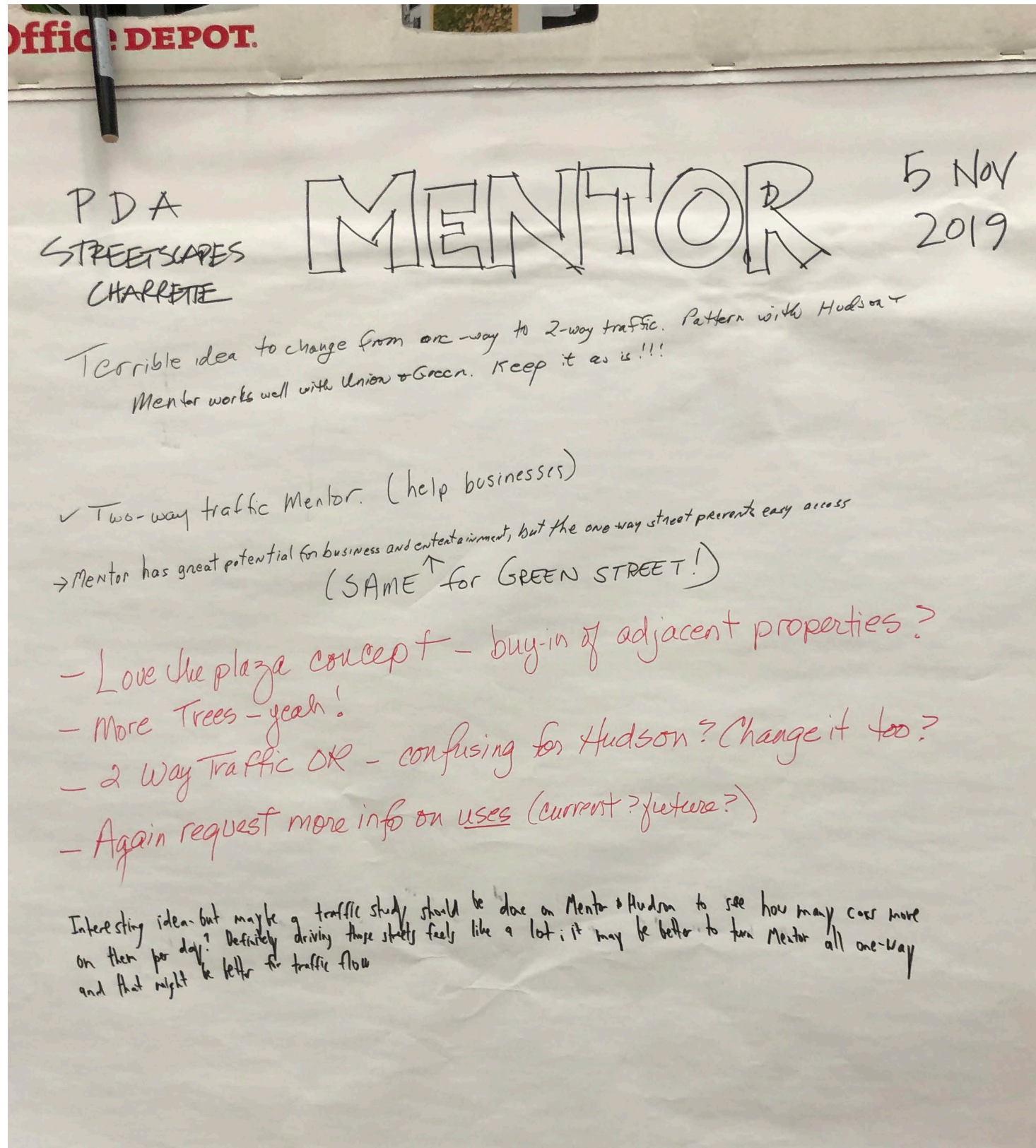
What are the current uses along No. Lake and pedestrian patterns?
What patterns does this plan encourage — times of day? Use-driven?

Lots of New trees !!! Yeah!

Safety concerns at intersections — needs more attention

Scramble intersection(s) on No. Lake segment — possible?

Can a lane be sacrificed for a two-way bike lane? Lake is the best connector to Gold Line, despite bike plan.
I believe that southbound (downhill) lanes operate at higher speeds than northbound (uphill). Has this been studied?



PDA
STREETSCAPES
CHARRETTE

LAKE

7 Nov
2019

- Study two-way protected bike lane on East edge of Lake. This is the only apparent viable connection between Union Street bike lane and Gold Line station.
- Would also appreciate this study ↑ as there is no current connection from Union St north to the station. Mentor could work but we should exhaust all possibilities.
- Love the mid-block crossings and TREES! Lake N from Colorado desperately needs more character and placemaking to make it more pedestrian-scale + shaded. Please study native drought-tolerant trees so we avoid dead stumps.
- Work w/ South Lake to connect N Lake via a scramble @ Lake & Colorado. Brings continuity and visibility to a busy foot traffic area/intersection
- Scramble crossing at Lake/Colorado. Drivers are aggressive at that intersection. -Agree!

LOVE THE TREES! A BIKE CONNECTION FROM UNION TO SOUTH ~~LAKE~~ LAKE WOULD BE A GREAT ADDITION.

* Trees

PDA
STREETSCAPES
CHARRETTE

MENTOR

7 Nov
2019

RAISED PLATFORM/PLAZA SHOULD BEGIN AT ^{SOUTH} SIDE OF DRIVEWAY OF PARKING STRUCTURE AND CONTINUE SOUTH TOWARDS COLORADO. THE CENTER OF ACTIVITY ON MENTOR BEGINS AT THE ICE HOUSE (6,000 VISITORS EACH WEEK), T-BOYLES, & LYD & MO GALLERY (FRI NIGHTS) AND EVENTUALLY, THE PLAZA SHOULD INCLUDE THE ENTIRE BLOCK.

- consider making whole block raised plaza to invite walking & access to all businesses. AGREE !!
Disagree
- Add bike parking at green space (U-shaped is highly recommended by NACTD).
- Consider heterogeneous mix of trees to create "urban forest" rather than monoculture for street trees.

Raised Plaza / speed Table would be more effective close to Colorado Blvd because

1. Higher Visibility from Colorado
2. Correct Ice House Alleys
3. Slow down cars entering from Colorado.

PRACTICAL, DOABLE

APPENDIX 3: EXISTING CONDITIONS ANALYSIS

PLAYHOUSE STREETScape PLAN

EXISTING CONDITIONS ANALYSIS

8 OCTOBER 2019

This memorandum summarizes the Design Team’s existing conditions analysis findings for the Playhouse Streetscape Plan area. It begins with a description of the Plan Area boundaries and the Plan’s goals. This is followed by a description of the existing physical conditions of each street, including configuration; traffic volumes; transit routes and bicycle routes; street trees and streetscape; and below and above ground utilities. This is followed by design considerations for each street based on the existing conditions findings and input from various stakeholders that were interviewed during the project’s analysis phase. The memorandum finishes with a description of potential conflicts and questions for discussion with City staff.

I. **PLAN AREA.** This Streetscape Master Plan, as Shown in **Figure 1** will provide streetscape designs for:

- Colorado Boulevard between Madison Avenue and Oak Knoll Avenue;
- Lake Avenue between Colorado Boulevard and Corson Street; and
- Mentor Avenue between Colorado Boulevard and Corson Street, focusing on the segment between Colorado Boulevard and Boston Court.

II. **PLAN GOALS.** The goal of the plan is to create streets that:

- Differentiate the Playhouse District from other parts of Pasadena;
- Build on PDA-endorsed visioning work and existing concepts;
- Generate a unique sense of place; and
- Promote economic vitality and livability.

III. EXISTING CONDITIONS

A. Colorado Boulevard.

1. **Configuration.** Colorado Boulevard consists of two vehicular lanes in each direction, dedicated left turn lanes at Madison Avenue, El Molino Avenue, and Oak Knoll Avenue, and parallel parking on both sides of the street (see **Figure 2** and **Figure 3**). The right-of-way is 100 feet wide with a 70-foot-wide carriageway and 15-foot-wide sidewalks. All lanes, including travel lanes, turn lanes, and parking lanes are 10 feet wide.
2. **Traffic Volumes.** Annual Average Daily Traffic (ADT) counts along Colorado Boulevard, measured in 2016, range from 17,323 to 18,479 (See **Figure 4**). Union Street to the north accommodates between 5,692 and 7,640 ADT in three westbound lanes, while Green Street accommodates between 7,248 and 10,318 ADT in 3 eastbound lanes.

To put ADT in context, the typical capacity of various roads per the Level of Service D/E thresholds in the *Highway Capacity Manual, Sixth Edition*, are as follows:

- 6 lanes with dedicated left turn lanes (such as Lake Avenue in its current configuration): 55,300 vehicles per day.
- 4 lanes with dedicated left turn lanes (such as Colorado Boulevard in its current configuration): 36,800 vehicles per day.
- 2 lane with dedicated left turn lanes: 18,300 vehicles per day.

The City of Pasadena prepared a traffic analysis in 2016 studying the feasibility of introducing angled parking along Colorado Boulevard and reducing the number of lanes in each direction from two to one. The analysis concluded that current traffic levels could be supported by the new configuration, especially since drivers could also rely on Union and Green Streets – which currently have traffic levels far below capacity – for through-travel.

The analysis also concluded that travel time between Los Robles Avenue and Hudson Avenue (a distance of five blocks in length) with the Colorado Boulevard lane reductions in place would increase by 18 seconds along Colorado Boulevard, 6 second along Union Street, and 32 seconds along Green Street.

3. **Transit.** Colorado Boulevard accommodates seven bus lines, as shown in **Figure 5**:

- Pasadena Transit Route 10
- Metro Local Bus routes 180, 181, 256, and 686
- Metro Rapid route 780
- Foothill Transit Route 187

Buses stop at the corners of Oak Knoll Avenue, El Molino Avenue, and Madison Avenue, just to the west of the intersections in the west bound direction and just to the east of the intersections in the eastbound direction. Bus stop amenities and the bus providers that the stops accommodate are as follows:

- Oak Knoll Avenue westbound:
 - Shelter, bench, and sign
 - Metro, Pasadena Transit, and Foothill Transit
- Oak Knoll Avenue eastbound:
 - Bench and sign
 - Metro, Pasadena Transit, and Foothill Transit
- El Molino Avenue westbound:
 - Bench and sign
 - Pasadena Transit and Foothill Transit
- El Molino Avenue eastbound:
 - Bench and sign
 - Pasadena Transit and Foothill Transit
- Madison Avenue westbound:
 - Bench and sign
 - Metro, Pasadena Transit, and Foothill Transit
- Madison Avenue eastbound:
 - Shelter, bench, and sign
 - Metro, Pasadena Transit, and Foothill Transit

Note, Metro’s planned North Hollywood to Pasadena Transit Corridor project will convert the Metro Rapid Route 780 to Bus Rapid Transit (BRT). When completed, the BRT will connect Pasadena City College to the North Hollywood Metro Red/Orange Line Station. Route options currently being studied by Metro include:

- Along Colorado Boulevard.
- Along Green (eastbound) and Union Street (westbound).

Should the route be introduced along Colorado Boulevard, the impacts would be minimal and are as follows:

- For this portion of the route, BRT vehicles will continue to share travel lanes with automobiles, so BRT vehicle function along Colorado Boulevard would be virtually indistinguishable from that of existing Metro Rapid buses.
 - The only BRT bus stop within the Playhouse District would be at Lake Avenue.
- 4. Bicycles.** The General Plan does not assign any bicycle facilities to Colorado Boulevard. However, El Molino Avenue is designated a Bike Boulevard (also called a sharrow), an unstriped route in which bicycles share the same curbside lane as automobiles (**Figure 6**). The General Plan also proposes that a 2-Way Cycle Track be introduced along Union Street.
- 5. Rose Parade Right-of-Way.**
- The Rose Parade requires approximately 56-foot wide right-of-way demarcated by blue lines painted six to seven feet from and parallel to each curb. This width is utilized by marching bands, horseback riders, and participants who march, dance, and ride next to the floats. Narrowing the Rose Parade right-of-way width would reduce the number of band members per row, resulting in a longer band length and increasing the overall length (and time of the parade). Narrowing the Rose Parade right-of-way is not an option. Ideally, tree canopies would not encroach into this right-of-way.
 - Madison Avenue accommodates tow trucks for incapacitated floats and Red Cross first aid stations are also located at the corner of Madison Avenue. The location of these are demarcated by the blue Rose Parade right-of-way line.
 - Madison Avenue is an emergency access route (fire/police).
 - The floats are approximately 18 to 20 feet wide and require unlimited headroom above.
 - Colored pavement – such as brightly painted crosswalks – needs to be avoided since horses perceive them as a barrier to be ascertained before crossing, requiring the riders to coax the horses across the colored pattern.
- 6. Street Trees and Streetscape.** Colorado Boulevard has a complete streetscape, including street trees; pedestrian-scaled street lights; automobile-scaled street lights that also accommodate banners; trash cans; and bike racks (see **Figure 7** and **Figure 8**). Also accommodated on the sidewalk are bus shelters, bus benches, bus signs and wayfinding signage, fire hydrants, and above-ground traffic signal control boxes, which are decorated with graphics and imagery.

Street trees are planted in tree wells and consist of:

- Maiden Hair Tree (*Ginkgo biloba*)
- Mexican Fan Palm (*Washingtonia robusta*)

Both these trees are consistent with the City of Pasadena's *Master Street Tree Plan* (see **Figure 9**) and the *Pasadena Playhouse District Streetscape, Walkways, and Alleys Plan*. The Palms are planted in tree wells and the Maiden Hair trees are planted in tree wells with decorative tree-grates. While the distribution of alternating Palms and Maiden Hair street trees is consistent, these species are not well suited towards shading the sidewalk, particularly along the north side of the street. In addition, Maiden Hair Trees

along the north side of Colorado Boulevard have shown stress due to prolonged sunlight and the heat island effect of the urban environment.

- 7. Utilities.** Utilities along Colorado Boulevard include: water, sewer, power (for buildings, street lights, and traffic signals), telephone, fiberoptic, gas, and stormwater (see **Figure 10** and **Figure 11**).

The water mains, sewer mains, power mains and associated manholes, gas lines, and telephone lines are located within the carriageway. Note the water line along the south side of the street is located close to the curb. Located beneath the sidewalk along both sides of Colorado Boulevard are power for street lights and traffic signals; water, sewer, power, and telephone service lines to adjacent buildings; and roof drain pipes from adjacent building. Fiberoptic cables are located beneath the sidewalk on the northern side of the street.

Stormwater mains run in the carriageway with catch basins and associated culverts located as follows:

- Along the east and west sides of Oak Knoll Avenue just north of the intersection with Colorado Boulevard and along the north side of Colorado Boulevard just west of the intersection with Oak Knoll Avenue.
- Along the east and west sides of El Molino Avenue just north of the intersection with Colorado Boulevard and along the north side of Colorado Boulevard just west of the intersection with El Molino Avenue.
- Along the east and west sides of Madison Avenue just north of the intersection with Colorado Boulevard and along the north side of Colorado Boulevard just west of the intersection with Madison Avenue.

B. Lake Avenue

- 1. Configuration.** Lake Avenue consists of three vehicular lanes in each direction with dedicated left turn lanes at Locust Street, Walnut Street, Union Street (northbound only), Market Alley (southbound only) and Colorado Boulevard (see **Figure 12**, **Figure 13**, and **Figure 14**). A two-way turn lane enables left turns onto Boston Court and two northbound dedicated right turn lanes at Corson Street enable access to the 210 Freeway eastbound on-ramp. On-street parking is allowed between 7 p.m. and 7 a.m. along short stretches between Colorado Boulevard and Union Street. The right-of-way is 100 feet wide with a 76-foot-wide carriage way and 12-foot-wide sidewalks. Travel lanes are generally 11 feet wide and turn lanes are generally 10 feet wide.
- 2. Traffic Volumes.** Annual Average Daily Traffic (ADT) volumes along Lake Avenue are 34,935 between Union Street and Walnut Street and 39,927 between Walnut Street and the freeway (see **Figure 4**). For comparison, the ADT along Lake Avenue between Green Street and Del Mar Avenue is 23,488.
- 3. Transit.** Lake Avenue accommodates four bus lines, as shown in **Figure 5**:
- Pasadena Transit Route 20,
 - Metro Local Routes 180 and 258, and
 - LADOT Commuter Express Route 549.

Buses stop at the corners of Walnut Street, Union Street, and Colorado Boulevard, just to the north of the intersections in the southbound direction and just to the south of the

APPENDIX 3: EXISTING CONDITIONS ANALYSIS

intersections in the southbound direction. Bus stop amenities and the bus providers that the stops accommodate are as follows:

- Walnut Street northbound:
 - Sign only
 - Pasadena Transit, Metro, Commuter Express
 - Walnut Street southbound:
 - Shelter, bench, and sign
 - Pasadena Transit, Metro, Commuter Express
 - Union Street northbound:
 - Sign only
 - Pasadena Transit and Metro
 - Union Street southbound:
 - Shelter, bench, and sign
 - Pasadena Transit and Metro
 - Colorado Boulevard northbound:
 - Sign only
 - Pasadena Transit, Metro, Commuter Express
 - Colorado Boulevard southbound:
 - Bench and sign
 - Pasadena Transit, Metro, Commuter Express
4. **Bicycles.** The General Plan has designated Lake Avenue a Bike Boulevard – an unstriped route in which bicycles share the same curbside lane as automobiles (see **Figure 6**).
5. **Street Trees and Streetscape.** Lake Avenue’s streetscape is incomplete (see **Figure 15**, **Figure 16**, and **Figure 17**). Street trees are absent from much of its length, especially along the blocks between Colorado Boulevard and Walnut Street. Trees that are present include:
- London Plain Trees (*Platanus acerifolia*)
 - Live Oak (*Quercus sp.*)
 - Maiden Hair (*Ginkgo biloba*) in the central median south of Corson Street
- The London Plain tree is consistent with the City of Pasadena’s Master Street Tree Plan, which, in addition to the London Plain Tree specifies the Chinese Tallow Tree (*Triadica sebifera*) and Live Oaks as appropriate street trees for Lake Avenue (see **Figure 9**).
- The large scale of the London Plain Trees – which can grow up to 130 feet tall – is well suited for Lake Avenue.
6. **Utilities.** Utilities along Lake Avenue include: water, sewer, power (for buildings, street lights, and traffic signals), telephone, fiberoptic, gas, and stormwater incomplete (see **Figure 18**, **Figure 19**, and **Figure 20**).
- The water mains, power mains and associate manholes, and telephone lines are located within the carriageway. Note the water line along the east side of the street is located close to the curb. Sewer lines are located beneath the carriageway and beneath both sidewalks; gas lines are located within the carriageway and beneath the west sidewalk. Power for street lights and traffic signals; water, sewer, power, and telephone service lines to adjacent buildings; roof drain pipes from adjacent building are located beneath

the sidewalk along both sides of Lake Avenue. Fiberoptic cables are located beneath the sidewalk along the eastern side of the street.

Stormwater mains run beneath the carriageway with catch basins and associated culverts are located as follows:

- Along the east and west sides of Lake Avenue just north of the intersections with Colorado Boulevard and Walnut Street.
- Along the east side of Lake Avenue just to the north and to the south of Union Street.

C. Mentor Avenue.

1. **Configuration.** Mentor Avenue consists of two, one-way southbound lanes (see **Figure 21**, **Figure 22**, and **Figure 23**). On-street parallel parking is allowed between Colorado Boulevard and Union Street, prohibited between Union Street and Walnut Street, and allowed for a short stretch along the east side of the street between Walnut Street and Corson Street. The right-of-way is 60 feet wide with the following carriageway widths:

- Colorado Boulevard to Boston Court: 40 feet
- Boston Court to Union Street: 30 to 34 feet
- Unions Street to Walnut Street: 30 feet
- Walnut Street to Corson Street: 38 feet.

Lanes range from 10 feet wide to 15 feet wide.

2. **Traffic Volumes.** ADT counts for Mentor Avenue between Green Street and Corson Street are unavailable, however between Green Street and Del Mar Boulevard, ADT in 2013 was 3,913 (see **Figure 4**).

3. **Street Trees and Streetscape.** Mentor Avenue’s streetscape is eclectic, particularly between Union Street and Colorado Boulevard. Street tree species between Corson Street and Union Street consist mainly of Camphor trees. Exceptions include live oaks along the west side of Mentor Avenue between Walnut Street and Locust Street and a Jacoranda tree just north of Union Street. Trees between Union Street and Boston Court consist of a Magnolia tree, five Mexican Fan Palms, and a Camphor tree. Street trees between Boston Court and Colorado are far and few between and mixed in species.

The City of Pasadena’s *Master Street Tree Plan* designates the Camphor Tree as the appropriate street tree for Mentor Avenue (see **Figure 9**).

Pedestrian-scaled light fixtures are absent as is street furniture – although the latter is not suitable for Mentor Avenue, because of the nature of the land uses that line it (north of Boston Court) and the relatively narrow sidewalks (10 feet) between Colorado Boulevard and Boston Court.

4. **Utilities.** Utilities along Mentor Avenue include: water, sewer, power (for buildings, street lights, and traffic signals), telephone, gas, and stormwater (see **Figure 24**).

Water, sewer, power, gas, and telephone mains are located beneath the carriageway. Telephone lines and some power infrastructure is located beneath the sidewalk. Power for street lights and traffic signals; water, sewer, power, and telephone service lines to adjacent buildings; roof drain pipes from adjacent building are located beneath the

sidewalk along both sides of Mentor Avenue. In addition, utility poles are located along the west side of the street between Colorado Boulevard and Walnut Street. There is also a utility pole at the east side of the street at Market Alley.

Stormwater mains run beneath the carriageway with catch basins and associated culverts located along as follows:

- Along the east and west sides of Mentor Avenue just north of the intersections with Colorado Boulevard, Union Street, and Walnut Street.
- Along the east and west sides of Mentor Avenue just south of Walnut Street.

IV. DESIGN CONSIDERATIONS

A. Colorado Boulevard

- Celebrate Colorado Boulevard as the district's "Main Street"
- Create a detailed design for two core blocks between Madison and Oak Knoll (with opportunity to expand in future).
- Consider on-street parking options, including parallel and head-in vs. reverse-in angled parking.
- Explore introduction of mid-block crossings.
- Determine the technical requirements for mid-block crossing (e.g. signals, raised crossings, ped actuators/lights, etc.).
- Explore introduction of curb extensions/bulb-outs at intersections and/or pedestrian scrambles.
- Consider ways of increasing shade along sidewalks, including infilling with large canopy trees and/or introducing in-street tree planters (taking into account existing utilities).
- Consider ways of activating the sidewalk, including the zone between the curb and the pedestrian through-way.
- Consider role of Colorado Boulevard: is it a City-wide "main street" that remains consistent for its length, or does it change to reflect the district or neighborhood it passes through?
- Examine location/type of parking meters, curb space for valet, loading, transportation network companies (Uber, Lyft), etc.
- Keep all streetscape elements along Colorado Boulevard (street lights, bike racks, garbage cans, etc.)? Redesign newspaper boxes to fit in with the streetscape palette?

B. Lake Avenue:

- Transform Lake Avenue into a memorable gateway into the Playhouse District (and the South Lake District) by creating a more inviting connection between the Lake Avenue Gold Line Station and Colorado Boulevard.
- Improve pedestrian safety and experience along Lake Avenue to support an enhanced retail environment, more robust office activity, and future housing opportunities.
- Consider extending the center median located along Lake Avenue south of Green Street northwards to Union Street, Walnut Street, and possibly even to Corson Street.
- Consider narrowing vehicular lanes and introducing on-street parking to help calm traffic and possibly to make room for bicycles.

C. Mentor Avenue:

- Create an intimate and welcoming environment to support the eclectic cultural and retail cluster between Colorado Boulevard and Boston Court.
- Consider ways to infuse public art, shade and environmental sustainability.
- Design new streetscape to accommodate events in street.
- Explore transforming Mentor Avenue from one-way to two-way between Walnut Street and Colorado Boulevard.
- Confirm whether Camphor Tree is best fit for Mentor Avenue, especially between Boston Court and Colorado.
- Consider introducing in-street tree planters (taking into account existing utilities).

V. POTENTIAL CONFLICTS

A. Colorado Boulevard

- Additional street trees in new locations along the sidewalk would need to take into account roof drains from adjacent buildings (which pass under the sidewalk and drain and drain into the gutter), power lines that provide power to adjacent buildings, and possibly fiberoptic cables along the north side of the street.
- Additional street trees within the roadway along the north side of the street could potentially conflict with power mains and associated manholes.
- Bulbouts at intersections could conflict with existing stormwater catch basins along the east and west side of Madison Avenue, El Molino Avenue, and Oak Knoll Avenue.
- Maiden Hair Trees are slow growing trees that do not grow to a very large size.

B. Lake Avenue.

- Additional street trees in new locations along the sidewalk would need to take into account roof drains from adjacent buildings, power supply lines that provide power to adjacent buildings, and possibly fiberoptic cables along the east side of the street.
- Bulbouts at intersection with Colorado Boulevard (if introduced) could conflict with existing stormwater catch basins along the east and west side of Mentor Avenue.

C. Mentor Avenue.

- Existing utility poles along the west side of the street are unsightly and also prevent the introduction of large canopy street trees.
- Bulbouts at intersection with Colorado Boulevard (if introduced) could conflict with existing stormwater catch basins along the east and west side of Mentor Avenue.

VI. QUESTIONS FOR CITY

A. General:

1. **Traffic Analysis (Traffic Dept.).** What are the City's expectations regarding traffic analysis and the improvements we are proposing? *The City's Response to Playhouse*

APPENDIX 3: EXISTING CONDITIONS ANALYSIS

District Strategic Economic Development and Vision Implementation Plan (dated 12/14/2018) states that DOT's traffic analysis and feasibility study will be needed for the mid-block crossings and bulbouts.

- Colorado: If mid-block crossings and bulb-outs are not introduced, is the analysis that was done in 2016 sufficient or will the City require more current analysis? Will the General Plan Implementation Plan consultant be conducting any analysis as part of that effort that could bring the Plan Area analysis up to date (my understanding is that the Implementation Plan is tiering of the 2015 General Plan EIR and that this analysis is Program Level, not Project Level)?
- Mentor and Lake: Since we are only generating a Vision for these two streets, will the City still require additional traffic analysis?

B. Colorado:

1. Old Town TNC (Uber/Lyft) curb space pilot program (Traffic Dept.).

- What are the results of the TNC (Uber/Lyft) curbside management pilot program in Old Town Pasadena (if it has been implemented?) Is there anything that can be applied to the Playhouse district?

2. Mid-block crossings (Traffic Dept.)

- Will mid-block crossings be allowed in addition to or in lieu of a pedestrian scramble intersection (in any nearby location along Colorado)
- What are the technical requirements for mid-block crossing (e.g. signals, raised crossings, ped actuators/lights, etc.)

3. Angled parking (Traffic Dept.)

- Confirm PDA's preference for angled parking (reverse-in vs. pull-in).

4. Street Trees and Street Furniture (Public Works Dept.)

- What is the City's opinion regarding changing the officially-designated street trees and street furniture?

5. Cost Estimate (Public Works Dept.).

- What are City's requirements to be listed as identified projects in the Capital Improvements Plan Budget?

6. Parking Meters. What are cities preferences? What is latest technology?

C. Mentor Avenue:

1. **One-way to two-way conversion.** The scope is to convert Mentor from one-way to two-way between Colorado and Boston Court, but the City states in their response that this will only work if the entire length of Mentor is converted to two-way.

- Can the two-way conversion work for such a short distance?
- Would it make more sense to convert Mentor between Colorado and Walnut?
- Can streetscape between Colorado and Walnut be introduced before two-way conversion is implemented?

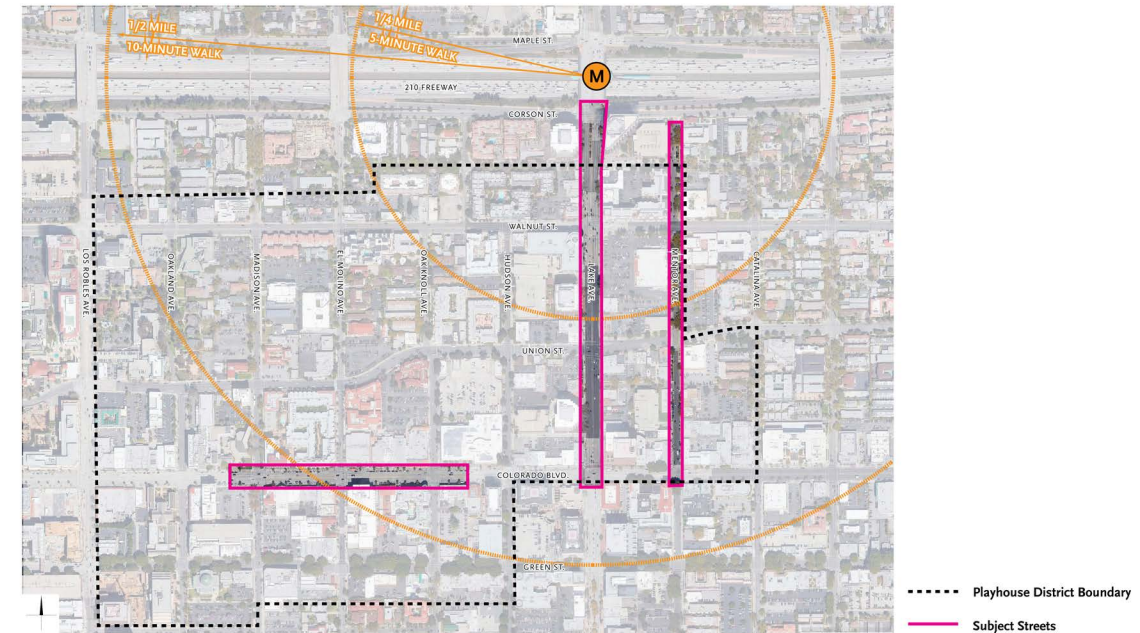


FIGURE 1: PROJECT BOUNDARIES

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FIG. 2: COLORADO BOULEVARD MOBILITY
BLOCK 1: MADISON AVE. TO EL MOLINO AVE.

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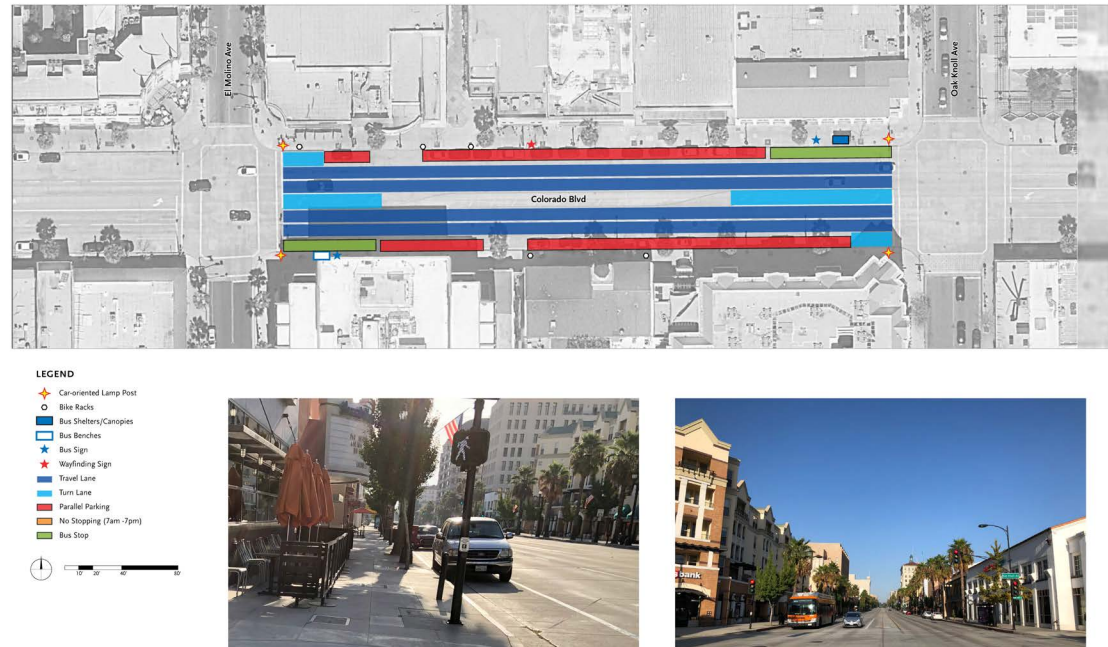


FIG. 3: COLORADO BOULEVARD MOBILITY
BLOCK 2: EL MOLINO AVE. TO OAK KNOLL AVE.

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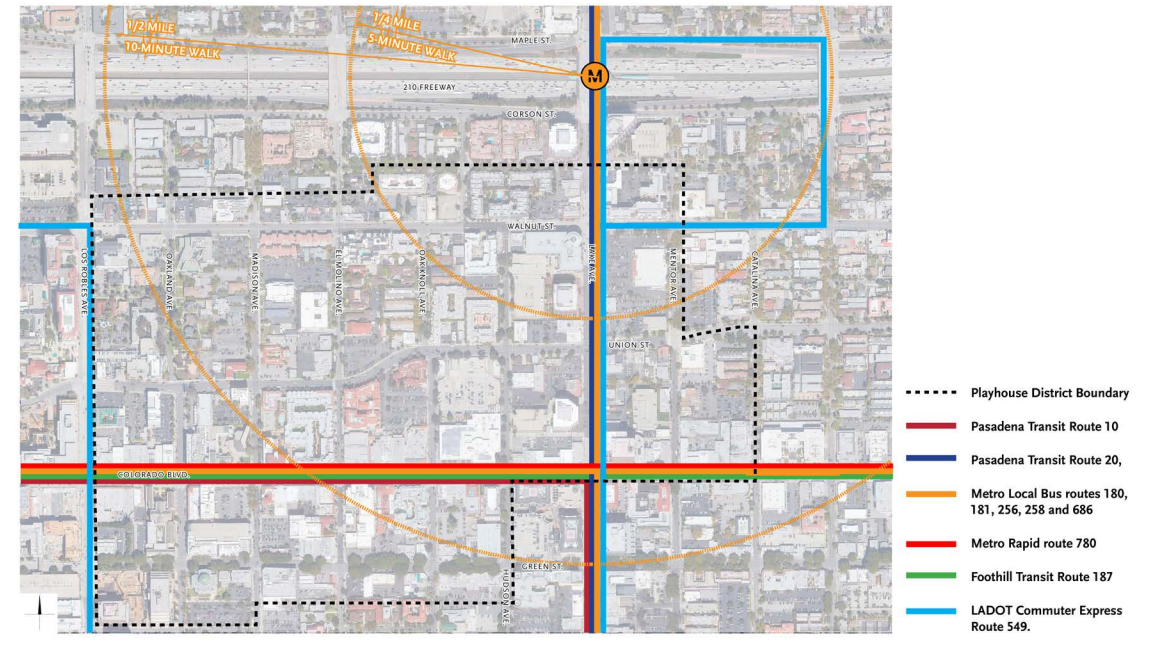


FIGURE 5: BUS ROUTES

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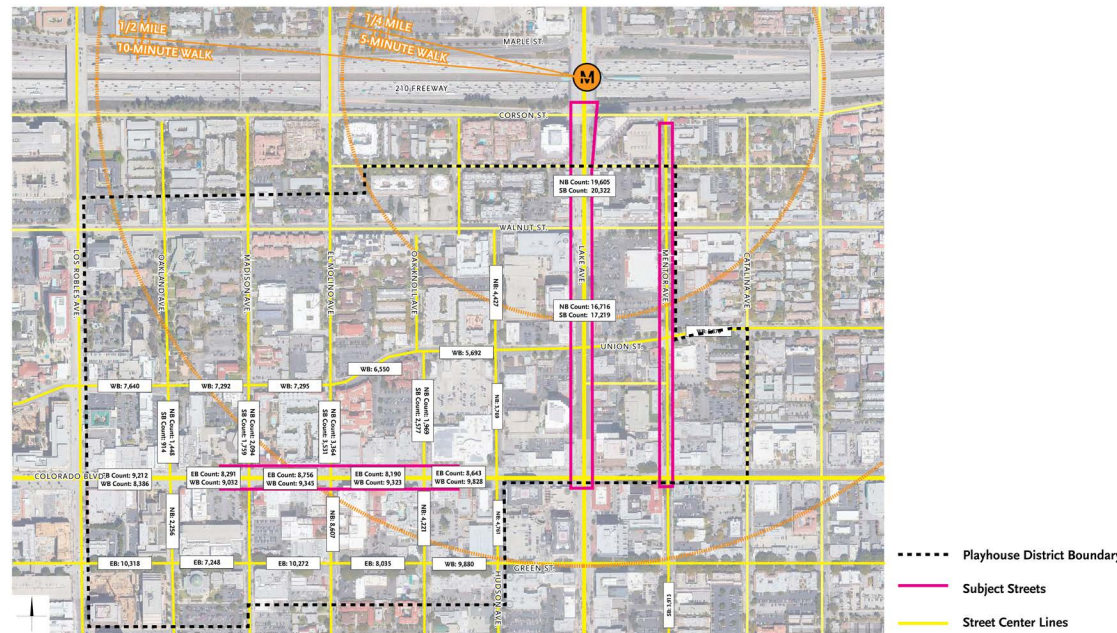


FIGURE 4: TRAFFIC COUNTS

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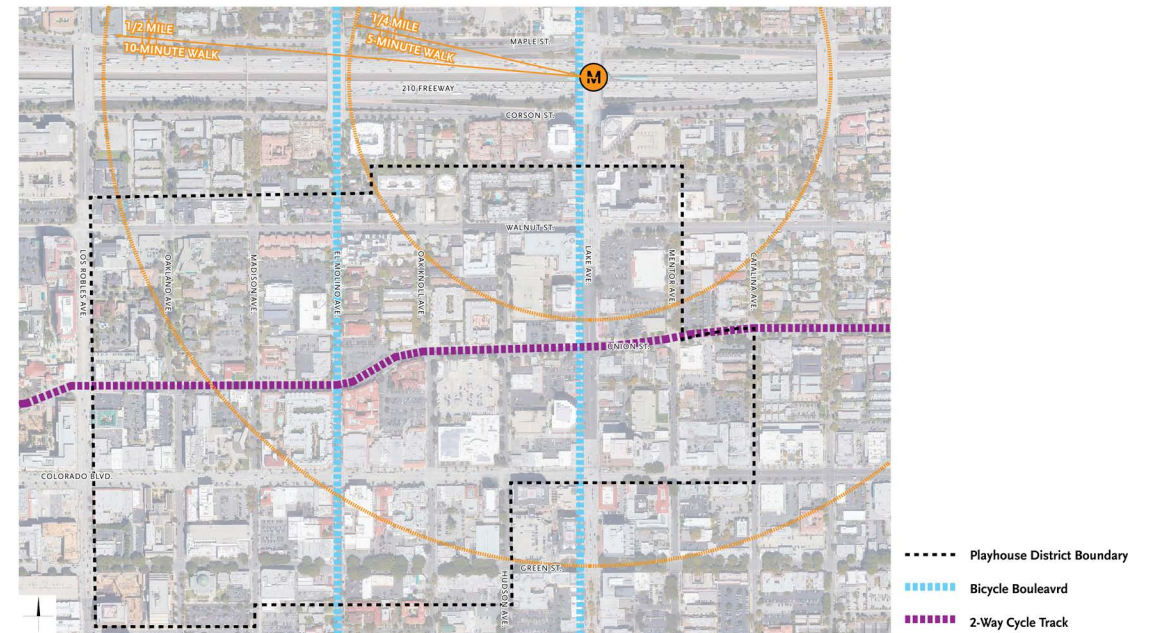


FIGURE 6: BIKE ROUTES

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APPENDIX 3: EXISTING CONDITIONS ANALYSIS



FIG. 7: COLORADO BOULEVARD STREETScape
BLOCK 1: MADISON AVE. TO EL MOLINO AVE.

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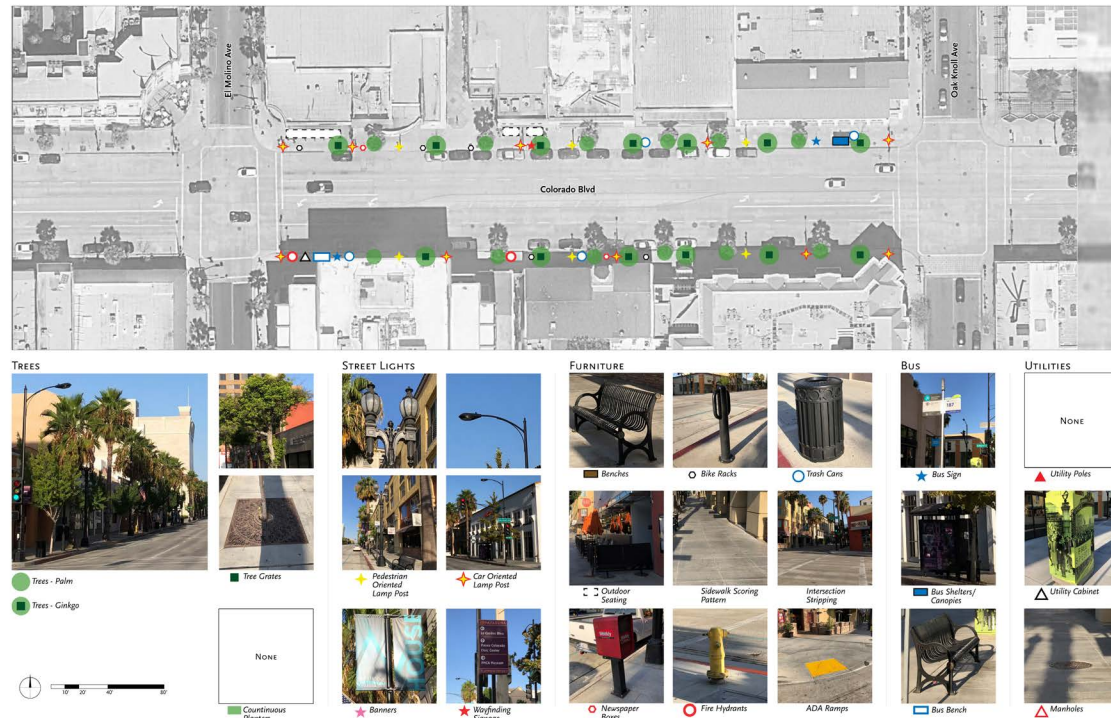


FIG. 8: COLORADO BOULEVARD STREETScape
BLOCK 2: EL MOLINO AVE. TO OAK KNOLL AVE.

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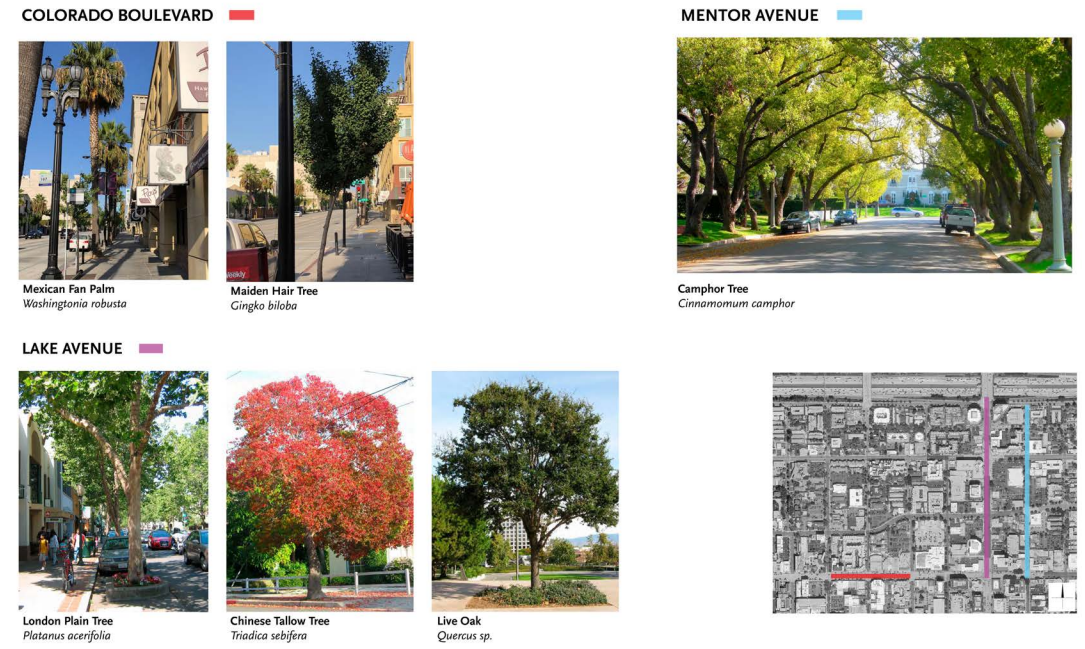


FIGURE 9: STREET TREES
PER CITY'S MASTER STREET TREE PLAN

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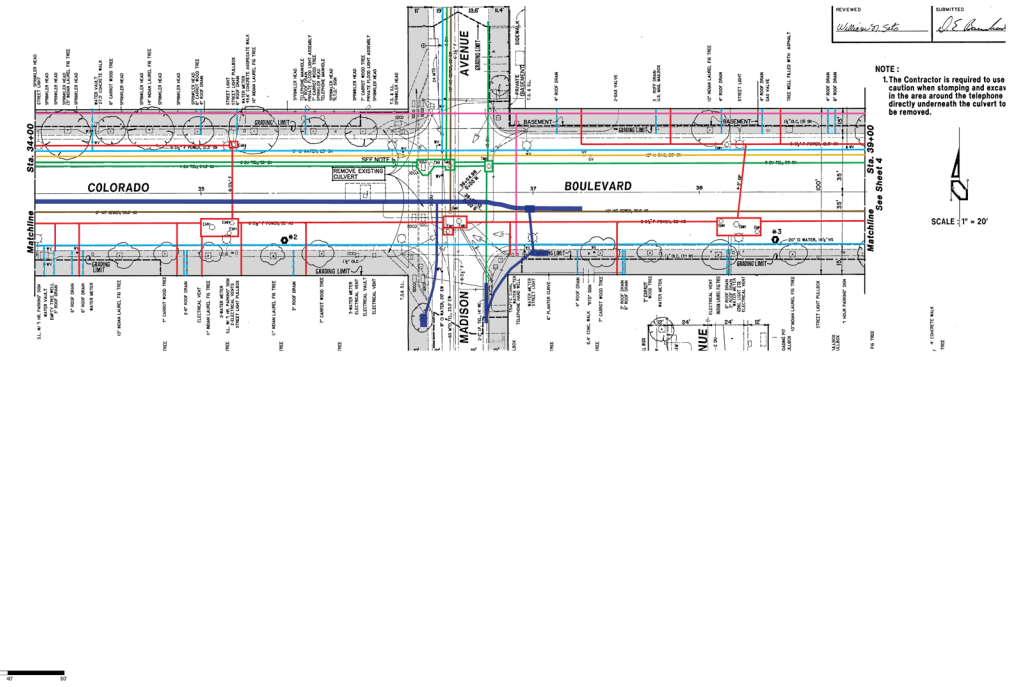


FIG. 10: COLORADO BLVD. EXISTING INFRASTRUCTURE
AT MADISON AVE.

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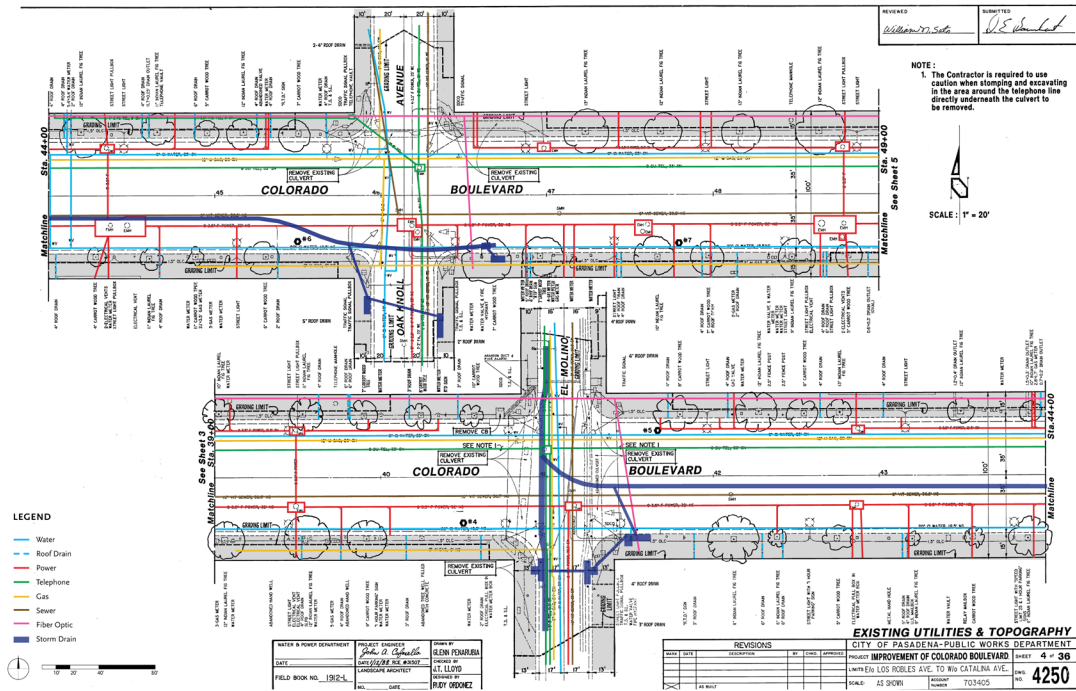


FIG. 11: COLORADO BLVD. EXISTING INFRASTRUCTURE AT OAK KNOLL AVE. & EL MOLINO AVE.

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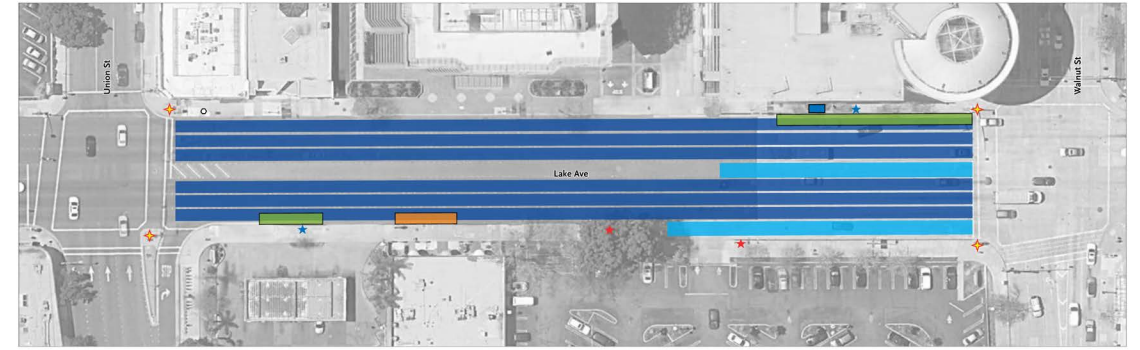


FIG. 13: LAKE AVENUE MOBILITY BLOCK 2: UNION ST. TO WALNUT ST.

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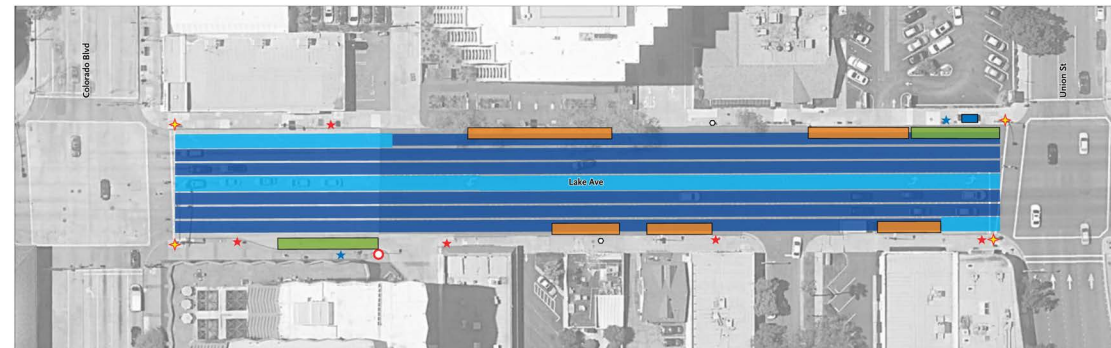


FIG. 12: LAKE AVENUE MOBILITY BLOCK 1: COLORADO BLVD. TO UNION ST.

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FIG. 14: LAKE AVENUE MOBILITY BLOCK 3: WALNUT ST. TO CORSON ST.

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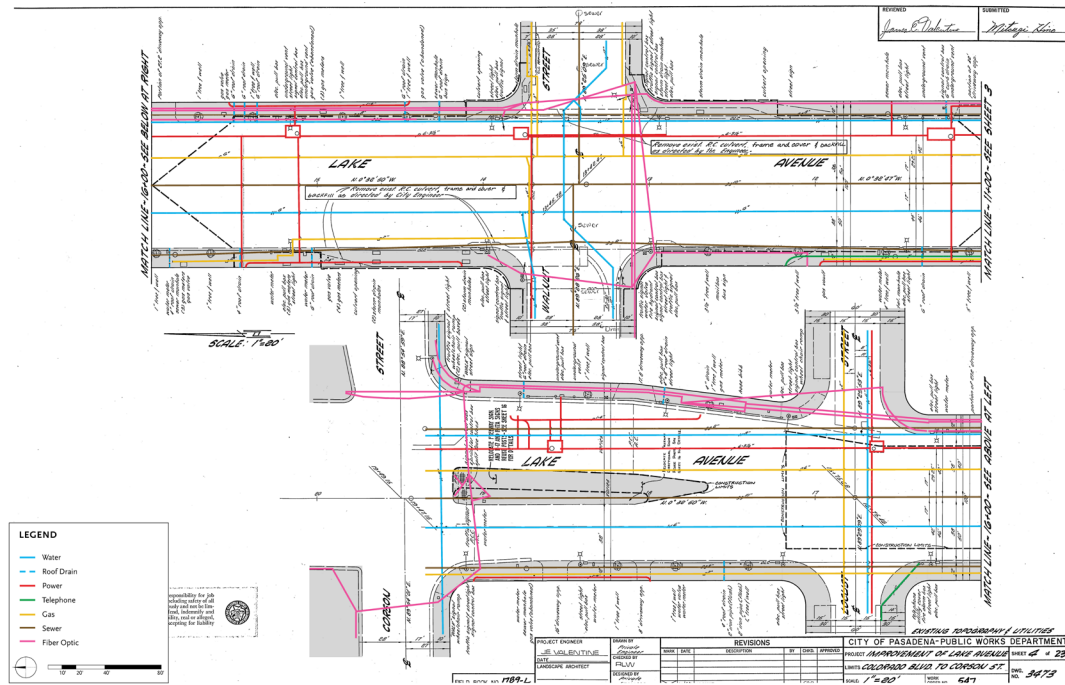


FIG. 19: LAKE AVENUE EXISTING INFRASTRUCTURE
At Walnut St. & Corson St.

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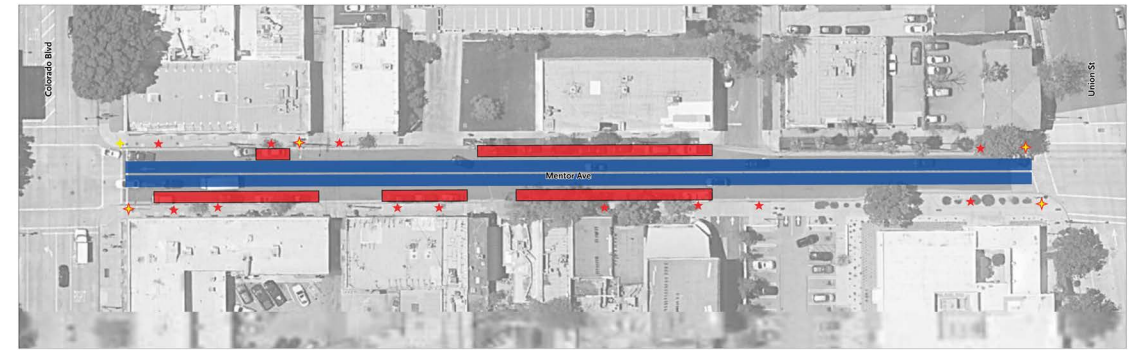


FIG. 21: NORTH MENTOR AVENUE MOBILITY
BLOCK 1: COLORADO BLVD. TO UNION ST.

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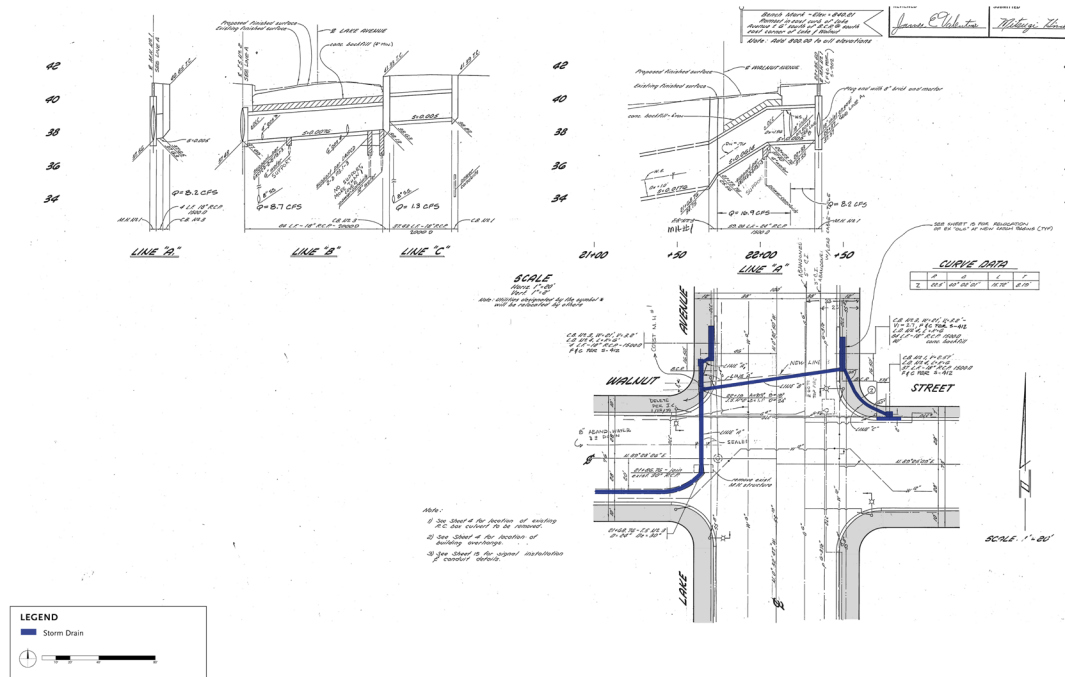


FIG. 20: LAKE AVENUE EXISTING INFRASTRUCTURE
At Walnut St.

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FIG. 22: NORTH MENTOR AVENUE MOBILITY
BLOCK 2: UNION ST. TO WALNUT ST.

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FIG. 23: NORTH MENTOR AVENUE MOBILITY
BLOCK 3: WALNUT ST. TO CORSON ST.

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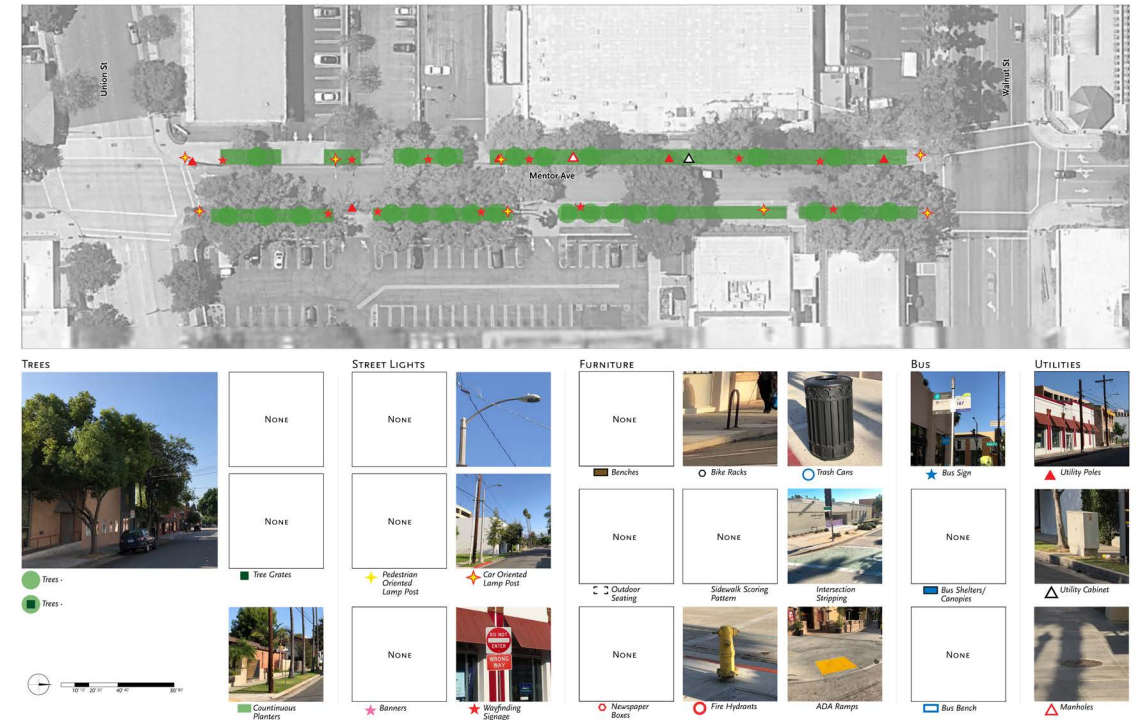


FIG. 25: NORTH MENTOR AVENUE STREETScape
BLOCK 2: UNION ST. TO WALNUT ST.

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FIG. 24: NORTH MENTOR AVENUE STREETScape
BLOCK 1: COLORADO BLVD. TO UNION ST.

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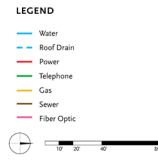
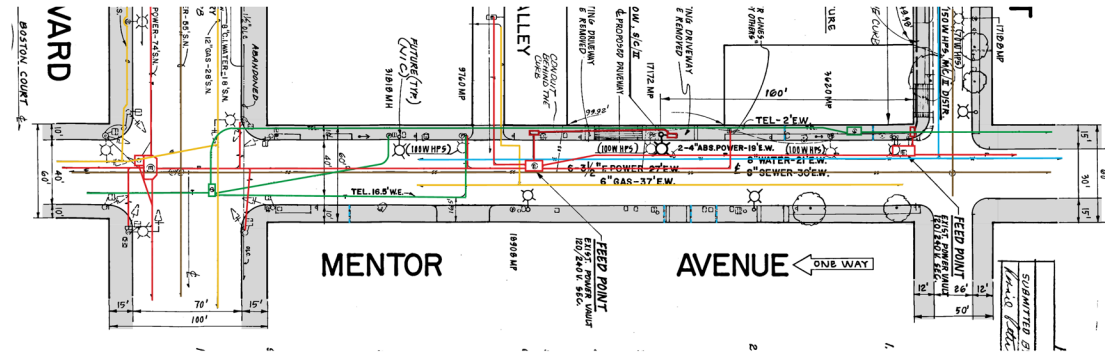
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FIG. 26: NORTH MENTOR AVENUE STREETScape
BLOCK 3: WALNUT ST. TO CORSON ST.

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FIG. 27: MENTOR AVE. EXISTING INFRASTRUCTURE
AT COLORADO BLVD. & BOSTON CT.

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