# 3.0 Proposed IDS Playhouse Plaza Project

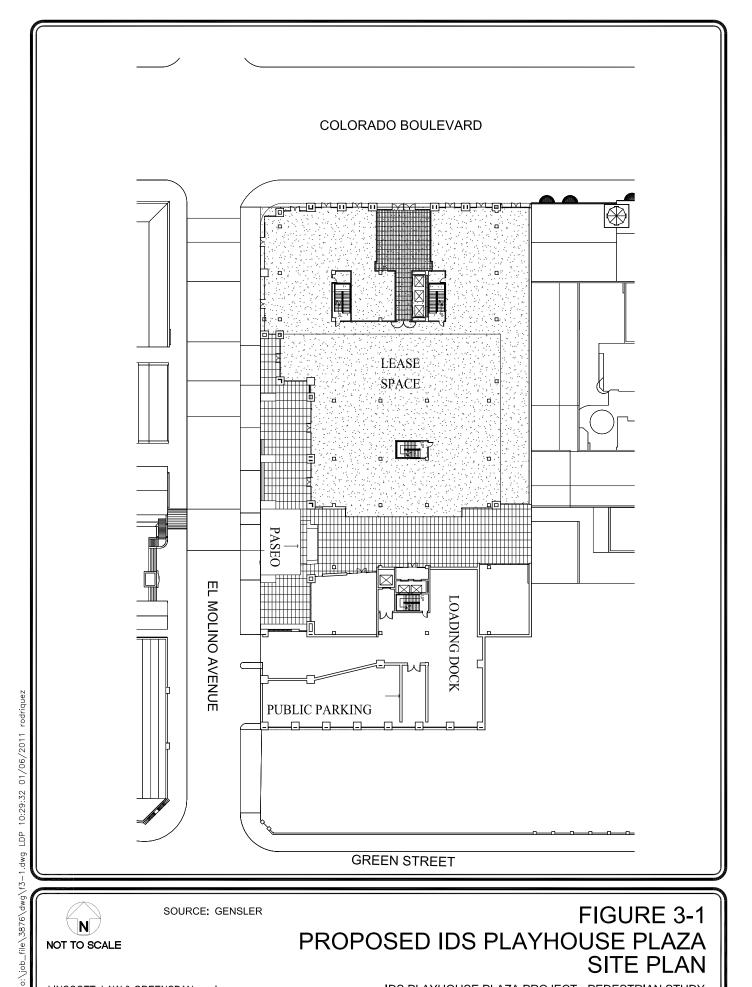
This section presents an overview of the IDS Playhouse Plaza project description as well as the anticipated vehicular traffic volume increases and pedestrian traffic volume increases anticipated with the construction and occupancy of the project.

# 3.1 Proposed IDS Playhouse Plaza Project Description

A previously mentioned, the proposed IDS Playhouse Plaza development project is located within the heart of the Playhouse District of the City, located at 680 East Colorado Boulevard, at the southeast corner of the El Molino Avenue/Colorado Boulevard intersection. The proposed project consists of the development of a five-story commercial building with a total of 159,971 gross square feet of building area. The proposed commercial building is planned to include a total of 145,564 square feet of general office space and 14,407 square feet of ground floor commercial space. The ground floor commercial space is expected to contain office building tenant services such as restaurant, cafeteria and retail uses that is intended to contribute to the goals and vision of the Pasadena Playhouse District. An on-site pedestrian plaza is also proposed as part of the project. In addition, the proposed project is planned to include a total of 522 parking spaces to be provided in subterranean parking levels. The parking spaces to be provided as part of the project are planned to include 366 project-only spaces and 156 public spaces to serve the Playhouse District. Access for this project is proposed to be located via one public entry/exit access point and one loading driveway, both located just south of the Pasadena Playhouse. These planned future driveways are being considered as part of this pedestrian study. As previously mentioned in Section 2.1 of this study, the existing pedestrian environment and facilities in the overall study area are not proposed to change as a result of the IDS Playhouse project, other than the mid-block condition that is the focus of this study. The site plan for the proposed project, including the area of the new on-site pedestrian plaza located within the project site, is illustrated in *Figure 3-1*.

# 3.2 Proposed IDS Playhouse Plaza Project Vehicular Traffic Volumes

As mentioned in Section 1.0, LLG previously prepared a traffic impact study for the above referenced project which was reviewed and approved by the City's Department of Transportation. Thus, the trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project were reviewed and accepted by City of Pasadena Department of Transportation (PasDOT) staff. As presented in the traffic study (dated July 3, 2008), the proposed IDS Playhouse Plaza project is expected to generate a net increase of 223 vehicle trips (196 inbound trips and 27 outbound trips) during the AM peak hour. During the PM peak hour, the project is expected to generate a net increase of 214 vehicle trips (36 inbound trips and 178 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 1,585 daily trip ends during a typical weekday (approximately 793 inbound trips and 793 outbound trips).



N NOT TO SCALE

SOURCE: GENSLER

FIGURE 3-1 PROPOSED IDS PLAYHOUSE PLAZA SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

IDS PLAYHOUSE PLAZA PROJECT - PEDESTRIAN STUDY

# 3.3 Proposed IDS Playhouse Plaza Project Pedestrian Traffic Volumes

As mentioned in Section 3.1 above, 156 public parking spaces are being planned to be provided within the subterranean parking structure of the IDS Playhouse Plaza project to serve the Playhouse District. Vehicular access for the project is proposed to be located via one public entry/exit access point located just south of the Pasadena Playhouse. This future driveway, as well as the loading driveway (i.e., located just north of the public vehicular access point) are being considered as part of this pedestrian study.

As mentioned in Section 2.3 above, existing pedestrian counts were conducted in the immediate vicinity to coincide with a scheduled Pasadena Playhouse event (i.e., in order to capture pre-event arrival and post-event departure pedestrian volumes). These time periods were selected for observation as they would produce the greatest overall volume of pedestrian activity when compared to either a morning condition or mid-day condition and can be considered a worst-case baseline condition. As summarized in Section 2.3.1, a total of 66 westbound pre-event peak hour pedestrians were observed to cross El Molino Avenue mid-block, with 52 of those pedestrians observed to be directly attributable to the Pasadena Playhouse. During the post-event departure peak hour, a total of 65 eastbound pedestrians were observed to cross El Molino Avenue mid-block with 60 of those pedestrians observed to be directly attributable to the Pasadena Playhouse.

As the proposed IDS Playhouse Plaza project is planned to provide public parking spaces within the subterranean parking structure for the Playhouse District, a redistribution of existing pedestrian volumes can be expected with the construction of the project to account for utilization of these public spaces by Playhouse patrons. In order to provide a conservative forecast of potential future mid-block pedestrian crossings, pedestrian volumes generated from the Madison Avenue parking lot/structure observed to travel east along Playhouse alley and turn south towards the Pasadena Playhouse during the pre-event peak hour and pedestrians destined to the west along Playhouse Alley from the Pasadena Playhouse during the post-event peak hour were added to the existing midblock pedestrian crossing totals during the respective time periods. As shown in Figures 2-1 and 2-2, this methodology could increase potential mid-block pedestrian crossings by 31 pre-event and 48 post-event peak hour pedestrians, respectively. This would result in a future forecast of potential El Molino Avenue mid-block pedestrian crossings of 97 westbound crossings during the pre-event peak hour (i.e., 66 existing and 31 redistributed Madison Avenue lot/structure pedestrians) and 113 eastbound crossings during the post-event peak hour (i.e., 65 existing and 48 redistributed Madison Avenue lot/structure pedestrians). For comparison, all pedestrian volumes generated from the Madison Avenue parking lot/structure observed to utilize Playhouse alley were added to the existing mid-block pedestrian crossing totals during the respective time periods to forecast the potential future mid-block El Molino Avenue pedestrian crossings. As shown in Figures 2-1 and 2-2, this methodology could increase potential mid-block pedestrian crossings by 63 pre-event and 64 postevent peak hour pedestrians, respectively. This would result in a future forecast of potential El Molino Avenue mid-block pedestrian crossings of 129 during the pre-event peak hour (i.e., 66 existing and 63 redistributed Madison Avenue lot/structure pedestrians) and 129 during the postevent peak hour (i.e., 65 existing and 64 redistributed Madison Avenue lot/structure pedestrians). For purposes of this study and to provide a more conservative forecast of potential mid-block pedestrian crossings on El Molino Avenue, the highest number of pedestrians observed to utilize the Playhouse Alley from/to the Madison Avenue lot/structure during either the pre-event or post-event peak hours were utilized. This produced a more conservative mid-block pedestrian crossing total of roughly 130 pedestrians for future planning purposes (i.e., 66 pre-event existing and 64 redistributed Madison Avenue lot/structure pedestrians).

There is not a pedestrian safety issue with existing baseline conditions. However, it can be concluded that the introduction of additional vehicles accessing the IDS Playhouse Plaza project site, as well as the future pedestrian crossings that could potentially occur with the introduction of additional public parking spaces within the Playhouse District, will affect the pedestrian environment. While an approximate doubling of pedestrian traffic within the pre-event peak hour would logically lead one to conclude that the pedestrians' physical environment would be impacted, it is important to also consider the following:

- An additional 60 pedestrians per hour can be accommodated on the existing sidewalk along the east side or west side of South El Molino Avenue and would operate at Level of Service A, or accommodating up to a total of up to 300 pedestrians in the peak 15-minute period of the peak hour, as defined by the Highway Capacity Manual.
- The crosswalks at the signalized intersections of El Molino Avenue/Green Street and/or El Molino Avenue/Colorado Boulevard can accommodate additional pedestrian volumes and would operate at Level of Service A or LOS B, as defined by the Highway Capacity Manual.

Should the additional pedestrians choose to illegally cross mid-block, there are no apparent sight distance restrictions at the mid-block point for either cars or pedestrians. Should the increase in vehicular traffic volumes from the IDS Playhouse project be such that pedestrians are less comfortable with jaywalking, they may modify their behavior to cross at the adjacent signalized intersections.

Since there is no industry-adopted quantitative analysis of incremental increase in vehicular trips on pedestrian safety at a crossing point, the study relied on an analysis of the pedestrians' physical environment due to project vehicular trips. The pedestrian analysis of the existing conditions and crossing alternatives are provided in Section 4.0 of this report. The potential introduction of a maximum of 62 additional pedestrians crossing mid-block warrants further discussion and analysis, however. Accordingly, applying a qualitative analysis as an appropriate measure of pedestrian safety and using the relevant checklist questions found in the State CEQA Guidelines Appendix G as a measure, the impact could be significant without mitigation. The relevant checklist questions are summarized below, and the conclusions for each question follow in the remainder of this report.

#### Would the project:

Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness
for the performance of the circulation system, taking into account all modes of transportation
including mass transit and non-motorized travel and relevant components of the circulation

system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (See discussion in Sections 4.1 and 6.0 below.)

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? See discussion in Sections 3.4 and 4.0 below.)
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? See discussion in Sections 3.4 and 4.0 below.)

Therefore, part of the purpose of this study is to develop various pedestrian crossing alternatives to address the future pedestrian environment along El Molino Avenue as well as to recommend several alternatives for further consideration by the City's decision-makers. Detailed descriptions of each of the developed alternatives are provided in Section 5.0 of this report.

#### 3.4 Proposed IDS Playhouse Plaza Project Requirements

As part of the City's prior review and approval of the IDS Playhouse Plaza project, several Conditions of Approval were determined and adopted by the City Council (*Conditions of Approval for Adjustment Permit #11612 and Conditional Use Permit #5317*). As it relates to vehicular access, circulation and pedestrian activity, Department of Transportation's Condition of Approval No. 63 specifically pertains to this topic. It states:

"A site circulation plan for the parking structure must be reviewed and approved by the Department of Transportation prior to the issuance of the first permit for construction (i.e., demolition, foundation, grading, or building) that will indicate how this concern is to be resolved. The plan shall be drawn to a 1" = 20 or 1" = 40 scale. For the ramp leading to the subterranean parking level, measures should be taken to alert incoming and outgoing vehicles at both ends of the driveway with devices (such as concave mirrors, warning lights, gate arms, etc.) to warn of oncoming traffic."

Further, the Planning Division included Conditions of Approval No. 21, which states:

"The parking structure entrance should be designed to ensure pedestrian and vehicular safety. Enhancements may include, but are not limited to, openings to protect view corridors, mirrors, signing and striping. Such enhancements shall be reviewed and approved by the Zoning Administrator and Department of Transportation."

These devices will also warn existing and future pedestrians traveling along the east side of El Molino Avenue of oncoming traffic. The Planning Division set forth Conditions of Approval Nos. 8 through 36, the Public Works Department set forth Conditions of Approval Nos. 37 through 57, and the City's Department of Transportation set forth Conditions of Approval Nos. 58 through 66.