

**Potentially
Significant
Impact**

**Significant
Unless
Mitigation is
Incorporated**

**Less Than
Significant
Impact**

No Impact

not have a Mandatory Finding of Significance due to environmental effects that could cause substantial adverse effects on humans.

INITIAL STUDY REFERENCE DOCUMENTS

- | # | Document |
|----|--|
| 1 | Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code, revised January 1, 1994 official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. |
| 2 | CEQA Air Quality Handbook, South Coast Air Quality Management District, revised 1993 |
| 3 | East Pasadena Specific Plan Overlay District, City of Pasadena Planning and Development Department, codified 2001 |
| 4 | Energy Element of the General Plan, City of Pasadena, adopted 1983 |
| 5 | Fair Oaks/Orange Grove Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2002 |
| 6 | Final Environmental Impact Report (FEIR) Land Use and Mobility Elements of the General Plan, Zoning Code Revisions, and Central District Specific Plan, City of Pasadena, certified 2004 |
| 7 | 2000-2005 Housing Element of the General Plan, City of Pasadena, adopted 2002. |
| 8 | Inclusionary Housing Ordinance Pasadena Municipal Code Chapter 17.71 Ordinance #6868 |
| 9 | Land Use Element of the General Plan, City of Pasadena, adopted 2004 |
| 10 | Mobility Element of the General Plan, City of Pasadena, adopted 2004 |
| 11 | Noise Element of the General Plan, City of Pasadena, adopted 2002 |
| 12 | Noise Protection Ordinance Pasadena Municipal Code Chapter 9.36 Ordinances # 5118, 6132, 6227, 6594 and 6854 |
| 13 | North Lake Specific Plan Overlay District, City of Pasadena Planning and Development Department, Codified 1997 |
| 14 | Pasadena Municipal Code, as amended |
| 15 | Recommendations On Siting New Sensitive Land Uses, California Air Resources Board, May 2005 |
| 16 | Regional Comprehensive Plan and Guide, "Growth Management Chapter," Southern California Association of Governments, June 1994 |
| 17 | Safety Element of the General Plan, City of Pasadena, adopted 2002 |
| 18 | Scenic Highways Element of the General Plan, City of Pasadena, adopted 1975 |
| 19 | Seismic Hazard Maps, California Department of Conservation, official Mt. Wilson, Los Angeles and Pasadena quadrant maps were released March 25, 1999. The preliminary map for Condor Peak was released in 2002. |
| 20 | South Fair Oaks Specific Plan Overlay District Planning and Development, codified 1998 |
| 21 | State of California "Aggregate Resource in the Los Angeles Metropolitan Area" by David J. Beeby, Russell V. Miller, Robert L. Hill, and Robert E. Grunwald, Miscellaneous map no. .010, copyright 1999, California Department of Conservation, Division of Mines and Geology |
| 22 | Storm Water and Urban Runoff Control Regulations Pasadena Municipal Code Chapter 8.70 Ordinance #6837 |
| 23 | Transportation Impact Review Current Practice and Guidelines, City of Pasadena, August, 2005 |
| 24 | Tree Protection Ordinance Pasadena Municipal Code Chapter 8.52 Ordinance # 6896 |
| 25 | West Gateway Specific Plan Overlay District, City of Pasadena Planning and Development Department codified 2001 |
| 26 | Zoning Code, Chapter 17 of the Pasadena Municipal Code |

ATTACHMENTS

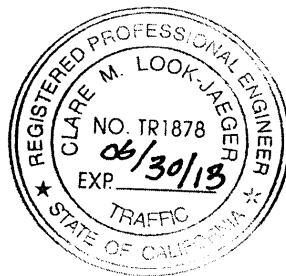
ATTACHMENT A - CENTRAL DISTRICT PARKING STUDY

CENTRAL DISTRICT PARKING STUDY

Pasadena, California
March 12, 2012

Prepared for:
City of Pasadena Housing and Development Department
100 North Garfield Avenue
Pasadena, California 91109

LLG Ref. 1-10-3882-1



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CENTRAL DISTRICT PARKING STUDY

Pasadena, California
March 12, 2012

1.0 INTRODUCTION

This parking study has been prepared to provide documentation which supports the establishment of a district-wide parking program for the Central District area within the City of Pasadena. The intent of this study is to review the feasibility of establishing a parking program similar to that employed by the City for the Old Pasadena district, including the establishment of zoning credit parking spaces as an alternate means of providing parking. If an adequate supply of parking within reasonable walking distances exists within the district, potential conversions of existing ground floor space to restaurant space could also occur without the need for construction of additional parking spaces.

While the Central District area is generally bounded by the Interstate 210 Freeway to the north, California Boulevard to the south, Pasadena Avenue to the west, and Mentor Avenue to the east, this study focuses on three specific subareas of the Central District, including the South Lake Avenue, Playhouse and Civic Center districts. As such, the area of focus is generally concentrated between the north-south streets of Arroyo Parkway and Mentor Avenue and the east west streets of Corson Street and California Boulevard. This area is also located within City designated Transit-Oriented Development Areas.

The parameters of the parking analysis were developed in consultation with City of Pasadena Planning and Development Department staff. The square footage envelope of potential future restaurant conversions within ground floor buildings for each of the focus subareas were also provided by City staff and are included in the analysis of future parking conditions.

This study (i) presents a summary of the existing off-street and on-street parking supply in the study area, (ii) presents the existing weekday and weekend off-street and on-street parking demand in the study area, (iii) forecasts future parking demand due to the potential restaurant conversions within the study area, and (iv) determines the adequacy of the future parking supply to meet the projected parking demand within the focus subareas of the Central District.

2.0 OVERVIEW OF STUDY GOALS, RELEVANT CITY CODE PROVISIONS AND STUDY AREA

2.1 Goals of the Parking Study

The purpose of this study is to review the feasibility of establishing a parking program similar to that employed by the City for the Old Pasadena district, including the establishment of zoning credit parking spaces as an alternate means of providing parking for new and/or converted development projects. If it is found that an adequate supply of parking resources within reasonable walking distances exists within the district, potential conversions of existing ground floor space to restaurant space could occur without the need for construction of additional parking spaces.

This strategy is simple in concept and maximizes the shared use of current parking resources within the focus subareas of the Central District. The strategy is aimed at the utilization and/or development of pedestrian-friendly parking areas which create a “park-once” environment where people can walk no more than 1,500 feet from a parking venue to their destination. In accounting for the daily and hourly variations in parking demand, maximum utilization of available parking resources can be achieved.

2.2 City Municipal Code Provisions Relevant to Study

Typically, proposed development projects (including land use conversions to more intensive uses) require compliance with the City’s Municipal Code with respect to parking requirements. Section 17.46.040 outlines specifically the off-street parking space requirements (minimums) for various land uses. As an example, restaurants require 10 spaces per 1,000 square feet of gross floor area, including any outdoor dining area not located in the public right-of-way. In preparation of this study, several of the City’s Municipal Code provisions have been reviewed which directly relate to parking reductions.

As stated previously, the area of focus is within a City designated Transit-Oriented Development Area and Section 17.50.340 pertains to Transit-Oriented Development (TOD). Specifically, Section 17.50.340.D.1.b outlines parking requirements for TOD non-residential land uses and states,

“For all other nonresidential uses the minimum amount of required off-street parking shall be reduced by 10 percent, and this reduction shall be the maximum allowed number of parking spaces.”

Further, Section 17.50.340.D.1.c outlines that further reductions in parking requirements for TOD non-residential land uses may be feasible with further study and states,

“The parking requirements may be further reduced through a parking demand study and approval of a Minor Conditional Use Permit.”

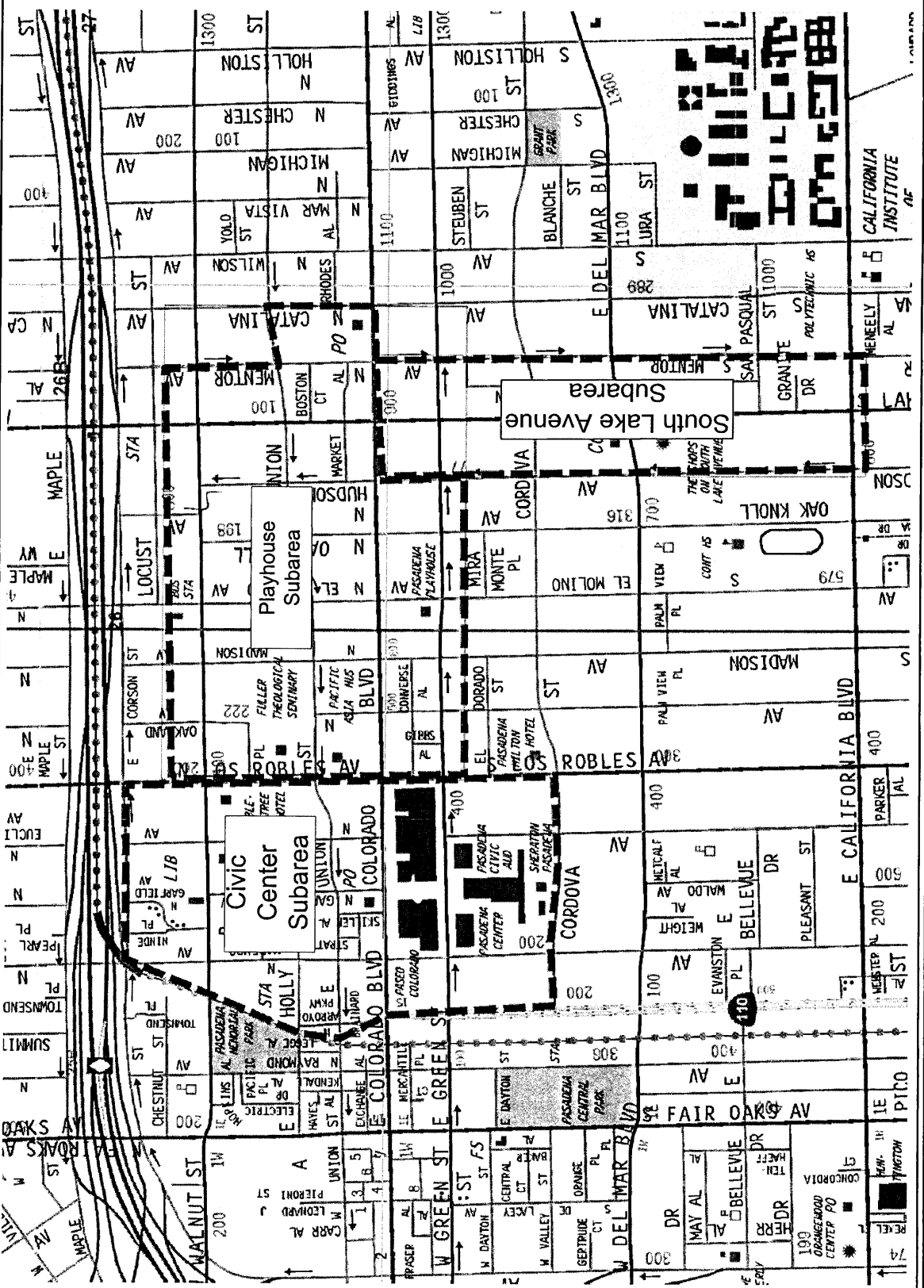
The City's Municipal Code also includes provisions for alternate means for providing required parking, as has been established in Old Pasadena. As summarized above, this is being considered for the focus subareas within the Central District and the determination as to the feasibility of establishing a similar program for the study area is the overarching goal of this study.

Section 17.46.030 further outlines that notwithstanding any other provision of the Chapter or Chapter 17.30 to the contrary, off-street parking facilities may be provided by means of one or more valid written contracts with the City, the Pasadena Community Development Commission, or the Parking Authority. The written contract also includes the requirement for the establishment of zoning credit parking spaces, which is being considered for this focus area within the Central District.

2.3 Study Area

While the Central District area is generally bounded by the Interstate 210 Freeway to the north, California Boulevard to the south, Pasadena Avenue to the west, and Mentor Avenue to the east, based on discussions with City staff this study focuses on three specific subareas of the Central District, including the Civic Center, Playhouse and South Lake Avenue districts. As such, the area of focus is generally concentrated between the north-south streets of Arroyo Parkway and Mentor Avenue and the east west streets of Corson Street and California Boulevard. This area is also located within designated Transit-Oriented Development areas. The Central District study area and the general vicinity are shown in *Figure 2-1*. The Central District Transit-Oriented Development Areas are shown in *Figure 2-2*.

The project study area was disaggregated into 70 blocks within the three subareas for purposes of tallying on- and off-street parking. The parking subarea block designations for the Civic Center, Playhouse and South Lake Avenue subareas are graphically illustrated in *Figures 2-3, 2-4, and 2-5* respectively. The total supply of off-street parking within the Central District is 18,724 spaces. The total supply of on-street parking within the Central District is 1,375 spaces. It should be noted that only commercial parcels within this project study area were included in the analysis, excluding all residential parcels within the study area.



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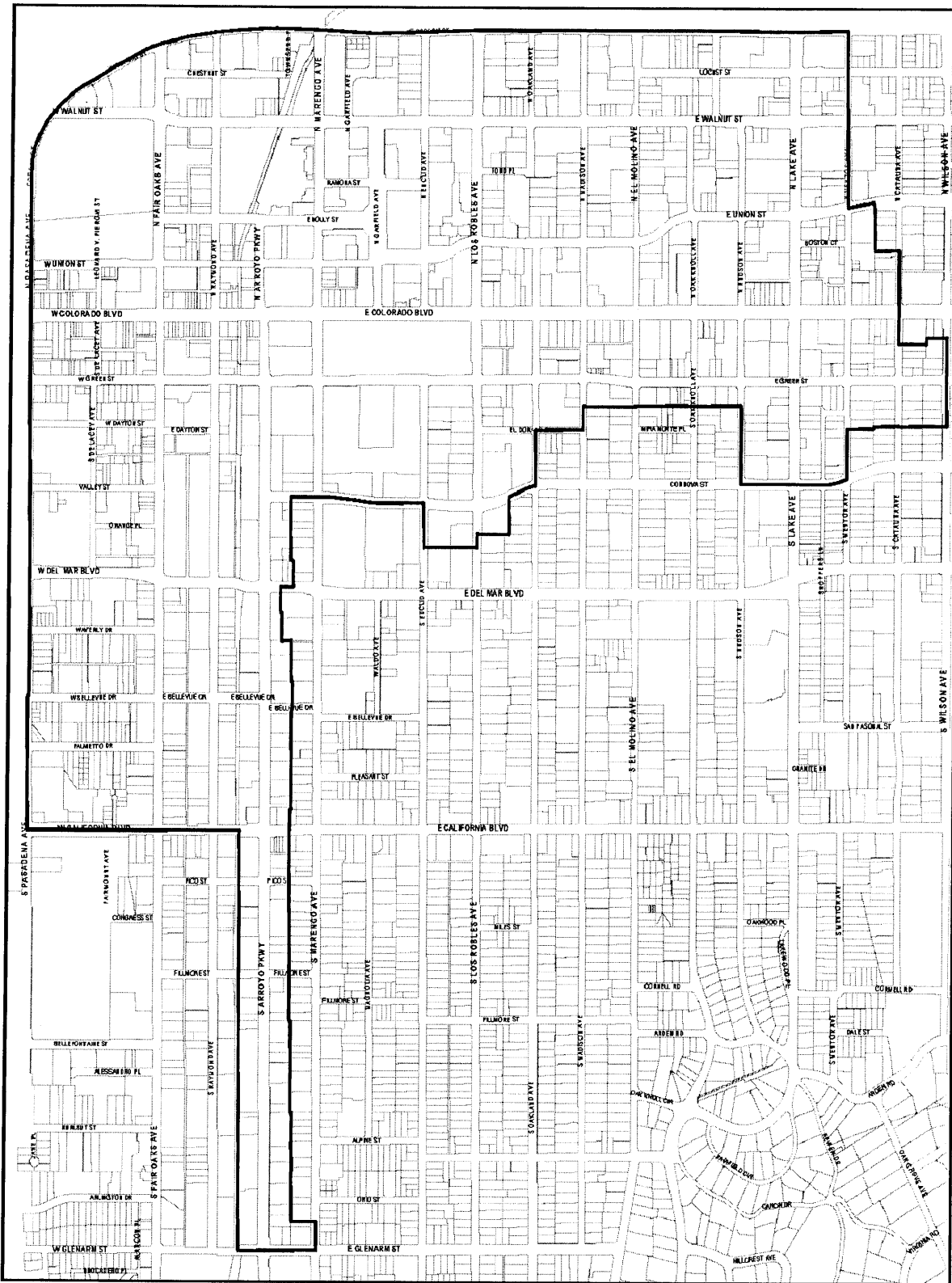
MAP SOURCE: RAND MCNALLY & COMPANY

FIGURE 2-1
CENTRAL DISTRICT STUDY AREA AND VICINITY

LINSCOTT, LAW & GREENSPAN, engineers

CENTRAL DISTRICT PARKING STUDY

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MAP SOURCE: CITY OF PASADENA

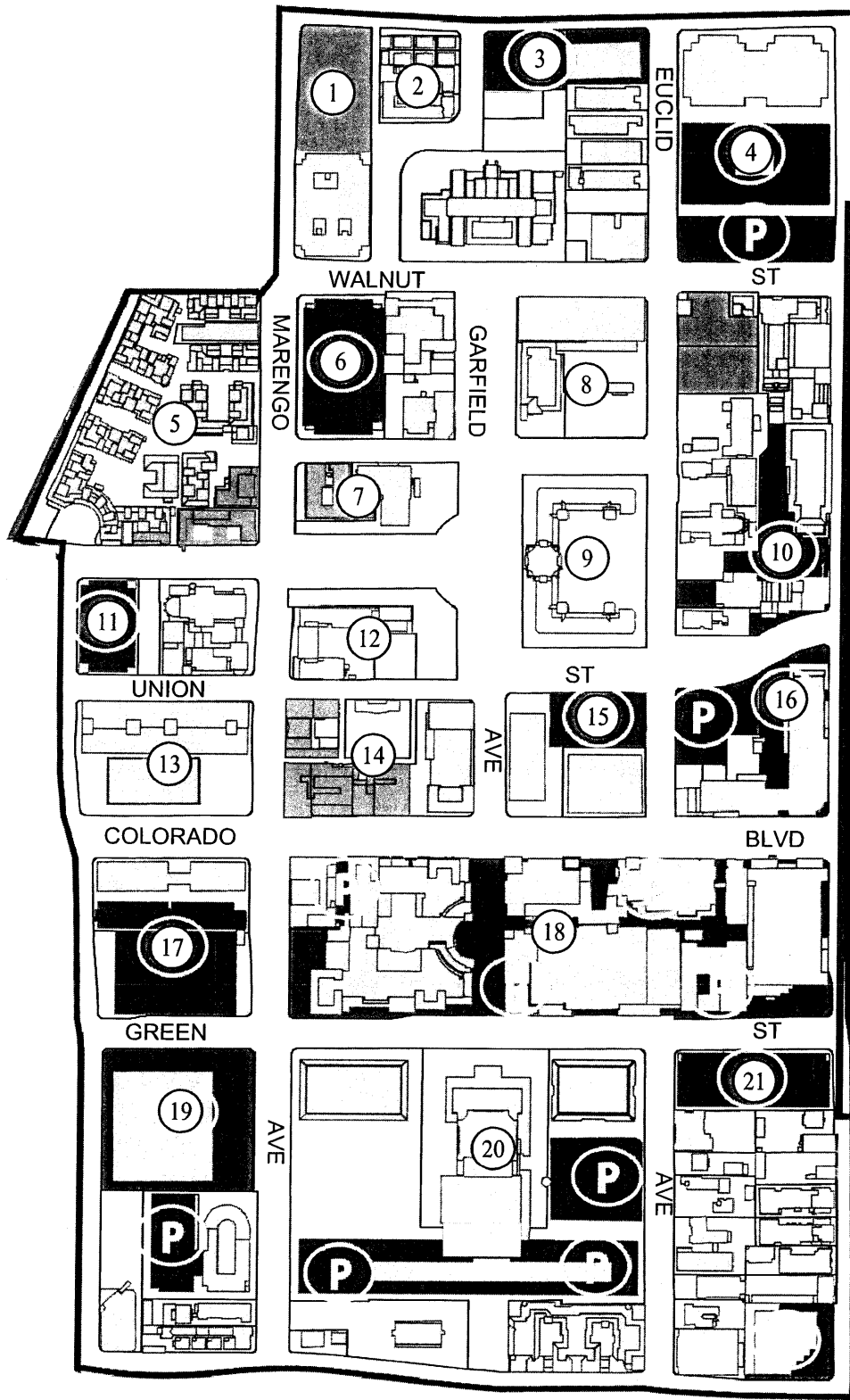


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FIGURE 2-2 CENTRAL DISTRICT TRANSIT ORIENTED DEVELOPMENT AREA

LINSCOTT, LAW & GREENSPAN, engineers

CENTRAL DISTRICT PARKING STUDY



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MAP SOURCE: CITY OF PASADENA

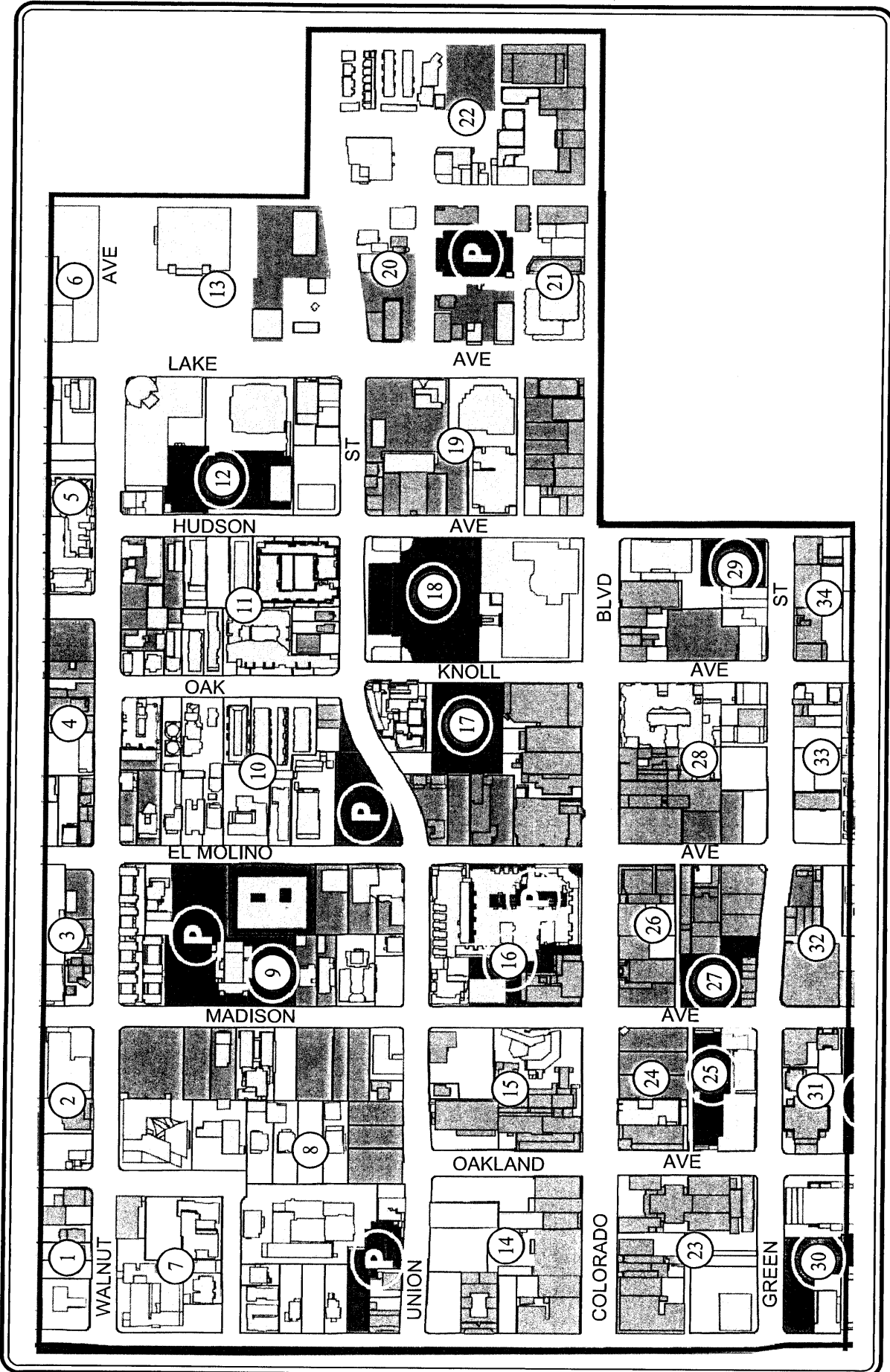
PARKING SUBAREA BLOCK DESIGNATIONS

FIGURE 2-3

CIVIC CENTER SUBAREA

LINSCOTT, LAW & GREENSPAN, engineers

CENTRAL DISTRICT PARKING STUDY



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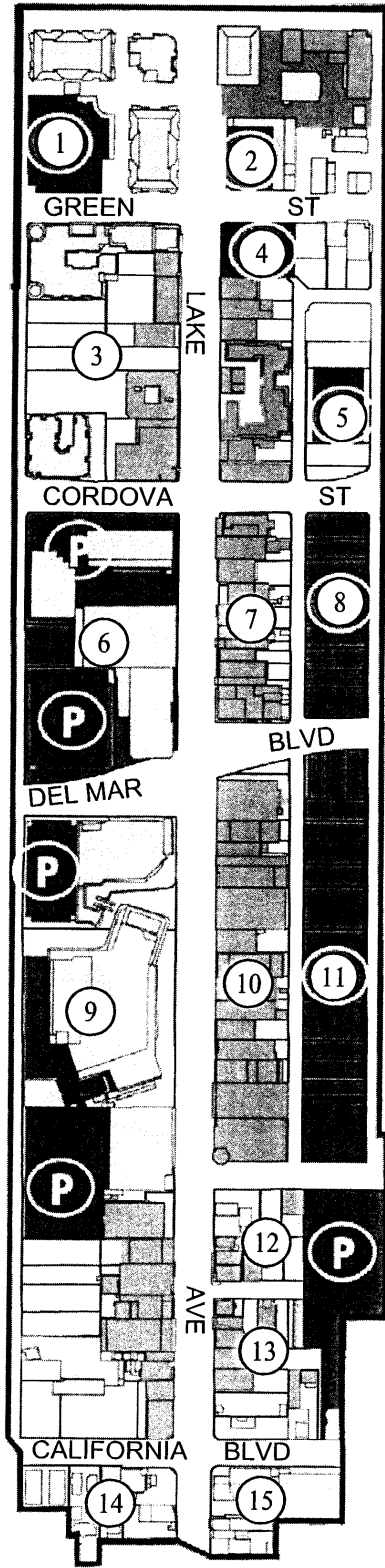
MAP SOURCE: CITY OF PASADENA

FIGURE 2-4 PARKING SUBAREA BLOCK DESIGNATIONS

PLAYHOUSE SUBAREA
CENTRAL DISTRICT PARKING STUDY

LINSCOTT, LAW & GREENSPAN, engineers

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MAP SOURCE: CITY OF PASADENA

PARKING SUBAREA BLOCK DESIGNATIONS

FIGURE 2-5

SOUTH LAKE AVENUE SUBAREA

LINSCOTT, LAW & GREENSPAN, engineers

CENTRAL DISTRICT PARKING STUDY

3.0 ANALYSIS APPROACH AND METHODOLOGY

3.1 Analysis Approach and Methodology

As stated previously, the overarching goal of this study is to review the feasibility of establishing a parking program similar to that employed by the City for the Old Pasadena district, including the establishment of zoning credit parking spaces as an alternate means of providing parking. Through this study, it will be determined whether an adequate supply of parking exists within reasonable walking distances within the Central District such that potential conversions of existing ground floor space to restaurant space could occur without the need for construction of additional parking spaces.

The methodology of this study consists of a multi-tiered approach and consists of the following main components:

- Existing parking supply for each of the three subareas was first obtained from City records as well as prior parking studies and analyses conducted by and for the City
- Existing parking demand associated with each of the three focus subareas within the Central District was obtained from prior studies and analyses conducted primarily during pre-recession periods (i.e., pre-2008). The exception is for two parking structures within the Civic Center subarea where parking demand data from 2011 was provided by the City. Overall, these data can be considered to be conservative and are used as the basis (i.e., existing conditions) for the study
- Existing parking supply was then compared to existing parking demand so as to determine current availability within each of the three focus subareas
- City staff (i.e., Pasadena Housing and Development Department staff) provided the square footage of existing commercial ground floor space that could be considered eligible for conversion to restaurant space. In addition, the maximum percentage of potential restaurant conversions was assumed to not exceed the current restaurant density of Old Pasadena (i.e., 30 percent)
- A shared parking model was then developed in order to adequately forecast future parking demand associated with the potential restaurant conversions as well as account for the prior retail and office occupancies associated with these potential conversions in ground floor space
- The above study methodology provides the basis for a determination as to whether an adequate parking supply exists within reasonable walking distances within the Central District such that potential conversions of existing ground floor space to restaurant space could occur without the need for construction of additional parking spaces

3.1.1 Shared Parking Model Methodology

As stated above, a shared parking model was developed as part of this study. The shared parking model has been developed for the future weekday and weekend conditions and the methodology is described fully in the following paragraphs.

The concept of shared parking is widely recognized within the transportation planning industry and accounts for the changes in parking demand over time for different types of land uses within a project. The shared parking analysis incorporates the analysis procedures recommended in the *Shared Parking*¹ manual published by the Urban Land Institute (ULI), and is consistent with methodology used by the City of Pasadena in the review and approval of shared parking applications for various projects. The *Shared Parking* manual provides recommendations with respect to the following characteristics of parking demand:

- Hourly Parking Indices. The *Shared Parking* manual provides hourly parking indices for various land uses. For the proposed commercial components, the hourly parking indices for restaurants (fine-casual dining restaurant), offices, and retail were utilized. The indices show, for example, that the hourly parking demand for retail (which generates its peak parking demand during the early afternoon period) is different than the parking demand associated with a restaurant (which generates its peak parking demand concentrated around mid-day lunch hour).
- Day of Week Parking Variations. The *Shared Parking* manual provides recommendations for day of week parking factors. For example, office uses experience their peak parking demands during weekdays but experience minimal demand during weekends. Retail uses, for example, generally have a higher demand for parking during weekends as compared to weekdays.

3.1.2 Shared Parking Demand for Ground Floor Space Eligible for Restaurant Conversion

As discussed above, the shared parking model was developed in order to adequately forecast future parking demand attributable to potential conversions in ground floor space to restaurants as well as account for the prior retail and office occupancies associated with these potential conversions. The “net new” shared parking demand could then be calculated and accounted for in this study.

Forecasts of the weekday and weekend hourly parking accumulation profiles for the proposed restaurant conversions within the district were developed by employing the Code required parking (i.e., ten spaces per 1,000 square feet) and data from the ULI shared parking methodology described in ULI’s *Shared Parking* manual. The ULI publication provides weekday and weekend hourly parking demand profile percentages for fine/casual dining which were employed in this analysis in order to forecast future restaurant parking demand within the study area. No seasonal variation/monthly adjustment factors based on the ULI Shared Parking methodology were utilized, as restaurants typically have relatively constant parking demand throughout the year. In addition,

¹ *Shared Parking* manual, Second Edition, Urban Land Institute, 2005.

parking demand associated with the existing office and retail space (i.e., space determined to be eligible for conversion to restaurant) was also determined in a similar fashion and subtracted from the forecast future restaurant parking demand, so as to not double count and overestimate parking demand within the subareas.

4.0 EXISTING CENTRAL DISTRICT PARKING CONDITIONS

As mentioned previously, this study focuses on three specific subareas of the Central District (i.e., Civic Center, Playhouse, and South Lake Avenue subareas). The Civic Center is the symbolic heart of Pasadena and is home to City's public institutions. The Playhouse is regarded as the cultural and arts center of the City as evident in the presence of the Pasadena Playhouse Theatre. South Lake Avenue is one of Pasadena's dominant shopping and dining districts. Each of the Central District subareas is described in the sections below.

4.1 Civic Center Vicinity

The Civic Center District is the governmental center of the City, distinguished by the landmark City Hall. The Civic Center area is generally bounded by Corson Street to the north, Cordova Street to the south, Arroyo Parkway to the west, and Los Robles Avenue to the east. The 21-block historic district includes a mix of uses including the Centennial Square, Paseo Colorado, Pasadena Center and Civic Auditorium, Central Library, and various retail, office and residential uses.

4.1.1 Parking Inventory

Parking inventory data for the Civic Center subarea was obtained from *The Final Report – Parking Market Assessment and Design Review* document prepared by Carl Walker, Inc.². The number of existing off-street parking spaces provided within the Civic Center subarea was counted by Carl Walker, Inc. in June 2009. A summary of the off-street parking inventory within the Civic Center subarea is presented in *Table 4-1*. As indicated in *Table 4-1*, a total of 4,878 off-street parking spaces is currently provided within the Civic Center subarea. An inventory was also conducted by Carl Walker, Inc. of the number of on-street parking spaces provided within the Civic Center subarea, as summarized in *Table 4-1*. As indicated in *Table 4-1*, a total of approximately 193 on-street parking spaces is provided within the Civic Center subarea. Combining the on- and off-street parking supplies results in a total of 5,071 spaces provided within the Civic Center subarea.

4.1.2 Parking Accumulation

Parking occupancy data for the Civic Center subarea was also obtained from *The Final Report – Parking Market Assessment and Design Review* document. Parking accumulation surveys of actual parking demand during selected time periods were conducted by Carl Walker, Inc. for off-street and on-street parking facilities contained in the Civic Center subarea. The number of occupied parking spaces was noted for each off-street parking facility and on-street parking segment during each observation period. The parking accumulation surveys conducted by Carl Walker, Inc. were conducted during the following days and time periods:

- Thursday, April 9, 2009, 12:00 PM
- Friday, May 15, 2009, 12:00 PM and from 7:30 PM to 9:30 PM

² *The Final Report – Parking Market Assessment and Design Review*, Carl Walker, Inc., June 18, 2009.

**Table 4-1
SUMMARY OF PARKING INVENTORY BY SUBAREA**

Subarea	Number of Off-Street Parking Spaces	Number of On-Street Parking Spaces	Total Number of Parking Spaces
Civic Center [1]	4,878	193	5,071
Playhouse [2]	7,113	897	8,010
South Lake [3]	6,733	288	7,021
Total	18,724	1,378	20,102

[1] Source: Final Report - Parking Market Assessment and Design Review, Carl Walker, Inc., June 18, 2009.

[2] Source: Parking Demand and Supply Analysis and Recommendations for Pasadena Playhouse District, Revised Final Report," Meyer, Mohaddes Associates, October 2005.

[3] Source: Parking Demand Analysis, South Lake Parking Place District," Linscott, Law & Greenspan, Engineers, July 21, 2003.

- Saturday, May 16, 2009, from 12:00 PM to 2:00 PM and from 7:30 PM to 9:30 PM

As not all time periods were surveyed by Carl Walker, Inc., additional parking demand data was provided by City staff for major off-street parking structures (conducted in May 2011). In order to provide a conservative review of parking demand, all on-street parking spaces were assumed to be 100 percent occupied for weekday and weekend conditions.

A summary of the existing weekday off-street and on-street parking accumulation surveys conducted for the Civic Center subarea is provided in *Table 4-2*. This summary of the existing weekday off-street and on-street parking surveys were based on the parking accumulation observed for selected time periods for each block within the subarea, with the peak hour highlighted. The worksheets on a block-by-block basis are contained within *Appendix A*. As shown in *Table 4-2*, the existing weekday peak parking demand for off-street parking within the Civic Center subarea for the selected observation periods occurred at 1:00 PM when 3,122 parked vehicles were observed. A summary of the existing weekday on-street parking accumulation survey for the Civic Center subarea is also provided in *Table 4-2*. This summary of the existing weekday on-street parking survey was based on the parking accumulation observed for selected time periods for each block within the subarea, with the peak hour highlighted. As shown in *Table 4-2*, the existing weekday peak parking demand for on-street parking within the Civic Center subarea was assumed at 100 percent occupancy. Overall, by combining both on-street and off-street weekday hourly parking demands, the peak subarea parking demand occurred at 1:00 PM with 3,315 parked vehicles.

Similarly, a summary of the existing weekend (i.e., Saturday) off-street and on-street parking accumulation surveys for the Civic Center subarea is provided in *Table 4-3*. As shown in *Table 4-3*, the existing weekend peak parking demand for off-street parking within the Civic Center subarea for the selected observation periods occurred at 1:00 PM when 3,122 parked vehicles were observed. A summary of the existing weekend on-street parking accumulation survey for the Civic Center subarea is also provided in *Table 4-3*. As shown in *Table 4-3*, the existing weekend peak parking demand for on-street parking within the Civic Center subarea was assumed at 100 percent occupancy. Overall, by combining both on-street and off-street weekend hourly parking demands, the peak subarea parking demand occurred at 1:00 PM with 3,315 parked vehicles.

4.2 Playhouse District Vicinity

The Playhouse District is centrally located within the Central District and is adjacent to the City's Civic Center and South Lake Avenue districts. The Playhouse District area is generally bounded by Corson Street to the north, Cordova Street to the south, Los Robles Avenue to the west, and Lake Avenue to the east. The Playhouse District is known as a developing arts-oriented area anchored by the Pasadena Playhouse. The 34-block district includes a mix of uses including the Pacific Asia Museum, Target retail store, Laemmle Theater, Roy's restaurant, and various retail, office and residential uses.

Table 4-2
SUMMARY OF PARKING ACCUMULATION [1]
 Existing Weekday Conditions for Civic Center Subarea

PARKING TYPE	NO. OF SPACES	10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
On-Street[2]	193	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%
Off-Street[3]	4878	2732	56.0%	2976	61.0%	3073	63.0%	3122	64.0%	3122	64.0%	2927	60.0%	2876	59.0%	2244	46.0%	1317	27.0%	1,773	36.3%	1,773	36.3%
Civic Center Total	5,071	2925	57.7%	3169	62.5%	3266	64.4%	3315	65.4%	3315	65.4%	3120	61.5%	3071	60.6%	2437	48.1%	1510	29.8%	1966	38.8%	1966	38.8%

[1] Source: Final Report - Parking Market Assessment and Design Review, Carl Walker, Inc., June 18, 2009
 [2] To provide a conservative forecast, all on-street spaces were considered occupied.
 [3] Parking demand data provided by City of Pasadena staff.

Table 4-3
SUMMARY OF PARKING ACCUMULATION [1]
 Existing Saturday Conditions for Civic Center Subarea

PARKING TYPE	NO. OF SPACES	TIME OF SURVEY																							
		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM			
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT		
On-Street [2]	193	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%	193	100.0%		
Off-Street [3], [4]	4878	2732	56.0%	2976	61.0%	3073	63.0%	3122	64.0%	3122	64.0%	2927	60.0%	2878	59.0%	2244	46.0%	1317	27.0%	2,108	43.2%	2,108	43.2%		
Civic Center Total	5,071	2925	57.7%	3169	62.5%	3266	64.4%	3315	65.4%	3316	65.4%	3120	61.5%	3071	60.6%	2437	48.1%	1510	29.8%	2301	45.4%	2301	45.4%		

[1] Source: Final Report - Parking Market Assessment and Design Review, Carl Walker, Inc., June 18, 2009.
 [2] To provide a conservative forecast, all on-street spaces were considered occupied.
 [3] Parking demand data provided by City of Pasadena staff.
 [4] Due to the limited availability of weekend (i.e., Saturday) Carl Walker, Inc. parking data for the off-street locations, it was conservatively assumed that the parking demand for all non-surveyed time periods was the same as the weekday conditions (from 10:00 AM to 6:00 PM).

4.2.1 Parking Inventory

Parking inventory data for the Playhouse subarea was obtained from the *Parking Demand and Supply Analysis and Recommendations for the Pasadena Playhouse District, Revised Final Report* document prepared by Meyer, Mohaddes Associates³. The number of existing off-street parking spaces provided within the Playhouse subarea was counted by Meyer, Mohaddes Associates in May 2003. A summary of the off-street parking inventory within the Playhouse subarea is presented in *Table 4-1*. As indicated in *Table 4-1*, a total of 7,113 off-street parking spaces are currently provided within the Playhouse subarea. An inventory was also conducted by Meyer, Mohaddes Associates of the number of on-street parking spaces provided within the Playhouse subarea, as summarized in *Table 4-1*. As indicated in *Table 4-1*, a total of approximately 897 on-street parking spaces is provided within the Playhouse subarea. Combining the on- and off-street parking supplies results in a total of 8,010 spaces provided within the Playhouse subarea.

4.2.2 Parking Accumulation

Parking occupancy data for the Playhouse subarea was also obtained from the *Parking Demand and Supply Analysis and Recommendations for the Pasadena Playhouse District, Revised Final Report* document. Parking accumulation surveys of actual parking demand were conducted by Meyer, Mohaddes Associates for all off-street and on-street parking facilities contained in the Playhouse subarea. The number of occupied parking spaces was noted for each off-street parking facility and on-street parking segment during each observation period. The parking accumulation surveys were conducted in one-hour increments (i.e., each parking facility counted once per hour) during the following days and time periods:

- Thursday, May 22, 2003, from 10:00 AM to 9:00 PM
- Saturday, May 17, 2003, from 11:00 AM to 9:00 PM

A summary of the existing weekday off-street and on-street parking accumulation surveys for the Playhouse subarea is provided in *Table 4-4*. This summary of the existing weekday off-street and on-street parking surveys were based on the hourly parking accumulation observed for each block within the subarea, with the peak hour highlighted. The worksheets on a block-by-block basis are contained within *Appendix A*. As shown in *Table 4-4*, the existing weekday peak parking demand for off-street parking within the Playhouse subarea occurred at 1:00 PM when 4,441 parked vehicles were observed. A summary of the existing weekday on-street parking accumulation surveys for the Playhouse subarea is provided in *Table 4-4*. This summary of the existing weekday on-street parking survey was based on the hourly parking accumulation observed for each block within the subarea, with the peak hour highlighted. As shown in *Table 4-4*, the existing weekday peak parking demand for on-street parking within the Playhouse subarea occurred at 7:00 PM when 621 parked vehicles were observed. Overall, by combining both on-street and off-street weekday hourly parking

³ *Parking Demand and Supply Analysis and Recommendations for the Pasadena Playhouse District, Revised Final Report*, Meyer, Mohaddes Associates, October 2005.

Table 4-4
SUMMARY OF PARKING ACCUMULATION [1]
 Existing Weekday Conditions for Playhouse Subarea

PARKING TYPE	NO. OF SPACES	10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
On-Street	887	492	54.9%	568	63.4%	612	68.3%	599	66.8%	594	66.2%	558	62.2%	562	62.7%	573	63.9%	590	65.8%	621	68.3%	595	66.4%
Off-Street	7,113	3,772	53.0%	4,405	61.9%	4,434	62.3%	4,441	62.4%	4,427	62.2%	4,184	58.8%	3,800	53.4%	2,880	40.6%	2,190	30.8%	1,842	25.9%	1,430	20.1%
Playhouse Total	8,010	4,264	53.2%	4,973	62.1%	5,046	63.0%	5,040	62.9%	5,021	62.7%	4,742	59.2%	4,362	54.5%	3,463	43.2%	2,780	34.7%	2,463	30.8%	2,025	25.3%

[1] Source: "Parking Demand and Supply Analysis and Recommendations for Pasadena Playhouse District, Revised Final Report." Meyer, Mohaddes Associates, October 2005.

demands, the peak subarea parking demand occurred at 12:00 PM when 5,046 parked vehicles were observed.

Similarly, a summary of the existing weekend (i.e., Saturday) off-street and on-street parking accumulation surveys for the Playhouse subarea is provided in *Table 4-5*. As shown in *Table 4-5*, the existing weekend (i.e., Saturday) peak parking demand for off-street parking within the Playhouse subarea occurred at 2:00 PM when 1,700 parked vehicles were observed. A summary of the existing weekend on-street parking accumulation surveys for the Playhouse subarea is also provided in *Table 4-5*. As shown in *Table 4-5*, the existing weekend peak parking demand for on-street parking within the Playhouse subarea occurred at 7:00 PM when 527 parked vehicles were observed. Overall, by combining both on-street and off-street weekend hourly parking demands, the peak subarea parking demand occurred at 2:00 PM when 2,155 parked vehicles were observed.

4.3 South Lake District Vicinity

The South Lake Avenue subarea is generally bounded by Cordova Street to the north, San Pasqual Street to the south, Shoppers Lane to the west, and Mentor Avenue to the east. The South Lake Avenue Business District provides a unique blend of shopping, dining, professional services and urban living all within 15 blocks in the City of Pasadena. Today's mix of retail uses on South Lake Avenue includes Macy's, Borders Bookstore, Talbots, Ann Taylor, Trader Joe's, Pavilion's, Fresh & Easy, Noah's Bagels, Peet's Coffee, etc. South Lake Avenue also includes many quality restaurants such as Smitty's, Green Street Café, Burger Continental, and various professional office and financial buildings.

4.3.1 Parking Inventory

Parking inventory and occupancy data for the South Lake Avenue subarea was obtained from *Parking Demand Analysis, South Lake Parking Place District* document prepared by Linscott, Law & Greenspan, Engineers⁴. The number of existing off-street parking spaces provided within the South Lake Avenue subarea was counted by LLG Engineers in April 2003. A summary of the off-street parking inventory within the South Lake Avenue subarea is presented in *Table 4-1*. As indicated in *Table 4-1*, a total of 6,733 off-street parking spaces is currently provided within the South Lake Avenue subarea. An inventory was also conducted by LLG Engineers of the number of on-street parking spaces provided within the South Lake Avenue subarea, as summarized in *Table 4-1*. As indicated in *Table 4-1*, a total of approximately 288 on-street parking spaces is provided within the South Lake Avenue subarea. Combining the on- and off-street parking supplies results in a total of 7,021 spaces provided within the South Lake Avenue subarea.

4.3.2 Parking Accumulation

Parking inventory and occupancy data for the South Lake Avenue subarea was also obtained from *Parking Demand Analysis, South Lake Parking Place District* document. Parking accumulation surveys of actual parking demand were conducted by a count subconsultant, The Traffic Solution for

⁴ *Parking Demand Analysis, South Lake Parking Place District*, Linscott, Law & Greenspan, Engineers, July 21, 2003.

Table 4-5
SUMMARY OF PARKING ACCUMULATION [1]
 Existing Saturday Conditions for Playhouse Subarea

PARKING TYPE	NO. OF SPACES	TIME OF SURVEY																							
		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM			
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT		
On-Street	897	0	0.0%	418	46.6%	417	46.5%	482	51.5%	455	50.7%	447	49.9%	443	49.4%	487	55.4%	513	57.2%	527	58.8%	545	60.7%		
Off-Street	7,113	0	0.0%	1,479	20.8%	1,507	21.2%	1,655	23.3%	1,700	23.9%	1,541	21.7%	1,410	19.8%	1,344	18.9%	1,330	18.7%	1,065	15.0%	1,036	14.6%		
Playhouse Total	8,010	0	0.0%	1,897	23.7%	1,924	24.0%	2,117	26.4%	2,155	26.9%	1,989	24.8%	1,853	23.1%	1,641	23.0%	1,843	23.0%	1,592	19.9%	1,591	19.7%		

[1] Source: "Parking Demand and Supply Analysis and Recommendations for Pasadena Playhouse District, Revised Final Report," Meyer, Mohades Associates, October 2005.

all off-street and on-street parking facilities contained in the South Lake Avenue subarea. The number of occupied parking spaces was noted for each off-street parking facility and on-street parking segment during each observation period. The parking accumulation surveys were conducted in one-hour increments (i.e., each parking facility counted once per hour) during the following days and time periods:

- Thursday, April 24, 2003, from 10:00 AM to 6:00 PM
- Saturday, April 26, 2003, from 10:00 AM to 4:00 PM

A summary of the existing weekday off-street and on-street parking accumulation surveys for the South Lake Avenue subarea is provided in *Table 4-6*. This summary of the existing weekday off-street and on-street parking surveys were based on the hourly parking accumulation observed for each block within the subarea, with the peak hour highlighted. The worksheets on a block-by-block basis are contained within *Appendix A*. As shown in *Table 4-6*, the existing weekday peak parking demand for off-street parking within the South Lake Avenue subarea occurred at 2:00 PM when 4,283 parked vehicles were observed. A summary of the existing weekday on-street parking accumulation surveys for the South Lake Avenue subarea is provided in *Table 4-6*. This summary of the existing weekday on-street parking surveys was based on the hourly parking accumulation observed for each block within the subarea, with the peak hour highlighted. As shown in *Table 4-6*, the existing weekday peak parking demand for on-street parking within the South Lake Avenue subarea occurred at 12:00 PM when 225 parked vehicles were observed. Overall, by combining both on-street and off-street weekday hourly parking demands, the peak subarea parking demand occurred at 1:00 PM when 4,499 parked vehicles were observed.

Similarly, a summary of the existing weekend (i.e., Saturday) off-street and on-street parking accumulation surveys for the South Lake Avenue subarea is provided in *Table 4-7*. As shown in *Table 4-7*, the existing weekend peak parking demand for off-street parking within the South Lake Avenue subarea occurred at 2:00 PM when 2,222 parked vehicles were observed. A summary of the existing weekend on-street parking accumulation survey for the South Lake Avenue subarea is also provided in *Table 4-7*. As shown in *Table 4-7*, the existing weekend peak parking demand for on-street parking within the South Lake Avenue subarea occurred at 12:00 PM when 222 parked vehicles were observed. Overall, by combining both on-street and off-street weekend hourly parking demands, the peak subarea parking demand occurred at 2:00 PM when 2,438 parked vehicles were observed.

Table 4-6
SUMMARY OF PARKING ACCUMULATION [1]
 Existing Weekday Conditions for South Lake Subarea

PARKING TYPE	NO. OF SPACES	TIME OF SURVEY																					
		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		7:00 PM		8:00 PM			
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT		
On-Street	288	182	63.0%	212	73.4%	225	78.0%	219	76.0%	202	70.1%	191	66.1%	189	65.5%	182	63.0%	202	70.1%	14	4.7%	7	2.4%
Off-Street	6,733	3,306	49.1%	3,752	55.7%	4,028	59.8%	4,280	63.6%	4,283	63.6%	3,987	59.2%	3,653	54.3%	2,643	39.3%	2,237	33.2%	124	1.8%	79	1.2%
South Lake Total	7,021	3,488	49.7%	3,964	56.5%	4,253	60.6%	4,499	64.1%	4,485	63.9%	4,178	59.5%	3,842	54.7%	2,825	40.2%	2,439	34.7%	138	2.0%	86	1.2%

[1] Sources:

- "Parking Demand and Supply Analysis and Recommendations for Pasadena Playhouse District, Revised Final Report," Meyer, Mohaddes Associates, October 2005.
- "Parking Demand Analysis, South Lake Parking Place District," Linscott, Law & Greenspan, Engineers, July 21, 2003.

Table 4-7
SUMMARY OF PARKING ACCUMULATION [1]
 Existing Saturday Conditions for South Lake Subarea

PARKING TYPE	NO. OF SPACES	TIME OF SURVEY																					
		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
		OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT	OCCUPIED	PERCENT
On-Street	288	173	60.1%	215	74.5%	222	76.9%	210	72.7%	216	74.8%	205	71.0%	198	68.6%	15	5.0%	11	3.8%	11	3.8%	14	4.7%
Off-Street	6,733	1,361	20.2%	1,659	24.6%	1,963	29.2%	2,211	32.8%	2,222	33.0%	2,150	31.9%	2,008	29.8%	45	0.7%	54	0.8%	33	0.5%	28	0.4%
Civic Center Total	7,021	1,534	21.8%	1,874	26.7%	2,185	31.1%	2,421	34.5%	2,438	34.7%	2,355	33.5%	2,206	31.4%	60	0.8%	65	0.9%	44	0.6%	42	0.6%

[1] Sources:
 "Parking Demand and Supply Analysis and Recommendations for Pasadena Playhouse District, Revised Final Report," Meyer, Mohades Associates, October 2005.
 "Parking Demand Analysis, South Lake Parking Place District," Linscott, Law & Greenspan, Engineers, July 21, 2003.

5.0 POTENTIAL RESTAURANT CONVERSIONS

5.1 Description

As mentioned previously, the square footage of potential future restaurant conversions within existing buildings within the study area were provided by City of Pasadena Housing and Development Department staff. The information provided included ground floor building space that could be considered for re-use along commercial corridors within the Central District study area. The locations of the buildings considered for ground floor conversion for the Civic Center, Playhouse and South Lake Avenue subareas are graphically illustrated in *Appendix Figures B-1, B-2, and B-3*, respectively.

A total of 161 existing buildings have been considered eligible for potential restaurant conversions within the Central District area. The existing buildings eligible for future restaurant conversions were categorized based on the building address and grouped into one of the three Central District subareas. Of the 161 existing buildings, approximately 14 buildings are located within the Civic Center subarea, 96 are within the Playhouse subarea, and 51 are within the South Lake Avenue subarea. A breakdown of the number of eligible buildings and total square footage by subarea is shown below:

- Civic Center Subarea (14 Buildings): 97,463 square feet
- Playhouse Subarea (96 Buildings): 676,890 square feet
- South Lake Avenue Subarea (51 Buildings): 373,530 square feet

5.2 Old Pasadena Ground Floor Restaurant Ratio

As mentioned previously, the intent of this study is to review the feasibility of establishing a parking program similar to that employed by the City for the Old Pasadena subarea. Utilizing the Old Pasadena subarea as a model in terms of restaurant intensity for the remaining subareas within the Central District, a review was conducted by City of Pasadena Housing and Development Department staff to determine the ratio of Old Pasadena total ground floor restaurant space to the total ground floor commercial space (i.e. 30 percent restaurants). This ratio was then applied to the ground floor square footage of the eligible buildings within each subarea to determine the potential amount of restaurant floor area conversions (e.g., within the Playhouse and South Lake Avenue subarea). Although it is less likely that the subareas within the Central District will achieve the same intensity and density of restaurants as Old Pasadena, it provides a basis for this parking analysis.

Based on information provided by City staff, it is anticipated that approximately 30 percent of the total ground floor commercial space of the eligible buildings could potentially be converted to restaurant space. A breakdown of the potential ground floor restaurant space by subarea is shown below:

- Civic Center Subarea: 29,239 square feet