



**Table 2  
FUTURE PEAK PARKING DEMAND  
Pasadena Conference Center Expansion Project**

EVENT TYPE	TIME OF DAY																
	AM			PM											AM		
	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2
Local Consumer Trade Show Event [1]				833			417										
Civic Auditorium Event [2]										417		833					
Ice Skating Rink[3]																	
Hotel [4]										218		437					
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>1,052 Spaces</p> </div> <div style="text-align: center;">  <p>1,270 Spaces</p> </div> </div>																	

- [1] Assumes a total attendance (over multiple days) of 5,000 attendees with the highest single day attendance of 2,500 patrons. Applying an average vehicle ridership (AVR) of 3.0 persons per vehicle, a conservative worst-case peak parking demand of 833 vehicles is projected.
- [2] Assumes a total attendance (for a sold-out Civic Auditorium event) of 2,500 patrons. Applying an AVR of 3.0 persons per vehicle, a parking demand of 833 vehicles is projected.
- [3] The Ice Skating Rink is planned to be removed as part of the proposed project. Therefore, no parking demand is generated with the development of the proposed project.
- [4] The City of Pasadena Code parking requirement is 437 spaces, which is based on 317 rooms and 12,000 square feet of meeting space.

### **Summary of Project Parking Demand and Supply Analysis**

The peak parking demand is projected to occur during the late evening time period and totals 1,270 vehicles. This forecast indicates that off-site parking for approximately 298 vehicles may be necessary to accommodate the parking demand for those few occasions where both a sold-out Civic Auditorium event occurs with full occupancy of the Sheraton Hotel. This forecast is similar to the amount of off-site parking which currently occurs at the site. While event overlap is not expected to occur on a daily basis, it is important to note that over 2,100 parking spaces are available in several parking structures, particularly during the late afternoon and evening hours when the parking demand related to the adjacent office buildings does not occur. In addition, the anticipated maximum parking demand for local events is likely to decrease in the future as the Pasadena Gold Line is now in operation. Patrons are able to access the site via the Del Mar Boulevard station which is within 1/4 mile of the project site. PCOC staff has indicated that a joint marketing effort with event organizers will be underway so as to publicize the availability of the recently completed Gold Line to access the project site.

Briefly, it is concluded that the future parking supply planned as part of the Pasadena Conference Center Project will accommodate many events held at the Project site. However, in cases where large conference center events overlap with large scale Civic Auditorium events (as is the case today), the anticipated parking demand will be accommodated through shared use with several parking structures in the vicinity of the conference center (e.g., in the Paseo Colorado subterranean parking garage, Los Robles parking structure, Ameron parking structure, and the Marengo parking structure). Given the synergy of the adjacent uses and the availability of the parking (since many of the structures are used heavily throughout the day by office workers and subsequently those spaces are available in the early evening) an adequate supply of parking is available to meet the demands of the Project.

## SITE ACCESS AND CIRCULATION

The proposed access scheme for the Pasadena Conference Center Expansion project is displayed in Figure 2. The proposed access scheme is consistent with the existing access scheme. Access to the parking structure will continue to be primarily provided via a single driveway on Marengo Avenue and a single driveway on Euclid Avenue, south of the existing Sheraton Pasadena Hotel. Direct access to the parking structure will also be provided via an additional driveway on Euclid Avenue that will be located at the current Euclid Avenue loading dock driveway. It is important to note that during high attendance Civic Auditorium events, the Euclid Avenue loading dock driveway and aisle is currently utilized as secondary access to the subterranean parking levels. Valet parking for Civic Auditorium events is provided along Green Street. No changes to the vehicular circulation patterns are anticipated as part of the proposed Project. A detailed review of the Project's loading operations is provided in the following section.

Currently, the City of Pasadena Parking and Traffic Divisions, in conjunction with the staffs of the City of Pasadena Police Department, Ampco Parking, and PCOC are developing a comprehensive Traffic Circulation Management Plan for the area. The Plan, upon finalization, will address existing circulation issues which occur when concurrent events are held at the Pasadena Conference Center, the multiplex movie theater located within Paseo Colorado and the Civic Auditorium.

Since the Pasadena Conference Center and Civic Auditorium event attendance levels are not anticipated to increase with the Project, no new traffic circulation impacts are anticipated. Thus, PCOC will continue their cooperation with the City in the implementation of the finalized Traffic Circulation Management Plan.

## **LOADING/UNLOADING OPERATIONS REVIEW**

The general locations of the Conference Center loading dock operations are consistent with those currently provided on-site, with dock areas located off of both Marengo Avenue and Euclid Avenue. For Civic Auditorium events, loading activities are accommodated on the site, in an area between the Civic Auditorium and the Exhibition Hall, via a gated driveway on Green Street. The Civic Auditorium loading activity will continue to be accommodated on site with the proposed Project. However, auxiliary loading docks will be also be provided for the Civic Auditorium in the expanded loading area on Marengo Avenue.

The loading dock area on Euclid Avenue currently exists on the project site, and is planned to remain in its current configuration as part of the proposed project. This loading dock area will provide secondary loading activities associated with the Conference Center and catering services. The loading dock area on Euclid Avenue is located approximately 390 feet south of Green Street.

It is envisioned that the main loading activities for the reconfigured Conference Center will be provided via the loading docks accessed from Marengo Avenue. The loading dock area on Marengo Avenue is located approximately 420 feet south of Green Street, which is generally consistent with its current location. The driveway configuration is planned to be modified slightly to enhance entering and exiting truck maneuvers. The loading dock area accessed from Marengo Avenue is planned to be expanded as part of the proposed project and is planned to provide five loading docks for large trucks (i.e., semi-trailers), two loading docks for smaller trucks (i.e., single-unit trucks, news vans, etc.), five crate storage/RV parking spaces, as well as a trash/refuse areas. The main loading docks, as well as the trash/refuse area, are oriented in an east-west direction, while the crate storage/RV parking spaces have a north-south orientation. Based on discussions with PCOC staff, the loading/unloading activity schedules will be managed and coordinated to the extent feasible, so as to minimize overlap between arriving and departing vehicles.

### **Anticipated Truck Travel Routes/Patterns**

Truck traffic destined to the Pasadena Conference Center Expansion project site from the SR 110 Freeway is anticipated to travel north on Arroyo Parkway and turn right onto either Cordova Street or Green Street to access the main Marengo Avenue loading docks. Truck traffic from the I-210 Freeway is anticipated to travel southbound on Marengo Avenue to the project site. It is envisioned that truck traffic will utilize the existing two-way left-turn lane located in the center of Marengo Avenue to accommodate turning movements into and out of the loading area.

### **Truck Turning Maneuver Analyses**

Current City of Pasadena Municipal Code (Section 17.68.200 - Location and design of off-street loading spaces) requires that all loading spaces shall be designed and maintained so that vehicles do not back in from, nor onto, a public street; provided, the director of public works and transportation may allow an exception to this requirement if all of the conditions contained in Section 17.68.200.F are met. Therefore, loading operations should be accommodated via “head-in” and “head-out” maneuvers from adjacent streets (i.e., no backing in from adjacent roadways).

In order to review the anticipated loading operations at the proposed loading dock area off of Marengo Avenue, an analysis of truck turning maneuvers was conducted using the AutoCAD AutoTurn software package. Copies of the AutoTurn analyses are provided in [Appendix B](#).

### **Review of the Main Loading Docks**

A review has been conducted of entering and exiting truck turning maneuvers (head in/head out movements) for various sized trucks. All trucks would enter the loading docks via a head-in maneuver from Marengo Avenue and then would proceed to back into the appropriate loading dock. Dock Nos. 1 and 2 are designed to accommodate smaller trucks (i.e., single-unit trucks, news vans, etc.). Based on a review of the AutoTurn assessment, 30-foot single unit trucks can be accommodated in Dock Nos. 1 and 2 (refer to [Figure 1](#) in [Appendix B](#)). Based on the AutoTurn Assessment, Dock Nos. 3 and 4 are accessible for the 55-foot semi-trailer trucks (WB-50 classification) via multiple maneuvers (refer to [Figure 2](#) in [Appendix B](#)). In addition, 69-foot semi-trailer trucks (WB-62 classification) trucks can be accommodated in Dock Nos. 5, 6, and 7 in a single backing maneuver (refer to [Figures 3 and 4](#) in [Appendix B](#)). However, Dock Nos. 3 and 4 are not accessible by WB-62 semi-trailer trucks due to inadequate space and placement of the columns.

As shown in the AutoTurn analyses, all outbound truck maneuvers can be accommodated from Dock Nos. 1-7 (refer to Figures 5 and 6 in Appendix B). It should be noted that either left-turn or right-turn maneuvers can be accommodated and adequate sight distance exists at the Marengo Avenue driveway.

### **EXISTING STREET SYSTEM**

Immediate access to the project site is via Euclid Avenue, Green Street, and Marengo Avenue. The following 23 study intersections were selected for analysis of potential impacts related to the proposed project by City of Pasadena's Department of Transportation staff:

1. Fair Oaks Avenue and Corson Street
2. Fair Oaks Avenue and Walnut Street
3. Fair Oaks Avenue and Green Street
4. Raymond Avenue and Walnut Street
5. Raymond Avenue and Green Street
6. Arroyo Parkway and Green Street
7. Arroyo Parkway and Cordova Street
8. Arroyo Parkway and Del Mar Boulevard
9. Arroyo Parkway and California Boulevard
10. Marengo Avenue and Maple Street
11. Marengo Avenue and Corson Street
12. Marengo Avenue and Walnut Street
13. Marengo Avenue and Holly Street
14. Marengo Avenue and Colorado Boulevard
15. Marengo Avenue and Green Street
16. Marengo Avenue and Cordova Street
17. Marengo Avenue and Del Mar Boulevard
18. Marengo Avenue and California Boulevard
19. Euclid Avenue and Green Street
20. Euclid Avenue and Cordova Street
21. Los Robles Avenue and Green Street

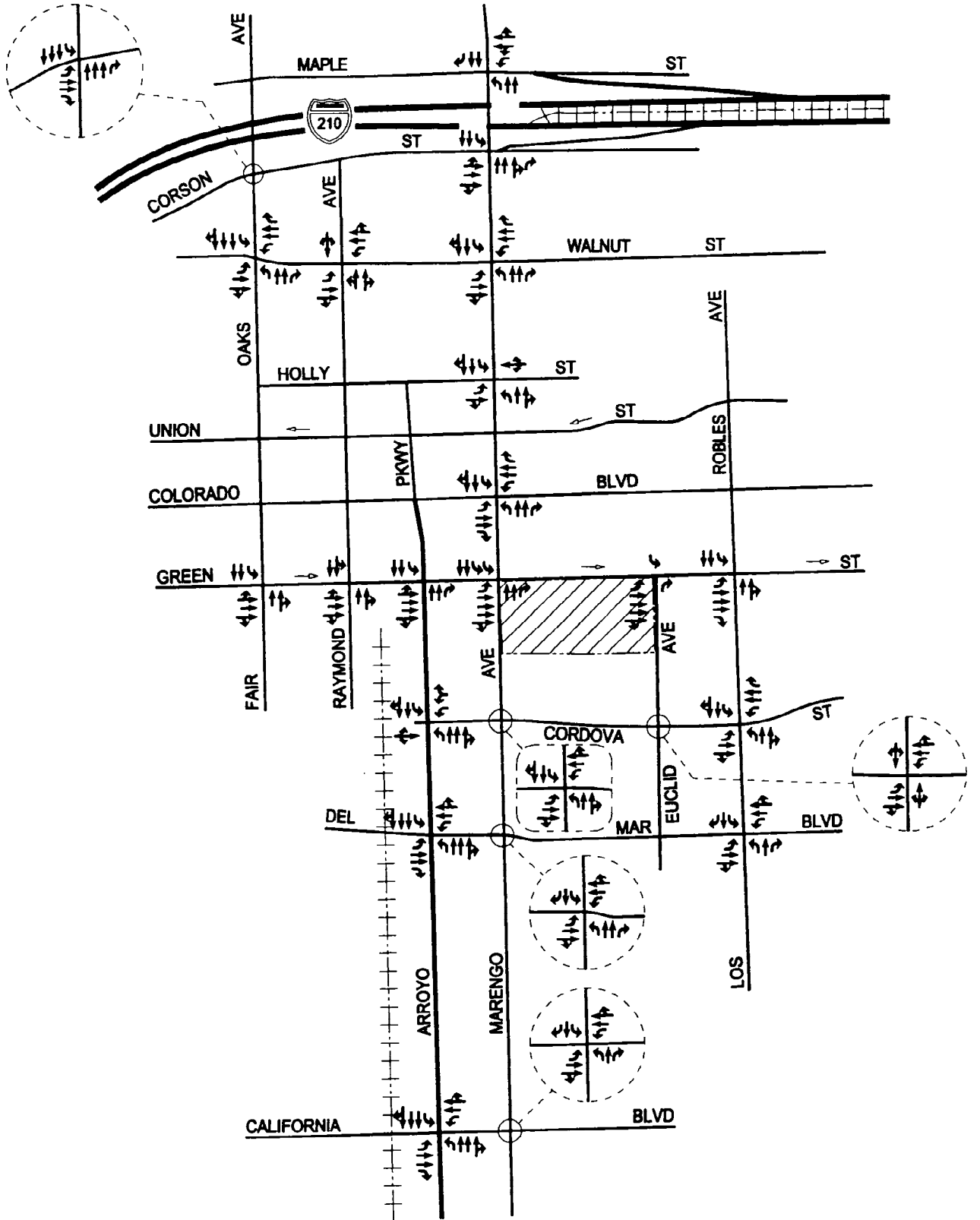
22. Los Robles Avenue and Cordova Street
23. Los Robles Avenue and Del Mar Boulevard

All of the study intersections selected for analysis are controlled by traffic signals. The existing lane configurations at the 23 study intersections are displayed in [Figure 3](#). A brief description of the important roadways in the project vicinity is provided in the following paragraphs.

*State Route 134 (Ventura) Freeway* is an east-west oriented freeway that extends from the Foothill Freeway in Pasadena to U.S. Highway 101 in North Hollywood. The State Route 134 Freeway generally consists of four mixed-flow travel lanes and one High Occupancy Vehicle (HOV) lane in each direction in the project vicinity.

*Interstate 210 (Foothill) Freeway* is an east-west freeway connecting Pasadena with the San Fernando Valley to the west and the municipalities of the San Gabriel Valley to the east. In the project vicinity, five mixed-flow travel lanes and one High Occupancy Vehicle (HOV) lane are provided in each direction. An eastbound on-ramp and westbound off-ramp is provided at Marengo Avenue, and a westbound on-ramp and eastbound off-ramp are provided at Fair Oaks Avenue in the project vicinity.

*Route 710 Freeway* is a north-south oriented freeway that extends from the Ventura/Foothill Freeway junction and terminates at California Boulevard. The State Route 710 Freeway generally consists of two mixed-flow travel lanes in each direction. A northbound on-ramp and southbound off ramp is provided at Del Mar Boulevard and California Boulevard in the project vicinity.



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**LINSCOTT  
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ENGINEERS NOT TO SCALE

**FIGURE 3  
EXISTING LANE CONFIGURATIONS**

PASADENA CONFERENCE CENTER EXPANSION PROJECT



*Fair Oaks Avenue* between the north and south City limits is designated as a Multimodal Corridor in the City's Draft General Plan Mobility Element (February, 2003) and generally provides two through travel lanes in each direction in the project study area. Three through southbound travel lanes are provided on Fair Oaks Avenue north of Walnut Street. Exclusive left-turn lanes are provided in each direction on Fair Oaks Avenue at the signalized study intersections. A separate right-turn only lane is provided in the northbound direction at the intersections with Corson Street and Walnut Street. Curbside parking is prohibited north of and adjacent to Walnut Street (near the I-210 Freeway). South of Green Street, curbside parking is provided on Fair Oaks Avenue at mid-block locations in the project vicinity. Fair Oaks Avenue is posted for a 35 miles per hour (MPH) speed limit in the project vicinity.

*Raymond Avenue* between the Corson Street and Glenarm Street is designated as a Minor Arterial in the City's Draft General Plan Mobility Element (February, 2003) that generally provides two through travel lanes in each direction. However north of Walnut Street, Raymond Avenue provides one through lane in each direction of travel. North of Walnut Street, four-hour parking is provided on west side and two-hour parking is provided on the east side of Raymond Avenue between 7:00 AM and 6:00 PM. South of Walnut Street, four-hour metered parking is provided on the west side and two-hour metered parking is provided on the east side of Raymond Avenue. Speed limit signs are not posted on Raymond Avenue in the project vicinity.

*Arroyo Parkway* is designated as a Multimodal Corridor in the City's Draft General Plan Mobility Element (February, 2003). Arroyo Parkway extends from the SR-110 Pasadena Freeway to Holly Street. Two through travel lanes are generally provided in each direction on Arroyo Parkway, except during peak commuter periods when due to curbside parking restrictions, three through travel lanes are provided. Exclusive left-turn lanes are provided in each direction on Arroyo Parkway at the major intersections. A separate right-turn only lane is also provided in the northbound direction at the intersection with Green Street. Curbside parking is generally provided at mid-block locations along both sides of Arroyo Parkway. However, curbside parking is prohibited during the AM and PM peak commuter periods (i.e., 6:00-9:00 AM and 3:00-7:00 PM) between Cordova Street and Bellevue Drive. Arroyo Parkway is posted for a 35 MPH speed limit in the project vicinity.

*Marengo Avenue* between the north City limit and Del Mar Boulevard is designated as a Minor Arterial and between Delmar Boulevard and the south City limit as a De-emphasized Corridor in the City's Draft General Plan Mobility Element (February, 2003). Marengo Avenue borders the project site on the west. Two through travel lanes are provided in each direction north of Del Mar Boulevard. South of Del Mar Boulevard, one through travel lane is provided in each direction along Marengo Avenue. Exclusive left-turn lanes are provided in each direction on Marengo Avenue at the major intersections in the project study area. A separate southbound right-turn only lane is provided at the intersections with Maple Street, Del Mar Boulevard, and California Boulevard. North of Cordova Street, curbside parking is generally prohibited along both sides of Marengo Avenue with No Stopping Any Time signs posted. However, along the west side of Marengo Avenue between Walnut Street and Union Street curbside parking is provided. On the west side of Marengo Avenue between Green Street and Cordova Street, 15-minute metered parking is provided. Two-hour parking is generally provided on both sides of the street between Cordova Street and California Boulevard. Marengo Avenue is posted for a 25 MPH speed limit north of Del Mar Boulevard and 35 MPH speed limit south of Del Mar Boulevard.

*Euclid Avenue* is designated as a local roadway that borders the project site to the east. Euclid Avenue provides one travel lane in each direction near the project site. One-hour metered parking is generally provided on the east side of Euclid Avenue between 9:00 AM and 6:00 PM. Euclid Avenue is posted for a 25 MPH speed limit in the project vicinity.

*Los Robles Avenue* is designated as a Multimodal Corridor between the north City limit and Del Mar Boulevard, and as a De-emphasized Corridor from Del Mar Boulevard to the south City limit in the City's Draft General Plan Mobility Element (February, 2003). Two through travel lanes are generally provided in each direction in the project vicinity north of Del Mar Boulevard and one through travel lane in each direction south of Del Mar Boulevard. Exclusive left-turn lanes are provided in each direction on Los Robles Avenue at the study intersections. Separate right-turn only lanes are provided in each direction at the intersection with Del Mar Boulevard. Curbside parking is generally prohibited along both sides of Los Robles Avenue north of Cordova Street. Two-hour parking is generally provided between 9:00 AM and 4:00 PM south of Cordova Street. Los Robles Avenue is posted for a 30 MPH speed limit in the project vicinity.

*Maple Street* is designated as a Principal Arterial in the City's Draft General Plan Mobility Element (February, 2003). *Maple Street* is a one-way westbound frontage roadway situated along the north side of the I-210 Freeway. Two through travel lanes are generally provided on *Maple Street*. At the intersection with *Marengo Avenue*, the westbound approach provides one left-turn lane, one shared through-left-turn lane, and one shared through-right-turn lane. Curbside parking is prohibited along *Maple Street* with No Stopping Anytime (NSAT) signs posted in the project study area. *Maple Street* is posted for a 35 MPH speed limit in the project vicinity.

*Corson Street* is designated as a Principal Arterial in the City's Draft General Plan Mobility Element (February, 2003). *Corson Street* is a one-way eastbound frontage roadway situated along the south side of the I-210 Freeway. Three through travel lanes are generally provided on *Corson Street* near *Marengo Avenue* and two through travel lanes are provided near *Fair Oaks Avenue* in the project vicinity. An exclusive left-turn lane, two through lanes and a separate right-turn lane is provided on the eastbound approach at the intersection with *Fair Oaks Avenue*. Curbside parking is prohibited along *Corson Street* with NSAT signs posted in the project study area. *Corson Street* is posted for a 35 MPH speed limit in the project vicinity.

*Walnut Street* is designated as a Multimodal Corridor in the City's Draft General Plan Mobility Element (February, 2003) between *Orange Grove Boulevard* and *Foothill Boulevard*. Two through travel lanes are generally provided in each direction of travel in the project vicinity. Exclusive left-turn lanes are provided in each direction on *Walnut Street* at the study intersections. Separate right-turn lanes are provided in the westbound direction at the intersections with *Fair Oaks Avenue* and *Marengo Avenue*. Two-hour meter parking is generally provided on both sides of the street, between *Fair Oaks Avenue* and *Raymond Avenue*. Curbside parking is prohibited on both sides of *Walnut Street*, with NSAT signs posted in the project vicinity. *Walnut Street* is posted for a 30 MPH speed limit in the project vicinity.

*Holly Street* is designated as a Collector in the City's Draft General Plan Mobility Element (February, 2003) between Fair Oaks Avenue and Garfield Avenue. Holly Street terminates and widens at the intersection with Garfield Avenue where a semicircular plaza is provided immediately in front of City Hall. One through travel lane is provided in the eastbound and westbound directions, between Arroyo Parkway and Garfield Avenue, while two lanes are provided in each direction between Raymond Avenue and Arroyo Parkway. One-hour metered parking is provided on both sides of Holly Street in the project vicinity. Speed limit signs are not posted on Holly Street in the project vicinity.

*Colorado Boulevard* is designated as a Principal Arterial in the City's Draft General Plan Mobility Element (February, 2003) between the east and west City limits. Two through travel lanes are provided in each direction in the project vicinity. Exclusive left-turn and right-turn lanes are provided in each direction at the intersection with Marengo Avenue. Metered parking is generally provided on both sides of Colorado Boulevard in the Civic Center area, along with loading zones and bus zones. Colorado Boulevard is posted for a 25 MPH speed limit in the project vicinity.

*Green Street* is designated as a Multimodal Corridor in the City's Draft General Plan Mobility Element (February, 2003) between Fair Oaks Avenue and Hill Avenue. Green Street is a one-way eastbound roadway that borders the project site on the north. Three through travel lanes are generally provided between Fair Oaks Avenue and Raymond Avenue, and from Euclid Avenue and Hill Avenue. Four through travel lanes are generally provided between Arroyo Parkway and Euclid Avenue in the project vicinity. Exclusive left-turn lanes are provided on Green Street at the intersections with Marengo Avenue and Los Robles Avenue. A separate right-turn lane is provided at the intersection with Los Robles Avenue. Two-hour parking is generally provided at midblock locations on both sides of the street between Pasadena Avenue and Arroyo Parkway. No Parking Anytime (NPAT) signs are posted along the south side of Green Street (i.e., the project frontage). However, approximately 10 metered parking spaces are provided along the north side of Green Street, directly in front of the Gelson's Supermarket. Green Street is posted for a 30 MPH speed limit in the project vicinity.

*Cordova Street* is designated as a Minor Arterial in the City's Draft General Plan Mobility Element (February, 2003) between Arroyo Parkway and Hill Avenue. Cordova Street is discontinuous at Arroyo Parkway. Two through travel lanes are provided in each direction near the project site. At the intersection with Arroyo Parkway, the westbound approach provides one left-turn lane and one shared left-right-turn lane. Exclusive left-turn lanes are provided in each direction at the intersections with Marengo Avenue, Euclid Avenue and Los Robles Avenue. Two-hour parking is generally provided on both sides of Cordova Street in the project vicinity. Cordova Street is posted for a 35 MPH speed limit in the project vicinity.

*Del Mar Boulevard* is designated as a Multimodal Corridor in the City's Draft General Plan Mobility Element (February, 2003) between St. John Avenue and the east City limit. Two through travel lanes are provided in each direction in the project vicinity. Exclusive left-turn lanes are provided in each direction at the intersections with Arroyo Parkway, Marengo Avenue and Los Robles Avenue. A separate right-turn lane is provided in the eastbound direction at the Arroyo Parkway intersection. Curbside parking is generally provided on both sides of Del Mar Boulevard in the project vicinity, except during the AM and PM commuter peak periods. Del Mar Boulevard is posted for a 35 MPH speed limit in the project vicinity.

*California Boulevard* is designated as a De-emphasized Corridor in the City's Draft General Plan Mobility Element (February, 2003) between Lake Avenue and the east City limit. Two through travel lanes are provided in each direction near the project site. Exclusive left-turn lanes are provided in each direction at the intersections with Arroyo Parkway and Marengo Avenue. A separate right-turn lane is provided in the eastbound direction at the Arroyo Parkway intersection. Curbside parking is generally prohibited on both sides of California Boulevard in the project vicinity. California Boulevard is posted for a 30 MPH speed limit in the project vicinity.

### **Existing Transit Service**

The Pasadena Conference Center Expansion project area is currently served by the Los Angeles County Metropolitan Transportation Authority (MTA), City of Los Angeles Department of Transportation (LADOT), Foothill Transit (FT), and the Pasadena Area Rapid Transit System (ARTS). Brief descriptions of those bus lines that provide transit service in the project vicinity are provided in the following paragraphs.

#### MTA Transit Route 177

MTA Route 177 provides service along Raymond Avenue, Del Mar Boulevard, and California Boulevard in the project vicinity. MTA Route 177 provides headways of one to two buses per hour in the eastbound direction and one bus per hour in the westbound direction during the morning peak hour. During the afternoon peak hour, MTA Route 177 provides headways of one bus per hour in both directions.

#### MTA Transit Route 180

MTA Route 180 provides service between the Altadena and Hollywood areas and travels along Colorado Boulevard in the project vicinity. In the westbound direction, MTA Route 180 provides headways of two buses per hour in the morning peak hour and one bus per hour in the afternoon peak hour. MTA Route 180 does not provide service in the eastbound direction during the morning and afternoon peak hours.

#### MTA Transit Route 181

MTA Route 181 provides service along Colorado Boulevard in the project vicinity. MTA Route 181 provides headways of four buses per hour in both westbound and eastbound directions during the morning peak hour. During the afternoon peak hour, MTA Route 181 provides headways of four to five buses per hour in both directions.

#### MTA Transit Route 256

MTA Route 256 provides service along Arroyo Parkway, Raymond Avenue, California Boulevard and Colorado Boulevard in the project vicinity. During the morning and afternoon peak hours, MTA Route 256 provides approximate headways of one to two buses per hour in the northbound and southbound directions.

MTA Transit Route 260

MTA Route 260 provides service along Fair Oaks Avenue in the project vicinity. MTA Route 260 provides headways of two to four buses per hour in the northbound direction and five to eight buses per hour in the southbound direction during the morning peak hour. During the afternoon peak hour, MTA Route 260 provides headways of five buses per hour in the northbound direction and six buses per hour in the southbound direction.

MTA Transit Route 267

MTA Route 267 provides service along Los Robles Avenue and Walnut Street in the project vicinity. During the morning and afternoon peak hours, MTA Route 267 provides approximate headways of one to two buses per hour in both the northbound and southbound directions.

MTA Transit Route 361

MTA Route 361 provides service along Fair Oaks Avenue in the project vicinity. MTA Route 361 provides headways of four buses per hour in the northbound direction and one bus per hour in the southbound direction during the morning peak hour. During the afternoon peak hour, MTA Route 361 provides headways of one to three buses per hour in the northbound direction and one bus per hour in the southbound direction.

MTA Transit Route 380

MTA Route 380 provides service along Colorado Boulevard in the project vicinity. MTA Route 380 provides headways of one to four buses per hour in the westbound direction and four buses per hour in the eastbound direction during the morning peak hour. During the afternoon peak hour, MTA Route 380 provides headways of three to five buses per hour in the westbound direction and four to five buses in the eastbound direction.

MTA Transit Route 686

MTA Route 686 provides service along Arroyo Parkway, Colorado Boulevard and Raymond Avenue in the project vicinity. In the northbound direction, MTA Route 686 provides headways of four buses per hour during the morning and afternoon peak hours. In the southbound direction, MTA Route 686 provides headways of four buses per hour during the morning peak hour and four to five buses per hour during the afternoon peak hour.

MTA Transit Route 687

MTA Route 687 provides service along Green Street, Marengo Avenue and Los Robles Avenue in the project vicinity. During the morning and afternoon peak hours, MTA Route 687 provides approximate headways of four buses per hour in both the northbound and southbound directions.

LADOT Commuter Express Route 549

LADOT Commuter Express Route 549 provides service between the San Fernando Valley area and the Burbank/Glendale/Pasadena area along Los Robles Avenue and Walnut Street in the project vicinity. During the morning peak hour, LADOT Route 549 provides approximate headways of two buses per hour in the eastbound direction and three buses in the westbound direction. During the afternoon peak hour, LADOT Route 549 provides approximate headways of one to two buses per hour in the eastbound direction and two buses in the westbound direction.

FT Route 187/189

FT Route 187/189 provides service between the Claremont area and the Pasadena area along Colorado Boulevard, Fair Oaks Avenue, Raymond Avenue and Walnut Street in the project vicinity. In the eastbound direction and westbound directions, FT Route 187/189 provides headways of four buses per hour during the morning and afternoon peak hours.

FT Route 690

FT Route 690 provides one-way express service between the Montclair area and the Pasadena area along Lake Avenue, Union Street, and Fair Oaks Avenue in the project vicinity. FT Route 690 provides a headway of two buses in the westbound direction during the morning peak hour. During the afternoon peak hour, FT Route 690 provides a headway of two buses in the eastbound direction.

Pasadena Area Rapid Transit Service (ARTS)

The Pasadena Area Rapid Transit Service provides service along four routes in the project area. ARTS Route 10 provides service along Colorado Boulevard and Green Street, ARTS Route 20 provides service along California Boulevard, Fair Oaks Avenue, and Raymond Avenue, ARTS Route 40 provides service along Green Street, Marengo Avenue, Raymond Avenue and Walnut Street, and ARTS Route 50 provides service along Del Mar Boulevard, Fair Oaks Avenue, and Raymond Avenue. ARTS Route 10 operates on 12-minute headways (approximately five buses per hour).



ARTS Routes 20, 40 and 50 operate on roughly 30-minute headways (approximately two buses per hour).

ARTS Route 10 operates Monday through Thursday between 7:00 AM and 8:00 PM, Friday between 7:00 AM and 10:00 PM, Saturday between 11:00 AM and 10:00 PM, and Sunday between 11:00 AM and 5:00 PM. ARTS Routes 20 and 40 operate Monday through Friday between 7:00 AM and 8:00 PM, Saturday between 11:00 AM and 8:00 PM, and Sunday between 11:00 AM and 5:00 PM. ARTS Route 50 provides weekday service only from 7:00 AM and 8:00 PM Monday through Friday. Fare costs \$0.50 for adults, \$0.25 for youth (grades K-12) and \$0.25 for seniors and disabled.

#### Light Rail Transit

On July 26, 2003, the Los Angeles to Pasadena Metro Construction Authority in conjunction with the MTA, opened the Los Angeles to Pasadena Metro Gold Line to the public. The new light rail line links Sierra Madre Villa in East Pasadena to Union Station in Downtown Los Angeles via Chinatown, Highland Park, and South Pasadena. The Metro Gold Line joins with the Metro Red Line, Amtrak, Metrolink and various regional bus lines from all over Los Angeles County at Union Station in downtown Los Angeles. The Metro Gold Line also connects with the Metro Blue and Metro Green Lines via the Metro Red Line at Union Station.

The Gold Line Light Rail system has six stations in the City of Pasadena: 1) Fillmore Street Station, 2) Del Mar Station, 3) Memorial Park Station, 4) Lake Station, 5) Allen Station, and 6) Sierra Madre Villa Station. It is important to note that the Del Mar Station is located within a quarter (1/4) mile of the Pasadena Conference Center.

The Metro Gold Line operates from 4:00 AM to 2:00 AM every day and provides service every 10 minutes during weekday peak hours, every 12 minutes during mid-day hours, and every 20 minutes during the late night hours. The 13.5 mile trip between downtown Los Angeles and east Pasadena takes approximately 36 minutes.

## TRAFFIC COUNTS

Manual counts of vehicular turning movements during the weekday afternoon (PM) peak hour were obtained for 20 of the 23 study intersections from the *Intersection Capacity Performance Downtown Pasadena*, document, prepared by Kaku Associates, Inc., November 2000, for the City of Pasadena Department of Transportation. These data were increased at a rate of 1.5 percent (1.5%) per year to reflect existing, year 2003 conditions. Manual counts of vehicular turning movements were conducted at the remaining three study intersections. The year 2003 manual traffic counts were compared with the adjusted traffic counts at the remaining study intersections and were determined to be consistent.

The traffic counts were conducted at the study intersections between 4:00 and 6:00 PM to determine the PM peak commuter hour. Traffic volumes at the 23 study intersections show the typical peak periods between 4:00 and 6:00 PM generally associated with peak afternoon commuter hours throughout the Pasadena area.

The PM peak period manual counts of turning vehicles at the 23 study intersections are summarized in Table 3. The existing traffic volumes at the study intersections during the PM peak hour are shown in Figure 4. Summary data worksheets of the manual traffic counts are contained in Appendix C.

**Table 3  
EXISTING TRAFFIC VOLUMES  
Pasadena Conference Center Expansion Project**

10-Jul-2003

NO.	INTERSECTION	YEAR	DIR	PM PEAK HOUR
				VOLUME
1	Fair Oaks Avenue and Corson Street [1]	2003	NB	1,651
			SB	1,046
			EB	1,175
			WB	0
2	Fair Oaks Avenue and Walnut Street [1]	2003	NB	1,459
			SB	1,073
			EB	1,104
			WB	804
3	Fair Oaks Avenue and Green Street [1]	2003	NB	1,065
			SB	1,140
			EB	704
			WB	0
4	Raymond Avenue and Walnut Street [1]	2003	NB	113
			SB	12
			EB	1,318
			WB	0
5	Raymond Avenue and Green Street [1]	2003	NB	82
			SB	135
			EB	348
			WB	723
6	Arroyo Parkway and Green Street [1]	2003	NB	790
			SB	486
			EB	1,117
			WB	0
7	Arroyo Parkway and Cordova Street [1]	2003	NB	1,100
			SB	642
			EB	4
			WB	744
8	Arroyo Parkway and Del Mar Boulevard [1]	2003	NB	1,476
			SB	1,484
			EB	983
			WB	1,008
9	Arroyo Parkway and California Boulevard [1]	2003	NB	1,810
			SB	1,353
			EB	1,091
			WB	1,052
10	Marengo Avenue and Maple Street [1]	2003	NB	692
			SB	301
			EB	0
			WB	1,171

[1] Source: "Intersection Capacity Performance Downtown Pasadena" study, Kaku Associates, November, 2000. Year 2000 traffic counts were adjusted by 1.5% per year to reflect year 2003 conditions.

**Table 3 (Continued)  
EXISTING TRAFFIC VOLUMES  
Pasadena Conference Center Expansion Project**

10-Jul-2003

NO.	INTERSECTION	YEAR	DIR	PM PEAK HOUR
				VOLUME
11	Marengo Avenue and Corson Street [1]	2003	NB	1,077
			SB	651
			EB	1,618
			WB	0
12	Marengo Avenue and Walnut Street [1]	2003	NB	1,123
			SB	666
			EB	1,159
			WB	935
13	Marengo Avenue and Holly Street [2]	2003	NB	866
			SB	723
			EB	326
			WB	54
14	Marengo Avenue and Colorado Boulevard [1]	2003	NB	815
			SB	859
			EB	1,239
			WB	1,139
15	Marengo Avenue and Green Street [1]	2003	NB	750
			SB	970
			EB	1,307
			WB	0
16	Marengo Avenue and Cordova Street [1]	2003	NB	628
			SB	956
			EB	224
			WB	858
17	Marengo Avenue and Del Mar Boulevard [1]	2003	NB	577
			SB	659
			EB	1,313
			WB	969
18	Marengo Avenue and California Boulevard [1]	2003	NB	870
			SB	873
			EB	1,328
			WB	930
19	Euclid Avenue and Green Street [2]	2003	NB	113
			SB	12
			EB	1,318
			WB	0
20	Euclid Avenue and Cordova Street [2]	2003	NB	82
			SB	135
			EB	348
			WB	723

[1] Source: "Intersection Capacity Performance Downtown Pasadena" study, Kaku Associates, November, 2000. Year 2000 traffic counts were adjusted by 1.5% per year to reflect year 2003 conditions.

[2] Counts conducted by Accutec

**Table 3 (Continued)**  
**EXISTING TRAFFIC VOLUMES**  
**Pasadena Conference Center Expansion Project**

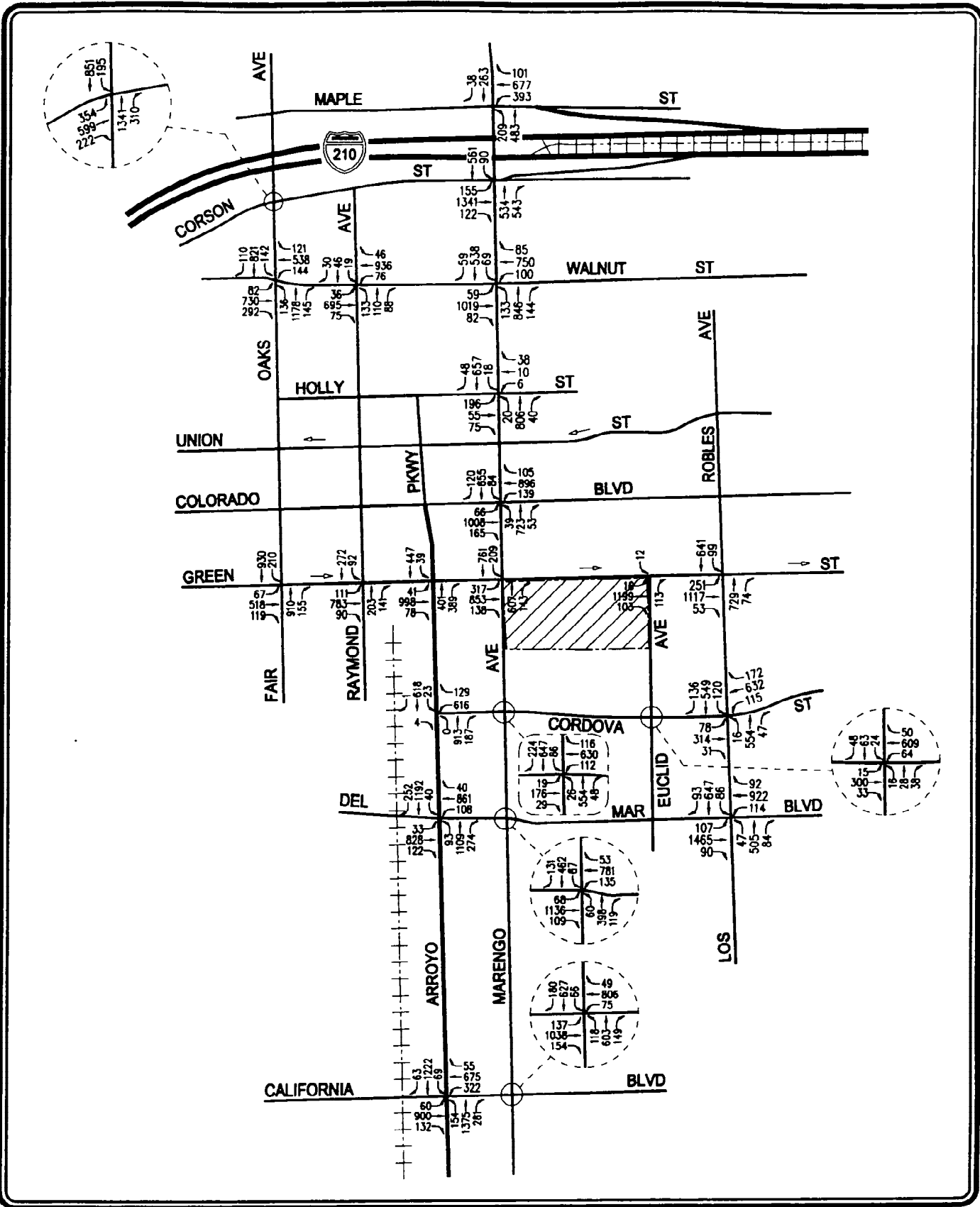
10-Jul-2003

NO.	INTERSECTION	YEAR	DIR	PM PEAK HOUR
				VOLUME
21	Los Robles Avenue and Green Street [1]	2000	NB	804
			SB	740
			EB	1,421
			WB	0
22	Los Robles Avenue and Cordova Street [1]	2000	NB	617
			SB	805
			EB	423
			WB	920
23	Los Robles Avenue and Del Mar Boulevard [1]	2000	NB	635
			SB	826
			EB	1,662
			WB	1,128

[1] Source: "Intersection Capacity Performance Downtown Pasadena" study, Kaku Associates, November, 2000. Year 2000 traffic counts were adjusted by 1.5% per year to reflect year 2003 conditions.

[2] Counts conducted by Accutek

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**LINSCOTT  
LAW &  
GREENSPAN**



ENGINEERS NOT TO SCALE

**FIGURE 4**  
**EXISTING TRAFFIC VOLUMES**  
**PM PEAK HOUR**

PASADENA CONFERENCE CENTER EXPANSION PROJECT

## **PROJECT TRIP GENERATION**

Since the Project consists of a reconfiguration of space to better accommodate events by providing needed amenities to attract higher profile clients in addition to existing clients, the size and type of events held at the new Conference Center will be the same as what is currently accommodated at the site. Therefore, attendance levels for events are not anticipated to increase in the future with the proposed project. Detailed descriptions of all event types with corresponding attendance levels are summarized in the Project Description Section of this report.

Typically, traffic impact studies prepared for specific development projects analyze the incremental changes in traffic operations due to the proposed Project. In this instance, the proposed Project is not anticipated to result in any increase in project-related trip generation, therefore, additional analysis has not been required by the City of Pasadena Department of Transportation.

## **PROJECT TRIP DISTRIBUTION**

The traffic distribution pattern to and from the project site is anticipated to be consistent with current operations at the Conference Center. No further analysis has been required by the City of Pasadena Department of Transportation.

## **RELATED PROJECTS**

A forecast of on-street traffic conditions prior to the occupancy of the proposed Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The list of related projects was based on information on file at the City of Pasadena Planning Department, as well as recently accepted traffic impact analyses prepared for projects in the vicinity of the proposed Project site. The list of related projects in the area is presented in [Table 4](#). The location of the related projects is shown in [Figure 5](#). The list of related projects was submitted to City of Pasadena Department of Transportation staff for review and acceptance.

**Table 4  
LIST OF RELATED PROJECTS [1]  
Pasadena Conference Center Expansion Project**

10-Jul-2003

MAP NO.	PROJECT NAME/ APPLICANT	LOCATION	LAND USE	SIZE	STATUS
1	Royal Laundry	443 S. Raymond Avenue	Medical Office	55,450 SF	Under Construction
2	Shops on South Lake	401 S. Lake Avenue	Retail	153,000 SF	Under Construction
3	Pasadena Collection	175 S. Lake Avenue	Office Restaurant Retail	116,336 SF 10,000 SF 10,829 SF	Under Construction
3a	Pasadena Collection Housing	160 S. Hudson Avenue	Residential Retail	72 DU 2,062 SF	Under Construction
4	Paseo Colorado	Colorado Bl. btwn Marengo Av./ Los Robles Av.	Appartments	387 DU	Built 50% Occupied
5	Apreggio	325 Cordova Street	Appartments	135 DU	Built 50% Occupied
6	Crown City Center Office Development	203 N. Lake Avenue	Office	235,000 SF	Proposed
7	The Fountains at Pasadena	775 E. Union Street	Senior Appartments	98 DU	Under Construction
8	Oak Knoll Condominiums	128 N. Oak Knoll Avenue	Condominiums	53 DU	Under Construction
9	Madison Walk	286 N. Madison Avenue	Condominiums	40 DU	Under Construction
10	Marengo Avenue	155 S. Marengo Avenue	Residential	28 DU	Proposed
11	Wilson Avenue	35 S. Wilson Avenue	Residential	48 DU	Proposed
12	290 North Hudson Apartments	290 North Hudson Avenue	Appartments	140 DU	Built, Not Occupied

[1] Source: City of Pasadena Planning & Development Department.