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Table 4 (Continued)
LIST OF RELATED PROJECTS [1]
Pasadena Conference Center Expansion Project

10-Jul-2003

MAP NO.	PROJECT NAME/ APPLICANT	LOCATION	LAND USE	SIZE	STATUS
13	Walnut Place	720 Walnut Street	Residential Retail	28 DU 3,396 SF	Proposed
14	Acapella of Pasadena	160 E. Corson Street	Apartments Retail	143 DU 1,000 SF	Built, Not Occupied
15	South Madison	210 - 218 S. Madison Avenue	Apartments	19 DU	Proposed
16	Archstone	720 E. Colorado Blvd. / 25 S. Oak Knoll Avenue	Apartments Commercial	120 DU 8,000 SF	Under Construction
17	Pasadena Transit Center	252 S. Raymond Avenue	Apartments Retail	347 DU 12,000 SF	Under Construction
18	Messian Mixed-Use	65 W. Dayton Avenue	Residential Office	42 DU 12,572 SF	Under Construction
19	The Palermo	22 W. Green Street	Residential Office Retail	32 DU 13,500 SF 9,500 SF	Built, Not Occupied
20	Library Hall	50 W. Dayton Avenue	Residential Retail	17 DU 4,635 SF	Under Construction
21	Ambassador College	Ambassador East Campus	Residential Retail	800 DU 40,000 SF	Proposed
22	Ambassador College	Ambassador West Campus	Residential	700 DU	Proposed
23	Colorado Mixed-Use	621 E. Colorado Boulevard	Residential Commercial	304 DU 14,602 SF	Under Construction
24	North Raymond	153 - 157 N. Raymond Avenue	Residential Commercial	18 DU 3,000 SF	Proposed
25	Western Asset Management Plaza	385 E. Colorado Boulevard	Office Retail Restaurant	239,907 SF 6,334 SF 20,103 SF	Under Construction

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

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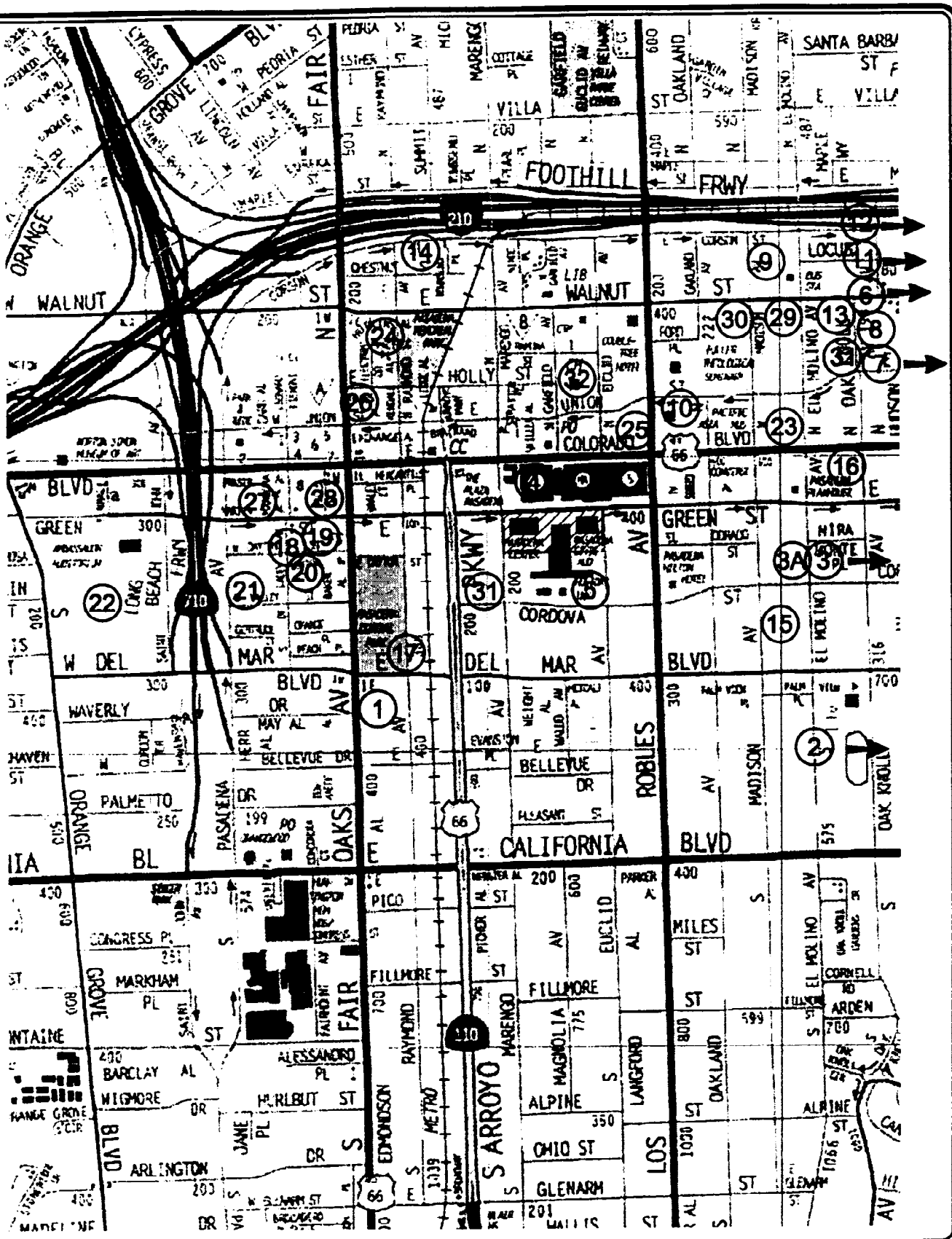
Table 4 (Continued)
LIST OF RELATED PROJECTS [1]
Pasadena Conference Center Expansion Project

10-Jul-2003

MAP NO.	PROJECT NAME/ APPLICANT	LOCATION	LAND USE	SIZE	STATUS
26	One Union	1 E. Union Street	Retail	28,600 SF	Proposed
27	Pasadena Place	149 W. Green Street	Residential Retail	38 DU 8,200 SF	Proposed
28	Pasadena Marketplace	55 S. Fair Oaks Avenue	Retail Restaurant	27,444 SF 12,965 SF	Proposed
29	Walnut Street	600 - 648 E. Walnut Street	Residential	38 DU	Proposed
30	Fuller Seminary	Southwest corner of Madison Avenue and Walnut Street	Residential	158 DU (net new)	Proposed
31	Union Village	77 N. Oak Knoll Avenue	Residential Senior Housing Retail	162 DU 26 DU 13,400 SF	Proposed
32	Pasadena City Hall Retrofit	100 N. Garfield Avenue	City Hall	Retrofit	Proposed

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



MAP SOURCE: THOMAS BROS. GUIDE

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FIGURE 5
LOCATION OF RELATED PROJECTS

PASADENA CONFERENCE CENTER EXPANSION PROJECT

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Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation* manual. The related projects respective traffic generation for the PM peak hour, as well as on a daily basis for a typical weekday is shown in Table 5. The anticipated distribution of the related projects traffic volumes to the study intersections during the PM peak hour is displayed in Figure 6.

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.5 percent to the year 2007 (i.e., anticipated year of project build-out). Application of this ambient growth factor allows for a conservative worst case forecast of future traffic volumes in the area.

It is important to note that the City of Pasadena Draft General Plan Mobility Element, prepared in February, 2003, prepared by the City of Pasadena Department of Transportation, includes I-710 Freeway Gap Interim Mitigation Projects. It should be noted that the I-710 Freeway Gap Interim Mitigation Projects were reviewed with City of Pasadena Department of Transportation staff. Based on those discussions, no improvements within the project study area (e.g., at the 23 study intersections) have been formalized. The specific improvements proposed to date (i.e., widening of California Boulevard to a provide a westbound right-turn-only lane at Raymond Avenue and the widening of California Boulevard to provide an eastbound right-turn-only lane at Fair Oaks Avenue) are not located at the study intersections within the traffic analysis study area determined for the Pasadena Conference Center Project.

TRAFFIC IMPACT ANALYSIS METHODOLOGY

The 23 study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the ICU method and corresponding Level of Service is provided in Appendix D.

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Table 5
RELATED PROJECTS TRIP GENERATION [1]
Pasadena Conference Center Expansion Project

10-Jul-2003

	LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	PM PEAK HOUR VOLUMES [2] IN	OUT	TOTAL
1	Medical Office [3]	55,450 GLSF	2,003	55	148	203
2	Shopping Center/Theater [4] [5]	153,158 SF	5,838	213	239	452
3	General Office [6]	116,336 GSF	1,491	36	174	210
	Restaurant [7]	10,000 GSF	1,303	65	43	108
	Less 30% Pass-by [8]		(391)	(20)	(13)	(33)
	Retail [4]	10,829 GLSF	465	19	21	40
	Less 50% Pass-by [8]		(233)	(10)	(11)	(21)
3a	Apartment [9]	72 DU	477	30	15	45
	Retail [4]	2,062 GLSF	89	4	4	8
	Less 50% Pass-by [8]		(45)	(2)	(2)	(4)
4	Apartment [10]	387 DU	2,454	153	75	228
5	Apartment [9]	135 DU	895	56	28	84
6	General Office [6]	235,000 GSF	2,558	58	284	342
7	Senior Housing [11]	98 DU	341	6	4	10
8	Condominium [12]	53 DU	311	19	9	28
9	Condominium [12]	40 DU	234	14	7	21
10	Apartment [9]	28 DU	186	12	6	18
11	Apartment [9]	48 DU	318	20	10	30
12	Apartment [9]	140 DU	928	58	29	87
13	Mixed Use [13]		269	15	10	25
14	Apartment [9]	143 DU	948	59	29	88
	Retail [4]	1,000 GLSF	43	2	2	4
15	Condominium [12]	19 DU	111	7	3	10
16	Apartment [9]	120 DU	796	50	25	75
	Retail [4]	8,000 GLSF	343	14	16	30
	Less 50% Pass-by [8]		(172)	(7)	(8)	(15)
Subtotal			**21,561**	**926**	**1,147**	**2,073**

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Table 5 (Continued)
RELATED PROJECTS TRIP GENERATION [1]
Pasadena Conference Center Expansion Project

10-Jul-2003

	LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	PM PEAK HOUR VOLUMES [2] IN	OUT	TOTAL
17	Apartment [10]	347 DU	2,214	138	68	206
	Retail [4]	12,000 GLSF	515	22	23	45
	Less 50% Pass-by [8]		(258)	(11)	(12)	(23)
18	Mixed-Use [14]		789	31	28	59
19	Apartment [9]	32 DU	212	13	7	20
	General Office [15]	13,500 GSF	149	3	17	20
	Retail [4]	9,500 GLSF	408	17	18	35
	Less 50% Pass-by [8]		(204)	(9)	(9)	(18)
20	Apartment [9]	17 DU	113	7	3	10
	Retail [4]	4,635 GLSF	199	8	9	17
	Less 50% Pass-by [8]		(100)	(4)	(5)	(9)
21	Condominium [12]	800 DU	4,688	289	143	432
	Retail [4]	40,000 GLSF	1,717	72	78	150
	Less 50% Pass-by [8]		(859)	(36)	(39)	(75)
22	Apartment [10]	700 DU	4,330	266	131	397
23	Mixed Use [16]		1,970	129	58	187
24	Apartment [9]	18 DU	119	7	4	11
	Retail [4]	3,000 GLSF	129	5	6	11
	Less 50% Pass-by [8]		(65)	(3)	(3)	(6)
25	General Office [17]	239,907 GSF	2,279	53	257	310
	Retail [17]	6,334 GLSF	258	10	14	24
	Sit-Down Restaurant [17]	13,067 GSF	1,149	65	38	103
	High Turnover Restaurant [17]	7,036 GSF	917	46	30	76
	Trip Reduction [17]		(576)	(23)	(38)	(61)
	TDM/Transit Mitigation [17]		(322)	(14)	(27)	(41)
26	Retail [4]	28,600 GLSF	1,228	51	56	107
	Less 50% Pass-by [8]		(614)	(26)	(28)	(54)
27	Apartment [9]	38 DU	252	16	8	24
	Retail [4]	8,200 GLSF	352	15	16	31
	Less 50% Pass-by [8]		(176)	(8)	(8)	(16)
28	Retail [18]	27,444 SF	2,084	98	74	172
	Restaurant [18]	12,965 SF				
Subtotal			**22,897**	**1,227**	**917**	**2,144**

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Table 5 (Continued)
RELATED PROJECTS TRIP GENERATION [1]
Pasadena Conference Center Expansion Project

10-Jul-2003

	LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	PM PEAK HOUR VOLUMES [2] IN	OUT	TOTAL
29	Townhome [12]	38 DU	223	14	7	21
30	Fuller Seminary Project [19]	158 DU	249	41	20	61
31	Union Village Project [20]		1,173	76	12	88
Subtotal			**1,645**	**131**	**39**	**170**
TOTAL			**46,102**	**2,284**	**2,103**	**4,387**

[1] Source: ITE "Trip Generation", 6th Edition, 1997.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[5] Daily and PM trip generation source: "Final Environmental Impact Report for the S. Lake Avenue Retail Development Project," January, 1998.
[6] ITE Land Use Code 710 (General Office) trip generation equation rates.
[7] ITE Land Use Code 832 (High Turnover Sit-Down Restaurant) trip generation average rates.
[8] Pass-by trips are attracted from traffic passing the site on an adjacent street containing direct access to the site. Per City staff, the pass-by reductions were based on City of Los Angeles Department of Transportation policy on pass-by trips.
[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
[10] ITE Land Use Code 220 (Apartment) trip generation equation rates.
[11] ITE Land Use Code 253 (Elderly Housing-Attached) trip generation average rates for number of occupied dwelling units.
[12] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.
[13] Source: "712 E. Walnut Place, Traffic Impact Study," October 22, 2001, LLG Engineers.
[14] Source: "Final Traffic Study for the Proposed Messina Mixed-Use Development Project," May, 2001, Kaku Associates.
[15] ITE Land Use Code 710 (General Office) trip generation average rates.
[16] Source: "Final Environmental Impact Report, 621 East Colorado Boulevard Mixed-Use Development," April 2002, CBA.
[17] Source: "Final Environmental Impact Report, Plaza Las Fuentes Phase II," April 4, 2002.
[18] Source: "Pasadena Public Market, Traffic Impact Study," March 2003, LLG Engineers.
[19] Source: "Fuller Seminary Student Housing Project, Traffic Impact Study," April 2003, LLG Engineers.
[20] Source: "Union Village Project, Traffic Study," April 2003.

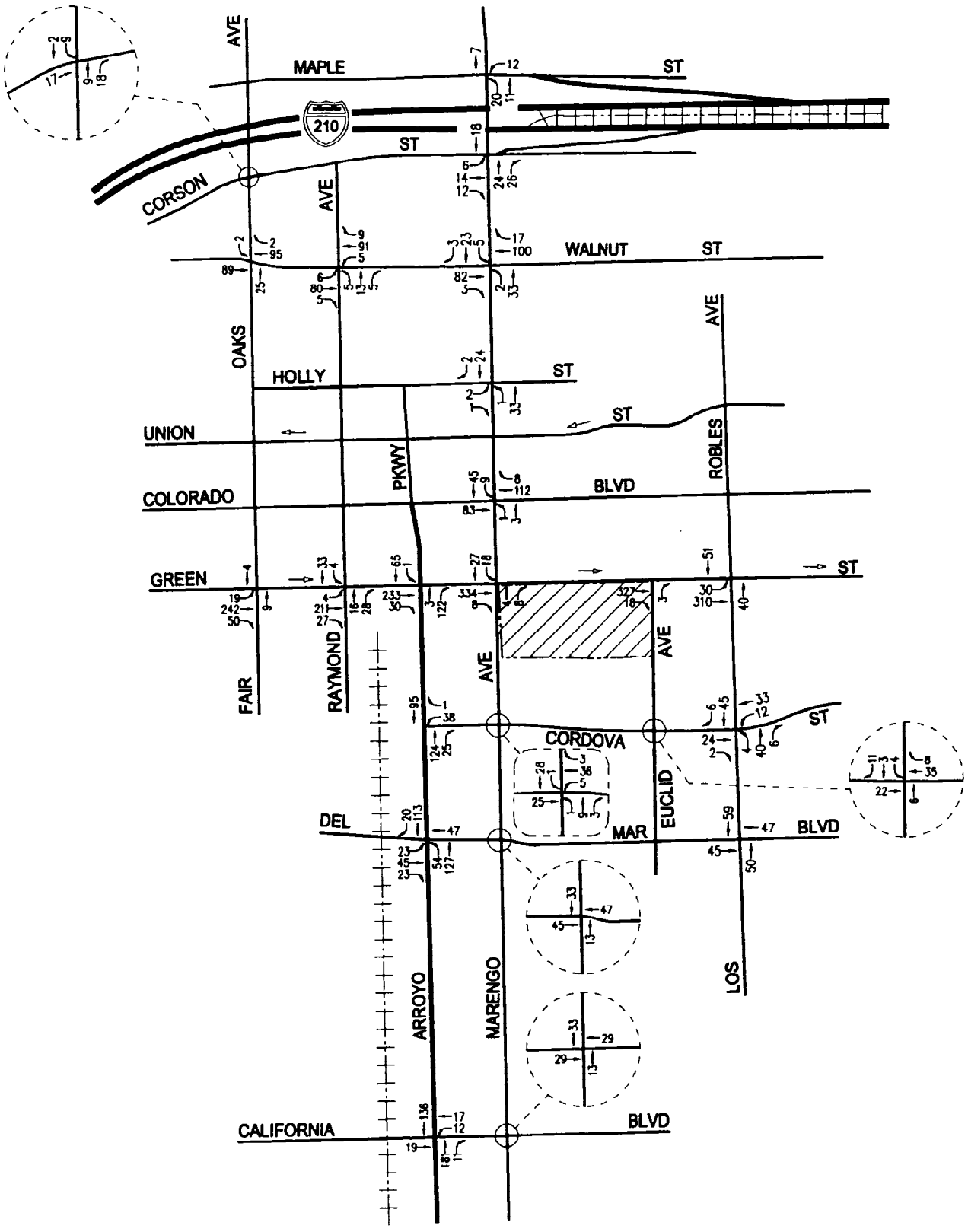

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FIGURE 6
RELATED PROJECTS TRAFFIC VOLUMES
PM PEAK HOUR
PASADENA CONFERENCE CENTER EXPANSION PROJECT

Impact Criteria and Thresholds

The relative impact of the added project traffic volumes expected to be generated by the proposed Pasadena Conference Center Expansion project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the 23 study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study location.

The significance of the potential impacts of project generated traffic at each study intersection was identified using criteria set forth in the City of Pasadena's *Preparation Guide for Traffic Impact Reports*, July, 1999. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the sliding scale criteria presented in Table 6.

Table 6
CITY OF PASADENA
INTERSECTION IMPACT THRESHOLD CRITERIA
Pasadena Conference Center Expansion project

Final *v/c*	Level of Service	Project Related Increase in *v/c*
≥ 0.000 - 0.600	A	equal to or greater than 0.06
≥ 0.600 - 0.700	B	equal to or greater than 0.05
≥ 0.700 - 0.800	C	equal to or greater than 0.04
≥ 0.800 - 0.900	D	equal to or greater than 0.03
≥ 0.900 - 1.000	E	equal to or greater than 0.02
≥1.000	F	equal to or greater than 0.01

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersections *v/c* ratio by an amount equal to or greater than the values shown above.

The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through and right-turn lanes, and a dual turn lane capacity of 2,880 vph. A clearance interval of 0.10 is also included in the ICU calculations.

Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

(a) Existing conditions.
(b) Condition (a) plus 1.5 percent per year ambient traffic growth up through 2007.
(c) Condition (b) with completion and occupancy of the related projects.
(d) Condition (c) with completion and occupancy of the proposed project.
(e) Condition (d) with implementation of project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the 23 study intersections.

Summaries of the *v/c* ratios and LOS values for the study intersections during the AM and PM peak hours are shown in Table 7. The ICU data worksheets for the analyzed intersections are contained in Appendix D.

TRAFFIC ANALYSIS

Existing Conditions

As indicated in column [1] of Table 7, 19 of the 23 study intersections are presently operating at LOS D or better during the PM peak hours under existing conditions. The following intersections are currently operating at LOS E or F during the PM peak hour:

Int. No. 2: Fair Oaks Avenue and Walnut Street
PM Peak Hour *v/c* Ratio = 0.966, LOS E

Int. No. 9: Arroyo Parkway and California Boulevard
PM Peak Hour *v/c* Ratio = 0.971, LOS E

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Table 7
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PM PEAK HOUR
Pasadena Conference Center Expansion Project

10-Jul-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2003 EXISTING V/C	LOS	[2] YEAR 2007 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2007 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2007 W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
1	Fair Oaks Avenue and Corson Street	PM	0.723	C	0.760	C	0.768	C	0.768	C	0.000	NO
2	Fair Oaks Avenue and Walnut Street	PM	0.966	E	1.018	F	1.055	F	1.055	F	0.000	NO
3	Fair Oaks Avenue and Green Street	PM	0.711	C	0.747	C	0.815	D	0.815	D	0.000	NO
4	Raymond Avenue and Walnut Street	PM	0.544	A	0.571	A	0.613	B	0.613	B	0.000	NO
5	Raymond Avenue and Green Street	PM	0.441	A	0.462	A	0.527	A	0.527	A	0.000	NO
6	Arroyo Parkway and Green Street	PM	0.542	A	0.568	A	0.686	B	0.686	B	0.000	NO
7	Arroyo Parkway and Cordova Street	PM	0.576	A	0.605	B	0.648	B	0.648	B	0.000	NO
8	Arroyo Parkway and Del Mar Boulevard	PM	0.785	C	0.826	D	0.902	E	0.902	E	0.000	NO
9	Arroyo Parkway and California Boulevard	PM	0.971	E	1.023	F	1.076	F	1.076	F	0.000	NO
10	Marengo Avenue and Maple Street	PM	0.557	A	0.584	A	0.602	B	0.602	B	0.000	NO
11	Marengo Avenue and Corson Street	PM	0.662	B	0.695	B	0.710	C	0.710	C	0.000	NO
12	Marengo Avenue and Walnut Street	PM	0.814	D	0.857	D	0.897	D	0.897	D	0.000	NO
13	Marengo Avenue and Holly Street	PM	0.532	A	0.558	A	0.569	A	0.569	A	0.000	NO

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Table 7 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PM PEAK HOUR
Pasadena Conference Center Expansion Project

10-Jul-2003

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2003 EXISTING V/C	LOS	[2] YEAR 2007 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2007 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2007 W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
14	Marengo Avenue and Colorado Boulevard	PM	0.780	C	0.821	D	0.854	D	0.854	D	0.000	NO
15	Marengo Avenue and Green Street	PM	0.560	A	0.588	A	0.603	B	0.603	B	0.000	NO
16	Marengo Avenue and Cordova Street	PM	0.633	B	0.665	B	0.687	B	0.687	B	0.000	NO
17	Marengo Avenue and Del Mar Boulevard	PM	0.899	D	0.947	E	0.982	E	0.982	E	0.000	NO
18	Marengo Avenue and California Boulevard	PM	0.985	E	1.038	F	1.068	F	1.068	F	0.000	NO
19	Euclid Avenue and Green Street	PM	0.382	A	0.398	A	0.454	A	0.454	A	0.000	NO
20	Euclid Avenue and Cordova Street	PM	0.410	A	0.428	A	0.453	A	0.453	A	0.000	NO
21	Los Robles Avenue and Green Street	PM	0.646	B	0.679	B	0.756	C	0.756	C	0.000	NO
22	Los Robles Avenue and Cordova Street	PM	0.609	B	0.640	B	0.665	B	0.665	B	0.000	NO
23	Los Robles Avenue and Del Mar Boulevard	PM	1.091	F	1.150	F	1.201	F	1.201	F	0.000	NO

Int. No. 18: Marengo Avenue and California Boulevard
PM Peak Hour *v/c* Ratio = 0.985, LOS E

Int. No. 23: Los Robles Avenue and Del Mar Boulevard
PM Peak Hour *v/c* Ratio = 1.091, LOS F

As previously mentioned, the existing traffic volumes at the study intersections during the PM peak hour are displayed in Figure 4.

Existing With Ambient Growth Conditions

Growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors was assumed to be 1.5 percent per year up through year 2007. This ambient growth incrementally increases the *v/c* ratios at all the study intersections. As shown in column [2] of Table 7, 18 of the study intersections are expected to continue operating at LOS D or better during the PM peak hour with the addition of ambient growth traffic. The following intersections are anticipated to operate at LOS E or F during the PM peak hour with the addition of ambient growth traffic:

Int. No. 2: Fair Oaks Avenue and Walnut Street
PM Peak Hour *v/c* Ratio = 1.018, LOS F

Int. No. 9: Arroyo Parkway and California Boulevard
PM Peak Hour *v/c* Ratio = 1.023, LOS F

Int. No. 17: Marengo Avenue and Del Mar Boulevard
PM Peak Hour *v/c* Ratio = 0.947, LOS E

Int. No. 18: Marengo Avenue and California Boulevard
PM Peak Hour *v/c* Ratio = 1.038, LOS F

Int. No. 23: Los Robles Avenue and Del Mar Boulevard
PM Peak Hour *v/c* Ratio = 1.150, LOS F

Future Pre-Project Conditions

The *v/c* ratios at all 23 study intersections are incrementally increased with the addition of traffic generated by the related projects listed in Table 4. As presented in column [3] of Table 7, 17 of the 23 study intersections are expected to continue operating at LOS D or better during the PM peak hour with the addition of ambient growth traffic and the traffic due to the related projects. The following intersections are anticipated to operate at LOS E or F during the PM peak hour with the addition of ambient growth traffic and traffic due to the related projects:

Int. No. 2: Fair Oaks Avenue and Walnut Street
PM Peak Hour *v/c* Ratio = 1.055, LOS F

Int. No. 8: Arroyo Parkway and Del Mar Boulevard
PM Peak Hour *v/c* Ratio = 0.902, LOS E

Int. No. 9: Arroyo Parkway and California Boulevard
PM Peak Hour *v/c* Ratio = 1.076, LOS F

Int. No. 17: Marengo Avenue and Del Mar Boulevard
PM Peak Hour *v/c* Ratio = 0.982, LOS E

Int. No. 18: Marengo Avenue and California Boulevard
PM Peak Hour *v/c* Ratio = 1.068, LOS F

Int. No. 23: Los Robles Avenue and Del Mar Boulevard
PM Peak Hour *v/c* Ratio = 1.201, LOS F

The future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the PM peak hour are shown in Figure 7.

Future With Project Conditions

As shown in column [4] Table 7, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create any significant impacts at the 23 study intersections. The future with project (existing, ambient growth, related projects, and project) traffic volumes at the study intersections during the PM peak hour are consistent with those shown in Figure 7.

STREET SEGMENT ANALYSIS

As required by City of Pasadena traffic study guidelines, existing and existing with project Average Daily Traffic (ADT) volumes were determined at key locations in the vicinity of the proposed project. The City of Pasadena ADT impact thresholds for street segments are listed in Table 8.

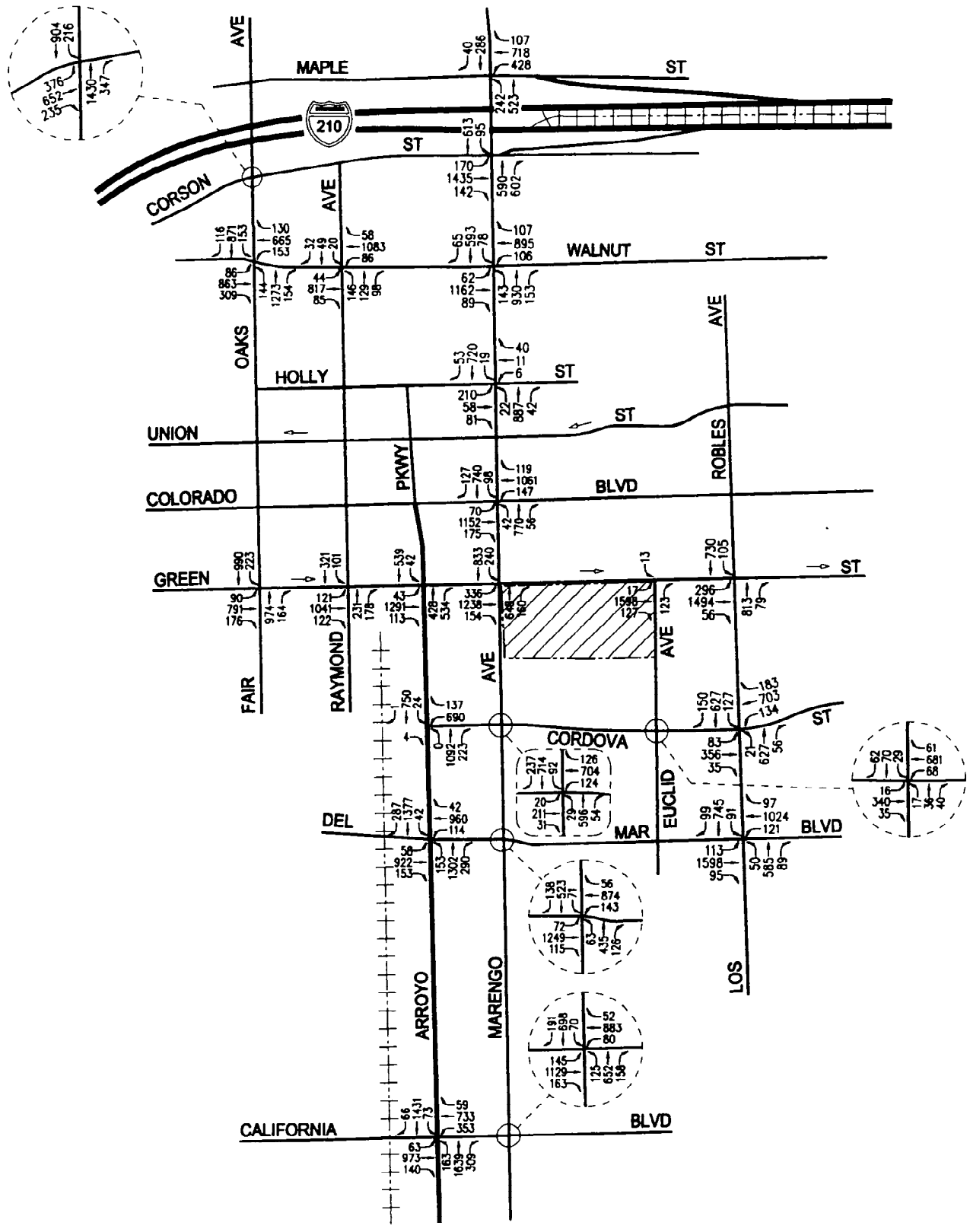

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FIGURE 7
FUTURE PRE-PROJECT TRAFFIC VOLUMES
PM PEAK HOUR
PASADENA CONFERENCE CENTER EXPANSION PROJECT

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Table 8 CITY OF PASADENA ADT IMPACT THRESHOLDS FOR STREET SEGMENTS Pasadena Conference Center Expansion project	
ADT Growth on Street Segment	**Required Traffic Mitigation**
0.0-2.4% ADT Growth Project Review and Initial Study	Staff Review and Conditions
2.5-4.9% ADT Growth Examined by Initial Study Focused Traffic Study	Soft Mitigation Required TDM, Rideshare, etc.
5.0-7.4% ADT Growth Examined by Initial Study Full Traffic Study Required	Soft Mitigation Required Physical Mitigation Required Project Alternatives Considered
7.5% + ADT Growth Examined by Initial Study Full Traffic Study Required	Soft Mitigation Required Extensive Physical Mitigation Required Project Alternatives Considered

The following 11 street segment locations were identified by City of Pasadena's Department of Transportation staff for inclusion in the ADT analysis:

1. Green Street, west of Fair Oaks Avenue.
2. Arroyo Parkway, between Green Street and Cordova Street.
3. Arroyo Parkway, south of Del Mar Boulevard.
4. Walnut Street, between Raymond Avenue and Marengo Avenue.
5. Colorado Boulevard, between Arroyo Parkway and Marengo Avenue.
6. Green Street, between Arroyo Parkway and Marengo Avenue.
7. Marengo Avenue, between Walnut Street and Ramona Street.
8. Marengo Avenue, south of Del Mar Boulevard.
9. Los Robles Avenue, between Del Mar Boulevard and California Boulevard.
10. Green Street, east of Los Robles Avenue.
11. Del Mar Boulevard, east of Los Robles Avenue.

Automatic 24-hour traffic counts were obtained for 10 of the 11 study street segments. The traffic counts were increased by a factor of 1.5 percent (1.5%) per year to reflect Year 2003 existing conditions. New automatic 24-hour machine traffic counts were conducted for one of the street segment study locations. The existing ADT volumes at the 11 study locations are displayed in Figure 8. Copies of the current 24-hour machine traffic counts for the study locations are contained in Appendix C.

The existing and forecast existing with project ADT volumes at the 11 study locations are summarized in Table 9. The existing ADT volumes, forecast existing with project ADT volumes, and the project-related percent increase in ADT growth on the analyzed street segments are presented in the first, middle and last columns, respectively. The existing with project ADT volumes at the 11 study locations are consistent with those shown in Figure 8.

Summary of Street Segment Analysis

As shown in Table 9, no project-related ADT increases are forecast for the study street segments. Since the project-related ADT increases are minimal, no mitigation measures are required based on the City's threshold criteria.

CONGESTION MANAGEMENT PLAN TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2002 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2002 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, June, 2002.

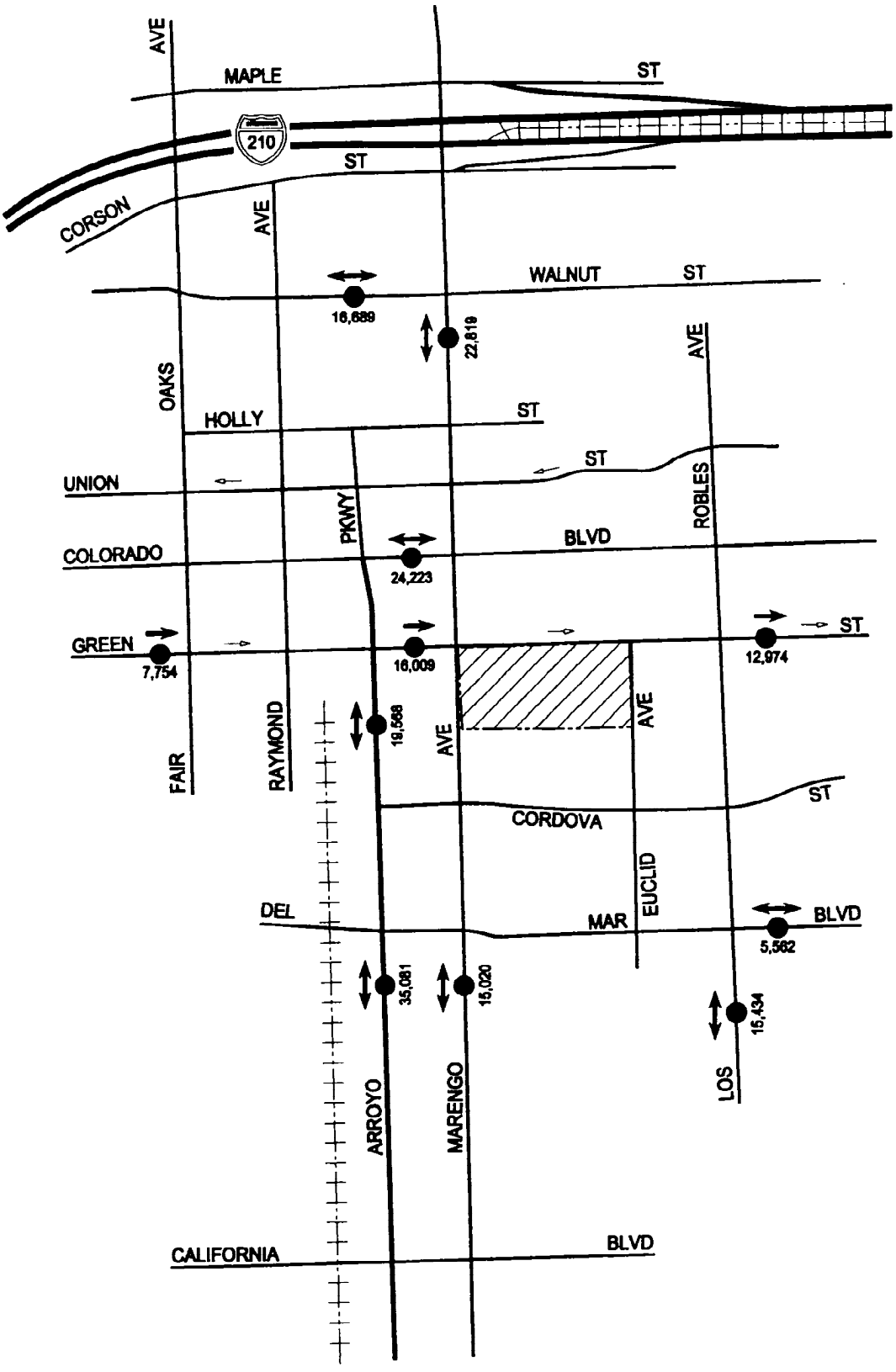

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FIGURE 8
EXISTING ADT VOLUMES

PASADENA CONFERENCE CENTER EXPANSION PROJECT

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Table 9
SUMMARY OF STREET SEGMENT ANALYSIS
Pasadena Conference Center Expansion Project

10-Jul-2003

Location	Existing ADT Volume	Existing W/Project ADT Volume	Percent ADT Growth [2]
1 Green Street west of Fair Oaks Avenue [1]	7,754	7,754	0.0%
2 Arroyo Parkway between Green Street and Cordova Street [1]	19,568	19,568	0.0%
3 Arroyo Parkway south of Del Mar Boulevard [1]	35,081	35,081	0.0%
4 Walnut Street between Raymond Avenue and Marengo Avenue [1]	16,689	16,689	0.0%
5 Colorado Boulevard between Arroyo Parkway and Marengo Avenue [1]	24,223	24,223	0.0%
6 Green Street between Arroyo Parkway and Marengo Avenue [1]	16,009	16,009	0.0%
7 Marengo Avenue between Walnut Street and Ramona Street	22,819	22,819	0.0%
8 Marengo Avenue south of Del Mar Boulevard [1]	15,020	15,020	0.0%
9 Los Robles Avenue between Del Mar Boulevard and California Boulevard [1]	15,434	15,434	0.0%
10 Green Street east of Los Robles Avenue [1]	12,974	12,974	0.0%
11 Del Mar Boulevard east of Los Robles Avenue [1]	5,562	5,562	0.0%

[1] Existing ADT volumes determined by 24-hour machine counts. ADT counts were obtained from years 1999, 2000, and 2001. These counts were increased at a rate of 1.5% per year to reflect existing year 2003 conditions.
[2] The project is not anticipated to result in any increase in the daily trip generation over levels currently generated.