

setting that provides minimal habitat to support wildlife resources, existing trees as well as other structures could be utilized by migratory bird species for nesting, feeding and shelter. Therefore, the following mitigation measure is proposed:

- LU1. Construction of the Project shall comply with the provisions of the Federal Migratory Bird Act and disturbance or removal of existing vegetation shall take place outside of the breeding bird season of March 1 to September 1. If the Project cannot avoid the breeding season, nest surveys shall be conducted and active nests shall be avoided and provided with a buffer.

To ensure that access to and use of the Civic Auditorium would be maintained during construction of the Project, the following mitigation measure is proposed:

- LU2. The Applicant shall maintain unobstructed access to the Civic Auditorium throughout the construction of the Project.

In addition, and to ensure that the final design of the Project complies with City design policies, the following mitigation measure is proposed:

- LU 3. The final Project design shall be in substantial compliance with the following mitigation measures:

- The proposed buildings shall be designed to relate to and support the special characteristics of the site's immediate surroundings as well as to the larger environment of which they are a part.
- The dominance, monumentality and architectural design of the Civic Auditorium shall be respected and the Project shall create a consistent, compatible, and unified context for the Civic Auditorium.
- Overall appearance of the proposed buildings should be based on a clearly regulated set of proportions related to classical precedent, with subtle variations to indicate entrances or other areas of interest.
- The proposed buildings shall feature visual articulation and should employ articulated sub-volumes, noting design elements relating to solids and voids.
- The proposed buildings shall be designed to contribute to a more pleasant and humane living environment.
- The Project shall feature entries and visual transparency that create frequent points of interest along public streets.

- Materials shall be compatible with that of the historic Civic Auditorium and the associated Historic Civic Center District. Materials shall be well-crafted and durable and may include masonry, stucco or colored concrete, and tile.
- Colors shall complement the design and style of the Civic Auditorium.
- The proposed buildings shall allow sun to penetrate to the sidewalks and outdoor spaces.
- Plaza space shall be designed with an elegant, simple landscape design vocabulary and shall feature shade trees, lush plantings, warm materials, and fountains.

No other land use mitigation measures are required or recommended.

5.0. NET UNAVOIDABLE IMPACTS

As described above, the Project would not have any significant unavoidable impacts with respect to land use.

6.0 CUMULATIVE IMPACTS

The potential for cumulative impacts occurs when the impacts of the Project and the impacts of related projects listed in Table 3 on page 66, together yield impacts that are greater than the impacts of the Project unto itself. It is reasonable to assume that projects approved in the surrounding area would have been found, as part of the approval process, to be in compliance with local and regional planning goals and policies. If a related project was found to be in conflict with applicable land use plans, policies and regulations, it is reasonable to assume that approval would involve findings that the Project features did not have adverse land use impacts or that the project would incorporate any mitigation measures necessary to reduce potential land use impacts to less than significant levels. The Project itself is expected to have a positive land use impact with respect to surrounding uses. A variance would be necessary for building setbacks for the Exhibition Hall and Ballroom building along Marengo Avenue and Green Street if the proposed Central District Specific Plan is adopted as currently drafted. However, the Project's proposed setbacks would not be potentially cumulative as it is based on the unique circumstances of the Project site. Therefore, no significant cumulative land use impacts are anticipated.

Table 3

RELATED PROJECTS

| Project Name/Applicant | Location | Land Use | Size |
|---|---|-------------------|-------------|
| Royal Laundry | 443 S. Raymond Avenue | Medical Office | 55,450 SF |
| Shops on South Lake | 401 S. Lake Avenue | Retail | 153,000 SF |
| Pasadena Collection | 175 S. Lake Avenue | Office | 116,336 SF |
| | | Restaurant | 10,000 SF |
| | | Retail | 10,829 SF |
| | | Residential | 72 DU |
| Pasadena Collection Housing | 160 S. Hudson Avenue | Retail | 2,062 SF |
| | | Residential | 72 DU |
| Paseo Colorado | Colorado Bl. between Marengo Av./ Los Robles Av. | Apartments | 387 DU |
| Arpeggio | 325 Cordova Street | Apartments | 135 DU |
| Crown City Center Office Development | 203 N. Lake Avenue | Office | 235,000 SF |
| The Fountains at Pasadena | 775 E. Union Street | Senior Apartments | 98 DU |
| Oak Knoll Condominiums | 128 N. Oak Knoll Avenue | Condominiums | 53 DU |
| Madison Walk | 286 N. Madison Avenue | Condominiums | 40 DU |
| Marengo Avenue | 155 S. Marengo Avenue | Residential | 28 DU |
| Wilson Avenue | 35 S. Wilson Avenue | Residential | 48 DU |
| 290 North Hudson Apartments | 290 North Hudson Avenue | Apartments | 140 DU |
| Walnut Place | 720 Walnut Street | Residential | 28 DU |
| | | Retail | 3,396 SF |
| Acapella of Pasadena | 160 E. Corson Street | Apartments | 143 DU |
| | | Retail | 1,000 SF |
| South Madison | 210-218 S. Madison Avenue | Apartments | 19 DU |
| Archstone | 720 E. Colorado Blvd./ 25 S. Oak Knoll Avenue | Apartments | 120 DU |
| | | Commercial | 8,000 SF |
| Pasadena Transit Center | 252 S. Raymond Avenue | Apartments | 347 DU |
| | | Retail | 12,000 SF |
| Messian Mixed-Use | 65 W. Dayton Avenue | Residential | 42 DU |
| | | Office | 12,572 SF |
| The Palermo | 22 W. Green Street | Residential | 32 DU |
| | | Office | 13,500 SF |
| | | Retail | 9,500 SF |
| Library Hall | 50 W. Dayton Avenue | Residential | 17 DU |
| | | Retail | 4,635 SF |
| Ambassador College | Ambassador East Campus | Residential | 800 DU |
| | | Retail | 40,000 SF |
| Ambassador College | Ambassador West Campus | Residential | 700 DU |
| Colorado Mixed-Use | 621 E. Colorado Boulevard | Residential | 304 DU |
| | | Commercial | 14,602 SF |
| North Raymond | 153-157 N. Raymond Avenue | Residential | 18 DU |
| | | Commercial | 3,000 SF |
| Western Asset Management Plaza | 385 E. Colorado Boulevard | Office | 239,907 SF |
| | | Retail | 6,334 SF |
| | | Restaurant | 20,103 SF |
| One Union | 1 E. Union Street | Retail | 28,600 SF |

Table 3 (Continued)

RELATED PROJECTS

| Project Name/Applicant | Location | Land Use | Size |
|-------------------------------|---|-------------------------------|------------------------|
| Pasadena Place | 149 W. Green Street | Residential Retail | 38 DU 8,200 SF |
| Pasadena Marketplace | 55 S. Fair Oaks Avenue | Retail Restaurant | 27,444 SF 12,965 SF |
| Walnut Street | 600-648 E. Walnut Street | Residential | 38 DU |
| Fuller Seminary | Southwest corner of Madison Avenue and Walnut Street | Residential | 158 DU (net new) |
| Union Village | 77 N. Oak Knoll Avenue | Residential Senior Housing | 162 DU 26 DU |
| Pasadena City Hall Retrofit | 100 N. Garfield Avenue | Retail City Hall | 13,400 SF Retrofit |

Source: City of Pasadena Planning & Development Department.

III. ENVIRONMENTAL IMPACT ANALYSIS

B. TRAFFIC & CIRCULATION

1.0 INTRODUCTION

This section is based upon the technical report, *Traffic Impact Study Pasadena Conference Center Expansion Project, City of Pasadena, California*, prepared by Linscott Law & Greenspan, Engineers that is provided as Appendix B of this EIR. This study has been reviewed and approved by the City of Pasadena, Department of Transportation.

2.0 ENVIRONMENTAL SETTING

The majority of local streets within the Project area are under the jurisdiction of the City of Pasadena. The nearest freeways serving the site are the Interstate-210 (Foothill), State Route 134 and Interstate 710 freeways, which are under the jurisdiction of the California Department of Transportation (Caltrans). The following describes the existing roadway facilities in the Project area.

2.1. Freeways

Foothill Freeway (Interstate-210)

The Foothill Freeway is located 0.5 mile north of the Project site. This 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.

Ventura Freeway (State Route 134)

The Route 134 portion of the Ventura Freeway is located approximately one-half mile northwest of the Project site. This is an east-west 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.

Route 710 Freeway

The north-south oriented freeway that extends from the Ventura/Foothill Freeway junction and terminates at California Boulevard is designated as State Route 710 and 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.

2.2. Local Streets

The Project site is located on the northern half of the block bounded on the north by Green Street, to the east by Euclid Avenue, to the south by Cordova Street, and to the west by Marengo Avenue, which is one block east of Arroyo Parkway. The Pasadena Freeway (SR-110), which becomes Arroyo Parkway near the southwestern corner of the City, provides access to the Project site from the west. The following local streets comprise the study intersections:

Fair Oaks Avenue

Between the north and south City limits, Fair Oaks Avenue is designated as a Multimodal Corridor in the City's Draft General Plan Mobility Element (February 2003) that generally provides two through travel lanes in each direction in the Project study area. Three southbound through 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 permitted 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 Corson Street and Glenarm Street, Raymond Avenue 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 the west side, and two-hour parking is provided on the east side of Raymond Avenue between 7:00 A.M. and 6:00 P.M. 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. These meters are part of the Old Pasadena Parking District. Speed limit signs are not posted on Raymond Avenue in the Project vicinity.

Arroyo Parkway

Arroyo Parkway is designated as a Multimodal Corridor in the City's Draft General Plan Mobility Element (February 2003). Arroyo Parkway extends from the Pasadena Freeway (SR-110) to Holly Street. Two through travel lanes are generally provided in each direction on Arroyo Parkway. Exclusive left-turn lanes are provided in each direction at the major intersections on Arroyo Parkway. 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 A.M. and P.M. peak commuter periods (i.e., 6:00 to 9:00 A.M. and 3:00 to 7:00 P.M.), thereby creating an additional travel lane in each direction. Arroyo Parkway is posted for a 35 MPH speed limit in the Project vicinity.

Marengo Avenue

Marengo Avenue is designated in the City's Draft General Plan Mobility Element (February 2003) as a Minor Arterial roadway between the north City limit and Del Mar Boulevard and as a De-emphasized Corridor between Del Mar Boulevard and the south City limit. 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 Anytime" 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 available. 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

Bordering the Project site on the east, Euclid Avenue provides one travel lane in each direction and is designated as a local roadway. One-hour metered parking is generally provided on the east side of Euclid Avenue between 9:00 A.M. and 6:00 P.M. Euclid Avenue is posted for a 25 MPH speed limit in the Project vicinity.

Los Robles Avenue

Los Robles Avenue is designated in the City's Draft General Plan Mobility Element (February 2003) 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. 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 A.M. and 4:00 P.M. south of Cordova Street. Los Robles Avenue is posted for a 30 MPH speed limit in the Project vicinity.

Maple Street

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" signs posted in the Project study area. Maple Street is posted for a 35 MPH speed limit in the Project vicinity.

Corson Street

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 "No Stopping Anytime" signs posted in the Project study area. Corson Street is posted for a 35 MPH speed limit in the Project vicinity.

Walnut Street

In the City's Draft General Plan Mobility Element (February 2003), Walnut Street is designated as a Multimodal Corridor 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 “No Stopping Anytime” signs posted in the Project vicinity. Walnut Street is posted for a 30 MPH speed limit in the Project vicinity.

Holly Street

In the City’s Draft General Plan Mobility Element (February 2003), Holly Street is designated as a Collector 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

Colorado Boulevard is designated in the City’s Draft General Plan Mobility Element (February 2003) as a Principal Arterial 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

Green Street is designated in the City’s Draft General Plan Mobility Element (February 2003) as a Multimodal Corridor 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” signs are posted along the south side of Green Street (i.e., along the Project frontage). However, approximately ten 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

In the City's Draft General Plan Mobility Element (February 2003), Cordova Street is designated as a Minor Arterial 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

In the City's Draft General Plan Mobility Element (February 2003), Del Mar Boulevard is designated as a Multimodal Corridor 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 A.M. and P.M. commuter peak periods. Del Mar Boulevard is posted for a 35 MPH speed limit in the Project vicinity.

California Boulevard

In the City's Draft General Plan Mobility Element (February 2003), California Boulevard is designated as a De-emphasized Corridor 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.

2.3 Public Transportation

2.3.1 Bus Transit

The Metropolitan Transportation Authority (MTA), Foothill Transit Service, the City of Los Angeles Department of Transportation (LADOT), and the Pasadena Area Rapid Transit System (ARTS) currently provide bus service in the Project area. Brief descriptions of those bus routes that provide 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 both 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.

Foothill Transit Route 187/189

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

Foothill Transit 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 headways of two buses per hour in the westbound direction during the morning peak hour and in the eastbound direction during the afternoon peak hour.

LADOT Commuter Express 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.

Pasadena Area Rapid Transit System

The Pasadena Area Rapid Transit System 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 A.M. and 8:00 P.M., Friday between 7:00 A.M. and 10:00 P.M., Saturday between 11:00 A.M. and 10:00 P.M., and Sunday between 11:00 A.M. and 5:00 P.M. ARTS Routes 20 and 40 operate Monday through Friday between 7:00 A.M. and 8:00 P.M., Saturday between 11:00 A.M. and 8:00 P.M., and Sunday between 11:00 A.M. and 5:00 P.M. ARTS Route 50 provides weekday service only from 7:00 A.M. and 8:00 P.M., Monday through Friday. Fare costs \$0.50 for adults, \$0.25 for youth (grades K-12) and \$0.25 for seniors and disabled.

2.3.2 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. The Del Mar Station is located within one-quarter mile (i.e., within walking distance) of the Pasadena Conference Center.

The Metro Gold Line operates from 4:00 A.M. to 2:00 A.M. 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.

2.4. Existing Parking Supply and Demand

Parking for the Conference Center is currently provided on site via two levels of subterranean parking, as well as off site in adjacent parking structures. A total of 825 parking spaces are currently provided on the Project site. Some on-street parking is also provided adjacent to the Pasadena Conference Center. The following summarizes the existing parking supply and demand for the Project site.

2.4.1 On-Site Parking Supply

The Project site currently provides two levels of subterranean parking for use for employees of the Pasadena Conference Center, the Pasadena Ice Skating Center, and the

Sheraton Hotel. Parking for 556 vehicles is provided below the existing Ludwigshafen and Mishima Plazas. Parking for 269 vehicles is also provided below the Sheraton Hotel for hotel patrons, as well as patrons of various events held at the hotel and Conference Center. Access to the subterranean parking is primarily provided via a driveway on Marengo Avenue and a driveway on Euclid Avenue. A total of 825 parking spaces are currently provided in subterranean parking levels A and B.

2.4.2 Off-Site Parking Supply

Since the Pasadena Conference Center is located within the central business district of the Civic Center area of downtown Pasadena, several other parking structures are located in the immediate Project vicinity. A total of 350 parking spaces are provided in the Wescom parking structure (located along the west side of Marengo Avenue), 515 parking spaces are provided in the Los Robles parking structure (located along the east side of Euclid Avenue), 520 parking spaces are provided in the Ameron parking structure (located along the south side of Cordova Street, between Euclid and Los Robles Avenues), and 715 parking spaces are provided in the Marengo Avenue parking structure. Additional parking is also provided at the recently renovated Paseo Colorado mixed-use development project. The Pasadena Center Operating Company maintains long-term agreements with the operators of the Ameron and Los Robles parking facilities to provide spaces for use by Conference Center events.

Parking is also provided along some of the streets in the immediate vicinity of the Project site. One-hour metered parking is provided along the east side of Euclid Avenue between 9:00 A.M. and 6:00 P.M., two-hour parking is provided along portions of both sides of Cordova Street between 9:00 A.M. and 6:00 P.M., and parking limited to 15 minutes is provided along the west side of Marengo Avenue. Along the Project frontage on Marengo and Euclid Avenues and Green Street, "No Parking Anytime" signs are posted. In addition, ten metered parking spaces are provided along the north side of Green Street directly in front of the Gelson's Supermarket. A total of 60 on-street parking spaces are provided in the immediate Project vicinity.

2.4.3 Existing Parking Demand

In order to verify the existing parking utilization associated with a sold-out theater event at the Civic Auditorium, parking accumulation surveys were conducted on September 13, 2002 both on site and on the streets immediately surrounding the Civic Center. Pedestrian counts were conducted at crossings leading from the Euclid Avenue parking structure and the Paseo Colorado site. In addition, driveway traffic counts were also conducted for the peak evening arrival and departure periods at the Marengo Avenue and Euclid Avenue Conference Center driveways. While the adjacent on-street parking was nearly fully utilized (average of 96.7 percent occupancy at 8:00 P.M.), the Conference Center parking structure was approximately 80 percent full (with

Level A approximately 88.6 percent occupied and Level B approximately 67.4 percent occupied at 9:00 P.M.). A total of 652 vehicles were parked on site and based on a review of the pedestrian counts, approximately 272 vehicles were parked in the adjacent off-site parking structures.

2.5. Existing Site Access and Circulation

Access to the subterranean public parking levels is provided via a single driveway on Marengo Avenue and a single driveway on Euclid Avenue. It is important to note that during high attendance Civic Auditorium events, the Euclid Avenue loading dock driveway and aisle is utilized as secondary access to the subterranean parking levels. Valet parking for Civic Auditorium events is provided along Green Street.

The existing Conference Center loading dock operations are 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.

2.6. Analysis of Existing Traffic Conditions

An analysis of current traffic conditions was conducted on the study intersections near the Project site. Existing traffic levels and a detailed traffic analysis was performed for the following 23 study intersections:

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

Manual counts of vehicular turning movements during the weekday afternoon (P.M.) 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 per year to reflect existing year 2003 conditions. Linscott Law & Greenspan, Engineers (LLG) conducted current manual counts of vehicular turning movements at the remaining three study intersections (Marengo Avenue and Holly Street, Euclid Avenue and Green Street, and Euclid Avenue and Cordova Street) on April 3, 2003. The 2003 manual traffic counts were compared with the adjusted traffic counts at the remaining study intersections, and the adjusted counts were determined to be consistent with recently gathered traffic data.

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 ICU ratio is subsequently assigned a "Level of Service" (LOS) for different degrees of traffic and other variables, such as the number of signal phases. Through the use of the ICU methodology, a determination of the LOS at an intersection where traffic volumes are known or have been projected can be obtained through a summation of the critical movement volumes at that intersection. "Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes, which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to 1,600 vehicles per hour per lane (2,880 for dual left-turn lanes). The ICU indices for the Project were calculated by dividing the hourly traffic volume by the lane capacity. The critical lane volumes (the highest combination of conflicting movements that must be accommodated) were then added. A critical clearance interval was added to the critical lane volumes to account for the appropriate signalization at each study intersection.

In general terms, LOS describes the quality of traffic flow. The procedures used to analyze the LOS for unsignalized intersections are based on those set forth in the *Highway Capacity Manual*, published by the Transportation Research Board. For unsignalized intersections, the LOS is a qualitative measure relating to the delay experienced at an intersection as a result of the prevailing traffic volumes and the effect of such factors as speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience. There are six LOS grades for unsignalized intersections, A through F, which correspond to traffic operating conditions ranging from best to worst, respectively. In general, LOS A represents free-flow conditions with no congestion. On the other hand, LOS F corresponds to severe congestion with

stop-and-go conditions. Descriptions of LOS levels and their operating characteristics are provided in Table 4 on page 82.

By applying these analysis procedures to the analyzed intersections, the ICU and intersection delay values, and the corresponding LOS, were determined for the 23 study intersections. Those values, for existing (2003) peak-hour conditions, are summarized in Table 5 on page 83. In general terms, existing roadway congestion in the Project area is limited to a few intersections operating at LOS D or worse during the P.M. peak-hour period, those being the intersections of Fair Oaks Avenue and Walnut Street (LOS E), Arroyo Parkway and California Boulevard (LOS E), Marengo Avenue and California Boulevard (LOS E), and Los Robles Avenue and Del Mar Boulevard (LOS F).

2.7 Bicycle Circulation

The Mobility Element of the Pasadena General Plan calls for the development of a citywide bikeway system and the promotion of increased bicycle usage. The City of Pasadena has also set a goal that at least five percent of all trips in the City be made by bicycle. In 2000, the City of Pasadena adopted a Bicycle Master Plan to implement these goals. Though all streets in Pasadena are available for use by bicyclists, the Bicycle Master Plan identifies specific streets for improvement with bicycle lanes. Of the streets bordering the Project site, Marengo Avenue is specified in the Bicycle Master Plan as a high priority street for bikeway improvements. Phase 1 of the implementation schedule for the Bicycle Master Plan identifies that a bike lane would be added to the segment of Marengo Avenue along the western side of the Project site. The Plan also notes the need for bicycle parking facilities, such as racks, to be provided at major destinations. Phase 1 of the implementation schedule for the Bicycle Master Plan identifies the installation of bicycle parking lockers and racks, though specific locations are not indicated. For public and semipublic uses, Section 17.68.080 of the Pasadena Municipal Code specifies that bicycle parking be provided as specified by the Conditional Use Permit for that use. Currently there are bicycle racks provided within the existing on-site parking structure that serves the Pasadena Conference Center.

3.0 ENVIRONMENTAL IMPACTS

3.1. Methodology

3.1.1 Trip Generation

The Project consists of a renovation of the Pasadena Conference Center to better accommodate future events by providing amenities (i.e., current technology, food service, etc.) that would allow the Conference Center to attract higher profile clients as well as to retain many

Table 4

**LEVEL OF SERVICE AS A FUNCTION OF ICU VALUES
CITY OF PASADENA**

| LOS | Description of Operating Characteristics | Range of ICU Values |
|-----|--|---------------------|
| A | Uncongested operations; all vehicles clear in a single cycle. | 0.00 - 0.60 |
| B | Same as above. | > 0.60 - 0.70 |
| C | Light congestion; occasional backups on critical approaches. | > 0.70 - 0.80 |
| D | Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed. | > 0.80 - 0.90 |
| E | Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. | > 0.90 - 1.00 |
| F | Forced flow with stoppages of long duration. | > 1.00 |

Source: Linscott Law & Greenspan, Engineers, June 17, 2004.

existing clients. Rather than increasing the size of events, the Applicant's primary objective for the Project is to increase the number and/or attractiveness of events that are booked on an annual basis, in order to take advantage of calendar days on which the facility is currently underutilized. Based on information provided by the Applicant, the number of attendees on a peak day in the future would be the same as today. As the number of peak day attendees would not increase, the Project would not result in an increase in average daily trips (ADT). However, the Project would result in an increase in the number of calendar days on an annual basis on which the facility would be utilized to a greater degree than what currently occurs. Therefore, the total number of trips on an annual basis would increase, even though the number of trips occurring on a peak attendance day would be unchanged.

The traffic analysis included as Appendix B of the EIR provides a summary of the various types of events and the expected attendance levels at each type of event, as well as information pertaining to the average vehicle ridership based on historical records provided by the staff of the Pasadena Center Operating Company and validated by LLG Engineers through actual surveys.

3.1.2 Local Transportation System

The relative impact of the added traffic volumes expected to be generated by the proposed Project during the A.M. and P.M. peak hours was evaluated based on analysis of future operating conditions at the 23 study intersections, with and without the proposed Project. The previously discussed capacity analysis methodology was utilized to evaluate the future ICU relationships and service level characteristics at each study location.

Table 5
YEAR 2003
EXISTING LEVEL OF SERVICE

| No. | Intersection | P.M. Peak Hour | |
|-----|---|----------------|-----|
| | | ICU/Delay | LOS |
| 1 | Fair Oaks Avenue and Corson Street | 0.723 | C |
| 2 | Fair Oaks Avenue and Walnut Street | 0.966 | E |
| 3 | Fair Oaks Avenue and Green Street | 0.711 | C |
| 4 | Raymond Avenue and Walnut Street | 0.544 | A |
| 5 | Raymond Avenue and Green Street | 0.441 | A |
| 6 | Arroyo Parkway and Green Street | 0.542 | A |
| 7 | Arroyo Parkway and Cordova Street | 0.576 | A |
| 8 | Arroyo Parkway and Del Mar Boulevard | 0.785 | C |
| 9 | Arroyo Parkway and California Boulevard | 0.971 | E |
| 10 | Marengo Avenue and Maple Street | 0.557 | A |
| 11 | Marengo Avenue and Corson Street | 0.662 | B |
| 12 | Marengo Avenue and Walnut Street | 0.814 | D |
| 13 | Marengo Avenue and Holly Street | 0.532 | A |
| 14 | Marengo Avenue and Colorado Boulevard | 0.780 | C |
| 15 | Marengo Avenue and Green Street | 0.560 | A |
| 16 | Marengo Avenue and Cordova Street | 0.633 | B |
| 17 | Marengo Avenue and Del Mar Boulevard | 0.899 | D |
| 18 | Marengo Avenue and California Boulevard | 0.985 | E |
| 19 | Euclid Avenue and Green Street | 0.382 | A |
| 20 | Euclid Avenue and Cordova Street | 0.410 | A |
| 21 | Los Robles Avenue and Green Street | 0.646 | B |
| 22 | Los Robles Avenue and Cordova Street | 0.609 | B |
| 23 | Los Robles Avenue and Del Mar Boulevard | 1.091 | F |

Source: Linscott Law & Greenspan, Engineers, June 17, 2004.

Three future traffic scenarios have been developed to analyze the Project's traffic impacts: Year 2007 with ambient growth included, Year 2007 with related projects included, and Year 2007 with the Proposed Project included. Briefly, the methodology for forecasting Project impacts under these scenarios is as follows:

- **Year 2007 with Ambient Growth Included** uses current traffic volumes along the analyzed roadways (Year 2000 traffic counts increased 1.5 percent per year up through year 2003) and adds growth in traffic due to the combined effects of continuing development within the Project area and the intensification of existing developments. To analyze these factors, a growth rate of 1.5 percent per year up through year 2007 was used.

- **Year 2007 with Related Projects Included** analyzes the traffic generated by the identified related projects, in addition to the traffic volumes generated for the Year 2007 with the Ambient Growth Included scenario.
- **Year 2007 with the Proposed Project Included** analyzes the traffic generated by the completion and occupancy of the proposed Project in addition to the traffic volumes generated for the Year 2007 with the Related Projects Included scenario. The future with Project (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections is referenced in this analysis as the “With Project” forecast.

3.1.3 Neighborhood Traffic

Existing and existing with Project Average Daily Traffic (ADT) volumes were determined at key street segments in the vicinity of the proposed Project at the following 11 street segment locations:

- Green Street, west of Fair Oaks Avenue.
- Arroyo Parkway, between Green Street and Cordova Street.
- Arroyo Parkway, south of Del Mar Boulevard.
- Walnut Street, between Raymond Avenue and Marengo Avenue.
- Colorado Boulevard, between Arroyo Parkway and Marengo Avenue.
- Green Street, between Arroyo Parkway and Marengo Avenue.
- Marengo Avenue, between Walnut Street and Ramona Street.
- Marengo Avenue, south of Del Mar Boulevard.
- Los Robles Avenue, between Del Mar Boulevard and California Boulevard.
- Green Street, east of Los Robles Avenue.
- Del Mar Boulevard, east of Los Robles Avenue.

3.1.4 Regional Transportation System

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. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The MTA, the Local CMP agency, has established a countywide approach, to implement the statutory requirements of the CMP. The Countywide approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's LOS standards. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to demonstrate conformance with the County-wide plan.

All development Projects, which are required to prepare an EIR, are subject to the Land Use Analysis program of the CMP. This requirement is to provide decision-makers with the Project-specific traffic impacts created by projects on the CMP highway network.

3.1.5 Parking Supply and Demand

The Project's peak parking demand would be consistent with the existing parking demand and would be dependent on the type of event scheduled. Parking needs were determined based upon industry trends, the experience of the current operator, as well as the Conference Center attendance projections. Many types of events held at the Conference Center typically do not overlap in terms of peak arrival and departure traffic volumes or parking demand.⁵ However, most of the large events would utilize most, if not all of the facility, and thus, would preclude other large events. However, to provide a worst case parking demand, the analysis was based on the assumption that some overlap of events would occur

3.2. Threshold of Significance

3.2.1 Construction Impacts

The proposed Project would result in a significant construction traffic impact if it would cause a substantial temporary inconvenience or hazardous condition.

3.2.2 Intersections

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

⁵ For example, a large convention could be scheduled for the conference building, which concludes at 5:00 P.M. on the same day that a Civic Auditorium event is scheduled to commence at 8:00 P.M.

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 on page 87. 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 ICU ratio by an amount equal to or greater than the values shown in Table 6.

3.2.3 Neighborhood Traffic

A neighborhood traffic impact attributable to the Project is significant if Project-related traffic on a residential street exceeds the designated traffic capacity of that street. The City of Pasadena ADT impact thresholds for street segments are listed in Table 7 on page 88.

3.2.4 Regional Transportation System

A significant CMP traffic impact is deemed to occur if the Project increases traffic demand on a CMP facility by two percent of its capacity and/or causes or worsens a LOS F condition, as demonstrated by a Traffic Impact Analysis (TIA). A TIA must be considered if the Project adds 150 or more peak-hour trips on any freeway segment, in either direction. Additionally, an analysis is required at all CMP arterial intersections where the Project would add 50 or more trips during either the A.M. or P.M. peak hour.

3.2.5 Parking

A significant impact to the parking supply would occur if the proposed Project would result in a deficiency in parking at the Project site that could not be accommodated by off-site parking.

3.2.6 Bicycle Circulation

A significant impact to bicycle circulation would occur if the proposed Project would conflict with applicable plans or regulations and/or would disrupt existing bicycle routes.

3.3. Project Impacts

3.3.1 Construction Traffic

Project construction is anticipated to generate traffic from construction worker travel, as well as the arrival and departure of trucks delivering construction materials to the site and the removal of debris generated by on-site demolition activities. Both the number of construction

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 |

Source: City of Pasadena, "Preparation Guide for Traffic Impact Reports," July 1999.

workers and trucks would vary throughout the construction process in order to maintain a reasonable schedule of completion.

In general, it is anticipated that construction workers would arrive and depart the site during off-peak hours and that construction-related traffic would be largely freeway-oriented. Construction workers are expected to arrive and depart via nearby on- and off-ramps serving the I-210 Freeway. The most commonly used freeway ramps would be nearest the site, including the Fair Oaks Avenue and Marengo Avenue ramps. The construction work force would likely be from all parts of the Los Angeles region and are, thereby, assumed to arrive from all directions. In general, the majority of the construction workers are expected to arrive and depart the Project site during off-peak hours (i.e., arrive prior to 7:00 A.M. and depart between 3:00 to 4:00 P.M.) thereby avoiding generating trips during the 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. peak traffic periods. Consequently, their impact on peak-hour traffic in the vicinity of the site would be negligible. Given the off-peak nature of construction worker traffic, a less-than-significant impact is anticipated with regard to the local roadway network as well as the freeway mainline and on/off-ramps.

Depending upon the specific nature of the construction activity (e.g., demolition, excavation, or concrete pouring), it is assumed the majority of truck traffic would be distributed evenly across the workday. Approvals required by the City of Pasadena for implementation of the proposed Project include a Truck Haul Route program approved by the Pasadena Department of Transportation. Because of this approval requirement and that construction truck trips would occur along major roadways with the number of truck trips during any particular hour of the day being relatively limited, construction impacts from this particular type of construction activity source are concluded to be less than significant.

Table 7

**CITY OF PASADENA
ADT IMPACT THRESHOLDS FOR STREET SEGMENTS
PASADENA CONFERENCE CENTER EXPANSION PROJECT**

| <u>ADT Growth on Street Segment</u> | <u>Required Traffic Mitigation</u> |
|---|---|
| <u>0.0-2.4% ADT Growth</u> Project Review and Initial Study | Staff Review and Conditions |
| <u>2.5-4.9% ADT Growth</u> Examined by Initial Study Focused Traffic Study | Soft Mitigation Required TDM, Rideshare, etc. |
| <u>5.0-7.4% ADT Growth</u> Examined by Initial Study Full Traffic Study Required | Soft Mitigation Required Physical Mitigation Required Project Alternatives Considered |
| <u>7.5% + ADT Growth</u> Examined by Initial Study Full Traffic Study Required | Soft Mitigation Required Extensive Physical Mitigation Required Project Alternatives Considered |

Source: City of Pasadena, "Preparation Guide for Traffic Impact Reports," July 1999.

The design presented in this EIR is schematic in nature and the architectural features of the Project are subject to change as part of the ongoing design review process. However, the program, scale and scope of the Project shall be as described in this EIR. As such, even in the event of a change in the design of the Project, the analysis of construction traffic impacts in this EIR would be valid.

3.3.2 Intersection Impacts

3.3.2.1 Existing Conditions

As indicated in Table 8 on page 89, 19 of the 23 study intersections are presently operating at LOS D or better during the P.M. peak hours under the Year 2003 existing conditions. The following intersections are currently operating at LOS E or F during the P.M. peak hour:

- Int. No. 2: Fair Oaks Avenue and Walnut Street
P.M. Peak-Hour ICU Ratio = 0.966, LOS E
- Int. No. 9: Arroyo Parkway and California Boulevard
P.M. Peak-Hour ICU Ratio = 0.971, LOS E

Table 8

**INTERSECTION CAPACITY UTILIZATION SUMMARY
EXISTING AND FUTURE TRAFFIC CONDITIONS**

| No. | Intersection | (1) 2003 Existing | | (2) 2007 With Ambient Growth | | (3) 2007 With Related Projects | | (4) 2007 With Project | | Change in ICU/Delay (3-4) | Change Impact | |
|-----|---|-------------------|-------|------------------------------|-------|--------------------------------|-------|-----------------------|-------|---------------------------|---------------|-----|
| | | Peak Hour | ICU | LOS | ICU | LOS | ICU | LOS | ICU | | | LOS |
| 1 | Fair Oaks Avenue and Corson Street | P.M. | 0.723 | C | 0.760 | C | 0.768 | C | 0.768 | C | 0.000 | No |
| 2 | Fair Oaks Avenue and Walnut Street | P.M. | 0.966 | E | 1.108 | F | 1.055 | F | 1.055 | F | 0.000 | No |
| 3 | Fair Oaks Avenue and Green Street | P.M. | 0.711 | C | 0.747 | C | 0.815 | D | 0.815 | D | 0.000 | No |
| 4 | Raymond Avenue and Walnut Street | P.M. | 0.544 | A | 0.571 | A | 0.613 | B | 0.613 | B | 0.000 | No |
| 5 | Raymond Avenue and Green Street | P.M. | 0.441 | A | 0.462 | A | 0.527 | A | 0.527 | A | 0.000 | No |
| 6 | Arroyo Parkway and Green Street | P.M. | 0.542 | A | 0.568 | A | 0.686 | B | 0.686 | B | 0.000 | No |
| 7 | Arroyo Parkway and Cordova Street | P.M. | 0.576 | A | 0.605 | B | 0.648 | B | 0.648 | B | 0.000 | No |
| 8 | Arroyo Parkway and Del Mar Boulevard | P.M. | 0.785 | C | 0.826 | D | 0.902 | E | 0.902 | E | 0.000 | No |
| 9 | Arroyo Parkway and California Boulevard | P.M. | 0.971 | E | 1.023 | F | 1.076 | F | 1.076 | F | 0.000 | No |
| 10 | Marengo Avenue and Maple Street | P.M. | 0.557 | A | 0.584 | A | 0.602 | B | 0.602 | B | 0.000 | No |
| 11 | Marengo Avenue and Corson Street | P.M. | 0.662 | B | 0.695 | B | 0.710 | C | 0.710 | C | 0.000 | No |
| 12 | Marengo Avenue and Walnut Street | P.M. | 0.814 | D | 0.857 | D | 0.897 | D | 0.897 | D | 0.000 | No |
| 13 | Marengo Avenue and Holly Street | P.M. | 0.532 | A | 0.558 | A | 0.569 | A | 0.569 | A | 0.000 | No |
| 14 | Marengo Avenue and Colorado Boulevard | P.M. | 0.780 | C | 0.821 | D | 0.854 | D | 0.854 | D | 0.000 | No |
| 15 | Marengo Avenue and Green Street | P.M. | 0.560 | A | 0.588 | A | 0.603 | B | 0.603 | B | 0.000 | No |
| 16 | Marengo Avenue and Cordova Street | P.M. | 0.633 | B | 0.665 | B | 0.687 | B | 0.687 | B | 0.000 | No |
| 17 | Marengo Avenue and Del Mar Boulevard | P.M. | 0.899 | D | 0.947 | E | 0.982 | E | 0.982 | E | 0.000 | No |
| 18 | Marengo Avenue and California Boulevard | P.M. | 0.985 | E | 1.038 | F | 1.068 | F | 1.068 | F | 0.000 | No |
| 19 | Euclid Avenue and Green Street | P.M. | 0.382 | A | 0.398 | A | 0.454 | A | 0.454 | A | 0.000 | No |
| 20 | Euclid Avenue and Cordova Street | P.M. | 0.410 | A | 0.428 | A | 0.453 | A | 0.453 | A | 0.000 | No |
| 21 | Los Robles Avenue and Green Street | P.M. | 0.646 | B | 0.679 | B | 0.756 | C | 0.756 | C | 0.000 | No |
| 22 | Los Robles Avenue and Cordova Street | P.M. | 0.609 | B | 0.640 | B | 0.665 | B | 0.665 | B | 0.000 | No |
| 23 | Los Robles Avenue and Del Mar Boulevard | P.M. | 1.091 | F | 1.150 | F | 1.201 | F | 1.201 | F | 0.000 | No |

Source: Linscott Law & Greenspan, Engineers, June 17, 2004.