

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA, ADOPTING
UPDATED TRAFFIC THRESHOLDS OF SIGNIFICANCE FOR PURPOSES OF THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

WHEREAS, in 2014, as part of the General Plan (Land Use and Mobility Elements) update, and to be consistent with Senate Bill (SB) 743 which amended the California Environmental Quality Act (CEQA) and related amendments to the State CEQA Guidelines, the City Council of the City of Pasadena adopted new Transportation Performance Measures; and

WHEREAS, those Measures emphasize sustainability and a continued focus on livability by determining how to balance trade-offs among travel modes and among the mobility needs of different members of the community, and also align with the sustainability goals of the existing and proposed update to the General Plan by evaluating the "efficiency" of projects and analyzing the per capita length and number of trips associated with changes in land use; and

WHEREAS, given the passage of time, it is now appropriate to amend and update those Transportation Thresholds

WHEREAS, the City Council held a duly noticed public meeting on the proposed Transportation Performance Measures on November 16, 2020.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pasadena as follows:

1. The Transportation Performance Measures attached hereto and incorporated herein by this reference are consistent with the policies of the City's existing and proposed update to the General Plan and the purpose of Title 17 (Zoning Code) of the Pasadena Municipal Code.
2. The Transportation Performance Measures have been promulgated pursuant to State CEQA Guidelines Section 15064.7, formally subjected to a public review process, are supported by substantial evidence, and are hereby adopted as the City of Pasadena's thresholds of significance for traffic and transportation analysis pursuant to the California Environmental Quality Act.
3. These updated thresholds shall apply to any new project applications deemed complete six months after the date of adoption of this Resolution.

Adopted at the _____ meeting of the City Council on this _____ day of _____, 2020 by the following votes:

AYES:

NOES:


ABSENT:

ABSTAIN:

ATTEST :

MARK JOMSKY, CMC
City Clerk

APPROVED AS TO FORM:



THERESA E. FUENTES
Assistant City Attorney

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METRIC	DESCRIPTION	IMPACT THRESHOLD
VMT Per Capita*	Vehicle Miles Traveled (VMT) in the City of Pasadena per service population (population + jobs).	<p>Net change in VMT per service population is 15% below Citywide average baseline</p> <p><u>2017 Baseline: 35.6^b</u></p> <p><u>15% Below Baseline Threshold: 30.3</u></p>
VT Per Capita*	Vehicle Trips (VT) in the City of Pasadena per service population.	<p>Net change in VT per service population is 15% below Citywide average baseline</p> <p><u>2017 Baseline: 4.2^b</u></p> <p><u>15% Below Baseline Threshold: 3.6</u></p>
Proximity and Quality of Bicycle Network	Percent of service population within a ¼ mile of bicycle facility types.	<p>Any decrease in baseline Citywide service population within a ¼ mile of Level 1 or 2 bike facilities.</p> <p><u>2017 Baseline: 32.3%^b</u></p> <p><u>Recommended Threshold: 32.3%</u></p>
Proximity and Quality of Transit Network	Percent of service population located within a ¼ mile of transit facility types.	<p>Any decrease in baseline Citywide service population within a ¼ mile of Level 1 or 2 transit facilities.</p> <p><u>2017 Baseline: 66.8%^b</u></p> <p><u>Recommended Threshold: 66.8%</u></p>
Pedestrian Accessibility	The Pedestrian Accessibility Score uses the mix of destinations and a network-based walk shed to evaluate walkability	<p>Any decrease in the Citywide Pedestrian Accessibility Score</p> <p><u>2017 Baseline: 3.9^b</u></p> <p><u>Recommended Threshold: 3.9</u></p>

* The City of Pasadena equates capita with service population (population + jobs)

^b The Baseline should be updated approximately every 5 years in order to reflect changes to the street network and parcel level land uses.