

**ATTACHMENT A:**

**LOCAL MOBILITY ANALYSIS METRICS**

<b>Metric</b>	<b>Description</b>
Screening Criteria	<p>Development project requires a Local Mobility Analysis (LMA) if:</p> <ul style="list-style-type: none"> <li>• Project proposes more than 10 net new residential dwelling units</li> <li>• Project proposes more than 10,000 net new non-residential square feet</li> <li>• Project results in a net increase of 110 or more net new daily vehicle trips</li> </ul>
Active Transportation Assessment	<ul style="list-style-type: none"> <li>- Conduct inventory of existing and planned pedestrian, bicycle and transit infrastructure within .25 mile radius of the project boundary</li> <li>- Document destinations within .25 mile radius of the project boundary which could potentially attract pedestrian, bicycle, and transit trips to/from the project site</li> </ul>
Intersection Operational Analysis	<ul style="list-style-type: none"> <li>- Conduct intersection Level of Service analysis for AM and PM peak hour</li> <li>- Analysis shall include the following scenarios:               <ul style="list-style-type: none"> <li>• Existing Conditions</li> <li>• Existing with Project Conditions</li> <li>• Future (Project Build-Out) Baseline Conditions</li> <li>• Future (Project Build-Out) With Project Conditions</li> </ul> </li> <li>- Analysis may also include the following scenario:               <ul style="list-style-type: none"> <li>• Future Cumulative (General Plan Build-Out) With Project Conditions</li> </ul> </li> <li>- Future traffic forecasting shall include annual ambient growth rate and added volumes generated by other known and reasonably foreseeable development projects</li> <li>- Increase in LOS which exceed the following criteria may require corrective measures:               <ul style="list-style-type: none"> <li>• Minimum acceptable LOS is LOS D outside of Transit Oriented Districts (TODs)</li> <li>• Minimum acceptable LOS is LOS E inside of TOD</li> </ul> </li> </ul>

<p>Residential Neighborhood Cut-Through / Intrusion Analysis</p>	<ul style="list-style-type: none"> <li>- Analysis shall be prepared for existing and future (project build-out) conditions</li> <li>- Evaluate neighborhood residential street segments classified as "Access" or "Neighborhood Connector" in the City's Streets Plan (which serve residential uses along at least one side of the roadway) that do not provide sole access to the project site if:                             <ol style="list-style-type: none"> <li>1. The project is expected to add trips to a neighborhood residential street(s), or</li> <li>2. a) The project is located in the vicinity of an intersection known to operate at an unacceptable LOS during peak traffic conditions, and                                      b) The street segment provides a viable alternative route which is parallel to and/or in proximity to a congested corridor</li> </ol> </li> <li>- Increase in Average Daily Traffic (ADT) which exceed the following criteria may require corrective measures:</li> </ul>							
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 5px;">Baseline ADT</th> <th style="text-align: left; padding: 5px;">Project-Related Vehicular Increase In ADT</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">0 to 1,500</td> <td style="padding: 5px;">150 or more of final ADT</td> </tr> <tr> <td style="padding: 5px;">1,501 to 3,499</td> <td style="padding: 5px;">10 percent or more of final ADT</td> </tr> <tr> <td style="padding: 5px;">3,500 or more</td> <td style="padding: 5px;">8 percent or more of final ADT</td> </tr> </tbody> </table>	Baseline ADT	Project-Related Vehicular Increase In ADT	0 to 1,500	150 or more of final ADT	1,501 to 3,499	10 percent or more of final ADT	3,500 or more
Baseline ADT	Project-Related Vehicular Increase In ADT							
0 to 1,500	150 or more of final ADT							
1,501 to 3,499	10 percent or more of final ADT							
3,500 or more	8 percent or more of final ADT							