RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA ADOPTING THE LOCAL MOBILITY ANALYSIS SECTION OF THE TRANSPORTATION IMPACT ANALYSIS CURRENT PRACTICE AND GUIDELINES

WHEREAS, in 2015 the City Council of the City of Pasadena adopted an updated Mobility Element of the City's General Plan that includes new goals, objectives, and procedures to address the City's Complete Streets policy; and

WHEREAS, in 2015, pursuant to the updated Mobility Element, the Department of Transportation updated its Transportation Impact Review Current Practice and Guidelines, which includes both revised CEQA and Outside CEQA thresholds and performance caps for assessing a project's impact to the environment and transportation system; and

WHEREAS, in 2017, the City Council of the City of Pasadena adopted the Street Design Guide, which focuses on applying the principles of context-sensitive solutions in transportation planning and in roadway design where community objectives support walkable communities, mixed land uses and support for pedestrians and bicyclists; and

WHEREAS, in 2020, the City Council of the City of Pasadena adopted new Transportation Performance Measures Thresholds of Significance pursuant to the California Environmental Quality Act (CEQA) and related amendments to the State CEQA Guidelines; and

WHEREAS, given the passage of time, the existing Outside CEQA analysis in the City's 2015 Transportation Impact Analysis Current Practice and

Guidelines needs to be updated for consistency with current best practices and methodologies to identify and manage potential project-related effects to the City's transportation network; and

WHEREAS, the new Local Mobility Analysis (formerly referred to as "Outside CEQA" Analysis in the City's 2015 Transportation Impact Analysis Current Practice and Guidelines) will expand the evaluation criteria for assessing active transportation, signalized intersection operations, and neighborhood intrusion of project traffic; and

WHEREAS, the new Local Mobility Analysis will influence future development projects in how they are analyzed to support the principles of the Street Design Guide and advance City goals as identified in the Mobility Element.

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

1. The Local Mobility Analysis metrics attached hereto and incorporated herein by this reference as Attachment A are consistent with the policies of the City's 2015 General Plan and the purpose of Title 17 (Zoning Code) of the Pasadena Municipal Code.
2. The Local Mobility Analysis metrics have been formally subjected to a public review process and are hereby adopted as the traffic and transportation review process outside of the California Environmental

Quality Act transportation performance measures and metrics.

3. The Local Mobility Analysis shall apply to any new project which meets the threshold requirements deemed complete 90 days after the date of adoption of this Resolution.
4. Staff is directed to update the 2015 Transportation Impact Analysis Current Practice and Guidelines to include the adopted Local Mobility Analysis metrics within 30 days after the date of adoption of this Resolution, with approval by the Director of the Department of Transportation.

Adopted at the regular meeting of the City Council on the ____ day of _____, 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Mark Jomsky, CMC
CITY CLERK

APPROVED AS TO FORM:

_____
Lesley Cheung
ASSISTANT CITY ATTORNEY

#MCEOVTLO0EWE76v1

ATTACHMENT A:

LOCAL MOBILITY ANALYSIS METRICS

Metric	Description
Screening Criteria	Development project requires a Local Mobility Analysis (LMA) if: • Project proposes more than 10 net new residential dwelling units • Project proposes more than 10,000 net new non-residential square feet • Project results in a net increase of 110 or more net new daily vehicle trips
Active Transportation Assessment	- Conduct inventory of existing and planned pedestrian, bicycle and transit infrastructure within .25 mile radius of the project boundary - Document destinations within .25 mile radius of the project boundary which could potentially attract pedestrian, bicycle, and transit trips to/from the project site
Intersection Operational Analysis	- Conduct intersection Level of Service analysis for AM and PM peak hour - Analysis shall include the following scenarios: • Existing Conditions • Existing with Project Conditions • Future (Project Build-Out) Baseline Conditions • Future (Project Build-Out) With Project Conditions - Analysis may also include the following scenario: • Future Cumulative (General Plan Build-Out) With Project Conditions - Future traffic forecasting shall include annual ambient growth rate and added volumes generated by other known and reasonably foreseeable development projects - Increase in LOS which exceed the following criteria may require corrective measures: • Minimum acceptable LOS is LOS D outside of Transit Oriented Districts (TODs) • Minimum acceptable LOS is LOS E inside of TOD

<table>
<tr>
<td>Residential Neighborhood Cut-Through / Intrusion Analysis</td>
<td>
- Analysis shall be prepared for existing and future (project build-out) conditions

- 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:

1. The project is expected to add trips to a neighborhood residential street(s), or
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

- Increase in Average Daily Traffic (ADT) which exceed the following criteria may require corrective measures:

<table>
<tr><th>Baseline ADT</th><th>Project-Related Vehicular Increase In ADT</th></tr>
<tr><td>0 to 1,500</td><td>150 or more of final ADT</td></tr>
<tr><td>1,501 to 3,499</td><td>10 percent or more of final ADT</td></tr>
<tr><td>3,500 or more</td><td>8 percent or more of final ADT</td></tr>
</table>
</td>
</tr>
</table>