

Chapter 17.80 - TRANSPORTATION DEMAND AND TRIP REDUCTION

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17.80.010 - Purpose.

The purpose of this chapter is to create a congestion management program, related to trip reduction and travel demand measures.

(Ord. 1099 § 2 (part), 1993: prior code § 9740)

17.80.020 - Definitions.

The following words or phrases shall have the following meaning when used in this chapter:

"Alternative transaction" means the use of modes of transportation other than the single passenger motor vehicle, including but not limited to carpools, vanpools, buspools, public transit, walking and bicycling.

"Applicable development" means any development project that is determined to meet or exceed the project size threshold criteria contained in this chapter.

"Buspool" means a vehicle carrying sixteen or more passengers commuting on a regular basis to and from work with a fixed route, according to a fixed schedule.

"The California Environmental Quality Act (CEQA)," a statute that requires all jurisdictions in the state of California to evaluate the extent of environmental degradation posed by proposed development.

"Carpool" means a vehicle carrying two to six persons commuting together to and from work on a regular basis.

"Developer" shall mean the builder who is responsible for the planning, design and construction of an applicable development project. A developer may be responsible for implementing the provisions of this chapter as determined by the property owner.

"Development" means the construction or addition of new building square footage. Additions to buildings which existed prior to the adoption of this chapter and which exceed the thresholds defined in [Section 17.80.040](#) shall comply with the applicable requirements but shall not be added cumulatively with existing square footage; existing square footage shall be exempt from these requirements. All calculations shall be based on gross square footage.

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"Employee parking area" means the portion of total required parking at a development used by on-site employees. Unless specified in the city/county zoning/building code, employee parking shall be calculated as follows:

Type of Use	Percent of Total Required Parking Devoted to Employees
Commercial	30%
Office/professional	85%
Industrial/manufacturing	90%

"Preferential parking" means parking spaces designated or assigned, through use of a sign or painted space markings for carpool and vanpool vehicles carrying commute passengers on a regular basis that are provided in a location more convenient to a place of employment than parking spaces provided for single occupant vehicles.

"Property owner" means the legal owner of a development who serves as the lessor to a tenant. The property owner shall be responsible for complying with the provisions of this chapter either directly or by delegating such responsibility as appropriate to a tenant and/or his agent.

"South Coast Air Quality Management District (SCAQMD)" is the regional authority appointed by the California State Legislature to meet federal standards and otherwise improve air quality in the South Coast Air Basin (the nondesert portions of Los Angeles, Orange, Riverside and San Bernardino Counties).

"Tenant" means the lessee of facility space at an applicable development project.

"Transportation Demand Management (TDM)" means the alteration of travel behavior, through programs of incentives, services and policies. TDM addresses alternatives to single occupant vehicles such as carpooling and vanpooling, and changes in work schedules that move trips out of the peak period or eliminate them altogether (as in the case in telecommunity or compressed work weeks).

"Trip reduction" means reduction in the number of work-related trips made by single occupant vehicles.

"Vanpool" means a vehicle(s) carrying seven or more persons commuting together to and from work on a regular basis, usually in a vehicle with seating arrangement designed to carry seven to fifteen adult passengers, and on a prepaid subscription basis.

"Vehicle" means any motorized form of transportation, including but not limited to automobiles, vans, buses and motorcycles.

(Ord. 1099 § 2 (part), 1993: prior code § 9741)

17.80.030 - Review of transit impacts.

Prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act(CEQA) or based on a local determination, regional municipal fixed-route transit operators providing service to the project shall be identified and consulted. Projects for which a Notice of Preparation (NOP) for a Draft EIR has been

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circulated pursuant to the provisions of CEQA prior to the effective date of this chapter shall be exempt from its provisions. The "Transit Impact Review Worksheet," contained in the Los Angeles County Congestion Management Program Manual, or similar worksheets, shall be used in assessing impacts. Pursuant to the provisions of CEQA, transit operators shall be sent an NOP for all contemplated EIR'S and shall as part of the NOP process, be given an opportunity to comment on the impacts of the project, to identify recommended mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the Draft Environmental Impact Report prepared for the project related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.

Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.

(Ord. 1099 § 2 (part), 1993: prior code § 9742)

17.80.040 - Transportation demand and trip reduction measures.

- A. Applicability of Requirements. Prior to approval of any development project, the applicant shall make provision for, as a minimum, all of the following applicable transportation demand management and trip reduction measures. This chapter shall not apply to projects for which a development application has been deemed "complete" by the city pursuant to Government Code Section 65943, or for which a Notice of Preparation for an EIR has been circulated or for which an application for a building permit has been received, prior to the effective date of this chapter.

All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair.

- B. Development Standards.

1. Nonresidential development of twenty-five thousand square feet or more shall provide the following to the satisfaction of the city:
 - a. A bulletin board, display case or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to, the following:
 - i. Current maps, routes and schedules for public transit routes serving the site;
 - ii. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
 - iii. Ridesharing promotional material supplied by commuter-oriented organizations;
 - iv. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information;
 - v. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
2. Nonresidential development of fifty thousand square feet or more shall comply with subsection (B)(1) of this section and shall provide all of the following measures to the satisfaction of the city:
 - a. Not less than ten percent of the employee parking area, shall be located as close as is practical to the employee entrance(s), and shall be served for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon

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application for building permit, to the satisfaction of city. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants; provided, that at all times at least one space for projects of fifty thousand square feet to one hundred thousand square feet and two spaces for projects over one hundred thousand square feet will be signed/striped for carpool/vanpool vehicles.

- b. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven feet two inches shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be include in vanpool parking areas.
 - c. Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first fifty thousand square feet of nonresidential development and one bicycle per each additional fifty thousand square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers or locked room) shall be to the satisfaction of the city.
3. Nonresidential development of one hundred thousand square feet or more shall comply with subsection (B)(1) and (2) of this section, and shall provide all of the following measures to the satisfaction of the city:
- a. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers;
 - b. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development;
 - c. If determined necessary by the city to mitigate the project impact, bus stop improvements must be provided. The city will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops;
 - d. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

(Ord. 1099 § 2 (part), 1993: prior code § 9743)

17.80.050 - Analysis program.

All development projects for which an Environmental Impact Report is required to be prepared shall be subject to the Land Use Analysis Program contained in the Los Angeles County Congestion Management Program (CMP), and shall incorporate into the EIR an analysis of the project's impacts on the regional transportation system. Said analysis shall be conducted consistent with the Transportation Impact Analysis (TIA) Guidelines contained in the most recent Congestion Management Program adopted by the Los Angeles County Metropolitan Transportation Authority, and as amended from time to time.

(Ord. 1099 § 2 (part), 1993: prior code § 9744)

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17.80.060 - Monitoring.

- A. All proposed projects shall be subject to the provisions of this chapter, as part of the site plan review process. All projects shall be reviewed by the city staff for compliance with TDM and CMP regulation.
- B. Prior to issuance of a certificate of occupancy, each project shall be reviewed by city staff to verify that all requirements of the TDM and CMP have been complied with.

(Ord. 1099 § 2 (part), 1993: prior code § 9745)

17.80.070 - Enforcement.

Any person who violates or fails to comply with this chapter shall be subject to the penalties of [Chapter 1.12](#) of this code.

(Ord. 1099 § 2 (part), 1993: prior code § 9746)