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## SUBCHAPTER 153.190 – TRIP REDUCTION AND TRANSPORTATION DEMAND MANAGEMENT



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### § 153.190.010 – Intent and Purpose

The purpose of this subchapter is to establish provisions that encourage the efficient use of the city's existing and planned transportation infrastructure, maintain or improve traffic levels of service and lower motor vehicle emissions. The policy of the city is to minimize the number of peak period vehicle trips generated by additional development, promote the use of alternative transportation, improve air quality and participate in regional and countywide efforts to improve transportation demand management.

### § 153.190.020 – Applicability

Prior to approval of any development project, the applicant shall make provision from, as a minimum, all of the following applicable transportation demand management and trip reduction measures. This subchapter shall not apply to projects for which a development application has been deemed "complete" by the city pursuant to the California Government Code § 65943, or for which a notice of preparation for a draft environment impact report has been circulated, or for which an application for a building permit has been received, prior to April 16, 1993.

### § 153.190.030 – Review of Transit Impacts

- A. **Consult with fixed-route transit operators.** 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 and municipal fixed-route transit operators providing service to the project shall be identified and consulted. 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 a notice of preparation (NOP) for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the

impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend 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 EIR prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.

- B. Phased development projects.** 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.

### § 153.190.040 – Development Standards

- A. Nonresidential development of 25,000 square feet or greater.** Nonresidential development containing 25,000 square feet or more of gross leasable floor area shall provide the following to the satisfaction of the city:
1. 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:
    - a. Current maps, routes and schedules for public transit routes serving the site;
    - b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
    - c. Ridesharing promotional material supplied by commuter-oriented organizations;
    - d. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
    - e. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
- B. Nonresidential development of 50,000 square feet or greater.** Nonresidential development containing 50,000 square feet or more of gross leasable floor area shall comply with subsection (A) of this section and shall provide all of the following measures to the satisfaction of the city:

1. Not less than 10% of employee parking areas shall be located as close as is practical to the employee entrance(s), and shall be reserved 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 application for a building permit to the satisfaction of the 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 50,000 square feet to 100,000 square feet and two spaces for projects over 100,000 square feet will be signed/striped for carpool/vanpool vehicles.
  2. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of 7 feet 2 inches shall be provided for those spaces and access ways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.
  3. Bicycle racks or other secure bicycle parking shall be provided to accommodate 4 bicycles per the first 50,000 square feet of nonresidential development and 1 bicycle per each additional 50,000 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., provisions of racks, lockers or locked room) shall be to the satisfaction of the city.
- C. Nonresidential development of 100,000 square feet or greater.** Nonresidential development containing 100,000 square feet or more of gross leasable floor area shall comply with subsections (A) and (B) of this section, and shall provide all of the following measures to the satisfaction of the city:
1. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.
  2. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.
  3. 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.

4. Safe and convenient access from the external circulation system to bicycle parking facilities onsite.

### **§ 153.190.050 – Maintenance**

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

### **§ 153.190.060 – Monitoring**

The provisions of this subchapter shall be included as conditions of approval for all developments which require discretionary approvals. Monitoring to ensure compliance with this subchapter shall occur prior to the issuance of a certificate of occupancy.