

Chapter 19.29

TRANSPORTATION DEMAND MANAGEMENT

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19.29.010 Intent and purpose.

The purpose of this Chapter 19.29 is to establish provisions that encourage the efficient use of the city's existing and planned transportation infrastructure, to maintain or improve traffic levels of service, and to lower motor vehicle emissions. The policy of the city of Commerce 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. (Ord. 544 §1(part), 2000).

19.29.020 Definitions.

The following words or phrases shall have the following meanings when used in this Chapter 19.29:

“Alternative transportation” 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 Section 19.29.060 of 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.

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

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

“Developer” means 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 19.29 as determined by the property owner.

“Development” means the construction or addition of new building square footage.

“Employee parking area” means the portion of total parking at a development used by on-site employees. Unless otherwise specified in this Title 19, for the purposes of this Chapter 19.29, 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. All preferential parking shall be 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 19.29 either directly or by delegating such responsibility as appropriate to a tenant and/or agent.

“South Coast Air Quality Management District (SCAQMD)” means 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 -- usually on the part of commuters -- through programs of incentives, services, and policies. TDM addresses alternatives to single-occupant vehicles. Alternatives may include carpooling and vanpooling, and changes in work schedules that move trips out of the peak period, or eliminate them altogether (as is the case in telecommuting or compressed work weeks).

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

“Vanpool” means a vehicle carrying on average seven or more persons commuting together to and from work on a regular basis, usually in a vehicle with a 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. 544 §1(part), 2000).

19.29.030 Applicability.

This Chapter 19.29 shall apply to all nonresidential development projects proposing twenty-five thousand square feet or more of new construction.

Additions to buildings which existed prior to the adoption of this Chapter 19.29 and which exceed the thresholds defined in Section 19.29.060 of this chapter shall comply with the applicable requirements for the purposes of this chapter, the new square footage 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. (Ord. 544 §1(part), 2000).

19.29.040 Land use analysis program.

All development projects for which an environmental impact report (EIR) 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. The 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. (Ord. 544 §1(part), 2000).

19.29.050 Review of transit impacts.

A. 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 with.

B. 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 environmental impact report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.

C. Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, shall not be required to 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. 544 §1(part), 2000).

19.29.060 Transportation demand and trip reduction measures.

A. Timing. Prior to approval of any development project, the applicant shall make provision for, at a minimum, all of the applicable transportation demand management and trip reduction measures outlined in this section.

B. Required Measures.

1. Nonresidential developments proposing twenty-five thousand square feet or more of new construction 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. Ride-sharing promotional material supplied by commuter-oriented organizations;
- iv. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and

v. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians at the site.

2. Nonresidential developments proposing fifty thousand square feet or more of new development shall comply with Section 19.29.060(B)(1) and shall provide all of the following additional measures to the satisfaction of the city:

a. Not less than ten percent of employee parking area, 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 building permit, to the satisfaction of city. A statement that indicates 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 included 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 bicycle from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be provided to the satisfaction of the city.

3. Nonresidential developments of one hundred thousand square feet or more shall comply with Sections 19.29.060(B)(1) and (B)(2), and shall provide all of the following additional 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 shall 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 onsite shall be provided. (Ord. 544 §1(part), 2000).

19.29.070 Monitoring.

Project compliance shall be monitored in accordance with the provisions of Resolution No. 93-4, adopted by the city council on January 26, 1993, and placing into effect the "City of Commerce Environmental Monitoring Program." (Ord. 544 §1(part), 2000).