



Alejandro Huerta <alejandro.huerta@lacity.org>

Metro Comments Letter - Crossroads Hollywood

1 message

Barrita, Michael <BarritaM@metro.net>

Mon, Jun 26, 2017 at 4:16 PM

To: "alejandro.huerta@lacity.org" <alejandro.huerta@lacity.org>

Cc: "Carvajal, Elizabeth" <CarvajalE@metro.net>, "Saponara, Nicholas" <SaponaraN@metro.net>

Mr. Huerta,

Thank you for the opportunity to comment on the development project, "Crossroads Hollywood," located at 1540-1552 Highland Avenue; 6700-6760 Selma Avenue; 1543-1553 McCadden Place; 1542-1546 McCadden Place; 1501-1573 Las Palmas Avenue; 1500-1570 Las Palmas Avenue; 1600-1608 Las Palmas Avenue; 6665-6713.5 Sunset Boulevard in the City of Los Angeles, CA 90028. The Metro comment letter is attached along with the Congestion Management Program (CMP) Ordinance Requirements.

Please contact Elizabeth Carvajal at [213.922.3084](tel:213.922.3084) if you have any questions.

Michael Barrita

LA Metro
Transportation Associate, Countywide Planning & Development

Joint Development/Strategic Initiatives

[213.922.3442](tel:213.922.3442)

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2 attachments

Metro Comments Letter Signed - Crossroads Hollywood.pdf
514K

CMP_TDM_OrdinanceRequirements_AppendixC.pdf
57K



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

June 26, 2017

Alejandro Huerta
Major Projects and Environmental Analysis
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

RE: Crossroads Hollywood -Notice of Completion and Availability of a Draft Environmental Impact Report (EIR – 2015-2026-EIR

Dear Mr. Huerta:

Thank you for the opportunity to comment on the Notice of Completion and Availability of Draft Environmental Impact Report for Crossroads Hollywood located at 1540-1552 Highland Avenue; 6700-6760 Selma Avenue; 1543-1553 McCadden Place; 1542-1546 McCadden Place; 1501-1573 Las Palmas Avenue; 1500-1570 Las Palmas Avenue; 1600-1608 Las Palmas Avenue; 6665-6713.5 Sunset Boulevard in the City of Los Angeles. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

Project Description

The Project Site consists of 29 individual parcels across four City blocks and is generally bounded by Selma Avenue to the north; the Blessed Sacrament Catholic Church and School to the east; Sunset Boulevard to the south; and Highland Avenue and McCadden Place to the west. The Project Site includes the Crossroads of the World complex (Crossroads of the World), which is a designated City Cultural Historic Monument (Monument #134) and also appears on the National Register of Historic Places and the California Register of Historic Resources. The Project applicant proposes to redevelop the Project Site with a mixed-use development that retains and integrates the Crossroads of the World within a collection of new buildings of contemporary design and creates an open-air pedestrian district with a mix of shopping, dining, and entertainment uses. The project would retain, preserve and rehabilitate Crossroads of the World and remove all existing uses on the Project Site, including surface

parking lot and approximately 172,573 square feet of existing floor area consisting of 84 residential units (including 80 multi-family dwelling units and two duplexes) and commercial/retail and office uses. The Project would include eight new mixed use buildings with residential, hotel, commercial/retail, office, entertainment, and restaurant uses, and a new stand-alone, one story commercial/retail building. Upon build out, the Project (including existing uses retained) would include approximately 1,432,500 square feet of floor area consisting of 950 residential units, 308 hotel rooms, approximately 95,000 square feet of office uses, and approximately 185,000 square feet of commercial/retail uses. The proposed floor area ratio (FAR) would be approximately 4.72:1 averaged across the Project Site. Building heights would range from 1 to 32 floors with a maximum building height of approximately 402 feet above grade.

Metro Comments

Bus Operations

Metro bus lines 222, 237/656 and 2/302 operate on Sunset Blvd, adjacent to the proposed project. One Metro bus stop on the corner of Sunset Blvd/Cherokee Avenue. is directly adjacent to the proposed project. The following comments relate to bus operations and the bus stop:

1. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus facilities and services that are present. The existing Metro bus stop must be maintained as part of the final project.
2. During construction, the stop must be maintained or relocated consistent with the needs of Metro Bus Operations. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5190, 30 days in advance of initiating construction activities. Other municipal buses may also be impacted and should be included in construction outreach efforts.
3. Metro encourages the installation of bus shelters with benches, way finding signage, enhanced crosswalks and ramps compliant with the Americans with Disabilities Act (ADA), as well as pedestrian lighting and shade trees in paths of travel to access transit stops and other amenities that improve safety and comfort for transit riders. The City should consider requesting the installation of such amenities as part of the development of the site.
4. Driveways accessing parking and loading at the project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit.
5. Final design of the bus stop and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development.

Congestion Management Program

Beyond impacts to Metro facilities and operations, Metro must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is

required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

First/Last Mile Connections

To support first/last mile connections to transit service, Metro encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along the primary building frontage to improve pedestrian safety and comfort to access the nearby bus stops. The City should consider requesting the installation of such amenities as part of the development of the site.

Metro encourages the City to work with the applicant to promote bicycle use through adequate short-term bicycle parking, such as ground level bicycle racks and/or curbside bicycle corrals, as well as secure and enclosed long-term bicycle parking for guests, employees, and residents. The Project applicant should coordinate with Metro Bike Share program for potential Bike Share station at this development. Additionally, the applicant should help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations such as Hollywood/Highland and Hollywood/Vine Metro Stations. The Project is also encouraged to support these connections with wayfinding signage inclusive of all modes of transportation.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. Metro looks forward to reviewing the Final EIR. Please send it to the following address:

**Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952**

Crossroads Hollywood
Notice of Completion and Availability of DEIR – Metro Comments
June 26, 2017

Sincerely,



Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachments: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

CMP TDM ORDINANCE REQUIREMENTS

Consistent with CMP requirements, all 89 local jurisdictions in Los Angeles County have adopted and are currently implementing a TDM ordinance (see exhibit C-1). The following describes the minimum CMP TDM standards. Please refer to the locally adopted TDM Ordinance when determining applicability of TDM requirements. The model CMP TDM ordinance is contained in Exhibit C-1.

C. CMP TDM MINIMUM STANDARDS

C.1 Analysis of Transit Impacts Resulting from New Development

Projects Subject to Transit Operator Review: All development projects/programs for which an Environmental Impact Report (EIR) will be prepared must consult with affected transit operators. This includes Subsequent, Supplemental and Addendum EIRs. Projects covered by a Negative Declaration, Mitigated Negative Declaration or Notice of CEQA Exemption are not required to perform a CMP Transit Impact Analysis.

Projects for which a Notice of Preparation (NOP) has been released pursuant to the provisions of CEQA and prior to local jurisdiction adoption of the TDM Ordinance are exempted. Phased development projects, 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 thus covered by a previously certified EIR.

C.1.1 Transit Analysis Requirements. For EIR projects, local jurisdictions shall request comment from regional and municipal fixed-route transit operators by notifying the operator through the NOP process. The NOP shall be sent to local fixed route bus operator(s) within one mile of the project, and express bus (including limited stop and freeway commuter routes) and rail transit operators with stops within two miles of the project.

Appendix D, Section 8.4. provides specific guidance on addressing transit impact analysis requirements in EIRs. Transit operators' comments could include a determination of whether the project will impact current transit service, recommendations for transit service or capital improvements necessary as a result of the project, and recommendations for mitigation measures which minimize automobile trips on the CMP system.

Impacts and recommended mitigation measures submitted by the transit operator must be included and evaluated in the draft EIR. Selection of final mitigation measures shall remain the discretion of the lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

Like the Land Use Analysis Program, discussed in Chapter 5, the transit impact analysis requirement relies upon existing CEQA processes. Some local jurisdictions found it convenient to adopt transit analysis requirements as part of the Land Use Analysis Program.

C.2 Requirements for New Non-Residential Development

Each local jurisdiction's TDM ordinance includes minimum TDM requirements for new non-residential development projects. The following describes the applicability and minimum standards required to conform to the CMP TDM Ordinance:

C.2.1 Applicability of Requirements. This requirement applies to all new non-residential development as described below. This requirement does not apply to 1) projects for which a development application has been deemed “complete” by the local jurisdiction pursuant to Government Code Section 65943, 2) projects for which a Notice of Preparation for a Draft EIR has been circulated, 3) projects for which an application for a building permit has been received, prior to the effective date of the TDM Ordinance in 1993.

C.2.2 Definitions. The following words or phrases shall have the following meanings when used in this ordinance:

- A. “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.
- B. “Applicable Development” means any development project that is determined to meet or exceed the project size threshold criteria contained in section C.2.3 below.
- C. “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.
- D. “Carpool” means a vehicle carrying two to six persons commuting together to and from work on a regular basis.
- E. “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.
- F. “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 the TDM Ordinance as determined by the property owner.
- G. “Development” means the construction or addition of new building square footage. Additions to buildings which existed prior to the adoption of the jurisdiction’s TDM Ordinance and which exceed the threshold defined in section C.2.3 below, 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.

- H. “Employee Parking Area” means the portion of total required parking at a development used by onsite employees. Unless specified in the City/County Zoning/ Building Code, employee parking should be computed as follows:

<u>Type of Use</u>	<u>Percent of Total Required Parking Devoted to Employees</u>
Commercial	30%
Office/Professional	85%
Industrial/Manufacturing	90%

- I. “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 the place of employment than parking spaces provided for single occupant vehicles.
- J. “Property Owners” 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 the ordinance either directly or by delegating such responsibility as appropriate to a tenant and/or his agent.
- K. “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 non-desert portions of Los Angeles, Orange, Riverside, and San Bernardino Counties).
- L. “Tenant” means the lessee of facility space at an applicable development project.
- M. “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 such as carpooling, 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).
- N. “Trip Reduction” means reduction in the number of work-related trips made by single occupant vehicles.
- O. “Vanpool” means a vehicle carrying 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 or fifteen adult passengers, and on a prepaid subscription basis.
- P. “Vehicle” means any motorized form of transportation, including but not limited to automobiles, vans, buses and motorcycles.

C.2.3 Development Standards. The following standards must be incorporated into the development project based on the gross square footage thresholds listed below. Projects exceeding each threshold must include the elements required at lower thresholds in their design. The standards must be provided to the satisfaction of the city or the County.

❑ New Non-Residential Developments of 25,000 square feet or more must provide:

- A Transportation Information Area: The information area may consist of a bulletin board, display case or kiosk featuring transportation information. The types of information that must be included are transit route maps, bicycle route maps, information numbers for local transit operators and the regional ridesharing agency, as well as a list of alternative transportation amenities at the site.

❑ New Non-Residential Developments of 50,000 square feet or more must provide the above items plus the following facilities:

- Preferential Parking for Carpools and Vanpools: No less than 10% of all employee parking shall be set aside for carpools and vanpools. The preferential parking spaces must be provided upon request. An employee parking calculation methodology is included in the model ordinance for local jurisdictions that do not currently have an employee parking calculation method.
- Access for Vanpool Vehicles in Parking Areas: Vanpool parking areas must be designed to admit vanpool vehicles. A minimum interior clearance for parking structures of 7'2" is included in the model ordinance. (Local jurisdictions should also be aware of existing California Uniform Building Code Title 24 and federal Americans with Disabilities Act (ADA) requirements which specify an interior clearance for handicap parking spaces. Therefore, local jurisdictions may wish to coordinate the CMP vanpool, Title 24 and ADA interior clearance standards as part of their TDM ordinance. Local jurisdictions are advised to consult with local legal counsel regarding coordination of these requirements.)
- Bicycle Parking Facilities: Bicycle parking facilities may include bicycle racks, bicycle lockers or locked storage rooms.

❑ New Non-Residential Developments of 100,000 square feet or more must provide the items on the previous page and the following facilities:

- Carpool and Vanpool Loading Zone: A safe and convenient area for carpool and vanpool passengers to wait for, board, and disembark from their ridesharing arrangement.
- Direct Access for Pedestrians: A pedestrian system, which allows direct and convenient access to the development.
- Bus Stop Improvements: If appropriate, improvements must be made to bus stop areas of bus routes impacted by the proposed development. Consultation with local bus service providers shall be required.
- Direct Access to Bicycle Parking from Street: Safe and convenient access to development bicycle parking from the external street system for bicycle riders.

Exhibit C-1
MODEL CMP TDM ORDINANCE

MODEL ORDINANCE FOR LOCAL GOVERNMENT COMPLIANCE WITH
THE REQUIREMENTS OF THE CONGESTION MANAGEMENT
PROGRAM RELATING TO TRIP REDUCTION AND TRAVEL DEMAND
MEASURES

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF _____ [COUNTY OF
LOS ANGELES] ADOPTING TRIP REDUCTION AND TRAVEL DEMAND
MEASURES IN ACCORDANCE WITH STATE GOVERNMENT CODE
SECTIONS 65089 AND 65089.3

WHEREAS, the Legislature of the State of California has found that the lack of an integrated transportation system and the increase in the number of vehicles are causing traffic congestion that each day results in hundreds of thousands of hours lost in traffic, tons of pollutants released into the air and millions of dollars of added costs to the motoring public; and

WHEREAS, the Legislature has adopted legislation requiring the preparation and implementation of a Congestion Management Program (“CMP”) by county transportation commissions or other public agencies of every county that includes an urbanized area; and

WHEREAS, the Metropolitan Transportation Authority (“MTA”) is responsible for the preparation of the CMP for Los Angeles County (“County”); and

WHEREAS, the CMP must contain a trip reduction and travel demand management element that promotes alternative transportation methods, such as carpools, vanpools, transit, bicycles, walking and park-and-ride lots, improvement in the balance between jobs and housing, and other strategies, including flexible work hours, telecommuting and parking management programs; and

WHEREAS, the County and every city within the County is required by state law to adopt and implement a Transportation Demand Management (TDM) ordinance as an important element of the Congestion Management Program to improve both congestion and air quality; and

WHEREAS, MTA must determine annually whether the County and cities within the County are conforming to the CMP, including the requirement to adopt and implement a TDM ordinance; and

WHEREAS, because the CMP is an evolving program which will be developed incrementally, as experience is gained through its implementation, this TDM ordinance may be amended or superseded from time to time, as necessary to meet congestion and air quality goals; and

WHEREAS, the State Clean Air Act requires regions to attain a 1.5 vehicle occupancy during the commute period by the year 1999; and

WHEREAS, this ordinance is intended to comply with the CMP's requirements for a TDM ordinance. The requirements of South Coast Air Quality Management District ("District") Regulation XV, are separate from this ordinance, and administered by the Air District. Nothing herein is intended, nor shall it be construed, to limit or otherwise preclude employers from offering or providing additional inducements or use alternatives to single-occupant vehicles to their employees necessary to meet Regulation XV requirements; and

WHEREAS, in order to use the existing and planned transportation infrastructure more efficiently, maintain or improve traffic levels of service, and lower motor vehicle emissions, it is the policy of the City of _____ [County of Los Angeles] 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 countywide efforts to improve transportation demand management;

NOW THEREFORE, the City Council of the City of _____ [Board of Supervisors of the County of Los Angeles] does ordain as follows:

SECTION 1. DEFINITIONS

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

- A. "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.
- B. "Applicable Development" means any development project that is determined to meet or exceed the project size threshold criteria contained in Section 3 of this ordinance.
- C. "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.
- D. "Carpool" means a Vehicle carrying two to six persons commuting together to and from work on a regular basis.
- E. "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.

- F. “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 Ordinance as determined by the property owner.
- G. “Development” means the construction or addition of new building square footage. Additions to buildings which existed prior to the adoption of this ordinance and which exceed the thresholds defined in Section 3 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.
- H. “Employee Parking Area” means the portion of total required parking at a development used by onsite employees. Unless specified in the city/County Zoning/Building Code, employee parking shall be calculated as follows:

<u>Type of Use</u>	<u>Percent of Total Required Parking Devoted to Employees</u>
Commercial	30%
Office/Professional	85%
Industrial/Manufacturing	90%

- I. “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.
- J. “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 the ordinance either directly or by delegating such responsibility as appropriate to a tenant and/or his agent.
- K. “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 non-desert portions of Los Angeles, Orange, Riverside, and San Bernardino Counties).
- L. “Tenant” means the lessee of facility space at an applicable development project.
- M. “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 such as 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).

- N. “Trip Reduction” means reduction in the number of work-related trips made by single occupant vehicles.
- O. “Vanpool” means a Vehicle carrying 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.
- P. “Vehicle” means any motorized form of transportation, including but not limited to automobiles, vans, buses, and motorcycles.

SECTION 2. 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 and municipal fixed-route transit operators providing service to the project shall be identified and consulted with. Projects for which a Notice of Preparation (NOP) for a Draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date of this ordinance shall be exempted from its provisions. Pursuant to the provisions of CEQA, transit operators shall be sent an 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.

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.

SECTION 3. TRANSPORTATION DEMAND AND TRIP REDUCTION MEASURES

A. APPLICABILITY OF REQUIREMENTS

Prior to approval of any development project, the applicant shall make provision for, at a minimum, all of the following applicable transportation demand management and trip reduction measures.

This ordinance shall not apply to projects for which a development application has been deemed “complete” by the City (County) pursuant to Government Code Section 65943, or for which a Notice of Preparation for a DEIR has been circulated or for which an application for a building permit has been received, prior to the effective date of this ordinance.

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

B. DEVELOPMENT STANDARDS

(1) Non-Residential development of 25,000 square feet or more shall provide the following to the satisfaction of the City [County]:

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:

1. Current maps, routes and schedules for public transit routes serving the site;
2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
3. Ridesharing promotional material supplied by commuter-oriented organizations;
4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information;
5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

(2) Non-Residential development of 50,000 square feet or more shall comply with Section 3.B(1) above and shall provide all of the following measures to the satisfaction of the City [County]:

A. Not less than 10% 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 [County]. 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.

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 7'2" 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 4 bicycles per the first 50,000 square feet of non-residential development and 1 bicycle

per each additional 50,000 square feet of non-residential development. Calculations which result in a fraction of .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 [County].

- (3) Non-Residential development of 100,000 square feet or more shall comply with Sections 3.B(1) and 3.B(2) above, and shall provide all of the following measures to the satisfaction of the City [County]:
- 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 [County] to mitigate the project impact, bus stop improvements must be provided. The City [County] 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 onsite.

SECTION 4. MONITORING

[THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR MONITORING PROJECT COMPLIANCE WITH THE STANDARDS REQUIRED HEREIN. THE SELECTION OF MONITORING METHODS IS LEFT TO THE DISCRETION OF THE CITY [COUNTY]. EXAMPLES OF RECOMMENDED MONITORING INCLUDE SITE MONITORING PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY OR BUSINESS LICENSE.]

SECTION 5. ENFORCEMENT

[THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR ENFORCEMENT OF THE STANDARDS REQUIRED HEREIN. THE SELECTION OF ENFORCEMENT METHODS IS LEFT TO THE DISCRETION OF THE CITY [COUNTY]. EXAMPLES OF RECOMMENDED ENFORCEMENT METHODS INCLUDE REFERENCING EXISTING ENFORCEMENT AND COMPLIANCE PROVISIONS IN A JURISDICTION ZONING CODE.]

SECTION 6. This ordinance shall take effect upon the expiration of 30 days from the date of its publication.

INTRODUCED AND FIRST READ at a duly called meeting of the City Council [Board of Supervisors] held on _____.

PASSED, APPROVED AND ADOPTED this ____ day of _____ by the following vote:

AYES:

NOES:

Mayor
[Chairman, Board of Supervisors]

ATTEST:

APPROVED AS TO FORM:
