

**THE FOLLOWING ORDINANCE WAS MOVED FOR INTRODUCTION BY COUNCIL MEMBER JASON ZUCKERMAN; SECONDED FOR INTRODUCTION BY COUNCIL MEMBER KEVIN VOGELTANZ.**

**ORDINANCE NO. 26-13**

**AN ORDINANCE OF THE COUNCIL OF THE CITY OF MANDEVILLE AMENDING COMPREHENSIVE LAND USE REGULATION ORDINANCE (“CLURO”) ARTICLE 8.4 TRAFFIC IMPACT ANALYSIS PROVISIONS AND PROVIDING FOR OTHER MATTERS IN CONNECTION THEREWITH**

**WHEREAS**, the City Council of Mandeville is vested by Section 2-1 of the Mandeville Charter with the legislative power of the city government and has the authority to enact ordinances which have the force of law;

**WHEREAS**, the City Council of Mandeville is empowered by Section 2-10 (A)(15) of the Mandeville Charter to utilize its policing power to amend or repeal any ordinance previously adopted;

**WHEREAS**, the City of Mandeville’s Comprehensive Land Use Regulations Ordinance (CLURO) was adopted on June 25, 2015, and subsequently revised since its adoption, and provides for traffic impact analysis provisions outlining conditions for which a traffic impact analysis must be obtained and the procedures that govern the traffic impact analysis preparation cost and production, all as more fully outlined in Article 8.4;

**WHEREAS**, the City of Mandeville desires to provide all interested parties and determining commissioners and officials with a traffic impact analysis of a proposed development when the conditions for same are indicated in order to examine any infrastructure improvements necessary to support the development being proposed by the applicant and its effects on the public and its health, safety, and welfare.

**WHEREAS**, the City of Mandeville desires to provide clarity to the existing provisions which require a traffic impact analysis under certain conditions but do not specifically outline that same is the financial responsibility of the applicant and to provide for situations where the applicant wishes to provide an additional traffic impact analysis for consideration.

**WHEREAS**, the City of Mandeville desires to provide additional opportunity for collaborative production of the traffic impact analysis and to further support the traffic impact analysis provisions which seek to adopt methods to assess and address the traffic related impacts at the time significant land use decisions are deliberated and made.

**NOW, THEREFORE, BE IT FURTHER ORDAINED** by the City Council of the City of Mandeville that CLURO Article 8.4 be amended and added as follows:

**8.4.2.1. Threshold Conditions Requiring a Traffic Impact Analysis.**

The purpose of this section is to describe the conditions under which a Traffic Impact Analysis (TIA) shall be required. It shall be the responsibility of the applicant to submit the data needed (as determined and/or requested by the City) to determine whether a TIA is required under the provisions of this section.

#### **8.4.2.2. Definitions of Roadway Types.**

1. Arterial and Collector Streets. Those roadways shall be classified as major or minor, as defined by the LADOTD Functional System Map.

2. Local Streets. Any roadway not defined by the LADOTD Functional System Map as an arterial or collector street shall be considered a local Street.

#### **8.4.2.3. Conditions Requiring a Traffic Impact Analysis Threshold and Operating Standards.**

##### *1. Arterial Streets.*

a. *Non-Residential Arterials.* The following requirements shall apply to projects abutting a major arterial Street, along which less than seventy-five (75) percent of the frontage on the arterial Street is used or zoned as R-2 or more restrictive within five hundred (500) feet of the proposed project's property lines. A TIA shall be required if any of the following conditions exists:

(1) The existing pavement width of the arterial Street is forty-four (44) feet or wider and the expected number of trips generated by the project exceeds two thousand (2,000) vehicle trips per day;

(2) The existing pavement width of the arterial Street is forty (40) to less than forty-four (44) feet and the expected number of trips generated by the project exceed one thousand (1,000) vehicle trips per day; or

(3) The existing pavement width of the arterial Street is less than 40 feet and the expected number of trips generated by the project exceeds 650 vehicle trips per day.

b. *Minor Arterials.* The following requirements apply to projects abutting a minor arterial Street along which seventy-five (75) percent or more of the frontage of the arterial is used or zoned as R-2 or more restrictive within five hundred (500) feet of the project. A TIA shall be required if the following condition exists. Regardless of pavement width, the expected number of trips generated by the project exceeds three hundred (300) vehicle trips per day.

2. *Local and Collector Streets Serving Predominantly Single-Family Residential Land Uses.* The following applies to projects abutting a local or collector Street along which fifty (50) percent or more of the frontage is used or zoned for R-2 or more restrictive within fifteen hundred (1500) feet of the project (or to the nearest arterial whichever is less). The following does not apply to projects abutting an arterial Street and which would use one or more driveways on the arterial Street for access and egress. a. For streets with a pavement width of less than thirty (30) feet. The desirable

operating level is six hundred (600) vehicles per day. Traffic volume in excess of twelve hundred (1,200) vehicles per day is considered undesirable. A TIA is required if either of the following conditions exists:

(1) The expected number of vehicle trips generated by the project exceeds 75 vehicle trips per day over the existing use; or

(2) With the addition of the traffic generated by the project, the traffic volume on the Street would be expected to exceed nine hundred (900) vehicles per day.

b. For streets with a pavement of thirty (30) to less than forty (40) feet: The desirable operating level is nine hundred (900) vehicles per day. Traffic volumes in excess of eighteen hundred (1,800) vehicles per day are considered undesirable. A TIA is required if either of the following conditions exists:

(1) The expected number of vehicle trips generated by the project exceeds one hundred ten (110) vehicle trips per day over the existing use; or

(2) With the addition of the traffic generated by the project, the traffic volume on the Street would be expected to exceed fourteen hundred (1,400) vehicles per day.

c. For streets with a pavement width of forty (40) feet or more: The desirable operating level is two thousand (2,000) vehicles per day. Traffic volume in excess of four thousand (4000) vehicles per day is considered undesirable. A TIA is required if either of the following conditions exists:

(1) The expected number of vehicle trips generated by the project exceeds four hundred (400) vehicle trips per day over the existing uses; or

(2) With the addition of the traffic generated by the project, the traffic volume on the Street would be expected to exceed three thousand (3,000) vehicles per day.

3. *Family Residential*. The following applies to projects abutting a local or collector Street along which less than fifty (50) percent of the frontage is used or zoned for R-2 or more restrictive within fifteen hundred (1,500) feet of the project (or to the nearest arterial, whichever is less). The following does not apply to projects abutting an arterial Street and which would use one or more driveways on the arterial Street for access and egress:

a. For streets with a pavement width of less than forty (40) feet: A TIA is required if the expected number of vehicle trips generated by the project exceeds six hundred fifty (650) vehicle trips per day.

b. For streets with a pavement width of forty (40) feet or more: A TIA is required if the expected number of vehicle trips generated by the project exceeds one thousand (1,000) vehicle trips per day.

4. Notwithstanding all the provisions preceding, the Department of Public Works, the Mayor, or the Planning Director may require, or the City Council may request that the Department of Public Works, the Mayor or the Planning Director obtain a TIA, at its sole discretion.

### **8.4.3. Data Requirements of Applicants.**

1. It shall be the responsibility of the applicant to submit at the time of application all data needed to determine whether a TIA will be required under the provisions of this section. This data shall be certified by a Registered Professional Engineer or other qualified individual.
2. Estimates of the average number of vehicle trips per day expected to be generated by the project shall be based on the appropriate trip generation rate data provided in the latest edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). The data submitted by the applicant shall document the specific trip generation rate (or rates) used and the specific land use assumptions made in applying the trip generation rate (or rates) in developing the estimate of average number of vehicle trips per day expected to be generated by the project. If specific information is not available on the proposed land use, the trip generation estimate shall be based on the maximum allowable density for the most intensive use.

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### **8.4.4 Financial Responsibility for Required Traffic Impact Analysis and Selection Guidelines.**

If a Traffic Impact Analysis (TIA) is required for a project, the required TIA shall be procured by the City and be the financial responsibility of the applicant to be paid as part of the application process. The TIA shall be performed under the supervision of a qualified Professional Registered Civil Engineer or other qualified individual such as a transportation planner or traffic engineer selected and procured by the City. The TIA report must be prepared documenting the study, the data used, the findings and the recommendations of the study consistent with sections 8.4.5 and 8.4.6 which will be provided to the engineer by the City. The TIA Report shall be signed by the Registered Professional Engineer or other qualified individual responsible for the supervision of the study and the preparation of the TIA report. A digital copy of the TIA report shall be submitted by the firm contracted by the City at least two (2) weeks prior to the date on which the project is scheduled for consideration by the Planning Commission and costs associated with the TIA and the overall application shall be paid by the applicant prior to any hearing before the Planning Commission.

#### **8.4.6. Traffic Data Requirements.**

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2. Vehicle trip generation estimates used in the study shall be based on the appropriate trip generation rate data provided in the latest edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers or using other trip generation rate data acceptable to the Urban Transportation Department. The TIA Report shall document the specific trip generation rates used and the specific land use assumptions used therein.

#### **8.4.8. Traffic Level of Service Standards.**

The standards for traffic service that shall be used to evaluate the findings of traffic impact studies are:

1. Capacity. A volume to capacity (V/C) ratio of 0.90 shall not be consistently exceeded on any arterial or collector street as designated in the LADOTD Functional System Map. Consistently means that the V/C ratios are exceeded based on average daily peak hour traffic counts, projections or estimates.
2. Level of Service for all intersections. For local streets, a Level of Service C or better should be maintained. On any arterial or collector street, a Level of Service C or better shall be maintained. Where the existing Level of Service is below these standards, the traffic impact analysis shall identify those improvements needed to maintain the existing level of service, and additional improvements that would be needed to raise the level of service to the standards indicated. The subject development will be required to bear the costs of improving the existing level of service.
3. Number of Access Points and Sight Distances. The spacing of access points and minimum sight distances shall comply with ASHTO standards.
4. Local Street Impact. No non-residential development shall increase the traffic on a local street carrying at least 300 average daily trips by more than 25%.
5. Internal Circulation. On-site vehicle circulation and parking patterns shall not interfere with the flow of traffic on any public street and shall accommodate all anticipated types of on-site traffic.

#### **8.4.10 Use of Traffic Impact Analysis**

Any traffic impact analysis provided to the City for evaluation of proposed actions to be recommended by City officials pursuant to Section 8.4.9 shall be published for public view and available in the materials related to the application on file with the City. The City officials and

any Commission utilizing and evaluating the traffic impact analysis shall consider the findings thereof in its recommendations of action to be taken on the permit and any actions to be taken pursuant to Section 8.4.9. Further, in the event the applicant chooses to provide any additional traffic impact analysis, the City officials and any Commission utilizing and evaluating the traffic impact analysis shall give more weight to the findings of the traffic impact analysis provided to the City with the application but may consider the findings and recommendations of any additional traffic impact analysis provided it meets the requirements for performance guidelines and production timelines outlined in the whole of Article 8.4.

**NOW, THEREFORE, BE IT FURTHER ORDAINED** that the Clerk of this Council be and is hereby and is hereby authorized and empowered to take any and all actions which she, in the exercise of her discretion, deems necessary to promulgate the provisions of this ordinance.

The ordinance being submitted to a vote, the vote thereon was as follows:

AYES:

NAY:

ABSTENTIONS:

ABSENT:

And the ordinance was declared adopted this \_\_\_ day of \_\_\_\_\_, 2026.

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Alicia Watts  
Clerk of Council

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Jason Zuckerman  
Council Chairman