

CHAPTER 3

PROJECT DESCRIPTION

This chapter provides a detailed description of the proposed amendments to the Coastal Transportation Corridor Specific Plan (CTCSP) and West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), collectively referred to as the Proposed Project. The project description includes an overview and background of the Proposed Project, the project objectives, a description of the existing environment within the project area, and a detailed description of the Proposed Project.

3.1 Project Overview

The Proposed Project consists of amendments to the CTCSP and WLA TIMP. The amendments include an update to the list of transportation improvements and mitigation measures to be funded, in part, by the impact fees collected from new development; an update to the Transportation Impact Assessment (TIA) fee program, including revisions to the fees, trip generation rates, exemptions, in-lieu credits, and affordable housing credits; and a new transit-oriented development (TOD) credit. The Proposed Project's updated project lists include the following categories of transportation improvements: transit, bicycle and pedestrian, roadway & intelligent transportation system (ITS), and trip reduction programs. Other proposed changes include administrative amendments and minor revisions that are consistent with recent California State legislation, transportation policies in the City's General Plan Elements, and Los Angeles Department of Transportation's (LADOT) Traffic Study Policies and Procedures (LADOT, 2014), and are in line with current best planning practices.

The CTCSP and WLA TIMP were adopted in 1985 and 1997, respectively, with the purpose of establishing a TIA program to be assessed on new development and intended to assist in the implementation of future transportation improvements on the Westside. The TIA fees were established by Specific Plan ordinances and have been a part of the development approval process in the Westside since adoption.

The City of Los Angeles Department of City Planning (Lead Agency) has prepared a draft EIR for the proposed amendments to the CTCSP and WLA TIMP identified herein (Proposed Project).

3.2 Project Background

The west side of Los Angeles, like many other urban areas throughout the country, experiences significant traffic congestion. Despite an extensive street network, vehicular circulation continues to deteriorate due to historical over-reliance on the car as the primary mode of transportation. The combination of many regional destinations, oversaturated roadways, unreliable travel times for autos and transit, and limited north-south transit options underlie the need for creating a transportation plan for the Westside that will better serve all modes of transportation, improve the connectivity and person throughput of the overall system, and enhance the livability along major boulevards in Westside communities.

To address the transportation issues on the Westside, the Los Angeles City Council directed the Department of Transportation, in conjunction with the Department of City Planning, to undertake a comprehensive study to develop potential short-term solutions and long-term plans to address congestion and mobility challenges within this geography of the City. The comprehensive study, called the Westside Mobility Plan, was undertaken to update the long range vision that would facilitate a more balanced modal approach toward improving mobility on the Westside. The Westside Mobility Plan study area is made up of the combined boundaries of the CTCSP and WLA TIMP areas. These Specific Plan areas include all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, Palms-Mar Vista-Del Rey, Westchester-Playa Del Rey, Venice Community Plan areas and the Los Angeles International Airport (LAX) Plan area. The Community Plans cite the CTC and WLA TIMP Specific Plans as programs to help implement regional and sub-regional transportation projects.

The Westside Mobility Plan focused on six components, of which two were the updates to the CTCSP and the WLA TIMP, that is, the Proposed Project.² The proposed amendments to the CTCSP and WLA TIMP are intended to increase mobility options and contribute to a multimodal transportation network on the Westside.

This EIR analyzes the proposed amendments to the CTCSP and WLA TIMP, specifically as they would result in reasonably foreseeable impacts to the environment through the ultimate construction and implementation of transportation improvements, as listed in the updated project lists for each Specific Plan. Impacts from the fee programs will be discussed to the extent that the fee program may have indirect impacts (e.g., an effect on influencing future development). The proposed amendments to the CTCSP and WLA TIMP are described briefly below:

1. *CTCSP* – An updated Coastal Transportation Corridor Specific Plan, including an updated list of transportation improvements and an updated TIA fee.
2. *WLA TIMP*– An updated West Los Angeles Transportation Improvement and Mitigation Specific Plan, including an updated list of transportation improvements and an updated TIA fee.

The proposed amendments to the WLA TIMP and CTCSP were informed by the other components of the Westside Mobility Plan, which are described briefly below. Note that these other components are not subject to CEQA review and, therefore, are not analyzed in this environmental document.

Livable Boulevards describe major streets in the Westside Mobility Plan with a focus on achieving the following goals: increased local identity, public safety, and economic revitalization. Livable Boulevards are envisioned as gathering places that accommodate those who travel by car, transit, bicycle, or on foot.

Streetscape Plans are a tool to help guide the long-term implementation of streetscape improvements. They also serve to document a community's vision for how a street looks and functions. A typical plan will 1) identify a consistent palette of streetscape amenities such as street benches, trash receptacles, street lighting, trees, and unique community identifiers; 2) define maintenance responsibilities for the city, businesses and community partners; and 3) develop a basis for pursuing funding opportunities. Typical goals of streetscape plans include enhancing walking and bicycling experiences on the street, improving pedestrian and bicyclist safety, bolstering local businesses, improving connections to nearby transit, implementing sustainable practices, and improving corridor aesthetics.

² The six components of the Westside Mobility Plan are: (1) the Westside Transportation Demand Model; (2) the Westside Mobility Rail Connectivity Study; (3) the Westside Parking Study; (4) the Coastal Transportation Corridor Specific Plan Update; (5) the West L.A. Transportation Specific Plan Update; and (6) the Livable Boulevards -- Streetscape Plans.

1. *Westside Transportation Demand Model* – An innovative transportation demand model used as a tool in the analysis of existing and future transportation system deficiencies and the analysis of potential transportation solutions. This tool was used in this EIR to analyze the transportation projects listed on the proposed CTCSP and WLA TIMP transportation improvement lists.
2. *Westside Mobility and Rail Connectivity Study* – Evaluation of rail transit options for the Green Line extension, the Lincoln Boulevard and Sepulveda Boulevard corridors, and for other potential connecting corridors. This study informed many of the corridor transit improvements listed on the proposed CTCSP and WLA TIMP transportation improvement lists.
3. *Westside Parking Study* – Documentation of existing parking conditions and deficiencies, an assessment of future parking demand and needs at select parking hot-spot areas, and recommendations for potential solutions including additional parking management and pricing strategies. This study informed the parking related Trip Reduction Programs included on the proposed transportation improvement lists.
4. *Livable Boulevards - Streetscape Plans* – An analysis of existing conditions along selected commercial corridors, public outreach to gather community feedback, and creation of streetscape plans for five corridor segments. These Streetscape Plans are included on the proposed transportation improvement lists and are identified below:
 - Centinela Avenue from Washington Boulevard to Jefferson Boulevard
 - Motor Avenue from Interstate 10 (I-10) to Venice Boulevard
 - Pico Boulevard from Centinela Avenue to Interstate 405 (I-405)
 - Pico Boulevard from the I-405 to Patricia Avenue
 - Venice Boulevard from Lincoln Boulevard to Inglewood Boulevard

In addition to the above components of the Westside Mobility Plan, the update to the WLA TIMP was also informed by station area planning efforts for the Exposition Line (Phase II), titled Exposition Corridor Transit Neighborhood Plan, conducted by the Department of City Planning. Specifically, the Transit Neighborhood Plans initiative resulted in streetscape planning for five additional street segments within the boundary of the WLA TIMP. These Streetscape Plans are included on the proposed WLA TIMP Specific Plan transportation improvements list and are identified below:

- Bundy Drive from Missouri Avenue to Pico Boulevard
- National Boulevard from Castle Heights Avenue to Mentone Avenue
- Olympic Boulevard from Centinela Avenue to Barrington Avenue
- Palms Boulevard from Motor Avenue to National Boulevard
- Sepulveda Boulevard from Olympic Boulevard to National Boulevard

CTCSP and WLA TIMP Fees

The purpose of the TIA fees, which are being updated as part of the Proposed Project, is to provide a funding mechanism for transportation improvements needed to address transportation impacts generated by new development within the Specific Plan areas, and to require that new development projects mitigate any project-related transportation impacts. Developers pay the impact fee to the City prior to the issuance of any building, grading, or foundation permit. A one-time fee is charged to new development based on the number of new trips generated by the new development within the Specific Plan areas. The fee is assessed on the amount of net new trips resulting from the project. A project's existing trips are credited toward the new building/development. The fees are deposited into trust funds for implementing the transportation improvements identified within the Specific Plans (Appendix B and Appendix C of the CTCSP and Appendix C of the WLA TIMP). Updating the CTCSP and WLA TIMP and the impact fee programs would ensure the continued collection of adequate fees to fund transportation improvements in the area and would continue to provide local control of a dependable funding source for leveraging federal and state monies. Commensurate with similar fee programs adopted by other surrounding cities, the TIA fee program helps mitigate impacts and assesses a fee on new development. Under the current Specific Plans, the fees are increased (or can also be decreased) on January 1 of each year by the amount of the percent change in the most recently available City Building Cost Index as determined by LADOT. The updated Specific Plans would retain this provision. The current fee programs (as of January 2015) are shown below in **Table 3-1**.

Table 3-1 Existing Transportation Impact Assessment Fee Program (2015)

Program	Year Established	Current Fee	Exemptions
Coastal Transportation Corridor Specific Plan	1985	\$8,449 per PM peak hour trip	Exempt: neighborhood retail; schools/government facilities; residential (excluding hotels); Airport projects not on Airport property specifically not exempt
West Los Angeles Transportation Improvement and Mitigation Specific Plan	1997	\$3,419 per PM peak hour trip	Exempt: neighborhood retail; first 30,000 square feet (SF) of other retail; schools/ government facilities; residential (excluding hotels)

Source: LADOT, 2015.

The TIA fee programs require new development to mitigate their project specific impacts and to contribute a fair share to complete regional improvements to mitigate the cumulative impacts. The fair share is based on a “nexus” and constitutes approximately 35 percent of the total cost of the identified improvements. The fair share payment (i.e., TIA fee) is calculated in direct proportion to the number of net new PM peak hour trips generated by new development. Because new development is not required to pay to improve traffic congestion caused by the existing traffic or by the cut-through traffic with destinations outside the Specific Plan areas, the TIA fees represent only a fraction of the costs for all of the total regional improvement needs. As a result, LADOT has relied on the strategy of leveraging the collected TIA fees to secure outside transportation grants to help pay for the remaining costs, primarily by submitting grant applications in the Los Angeles County Metropolitan Transportation Authority (Metro) Call for Projects process.

Currently, the TIA fees are used towards the capital cost of specific local projects with a regional benefit as identified within each Specific Plan, including:

- Roadway projects such as arterial widening and intersection improvements
- Signal synchronization and ITS
- Bus and rail transit capital and transit stop enhancements
- Travel Demand Management (TDM) strategies (e.g. rideshare, transit subsidies, flex schedules)

3.3 Project Location

As shown in **Figure 3-1** the study area is in the western portion of the City of Los Angeles (the “Westside”) and encompasses the CTCSP area and the WLA TIMP area. As shown on **Figure 3-2**, the CTCSP area includes all or parts of the Westchester-Playa Del Rey, Palms-Mar Vista-Del Rey, and Venice community plan areas and the LAX Plan area. The CTCSP area is generally bounded by the City of Santa Monica on the north, Imperial Highway on the south, the San Diego Freeway (I-405) on the east, and the Pacific Ocean on the west. As shown in **Figure 3-3**, the WLA TIMP area includes all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey community plan areas, and is generally bounded by the City of Beverly Hills/Beverwil Drive/Castle Heights Avenue/National Boulevard/Hughes Avenue on the east; Sunset Boulevard on the north; the City of Santa Monica and Centinela Avenue on the west; and Venice Boulevard on the south.

3.4 Project Objectives

The Proposed Project includes updated TIA fees, as well as a new list of transportation improvements to be funded, in part, by the TIA fees from new development. The overall objective of the Proposed Project is to provide a mechanism, based on current land use trends and infrastructure requirements, for funding transportation improvements that would mitigate the cumulative impacts of new development by increasing mobility options within the Westside. However, the Proposed Project would not, itself, entitle or otherwise approve any transportation projects. Nevertheless, the Proposed Project would result in a new list of transportation improvements for both the CTCSP and WLA TIMP areas. In recognition of this distinction, project objectives for the proposed transportation improvements included in the updated Specific Plan project lists are articulated separately from project objectives that relate to the proposed amendments to the Specific Plans.

The objectives of the transportation improvements that would be funded by the proposed amendments to the Specific Plans are as follows:

Primary Objectives of the Transportation Improvements:

- Provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, vehicle), within existing available right-of-way, as part of a transportation system that is consistent with the City of Los Angeles’ General Plan Framework Element and General Plan Mobility Element; Community Plans for the Westwood, Brentwood-Pacific Palisades, West Los Angeles, Palms-Mar Vista-Del Rey, Venice, and Westchester-Playa Del Rey communities; and the LAX Specific Plan.
- Produce fewer auto trips per capita and decrease vehicle miles traveled (VMT) per capita by increasing multimodal transportation options and promoting best practices in transportation demand management.

- Reduce greenhouse gas emissions, as mandated by Assembly Bill (AB) 32 and Senate Bill (SB) 375, by reducing automobile dependence and offering multiple modes of transportation.
- Enhance mobility along key Westside transportation corridors within the Specific Plan areas, particularly by planning for dedicated transit lines that serve north-south corridors and provide connections to planned east-west transit lines.
- Enhance the transportation system by planning for better regional transit connectivity and “first mile-last mile” solutions (such as better pedestrian conditions, bike share/improved bicycle facilities, and circulator bus service).
- Encourage walking and bicycling as a means to safely and conveniently access transit and circulate within and between neighborhoods.
- Develop a multimodal transportation plan for the Westside that reflects the collective input of Westside community members, as gathered through a formal public outreach process.
- Develop transportation improvements that reflect consultation with multiple neighboring jurisdictions, transit service providers, and transportation planning agencies on the Westside.
- Develop a transportation system on the Westside that is efficient, sustainable, feasible, and fiscally responsible.

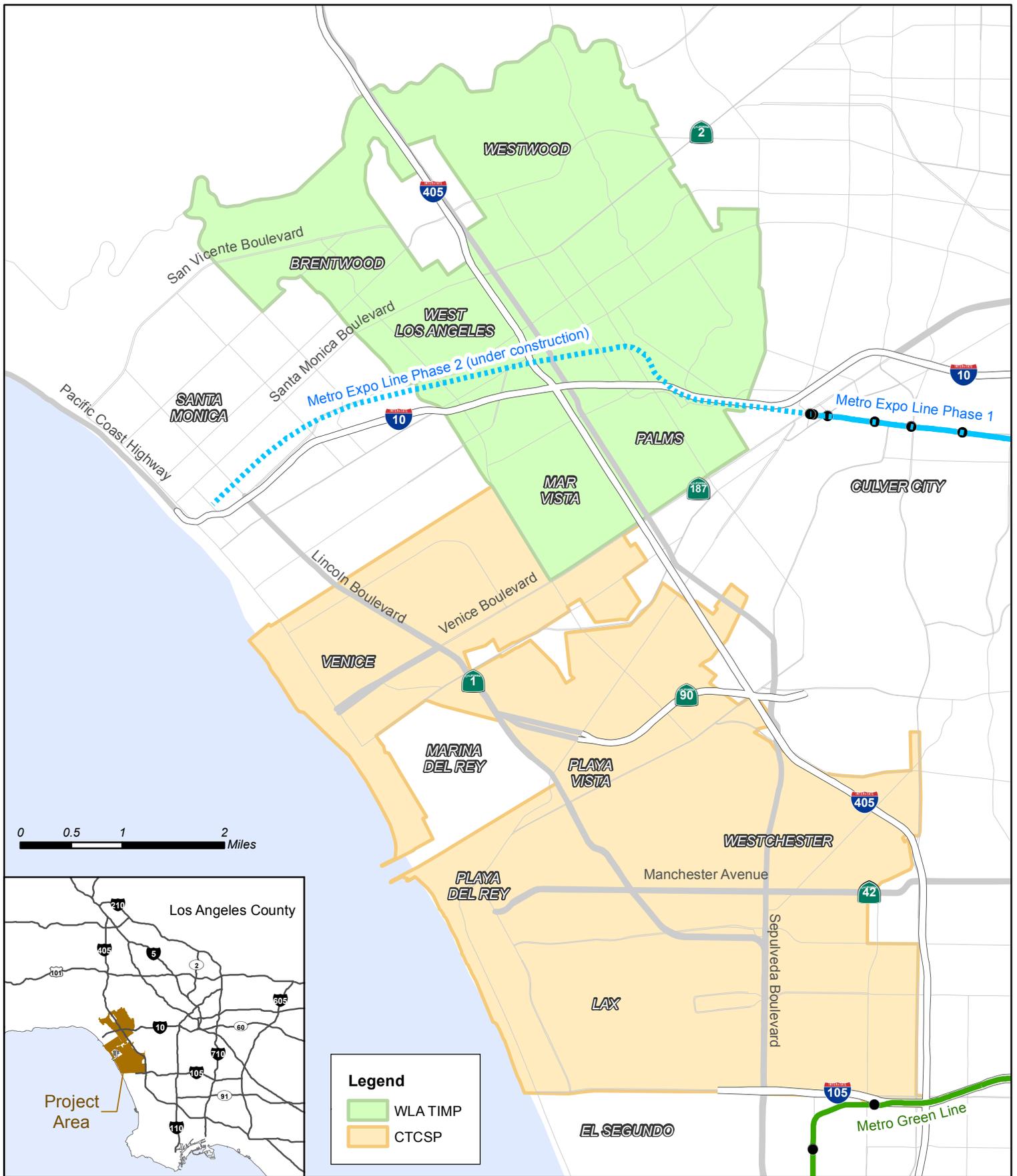
Secondary Objectives of the Transportation Improvements:

- Enhance the streetscape environment on portions of major arterials by improving neighborhood aesthetics and identity; implementing sustainable landscaping practices; bolstering local business patronage; and providing a pleasant and safe active transportation experience.
- Identify different types of parking strategies, such as demand-based pricing schemes, capacity management, travel demand management programs, and urban design guidelines, to manage parking supply.

The objectives of the proposed amendments to the Specific Plans include the following:

Primary Objectives of the Specific Plan Amendments:

- Develop amendments to the CTCSP and WLA TIMP that are aligned with city and state policies concerning transportation, including the City of Los Angeles’ General Plan Framework Element, General Plan Mobility Element, LADOT Traffic Study Policies and Procedures, and State legislation (including AB 3005 and SB 743) that reprioritize transportation improvements to focus on access to transit and active transportation as strategies to reduce dependence on vehicular travel, and reduce VMT and associated greenhouse gas emissions.
- Develop amendments to the CTCSP and WLA TIMP that are aligned with City policies for the study area, as articulated in the Community Plans for the Westwood, Brentwood-Pacific Palisades, West Los Angeles, Palms-Mar Vista-Del Rey, Venice, and Westchester-Playa Del Rey communities, and the LAX Specific Plan.



Source: U.S. Census Bureau, Geography Division, 2010

Figure 3-1
Project Location Map



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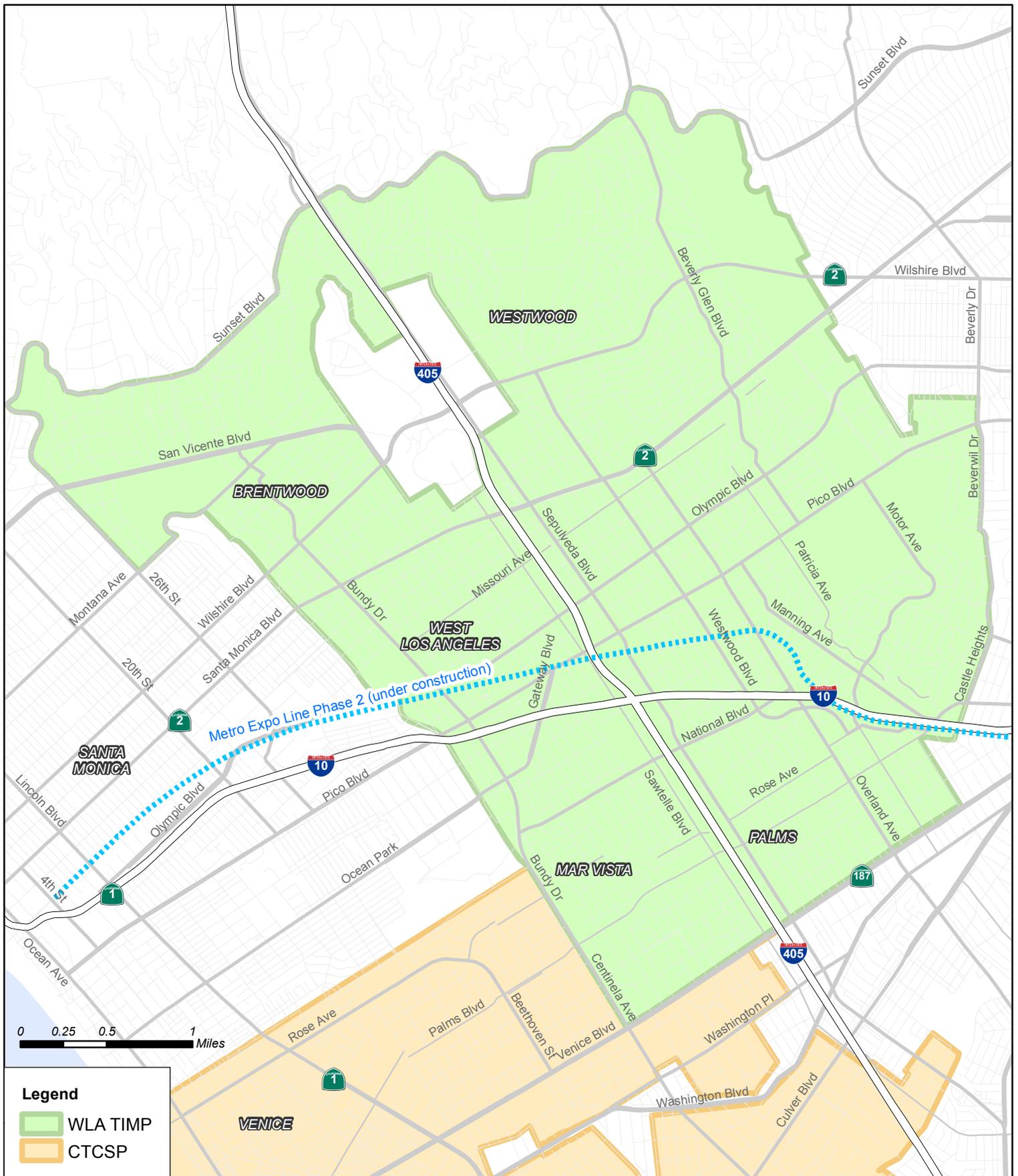


Source: U.S. Census Bureau, Geography Division, 2010

Figure 3-2
CTC Specific Plan Area



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Source: U.S. Census Bureau, Geography Division, 2010

Figure 3-3
WLA TIMP Specific Plan Area



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- Ensure the costs for transportation improvements within the study area are fairly distributed among all future land uses that will contribute to transportation impacts.
- Update TIA fees to provide a mechanism to fund specific transportation improvements that aims to decrease the cumulative impacts of new development and increase person throughput by increasing mobility options within the Westside.
- Update the TIA fee methodology to better align with a multimodal approach to planning for future transportation improvements.
- Update the TIA fee methodology to reflect an improved approach for measuring and addressing transportation impacts.

Secondary Objectives of the Specific Plan Amendments:

- Establish TIA fees that do not hinder the development of housing for diverse income levels in the Westside, including affordable housing for moderate, low, and very low income levels.
- Streamline the Specific Plan implementation process by aligning the CTCSP and WLA TIMP Specific Plan procedures with established City procedures.
- Develop consistent policy language between the CTCSP and WLA TIMP in order to make them easier to implement and administer.

3.5 Detailed Summary of Proposed Changes

The Proposed Project consists of amendments to the CTCSP and WLA TIMP. The updates of the CTCSP and WLA TIMP are consistent with the City’s multimodal approach to transportation planning and apply such principles to the Westside in a more targeted manner. The details are summarized below.

Amendments to Impact Fee Assessment and Methodology

Fees

The Proposed Project would revise the TIA fees required under each Specific Plan and corresponding ordinance. To determine the appropriate fee updates, a study was conducted to establish the nexus between new development that occurs in the study area and the need for new and expanded transportation facilities and programs, which include transit, bicycle and pedestrian oriented improvements in addition to the more traditional roadway and signalization improvements. After establishing the nexus, the study calculated the TIA fees to be levied for each type of land use. The amount of the TIA fees is based on each land use’s proportionate use of the transportation facilities in total. These updated fees have been incorporated into the proposed amendments to the Specific Plans.

The traditional approach to nexus studies has more often than not involved using automobile Level of Service (LOS) as a performance measure for the transportation system. As part of the proposed amendments to the CTCSP and WLA TIMP, alternative performance measures, such as VMT, person capacity and throughput, travel time, and accessibility have been used to gauge the effectiveness of the proposed mobility improvements. For this study, the nexus for the TIA fee updates is established using VMT per capita as a performance measure. The intent of this fee is to fund improvements for multiple modes of travel, such as motor vehicles, pedestrians, bicycles, and transit.

The updated CTCSP and WLA TIMP TIA fees were calculated by dividing the total number of net new PM peak hour trips by a portion of the updated project list costs. **Table 3-2** presents the average “per trip” fees within each of the Specific Plan areas.

Table 3-2 TIA Fees per Average PM Peak Hour Trip

Measure	WLA TIMP	CTCSP
Total Cost:	\$247,779,190	\$334,513,746
35% of Total Cost:	\$86,722,717	\$117,079,811
PM Trip Growth:	8,721	13,234
Average Cost Per PM Trip:	\$9,944	\$8,847

Source: Fehr & Peers. 2015. Transportation Impact Assessment (TIA) Fee Program Study for Coastal Transportation Corridor Specific Plan (CTCSP) and West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) Specific Plans Amendment Project.

Following the calculation of the average “per trip” cost, two variables were added to the fee calculations to further account for the transportation impacts of various land use types.

- **Average Vehicle-Trip Length:** The distance drivers are willing to travel is largely dependent on the purpose of their trip. For example, a person traveling to work may be willing to commute 10 miles each day (20 miles of total driving) but choose to shop and dine in their local community resulting in shorter trips.

The average trip length data were used to generate a VMT factor. The VMT factor was based on the average trip length generated by a single family household. Since single family households generate a variety of trip types, such as work, school and shopping trips, they are thought to reflect an average of a variety of trip types. Therefore, the VMT factor for a single family household is 1.0, and uses with longer average trip lengths, such as office, are greater (> 1.0) while uses with shorter trip lengths, such as locally serving retail, are lower (< 1.0). The VMT factor was accounted for in the calculation of fees for each land use type. As a result, the trip fees for land use types with a higher VMT factor were adjusted upward to reflect the greater VMT associated with these uses, and the trip fees for land use types with a lower VMT factor were adjusted downward to reflect the lower VMT associated with these uses.

- **Percent of New Vehicle Trips:** Trips generated by housing, employment centers, schools and other unique generators (e.g., hospitals) are considered to generate all “new” trips. However, a portion of trips associated with retail uses are not considered to be new trips; these trips are often referred to as “pass-by” trips. Pass-by trips are vehicles that are already traveling along a corridor that stop at a use on the way to their ultimate destination. For example, a person traveling on Santa Monica Boulevard from work to home may stop at a grocery store located along the corridor for a gallon of milk. In this case, the grocery store is not generating a new trip as that vehicle would have already been traveling along the roadway. LADOT’s Traffic Impact Study Guidelines (LADOT, 2014) report pass-by trip credits for various retail uses. These pass-by trip credits are reflect in the fee calculations.

The updated TIA fees by land use type for the CTCSP and WLA TIMP amendments are shown in **Table 3-3**.

Table 3-3 TIA Fees by Land Use Type

Land Use Category	Unit	ITE Code ¹	PM Trip Rate ¹	% New Trips ²	Trip Length	VMT Factor	WLA TIMP TIA Fee per Unit	CTCSP TIA Fee per Unit
Residential Land Uses								
Single Family	DU	210	1.00	100%	7.4	1.0	\$9,944	\$8,847
Apartment	DU	221	0.58	100%	6.7	0.91	\$5,222	\$4,646
High Rise Apartment	DU	222	0.35	100%	6.7	0.91	\$3,151	\$2,804
Condominium/Townhouse	DU	231	0.78	100%	6.7	0.91	\$7,023	\$6,248
High-Rise Condominium/Townhouse	DU	232	0.38	100%	6.7	0.91	\$3,421	\$3,044
Senior Housing	DU	252	0.25	100%	6.7	0.91	\$2,251	\$2,003
Affordable Housing	DU	--	--	--	--	--	\$0	\$0
Hotel	Room	310	0.60	100%	7.6	1.03	\$6,128	\$5,452
Retail & Service Land Uses								
Retail =< 250 KSF	1,000 s.f.	820	4.43	70%	3.6	0.49	\$15,001	\$13,347
Retail >250 KSF - 800 KSF ³	1,000 s.f.	820	Interpolate				Interpolate	Interpolate
Retail >800 KSF	1,000 s.f.	820	3.02	90%	5.2	0.70	\$18,993	\$16,897
Office & Medical Land Uses								
Office =< 50 KSF	1,000 s.f.	710	2.69	100%	9.8	1.32	\$35,425	\$31,517
Office >50 KSF - 250 KSF ⁴	1,000 s.f.	710	Interpolate				Interpolate	Interpolate
Office > 250 KSF	1,000 s.f.	710	1.43	100%	9.8	1.32	\$18,832	\$16,754
Medical Office	1,000 s.f.	720	3.57	100%	9.3	1.26	\$44,615	\$39,693
Hospital	1,000 s.f.	610	1.16	100%	9.3	1.26	\$14,497	\$12,897
Industrial Land Uses								
Industrial	1,000 s.f.	130	0.85	100%	5.6	0.76	\$6,396	\$5,691
Manufacturing	1,000 s.f.	140	0.73	100%	5.6	0.76	\$5,493	\$4,887
Warehouse	1,000 s.f.	150	0.32	100%	5.6	0.76	\$2,408	\$2,142
Mini-Warehouse	1,000 s.f.	151	0.26	100%	5.6	0.76	\$1,957	\$1,741

Source: Fehr & Peers, 2015.

Notes:

1. ITE Trip Generation, 9th Edition per LADOT Traffic Study Policies and Procedures.
2. Pass-by Trips per LADOT Traffic Study Policies and Procedures.
3. For retail uses greater than 250 KSF but less or equal to 800 KSF, interpolate between the lower (=< 250 KSF) and higher (>800 KSF) rates provided.
4. For office uses greater than 50 KSF but less or equal to 250 KSF, interpolate between the lower (=< 50 KSF) and higher (>250 KSF) rates provided.

Special Generators: LADOT will have the discretion to determine the appropriate data for input to the TIA Fee calculation; this will likely require a study to determine the trip rate, trip length, and pass-by rate data for the proposed use.

Trip Generation Tables

Each Specific Plan has trip generation tables (Appendix D in the CTCSP and Appendix A in the WLA TIMP) which assign trip generation rates for specific land uses. The trip generation rates are used to project the number of future trips associated with a new development and that trip number is one of the factors used to assess the TIA fee. Under the Proposed Project, the trip generation rates are proposed to be incorporated into the TIA fee tables for each Specific Plan area based on the nexus study discussed above. Trip generation rates for application in traffic impact studies would continue to be based on the procedures outlined in LADOT's Traffic Impact Study Guidelines (LADOT, 2014).

Transportation Impact Assessment Fee Exemption

In each Specific Plan area, some land uses, such as schools, residential uses, places of worship, and local serving uses, are currently exempt from paying the TIA fee. The proposed CTCSP and WLA TIMP amendments would remove the exemption for single-family and multi-family residential development, with the exception of affordable housing units. In addition, local serving uses, the first 30,000 square feet of shopping centers³ and freestanding commercial or medical office projects of less than 20,000 square feet⁴ would no longer be exempt from an impact fee.

In-Lieu Credits

The opportunities to receive in-lieu credit against the TIA fee would be updated to include affordable housing in both Specific Plans for projects that include affordable housing onsite. Previously, in-lieu credit for affordable housing units were only eligible in the CTCSP. Transit oriented developments that meet the criteria outlined per AB 3005 would also be eligible for a discount off their TIA fee. In addition, TDM Plans would no longer be eligible for in-lieu credit or be subject to noncompliance fees. Previously, in-lieu credit could be awarded for meeting TDM objectives, and noncompliance fees could be assessed for failing to sustain the achievement of TDM goals.

Affordable Housing Credit

Affordable housing proposed within the CTCSP and WLA TIMP area would be exempt from paying a TIA fee. If the proposed affordable housing units were part of a larger development project, the applicant could receive an in-lieu credit towards their TIA fees for other uses proposed as part of the project site. The updated TIA fees related to affordable housing are as follows:

- **Definition:** Affordable Housing is to be defined by the Housing Authority of the City of Los Angeles (HACLA)
- **Fee Exemption:** Affordable Housing would be exempt from paying the CTCSP and WLA TIMP TIA Fee. This fee exemption is offered in the current CTCSP and WLA TIMP.
- **Fee Credits:** A fee credit would be applied to the total TIA fees for a project for all Affordable Housing units provided on-site; the fee credit would apply to all Affordable Housing types (very low income, low income and moderate income). For every affordable housing unit provided, the developer would receive an in-lieu credit of 2.0 VMT adjusted trip credits per multi-family

³ Currently, the first 30,000 square feet of shopping centers is only exempted from the TIA in the existing WLA TIMP Specific Plan.

⁴ Currently, freestanding commercial or medical office projects of less than 20,000 square feet are only exempted from the TIA in the existing CTCSP.

dwelling unit (MFDU). The current CTCSP allows a fee credit for affordable housing both on- and off-site, while the current WLA TIMP does not offer the same credit.

Affordable Housing Dwelling Units (DU) provided on-site	=	2.0 VMT adjusted trip credits/MFDU Credited to trip fees for other uses onsite
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- **Maximum Credits:** In no case shall the housing in-lieu credits exceed 50 percent of the TIA fee for a project. The affordable housing in-lieu credit shall not be granted until issuance of the certificate of occupancy for the dwelling units. This policy of maximum credits remains consistent with the current CTCSP.

Transit-Oriented Development Credit

AB 3005 was signed by the Governor on September 30, 2008. The legislation requires a local agency, when imposing a fee for the purpose of mitigating vehicular traffic impacts on a housing development located near a transit station and meeting other specified characteristics, to set the fee at a rate that reflects reduced automobile trip generation, unless the local agency finds that the development would not significantly reduce automobile trip generation.

Many of the transportation improvements that have been identified as part of the updated CTCSP and WLA TIMP project lists are projects that would improve transit, bicycling, and walking in the Specific Plan areas. The implementation of the projects on the updated project lists would allow TOD sites to have the infrastructure needed to result in reduced vehicle-trip generation. Without the identified improvements, such as high quality transit service and an enhanced pedestrian environment adjacent to the transit stations, the TOD sites may not achieve their full potential for reductions in vehicle-trip generation.

To respond to AB 3005, TOD fee credits are included in the proposed amendments to the Specific Plans. The methodology for calculating the proposed TOD fee credits is detailed in the Nexus Study.

Amendments to the Lists of Transportation Improvements

The proposed amendments include updating the list of transportation improvements funded in part by the TIA fees in each Specific Plan area (Appendix B and Appendix C of the CTCSP and Appendix C of the WLA TIMP). The new projects, identified through an analysis of completed projects and a public outreach component of the Westside Mobility Plan process (including consultation with neighboring jurisdictions, Metro, and the California Department of Transportation [Caltrans]), are aimed at improving the existing transportation network, enhancing system capacity, reducing vehicle trips and VMT, and improving transit connectivity. For purposes of the EIR analysis, the transportation improvements proposed for inclusion in the CTCSP and WLA TIMP amendments are assumed to be implemented by 2035. The Proposed Project's updated lists of transportation improvements include the following categories of improvements: transit, bicycle and pedestrian, roadway and ITS, and trip reduction programs. The lists of transportation improvements may be revised every two years with substitute or additional improvements if the City Council, upon recommendation by LADOT and Los Angeles Department of City Planning (LADCP), has determined that the improvements are consistent with the objectives of the CTCSP and WLA TIMP and that a substitute improvement(s) fulfills the transportation objectives of the improvement(s) which it is to replace.

The types of projects and programs that would be included as transportation improvements for each Specific Plan are described below in **Tables 3-4** and **3-5**. These tables are not exhaustive but are representative of the types of improvements proposed for inclusion in the Specific Plan amendments.

Key components of the CTCSP Proposed Project list are illustrated in **Figure 3-4**. Key components of the West LA TIMP Specific Plan Proposed Project list are illustrated in **Figure 3-5**.

Table 3-4 CTCSP Proposed Project List (see Figure 3-4)

Transit	
<p>Lincoln BRT Center Running Bus Rapid Transit (BRT) on Lincoln Boulevard from the border of the City of Santa Monica to 96th Street Transit Station</p> <hr/> <p>Sepulveda BRT Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to 96th Street Transit Station</p> <hr/> <p>Venice Rapid Bus Enhancements Rebrand existing Rapid bus service on Venice Boulevard to serve Venice Beach area, increase service frequency, and implement stop improvements</p> <hr/> <p>Circulator/Shuttle Service Circulator bus/shuttle to connect activity centers to major transit stations, such as:</p> <ul style="list-style-type: none"> ▪ Loyola Marymount / Westchester Circulator ▪ Venice / Playa Vista / Fox Hills Circulator ▪ Venice Circulator 	<p>Bus Rapid Transit (BRT) A bus system that operates in a dedicated right of way, typically either center running, or in a curb side dedicated bus lane. BRT also can feature platform boarding, and off vehicle payment, similar to light rail.</p>
Bicycle and Pedestrian	
<p>Mobility Hubs Install a full-service Mobility Hub at or adjacent to major transit stations and Satellite Hubs surrounding the stations. A hub may include secure bike parking and car/bike sharing to bridge the first/last mile of a transit user's commute.</p> <hr/> <p>Venice Streetscape Improvements Implement streetscape improvements along Venice Boulevard between Lincoln Boulevard and Inglewood Boulevard</p> <hr/> <p>Centinela Streetscape Improvements Implement streetscape improvements along Centinela Avenue between Washington Boulevard and Jefferson Boulevard</p> <hr/> <p>Centinela Creek Multi-Use Path Centinela Creek path from Ballona Creek to Centinela Avenue east of I-405</p> <hr/> <p>Sepulveda Channel Multi-Use Path Sepulveda Channel path from Ballona Creek to Washington Boulevard</p> <hr/> <p>Citywide Bicycle Plan Per Mobility Plan 2035, implement bicycle facilities to provide a system of streets linking to major employment centers, transit stations and stops, and educational, retail, entertainment and recreational resources</p> <hr/> <p>Beethoven Street / McConnell Avenue Neighborhood Enhanced Network (NEN) Street Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors</p> <hr/> <p>Venice Boulevard Cycle Track Venice Boulevard throughout the CTCSP area</p>	<p>Multi-Use Path A Multi-Use path is a facility that provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicles cross-flow minimized.</p>
	<p>Neighborhood Enhanced Network (NEN) Street Neighborhood enhanced streets may include a range of bicycle and pedestrian treatments and traffic calming elements from simple signage and pavement markings to mini traffic circles to traffic diverters.</p>

Washington Boulevard Cycle Track

Washington Boulevard from Admiralty Way to Pacific Avenue

Lincoln Boulevard Cycle Track

Lincoln Boulevard from Jefferson Boulevard to Fiji Way (as part of the reconstruction of the Lincoln Boulevard Ballona Creek Bridge project)

Culver Boulevard Bike Lane

Culver Boulevard from McConnell Avenue to Playa Del Rey

Bicycle Transit Centers

Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities

Bikesharing

Provide public bicycle rental in "pods" located throughout the Westside



Sample Bike Share Station

Enhance Pedestrian Access to Major Transit Stations

Implement pedestrian connectivity improvements at major transit stations by providing enhanced sidewalk amenities, such as landscaping, shading, lighting, directional signage, shelters, curb extensions, enhanced crosswalks, as feasible

Sepulveda Boulevard Pedestrian Improvements

Implement sidewalk and streetscape improvements, bus stop lighting at transit stops, and enhanced crosswalks on Sepulveda Boulevard between 76th Street and 80th Street

Sidewalk Network & Pedestrian Enhancements

Complete gaps in the sidewalk network and provide pedestrian enhancements

Roadway & ITS**Culver Boulevard Corridor**

Improve traffic flow along Culver Boulevard between Centinela Avenue and I-405 Freeway including providing left-turn lanes at key signalized intersections (including Inglewood Boulevard)

Lincoln Boulevard Bridge Enhancement

Improve Lincoln Boulevard between Jefferson Boulevard and Fiji Way to remove the existing bottleneck by providing an additional southbound lane, transit lanes and on-street bike lanes. Improvements to serve all modes of travel would be implemented as follows: 1) an additional southbound lane for vehicles would be provided (currently, Lincoln narrows from three to two travel lanes in the southbound direction just south of Fiji Way whereas three travel lanes are provided in the northbound direction), 2) bus-only lanes would be provided in the median, 3) cycle tracks would be provided on both sides of the roadway to connect the existing bicycle lanes to the south with the Ballona Creek bicycle path, and 4) sidewalks would be provided on both sides of the street (the existing bridge does not provide sidewalks).

Access Improvements to LAX

On-going coordination with Los Angeles World Airports (LAWA) on airport related improvements, which may include a combination of roadway capacity enhancements, streetscape improvements, and multi-modal improvements

Neighborhood Protection Program

The objective of this Program is to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program will establish measures to make the primary arterial routes more attractive and local routes less attractive for through traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary arterial street and highways system.

ITS Corridor & Signal Upgrades

Install ITS improvements along major corridors. Install signal upgrades as part of the next evolution of ATSC, including detector loops for traffic volume data and monitoring

Congestion Monitoring

Install a closed circuit television (CCTV) camera and necessary infrastructure to improve LADOT's ability to monitor and respond to real-time traffic conditions

Major Intersection Improvements

Funding for spot intersection improvements, such as turn-lane or safety improvements

Trip Reduction Programs**ExpressPark**

Implement an on-street intelligent parking program that includes vehicle sensors, dynamic demand-based pricing and a real-time parking guidance system to reduce VMT and congestion and improve flow for cars/buses

Strategic Parking Program

Implement a Westside parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations

Rideshare Toolkit

Develop an online Transportation Demand Management (TDM) Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. Include incentive programs for employers, schools, and residents. Toolkit would be specific to City businesses, employees, and visitors and would integrate traveler information and also include carpooling/vanpooling and alternative work schedules.

Parking Utilization Improvements & Reduced Congestion

Develop an on-line system for real-time parking information, including GIS database and mapping. Improve parking, wayfinding and guidance throughout commercial areas.

Transportation Demand Management Program

The program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs) as well as provide guidance and implementation of a TDM program

Table 3-5 West LA TIMP Proposed Project List (see Figure 3-5)

Transit	
<p>Sepulveda BRT Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to 96th Street Transit Station</p>	 <p><i>Concept of Center Running BRT</i></p>
<p>Santa Monica BRT Curb-running peak hour bus-only lanes on Santa Monica Boulevard within the WLA TIMP boundary with enhanced bus stop amenities</p>	
<p>Olympic Rapid Bus Enhancements Extend Rapid bus service along Olympic Boulevard from its current terminus in Century City to the future Metro Exposition Line station at Westwood Boulevard</p>	
<p>Venice Rapid Bus Enhancements Rebrand existing Rapid bus service to serve Venice Beach area with increased service frequency on Venice Boulevard and stop improvements</p>	
<p>Pico Rapid Bus Enhancements Improve existing Rapid service through increased frequency, stop improvements, and construction of a new rapid stop in Century City</p>	
<p>Circulator/Shuttle Service Circulator bus/shuttle to connect activity centers to major transit stations, such as:</p> <ul style="list-style-type: none"> ▪ Sawtelle service between Wilshire Boulevard and the Expo Sepulveda Station ▪ Bundy service between Brentwood, the Expo Bundy Station, and National Boulevard ▪ Palms Circulator to connect to Expo Station ▪ Century City Circulator to connect to Expo Station 	<p>Circulator A circulator bus is a type of local bus that operates in small geographical areas. Like typical local buses, the circulators operate in mixed flow traffic with frequent stops.</p>

Bicycle and Pedestrian

Mobility Hubs

Install a full-service Mobility Hub at or adjacent to Major Transit Stations and Satellite Hubs surrounding the station. A hub may include secure bike parking and car/bike sharing to bridge the first/last mile of a transit user's commute.

Enhance Pedestrian Access to Major Transit Stations through Streetscape Improvements

Implement the following streetscape plans currently being developed through various planning efforts in West LA:

- Olympic Boulevard from Centinela Avenue to Barrington Avenue (Expo Transit Neighborhood Plan)
- Bundy Drive from Missouri Avenue to Pico Boulevard (Expo Transit Neighborhood Plan)
- Sepulveda from Olympic Boulevard to National Boulevard (Expo Transit Neighborhood Plan)



Mobility Hub Car Share Concept

- National Boulevard from Castle Heights Avenue to Mentone Avenue (Expo Transit Neighborhood Plan)
- Palms Boulevard from Motor Avenue to National Boulevard (Expo Transit Neighborhood Plan)
- Pico Boulevard from I-405 to Patricia Avenue (Westside Mobility Plan)
- Pico Boulevard from Centinela Avenue to I-405 (Westside Mobility Plan)
- Motor Avenue from I-10 to Venice Boulevard (Westside Mobility Plan)



Illustration of Streetscape Improvements

Westwood Boulevard

Improvements along Westwood Boulevard between the future Expo light rail transit (LRT) station, Westwood Village, and University of California, Los Angeles (UCLA) could include transit, bicycle and pedestrian enhancements (that do not require removal of vehicular travel lanes or on-street parking) or bicycle enhancements on parallel roadways

Prosser/Westholme Avenue NEN Street

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors, such as Westwood Boulevard, connecting Expo Bike Path to UCLA

Veteran Avenue NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors, such as Westwood Boulevard

Gayley Avenue/Montana Avenue (east of I-405) NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors

Montana Avenue (west of I-405) NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors

Barrington Avenue/McLaughlin Avenue NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors

Ohio Avenue NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors, including gap closure at Santa Monica Boulevard

Motor Avenue Cycle Track

Motor Avenue between I-10 and Venice Boulevard

Santa Monica Boulevard Cycle Track
 Santa Monica Boulevard in the “parkway” section east of Sepulveda Boulevard

Venice Boulevard Cycle Track

Venice Boulevard within the WLA TIMP boundary

Gateway Boulevard to Ocean Park Bike Lane

Gateway Boulevard to Ocean Park Boulevard gap closure

Bicycle Transit Centers

Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities

Bikesharing

Provide public bicycle rental in "pods" located throughout the Westside

Sidewalk Network & Pedestrian Enhancements

Complete gaps in the sidewalk network and provide pedestrian enhancements

Exposition Light Railway Greenway Improvement Project

The project proposes to transform existing city-owned vacant parcels into a neighborhood greenway that includes construction of a multi-use path with drought tolerant landscaping, simulated stream to treat urban runoff, educational amenities and interpretive signs. Project is located along Exposition Boulevard between Westwood and Overland along future Expo LRT Westwood Station.

Cycle Track

A cycle track is an on-street dedicated bicycle facility that provides a physical separation for the bicycle lane from vehicular travel lanes and sidewalks via raised curbs/medians, bollards and striping, on-street parking, or some combination of these features.



Illustration of Cycle Track

Roadway & ITS

Olympic Boulevard Operations

Implement operational improvements along Olympic Boulevard adjacent to I-405

Bundy Drive/I-10 Ramp Improvements

Operational improvements at the I-10 ramp connections to Bundy Drive

Sunset Boulevard Operations

Implement operational improvements along Sunset Boulevard. Improvements could include the following: ITS corridor improvements; signal upgrades as part of the next evolution of ATSAC; intersection improvements, such as turn-lane or safety improvements.

Neighborhood Protection Program

The objective of this Program is to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program will establish measures to make the primary arterial routes more attractive and local routes less attractive for through traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary arterial street and highways system.

Major Intersection Improvements

Funding for spot intersection improvements, such as turn-lane or safety improvements

ITS Corridor & Signal Upgrades

Install ITS improvements along major corridors. Install signal upgrades as part of the next evolution of ATSAC, including detector loops for traffic volume data and monitoring

Congestion Monitoring

Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions

Trip Reduction Programs

ExpressPark

Implement an on-street intelligent parking program that includes vehicle sensors, dynamic demand-based pricing and a real-time parking guidance system to reduce VMT, congestion and to improve flow for cars/buses.

Strategic Parking Program

Implement a Westside parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations.

Rideshare Toolkit

Develop an online TDM Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. Include incentive programs for employers, schools, and residents. Toolkit would be specific to City businesses, employees, and visitors and would integrate traveler information and also include carpooling/vanpooling and alternative work schedules.

Parking Utilization Improvements & Reduced Congestion

Develop an on-line system for real-time parking information, including GIS database and mapping. Improve parking, wayfinding and guidance throughout commercial areas.

Transportation Demand Management Program

The program would provide start-up costs for TMOs/TMAs as well as provide guidance and implementation of a TDM program.

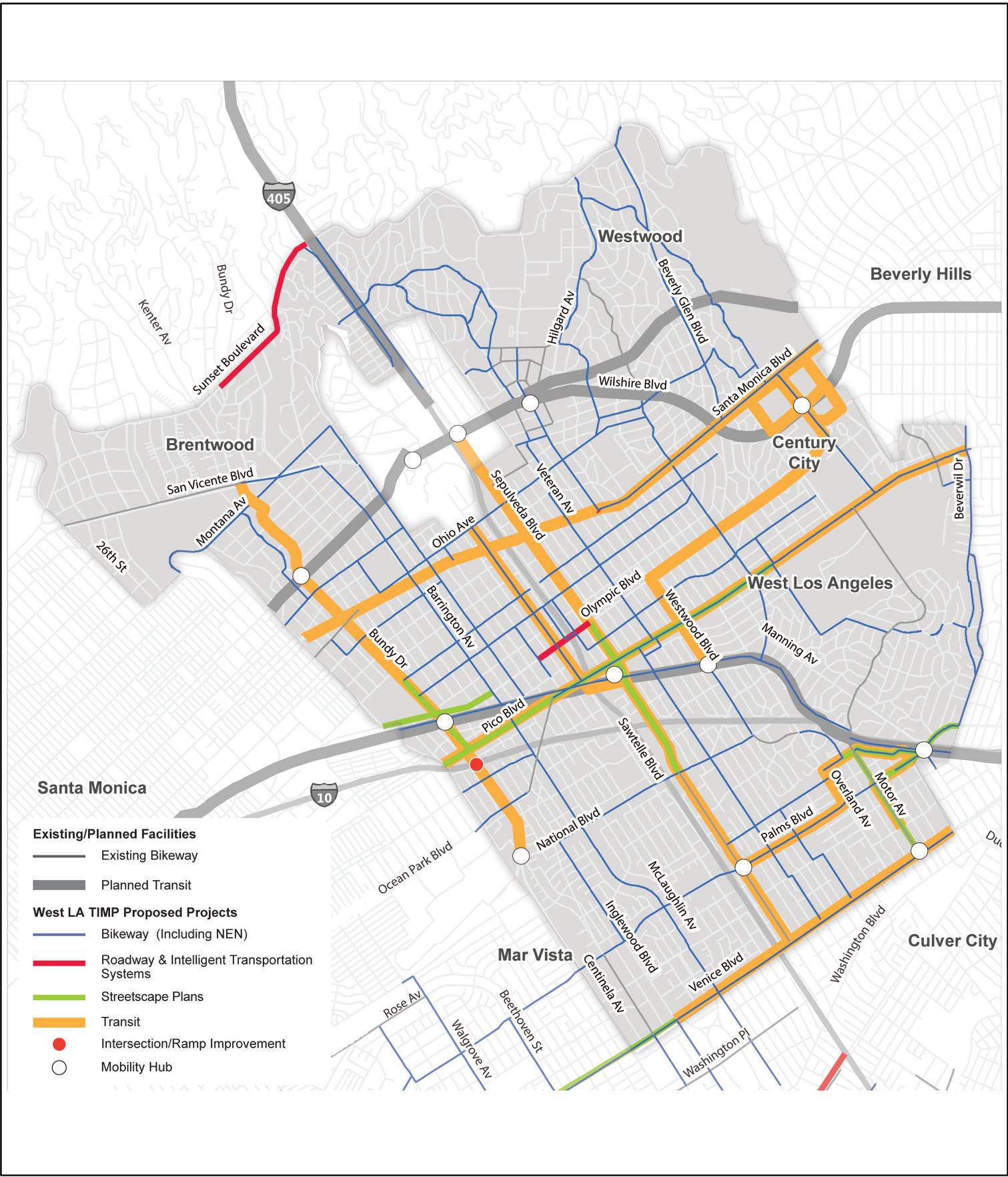


Source: Fehr & Peers, 2015

Figure 3-4
Key Components of CTCSP Proposed Project List



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Source: Fehr & Peers, 2015

Figure 3-5
Key Components of WLA TIMP Proposed Project List



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Summary of Amendments to the Specific Plans by Section

The following is a summary of the proposed amendments organized by sections in the WLA TIMP and CTCSP Specific Plans. The following sections are listed in the proposed order that would be identical in both the WLA TIMP and CTCSP. Currently the two existing Specific Plans do not follow the same order. Reference to each Specific Plan's original section are cited in the text description. The exact language of the amendments would be determined upon review and approval by various decision-making bodies, including the Los Angeles City Council.

Section 1. Repeal of the 1993 Coastal Transportation Corridor Specific Plan, Ordinance No. 168,999; Repeal of the 1997 West Los Angeles Transportation Improvement and Mitigation Specific Plan, Ordinance No. 171,492

This section would repeal the existing plan ordinances and establish the updated Specific Plan ordinances. This section would replace Section 1 in the existing CTCSP, and would establish a new section in the existing WLA TIMP.

Section 2. Establishment of Coastal Transportation Corridor Specific Plan; Establishment of the West Los Angeles Transportation Improvement and Mitigation Specific Plan

This section would be revised to ensure that both Specific Plans' objectives reflect the goals of lowering the study area's vehicle miles traveled per capita and emphasizing multimodal transportation improvements. This section would replace Section 2 in the existing CTCSP and Section 1 in the existing WLA TIMP.

Section 3. Relationship to Provisions of the Los Angeles Municipal Code

This section would be revised to ensure that references to the Los Angeles Municipal Code are consistent with the current Los Angeles Municipal Code. Any outdated references would be corrected accordingly. This section would replace Section 3 in the existing CTCSP and replace Section 2 in the existing WLA TIMP.

Section 4. Definitions

This section would be revised to remove outdated definitions that no longer pertain to the implementation of the plans (e.g., Level of Service, Trip Cost Factor, City Building Cost Index, Larger Transportation Improvement, Super Major Highway, Supermarket, V/C Ratio). This section would also update existing definitions (e.g. Affordable Dwelling Unit, Neighborhood Traffic Mitigation Program [NTMP], Project Serving Improvements, Significant Transportation Impact, Transportation Demand Management, Trip). New definitions would also be introduced (e.g., Car Share, Consumer Price Index, Dedicated Transit Line, High Occupancy Vehicle, Multi-modal, Streetscape Plan, Transportation Demand Management [TDM] Plan, VMT [Vehicle Miles Traveled]). This section would replace Section 4 in the existing CTCSP and replace Section 3 in the existing WLA TIMP.

Section 5. Initial Assessment

This section would be added to clarify the process by which applicants initiate an application with the City in order to fulfill the requirements of the ordinance. The application filing requirement and exemptions from the CTCSP and WLA TIMP ordinances would be described in this section. In the existing plans, application filing requirements and exemptions from the ordinances are described in the Transportation Mitigation and Procedures Section. Exemptions would be revised to ensure that exemptions in both plans are consistent with one another. The existing exemption for single-family dwelling projects would be removed, while an exemption for additions or alterations of residential

uses that do not add net new dwelling units would be added. This is a new section in both the existing CTCSP and the existing WLA TIMP.

Section 6. Transportation Mitigation Procedures

This section would be revised to now direct the applicant to LADOT’s Traffic Study Policies and Procedures for the purposes of meeting traffic study and traffic impact mitigation requirements. This section would be revised to clarify how the CTCSP and WLA TIMP relate to CEQA. This section would no longer describe exemptions from the CTCSP and WLA TIMP ordinances. This section would replace Section 5 in the existing CTCSP and replace Section 4 in the existing WLA TIMP.

Section 7. Transportation Demand Management Plan

Previously listed under the “Transportation Mitigation Standards and Procedures” in the existing WLA TIMP (Section 4.G) and CTCSP (Section 5.G), this section would now be a standalone section. This section would be revised to include additional TDM elements that did not exist previously in the current Specific Plans.

Section 8. Transportation Impact Assessment Fee

This section would be revised to reflect a new methodology for calculating the TIA fee. This section would also revise the annual indexing method by using the Construction Cost Index instead of the City Building Cost Index.⁵ The section would also revise the exemptions list to include affordable dwelling units, while no longer exempting the following: single family and multi-family dwellings, local serving uses, the first 30,000 square feet of shopping centers, freestanding commercial or medical office projects of less than 20,000 square feet, and telework facilities. These exemptions would no longer be needed under the new methodology. Education-related exemptions are clarified to include child care facilities and K-12 educational institutions. This section would replace Section 6 in the existing CTCSP and replace Section 5 in the existing WLA TIMP.

Section 9. Credits from the TIA Fee

This section would be revised to ensure the requirements for receiving trip credits for existing uses are consistent with the current guidelines described in LADOT’s Traffic Study Policies and Procedures. This section would also revise the opportunities for in-lieu credit. Credit against the TIA fee would be awarded for the provision of affordable housing units and for eligible transit-oriented developments. Additionally, in-lieu credit granted based on the effectiveness of a TDM program would no longer be offered. This section would replace Section 7 in the existing CTCSP and replace Section 6 in the existing WLA TIMP.

Section 10. Phasing Program

Minimal clarifying amendments are anticipated to be required to this section. In addition to the existing requirements of Phasing Programs, TDM programs will also be required. This section is located in Section 8 in the existing CTCSP and in Section 7 in the existing WLA TIMP.

Section 11. Appeals

This section would be revised to establish a uniform appeals process in both plans, where the first level of appeal is reconsideration by LADOT, and the second level of appeal is outlined in Los Angeles

⁵ Any change to the proposed fees other than the annual indexing method using the Consumer Price Index would require a new fee study and fee adoption.

Municipal Code Section 11.5.7C.6. This section would replace Section 9 in the existing CTCSP and replace Section 8 in the existing WLA TIMP.

Section 12. Review of the Specific Plan

This section would be revised to include the Department of City Planning as a recipient of the status report submitted by LADOT and to clarify how the monitoring requirements of the Mitigation Fee Act shall be met. This section would replace Section 10 in the existing CTCSP and replace Section 9 in the existing WLA TIMP.

Section 13. Severability

No amendments are anticipated to be required to this section. This section would remain the same as its equivalent section in the existing CTCSP (i.e., Section 12), while replacing Section 10 in the existing WLA TIMP.

Appendix A

This appendix would be revised to establish a new list of transportation improvements that reflect a multimodal approach. This section would replace Appendix B and C in the existing CTCSP and replace Appendix C in the existing WLA TIMP.

Appendix B (Livable Boulevards Streetscape Plan)

This Appendix would be added to document the community's desired streetscape improvements to five street segments in the study area.

TIA Fee Table (Separate Resolution)

Appendix A in the existing CTCSP and Appendices A and B in the existing WLA TIMP include TIA fee tables. These existing fee tables would be revised to establish new fee tables based on an updated fee methodology. These tables would be adopted by a separate resolution and would not be included as appendices to the Specific Plan ordinances. A resolution with new fee tables would replace Appendix A in the existing CTCSP and replace Appendices A and B in the existing WLA TIMP.

3.6 Related Plans and Programs

The proposed amendments to the CTCSP and WLA TIMP represent just one of several planning efforts currently being undertaken by the City and regional agencies aimed at improving overall mobility and transportation options within the Westside. These initiatives include the update to the City's Mobility Element, the statewide Complete Streets Directive, Mayor Garcetti's Great Streets Initiative, Metro's Exposition Light Rail Transit project, and the Exposition Corridor Transit Neighborhood Plan. Each of these plans is briefly described below, as well as their relation to the Project for purposes of CEQA.

Mobility Plan 2035

The City recently updated the Transportation Element of the City's General Plan, referred to as Mobility Plan 2035 or MP 2035, to reflect policies and programs that will lay the policy foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles, including the Westside (City of Los Angeles, 2015a). The Updated Mobility Plan and Recirculated Draft EIR were released on February 19, 2015. The Plan was initially adopted by City Council on August 11, 2015, at which time the Final EIR was certified, and was readopted in November 2015. MP 2035 was prepared in compliance with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a city's General Plan be modified to plan for a

balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. MP 2035 provides the framework for future planning documents, such as the proposed amendments to the CTCSP and WLA TIMP, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to realize MP 2035. The proposed updates to the CTCSP and WLA TIMP project lists reflect the vision of MP 2035, however, they do not reflect full buildout of MP 2035. Rather, many of the projects contained in the updated project lists provide a first-step in implementing MP 2035. Full implementation of MP 2035 is considered in the cumulative impact analysis (see Chapter 5, *Other CEQA Considerations*).

Complete Streets' Directive

Caltrans enacted Complete Streets: Integrating the Transportation System (Complete Streets Directive) in October 2008, which required cities to plan for a “balanced, multimodal transportation network that meets the needs of all users of streets” (California Department of Transportation [Caltrans], 2014). A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs. As noted above, MP 2035, upon which the Proposed Project is based, was prepared in compliance with the Complete Streets Act, thus, the Proposed Project is also in compliance with the Act.

Exposition Corridor Transit Neighborhood Plan

The Exposition Corridor Transit Neighborhood Plan (ECTNP) is a City of Los Angeles project, currently in progress, to plan for development around five new light rail stations within the boundaries of the City currently in the construction phase as part of the Metro's Exposition Line (Expo) Phase 2 project (City of Los Angeles, 2015b). The intent of the project is to encourage new infill development around the future transit stations, with the goal of promoting transit ridership and creating an active, mixed-use environment in the station areas. Of the five new transit stations planned along this portion of the Exposition Corridor, four are located within the WLA TIMP Specific Plan area. Implementation of the ECTNP project is considered in the cumulative impact analysis (see Chapter 5, *Other CEQA Considerations*).

Metro Exposition Light Rail Transit

The Metro Exposition light rail transit project (Expo LRT) is a 15.2-mile-long transit line running between Downtown Los Angeles and the City of Santa Monica. The majority of the line runs along the Exposition right-of-way, roughly parallel to the Santa Monica Freeway (I-10). Phase 1 of the line, completed in 2012, extends from Downtown to Culver City. Phase 2, which will extend an additional 6.6 miles from the Phase 1 terminus in Culver City to Santa Monica, is currently under construction and scheduled for completion in 2016 (Los Angeles Metropolitan Transportation Authority, 2015). Operation of the Expo LRT was assumed in the Future without Project and Future with Project scenarios evaluated in this EIR. In addition, as noted above, development surrounding Expo LRT stations was considered in the cumulative impact analysis.

Great Streets

Mayor Eric Garcetti enacted the Great Streets Initiative in October 2013 to activate public spaces, provide economic revitalization, increase public safety, enhance local culture, and support neighborhoods (City of Los Angeles, 2015c). The Great Street projects will add bike racks, medians, plazas, sidewalk repairs, bus stops, pocket parks, crosswalks and other improvements aimed at attracting pedestrians and new businesses. Two Great Street projects are located within the project area, the improvement of Venice Boulevard between Beethoven Street and Inglewood Boulevard and Westwood Boulevard between Le Conte Avenue and Wilshire Boulevard. This project would be supplemented with the creation of a long-term streetscape plan that is proposed to be incorporated into the CTCSP updated project list.

3.7 Construction Schedule and Phasing

While a wide range of transportation improvements are contemplated in the proposed amendments to the CTCSP and WLA TIMP, including bus rapid transit and others, as noted above, these improvements would not be entitled or constructed as part of this Proposed Project; rather, these improvements will be analyzed further at the project level through separate environmental analyses and approval processes. As the individual improvements are not proposed for construction at this time, a schedule and phasing plan have not been developed for the set of improvements included in the CTCSP and WLA TIMP amendments. The City does not otherwise have information or reason to reasonably forecast which improvements would be constructed or implemented in the near term. Therefore, for purposes of the EIR analysis, the transportation improvements proposed for inclusion in the CTCSP and WLA TIMP amendments are assumed to be implemented by 2035.

3.8 Discretionary Actions and Approvals

The Proposed Project would require approval of the proposed amendments to the CTC and WLA TIMP Specific Plans by the City Planning Commission and City Council. Council actions to approve the CTC and WLA TIMP Specific Plans, including the associated transportation improvement lists, would include the adoption of ordinances. The TIA fee schedules and fee exemptions may be adopted by a separate resolution. Affected General Plan elements, including but not limited to, the Mobility Element, and affected Community Plans, would be updated to reflect these amendments and consistency with the updated goals and objectives of the Specific Plan amendments (see Appendix H, *Updated Community Plan Text*).

Entitlements for the transportation improvement projects on the Proposed Project list are not included in this adoption process. The Proposed Project would not, itself, entitle or otherwise approve any transportation projects. Projects on the proposed transportation improvement list would be individually subject to review in accordance with local, state and federal procedures; in addition, the individual projects would be subject to CEQA and, potentially, National Environmental Policy Act (NEPA) requirements. For example, it is anticipated that bus rapid transit (BRT) projects would be subject to analysis in project-level CEQA documents, while other projects, such as some pedestrian improvements, may be determined to be exempt under CEQA. In addition, some of the proposed improvements (such as the installation of street furniture) may not be considered to be “projects” under CEQA; these improvements would not require any CEQA analysis.

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