

## Appendix A - Part 1

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Proposed Amendments to the Coastal  
Transportation Corridor Specific Plan and  
West Los Angeles Transportation Improvement  
and Mitigation Specific Plan

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**WEST LOS ANGELES**  
**TRANSPORTATION IMPROVEMENT AND MITIGATION**

**DRAFT Specific Plan**

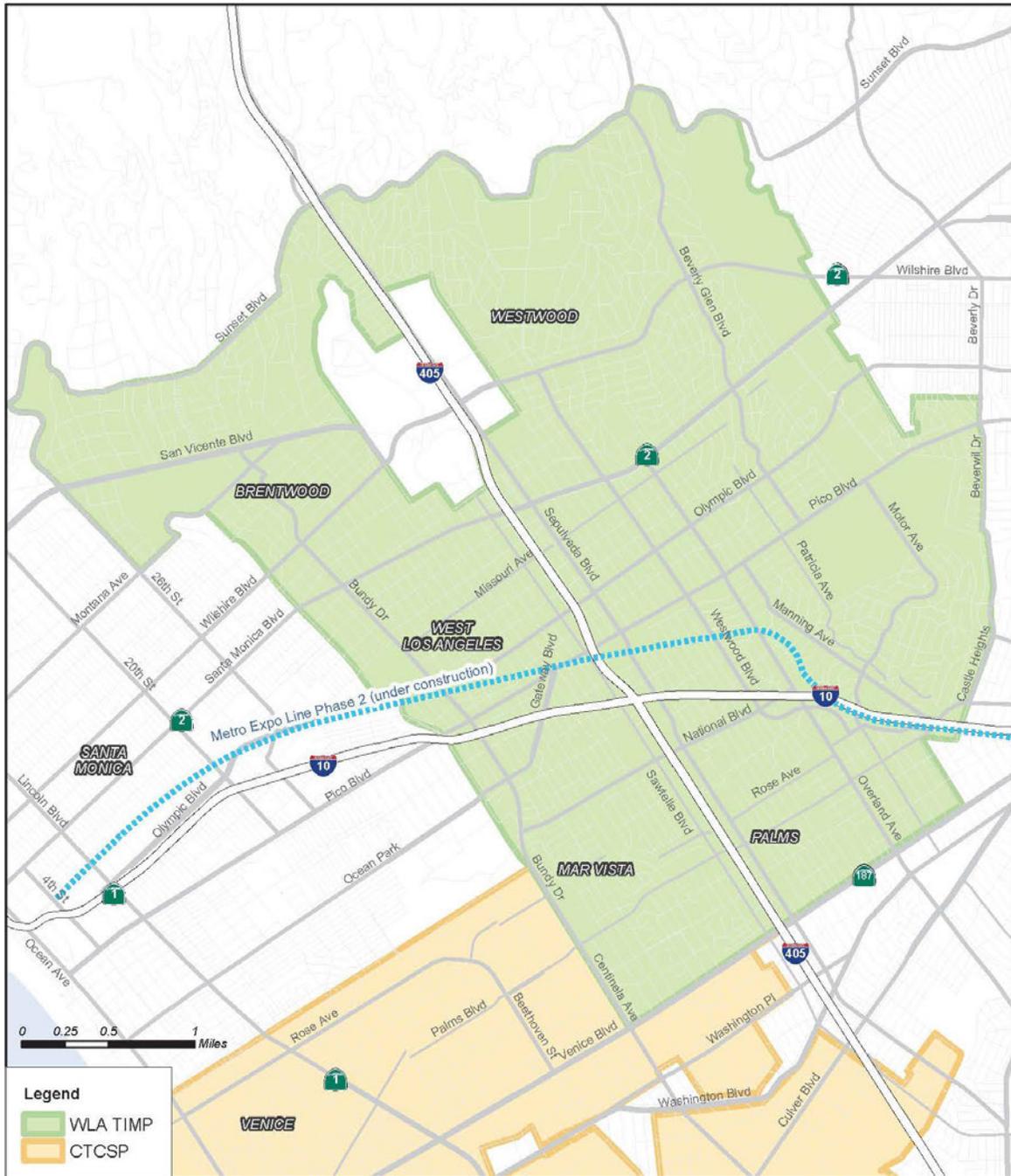
**Ordinance No. ###**  
**Adopted month day, year**

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A Part of the General Plan - City of Los Angeles  
<http://cityplanning.lacity.org> (General Plan - Specific Plan)

Map 1. West Los Angeles Transportation Improvement and Mitigation Specific Plan Area



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



# WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION SPECIFIC PLAN

An Ordinance repealing Ordinance No. 171,492 and establishing the West Los Angeles Transportation Improvement and Mitigation Specific Plan for the issuance of building permits for properties within the Westwood, West Los Angeles, Brentwood- Pacific Palisades, and the Palms-Mar Vista-Del Rey Community Plan Areas 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 as shown in the map.

THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:

## Section 1.

### **REPEAL OF THE 1997 WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION SPECIFIC PLAN, ORDINANCE NO. 171,492**

Ordinance No. 171,492 is hereby repealed.

## Section 2.

### **ESTABLISHMENT OF TRANSPORTATION MITIGATION SPECIFIC PLAN**

#### **A. Purpose**

The West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) intends to:

1. Improve mobility options within the WLA TIMP Area through the development of a more comprehensive, multi-modal transportation system consistent with the City's General Plan Elements (Transportation Element or Mobility Plan 2035 and Community Plans); and
2. Mitigate the cumulative transportation impacts resulting from new development within the WLA TIMP Area by providing a mechanism to fund specific transportation improvements; and
3. Establish the Transportation Impact Assessment (TIA) Fee

process for new development located within the Specific Plan Area; and

4. Require that new development mitigate transportation impacts; and
5. Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses; and
6. Establish a process for implementing infrastructure in the WLA TIMP Area; and
7. Promote area wide transit enhancement through additional transit lines, shuttles, transit centers and facilities which expedite transit flow; and
8. Promote development of a North/South light rail or bus rapid transit on Lincoln and Sepulveda Boulevards; and
9. Promote and increase transit ridership, bicycling, walking, ridesharing, and transportation demand management (TDM) best practices to reduce auto trips and more effectively manage the capacity of the transportation system through a multi-modal approach; and
10. Avoid an increase in Vehicles Miles Traveled (VMT) per capita; and
11. Promote neighborhood protection programs to minimize intrusion of commuter traffic through residential neighborhoods; and
12. Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies; and
13. Reduce commute Trips by encouraging the development of affordable housing at or near job site and near transit; and
14. See to that contributors to the WLA TIMP Fund significantly benefit from the public transportation, bicycle, and pedestrian improvements constructed using TIA fee funds.

#### **B. Specific Plan Area**

The Specific Plan Area includes all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey Community Plan Areas 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, as shown on Map 1.

**Section 3.**

**RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE**

- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter or other ordinances, except as specifically provided herein.
- B. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7F.

**Section 4.**

**DEFINITIONS**

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03, if defined therein.

**Affordable Dwelling Unit:** A dwelling unit which is rented or sold at an affordable level to and occupied by persons or families whose annual income does not exceed 120 percent (120%) of the annual median income (AMI) for persons or families residing in the Los Angeles County. Median income and Affordable Housing costs shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the California Department of Housing and Community Development or its successor or assignee. Affordable Dwelling Units shall have a covenant certified by the City of Los Angeles Housing and Community Investment Department or its successor agency.

**Applicant:** Any person, as defined in LAMC Section 11.01, submitting an application for a building, grading or foundation permit for a Project.

**ATSAC:** Los Angeles Department of Transportation "Automated Traffic Surveillance and Control" (ATSAC) Program to improve traffic signals in the City of Los Angeles.

**Car Share:** A type of car rental service where people rent cars for short periods of time, typically by the hour.

**Carpool:** Two or more persons traveling together in a single vehicle.

**Child Care Facility:** A facility which provides child care to serve the children

of employees in this Plan area or an adjacent employment center. Child care facilities include infant care centers, day care centers, school age child day care centers and after school programs as defined under applicable State laws and regulations and approved by the City's Child Care Coordinator or the City Council.

**Construction Cost Index (CCI):** Measures changes in the price level of construction costs such as construction material and labor. The CCI is published every month by Engineering News Record and has data specifically for Los Angeles and also for 20 cities averaged across the US.

**Dedicated Transit Line:** Transit service that operates in right-of-way dedicated only to transit vehicles, including light rail trains and bus rapid transit in which the buses have their own travel lane during peak hours or all-day.

**Governmental or Public Facility:** Capital improvements and/or buildings or structures used for the operation of City, County, State or Federal governments including, but not limited to, police and fire stations, government offices, government equipment yards, sanitation facilities, schools, parks, and other similar administrative facilities in which general government operations are conducted. Private, commercial or industrial activities pursuant to lease agreements on public lands shall not be considered Governmental or Public Facilities.

**In-Lieu Credit:** A credit toward payment of the Transportation Impact Assessment Fee, pursuant to the provisions of Section 8 of this Ordinance.

**Income, Very Low, Low or Moderate:** Annual income of a household that does not exceed the amounts designated for each income category (Very Low, Low, or Moderate) as determined by the California Department of Housing and Community Development or any successor agency.

**LADCP:** City of Los Angeles Department of City Planning.

**LADOT:** City of Los Angeles Department of Transportation.

**LAMC:** Los Angeles Municipal Code.

**Mitigation Fee Act:** California Government Code, sections, 66000-66026, including as they may be amended from time to time.

**Multi-modal:** Accommodations for multiple modes of travel (e.g. transit, bicycle, pedestrian, motor vehicle) as a part of a transportation system.

**Neighborhood Traffic Management (NTM) Program:** A plan to prevent, control, or minimize Project traffic from traveling through nearby residential areas or local streets and mitigate transportation impacts on local streets.

**Park and Ride Facilities:** A facility that provides a means for encouraging transit ridership and/or carpool formation by providing a staging area to transfer from low occupancy or non-motorized modes (i.e., the single occupancy vehicle, bicycle, or pedestrian mode) to a higher occupancy means of travel (i.e., vanpool, carpool, transit).

**Peak Hour:** The single hour of the highest volume of traffic on the roadways.

**Phasing Program:** A schedule which is applicable to any Project for the purpose of determining the timing of construction of a Project and the construction of related transportation improvements.

**Project:** The construction of any building or structure, or the addition to, alteration, conversion, or change of use of any land, building or structure on a lot in the Specific Plan Area which requires the issuance of a building permit and which results in an increase in the number of Trips based on the trip generation methodology outlined in the LADOT Traffic Study Policies and Procedures. Off-site parking areas which serve a Project shall be considered a part of the Project. The term Project shall not include work for which building permits are issued, including, but not limited to, electrical, plumbing, mechanical, facia, and sign permits, for existing buildings or structures which do not result in an increase in the floor area and do not change the use of the buildings or structures.

**Project Serving Improvements:** Those improvements on a Project frontage which do not contribute to transportation improvements on the Regional or Subregional street network. Project Serving Improvements include streetscape enhancements in the public right-of-way directly adjacent to the Project site. The approved Streetscape Plans included in the list of transportation improvements in Appendix "A" are considered Project Serving Improvements. All other improvements included in the list of transportation improvements in Appendix "A" are *not* considered Project Serving Improvements. Project Serving Improvements include all curbs and gutters; sidewalks; street lights; undergrounding of utilities; street trees; landscaping; and those improvements which improve or enhance project access or on-site circulation such as driveways, new traffic signals, or modifications to existing traffic signals which are not part of the recommended improvements in Appendix "A." All right-of-way dedications pursuant to LAMC 12.37 are considered Project Serving Improvements.

**Regional or Subregional Transportation Improvements:** A transportation or transit improvement (excluding maintenance and Project Serving Improvements), or portion thereof, which is listed in Appendix A of this Specific Plan, or an improvement on a highway within the Specific Plan area designated on the City's Circulation Element as a secondary highway (Transportation Element) or Avenue (Mobility Plan 2035) or higher classification.

**Special Generators:** Uses with trip rates not defined by the Institute of Transportation Engineers (ITE), or not accurately reflected in the trip rates published by ITE as determined by LADOT.

**Specific Plan Area:** The area as shown in the Specific Plan Map.

**Streetscape Plan:** A streetscape plan documents 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 related 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, overall improving corridor aesthetics.

**Traffic Study Policies and Procedures:** A document published by LADOT to provide the public, private consultants and City staff with standards, guidelines, objectives and criteria to be used in the preparation of a traffic impact study.

**Traffic Impact Mitigation:** The implementation of improvements or strategies, which mitigate a project's traffic impacts pursuant to LADOT Traffic Study Policies and Procedures guide.

**Transportation Demand Management (TDM) Program:** A program for a project promoting transit use, rideshare, walking, bicycling, flex schedules, telecommuting and other comparable programs intended to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

**Transportation Impact Assessment (TIA) Fee:** The monies required to be paid to the WLA TIMP Fund by an Applicant for a Project, pursuant to the terms of this Specific Plan.

**Trip:** An arrival at or a departure from a Project by a motor vehicle during the PM Peak Hour of traffic.

**Vanpool:** Seven to twelve persons traveling together in a single vehicle.

**VMT:** Vehicle Miles Traveled

**WLA TIMP:** West Los Angeles Transportation Improvement and Mitigation Specific Plan.

**WLA TIMP Fund:** A fund established by a separate ordinance for the deposit of all monies and fees collected pursuant to this WLA TIMP Specific Plan.

**Section 5.**

**INITIAL ASSESSMENT**

**A. Application Filing Requirement.** All Project Applicants shall file an application with the Department of Transportation for an Initial Site Assessment Form Issuance or complete the Department of Transportation Referral Form issued by LADCP. The application will initiate an assessment to determine the Project's requirements, including but not limited to Transportation Impact Assessment (TIA) Fees, Mitigation Measures, Street Dedications and Improvements, and Covenant and Agreements.

**B. Application Filing Fee.** Review fees charged by the LADOT for the review of Projects under this Ordinance shall be the same as those fees charged by LADOT for project review and approval specified in LAMC Section 19.15.

**C. Exemptions from this Ordinance.** The following are exempted from the requirements of this Ordinance and do not have to file an Initial Site Assessment Form Issuance or complete the Department of Transportation Referral Form.

1. Additions or alterations of any residential or multiple dwelling uses and accessory structures, excluding hotels and motels, which do not add net new dwelling units and do not change the existing use (eg. conversion from apartment to condo).
2. Demolitions.
3. Electrical, plumbing, mechanical, facia, sign installations and earthquake-related requirements mandated by the Department of Building and Safety.
4. Tenant improvements with no change of use or increase in floor area

**Section 6.**

**TRANSPORTATION MITIGATION PROCEDURES**

**A. Prohibition**

1. Notwithstanding any provision of the Los Angeles Municipal Code to the contrary, no building, grading or foundation permit for a Project shall be issued until LADOT and the City Engineer have certified completion of mitigation measures required by this Section, or that their completion has been guaranteed to the satisfaction of these departments.

**B. Covenant and Agreement for Transportation Mitigations.**

1. Prior to the issuance of a building, grading or foundation permit for any Project, the legal owner(s) of the property shall

covenant and agree to complete, prior to the issuance of any certificate of occupancy, the required transportation mitigation measures as approved by LADOT under Subsection 6C, or by the appeal body on Appeal. The covenant shall also include a declaration, in writing, that the owner acknowledges the contents and requirements of this Specific Plan.

2. All covenants and agreements referred to herein shall be effective upon recordation, shall run with the land and shall be binding upon any future owners, successors, heirs or assigns of the Applicant.

### **C. Review and Mitigation of Transportation Impacts**

Prior to the issuance of a building, grading or foundation permit for any Project, the legal owner(s) of the property shall complete the required Traffic Study and Traffic Impact Mitigation procedures as described in the LADOT Traffic Study Policies and Procedures guidelines or successor guide.

#### **1. Transportation Demand Management (TDM) Program**

Traffic Impact Mitigation procedures may include TDM. TDM is a program designed to facilitate the use of alternate transportation modes to decrease dependency on single occupancy vehicles. LAMC 12.26J (which applies only to construction of new, non-residential development in excess of 25,000 square feet gross floor area) requires, prior to issuance of a building permit, that the owner or applicant agree, by way of a covenant that runs with the land, to provide and maintain minimal TDM measures. LAMC 12.26J notwithstanding, a project may be required to prepare a more comprehensive, integrated program of TDM measures as outlined in the LADOT Traffic Study Policies and Procedures. LADOT strongly encourages the development of a comprehensive TDM program to eliminate as many new project trips as possible.

#### **2. Residential Neighborhood Traffic Management (NTM) Program**

Traffic Impact Mitigation procedures may include NTM. Per the LADOT Traffic Study Policies and Procedures, a plan to reduce project traffic from traveling through nearby residential areas may be required as part of the mitigation program for the project. If NTM measures are required to off-set potential residential street impacts, then, prior to project occupancy, the applicant shall conduct public outreach and develop a NTM plan, in consultation with LADOT, the affected Council District office and the affected neighborhood. The NTM plan shall be prepared in conformance with the guidelines established by LADOT.

### **D. Relationship to CEQA**

Any affect on CEQA analysis from compliance with this Specific Plan is a separate analysis under requirements of CEQA.

**Section 7.**

**TRANSPORTATION IMPACT ASSESSMENT FEE**

**A. Establishment of Transportation Impact Assessment (TIA) Fee**

1. The TIA Fee shall be for the purpose of funding the Transportation Improvements listed in Appendix "A" of this Specific Plan, including any revisions made to the Appendix pursuant to Section 7E2 below.

**B. Covenant and Agreement for TIA Fee.**

1. Prior to the issuance of a building, grading or foundation permit for any Project, the legal owner(s) of the property shall pay or covenant to pay and guarantee payment, prior to the issuance of any certificate of occupancy, the TIA Fee as approved by LADOT, or, if appealed, by the Appeal decision body. The covenant shall also include a declaration, in writing, that the owner acknowledges the contents and limitations of this Specific Plan.
2. The TIA Fee shall be paid or guaranteed before a building permit is issued for a Project or each phase of a multi-phased Project approved under the provisions of Section 9 of this Specific Plan
3. Any guarantee of payment of the TIA Fee shall be by cash or letter of credit from an accredited bank pursuant to guidelines established by LADOT
4. All covenants and agreements referred to herein shall be effective upon recordation, shall run with the land and shall be binding upon any future owners, successors, heirs or assigns of the Applicant.

**C. Fee Payment Procedures**

Prior to the issuance of a building, grading, or foundation permit for a Project, the Applicant, at its option, shall:

1. Pay the TIA Fee in cash; or
2. Pay a cash deposit equal to 10 percent of the TIA Fee, as determined by LADOT, prior to the issuance of a building permit, and guarantee the payment of the balance to be paid in full through a bank letter of credit before the issuance of any temporary or permanent certificate of occupancy or 24 months from the date of issuance of the building permit, whichever is earlier; or
3. Pay a cash deposit equal to 10 percent of the TIA Fee, prior to

the issuance of a building permit, and guarantee the payment of the balance of the TIA Fee through a bank letter of credit in 60 monthly installments. The monthly installments shall include compound interest beginning from the date of issuance of the building permit with first payment commencing thirty days after the issuance of the building permit. The interest rate shall be the effective yield the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the anniversary of the building permit issuance date and shall be adjusted annually. The applicant shall assume full responsibility for facilitating timely payments once the agreement is in place.

**D. Calculation of TIA Fee**

1. **Amount.** The amount of the TIA Fees shall be established by Council resolution, which may be amended from time to time.

2. **Formula for TIA Fee Calculation**

Total TIA Fee = (Number of units) x (Fee per unit)

*Where "units" can refer to dwelling units or square footage.*

*Where "Fee per unit" is listed in Table 1 of an accompanying resolution.*

3. **Annual Indexing.** The TIA Fees shown in an accompanying resolution shall be annually increased (or decreased) as follows:

The Annual Index upon adoption of this Ordinance shall be 1.000. The TIA Fees shall each be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the most recently available Construction Cost Index as determined by LADOT. The revised Annual Index shall be published by LADOT in a newspaper of citywide circulation before January 31 of each year.

If the Department determines that the Construction Cost Index does not adequately reflect the annual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the TIA Fees.

## **E. Uses of the Fee**

1. **Transportation Improvements.** The TIA Fee shall be used to fund the Transportation Improvements listed in Appendix "A." These include but are not limited to transit improvements; TDM Programs and facilities; technology based traffic management facilities; streetscape improvements consistent with approved streetscape plans; sidewalk improvements; bicycle facilities; intersection/traffic signal improvements; and neighborhood protection programs to be determined by LADOT.
2. **Substitute Improvements.** Appendix "A" may be revised by City Council resolution every two years by providing substitute or additional improvements to the list if the City Council, upon recommendation by LADOT and DCP, determines that the improvements are consistent with this Ordinance and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace. No improvement which is fully funded by another source shall be added to the list.
3. **Administrative Costs.** The TIA Fee may be used for administrative costs as provided in the separate WLA TIMP Fund Ordinance.

## **F. Exemptions from TIA Fee**

1. The following are exempted from the requirement of payment of a TIA Fee:
  - a. All exemptions listed in Section 5C.
  - b. Affordable Dwelling Units.
  - c. Temporary uses of less than six months in duration based on a building permit. No extension of time shall be permitted.
  - d. Park and Ride Facilities.
  - e. Churches, Temples, and other buildings used for religious worship.
  - f. All public and private K-12 educational institutions.
  - g. Child Care Facilities.
  - h. Governmental or Public Facilities.

## G. Refunds

1. If a TIA Fee is claimed to be incorrectly collected, or a refund is claimed pursuant to this Ordinance, then requests for refunds may be filed utilizing the procedures for refunds described in Sections 22.12 and 22.13 of the LAMC.
2. In addition to the above procedure, the City Council may refund any fees and/or release a letter of credit if:
  - a. The building permit and all extensions have expired and the Project for which the TIA Fee has been collected has not been constructed; or
  - b. A refund or release is specifically authorized by resolution of the City Council, and the Council finds that the TIA Fee is no longer needed or its retention would violate the constitutional or other legal rights of any person, or is otherwise required under the Mitigation Fee Act.

## Section 8.

### CREDITS FROM THE TIA FEE

#### A. TIA Credit for Existing Land Use

1. Credits can only be granted on existing land uses which are not exempt from the TIA Fee pursuant to Section 7E. Credits for previous use will be granted in the following manner:
  - a. If the existing use was active for at least six (6) months during the past two (2) years, 100% credit will be granted for the previous use. The start of the two-year period begins exactly two years prior to the Project's filing completion date with the City of Los Angeles.

##### i. 100% Credit Calculation

$$\text{Credit} = (\text{No. of existing units}) \times (\text{Fee per unit})$$

*Where "units" can refer to existing dwelling units or square footage.*

*Where "Fee per unit" is listed in Table 1 of an accompanying resolution.*

- b. If the existing use was active for at least six (6) months during the past four (4) years, 50% credit will be granted for the previous use. The start of the four year period

begins exactly four (4) years prior to the Project's filing completion date with the City of Los Angeles.

**i. 50% Credit Calculation**

**Credit = (No. of existing units) x (Fee per unit) x 0.5**

*Where "units" can refer to existing dwelling units or square footage.*

*Where "Fee per unit" is listed in Table 1 of an accompanying resolution.*

2. Notwithstanding the provisions of Paragraph "1" of this Subdivision, Applicants for a Project on a site for which a TIA Fee has been paid pursuant to Ordinance No. 171,492 may request and receive a full Trip credit for the existing land use.
3. Applicants for Projects seeking credits for existing uses must provide LADOT with documentation supporting the existence and duration of the use (e.g. leasing agreements, utility bills, or previous environmental reviews). LADOT will validate Credits for existing uses based on the provided documentation.

**B. In-Lieu Credits**

**1. Opportunities for In-Lieu Credit**

- a. **Transportation Improvements.** In-Lieu Credit against the TIA Fee shall be given for all or portions of Regional or Subregional Transportation Improvements designated in Appendix A. Project Serving Improvements are not eligible for In-Lieu Credit. Streetscape Plan elements provided beyond the Project Serving Improvements are eligible for In-Lieu Credit. The minimum improvements required by LADOT to mitigate the impacts of the Project are not eligible for In-Lieu Credit. LADOT may apportion In-Lieu Credit for improvements which are beyond the minimum required to mitigate the impacts of the Project. The amount of In-Lieu Credit for Regional or Subregional Transportation Improvements shall be calculated by LADOT and credited at the time the building permit is issued.
- b. **Land Dedications.** In-Lieu Credit for any land dedications shall be based on the fair market value of the dedication, appraised to the satisfaction of LADOT and the Bureau of Engineering as of the date of dedication. Land dedications shall include both fee dedications and right-of-way easements and shall be

subject to the following conditions:

- i. In-Lieu Credit shall *not* be granted for land dedications for right-of-way purposes to meet standard street requirements pursuant to the City's Circulation Element (Transportation Element or MP 2035) and Community Plans.
- ii. In-Lieu Credit shall *not* be granted for land dedications for Project Serving Improvements.
- iii. In-Lieu Credit shall be granted for land dedications for Regional and Sub-Regional Transportation Improvements.

c. **Affordable Housing Credit**

- i. **Authority.** LADOT will grant In-Lieu Credits to a Project that contributes to a more balanced jobs/housing ratio in the Specific Plan Area through provision of affordable dwelling units. Notwithstanding any other provision contained in this section, new residential dwelling units which are rented or sold to persons or households of very-low, low, or moderate income shall receive an affordable housing credit.
- ii. **Eligibility.** LADOT will grant In-Lieu Credits For Affordable Housing only if the Project meets all of the following criteria:
  - (a) **Covenant.** A covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program..
  - (b) **Net Increase.** A Project must produce a net increase in the number Affordable Dwelling Units provided on site in order to receive In-Lieu Credit for the provision of Affordable Dwelling Units.
- iii. **In-Lieu Credits.** The In-Lieu Credits shall be credited upon issuance of the certificate of occupancy for the Affordable Dwelling Units. The In-Lieu Credits

against the TIA Fee shall be calculated for Affordable Dwelling Units subject to this Subdivision in the following manner: Credits will be awarded per Affordable Dwelling Unit (2 fee credits/DU based on the TIA fee for multi-family housing units shown in Table 1 of an accompanying resolution).

- iv. **Maximum Credits.** In no case shall the housing In-Lieu Credits exceed 50 percent of the TIA Fee for a Project. The housing In-Lieu Credit shall not be granted until issuance of the certificate of occupancy for the dwelling units.
- v. **Nonconformance Assessment Fee.** Should any qualifying affordable housing unit no longer operate as a qualifying affordable housing unit before the 55 year period has expired, then the TIA Fee for each said unit shall be paid to the City at the current rate.
- d. **Transit Oriented Development.** All Projects which meet the criteria of a TOD as defined below will receive a credit towards the TIA fee calculated for the Project.
  - i. **TOD Requirements.** To be eligible for a TOD credit, a project must meet the following requirements:
    - (a) Project must be located within ½ mile of a Dedicated Transit Line; and
    - (b) Convenient retail uses, including a store that sells food, must be located within ½ mile of the project site; and
    - (c) The project provides either the minimum number of parking spaces required per the zoning code, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.
    - (d) Transit line must be in place and active at time building permits are pulled.
  - ii. **TOD Credits.** TOD credits will be issued as follows:
    - (a) Parcels within ½ mile of transit line are eligible for 5% fee credit; or

- (b) Parcels that are able to demonstrate a walking distance of ¼ mile to transit station are eligible for a 10% fee credit (Applicant is required to submit a map showing ¼ mile walking distance from project site to transit station for City review and approval).

## 2. In-Lieu Credit Estimates

- a. The Applicant shall prepare preliminary plans and a detailed cost estimate of the proposed Regional or Subregional Transportation Improvements for review by and approval of the City Engineer and LADOT. Costs shall be approved by LADOT based on estimated B-permit construction costs, including an additional 15 percent for permits, design and contingency costs, as prepared or approved by the City Engineer.
- b. In-Lieu Credits shall be applied to reduce the TIA Fee after the required transportation improvements have been completed or guaranteed to the satisfaction of LADOT and the City Engineer. The total TIA Fee, after deducting any applicable In-Lieu Credits, shall be guaranteed prior to issuance of a building permit. The guarantees for transportation improvements eligible for In-Lieu Credits shall consist of Bonds for B-permit construction on City streets; Encroachment Permits for construction on State Highways; and cash payments for ITS signal (e.g., ATSAC) improvements.
- c. The City shall not grant In-Lieu Credits that are in excess of the assessed TIA Fees for the entire Project.
- d. No In-Lieu credits shall be granted against that portion of the TIA Fee designated for the City's Administrative Costs and mitigation of local impacts (e.g., neighborhood protection costs) as estimated by LADOT.

- 3. **Multi-Phase Projects.** In multi-phase Projects approved under the provisions of Section 9 of this Ordinance, In-Lieu Credits to reduce the TIA Fee may be reserved and credited from one phase to a future phase of the same Project. However, in no case shall a final phase be approved with land uses that generate less than 25 percent of the Project's total Trips.

Section 9.

**PHASING PROGRAM**

**A. Prohibition**

Prior to the issuance of a building permit for any building or structure within a Project with more than one phase, a Phasing Program for the Project shall be approved by the Departments of City Planning and Transportation.

**B. Project Phasing**

An Applicant for a Project which generates 500 or more net new Trips (as calculated using the trip generation methodology required in the LADOT Traffic Study Policies and Procedures) shall conform to the following provisions to implement the mitigation measures required pursuant to Section 6 of this Ordinance and the transportation improvements listed in Appendix "A" of this Ordinance:

1. **Application.** For a Project with more than one Phase, the Applicant shall submit an application for a Phasing Program containing the following: proposed density and land uses for the entire Project; proposed Regional or Subregional Transportation Improvements to be provided as part of this Project; and a TDM Program.
2. **Phasing Program.** The Phasing Program shall include the following:
  - a. Total floor area and use of the Project in each phase.
  - b. Anticipated Project schedule.
  - c. Trip generation tables for each phase (as calculated using the trip generation methodology required in the LADOT Traffic Study Policies and Procedures).
  - d. Regional or Subregional Transportation Improvements scheduled to be constructed in each phase.
  - e. Project Serving Improvements scheduled to be constructed in each phase.
  - f. TDM Program addressing each phase.
3. **Review of Phasing Program.** Prior to approval of the Phasing Program, LADOT shall review the Phasing Program, identify the Traffic Impact Mitigations to be undertaken by the Project, approve any In-Lieu Credits available to the Project, determine that TDM Program goals are in conformance with the provisions of LAMC 12.26-J and the LADOT Traffic Study

Policies and Procedures, and calculate the TIA Fee for each phase. If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an increase or decrease in Trip generation in an approved Phasing Program, appropriate adjustments in TIA Fees, Traffic Impact Mitigations or TDM requirements applicable to the increase or decrease shall be made as a condition of Departmental approval.

4. **Review of the Phases**

- a. Prior to the issuance of a building permit for each phase of the Project, LADOT shall review the building permit application for conformance to the Phasing Program conditions.
- b. The final phase shall include land uses which generate at least 25 percent of the total Project Trips. The final phase of a multi-phase Project reviewed under this Section shall demonstrate to LADOT that required TDM Programs for prior phases have achieved Trip reduction objectives. Where a TDM Program is found not to be functioning and/or not reducing Trips as anticipated for the Project, the final phase of the Project shall be reduced proportionally.

5. **Covenant and Agreement.** Prior to issuance of the building permit for the first phase of the Project, the owner(s) of the property shall covenant and agree to comply with the provisions of this Section. The covenant shall be recorded, shall run with the land and shall be binding upon any future owners, successors, heirs or assignees of the Applicants.

**Section 10.**

**APPEALS**

**A. First Level of Appeal**

**Request for Reconsideration by LADOT.** An Applicant who disputes a determination made by LADOT regarding the TIA Fee pursuant to Section 7 (Transportation Impact Assessment Fee) or Section 8 (Credits from the TIA Fee) of this Ordinance may ask for a reconsideration by the General Manager of LADOT within a 15 day period following the date of mailing of the letter of determination from LADOT. The request shall set forth specifically the basis of the request and the reasons why the determination should be modified. The appeal shall be on a form as prescribed by LADOT and shall be accompanied by a filing fee in the amount established by an accompanying resolution. The filing fee shall be payable to LADOT. The General Manager of the Department shall

decide the matter and issue a decision letter within 30 days following the receipt of the request.

**B. Second Level of Appeal**

An Applicant who filed an appeal pursuant to this Section who is dissatisfied with a decision of the General Manager of LADOT may appeal pursuant to the appeals procedures set forth in LAMC Section 11.5.7C.6 and shall be accompanied by a filing fee established by an accompanying resolution. The filing fee shall be payable to LADCP.

**Section 11.**

**REVIEW OF THE SPECIFIC PLAN**

The WLA TIMP shall be monitored on a regular basis by LADOT and all requirements of the Mitigation Fee Act shall be met, including a five-year report to City Council and an annual accounting of the WLA TIMP Fee Fund 180-days after each fiscal year.

Additionally, a report reviewing the status of the WLA TIMP Fund and implementation of the Specific Plan shall be submitted by the General Manager of LADOT to the City Council and copied to DCP every two years. The report shall be submitted to the City Council no later than November of the year in which the report is due.

**Section 12.**

**SEVERABILITY**

If any provision of this Ordinance or the application thereof to any person, property or circumstances is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Transportation Program provisions, clauses or applications which can be implemented without the invalid provisions, and, to this end, the provisions and clauses of this Ordinance are declared to be severable.

## APPENDIX A: LIST OF TRANSPORTATION PROJECTS

### Transit

#### Sepulveda BRT

Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to 96<sup>th</sup> Street Transit Station

#### Santa Monica BRT

Curb-running peak hour bus-only lanes on Santa Monica Boulevard within the West LA TIMP boundary with enhanced bus stop amenities

#### Olympic Rapid Bus Enhancements

Extend the Rapid bus service along Olympic Boulevard from its current terminus in Century City to the future Metro Exposition Line station at Westwood Boulevard

#### Venice Rapid Bus Enhancements

Rebrand existing Rapid bus service to serve Venice Beach area with increased service frequency on Venice Boulevard and stop improvements

#### Pico Rapid Bus Enhancements

Improve existing Rapid service through increased frequency, stop improvements, and construction of a new rapid stop in Century City

#### Circulator/Shuttle Service

Circulator bus/shuttle to connect activity centers to major transit stations, such as:

- Sawtelle service between Wilshire Blvd and the Expo Sepulveda Station
- Bundy service between Brentwood, the Expo Bundy Station, and National Blvd
- Palms Circulator to connect to Expo Station
- Century City Circulator to connect to Expo Station



*Concept of Center Running BRT*

#### 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.

### 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 Plans)
- Bundy Drive from Missouri Avenue to Pico Boulevard (Expo Transit Neighborhood Plans)
- Sepulveda from Olympic Boulevard to National Boulevard (Expo Transit Neighborhood Plans)
- National Boulevard from Castle Heights Avenue to Mentone Avenue (Expo Transit Neighborhood Plans)
- Palms Boulevard from Motor Avenue to National Boulevard (Expo Transit Neighborhood Plans)
- 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)



*Car Share is a component of the Mobility Hub concept.*



*Illustration of Streetscape Improvements*

#### Westwood Boulevard

Improvements along Westwood Boulevard between the future Expo LRT station, Westwood Village, and 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

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**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

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**Veteran Avenue NEN**

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

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**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

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**Montana Avenue (west of I-405) NEN**

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

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**Barrington Avenue/McLaughlin Avenue NEN**

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

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**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

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**Motor Avenue Cycle Track**

Motor Avenue between I-10 and Venice Boulevard

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**Santa Monica Boulevard Cycle Track**

Santa Monica Boulevard in the "parkway" section east of Sepulveda Boulevard

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**Venice Boulevard Cycle Track**

Venice Boulevard within the WLA TIMP boundary

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**Gateway Boulevard to Ocean Park Bike Lane**

Gateway Boulevard to Ocean Park Boulevard gap closure

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**Bicycle Transit Centers**

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

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**Bikesharing**

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

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**Sidewalk Network & Pedestrian Enhancements**

Complete gaps in the sidewalk network and provide pedestrian enhancements

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**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.

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**Roadway & ITS****Olympic Boulevard Operations**

Implement operational improvements along Olympic Boulevard adjacent to I-405

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**Bundy Drive/I-10 Ramp Improvements**

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

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**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 right-turn 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

---

**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*

## **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.

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### **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.

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DRAFT

Appendix B: Livable Boulevards Streetscape Plan

*[See separate document]*

DRAFT

## **DRAFT RESOLUTION**

**WHEREAS, TIA Fees for the WLA TIMP Specific Plan are hereby established per land use at the amounts shown in Table 1 (see next page).**

**WHEREAS, an appeal filed pursuant to WLA TIMP Specific Plan Section 10.A shall be accompanied by a filing fee of \$500 and payable to LADOT.**

**WHEREAS, an appeal filed pursuant to WLA TIMP Specific Plan Section 10.B shall be accompanied by a filing fee of \$500 and payable to LADCP.**

**DRAFT**

**Table 1. West LA TIMP TIA Fee Table**

Land Use Category	Unit	ITE Code <sup>1</sup>	PM Trip Rate <sup>1</sup>	% New Trips <sup>2</sup>	Trip Length	VMT Factor	WLA TIMP TIA Fee per Unit	Description
<b>Residential Land Uses</b>								
Single Family	DU	210	1.00	100%	7.4	1.0	\$9,944	Single family detached homes on individual lots
Apartment	DU	221	0.58	100%	6.7	0.91	\$5,222	Multi-family rental units (10 levels or less)
High Rise Apartment	DU	222	0.35	100%	6.7	0.91	\$3,151	Multi-family rental units with more than 10 levels
Condominium/Townhouse	DU	231	0.78	100%	6.7	0.91	\$7,023	Multi-family units with individual ownership (10 levels or less)
High-Rise Condominium/Townhouse	DU	232	0.38	100%	6.7	0.91	\$3,421	Multi-family units with individual ownership with more than 10 levels
Senior Housing	DU	252	0.25	100%	6.7	0.91	\$2,251	Senior adult housing, including retirement communities, age-restricted housing and active adult communities
Affordable Housing	DU	--	--	--	--	--	\$0	Units that qualify as Affordable Housing per City of Los Angeles requirements
Hotel	Room	310	0.60	100%	7.6	1.03	\$6,128	Provides sleeping accommodations and supporting facilities for short-term occupancy
<b>Retail &amp; Service Land Uses</b>								
Retail =< 250 KSF	1,000 s.f.	820	4.43	70%	3.6	0.49	\$15,001	General retail and service uses that are typically part of a shopping center or neighborhood center less than or equal to 250 KSF (based on total square footage of retail uses on site)
Retail >250 KSF - 800 KSF <sup>3</sup>	1,000 s.f.	820	Interpolate			Interpolate		See above definition for retail uses; Apply this rate to uses totaling more than 250 KSF and less than 800 KSF <sup>3</sup>
Retail >800 KSF	1,000 s.f.	820	3.02	90%	5.2	0.70	\$18,993	See above definition for retail uses; Apply this rate to uses totaling more than 800 KSF

<b>Office &amp; Medical Land Uses</b>								
Office =< 50 KSF	1,000 s.f.	710	2.69	100%	9.8	1.32	\$35,425	<i>A building of 50 KSF or smaller that typically holds multiple tenants where affairs of businesses, commercial, or professional services are conducted. May contain an on-site cafeteria/café or retail services for use by on-site employees.</i>
Office >50 KSF - 250 KSF <sup>4</sup>	1,000 s.f.	710	Interpolate			Interpolate		<i>See above definition for office use Utilize this rate for buildings greater than 50 KSF but less than or equal to 250 KSF<sup>4</sup></i>
Office > 250 KSF	1,000 s.f.	710	1.43	100%	9.8	1.32	\$18,832	<i>See above definition Utilize this rate for buildings greater than 250 KSF</i>
Medical Office	1,000 s.f.	720	3.57	100%	9.3	1.26	\$44,615	<i>Medical and dental office uses that provide outpatient care on a routine basis</i>
Hospital	1,000 s.f.	610	1.16	100%	9.3	1.26	\$14,497	<i>Medical and surgical care, including overnight accommodations and ambulatory patients.</i>
<b>Industrial Land Uses</b>								
Industrial	1,000 s.f.	130	0.85	100%	5.6	0.76	\$6,396	<i>An area that contains a mixture of manufacturing, service and warehouse facilities</i>
Manufacturing	1,000 s.f.	140	0.73	100%	5.6	0.76	\$5,493	<i>Facility that typically converts raw materials or parts into finished products; may include warehouse, office and research related functions</i>
Warehouse	1,000 s.f.	150	0.32	100%	5.6	0.76	\$2,408	<i>Facility that is primarily devoted to the storage of materials; may also include office and maintenance related functions</i>
Mini-Warehouse	1,000 s.f.	151	0.26	100%	5.6	0.76	\$1,957	<i>Self-storage facilities in which a number of storage units/vaults are rented for the storage of goods</i>
Notes:								
<p>1) ITE Trip Generation, 9th Edition per LADOT Traffic Study Policies and Procedures.</p> <p>2) Pass-by Trips per LADOT Traffic Study Policies and Procedures.</p> <p>3) For retail uses greater than 250 KSF but less or equal to 800 KSF, interpolate between the lower (&lt;= 250 KSF) and higher (&gt;800 KSF) rates provided.</p> <p>4) For office uses greater than 50 KSF but less or equal to 250 KSF, interpolate between the lower (&lt;= 50 KSF) and higher (&gt;250 KSF) rates provided.</p> <p>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.</p>								

**COASTAL TRANSPORTATION CORRIDOR**

# **DRAFT Specific Plan**

Ordinance No. ###  
Adopted month day, year

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A Part of the General Plan - City of Los Angeles  
<http://cityplanning.lacity.org> (General Plan - Specific Plan)

Map 1. Coastal Transportation Corridor Specific Plan Area



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



# COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

An ordinance repealing Ordinance No. 168,999, and establishing the Los Angeles Coastal Transportation Corridor Specific Plan for the area of the Westchester-Playa Del Rey Community Plan, the Palms-Mar Vista-Del Rey Community Plan, the Venice Community Plan and the Los Angeles International Airport (LAX) Plan.

THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:

## Section 1.

### **REPEAL OF THE 1997 LOS ANGELES COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN, ORDINANCE NO. 168,999**

Ordinance No. 168,999 is hereby repealed

## Section 2.

### **ESTABLISHMENT OF TRANSPORTATION MITIGATION SPECIFIC PLAN**

#### **A. Purpose**

The Coastal Transportation Corridor Specific Plan (CTCSP) intends to:

1. Improve mobility options within the CTCSP Area through the development of a more comprehensive, multi-modal transportation system consistent with the City's General Plan Elements (Transportation Element or Mobility Plan 2035 and Community Plans); and
2. Mitigate the cumulative transportation impacts resulting from new development within the CTCSP Area by providing a mechanism to fund specific transportation improvements; and
3. Establish the Transportation Impact Assessment (TIA) Fee process for new development located within the Specific Plan Area and for development on property owned by Los Angeles World Airports (LAWA); and
4. Require that new development mitigate transportation impacts; and
5. Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses; and

6. Establish a process for implementing infrastructure in the CTCSP Area; and
7. Promote area wide transit enhancement through additional transit lines, shuttles, transit centers and facilities which expedite transit flow; and
8. Promote development of a North/South light rail or bus rapid transit on Lincoln and Sepulveda Boulevards; and
9. Promote and increase transit ridership, bicycling, walking, ridesharing, and transportation demand management (TDM) best practices to reduce auto trips and more effectively manage the capacity of the transportation system through a multi-modal approach; and
10. Avoid an increase in Vehicles Miles Traveled (VMT) per capita; and
11. Promote neighborhood protection programs to minimize intrusion of commuter traffic through residential neighborhoods; and
12. Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies; and
13. Reduce commute Trips by encouraging the development of affordable housing at or near job site and near transit; and
14. See to that contributors to the CTCSP Fund significantly benefit from the public transportation, bicycle, and pedestrian improvements constructed using TIA fee funds.

**B. Specific Plan Area**

The Specific Plan Area includes all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey Community Plan Areas 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, as shown on Map 1.

**Section 3.**

**RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE**

- A. The regulations of this Specific Plan are in addition to those set forth in

the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter or other ordinances, except as specifically provided herein.

- B. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7F.

#### Section 4.

#### DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03, if defined therein.

**Affordable Dwelling Unit:** A dwelling unit which is rented or sold at an affordable level to and occupied by persons or families whose annual income does not exceed 120 percent (120%) of the annual median income (AMI) for persons or families residing in the Los Angeles County. Median income and Affordable Housing costs shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the California Department of Housing and Community Development or its successor or assignee. Affordable Dwelling Units shall have a covenant certified by the City of Los Angeles Housing and Community Investment Department or its successor agency.

**Air Transportation Purposes:** Aviation-related activities and facilities, including aircraft operations, whether commercial or noncommercial; aircraft maintenance facilities; air cargo facilities; airport operation facilities, including terminals; and other passenger-related facilities, excluding Governmental or Public Facilities. Hotels, motels, commercial retail restaurants and bar uses, housing, car rental facilities, commercial offices, research and development uses and industrial parks are not considered Air Transportation Purposes.

**Applicant:** Any person, as defined in LAMC Section 11.01, submitting an application for a building, grading or foundation permit for a Project.

**ATSAC:** Los Angeles Department of Transportation "Automated Traffic Surveillance and Control" (ATSAC) Program to improve traffic signals in the City of Los Angeles.

**Car Share:** A type of car rental service where people rent cars for short periods of time, typically by the hour.

**Carpool:** Two or more persons traveling together in a single vehicle.

**Child Care Facility:** A facility which provides child care to serve the children of employees in this Plan area or an adjacent employment center. Child care

facilities include infant care centers, day care centers, school age child day care centers and after school programs as defined under applicable State laws and regulations and approved by the City's Child Care Coordinator or the City Council.

**Construction Cost Index (CCI):** Measures changes in the price level of construction costs such as construction material and labor. The CCI is published every month by Engineering News Record and has data specifically for Los Angeles and also for 20 cities averaged across the US.

**Dedicated Transit Line:** Transit service that operates in right-of-way dedicated only to transit vehicles, including light rail trains and bus rapid transit in which the buses have their own travel lane during peak hours or all-day.

**Governmental or Public Facility:** Capital improvements and/or buildings or structures used for the operation of City, County, State or Federal governments including, but not limited to, police and fire stations, government offices, government equipment yards, sanitation facilities, schools, parks, Federal Aviation Authority or LAWA administrative facilities, and other similar administrative facilities in which general government operations are conducted. Private, commercial or industrial activities pursuant to lease agreements on public lands shall not be considered Governmental or Public Facilities.

**In-Lieu Credit:** A credit toward payment of the Transportation Impact Assessment Fee, pursuant to the provisions of Section 8 of this Ordinance.

**Income, Very Low, Low or Moderate:** Annual income of a household that does not exceed the amounts designated for each income category (Very Low, Low, or Moderate) as determined by the California Department of Housing and Community Development or any successor agency.

**LADCP:** City of Los Angeles Department of City Planning.

**LADOT:** City of Los Angeles Department of Transportation.

**LAMC:** Los Angeles Municipal Code.

**LAWA:** Los Angeles World Airports, a City of Los Angeles department.

**Mitigation Fee Act:** California Government Code, sections, 66000-66026, including as they may be amended from time to time.

**Multi-modal:** Accommodations for multiple modes of travel (e.g. transit, bicycle, pedestrian, motor vehicle) as a part of a transportation system.

**Neighborhood Traffic Management (NTM) Program:** A plan to prevent, control, or minimize Project traffic from traveling through nearby residential areas or local streets and mitigate transportation impacts on local streets.

**Park and Ride Facilities:** A facility that provides a means for encouraging transit ridership and/or carpool formation by providing a staging area to transfer from low occupancy or non-motorized modes (i.e., the single occupancy vehicle, bicycle, or pedestrian mode) to a higher occupancy means of travel (i.e., vanpool, carpool, transit).

**Peak Hour:** The single hour of the highest volume of traffic on the roadways.

**Phasing Program:** A schedule which is applicable to any Project for the purpose of determining the timing of construction of a Project and the construction of related transportation improvements.

**Project:** The construction of any building or structure, or the addition to, alteration, conversion, or change of use of any land, building or structure on a lot in the Specific Plan Area which requires the issuance of a building permit and which results in an increase in the number of Trips based on the trip generation methodology outlined in the LADOT Traffic Study Policies and Procedures. Off-site parking areas which serve a Project shall be considered a part of the Project. The term Project shall not include work for which building permits are issued, including, but not limited to, electrical, plumbing, mechanical, facia, and sign permits, for existing buildings or structures which do not result in an increase in the floor area and do not change the use of the buildings or structures.

**Project Serving Improvements:** Those improvements on a Project frontage which do not contribute to transportation improvements on the Regional or Subregional street network. Project Serving Improvements include streetscape enhancements in the public right-of-way directly adjacent to the Project site. The approved Streetscape Plans included in the list of transportation improvements in Appendix "A" are considered Project Serving Improvements. All other improvements included in the list of transportation improvements in Appendix "A" are *not* considered Project Serving Improvements. Project Serving Improvements include all curbs and gutters; sidewalks; street lights; undergrounding of utilities; street trees; landscaping; and those improvements which improve or enhance project access or on-site circulation such as driveways, new traffic signals, or modifications to existing traffic signals which are not part of the recommended improvements in Appendix "A." All right-of-way dedications pursuant to LAMC 12.37 are considered Project Serving Improvements.

**Regional or Subregional Transportation Improvements:** A transportation or transit improvement (excluding maintenance and Project Serving Improvements), or portion thereof, which is listed in Appendix A of this Specific Plan, or an improvement on a highway within the Specific Plan area designated on the City's Circulation Element as a secondary highway (Transportation Element) or Avenue (Mobility Plan 2035) or higher classification.

**Special Generators:** Uses with trip rates not defined by the Institute of Transportation Engineers (ITE), or not accurately reflected in the trip rates published by ITE as determined by LADOT.

**Specific Plan Area:** The area as shown in the Specific Plan Map.

**Streetscape Plan:** A streetscape plan documents 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 related 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, overall improving corridor aesthetics.

**Traffic Study Policies and Procedures:** A document published by LADOT to provide the public, private consultants and City staff with standards, guidelines, objectives and criteria to be used in the preparation of a traffic impact study.

**Traffic Impact Mitigation:** The implementation of improvements or strategies, which mitigate a project's traffic impacts pursuant to LADOT Traffic Study Policies and Procedures guide.

**Transportation Demand Management (TDM) Program:** A program for a project promoting transit use, rideshare, walking, bicycling, flex schedules, telecommuting and other comparable programs intended to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

**Transportation Impact Assessment (TIA) Fee:** The monies required to be paid to the CTCSP Fund by an Applicant for a Project, pursuant to the terms of this Specific Plan.

**Trip:** An arrival at or a departure from a Project by a motor vehicle during the PM Peak Hour of traffic.

**Vanpool:** Seven to twelve persons traveling together in a single vehicle.

**VMT:** Vehicle Miles Traveled

**CTCSP:** Coastal Transportation Corridor Specific Plan.

**CTCSP Fund:** A fund established by a separate ordinance for the deposit of all monies and fees collected pursuant to this CTCSP Specific Plan.

## Section 5.

### INITIAL ASSESSMENT

- A. Application Filing Requirement.** All Project Applicants shall file an application with the Department of Transportation for an Initial Site Assessment Form Issuance or complete the Department of Transportation Referral Form issued by LADCP. The application will initiate an assessment to determine the Project's requirements, including but not limited to Transportation Impact Assessment (TIA) Fees, Mitigation Measures, Street Dedications and Improvements, and Covenant and Agreements.
- B. Application Filing Fee.** Review fees charged by the LADOT for the review of Projects under this Ordinance shall be the same as those fees charged by LADOT for project review and approval specified in LAMC Section 19.15.
- C. Exemptions from this Ordinance.** The following are exempted from the requirements of this Ordinance and do not have to file an Initial Site Assessment Form Issuance or complete the Department of Transportation Referral Form.
1. Additions or alterations of any residential or multiple dwelling uses and accessory structures, excluding hotels and motels, which do not add net new dwelling units and do not change the existing use (eg. conversion from apartment to condo).
  2. Demolitions.
  3. Electrical, plumbing, mechanical, facia, sign installations and earthquake-related requirements mandated by the Department of Building and Safety.
  4. Tenant improvements with no change of use or increase in floor area

## Section 6.

### TRANSPORTATION MITIGATION PROCEDURES

#### A. Prohibition

1. Notwithstanding any provision of the Los Angeles Municipal Code to the contrary, no building, grading or foundation permit for a Project shall be issued until LADOT and the City Engineer have certified completion of mitigation measures required by this Section, or that their completion has been guaranteed to the satisfaction of these departments.

#### B. Covenant and Agreement for Transportation Mitigations.

1. Prior to the issuance of a building, grading or foundation permit for any Project, the legal owner(s) of the property shall

covenant and agree to complete, prior to the issuance of any certificate of occupancy, the required transportation mitigation measures as approved by LADOT under Subsection 6C, or by the appeal body on Appeal. The covenant shall also include a declaration, in writing, that the owner acknowledges the contents and requirements of this Specific Plan.

2. All covenants and agreements referred to herein shall be effective upon recordation, shall run with the land and shall be binding upon any future owners, successors, heirs or assigns of the Applicant.

### **C. Review and Mitigation of Transportation Impacts**

Prior to the issuance of a building, grading or foundation permit for any Project, the legal owner(s) of the property shall complete the required Traffic Study and Traffic Impact Mitigation procedures as described in the LADOT Traffic Study Policies and Procedures guidelines or successor guide.

#### **1. Transportation Demand Management (TDM) Program**

Traffic Impact Mitigation procedures may include TDM. TDM is a program designed to facilitate the use of alternate transportation modes to decrease dependency on single occupancy vehicles. LAMC 12.26J (which applies only to construction of new, non-residential development in excess of 25,000 square feet gross floor area) requires, prior to issuance of a building permit, that the owner or applicant agree, by way of a covenant that runs with the land, to provide and maintain minimal TDM measures. LAMC 12.26J notwithstanding, a project may be required to prepare a more comprehensive, integrated program of TDM measures as outlined in the LADOT Traffic Study Policies and Procedures. LADOT strongly encourages the development of a comprehensive TDM program to eliminate as many new project trips as possible.

#### **2. Residential Neighborhood Traffic Management (NTM) Program**

Traffic Impact Mitigation procedures may include NTM. Per the LADOT Traffic Study Policies and Procedures, a plan to reduce project traffic from traveling through nearby residential areas may be required as part of the mitigation program for the project. If NTM measures are required to off-set potential residential street impacts, then, prior to project occupancy, the applicant shall conduct public outreach and develop a NTM plan, in consultation with LADOT, the affected Council District office and the affected neighborhood. The NTM plan shall be prepared in conformance with the guidelines established by LADOT.

### **D. Relationship to CEQA**

Any affect on CEQA analysis from compliance with this Specific Plan is a separate analysis under requirements of CEQA.

**Section 7.**

**TRANSPORTATION IMPACT ASSESSMENT FEE**

**A. Establishment of Transportation Impact Assessment (TIA) Fee**

1. The TIA Fee shall be for the purpose of funding the Transportation Improvements listed in Appendix "A" of this Specific Plan, including any revisions made to the Appendix pursuant to Section 7E2 below.

**B. Covenant and Agreement for TIA Fee.**

1. Prior to the issuance of a building, grading or foundation permit for any Project, the legal owner(s) of the property shall pay or covenant to pay and guarantee payment, prior to the issuance of any certificate of occupancy, the TIA Fee as approved by LADOT, or, if appealed, by the Appeal decision body. The covenant shall also include a declaration, in writing, that the owner acknowledges the contents and limitations of this Specific Plan.
2. The TIA Fee shall be paid or guaranteed before a building permit is issued for a Project or each phase of a multi-phased Project approved under the provisions of Section 9 of this Specific Plan
3. Any guarantee of payment of the TIA Fee shall be by cash or letter of credit from an accredited bank pursuant to guidelines established by LADOT
4. All covenants and agreements referred to herein shall be effective upon recordation, shall run with the land and shall be binding upon any future owners, successors, heirs or assigns of the Applicant.

**C. Fee Payment Procedures**

Prior to the issuance of a building, grading, or foundation permit for a Project, the Applicant, at its option, shall:

1. Pay the TIA Fee in cash; or
2. Pay a cash deposit equal to 10 percent of the TIA Fee, as determined by LADOT, prior to the issuance of a building permit, and guarantee the payment of the balance to be paid in full through a bank letter of credit before the issuance of any temporary or permanent certificate of occupancy or 24 months from the date of issuance of the building permit, whichever is earlier; or
3. Pay a cash deposit equal to 10 percent of the TIA Fee, prior to

the issuance of a building permit, and guarantee the payment of the balance of the TIA Fee through a bank letter of credit in 60 monthly installments. The monthly installments shall include compound interest beginning from the date of issuance of the building permit with first payment commencing thirty days after the issuance of the building permit. The interest rate shall be the effective yield the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the anniversary of the building permit issuance date and shall be adjusted annually. The applicant shall assume full responsibility for facilitating timely payments once the agreement is in place.

**D. Calculation of TIA Fee**

1. **Amount.** The amount of the TIA Fees shall be established by Council resolution, which may be amended from time to time.

2. **Formula for TIA Fee Calculation**

Total TIA Fee = (Number of units) x (Fee per unit)

*Where "units" can refer to dwelling units or square footage.*

*Where "Fee per unit" is listed in Table 1 of an accompanying resolution.*

3. **Annual Indexing.** The TIA Fees shown in an accompanying resolution shall be annually increased (or decreased) as follows:

The Annual Index upon adoption of this Ordinance shall be 1.000. The TIA Fees shall each be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the most recently available Construction Cost Index as determined by LADOT. The revised Annual Index shall be published by LADOT in a newspaper of citywide circulation before January 31 of each year.

If the Department determines that the Construction Cost Index does not adequately reflect the annual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the TIA Fees.

**E. Uses of the Fee**

1. **Transportation Improvements.** The TIA Fee shall be used to fund the Transportation Improvements listed in Appendix “A.” These include but are not limited to transit improvements; TDM Programs and facilities; technology based traffic management facilities; streetscape improvements consistent with approved streetscape plans; sidewalk improvements; bicycle facilities; intersection/traffic signal improvements; and neighborhood protection programs to be determined by LADOT.
2. **Substitute Improvements.** Appendix “A” may be revised by City Council resolution every two years by providing substitute or additional improvements to the list if the City Council, upon recommendation by LADOT and DCP, determines that the improvements are consistent with this Ordinance and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace. No improvement which is fully funded by another source shall be added to the list.
3. **Administrative Costs.** The TIA Fee may be used for administrative costs as provided in the separate CTCSP Fund Ordinance.

**F. Exemptions from TIA Fee**

1. The following are exempted from the requirement of payment of a TIA Fee:
  - a. All exemptions listed in Section 5C.
  - b. Affordable Dwelling Units.
  - c. Temporary uses of less than six months in duration based on a building permit. No extension of time shall be permitted.
  - d. Park and Ride Facilities.
  - e. Churches, Temples, and other buildings used for religious worship.
  - f. All public and private K-12 educational institutions.
  - g. Child Care Facilities.
  - h. Governmental or Public Facilities, excluding Projects on real property owned by LAWA and used for Air Transportation Purposes.

**G. Refunds**

1. If a TIA Fee is claimed to be incorrectly collected, or a refund is claimed pursuant to this Ordinance, then requests for refunds may be filed utilizing the procedures for refunds described in Sections 22.12 and 22.13 of the LAMC.
2. In addition to the above procedure, the City Council may refund any fees and/or release a letter of credit if:
  - a. The building permit and all extensions have expired and the Project for which the TIA Fee has been collected has not been constructed; or
  - b. A refund or release is specifically authorized by resolution of the City Council, and the Council finds that the TIA Fee is no longer needed or its retention would violate the constitutional or other legal rights of any person, or is otherwise required under the Mitigation Fee Act.

**Section 8.**

**CREDITS FROM THE TIA FEE**

**A. TIA Credit for Existing Land Use**

1. Credits can only be granted on existing land uses which are not exempt from the TIA Fee pursuant to Section 7E. Credits for previous use will be granted in the following manner:
  - a. If the existing use was active for at least six (6) months during the past two (2) years, 100% credit will be granted for the previous use. The start of the two-year period begins exactly two years prior to the Project's filing completion date with the City of Los Angeles.

**i. 100% Credit Calculation**

**Credit = (No. of existing units) x (Fee per unit)**

*Where "units" can refer to existing dwelling units or square footage.*

*Where "Fee per unit" is listed in Table 1 of an accompanying resolution.*

- b. If the existing use was active for at least six (6) months during the past four (4) years, 50% credit will be granted for the previous use. The start of the four year period

begins exactly four (4) years prior to the Project's filing completion date with the City of Los Angeles.

**i. 50% Credit Calculation**

**Credit = (No. of existing units) x (Fee per unit) x 0.5**

*Where "units" can refer to existing dwelling units or square footage.*

*Where "Fee per unit" is listed in Table 1 of an accompanying resolution.*

2. Notwithstanding the provisions of Paragraph "1" of this Subdivision, Applicants for a Project on a site for which a TIA Fee has been paid pursuant to Ordinance No. 171,492 may request and receive a full Trip credit for the existing land use.
3. Applicants for Projects seeking credits for existing uses must provide LADOT with documentation supporting the existence and duration of the use (e.g. leasing agreements, utility bills, or previous environmental reviews). LADOT will validate Credits for existing uses based on the provided documentation.

**B. In-Lieu Credits**

**1. Opportunities for In-Lieu Credit**

- a. **Transportation Improvements.** In-Lieu Credit against the TIA Fee shall be given for all or portions of Regional or Subregional Transportation Improvements designated in Appendix A. Project Serving Improvements are not eligible for In-Lieu Credit. Streetscape Plan elements provided beyond the Project Serving Improvements are eligible for In-Lieu Credit. The minimum improvements required by LADOT to mitigate the impacts of the Project are not eligible for In-Lieu Credit. LADOT may apportion In-Lieu Credit for improvements which are beyond the minimum required to mitigate the impacts of the Project. The amount of In-Lieu Credit for Regional or Subregional Transportation Improvements shall be calculated by LADOT and credited at the time the building permit is issued.
- b. **Land Dedications.** In-Lieu Credit for any land dedications shall be based on the fair market value of the dedication, appraised to the satisfaction of LADOT and the Bureau of Engineering as of the date of dedication. Land dedications shall include both fee dedications and right-of-way easements and shall be

subject to the following conditions:

- i. In-Lieu Credit shall *not* be granted for land dedications for right-of-way purposes to meet standard street requirements pursuant to the City's Circulation Element (Transportation Element or MP 2035) and Community Plans.
- ii. In-Lieu Credit shall *not* be granted for land dedications for Project Serving Improvements.
- iii. In-Lieu Credit shall be granted for land dedications for Regional and Sub-Regional Transportation Improvements.

c. **Affordable Housing Credit**

- i. **Authority.** LADOT will grant In-Lieu Credits to a Project that contributes to a more balanced jobs/housing ratio in the Specific Plan Area through provision of affordable dwelling units. Notwithstanding any other provision contained in this section, new residential dwelling units which are rented or sold to persons or households of very-low, low, or moderate income shall receive an affordable housing credit.
- ii. **Eligibility.** LADOT will grant In-Lieu Credits For Affordable Housing only if the Project meets all of the following criteria:
  - (a) **Covenant.** A covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program..
  - (b) **Net Increase.** A Project must produce a net increase in the number Affordable Dwelling Units provided on site in order to receive In-Lieu Credit for the provision of Affordable Dwelling Units.
- iii. **In-Lieu Credits.** The In-Lieu Credits shall be credited upon issuance of the certificate of occupancy for the Affordable Dwelling Units. The In-Lieu Credits

against the TIA Fee shall be calculated for Affordable Dwelling Units subject to this Subdivision in the following manner: Credits will be awarded per Affordable Dwelling Unit (2 fee credits/DU based on the TIA fee for multi-family housing units shown in Table 1 of an accompanying resolution).

- iv. **Maximum Credits.** In no case shall the housing In-Lieu Credits exceed 50 percent of the TIA Fee for a Project. The housing In-Lieu Credit shall not be granted until issuance of the certificate of occupancy for the dwelling units.
- v. **Nonconformance Assessment Fee.** Should any qualifying affordable housing unit no longer operate as a qualifying affordable housing unit before the 55 year period has expired, then the TIA Fee for each said unit shall be paid to the City at the current rate.
- d. **Transit Oriented Development.** All Projects which meet the criteria of a TOD as defined below will receive a credit towards the TIA fee calculated for the Project.
  - i. **TOD Requirements.** To be eligible for a TOD credit, a project must meet the following requirements:
    - (a) Project must be located within ½ mile of a Dedicated Transit Line; and
    - (b) Convenient retail uses, including a store that sells food, must be located within ½ mile of the project site; and
    - (c) The project provides either the minimum number of parking spaces required per the zoning code, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.
    - (d) Transit line must be in place and active at time building permits are pulled.
  - ii. **TOD Credits.** TOD credits will be issued as follows:
    - (a) Parcels within ½ mile of transit line are eligible for 5% fee credit; or

- (b) Parcels that are able to demonstrate a walking distance of ¼ mile to transit station are eligible for a 10% fee credit (Applicant is required to submit a map showing ¼ mile walking distance from project site to transit station for City review and approval).

## 2. In-Lieu Credit Estimates

- a. The Applicant shall prepare preliminary plans and a detailed cost estimate of the proposed Regional or Subregional Transportation Improvements for review by and approval of the City Engineer and LADOT. Costs shall be approved by LADOT based on estimated B-permit construction costs, including an additional 15 percent for permits, design and contingency costs, as prepared or approved by the City Engineer.
- b. In-Lieu Credits shall be applied to reduce the TIA Fee after the required transportation improvements have been completed or guaranteed to the satisfaction of LADOT and the City Engineer. The total TIA Fee, after deducting any applicable In-Lieu Credits, shall be guaranteed prior to issuance of a building permit. The guarantees for transportation improvements eligible for In-Lieu Credits shall consist of Bonds for B-permit construction on City streets; Encroachment Permits for construction on State Highways; and cash payments for ITS signal (e.g., ATSAC) improvements.
- c. The City shall not grant In-Lieu Credits that are in excess of the assessed TIA Fees for the entire Project.
- d. No In-Lieu credits shall be granted against that portion of the TIA Fee designated for the City's Administrative Costs and mitigation of local impacts (e.g., neighborhood protection costs) as estimated by LADOT.

- 3. **Multi-Phase Projects.** In multi-phase Projects approved under the provisions of Section 9 of this Ordinance, In-Lieu Credits to reduce the TIA Fee may be reserved and credited from one phase to a future phase of the same Project. However, in no case shall a final phase be approved with land uses that generate less than 25 percent of the Project's total Trips.

**Section 9. PHASING PROGRAM**

**A. Prohibition**

Prior to the issuance of a building permit for any building or structure within a Project with more than one phase, a Phasing Program for the Project shall be approved by the Departments of City Planning and Transportation.

**B. Project Phasing**

An Applicant for a Project which generates 500 or more net new Trips (as calculated using the trip generation methodology required in the LADOT Traffic Study Policies and Procedures) shall conform to the following provisions to implement the mitigation measures required pursuant to Section 6 of this Ordinance and the transportation improvements listed in Appendix "A" of this Ordinance:

1. **Application.** For a Project with more than one Phase, the Applicant shall submit an application for a Phasing Program containing the following: proposed density and land uses for the entire Project; proposed Regional or Subregional Transportation Improvements to be provided as part of this Project; and a TDM Program.
2. **Phasing Program.** The Phasing Program shall include the following:
  - a. Total floor area and use of the Project in each phase.
  - b. Anticipated Project schedule.
  - c. Trip generation tables for each phase (as calculated using the trip generation methodology required in the LADOT Traffic Study Policies and Procedures).
  - d. Regional or Subregional Transportation Improvements scheduled to be constructed in each phase.
  - e. Project Serving Improvements scheduled to be constructed in each phase.
  - f. TDM Program addressing each phase.
3. **Review of Phasing Program.** Prior to approval of the Phasing Program, LADOT shall review the Phasing Program, identify the Traffic Impact Mitigations to be undertaken by the Project, approve any In-Lieu Credits available to the Project, determine that TDM Program goals are in conformance with the provisions of LAMC 12.26-J and the LADOT Traffic Study

Policies and Procedures, and calculate the TIA Fee for each phase. If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an increase or decrease in Trip generation in an approved Phasing Program, appropriate adjustments in TIA Fees, Traffic Impact Mitigations or TDM requirements applicable to the increase or decrease shall be made as a condition of Departmental approval.

4. **Review of the Phases**

- a. Prior to the issuance of a building permit for each phase of the Project, LADOT shall review the building permit application for conformance to the Phasing Program conditions.
- b. The final phase shall include land uses which generate at least 25 percent of the total Project Trips. The final phase of a multi-phase Project reviewed under this Section shall demonstrate to LADOT that required TDM Programs for prior phases have achieved Trip reduction objectives. Where a TDM Program is found not to be functioning and/or not reducing Trips as anticipated for the Project, the final phase of the Project shall be reduced proportionally.

5. **Covenant and Agreement.** Prior to issuance of the building permit for the first phase of the Project, the owner(s) of the property shall covenant and agree to comply with the provisions of this Section. The covenant shall be recorded, shall run with the land and shall be binding upon any future owners, successors, heirs or assignees of the Applicants.

**Section 10.**

**APPEALS**

**A. First Level of Appeal**

**Request for Reconsideration by LADOT.** An Applicant who disputes a determination made by LADOT regarding the TIA Fee pursuant to Section 7 (Transportation Impact Assessment Fee) or Section 8 (Credits from the TIA Fee) of this Ordinance may ask for a reconsideration by the General Manager of LADOT within a 15 day period following the date of mailing of the letter of determination from LADOT. The request shall set forth specifically the basis of the request and the reasons why the determination should be modified. The appeal shall be on a form as prescribed by LADOT and shall be accompanied by a filing fee in the amount established by an accompanying resolution. The filing fee shall

be payable to LADOT. The General Manager of the Department shall decide the matter and issue a decision letter within 30 days following the receipt of the request.

**B. Second Level of Appeal**

An Applicant who filed an appeal pursuant to this Section who is dissatisfied with a decision of the General Manager of LADOT may appeal pursuant to the appeals procedures set forth in LAMC Section 11.5.7C.6 and shall be accompanied by a filing fee established by an accompanying resolution. The filing fee shall be payable to LADCP.

**Section 11.**

**REVIEW OF THE SPECIFIC PLAN**

The CTCSP shall be monitored on a regular basis by LADOT and all requirements of the Mitigation Fee Act shall be met, including a five-year report to City Council and an annual accounting of the CTCSP Fee Fund 180-days after each fiscal year.

Additionally, a report reviewing the status of the CTCSP Fund and implementation of the Specific Plan shall be submitted by the General Manager of LADOT to the City Council and copied to DCP every two years. The report shall be submitted to the City Council no later than November of the year in which the report is due.

**Section 12.**

**SEVERABILITY**

If any provision of this Ordinance or the application thereof to any person, property or circumstances is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Transportation Program provisions, clauses or applications which can be implemented without the invalid provisions, and, to this end, the provisions and clauses of this Ordinance are declared to be severable.

## Appendix A: List of Transportation Projects

### Transit

#### Lincoln BRT

Center Running Bus Rapid Transit (BRT) on Lincoln Boulevard from the border of the City of Santa Monica to 96<sup>th</sup> Street Transit Station

#### Sepulveda BRT

Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to 96<sup>th</sup> Street Transit Station

#### Venice Rapid Bus Enhancements

Rebrand existing Rapid bus service on Venice Boulevard to serve Venice Beach area, increase service frequency, and implement stop improvements

#### Circulator/Shuttle Service

Circulator bus/shuttle to connect activity centers to major transit stations, such as:

- Loyola Marymount / Westchester Circulator
- Venice / Playa Vista / Fox Hills Circulator
- Venice Circulator

#### 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.

### Bicycle and Pedestrian

#### 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.

#### Venice Streetscape Improvements

Implement streetscape improvements along Venice Boulevard between Lincoln Boulevard and Inglewood Boulevard

#### Centinel Creek Streetscape Improvements

Implement streetscape improvements along Centinela Avenue between Washington Boulevard and Jefferson Boulevard

#### Centinel Creek Multi-Use Path

Centinela Creek path from Ballona Creek to Centinela Avenue east of I-405

#### Sepulveda Channel Multi-Use Path

Sepulveda Channel path from Ballona Creek to Washington Boulevard

#### 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

#### 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.

#### Beethoven Street / McConnell Avenue NEN Street

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

#### 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.

#### Venice Boulevard Cycle Track

Venice Boulevard throughout the CTCSP area

#### 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



Sample Bike Share Station

#### Bikesharing

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

#### 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 76<sup>th</sup> Street and 80<sup>th</sup> 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)

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### **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).

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### **Access Improvements to LAX**

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

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### **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.

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### **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

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### **Congestion Monitoring**

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

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### **Major Intersection Improvements**

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

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## 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

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### **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

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### **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.

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### **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.

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### **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

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Appendix B: Livable Boulevards Streetscape Plan

*[See separate document]*

DRAFT

## **DRAFT RESOLUTION**

**WHEREAS, TIA Fees for the CTCSP Specific Plan are hereby established per land use at the amounts shown in Table 1 (see next page).**

**WHEREAS, an appeal filed pursuant to CTCSP Specific Plan Section 10.A shall be accompanied by a filing fee of \$500 and payable to LADOT.**

**WHEREAS, an appeal filed pursuant to CTCSP Specific Plan Section 10.B shall be accompanied by a filing fee of \$500 and payable to LADCP.**

**DRAFT**

**Table 1. CTCSP TIA Fee Table**

Land Use Category	Unit	ITE Code <sup>1</sup>	PM Trip Rate <sup>1</sup>	% New Trips <sup>2</sup>	Trip Length	VMIT Factor	WLA TIMP TIA Fee per Unit	Description
<b>Residential Land Uses</b>								
Single Family	DU	210	1.00	100%	7.4	1.0	\$8,847	Single family detached homes on individual lots
Apartment	DU	221	0.58	100%	6.7	0.91	\$4,646	Multi-family rental units (10 levels or less)
High Rise Apartment	DU	222	0.35	100%	6.7	0.91	\$2,804	Multi-family rental units with more than 10 levels
Condominium/Townhouse	DU	231	0.78	100%	6.7	0.91	\$6,248	Multi-family units with individual ownership (10 levels or less)
High-Rise Condominium/Townhouse	DU	232	0.38	100%	6.7	0.91	\$3,044	Multi-family units with individual ownership with more than 10 levels
Senior Housing	DU	252	0.25	100%	6.7	0.91	\$2,003	Senior adult housing, including retirement communities, age-restricted housing and active adult communities
Affordable Housing	DU	--	--	--	--	--	\$0	Units that qualify as Affordable Housing per City of Los Angeles requirements
Hotel	Room	310	0.60	100%	7.6	1.03	\$5,452	Provides sleeping accommodations and supporting facilities for short-term occupancy
<b>Retail &amp; Service Land Uses</b>								
Retail =< 250 KSF	1,000 s.f.	820	4.43	70%	3.6	0.49	\$13,347	General retail and service uses that are typically part of a shopping center or neighborhood center less than or equal to 250 KSF (based on total square footage of retail uses on site)
Retail >250 KSF - 800 KSF <sup>3</sup>	1,000 s.f.	820	Interpolate				Interpolate	See above definition for retail uses; Apply this rate to uses totaling more than 250 KSF and less than 800 KSF <sup>3</sup>
Retail >800 KSF	1,000 s.f.	820	3.02	90%	5.2	0.70	\$16,897	See above definition for retail uses; Apply this rate to uses totaling more than 800 KSF

**Office & Medical Land Uses**

Office =< 50 KSF	1,000 s.f.	710	2.69	100%	9.8	1.32	\$31,517	A building of 50 KSF or smaller that typically holds multiple tenants where affairs of businesses, commercial, or professional services are conducted. May contain an on-site cafeteria/café or retail services for use by on-site employees.	
Office >50 KSF - 250 KSF <sup>4</sup>	1,000 s.f.	710	Interpolate					Interpolate	See above definition for office use Utilize this rate for buildings greater than 50 KSF but less than or equal to 250 KSF <sup>4</sup>
Office > 250 KSF	1,000 s.f.	710	1.43	100%	9.8	1.32	\$16,754	See above definition Utilize this rate for buildings greater than 250 KSF	
Medical Office	1,000 s.f.	720	3.57	100%	9.3	1.26	\$39,693	Medical and dental office uses that provide outpatient care on a routine basis	
Hospital	1,000 s.f.	610	1.16	100%	9.3	1.26	\$12,897	Medical and surgical care, including overnight accommodations and ambulatory patients.	

**Industrial Land Uses**

Industrial	1,000 s.f.	130	0.85	100%	5.6	0.76	\$5,691	An area that contains a mixture of manufacturing, service and warehouse facilities
Manufacturing	1,000 s.f.	140	0.73	100%	5.6	0.76	\$4,887	Facility that typically converts raw materials or parts into finished products; may include warehouse, office and research related functions
Warehouse	1,000 s.f.	150	0.32	100%	5.6	0.76	\$2,142	Facility that is primarily devoted to the storage of materials; may also include office and maintenance related functions
Mini-Warehouse	1,000 s.f.	151	0.26	100%	5.6	0.76	\$1,741	Self-storage facilities in which a number of storage units/vaults are rented for the storage of goods

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.

