

ORDINANCE NO. 186108

An ordinance amending Section 12.04 of the Los Angeles Municipal Code to amend the West Los Angeles Transportation Improvement and Mitigation Specific Plan.

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

Section 1. Pursuant to Section 11.5.7.G of the Los Angeles Municipal Code, the City Council hereby amends the West Los Angeles Transportation Improvement and Mitigation Specific Plan in its entirety to read as shown in the attached West Los Angeles Transportation Improvement and Mitigation Specific Plan. The boundaries for the West Los Angeles Transportation Improvement and Mitigation Specific Plan, as amended, are shown in Map 1 in the attached West Los Angeles Transportation Improvement and Mitigation Specific Plan.

West Los Angeles Transportation Improvement and Mitigation Specific Plan

City of Los Angeles

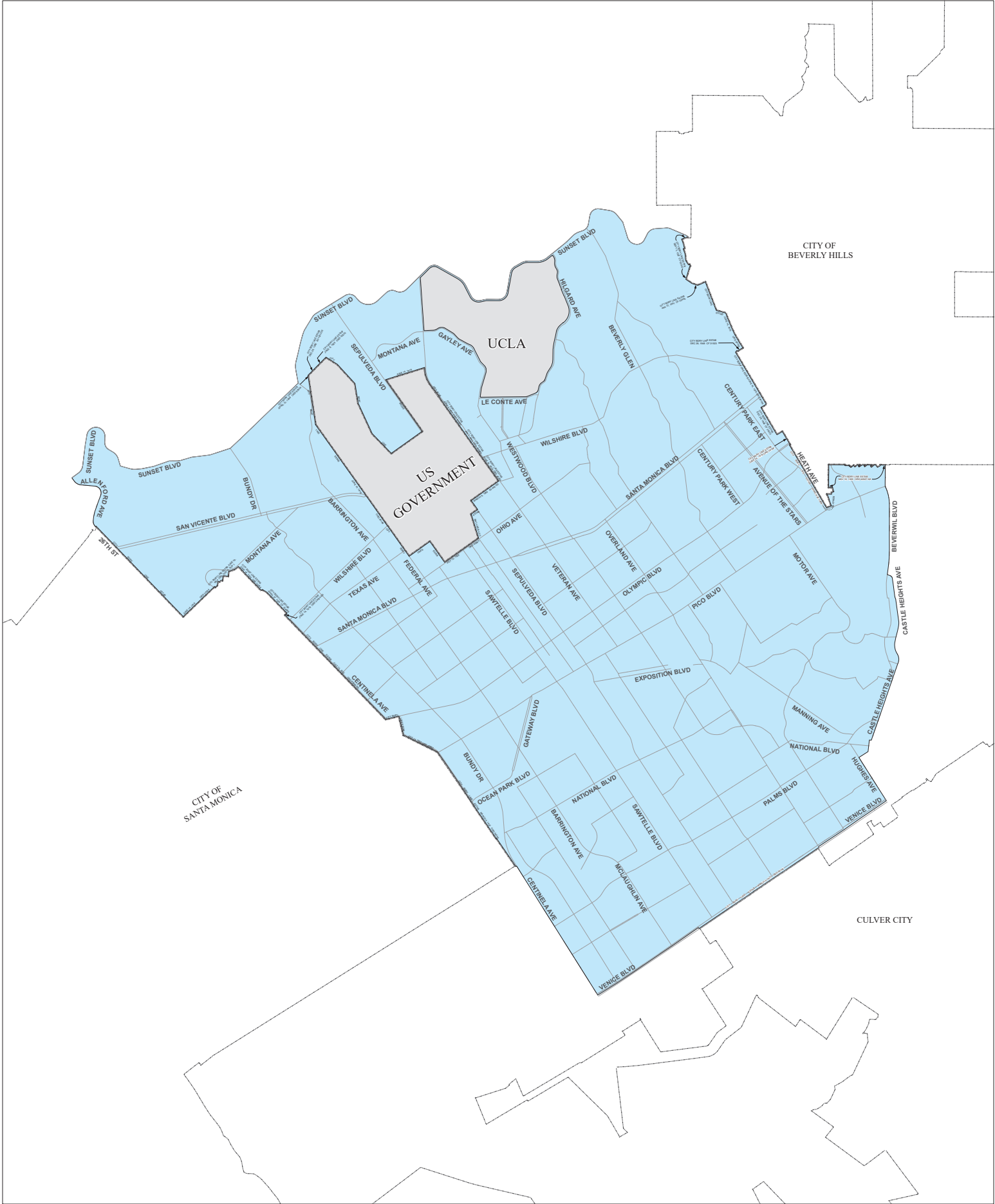
Ordinance No. 171,492
Effective March 8, 1997

Specific Plan Amendment
Amended by Ordinance No. 186,108
Effective **June 28, 2019**

WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION SPECIFIC PLAN

TABLE OF CONTENTS

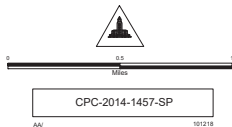
Map 1	Specific Plan Area
Section 1.	Establishment of the West Los Angeles Transportation Improvement and Mitigation Specific Plan
Section 2.	Relationship to Other Provisions of the Los Angeles Municipal Code
Section 3.	Purposes
Section 4.	Definitions
Section 5.	General Requirements
Section 6.	Transportation Impact Assessment Fee Program
Section 7.	TIA Fee Payment Procedures
Section 8.	TIA Fee Credits
Section 9.	Improvement, Dedications, and Transportation Measures
Section 10.	Phasing Program
Section 11.	Appeals
Section 12.	Review of the TIA Fee Program
Section 13.	Severability



West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP)

- WLA TIMP
- US Government*
- UCLA*

*Government Facilities, including the Veterans Administration at Brentwood Campus and the University of California Los Angeles Campus, are exempt from the TIA Fee requirements of the WLA TIMP.



CPC-2014-1457-SP

City of Los Angeles



AREA MAPPED

West Los Angeles Transportation Improvement and Mitigation (WLA TIMP) Specific Plan

Section 1. ESTABLISHMENT OF THE WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION SPECIFIC PLAN

- A. **Authority and Scope.** Pursuant to Section 11.5.7 of the Los Angeles Municipal Code (LAMC), the City Council hereby establishes the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Specific Plan). The Specific Plan establishes a transportation mitigation program which shall be applicable to all lots located in whole or in part within the Specific Plan Area.
- B. **Specific Plan Area.** The Specific Plan Area (plan area) includes those areas of the City of Los Angeles shown in the shaded area of Map 1.

Section 2. RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE

- A.** The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter I of the Los Angeles Municipal Code (hereinafter, "LAMC" or "Code"), as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the LAMC and other relevant ordinances except as specifically provided herein.
- B.** Wherever this Specific Plan contains provisions establishing regulations (including, but not limited to, required exactions) different from, more restrictive, or more permissive than would be allowed pursuant to Chapter I of the LAMC and the provisions of other portions of the LAMC specifically referenced below, this Specific Plan shall prevail and supersede the applicable regulations of the Code unless expressly overridden by the Code or other adopted ordinance.
- C.** The procedures for granting a project permit compliance, modification, adjustment or exception in LAMC Section 11.5.7 C, D, E, and F are not applicable to this Specific Plan.
- D.** This Specific Plan shall be amended and interpreted pursuant to the procedures in LAMC Sections 11.5.7.G and H, except that notice for an amendment shall be consistent with notice required under LAMC Section 11.5.6.C.1.

Section 3. PURPOSES

This Specific Plan is intended to adopt a transportation impact mitigation program in the plan area that achieves the following purposes:

- A.** Implement City and state policies concerning transportation, including the City of Los Angeles' General Plan Framework Element and Mobility Plan 2035, and state legislation (including SB 375, SB 743, and AB 1358) that reprioritize transportation improvements to focus on access to transit and active transportation as strategies to reduce dependence on vehicular travel, and reduce vehicle miles traveled (VMT) and associated greenhouse gas emissions.
- B.** Improve mobility options within the plan area by providing transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, vehicle), primarily within existing available right-of-way, as part of a transportation system that is consistent with the City's General Plan Elements (Community Plans and Mobility Plan 2035).
- C.** Produce fewer auto trips per capita and decrease VMT per capita by increasing multimodal transportation options and promoting best practices in Transportation Demand Management (TDM).
- D.** Enhance mobility and connectivity along key transportation corridors, particularly by planning for dedicated transit lines that serve north-south corridors, including Lincoln and Sepulveda Boulevards, and provide connections to planned east-west transit lines.
- E.** Enhance the transportation system by planning for better regional transit connectivity and "first mile-last mile" solutions such as better pedestrian conditions, bike share, improved bicycle facilities, and circulator bus service.
- F.** Encourage walking and bicycling as a means to safely and conveniently access transit and circulate within and between neighborhoods.
- G.** Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies.
- H.** Mitigate the transportation impacts resulting from new development within the plan area by providing a mechanism to fund and implement specific transportation improvements.
- I.** Establish the Transportation Impact Assessment Fee in compliance with the Mitigation Fee Act for new development located within the plan area.
- J.** Ensure that costs for transportation improvements within the study area are fairly distributed among all future land uses that will contribute to transportation impacts.
- K.** Ensure that contributors to this Specific Plan's fund benefit from the public

transportation, bicycle, and pedestrian improvements constructed using Transportation Impact Assessment Fee funds.

- L.** Enhance the streetscape environment and reinforce the neighborhood identity on portions of major arterials by using a consistent palette of amenities to improve streetscape aesthetics, promoting sustainable landscaping practices, creating a more inviting pedestrian environment that supports local commerce, and providing a pleasant and safe active transportation experience.
- M.** Encourage parking strategies, such as demand-based pricing schemes, capacity management, travel demand management programs, and shared-parking to manage parking supply.
- N.** Promote neighborhood protection programs, where feasible, when implementing multimodal improvements, in order to minimize intrusion of commuter traffic through residential neighborhoods by the implementation of non-restrictive traffic calming measures.
- O.** Reduce Trips by supporting the development of affordable housing at or near job sites and near transit, consistent with City policies.
- P.** Establish Transportation Impact Assessment Fees that do not hinder the development of housing for diverse income levels in the Westside, including affordable housing for moderate, low, and very low income levels.
- Q.** Ensure that development projects that are implemented in a phased manner include appropriate mitigations for each individual development phase.

Section 4. DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this section, which definitions shall supersede the definitions set forth in the LAMC. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03.

Affordable Dwelling Unit: A dwelling unit which is restricted by a covenant certified by the City of Los Angeles Housing and Community Investment Department or its successor agency to be rented or sold at an affordable level to, and occupied by, persons or families whose annual income does not exceed 120 percent of the Area Median Income for persons or families residing in Los Angeles County. The Area 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.

ATSAC: The "Automated Traffic Surveillance and Control" program managed by LADOT to improve traffic signal operations in the City of Los Angeles through real time monitoring and adjustment of signal timing.

CEQA: California Environmental Quality Act, inclusive of the Public Resources Code, sections 21000, et seq., and the Guidelines for California Environmental Quality Act, found at Title 14, Division 6, Chapter 3 of the California Code of Regulations, including as they be amended from time to time.

Dedicated Transit Line: Transit service that operates in all or a portion of a right-of-way that is controlled or maintained for the exclusive use of transit vehicles (including light rail trains and bus rapid transit) at all times or during peak travel times.

Fee Credit: A credit toward payment of the TIA Fee, pursuant to the provisions in Section 8 of this Specific Plan.

Fee Ordinance: LAMC Section 19.19, as it may be amended from time to time.

General Manager: The General Manager of LADOT or his or her designee.

LADBS: City of Los Angeles Department of Building and Safety.

LADCP: City of Los Angeles Department of City Planning.

LADOT: City of Los Angeles Department of Transportation.

LADPW: City of Los Angeles Department of Public Works, inclusive of its Bureaus including the Bureau of Engineering (BOE), Bureau of Street Lighting (BSL), and Bureau of Street Services (BSS).

LAMC: Los Angeles Municipal Code, as it may be amended from time to time. Amendments to the LAMC include any particular sections identified in this Specific

Plan.

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

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

Multimodal: Accommodations for two or more modes of travel (such as, transit, bicycle, pedestrian, motor vehicle) as a part of a transportation system.

NTM Program: Neighborhood Traffic Management Program, which is a plan to deter or minimize Project traffic from traveling through nearby residential areas or local streets and mitigate transportation impacts on local streets.

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

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 plan area that requires at least a building permit, or change of use permit which results in an increase in the number of Trips based on the trip generation methodology outlined in the Transportation Impact Study Guidelines. Off-site parking areas which serve a Project shall be considered a part of the Project.

Project Serving Improvements: Those street, streetscape, transit, transportation related, or right-of-way improvements or dedications that are required of a Project pursuant to an adopted City code, ordinance, plan, or policy (including but not limited to, street frontage and other requirements of LAMC Sections 12.37 and 17.08, transportation measures required by Section 9 of this Specific Plan and the Transportation Impact Study Guidelines), or as a legally imposed CEQA mitigation measure.

Without limitation to any of the above, Project Serving Improvements include, but are not limited to: (i) frontage improvements to curbs and gutters, sidewalks, street lights, undergrounding of utilities, street trees, landscaping, storm drain and drainage system, sewer system and laterals, resurfacing pavement, right-of-way dedications, and (ii) improvements required for Project access or on-site circulation, such as driveways and traffic signals.

Unless otherwise specified in Section 8 of this Plan, Project Serving Improvements include an improvement or dedication provided in order to obtain development rights (such as, increased Floor Area Ratio [FAR]) when authorized by City code, ordinance, plan, or policy.

Regional or Subregional Transportation Improvements: Not including any Project Serving Improvements, a street, streetscape, transit, transportation related, or right-of-way improvement or dedication, or portion thereof, on a right-of-way in the plan area which is designated in the City's Circulation Element (Mobility Plan 2035 or successor document) as a Secondary Highway or Avenue, or a higher classification, or an improvement or dedication for an improvement that is primarily intended to support or facilitate regional transit, regional transportation

or regional multimodal activities.

Streetscape Plan: A plan approved pursuant to the LAMC for the adoption of streetscape plans, or if there are no LAMC procedures, a plan approved by the City Planning Commission and/or another City Commission, the Board of Public Works, LADOT General Manager or LADCP Director, which provides guidelines and policies for how a particular City street should look and function, including the design and design consistency of streetscape amenities, maintenance of streetscape amenities, pedestrian safety improvements and amenities, improvements or amenities to support local businesses, improvements or amenities to improve connections to nearby transit, improvements or design features to implement sustainable landscaping practices, and overall corridor aesthetics. Streetscape amenities as used herein include, but are not limited to, street benches, trash receptacles, street lighting, trees, signage, landscaping, landscape fixtures, sidewalk pavement design, and unique community identifiers.

TIA Fee Improvements: Those improvements identified by the City Council as eligible for use of the TIA Fee monies pursuant to Section 6 of this Specific Plan.

Transportation Demand Management Program or TDM Program: A program aimed to minimize the demand for Trips by single-occupancy vehicles by 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 Fee or TIA Fee: A transportation mitigation fee required to be paid by Project applicants pursuant to the terms of this Specific Plan.

Transportation Impact Study Guidelines or TIS Guidelines: A document published by LADOT to provide the public, private consultants and City staff with criteria, guidelines, objectives, and standards to be used in the preparation of a transportation impact study for the evaluation of Project-specific transportation impacts and the development of transportation measures, including as it may be amended from time to time in substance or in name.

Trip: An arrival at or a departure from a Project by a motor vehicle during the evening peak hour of traffic.

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

Section 5. GENERAL REQUIREMENTS

A. General Requirement. No permit shall be issued by LADBS for any Project unless the applicant has done all of the following:

1. Submitted an application, paid the application fee(s), and complied with all requirements in this Specific Plan, including Subsection 5.C.
2. Paid the TIA Fee required, if any, pursuant to Section 7 of this Specific Plan.
3. Obtained a certification by the LADOT, in consultation with LADPW, that the Project has satisfied all requirements of Section 9 of this Specific Plan and all measures required under Subsection 9.B of this Specific Plan, if any, are complete or otherwise guaranteed.
4. If applicable, obtained an approved phasing program from LADOT, pursuant to Section 10 of this Specific Plan.

B. Exemptions. The following Projects are exempt from Subsection A and the requirements of this Specific Plan:

1. Any work on an existing building or structure which does not result in an increase in floor area or a change of use.
2. Additions or alterations to a residential use or structure, which do not add new dwelling units or change the existing use, or any portion of the existing use. A residential use does not include hotels, motels, or other similar types of uses.
3. Tenant improvements with no change of use or increase in floor area.
4. Building permits for electrical, plumbing, mechanical, facia, signs, or other work that do not result in an increase in floor area or a change in use.
5. Work done to comply with an abatement or enforcement order from LADBS or other City department that does not increase existing approved floor area or result in a change in use.
6. Demolitions.

C. Procedures. All applicants of non-exempt Projects shall do all the following:

1. File an initial assessment form with LADOT on a form approved by LADOT for project review and approval. In their initial assessment, the applicant shall identify all Fee Credits and exemptions for which the applicant believes the Project is eligible, including any basis for the credit or exemption.

2. Prepare and submit all required forms, technical memorandum, transportation studies, mitigation plans, and any other documents, forms, plans or studies required by LADOT.
3. Pay applicable fees in LAMC Section 19.15 for all necessary LADOT review, preparation or processing activities.

D. LADOT Review of Applications.

1. LADOT shall review all assessment forms submitted under Subsection C to determine compliance with this Specific Plan, including compliance with Section 9 of this Specific Plan related to transportation studies and transportation measures, and calculating any fees or credits pursuant to Section 7 or Section 8 of this Specific Plan and determining whether the Project is exempt.
2. LADCP and LADBS shall coordinate with LADOT to ensure all Projects meet the requirements of the Specific Plan.

Section 6. TRANSPORTATION IMPACT ASSESSMENT FEE PROGRAM

- A. TIA Fee Program Established.** There shall be a Transportation Impact Assessment Fee (TIA Fee) Program in the Specific Plan Area to provide public facilities which meet the purposes established in Section 3 of this Specific Plan. The TIA Fee Program shall comply with the Mitigation Fee Act and the requirements of this Section 6.
- B. TIA Fee Improvements.** The City Council shall establish in the Fee Ordinance a list or categorical description of public facilities (as defined by the Mitigation Fee Act) that may be funded, in part, by the TIA Fee. These improvements, shall be known as, "TIA Fee Improvements." The TIA Fee Improvements may include, but are not limited to, transit improvements, active transportation improvements, roadway and intelligent transportation system (ITS) improvements, and auto-trip reduction programs and facilities. Pursuant to the Mitigation Fee Act, the fees shall not fund operations or maintenance. The list or description of TIA Fee Improvements may be amended from time to time as provided in the Fee Ordinance.
- C. Amount of the Fee and Indexing of the Fee.** The amount of the TIA Fee shall be provided in the Fee Ordinance. As provided in the Fee Ordinance, the TIA Fee shall increase or decrease on an annual basis to respond to inflation and deflation.
- D. Exemptions.** Projects identified as exempt from the TIA Fee in the Fee Ordinance shall be exempt from payment of the TIA Fee in Section 7 of this Specific Plan.
- E. Administration.** The City Council, by ordinance or resolution, may adopt rules and regulations for the administration of the TIA Fee Program consistent with this Specific Plan, including the calculation, imposition, collection of the TIA Fee, the calculation of Fee Credits as allowed in Section 8 of this Specific Plan, and the use and handling of any TIA Fee monies. Nothing provided in this subsection is intended to otherwise limit the authority of the head of any Department to adopt rules and regulations necessary to administer City ordinances or City Council-adopted resolutions.

Section 7. TIA FEE PAYMENT PROCEDURES

- A. Project Review.** All non-exempt Projects shall be reviewed by LADOT to determine if the Project is exempt from paying a TIA Fee, to calculate the amount of the TIA Fee, including as reduced by any applicable Fee Credits, consistent with this Specific Plan and the Fee Ordinance.
- B. Project Requirements.** Project applicants are required to pay TIA Fees as calculated by LADOT.
- C. Time of Payment.** Unless otherwise provided in the Fee Ordinance, the timing and method of TIA Fee payments shall be as provided below.
- 1. General Rule.** TIA Fees shall be fully paid prior to issuance of the first permit by LADBS, subject to the following exceptions:
 - a. Residential Uses.** If the TIA Fees are for a residential use, payment may be made at issuance of the certificate of occupancy.
 - b. Secured Payment.** TIA Fees may be paid after issuance of the building permit if, prior to issuance of building permit, the applicant paid a deposit equal to 10 percent of the total required TIA Fee and guaranteed payment of the balance of TIA Fees owed by a bank letter of credit in one of the following manners:
 - i.** to be paid in full the earlier of the date of the issuance of a certificate of occupancy (temporary or permanent) or 24 months from the date of issuance of the building permit; or
 - ii.** to be paid in 60 equal monthly installments, which include compound interest, with the first payment due 30 days after the building permit is issued and with the interest rate based on the effective yield the City Treasurer is obtaining on the City's investment as reported to the City Council for the month preceding the anniversary of the building permit issuance date, to be adjusted annually.
- All bank letters of credit shall be from an accredited bank approved by LADOT and the letters of credit shall be in a form approved by LADOT. If payment of TIA Fees is secured to be paid under this Subsection b., then prior to issuance of the building permit a covenant shall be recorded on the Project property in a form approved by LADOT committing the legal record owner to payment of the TIA Fees and acknowledging the contents of the Specific Plan.
- c. Phased Project.** TIA Fees for a phased Project shall be paid consistent with Section 10 of this Specific Plan and an approved Phasing Program.

2. **Other Law.** Compliance with this Subsection C is subject to the requirements of the Mitigation Fee Act and any other applicable State or Federal law.

D. Refunds.

1. TIA Fees are subject to the refund provisions of LAMC Sections 22.12 and 22.13, this subsection, and the Mitigation Fee Act.
2. The General Manager may issue a refund of any collected TIA Fees or release a letter of credit and any related recorded covenants, if the building permit and all extensions for a Project have expired and the building has not been constructed.
3. The City Council may refund all or a portion of collected TIA Fees, if the City Council finds any of the following:
 - a. TIA Fees are no longer necessary to fund any TIA Fee Improvements;
 - b. A refund is necessary to comply with the Mitigation Fee Act; or
 - c. A refund is necessary to comply with any other local, state or federal law.

- E. Remedy If Failure to Pay.** In addition to any other remedies available under the LAMC or other law, if it is determined that a TIA fee has not been paid or secured in accordance with Section 7 of this Specific Plan, building permits will not be issued for the Project and LADBS shall initiate a process to revoke any permits issued at the request of the General Manager.

Section 8. TIA FEE CREDITS

- A. TIA Credit for Existing Land Use.** In calculating the TIA Fee, LADOT shall provide a credit for existing and previous uses pursuant to the Fee Ordinance.
- B. Fee Credits.** In calculating the TIA Fee, LADOT shall provide Fee Credits as provided below and in the Fee Ordinance.

1. Improvement In-Lieu Fee Credit.

- a.** An "Improvement In-Lieu Fee Credit" shall be provided for the following:
 - i.** TIA Fee Improvements that are not Project Serving Improvements; or
 - ii.** Regional or Subregional Transportation Improvements that meet the purposes of the Specific Plan as described in Section 3 of this Specific Plan, as determined by the General Manager.
- b.** To be eligible for an Improvement In-Lieu Fee Credit, the improvement must be or have been accepted by LADPW or LADOT for construction or installation.
- c.** To be eligible for an Improvement In-Lieu Fee Credit:
 - i.** The improvements must be completed and accepted by the LADPW; or
 - ii.** Completion of the improvement must be guaranteed by bonds for B-permit construction on City streets, encroachment permits for construction on State Highways, and cash payments for ITS signal (such as, ATSAC) improvements, or by a means deemed acceptable by the LADPW for any other type of improvement.
- d.** Applicants shall prepare preliminary plans and a detailed cost estimate of the improvements for which the applicant seeks an Improvement In-Lieu Fee Credit. Costs eligible for Improvement In-Lieu Fee Credit shall include permitting, design and contingency costs. Costs shall be approved by LADOT in consultation with LADPW.
- e.** The amount of the Improvement In-Lieu Fee Credit shall be calculated by LADOT based on the Project applicant's submittal of a construction cost estimate prepared by a Registered Civil Engineer and any other requirements of LADOT.
- f.** If the Regional or Subregional Transportation Improvement or the TIA Fee Improvement involves a dedication, the value of the dedication may be considered for Improvement In-Lieu Fee Credit. The value of the dedication shall be based on fair market value as of the date of the dedication, as determined by an appraisal prepared to the satisfaction

of LADOT, in consultation with LADPW. To be eligible for an Improvement In-Lieu Fee Credit, the dedication, whether in fee or an easement, must be legally accepted by the City and recorded on the property.

- g. Improvement In-lieu Fee Credit may be granted in situations where improvements are being provided as part of a public benefit incentive program if the provided improvements are TIA Fee Improvements.

2. Affordable Housing Fee Credit.

- a. An “Affordable Housing Fee Credit” shall be provided to new Affordable Dwelling Units, in an amount provided in the Fee Ordinance and subject to the requirements below.

b. Eligibility.

- i. To be eligible for an Affordable Housing Fee Credit, the Affordable Dwelling Unit shall be guaranteed by a covenant recorded on the Project property, in a form acceptable to the Los Angeles Housing and Community Investment Department, or its successor agency, to be affordable for at least 55 years from the issuance of the certificate of occupancy.
- ii. To be eligible for an Affordable Housing Fee Credit, if the Project is replacing any existing Affordable Dwelling Units, the Project shall not result in a net loss of Affordable Dwelling Units.
- iii. Affordable Dwelling Units provided through an incentive-based program, such as LAMC Section 12.22.A.25, are eligible for the Affordable Housing Fee Credit.

- c. **Maximum Credits.** In no case shall the Affordable Housing Fee Credit exceed 50 percent of the TIA Fee for a Project.

- d. **Remedy for Non-Conformance.** If any Affordable Dwelling Unit, for which a Fee Credit was issued, fails to be affordable pursuant to the recorded covenant before the required term has expired, the TIA Fee shall be immediately due and payable to the City at the current rate. A covenant in a form and manner approved by LADOT shall be recorded to ensure compliance with this subdivision.

3. Transit Oriented Development Fee Credits.

- a. A “Transit Oriented Development Fee Credit” shall be provided to Projects in an amount provided in the Fee Ordinance which meet the criteria of a Transit Oriented Development as provided below.

- b. **Eligibility.** A Project is eligible for a Transit Oriented Development Fee Credit if all of the following criteria are met:

- i. The Project is located within one-half mile of a transit station or stop serving a Dedicated Transit Line that is in place and operational at the time building permits are issued.
- ii. Convenience retail uses, including a store that sells food, must be located within one-half mile of the Project site.
- iii. The Project provides no more parking than the lesser of the minimum number of parking spaces required by the LAMC or the number of parking spaces needed for the Project at a rate of one on-site parking space for zero to two bedroom units, and two on-site parking spaces for three or more bedroom units.

C. Other Provisions.

- 1. No Fee Credit shall be granted in excess of the assessed TIA Fee for the Project.
- 2. No Fee Credit shall be granted for that portion of the TIA Fee designated for the City's administrative costs, as provided in the Fee Ordinance.
- 3. Phased Project. If a Project has a Phased Program, under Section 10 of this Specific Plan, Fee Credits authorized in this Section 8 may be reserved and credited from one phase to a future phase.

Section 9. IMPROVEMENTS, DEDICATIONS, AND TRANSPORTATION MEASURES

A. Improvements and Dedications; Compliance with Streetscape Plans.

1. **Findings.** Nothing in this Specific Plan is intended to modify any improvement or dedication requirements in the LAMC or other City ordinance, plan, policy, rule or regulation, except that when Project Serving Improvements or Regional or Subregional Transportation Improvements are required on a Project for a right-of-way that has an approved Streetscape Plan, the improvements and dedications shall be required to be consistent with the applicable Streetscape Plan unless the General Manager finds either of the following:
 - a. Improvements consistent with the Streetscape Plan are not physically feasible.
 - b. Improvements consistent with the Streetscape Plan are not practical or efficient due to other pending or planned public improvements.
2. **Consistency.** Consistency with the Streetscape Plan shall be determined by the General Manager after consultation with LADCP.
3. **Subsequent Ordinance.** If after the latest update to this Specific Plan, the City Council adopts an ordinance to regulate streetscape plan improvements and the ordinance is applicable to the Specific Plan Area, this Section 9.A shall be of no further force and effect.

B. Transportation Measures.

The following regulations apply to all Projects required to be reviewed under the TIS Guidelines pursuant to the LAMC, other City ordinance, or as part of a CEQA review for a discretionary Project.

1. **Transportation Impact Study Guidelines.** LADOT shall review all Projects using the TIS Guidelines. All applicants shall fully comply with the relevant procedures of the TIS Guidelines.
2. **TDM and NTM Programs.** LADOT shall require the transportation study to analyze whether a TDM Program or NTM Program would reduce any Project significant transportation impacts consistent with the TIS Guidelines and relevant LAMC requirements.
3. **Measures to Avoid Impacts.** After review consistent with the TIS Guidelines, LADOT shall impose transportation measures to avoid or reduce transportation impacts consistent with the TIS Guidelines.
4. **Compliance and Covenant Requirement.** No building permit or change of use permit shall be issued for a Project until the General Manager finds that all transportation measures imposed under the TIS Guidelines and this Specific Plan are complete and fully satisfied or future completion and/or compliance has been adequately secured, including by a covenant

recorded on the Project property in a form and manner approved by LADOT. Without limitation to the above, any covenant required by LADOT may include the project description.

5. **CEQA.** Nothing in the Specific Plan or any provision in the TIS Guidelines is intended to modify the requirements or provisions of CEQA for any Project. To the extent that a Project is exempt from CEQA because it requires only ministerial approval, nothing in the Specific Plan is intended to require CEQA review. All decisions made under this Specific Plan are ministerial as defined by CEQA.

Section 10. PHASING PROGRAM

A. Phased Project.

A Project applicant intending to phase the Project shall obtain an approved Phasing Program from LADOT and comply with this Section.

1. **Application.** When a Project applicant proposes a Project to be completed in more than one phase, the applicant shall submit an application for a Phasing Program that contains the elements described below in Section 10.A.2 or any other information required by LADOT.
2. **Phasing Program.** An approved Phasing Program shall include, at minimum, the following:
 - a. Total floor area, total dwelling units, if applicable, 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 Transportation Impact Study Guidelines).
 - d. Regional or Subregional Transportation Improvements scheduled to be constructed for each phase.
 - e. Project Serving Improvements scheduled to be constructed in each phase.
 - f. TDM Program addressing each phase.
 - g. A final phase that includes land uses which generate at least 25 percent of the total Project Trips.
3. **Review of Phasing Program.** Prior to approval of the Phasing Program, LADOT shall review the Phasing Program, identify the transportation measures to be undertaken by the Project pursuant to Section 8 of this Specific Plan, calculate the TIA Fee for each phase, and calculate any Credits under Section 9 of this Specific Plan, determine that TDM Program goals are in conformance with the provisions of LAMC 12.26.J and the LADOT Transportation Impact Study Guidelines. If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and this change results in an increase or decrease in the Trip generation identified in an approved Phasing Program, LADOT shall make appropriate adjustments to the conditions of approval for the TIA Fee, measures to avoid transportation impacts, and/or TDM requirements.

4. Review of Phases.

a. Payment of TIA Fees. The TIA Fee for each phase shall be paid in full at the time the first building permit for the phase is issued.

b. Review. 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.

c. Final Phase. 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 reduce Trips proportionally.

5. Covenant. Prior to issuance of the building permit for the first phase of the Project, the owner(s) of the Project property shall covenant and agree to comply with the provisions of this Section. The covenant shall be prepared and recorded in a form and manner approved by LADOT.

Section 11. APPEALS

- A. Appeal to LADOT.** If a Project applicant disputes a determination made by LADOT regarding the amount of the TIA Fee pursuant to Section 7 of this Specific Plan or the amount of a Fee Credit pursuant to Section 8 of this Specific Plan, the applicant may ask for 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 the Fee Ordinance. 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. Appeal to West Los Angeles Area Planning Commission.** An Applicant filing an appeal pursuant to Subsection A may appeal the decision to the West Los Angeles Area Planning Commission (WLA-APC) pursuant to the procedures in LAMC Section 11.5.7.C.6. Appeals filed under this Subsection 11.B, require payment by the applicant of a filing fee to LADCP, in an amount established by the Fee Ordinance. On appeal, the evidence shall be limited to the record of proceedings at the time the General Manager made his or her decision. If the WLA-APC upholds an appeal in whole or in part, they must make a finding that the General Manager erred or abused its discretion.

Section 12. REVIEW OF THE TIA FEE PROGRAM

LADOT shall monitor the WLA TIMP on a regular basis and ensure that all requirements of the Mitigation Fee Act are met, including the preparation of a five-year report to City Council and an annual accounting of the WLA TIMP fund 180-days after each fiscal year.

Unless otherwise provided by City Council ordinance or resolution, a report reviewing the status of the TIA Fee fund and implementation of the Specific Plan shall be submitted by the General Manager of LADOT to the City Council and copied to LADCP 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. This requirement is directory not mandatory. Nothing herein is intended to provide a cause of action or a remedy at law or in equity to any third party that does not otherwise exist, including as it relates to the failure of LADOT to monitor, prepare, or submit a report or for the City Council to consider a report in any given year.

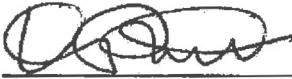
Section 13. SEVERABILITY

If any portion, subsection, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses or phrases be declared invalid.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By 
KATHRYN C. PHELAN
Deputy City Attorney

Date 4/5/19

File No. CF-08-0229

Pursuant to Charter Section 559, I
approve this ordinance on behalf
of the City Planning Commission and
recommend that it be adopted.


VINCENT P. BERTONI, AICP
Director of Planning

Date 4-5-19

M:\REAL PROP_ENV_LAND USE\LAND USE\KATHRYN PHELAN\COMMUNITY PLANS, SPECIFIC PLANS\WESTSIDE MOBILITY
EIR\ORDINANCES\ORDINANCES\WLA TIMP SPECIFIC PLAN ORDINANCE\WLA TIMP ORDINANCE - FINAL.DOCX

The Clerk of the City of Los Angeles hereby certifies that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

MAYOR





Ordinance Passed 04/30/2019

Approved 05/07/2019

Ordinance Effective Date: **JUN 28 2019**
Council File No.: 07-0287,08-0229

DECLARATION OF POSTING ORDINANCE

I, Staci Roberts state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 186108 - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on 04/30/2019, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, I conspicuously posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records beginning on 05/10/2019 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.



Deputy Clerk

Date: 05/09/2019

Ordinance Effective Date: JUN 28 2019

Council File No.: 07-0287,08-0229

ORDINANCE NO. 186105

An ordinance adding Section 19.19 to the Los Angeles Municipal Code to implement the transportation fee programs authorized by the Coastal Transportation Corridor Specific Plan and West Los Angeles Transportation Improvement and Mitigation Specific Plan, including establishing the Transportation Impact Assessment Fee (TIA Fee), the calculation methods for TIA Fee credits, and the TIA Fee exemptions; and adopting the categories of the eligible transportation improvement projects, and the process to adopt and amend transportation improvement project lists.

WHEREAS, state legislation, including Senate Bill (SB) 743 (2013), the Complete Streets Act of 2008 (Assembly Bill [AB] 1358), the Global Warming Solutions Act of 2006 (AB 32), and the Sustainable Communities Act (SB 375), directs local jurisdictions to reprioritize transportation improvements to focus on access to transit and active transportation as strategies to reduce dependence on vehicular travel, and reduce vehicle miles traveled (VMT) and associated greenhouse gas emissions;

WHEREAS, the City of Los Angeles has adopted Mobility Plan 2035 (2015) and The Plan for a Healthy Los Angeles (2015) demonstrating a renewed commitment to increasing transportation access, multimodal mobility, safe transportation facilities, and active transportation options;

WHEREAS, the Departments of City Planning and Transportation engaged the public in a multi-year planning effort to identify multimodal transportation improvements needed for the Westside of Los Angeles to be partially funded with a transportation impact assessment fee (TIA Fee);

WHEREAS, the City Council adopted updates to the Coastal Transportation Corridor Specific Plan (CTCSP) and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), which identify updated purposes for the TIA Fee to meet the intent and goals of MP 2035, SB 743, AB 1358, AB 32, SB 375 and a Plan for a Healthy Los Angeles;

WHEREAS, the updated CTCSP and WLA TIMP authorize a TIA Fee to be set in an amount established by ordinance based on a nexus study that complies with the Mitigation Fee Act and to establish the improvements eligible for use of the TIA Fee monies;

WHEREAS, the City has completed a nexus study for the TIA Fee for both the CTCSP and the WLA TIMP, the "CTCSP & WLA TIMP Specific Plan Amendments TIA

Fee Program Study Report,” dated June 2016, (Fee Study or Nexus Study), that provides the evidentiary support for the adoption of the TIA Fee;

WHEREAS, upon review and consideration of the entire record of proceedings, including the Nexus Study, the City Council, pursuant to the Mitigation Fee Act, finds all of the following:

(1) **PURPOSE OF FEES:** The purpose of the Transportation Impact Assessment Fee (TIA Fee) program is to provide funding mechanisms to help the City reduce vehicle miles traveled (VMT) per capita on the Westside by providing partial funding for multi-modal transportation improvements as identified through the Westside Mobility Plan Study process and consistent with the City's General Plan Circulation Element (Mobility Plan 2035) and General Plan Land Use Element (the Community Plans).

(2) **USE OF FEES:** The TIA Fee program revenues from new development will be used to fund transportation improvements that reduce VMT per capita, enhance multimodal connectivity, and increase transportation options on the Westside. Transportation improvements that have been identified for TIA Fee funding include active transportation projects including new or enhanced bicycle and pedestrian facilities; new dedicated transit routes; extensions to current transit routes or enhancements to current transit service; roadway and ITS improvements; and trip reduction programs.

(3) **RELATIONSHIP BETWEEN USE OF FEES AND TYPE OF DEVELOPMENT PROJECT:** New development on the Westside will have both a direct and cumulative transportation impact through increased roadway trips and vehicle miles traveled on major streets. Completion of the necessary transportation improvements will ensure that the greater transportation demand caused by new development will not result in a commensurate increase in VMT per capita.

(4) **RELATIONSHIP BETWEEN NEED FOR FACILITY AND TYPE OF DEVELOPMENT PROJECT:** New residential, commercial and industrial development that is forecast for the Westside will add to the incremental need for transportation infrastructure, and each new development project will benefit from the new infrastructure. The TIA Fee program seeks to improve transportation infrastructure on the Westside of the City given projected growth through the year 2035. Given that new development is expected to occur, multimodal transportation improvements identified by the City's Mobility Plan 2035 and the Westside Mobility Plan Study process will be necessary to minimize increases in

VMT on the Westside. The proposed transportation improvements provide for a transportation system on the Westside that better accommodates anticipated infill growth; the provision of transportation infrastructure that can support expected growth is called for in the General Plan Framework (Land Use Policy 3.3.2). Furthermore, the transportation improvements on the project lists provide a first-step in implementing the Mobility Plan 2035 (the General Plan Circulation Element).

As described in Section 4.6 of the Draft EIR prepared for the TIA Fee Update (pages 4.6-69 to 4.6-80), the multimodal transportation improvements identified by the Proposed Project are necessary to minimize increases in vehicle miles travelled (VMT) that otherwise would be anticipated to occur on the Westside. Section 4.6 of the Draft EIR also described the benefits of the Proposed Project and provides the quantitative analysis necessary to determine that the Proposed Project helps to maintain transportation service on the Westside by minimizing increases in vehicle trips, minimizing increases to vehicle miles traveled, shifting the mode-split towards non-auto-centric modes.

(5) **RELATIONSHIP BETWEEN AMOUNT OF FEES AND COST OF THE PUBLIC FACILITY OR PORTIONS OF FACILITY ATTRIBUTED TO DEVELOPMENT ON WHICH FEE IS IMPOSED:** The Westside Mobility Plan Study process identified transportation improvements necessary to accommodate new development on the Westside. City staff and its consultant developed the Nexus Study for the CTCSP and WLA TAMP amendment project and TIA Fee Update and estimated the cost of the improvements necessary to increase multimodal connectivity and access on the Westside, reduce VMT per capita, and otherwise meet the goals, objectives, and policies of the General Plan, including Mobility Plan 2035 and the Community Plans.

The following factors were considered in assessing the fair share contribution of new development to funding those improvements:

- a. The amount of regional pass-through traffic in the area; not all vehicle trips within the plan areas are generated by development within the plan area;
- b. Existing deficiencies of the roadway network, such as existing bottlenecks, (new development is not responsible for correcting existing deficiencies); and
- c. The VMT benefits that are expected to occur in the future without the identified transportation improvements (such as the VMT reductions

expected to be achieved due to implementation the Expo Phase II Light Rail and the Westside extension of the Purple Line).

Taking into account the operational improvements and VMT benefits attributed to existing trips, regional pass-through traffic, and other planned transit improvements, the maximum percentage of improvement costs that could be contributed by new development is 43 percent. The proposed TIA Fees cover approximately one-third of the total cost of the identified improvements. While a higher fair share cost percentage may be justified under the Mitigation Fee Act as part of the fee update, full cost recovery would be inconsistent with the collection of similar fees statewide and with the historic fair share cost percentage of the CTCSP and WLA TIMP fee programs.

Transportation improvement costs to be funded by new development in the City are allocated to each land use using a cost allocation method that measures the associated impact to the City's transportation system for each land use. The costs are allocated based on three factors: trip generation for each land use, average vehicle-trip length for each land use, and percent of new vehicle trips for each land use. Together, these factors best reflect the relative impact of each land use on the system by accounting for the number of average daily trips, as well as length and purpose, to arrive at the total impact by each land use. The result is a fee for each unit (square foot or dwelling unit) of new development that is based on the proportionate use of the transportation facilities by each land use and reflects the relative impact on the transportation system;

WHEREAS, the Updated CTCSP and WLA TIMP authorize the City Council to establish, by ordinance, the TIA Fee, TIA Fee exemptions, credit calculation methods, and implementing regulations for the TIA Fee program;

WHEREAS, the City of Los Angeles has established the Coastal Transportation Corridor Specific Plan Trust Fund and the West Los Angeles Transportation Improvement and Mitigation Specific Plan Trust Fund for the deposit of collected TIA Fee monies; and,

WHEREAS, the City Council desires to adopt the TIA Fee, TIA Fee credits, exemptions and improvements, through this separate ordinance from the CTCSP and the WLA TIMP to allow the fee, credits, exemptions and improvements, to be efficiently updated in the future to respond to changing development impacts and City needs.

**NOW, THEREFORE, THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. A new Section 19.19 is added to Article 9 of Chapter I of the Los Angeles Municipal Code to read as follows:

SEC. 19.19. WESTSIDE MOBILITY TRANSPORTATION FEES

A. Purpose. This ordinance is intended to adopt the Transportation Improvement Assessment Fee (TIA Fee), TIA Fee Credits, TIA Fee exemptions, and TIA Fee Improvement list authorized in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) and the Coastal Transportation Corridor Specific Plan (CTCSP).

B. Definitions. Terms in this ordinance shall be as defined in Section 4 of the WLA TIMP and the CTCSP, unless as provided otherwise herein.

C. Fee Schedule.

1. TIA Fee Amounts.

a. The TIA Fee for each land use category shall be as provided in the TIA Fee Table below, where:

i. The unit of measurement is provided in the “Unit” column, “DU” refers to Dwelling Unit, and “SF” refers to square feet;

ii. The amount of TIA Fee per unit of measurement is provided in the “TIA Fee per Unit” column;

iii. The definition of the land use category is provided in the “Description” column; and,

iv. The term “Interpolate” refers to the mathematical definition of “interpolate.” For retail uses greater than 250,000 square feet but less than or equal to 800,000 square feet, the TIA Fee per Unit shall be determined by interpolating between the other retail fee rates provided in the table. For office uses greater than 50,000 square feet but less than or equal to 250,000 square feet, the TIA Fee per Unit shall be determined by interpolating between the other office fee rates provided in the table.

TIA Fee Table

Land Use Category	Unit	TIA Fee per Unit	Description
Residential Land Uses			
Single Family	DU	\$8,847	<i>Single family detached homes on individual lots, including homes created through Small Lot Subdivisions.</i>
Apartment	DU	\$4,646	<i>Multi-family rental units in a building 10 stories or less.</i>
High Rise Apartment	DU	\$2,804	<i>Multi-family rental units in a building with more than 10 stories.</i>
Condominium / Townhouse	DU	\$6,248	<i>Multi-family units with individual ownership in buildings 10 stories or less.</i>
High-Rise Condominium / Townhouse	DU	\$3,044	<i>Multi-family units with individual ownership in buildings more than 10 stories.</i>
Affordable Dwelling Unit	DU	\$0	<i>Affordable Dwelling Unit as defined in Section 4 of the WLA TIMP and the CTCSP.</i>
Hotel	Room	\$5,452	<i>A use that provides sleeping accommodations and supporting facilities for short-term occupancy.</i>
Retail & Service Land Uses			
Retail =< 250,000 SF	1,000 SF	\$13,347	<i>Less than or equal to 250,000 SF of general retail uses, based on total square footage of retail uses on site. Retail uses are those uses typically found in shopping centers, and neighborhood centers, including but not limited to grocery stores, restaurants, and general retail shops.</i>
Retail >250,000 SF - 800,000 SF	1,000 SF	Interpolate	<i>More than 250,000 SF but less than 800,000 SF of retail uses, as defined above, based on total square footage of uses on site.</i>
Retail >800,000 SF	1,000 SF	\$16,897	<i>More than 800,000 SF of general retail uses, as defined above based on total square footage of retail uses on site.</i>

Commercial Office & Medical Office Land Uses			
Office =< 50,000 SF	1,000 SF	\$25,000	<i>A building of 50,000 SF or smaller with office uses, including those with multiple tenants. Office uses include but are not limited to, businesses, commercial, or professional services, medical and dental office uses that provide outpatient care on a routine basis, and on-site cafeteria or cafe or retail services for use by on-site employees.</i>
Office >50,000 SF - 250,000 SF	1,000 SF	Interpolate	<i>A building greater than 50,000 SF but less than 250,000 SF for office uses (as defined above).</i>
Office> 250,000 SF	1,000 SF	\$16,754	<i>Buildings greater than 250,000 SF for office uses (as defined above).</i>
Industrial Land Uses			
Industrial	1,000 SF	\$10,975	<i>Facility that includes a mixture of two or more of the following: manufacturing, service facilities, or warehouse facilities.</i>
Manufacturing	1,000 SF	\$9,426	<i>Facility that is primarily devoted to the conversion of raw materials or parts into finished products; may include ancillary warehouse, office and research related functions.</i>
Warehouse	1,000 SF	\$4,132	<i>Facility that is primarily devoted to the storage of materials; including ancillary office and maintenance related functions.</i>
Mini-Warehouse	1,000 SF	\$3,357	<i>Self-storage facilities in which a number of storage units/vaults are rented for the storage of goods, including ancillary office and maintenance-related functions.</i>
Cargo Facilities	1,000 SF	\$7,876	<i>Cargo facilities associated with aviation uses on or adjacent to the LAX airport.</i>
Maintenance Facilities	1,000 SF	\$2,195	<i>Maintenance facilities associated with aviation uses on or adjacent to the LAX airport.</i>

b. **Special Generators.** If LADOT determines that a proposed use cannot be classified under the land use categories listed in the TIA Fee Table, then LADOT shall calculate the fee as follows:

i. Based on the land use category that is most similar to the proposed use; or if LADOT determines in its discretion that no land use category is similar:

ii. Based on the trip generation of the use, average trip length for the use, and pass-by trip rate of the use, and fee rate consistent with the methodology and rates in the Westside Mobility Plan Fee Study approved by the City Council to adopt the fees in the TIA Fee Table.

2. Effective Date. The TIA Fee shall be effective on the 60th day following the adoption of this Ordinance.

3. Phased Implementation of the Residential TIA Fee. The TIA Fee for Residential Land Uses (as those uses are defined in the TIA Fee Table), shall be phased based on when the Project plans are submitted to the Los Angeles Department of Building and Safety (LADBS) pursuant to Section 12.26 A.3 of this Code:

a. For Projects with plans submitted within the first 120 days following the effective date of the ordinance, no TIA Fee for Residential Land Uses shall be paid.

b. For Projects with plans submitted between 121 and 305 days following the effective date of the ordinance, one-third of the TIA Fee for Residential Land Uses (based on the fee schedule in effect at the time the plans are submitted) shall be imposed.

c. For Projects with plans submitted between 306 and 484 days following the effective date of the ordinance, two-thirds of the TIA Fee for Residential Land Uses (based on the fee schedule in effect at the time the plans are submitted) shall be paid.

d. For Projects with plans submitted 485 or more days following the effective date of the ordinance, the full TIA Fee for Residential Land Uses (based on the fee schedule in effect at the time the plans are submitted) shall be paid.

4. Annual Indexing.

The TIA Fees shall be increased (or decreased) annually as follows:

The Annual Index upon adoption of this ordinance shall be 1.000. The TIA Fee shall 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 for the Los Angeles region, or equivalent index, as determined by LADOT. The revised Annual Index shall be published by LADOT in a newspaper of citywide circulation or on the LADOT website before January 31 of each year.

5. Appeal Filing Fee. An appeal filed pursuant to Section 11.A. or B. of the WLA TIMP or the CTCSP shall be accompanied by a filing fee of \$500 payable to LADOT or LADCP, as applicable.

D. Fee Exemptions, Calculations, and Credits.

1. TIA Fee Exemptions. The following Projects shall be exempt from payment of a TIA Fee:

a. Any Project exempt from the requirements of the CTCSP or WLA TIMP pursuant to Section 5.B in the applicable Specific Plan;

b. Affordable Dwelling Units, if they meet the criteria in Subsection 8.B.2.b of the CTCSP and the WLA TIMP;

c. One hundred percent affordable housing projects. For the purposes of this section, a “one hundred percent affordable housing project” means a Project in which each residential unit in the Project, exclusive of a manager's unit or units, is an Affordable Dwelling Unit. A one hundred percent affordable housing project may include on-site services or mixed commercial uses;

d. Projects providing housing or services for persons experiencing homelessness, including but not limited to permanent or temporary supportive housing projects, transitional housing projects, and supportive services;

e. Accessory dwelling units to single family homes, commonly referred to as “granny flats;”

f. Educational institutions, public and private;

g. Child Care Facilities as defined by LAMC Section 12.03;

h. Churches, Temples, and other buildings used for assembly, whether for religious or secular purposes;

i. Hospitals. For purposes of this section, “hospital” means a facility, place, or building that is organized, maintained, and operated for the diagnosis, care, prevention, and treatment of human illness, physical or mental, including convalescence and rehabilitation and including care

during and after pregnancy, or for any one or more of these purposes, for one or more persons, to which a person may be admitted for a 24-hour stay or longer;

- j. Eldercare Facilities, as defined in LAMC Section 12.03;
- k. Park and Ride Facilities;
- l. Temporary uses of less than six months in duration based on a building permit where no extension of time is permitted;
- m. Governmental or Public Facilities defined as 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, United States Federal Aviation Authority or Los Angeles World Airports (LAWA) administrative facilities, and other similar administrative facilities in which general government operations are conducted. Governmental or Public Facility does not include the use of publicly owned land, buildings, improvements or structures for private activities pursuant to lease agreements; and
- n. Projects on property owned by LAWA and used for aircraft operations (commercial or noncommercial) or airport operation facilities (such as, terminals and other passenger processing related facilities such as gate areas and non-commercial spaces of passenger transportation such as the Intermodal Transportation Facility), not including cargo facilities or maintenance facilities.

2. TIA Fee Calculation. The TIA Fee shall be calculated as follows:

$$\text{Total TIA Fee} = (\text{number of Units}) \times (\text{TIA Fee per Unit})$$

The type of Unit and the TIA Fee per Unit for the land use are identified in the TIA Fee Table in Section C.1.a.

For special generators, pursuant to Section C.1.b, the fee shall be calculated as provided in Section C.1.b.

3. TIA Fee Credits.

a. **Existing Land Use Credit.** The Fee Credit for existing uses, as provided in Section 8.A of the WLA TAMP and the CTCSP, shall be determined and calculated as follows:

- i. Existing land uses on a Project site for which a TIA Fee was paid pursuant to Ordinance Nos. 160,394, 168,999, or

171,492 shall receive a Fee Credit based on the existing land uses for which a fee was previously paid; and

ii. For existing land uses that are not eligible for a credit under Subsection i., above, a Fee Credit shall be given when requested by the Applicant subject to all of the following:

(a) Applicants for Projects seeking credits for existing uses must provide LADOT with documentation supporting the existence and duration of the use (such as, lease agreements, utility bills, or previous environmental reviews). LADOT will validate credits for existing uses based on the provided documentation.

(b) Fee Credits shall not be given for existing Affordable Dwelling Units.

(c) If the existing use was active for at least six consecutive months during the past two years prior to submittal of plans to LADBS pursuant to LAMC Section 12.26 A.3, a 100 percent credit will be granted for the existing use pursuant to the calculation below. The 100 percent credit is calculated as follows:

$$\text{Credit} = (\text{number of existing Units}) \times (\text{TIA Fee per Unit})$$

The type of Unit and the TIA Fee per Unit for each land use are identified in the TIA Fee Table in Section C.1.a.

For special generators, pursuant to Section C.1.b, the fee shall be calculated as provided in Section C.1.b.

(d) If the existing use was active for at least six consecutive months during the past four years prior to submittal of plans to LADBS pursuant to Section 12.26 A.3 of this Code, a 50 percent credit will be granted for the previous use. The 50 percent credit is calculated as follows:

$$\text{Credit} = (\text{number of existing Units}) \times (\text{TIA Fee per Unit}) \times (.50)$$

The type of Unit and the TIA Fee per Unit for the land use are identified in the TIA Fee Table in Section C.1.a.

For special generators, pursuant to Section C.1.b, the fee shall be calculated as provided in Section C.1.b.

b. **Affordable Housing Credit.** The Affordable Housing Fee Credit pursuant to Section 8.B.2 of the WLA TIMP and the CTCSP shall be calculated as follows:

i. **Calculation.** Credits shall be granted for each Affordable Dwelling Unit in an amount equal to the fee for two Apartment units, as shown in the TIA Fee Table in Subsection C.1.a, as follows:

$$\text{Credit} = (\text{Affordable Dwelling Units}) \times (2 \times [\text{TIA Fee per Apartment Unit}])$$

The type of Unit and the TIA Fee per Unit for the land use are identified in the TIA Fee Table in Section C.1.a.

For special generators, pursuant to Section C.1.b, the fee shall be calculated as provided in Section C.1.b

ii. **Maximum Credits.** In no case shall the Affordable Housing Fee Credit exceed 50 percent of the TIA Fee for a Project.

c. **Transit Oriented Development Credit.** The Transit Oriented Development Fee Credit pursuant to Section 8.B.3 of the WLA TIMP and the CTCSP shall be calculated as follows:

i. A Project on a parcel within one-half mile of a transit station or stop serving a Dedicated Transit Line is eligible for a five percent Fee Credit; or

ii. A Project with a pedestrian entrance within one-quarter mile walking distance to a transit station or stop serving a Dedicated Transit Line is eligible for a 10 percent fee credit.

The applicant is required to submit a map subject to LADOT review and approval, showing the Project is eligible for a Transit Oriented Development Fee Credit.

d. **No Credit for Administrative Costs.** Notwithstanding the above, no credit shall be granted for that portion of the TIA Fee for the administrative costs of the TIA Fee program (five percent of total fee).

E. Transportation Improvement Project List.

1. The City Council shall adopt by resolution a list of TIA Fee Improvements as described in Section 6.B. of the WLA TIMP and the CTCSP that meet the purposes identified in Section 3 of the Specific Plans and are consistent with the most recently adopted fee study. The City Council may amend the resolution from time to time or approve the use of TIA Fee monies for transportation improvements not on the list of TIA Fee Improvements subject to the procedures in this Subsection E.

2. The list of TIA Fee Improvements shall include improvements in all of the following four categories

a. Transit. A transit improvement is an improvement that encourages or supports the use of transit.

b. Active transportation. An active transportation improvement is an improvement that encourages or supports the use of biking and walking, and other forms of active transportation.

c. Roadway. A roadway improvement is an improvement that improves or maintains vehicular movement in the circulation system.

d. Trip reduction. A trip reduction improvement is an improvement that decreases vehicle miles travelled.

3. **Updating the List of TIA Fee Improvements.** Upon recommendation of LADOT or the LADCP, the City Council may amend the resolution and list of TIA Fee Improvements adopted pursuant to Subsection E.1, provided the following criteria are met:

a. The improvement achieves the purposes described in Section 3 of the CTCSP or the WLA TIMP; and

b. The improvement fulfills the transportation objectives of the improvement which it is to replace, including falling within the same category of improvement as identified in Subsection E.2 and at least one of the same type of project improvements existing in that category; and

c. The improvement meets at least one of the following:

i. The improvement implements one or more goals, objectives and policies of the Mobility Plan 2035; and/or

ii. The improvement is feasible and the planning and engineering is advanced enough that with sufficient funding or funds to meet a funding gap, construction can begin in the near future, (i.e., “shovel ready”); and/or

iii. The improvement does not hinder equitable geographic distribution of transportation projects within the Specific Plan geographies.

4. Funding Transportation Improvements that are not on the Approved List of TIA Fee Improvements. The City Council may by resolution allocate TIA Fee funds for an improvement project that is not included on the approved list of TIA Fee Improvements without amending the resolution adopted under Subsection E.1, provided the improvement meets the relevant criteria in Subsection E.3.

F. Administration.

1. Guidelines. The General Manager of the LADOT may adopt guidelines to implement the WLA TIMP and CTCSP TIA Fee programs consistent with the Specific Plans and this Ordinance.

2. Reporting Template. LADOT may develop a reporting template for the fee monitoring report. The template may include, but is not limited to, TIA Fee revenues, interest revenues, trust fund administration, encumbered monies, and expended monies.

G. Use of TIA Fees.

1. Administrative Costs. Up to five percent of TIA Fees may be used for administrative costs each year.

2. Prohibited Use of TIA Fee Monies. TIA Fee monies shall not be used for any of the following:

- a. Improvements which do not provide a regional or sub-regional transportation benefit;
- b. Project Serving Improvements;
- c. Financing of any transportation improvement which is not of direct benefit to the Specific Plan Area from which the TIA Fee was collected;
- d. Substituting for other transportation monies which have been allocated to the Specific Plan Area;

- e. Operation and maintenance costs;
- f. Curb, driveway, gutter, trees, street lights/power poles and sidewalk construction or repair, except as part of a transportation improvement pursuant to the Specific Plan;
- g. Off-street parking facilities, except in conjunction with a TDM program;
- h. Alley improvements; and
- i. Private streets.

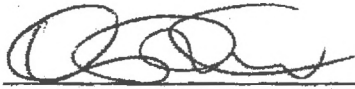
H. Severability.

If any portion, subsection, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses or phrases be declared invalid.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By 

KATHRYN C. PHELAN
Deputy City Attorney

Date 4/4/19

File No. CF-07-0287, CF-08-0229

M:\REAL PROP_ENV_LAND USE\LAND USE\KATHRYN PHELAN\COMMUNITY PLANS, SPECIFIC PLANS\WESTSIDE MOBILITY
EIR\ORDINANCES\ORDINANCES\TIA FEE ORDINANCE\FEE ORDINANCE - FINAL.DOCX

The Clerk of the City of Los Angeles hereby certifies that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

MAYOR





Ordinance Passed 04/30/2019

Approved 05/07/2019

Ordinance Effective Date: **JUN 28 2019**
Council File No.: 07-0287, 08-0229

DECLARATION OF POSTING ORDINANCE

I, Staci Roberts state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 186105 - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on 04/30/2019, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, I conspicuously posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records beginning on 05/10/2019 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.



Deputy Clerk

Date: 05/09/2019

Ordinance Effective Date: JUN 2 8 2019

Council File No.: 07-0287,08-0229

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, CALIFORNIA, TO ADOPT THE LIST OF TRANSPORTATION IMPACT ASSESSMENT FEE (TIA FEE) TRANSPORTATION IMPROVEMENT PROJECTS PURSUANT TO SUBSECTION E OF SECTION 19.19 OF THE LOS ANGELES MUNICIPAL CODE.

This resolution, pursuant to Los Angeles Municipal Code Section 19.19, establishes a list of transportation improvement projects to be funded by Transportation Impact Assessment (TIA) Fees authorized under the Coastal Transportation Corridor Specific Plan (CTCSP) and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

WHEREAS, state legislation, including Senate Bill (SB) 743 (2013), the Complete Streets Act of 2008 (Assembly Bill [AB] 1358), the Global Warming Solutions Act of 2006 (AB 32), and the Sustainable Communities Act (SB 375), directs local jurisdictions to reprioritize transportation improvements to focus on access to transit and active transportation as strategies to reduce dependence on vehicular travel, and reduce vehicle miles traveled (VMT) and associated greenhouse gas emissions;

WHEREAS, the City of Los Angeles adopted Mobility Plan 2035 (2015) and The Plan for a Healthy Los Angeles (2015) demonstrating a renewed commitment to increasing transportation access, multimodal mobility, safe transportation facilities, and active transportation options;

WHEREAS, the Departments of City Planning and Transportation engaged the public in a multi-year planning effort to identify multi-modal transportation improvements needed for the Westside of Los Angeles to be partially funded with transportation impact assessment fee (TIA Fee) monies;

WHEREAS, the City Council adopted updates to the Coastal Transportation Corridor Specific Plan (CTCSP) and West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), which identifies updated list of purposes for the TIA Fee to meet the intent and goals of MP 2035, SB 743, AB 1358, AB 32, SB 375 and a Plan for a Healthy Los Angeles;

WHEREAS, the Updated CTCSP and WLA TIMP authorize a TIA Fee to be set in an amount established by ordinance based on a nexus study that complies with the Mitigation Fee Act and to establish the improvements eligible for use of the TIA Fee monies;

WHEREAS, the City Council adopted Ordinance Nos. 186104, 186105, and 108106, establishing the TIA Fee and authorizing the list of improvements eligible for use of the TIA Fee monies to be adopted and amended by resolution.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Los Angeles as follows:

1. The TIA Fee Improvements described in Section 6.B. of the Coastal Transportation Corridor Specific Plan (CTCSP) and LAMC Section 19.19.E.1 shall be those identified in the “Coastal Transportation Corridor Specific Plan List of Transportation Improvements” attached to this resolution and incorporated herein as Exhibit A.

2. The TIA Fee Improvements described in Section 6.B. of the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) and LAMC Section 19.19.E.1, shall be those identified in the “West Los Angeles TIMP Specific Plan List of Transportation Improvements” attached to this resolution and incorporated herein as Exhibit B.

3. Over the lifetime of the WLA TIMP and CTCSP, the Department of Transportation shall strive to distribute funding across all four “Primary Modes” (shown in Column 1 of Attachments A and B) and use the funds consistent with the funding proportions shown in Column 5 of Exhibits A and B.

4. The Department of Transportation shall strive to use the TIA Fees as “seed money” or local match money to leverage other transportation funding and generally should not fund more than approximately one-third of the total cost of a single transportation improvement using TIA Fee monies.

Exhibit A: Coastal Transportation Corridor Specific Plan List of Transportation Improvements

Exhibit B: West Los Angeles TIMP Specific Plan List of Transportation Improvements

Exhibit A

Coastal Transportation Corridor Specific Plan List of Transportation Improvements

Column 1 Primary Mode	Column 2 Project Type	Column 3 Improvements <i>Project and Project Description</i>	Column 4 Total in Millions	Column 5 % of Project List
Active Modes	Mobility Hubs	Full-Service Mobility Hub	\$48	15%
		Bicycle Transit Centers		
	Enhance Pedestrian Access to Major Transit Stations	[Various Locations]		
	Streetscape Improvements	Livable Boulevards Streetscape Plan		
		Sepulveda Pedestrian Improvements		
	Sidewalk Network & Pedestrian Enhancements	[Various Locations]		
	Multi-use Paths	Sepulveda Channel Multi-use Path		
		Centinela Creek Multi-use Path		
	Cycle Tracks & Bike Lanes	Venice Blvd. Cycle Track		
		Washington Blvd. Cycle Track		
Lincoln Blvd. Cycle Track				
Culver Blvd. Bike Lane				
Neighborhood Network Enhancements	[Various Locations]			
Bikesharing	Metro Bike Share			
Transit	Bus Rapid Transit (BRT)	Lincoln BRT	\$215	67%
		Sepulveda BRT		
	Service Enhancements	Venice Rapid Bus Enhancements		
	New Local Service	Circulator/Shuttle Service		

Exhibit A

Coastal Transportation Corridor Specific Plan List of Transportation Improvements *Continued*

Column 1 Primary Mode	Column 2 Project Type	Column 3 Improvements <i>Project and Project Description</i>		Column 4 Total in Millions	Column 5 % of Project List
Roadway & ITS	Operational Improvements	Congestion Monitoring	Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions	\$48	15%
		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.		
		Major Intersection Improvements	Funding for spot intersection improvements, such as turn-lane or safety improvements, at major intersections.		
		Culver Boulevard Corridor	Improve traffic flow along Culver Blvd between Centinela Ave and I-405 Freeway including providing left-turn lanes at key signalized intersections (including Inglewood Blvd); Culver Blvd between Centinela Ave and I-405 Freeway.		
	Lincoln Blvd Bridge Enhancement	Lincoln Blvd Bridge Enhancement	<p>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:</p> <ul style="list-style-type: none"> • 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); • bus-only lanes would be provided in the median; • 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 • sidewalks would be provided on both sides of the street (the existing bridge does not provide sidewalks). 		
	Access Improvements to LAX	[Various Locations]	On-going coordination with LAWA on airport related improvements, which may include a combination of roadway capacity enhancements, streetscape improvements, and multi-modal improvements.		
	Neighborhood Protection Program	[Various Locations and Strategies]	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.		
	Auto-Trip Reduction	Strategic Parking Strategies	[Various Strategies]		
Parking Utilization Improvements & Reduced Congestion		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.		
		Real-Time Parking Information	Develop an on-line system for real-time parking information, including GIS database and mapping.		
		Wayfinding	Improve parking and wayfinding and guidance throughout commercial areas.		
Transportation Demand Management (TDM) Programs		Rideshare Toolkit	The Toolkit would develop an online TDM Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. It would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules.		
	TMOs	The program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementation of a TDM program.			
Administrative Costs		Estimated at 5% of total project costs.		\$16	5%

Total \$334,513,746

Exhibit B

West Los Angeles TIMP Specific Plan List of Transportation Improvements

Column 1 Primary Mode	Column 2 Project Type	Column 3 Improvements <i>Project and Project Description</i>	Column 4 Total in Millions	Column 5 % of Project List
Active Modes	Mobility Hubs	Full-Service Mobility Hubs	\$58	25%
		Bicycle Transit Centers		
	Enhance Pedestrian Access to Major Transit Stations	Expo Corridor Streetscape Plan		
	Enhance Connectivity between Major Transit Station and Activity Centers	North-South Connections to Westwood Village/UCLA		
	Streetscape Improvements	Livable Boulevard Streetscape Plan		
	Sidewalk Network & Pedestrian Enhancements	[Various Locations]		
	Multi-use Paths	Exposition Light Rail Greenway Improvement Project		
	Cycle Tracks & Bike Lanes	Santa Monica Blvd. Cycle Track		
		Venice Blvd. Cycle Track		
		Motor Ave. Cycle Track		
Bikeway Gap Closures				
Neighborhood Network Enhancements	[Various Locations]			
Bikesharing	Metro Bike Share			
Transit	Bus Rapid Transit (BRT)	Sepulveda BRT	\$139	59%
		Santa Monica BRT		
	Service Enhancements	Olympic Rapid Bus Enhancements		
		Pico Rapid Bus Enhancements		
		Venice Rapid Bus Enhancements		
	New Local Service	Circulator/Shuttle Service		

Exhibit B

West Los Angeles TIMP Specific Plan List of Transportation Improvements

Continued

Column 1 Primary Mode	Column 2 Project Type	Column 3 Improvements <i>Project and Project Description</i>		Column 4 Total in Millions	Column 5 % of Project List
Roadway & ITS	Operational Improvements	Congestion Monitoring	Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions	\$31	13%
		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.		
		Major Intersection Improvements	Funding for spot intersection improvements, such as turn-lane or safety improvements, at major intersections.		
		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.		
		Olympic Boulevard Operations	Implement operational improvements along Olympic Boulevard between I-405 and Purdue Avenue (to the west of I-405). Improvements could include the following: Convert one westbound travel lane into an eastbound travel lane just west of I-405 by <ul style="list-style-type: none"> • In the westbound direction, provide two travel lanes (three during peak periods with on-street parking restrictions); • In the eastbound direction, provide three travel lanes (four during peak periods with on-street parking restrictions); and • Remove eastbound and westbound left-turn lanes at Beloit Avenue and eastbound center turn lane at Cotner Avenue to provide additional through lane capacity. 		
	Bundy Drive / I-10 Ramp Improvement	Operational improvements at the I-10 ramp connections to Bundy Drive.			
	Neighborhood Protection Program	[Various Locations and Strategies]	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.		
Auto-Trip Reduction	Strategic Parking Strategies	[Various Strategies]	Update parking requirements to reflect mixed-use developments, support shared parking opportunities, and assess parking needs at developments adjacent to major transit stations.	\$8	3%
	Parking Utilization Improvements & Reduced Congestion	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.		
		Real-Time Parking Information	Develop an on-line system for real-time parking information, including GIS database and mapping.		
		Wayfinding	Improve parking and wayfinding and guidance throughout commercial areas.		
	Transportation Demand Management (TDM) Program	Rideshare Toolkit	The Toolkit would develop an online TDM Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. It would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules.		
TMOs		The program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementation of a TDM program.			
Administrative Costs		Estimated at 5% of total project costs.		\$12	5%
Total				\$247,779,190	