

DRAFT SPECIFIC PLAN UPDATES: COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN & WEST LOS ANGELES TIMP

February 2018



The Department of City Planning (DCP) and the Department of Transportation (DOT) are working together to update two existing transportation improvement and mitigation Specific Plans that establish **Transportation Impact Assessment fee** (TIA fee) programs on the Westside.

FREQUENTLY ASKED QUESTIONS

1.) What are these Specific Plans and what do they regulate?

The Coastal Transportation Corridor Specific Plan (CTCSP) (Ord. No. 168,999) and the West LA Transportation Improvement and Mitigation Specific Plan (WLA TIMP) (Ord. No. 171,492) were originally adopted in 1985 and 1997, respectively. These plans help mitigate the cumulative impacts of development by requiring new development to contribute a fair share towards completing needed regional transportation improvements. The Specific Plans assess one-time TIA fees on new development projects and identify a comprehensive set of transportation improvements that are funded in part by the fee revenue. The TIA Fees are paid in addition to any required project specific mitigations.

2.) Why is the City updating these Specific Plans?

The transportation improvement projects envisioned to be funded through the Specific Plans fee programs need updating. Many of the improvements listed in the currently effective Specific Plans are either already completed or deemed infeasible due to physical roadway constraints. Additionally, in the decades since the adoption of the CTCSP and WLA TIMP, new state legislation related to reducing greenhouse gas emissions and planning for multimodal transportation networks has reshaped the City's approach to transportation planning. In 2015, the City adopted Mobility Plan 2035 (a General Plan Element), which lays the policy foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles. The proposed amendments to the Specific Plans would serve as an implementation tool for Mobility Plan 2035 on the Westside.

The TIA fee programs are also in need of updating. Currently, TIA fees are assessed on select commercial and industrial uses while residential and local serving uses are exempt. However, residential uses, like commercial and industrial land uses, contribute to the growing demands on our transportation system. In order to ensure that all land uses are paying their fair share, this update proposes removing the current TIA fee exemption for new market rate residential uses as well as local serving uses.

3.) What is the City proposing as part of these updates?

- An updated TIA fee schedule with fee rates for a consolidated set of land use categories.
- VMT-based fee amounts that are reflective of the transportation impacts of each land use category.
- Updated TIA fee exemptions, credits, and deductions.
- Uniform requirements across the two contiguous Specific Plan areas.
- An updated list of transportation improvements that enhance multimodal mobility options and connections on the Westside. The Plans include proposed improvements to transit, active transportation, and roadway and transportation demand management.
- A new Streetscape Plan ("Livable Boulevards Streetscape Plan") for five street segments within the Plan area that provides specifications for landscaping and trees, street furniture, and other amenities in the public right-of-way to improve the quality of the pedestrian environment for all users.

4.) What do the Specific Plan updates NOT do?

- They do NOT require homeowners, renters, business owners, or tenants to pay a fee.
- They do NOT propose, approve, entitle, or construct any new development.
- They do NOT construct any new transportation improvements.
- They do NOT propose or approve rezoning of any land.

5.) What properties are subject to these Plans?

The Specific Plan areas include all properties located within the existing Specific Plan boundaries identified in Figure 1 of this FAQ. Another method for determining if a property falls within the Specific Plan areas is to look up the property address in ZIMAS (<http://zimas.lacity.org/>) and check if “Los Angeles Coastal Transportation Corridor” or “West Los Angeles Transportation Improvement and Mitigation” appear on the line titled “Specific Plan Area” under the Planning and Zoning tab on the left side of the screen.

6.) What are the TIA fee rates and who has to pay them?

Under the current Specific Plans, developers or property owners who are adding new commercial or industrial square footage are subject to the TIA fees. New residential development and local serving uses (such as supermarkets and gas stations) are not currently subject to TIA fees.

Under the proposed updated Specific Plans, any new development adding either new commercial or industrial square footage or new market rate single family homes, condominium units, or apartment units would be subject to the TIA fee rates shown in the table below (left). Covenanted Affordable Housing units would be exempt from the fee. Other uses exempt from the fee are listed in the table below (right).

Recommended TIA Fees		Exemptions
LAND USE	FEE RATE	
Residential		<ul style="list-style-type: none"> - Affordable Housing Units - 100% Affordable Housing Projects, including any onsite services or commercial uses - Supportive Housing, Transitional Housing, and Supportive Services for homeless persons - Accessory Dwelling Units (ADU) - Eldercare Facilities - Public and private K-12 educational institutions - Child Care Facilities - Buildings used for assembly (religious or secular) - Park and Ride Facilities - Temporary uses (less than six months in duration) - Governmental or Public Facilities - LAWA projects used for aircraft operations or airport operation facilities, such as terminals, gate areas. (Not including cargo or maintenance facilities).
Single Family (including Small Lot Subdivisions)	\$8,847 per du	
Apartment: Low-Rise and Mid-Rise	\$4,646 per du	
Apartment: High-Rise (>10 Stories)	\$2,804 per du	
Condominium/Townhouse: Low-Rise and Mid-Rise	\$6,248 per du	
Condominium/Townhouse: High-Rise (>10 Stories)	\$3,044 per du	
Hotel	\$5,452 per room	
Retail		
Retail =< 250,000 SF	\$13.35 per sf	
Retail > 250,000 SF - 800,000 SF	<i>interpolate</i>	
Retail > 800 KSF	\$16.90 per sf	
Office		
Office =< 50,000 SF	\$25.00 per sf	
Office > 50,000 SF - 250,000 SF	<i>interpolate</i>	
Office > 250,000 SF	\$16.75 per sf	
Industrial		
Industrial	\$10.98 per sf	
Manufacturing	\$9.43 per sf	
Warehouse	\$4.13 per sf	
Mini-Warehouse	\$3.36 per sf	
Cargo Facilities (LAX)	\$7.88 per sf	
Maintenance Facilities (LAX)	\$2.20 per sf	

sf: square feet

du: dwelling unit

7.) I own a home or a business. Will I have to pay a fee under the proposed fee update?

Owning a home or business within the plan areas does not mean you will be required to pay a fee. The fee is only assessed when additional dwelling units are constructed or when new commercial or industrial square footage is added.

8.) I am renovating my single family home. Will I have to pay a fee under the proposed fee update?

No, you will not have to pay a fee for remodels, renovations, or adding square footage to your home. The fee is only assessed on residential uses when renovations or additions result in any additional dwelling units.

9.) What TIA fee credits and deductions are proposed?

Existing Use Credit. As under the currently effective Specific Plans, the TIA fee will be assessed only on new development. Existing uses are eligible for TIA fee credit on sites that are being redeveloped. When a development project is a change of use, the fee is calculated on the net change based on the pre-existing use and corresponding fee requirements.

Affordable Housing Credit. Covenanted affordable housing units made available to households earning 120% or less of the Area Median Income are exempt from the TIA fee and are also eligible for a credit equivalent to the fee amount for two apartment units. Credit may not exceed 50% of the otherwise calculated fee amount.

Transit Oriented Development Credit. Development within a ½ mile from the Metro Expo Line stations and the Wilshire Blvd Peak Hour Bus-Only lane stops would be eligible for a 5% TIA fee deduction. A 10% deduction is offered if a development can demonstrate a ¼ mile walking route to a rail or bus rapid transit station/stop.

10.)What changes have been made to the Plans in response to input provided?

Refinements to the Plan based on input received through various outreach activities throughout the development of the Plan include the following:

- In response to concerns regarding cumulative effect of multiple impact fees, the TIA fee amounts have been adjusted since the June 2016 Hearing. Proposed fees now reflect the lower of the two fee schedules identified in the nexus study; a uniform fee schedule is proposed across both plan areas. The proposed fee for office uses has also been lowered.
- Additional exemptions have been added to the proposal since the June 2016 Hearing: hospitals, eldercare facilities, Accessory Dwelling Units (ADUs), the commercial components of otherwise 100% affordable housing projects, and housing and services for people experiencing homelessness.
- Transit Oriented Development fee credit is proposed to apply only to development projects located within proximity to a Dedicated Transit stop or station, whereas in previous drafts it applied to the projects located within proximity to a Dedicated Transit line.

11.)What transportation improvements have been funded through the current fee program?

Past transportation projects that have received funding support through the CTCSP or WLA TIMP fees include the Marina Fwy Extension (Culver Blvd to Mindanao), Arbor Vitae Street Widening (La Cienega Blvd to Airport Blvd), La Tijera Blvd Bridge widening over I-405 Freeway, I-105 Freeway westbound off-ramp at Sepulveda Blvd, Expo Line grade separation at Sepulveda, Wilshire Bus Rapid Transit, and Overland Avenue Bridge widening over the I-10 Freeway.

12.)Why can't state or federal funds be used to pay for local transportation improvements?

State and federal funds do help pay for transportation improvements on the Westside. However, local transportation funds, in the form of TIA fees, serve as valuable "local match" monies that allow the City to be more competitive when applying for larger federal, state and regional grant funding. Since their inception, approximately \$59M has been generated by the two Specific Plans, which the City has been able to leverage into an additional \$182M in grant funds.

13.)How does the TIA fee relate to other impact fees that the City is currently considering or has already adopted?

In addition to the TIA fees for the Westside, the City assesses impact fees to address a variety of goals and policy objectives for the City as a whole, in particular the need for park space and affordable housing for low income households. In September 2015, the City Council adopted amendments to modernize the City's Parks Fees. As described in the economic analysis for the Parks Fee, the adopted fee amounts are modest and allow for other potential future mitigation fees on residential development to co-exist with Parks Fees. In December 2017, the City Council adopted the Affordable Housing Linkage Fee (AHLF). The citywide real estate market analysis and feasibility study that was prepared for the AHLF provides analysis supporting the economic feasibility of assessing impact fees on new development on the Westside. The analyses provided for the Parks Fee, the AHLF, and the proposed TIA fee all indicate that multiple impact fees are supportable on the Westside.

14.)How do these Plans relate to other Westside planning efforts?

Updates to the CTCSP and WLA TIMP represent transportation planning for the Westside. The City is also undertaking a number of land use and zoning initiatives for the Westside, as described below:

- *The Venice Local Coastal Program (LCP)*, which establishes land use, development, natural resource protection, coastal access, and public recreation policies for the Venice Coastal Zone, is currently being developed through a multi-year effort. The LCP guides development in the coastal zone, protects natural and coastal resources, maximizes public access to the shoreline, and addresses sea level rise and climate change. Please visit <http://www.venicelcp.org/> for more information
- *The Westchester-Playa Del Rey Community Plan Implementation Overlay (CPIO) for the Century/Aviation District Subarea* applies design and development standards to new buildings, additions, and substantial rehabilitations to create a safer, more attractive pedestrian environment along Century Boulevard.
- *The West LA Community Plan* update was put on hold in 2010 due to budget constraints. Nonetheless, a number of planning efforts are taking place in this area as described below.
- *The Exposition Corridor Transit Neighborhood Plan* establishes new zoning, development standards, and urban design standards for properties around five Expo Line light rail stations. The plan fosters a mix of uses around the transit stations that will encourage transit use and improve mobility.
- *The West LA – Brentwood Multifamily [Q] Conditions Ordinance* aims to bring increased stability to residential neighborhoods by introducing development regulations that encourage new infill development to be consistent with the overall character of the area. This ordinance includes design standards for building form and orientation, architectural treatment, open space, and driveway and parking design. These standards will also help to enhance the pedestrian experience within neighborhoods.

Please visit www.planning.lacity.org and click on "Proposed Ordinances" to view materials for current planning efforts.

15.)What is the current status of the Plans?

An Open House and Public Hearing on the Preliminary Draft Plan and Streetscape Plan was held on June, 23rd 2016. Department of City Planning staff received numerous comments from stakeholders, neighborhood groups, and public agencies, and made revisions to the Plan, as appropriate. An updated version of the Specific Plans along with the Proposed Streetscape Plan, is now being presented to the City Planning Commission.

16.)Was there an environmental review done for these Specific Plan updates?

Although fee programs do not always necessitate environmental review, a Draft Environmental Impact Report (EIR) was prepared for the Specific Plan updates and is available online at <http://www.westsidemobilityplan.com/documents>. The EIR analyzes the impact of the Draft Plans in areas such as air quality, biological resources, greenhouse gas emissions, land use, transportation, and noise.

17.)What are the next steps?

The updated Specific Plans will be presented to the City Planning Commission in early 2018. The Plans will subsequently be forwarded to City Council for final adoption in mid-2018.

18.)How can I provide input or find out more information?

To view the full text of the Proposed Specific Plans and Streetscape Plan, as well as the Draft EIR and other related documents, please visit www.westsidemobilityplan.com. The level of information in this FAQ is presented as an overview and is not exhaustive. If you have any questions, comments, or would like to be notified of the release of new materials and upcoming public meetings, please contact:

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FIGURE 1. WEST LA TIMP & COASTAL TRANSPORTATION CORRIDOR BOUNDARY MAP

