DRAFT RESOLUTION

This resolution establishes (1) the Transportation Impact Assessment Fee amounts to be collected pursuant to the Coastal Transportation Corridor Specific Plan and West Los Angeles Transportation Improvement and Mitigation Specific Plan, (2) a list of transportation improvement projects to be partially funded by those fees and the process by which the lists may be updated, and (3) guidelines for administering the Coastal Transportation Corridor Specific Plan Trust Fund and West Los Angeles Transportation Improvement and Mitigation Specific Plan Trust Fund.

WHEREAS, State legislation, including SB 743 (2013), The Complete Streets Act of 2008 (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 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 have 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 TIA Fee monies;

WHEREAS, the City of Los Angeles is updating its existing mitigation fee programs in the the Coastal Transportation Corridor Specific Plan (CTCSP) and West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) to assess a fee on new development to help fund needed transportation improvements on the Westside of the City;

WHEREAS City Council motions called for the Departments of City Planning and Transportation to review and update the fees (Transportation Impact Assessment Fees or TIA Fees) and the lists of transportation improvement projects (TIA Fee Improvements) in the Coastal Transportation Corridor Specific Plan (CTCSP) (Council File 07-0287) and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) (Council File 08-0229);

WHEREAS, on _____ the City Council adopted updates to the CTCSP and WLA TIMP, which identifies updated list of purposes for the TIA Fees 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 CTSCP and WLA TIMP authorize a TIA Fee to be set in an amount established by resolution based on a nexus study that complies with the Mitigation Fee Act;

WHEREAS, the City has completed a nexus study of TIA fees and has based the proposed fees on that study;

WHEREAS, the Updated CTCSP and WLA TIMP authorize the City Council to establish by resolution fee credits to the TIA Fee and to adopt implementing regulations;

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 Fees.

NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF LOS ANGELES AS FOLLOWS:

SECTION 1. MITIGATION FEE ACT FINDINGS

Council, based upon its review and consideration of the Record, makes the following findings pursuant to the Mitigation Fee Act (Cal. Gov't Code §§ 66000, et seq.) to support the adoption of updated TIA Fees for the CTCSP and WLA TIMP areas.

[Findings under Government Code Section 66001(a) are forthcoming.]

SECTION 2. LIST OF TRANSPORTATION IMPROVEMENT PROJECTS

The TIA Fee may be used to fund the list of transportation improvements (referred to as "TIA Fee Improvements") identified in the tables attached as Exhibits A and B to this Resolution consistent with the terms in the tables.

See attached Exhibit A, Coastal Transportation Corridor – List of Transportation Improvements.
See attached Exhibit B, West Los Angeles TIMP – List of Transportation Improvements.

SECTION 3. FEE ADMINISTRATION

1) **TIA Fee Amounts.** Council adopts the fees attached as *Exhibit C* of this Resolution to pay for transportation improvements in the CTCSP and WLA TIMP Specific Plan areas. Council adopts the Nexus Study upon which those fees are based; the study is attached as *Exhibit D* of this Resolution.

2) **The TIA Fee shall be calculated as follows:**

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

Where "units" can refer to dwelling units or square footage.
Where "Fee per unit" is listed in Exhibit A.

3) Administrative Costs. 5% of the calculated Total TIA Fee shall be designated for administrative costs. No Credit shall be granted for that portion of the TIA Fee designated for the City's administrative costs.

4) Credits from the TIA Fee. Pursuant to the CTCSP and WLA TIMP, TIA fee Credits can be granted for existing land uses, affordable housing, and transit oriented development. Qualifying requirements for credits are described in Section 8 of the CTCSP and Section 8 of the WLA TIMP. Credit amounts and calculations are as follows:

a) Existing Land Use Credit shall be calculated as follows:

i) Applicants for a Project on a site for which a TIA Fee has been paid pursuant to Ordinance Nos. 171,492, 160,394, or 168,999 may request and receive a full Trip credit for the existing land use.

ii) Applicants for Projects seeking credits for existing uses must provide LADOT with documentation supporting the existence and duration of the use (e.g. leasing agreements, utility bills, or previous environmental reviews). LADOT will validate Credits for existing uses based on the provided documentation.

iii) If the existing use was active for at least six (6) consecutive months during the past two (2) years, 100% credit will be granted for the previous use. The start of the two-year period begins exactly two years prior to the Project's application filing completion date with the City of Los Angeles.

100% Credit Calculation:

Existing Use Credit = (Number of existing units) x (Fee per unit)

Where "units" can refer to existing dwelling units or square footage.
Where "Fee per unit" is listed in Exhibit A.

iv) If the existing use was active for at least six (6) consecutive months during the past four (4) years, 50% credit will be granted for the previous use. The start of the four year period begins exactly four (4) years prior to the Project's filing completion date with the City of Los Angeles.

50% Credit Calculation:

Existing Use Credit = (Number of existing units) x (Fee per unit) x (50%)

Where "units" can refer to existing dwelling units or square footage.
Where "Fee per unit" is listed in Table 1 of an accompanying resolution.

b) Affordable Housing Credit shall be calculated as follows:

i) *Calculation*. Credits will be awarded per Affordable Dwelling Unit. Two (2) fee credits/DU based on the TIA fee for apartment housing units shown in *Exhibit A* will be awarded for each qualifying affordable dwelling unit.

Affordable Housing Credit = (No. of Affordable DUs) x [2 x (Fee per market rate apartment unit)]

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

c) Transit Oriented Development (TOD) Credit shall be calculated as follows:

i) Parcels within ½ mile of a transit station or stop that serves a Dedicated Transit Line (as defined in the CTCSP and WLA TIMP) are eligible for 5% fee credit; or

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

5) Annual Indexing. The TIA Fees shall be annually increased (or decreased) as follows:

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

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

6) Appeal Fee. An appeal filed pursuant to WLA TIMP Section 10 or CTCSP Section 10 shall be accompanied by a filing fee of $500 payable to LADOT.

SECTION 4. TRUST FUND ADMINISTRATION

1) Guidelines for Administration

a) Expenditure Goals per Mode of Transportation

i) **Intention.** The CTCSP and WLA TIMP intend to improve mobility options and accommodations for all modes of travel (i.e., transit, bicycle, pedestrian, vehicle), as part of a multimodal transportation system that is consistent with the City's Mobility Plan 2035 and Community Plans. Over the lifetime of the Plans, funding shall be distributed to all improvements for all modes of travel in a manner which is roughly proportional to the funding allocations envisioned in the nexus study.

ii) **Over the lifetime of the Specific Plans, expenditures per mode of transportation shall be made as follows:**

(1)	Transit	Approximately 63%
(2)	Active Transportation	Approximately 20%
(3)	Roadway	Approximately 14%
(4)	Trip Reduction	Approximately 3%

b) Expenditure Restrictions per Improvement Project

The monies in the Trust Funds shall be used as “seed money” or local match money to leverage other money for transportation improvements. Monies in the Fund should not fund more than approximately 35% of the total cost of a single transportation improvement.

DRAFT Exhibits to the Resolution

Exhibit A: **Coastal Transportation Corridor Specific Plan – DRAFT List of Transportation Improvements**

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

Exhibit C: **TIA Fees Per Land Use for the 2016 Calendar Year**

Exhibit D: **TIA Fee Program Study Report (Nexus Study)** [bound separately]

Exhibit A

Coastal Transportation Corridor Specific Plan – DRAFT List of Transportation Improvements

Primary Mode	Project Name	Project Description	Total in Millions	% of Project List
Active Modes	Mobility Hubs	Install a full-service Mobility Hub at or adjacent to Major Transit Stations & Satellite Hubs surrounding the station. A hub includes facilities such as bike parking & car/bike sharing to bridge the first/last mile of a transit user's commute.	$48	15%
	Enhance Pedestrian Access to Major Transit Stations	Implement pedestrian connectivity improvements at major transit stations by providing enhanced sidewalk amenities, such as landscaping, shading, lighting, directional signage, shelters, curb extensions, enhanced crosswalks, as feasible.		
	Streetscape Improvements	Implement the following streetscape plans currently being developed through various planning efforts in the Plan area: • **Venice Streetscape Improvements.** Implement streetscape improvements along Venice Blvd between Inglewood Blvd and Lincoln Blvd. • **Centinela Streetscape Improvements.** Implement streetscape improvements along Centinela Avenue between Washington Blvd & Jefferson Blvd • **Sepulveda Pedestrian Improvements.** Implement sidewalk and streetscape improvements, bus stop lighting at transit stops, and enhanced crosswalks. Sepulveda Blvd between 76th St and 80th St.		
	Sidewalk Network & Pedestrian Enhancements	Complete gaps in the sidewalk network and provide pedestrian enhancements		
	Multi-use Paths	• **Sepulveda Channel Multi-use Path.** Sepulveda Channel path from Ballona Creek to Washington Boulevard • **Centinela Creek Multi-use Path.** Centinela Creek path from Ballona Creek to Centinela Avenue east of the I-405		
	Cycle Tracks & Bike Lanes	• **Venice Boulevard Cycle Track.** Venice Boulevard throughout the Coastal Transportation Corridor Area • **Washington Boulevard Cycle Track.** Washington Boulevard from Admiralty Way to Pacific Avenue • **Lincoln Boulevard Cycle Track.** Lincoln Boulevard from Jefferson Boulevard to Fiji Way. This project would be a feature of the reconstruction of the Lincoln Boulevard Ballona Creek Bridge project proposed as an element of the Westside Mobility Plan. • **Culver Boulevard Bike Lane.** Culver Boulevard from McConnell Avenue to Playa del Rey		
	Neighborhood Network Enhancements as described in Mobility Plan 2035 (MP 2035)	Per MP 2035, implement bicycle and neighborhood enhanced design features to provide a system of streets linking to major employment centers, transit stations, and educational, retail, entertainment, and recreational resources. Enhancements such as the following are described in MP 2035: • **Beethoven Street / McConnell Avenue NEN.** Implement neighborhood enhanced design features as alternate route to major corridors		
	Bicycle Transit Centers	Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities		
	Bikesharing	Provide public bicycle rental in "pods" located throughout the city.		
Transit	Lincoln BRT	Center Running BRT on Lincoln Boulevard from the border of the City of Santa Monica to 96th Street Transit Station.	$215	67%
	Sepulveda BRT	Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to 96th Street Transit Station (within the City of LA).		
	Venice Rapid Bus Enhancements	Venice Boulevard – Rebrand existing Rapid Bus service to serve Venice Beach area, increased service frequency, implement stop improvements.		
	Circulator/Shuttle Service	Circulator bus/shuttle to connect activity centers to major transit stations, such as: • Loyola Marymount / Westchester Circulator • Venice / Playa Vista / Fox Hills Circulator • Venice Circulator		

Exhibit A

Coastal Transportation Corridor Specific Plan – DRAFT List of Transportation Improvements

Continued

Primary Mode	Project Name	Project Description	Total in Millions	% of Project List
Roadway & ITS	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		
	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	Improve Lincoln Boulevard between Jefferson Boulevard and Fiji Way to remove the existing bottleneck by providing an additional southbound lane, transit lanes and on-street bike lanes. Improvements to serve all modes of travel would be implemented as follows: 1. an additional southbound lane for vehicles would be provided (currently, Lincoln narrows from three to two travel lanes in the southbound direction just south of Fiji Way whereas three travel lanes are provided in the northbound direction), 2. bus-only lanes would be provided in the median, 3. cycle tracks would be provided on both sides of the roadway to connect the existing bicycle lanes to the south with the Ballona Creek bicycle path, and 4. sidewalks would be provided on both sides of the street (the existing bridge does not provide sidewalks).		
	Access Improvements to LAX	On-going coordination with LAWA on airport related improvements, which may include a combination of roadway capacity enhancements, streetscape improvements, and multi-modal improvements.		
	Neighborhood Protection Program	The objective of this Program is to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program will establish measures to make the primary arterial routes more attractive and local routes less attractive for through-traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary arterial street and highways system.		
Auto-Trip Reduction	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.	$8	3%
	Strategic Parking Program	Implement a Westside parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations.		
	Rideshare Toolkit	The Toolkit would develop an online Transportation Demand Management (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.		
	Parking Utilization Improvements & Reduced Congestion	Develop an on-line system for real-time parking information, including GIS database and mapping. Improve parking and wayfinding and guidance throughout commercial areas.		
	Transportation Demand Management (TDM) Program	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	

Total **$334,513,746**

Exhibit B

West Los Angeles TIMP Specific Plan – DRAFT List of Transportation Improvements

Primary Mode	Project Name	Project Description	Total In Millions	% of Project List
Active Modes	Mobility Hubs	Install a full-service Mobility Hub at or adjacent to Major Transit Stations & Satellite Hubs surrounding the station. A hub includes facilities such as bike parking & car/bike sharing to bridge the first/last mile of a transit user's commute.	$58	25%
	Enhance Pedestrian Access to Major Transit Stations through Streetscape Improvements	Implement the following streetscape plans currently being developed through various planning efforts in West LA: • Olympic Blvd. from Centinela to Barrington (Expo Transit Neighborhood Plans) • Bundy from Missouri to Pico Blvd. (Expo Transit Neighborhood Plans) • Sepulveda from Olympic to National Blvd. (Expo Transit Neighborhood Plans) • National Blvd. from Castle Heights to Mentone Ave. (Expo Transit Neighborhood Plans) • Palms Blvd. from Motor to National Blvd. (Expo Transit Neighborhood Plans) • Pico Blvd. from the 405 Fwy to Patricia Ave. (Westside Mobility Plan) • Pico Blvd. from Centinela to the 405 Fwy (Westside Mobility Plan • Motor Ave from I-10 Fwy to Venice Blvd. (Westside Mobility Plan)		
	Sidewalk Network & Pedestrian Enhancements	Complete gaps in the sidewalk network and provide pedestrian enhancements		
	Westwood Boulevard	Improvements along Westwood Boulevard between the future Expo LRT station, Westwood Village, and UCLA could include transit, bicycle and pedestrian enhancements (that do not require removal of vehicular travel lanes or on-street parking) or bicycle enhancements on parallel roadways.		
	Cycle Tracks	• **Santa Monica Boulevard Cycle Track.** Santa Monica Boulevard in the "parkway" section east of Sepulveda Boulevard • **Venice Boulevard Cycle Track.** Venice Boulevard throughout the West Los Angeles Transportation Area • **Motor Avenue Cycle Track.** Motor Avenue between I-10 and Venice Boulevard		
	Other Neighborhood Network Enhancements as described in Mobility Plan 2035 (MP 2035)	Per MP 2035, implement bicycle and neighborhood enhanced design features to provide a system of streets linking to major employment centers, transit stations, and educational, retail, entertainment, and recreational resources. Enhancements such as the following are described in MP 2035: • **Prosser/Westholme Avenue NEN.** Alternate route to major corridors, such as Westwood Blvd, connecting Expo Bike Path to UCLA. • **Veteran Avenue NEN.** Alternate route to major corridors, such as Westwood Blvd. • **Gayley Avenue / Montana Avenue (east of I-405) NEN.** Alternate route to major corridors, such as Westwood Blvd. • **Montana Avenue (west of I-405) NEN** • **Barrington Avenue / McLaughlin Avenue NEN** • **Ohio Avenue NEN** (including Gap Closure at Santa Monica Blvd.)		
	Bikeway Gap Closures	Gap closures, such as: • **Gateway Blvd to Ocean Park Bike Lane.** Gateway Blvd to Ocean Park Blvd gap closure		
	Bicycle Transit Centers	Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities		
	Bikesharing	Provide public bicycle rental in "pods" located throughout the Westside.		
	Exposition Light Railway Greenway Improvement Project	The project proposes to transform existing city-owned vacant parcels into a neighborhood greenway that includes construction of a multi-use path with drought tolerant landscaping, simulated stream to treat urban runoff, educational amenities and interpretive signs. Project is located along the Expo Line Railway.		
Transit	Sepulveda BRT	Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to 96th Street Transit Station.	$139	59%
	Santa Monica BRT	Curb-running peak hour bus-only lanes on Santa Monica Boulevard from the border of the City of Santa Monica to the border of the City of Beverly Hills; BRT system includes enhanced bus stop amenities.		
	Olympic Rapid Bus Enhancements	Olympic Boulevard - Extension of the Rapid Bus service from its current terminus in Century City to the future Metro Exposition Line station at Westwood Boulevard.		
	Pico Rapid Bus Enhancements	Pico Boulevard – Improve existing Rapid Bus service through increased frequency, stop improvements, and construction of a new rapid stop in Century City.		
	Venice Rapid Bus Enhancements	Venice Boulevard – Rebrand existing Rapid Bus service to serve Venice Beach area, increased service frequency, implement stop improvements.		
	Circulator/Shuttle Service	Circulator bus/shuttle to connect activity centers to major transit stations, such as: • Sawtelle service between Wilshire Blvd and the Expo Sepulveda Station • Bundy service between Brentwood, the Expo Bundy Station, and National Blvd • Palms Circulator to connect to Expo Station • Century City Circulator to connect to Expo Station		

Exhibit B

West Los Angeles TIMP Specific Plan – DRAFT List of Transportation Improvements

Continued

Primary Mode	Project Name	Project Description	Total In Millions	% of Project List
Roadway & ITS	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		
	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 1) In the westbound direction, provide two travel lanes (three during peak periods with on-street parking restrictions); 2) In the eastbound direction, provide three travel lanes (four during peak periods with on-street parking restrictions); and 3) 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	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	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.	$8	3%
	Strategic Parking Program	Implement a Westside parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations.		
	Rideshare Toolkit	The Toolkit would develop an online Transportation Demand Management (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.		
	Parking Utilization Improvements & Reduced Congestion	Develop an on-line system for real-time parking information, including GIS database and mapping. Improve parking and wayfinding and guidance throughout commercial areas.		
	Transportation Demand Management (TDM) Program	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	

Total **$247,779,190**

Exhibit C

TIA Fees Per Land Use for the 2016 Calendar Year

Land Use Category	Unit	TIA Fee per Unit		Description
		WLA TIMP	CTCSP	
Residential Land Uses				
Single Family	DU	$9,944	$8,847	*Single family detached homes on individual lots*
Apartment	DU	$5,222	$4,646	*Multi-family rental units (10 levels or less)*
High Rise Apartment	DU	$3,151	$2,804	*Multi-family rental units with more than 10 levels*
Condominium/Townhouse	DU	$7,023	$6,248	*Multi-family units with individual ownership (10 levels or less)*
High-Rise Condominium/Townhouse	DU	$3,421	$3,044	*Multi-family units with individual ownership with more than 10 levels*
Senior Housing	DU	$2,251	$2,003	*Senior adult housing, including retirement communities, age-restricted housing and active adult communities*
Affordable Housing	DU	$0	$0	*Units that qualify as Affordable Housing per City of Los Angeles requirements*
Hotel	Room	$6,128	$5,452	*Provides sleeping accommodations and supporting facilities for short-term occupancy*
Retail & Service Land Uses				
Retail =< 250 KSF	1,000 s.f.	$15,001	$13,347	*General retail and service uses that are typically part of a shopping center or neighborhood center less than or equal to 250 KSF (based on total square footage of retail uses on site)*
Retail >250 KSF - 800 KSF[3]	1,000 s.f.	Interpolate	Interpolate	*See above definition for retail uses; Apply this rate to uses totaling more than 250 KSF and less than 800 KSF[3]*
Retail >800 KSF	1,000 s.f.	$18,993	$16,897	*See above definition for retail uses; Apply this rate to uses totaling more than 800 KSF*
Office & Medical Land Uses				
Office =< 50 KSF	1,000 s.f.	$35,425	$31,517	*A building of 50 KSF or smaller that typically holds multiple tenants where affairs of businesses, commercial, or professional services are conducted. May contain an on-site cafeteria/café or retail services for use by on-site employees.*
Office >50 KSF - 250 KSF[4]	1,000 s.f.	Interpolate	Interpolate	*See above definition for office use* *Utilize this rate for buildings greater than 50 KSF but less than or equal to 250 KSF[4]*
Office > 250 KSF	1,000 s.f.	$18,832	$16,754	*See above definition* *Utilize this rate for buildings greater than 250 KSF*
Medical Office	1,000 s.f.	$44,615	$39,693	*Medical and dental office uses that provide outpatient care on a routine basis*
Hospital	1,000 s.f.	$14,497	$12,897	*Medical and surgical care, including overnight accommodations and ambulatory patients.*
Industrial Land Uses				
Industrial	1,000 s.f.	$12,336	$10,975	*An area that contains a mixture of manufacturing, service and warehouse facilities*
Manufacturing	1,000 s.f.	$10,594	$9,426	*Facility that typically converts raw materials or parts into finished products; may include warehouse, office and research related functions*
Warehouse	1,000 s.f.	$4,644	$4,132	*Facility that is primarily devoted to the storage of materials; may also include office and maintenance related functions*
Mini-Warehouse	1,000 s.f.	$3,773	$3,357	*Self-storage facilities in which a number of storage units/vaults are rented for the storage of goods*
Cargo Facilities	1,000 s.f.	N/A	$7,876	*Cargo facilities associated with aviation uses on or adjacent to the LAX airport.*
Maintenance Facilities	1,000 s.f.	N/A	$2,195	*Maintenance facilities associated with aviation uses on or adjacent to the LAX airport.*

Notes:

1) ITE Trip Generation, 9th Edition per LADOT Traffic Study Policies and Procedures.
2) Pass-by Trips per LADOT Traffic Study Policies and Procedures.
3) For retail uses greater than 250 KSF but less or equal to 800 KSF, interpolate between the lower (=< 250 KSF) and higher (>800 KSF) rates provided.
4) For office uses greater than 50 KSF but less or equal to 250 KSF, interpolate between the lower (=< 50 KSF) and higher (>250 KSF) rates provided.
5) Trip rates for Cargo & Maintenance Facilities were derived by LAWA for aviation related uses in the CTCSP area.

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

Exhibit D

TIA Fee Program Study Report (Nexus Study)

[The TIA Fee Study Report is Bound Separately]