

CTC/WLA TIMP SPECIFIC PLANS UPDATE

CASE NOS. CPC-2014-1456-SP (CTCSP) & CPC-2014-1457-SP (WLA TIMP)

Council Districts 5 & 11



OVERVIEW OF SPECIFIC PLAN UPDATES

Coastal Transportation Corridor Specific Plan (CTCSP) and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP)

The CTCSP (Ord. No. 168,999) and WLA TIMP (Ord. No. 171,492) are being updated. The CTCSP and WLA TIMP were originally adopted in 1985 and 1997, respectively, with the purpose of establishing a Transportation Impact Assessment (TIA) Fee program to be assessed on new development and intended to assist with the cost of future transportation improvements on the Westside.

WHAT'S NEW?

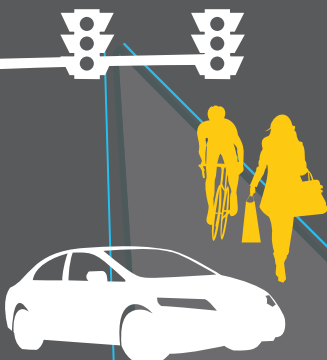
- A new list of **multimodal transportation improvements** that aim to improve the existing transportation network, enhance system capacity, reduce vehicle trips and Vehicle Miles Traveled (VMT), and improve transit connectivity.
- An **updated TIA Fee** that considers multiple factors in addition to trip rate, including trip length, when determining a new development's fee obligation.
- **TIA Fees** will apply to new residential development.
- **Affordable housing** units are exempt from TIA Fees. Additionally, when affordable housing units are included in a development (e.g. mixed-use or mixed-income development), they would be eligible for TIA Fee credit.
- **Transit oriented development** is eligible for TIA Fee credit.

UPDATES TO THE TIA FEES

- Ensure that costs for transportation improvements are fairly distributed among future land uses that will contribute to transportation impacts.
- The amount of the TIA Fees to be levied for each type of land use is based on each land use's proportionate use of the transportation facilities in total.
- The proposed new fees are based on multiple factors including average trip length, trip generation rate, and net new trips created. All of these factors are calculated into the TIA Fee tables.
- A study was conducted to establish the nexus between new development and the need for new and expanded transportation facilities and programs.

MULTIMODAL TRANSPORTATION IMPROVEMENTS FOR THE WESTSIDE

- The transportation improvements currently listed in the existing Specific Plans have mostly been completed. Of the few remaining improvements, which include roadway widening, many are infeasible for implementation.
- The goal is to improve the existing transportation network, enhance system capacity, reduce vehicle trips and Vehicle Miles Traveled (VMT), and improve transit connectivity.
- Proposed transportation improvements include transit, bicycle and pedestrian, roadway and ITS, and trip reduction programs. These improvements were identified through an analysis of completed transportation projects, an assessment of the current transit system, and public outreach (including consultation with neighboring jurisdictions, Metro, and Caltrans).



UPDATES TO TIA FEE EXEMPTIONS ENSURE THAT COSTS ARE FAIRLY DISTRIBUTED

The following uses would **no longer be exempt** and would be subject to the TIA Fee:

- New single-family and multi-family **residential** development (net new units)
- **Commercial:**
 - Local serving commercial uses
 - First 30,000 square feet of shopping centers and freestanding commercial
 - Medical office projects of less than 20,000 square feet
 - TIA Fee Credit for existing uses would still apply

STREAMLINING IMPLEMENTATION

- Procedural differences between the WLA TIMP and CTCSP have been aligned to facilitate administration of the plans.
- Applicants would now be directed to LADOT's citywide Traffic Study Guidelines, which will ensure that new development is subject to the latest citywide policies and procedures regarding traffic studies and traffic impact mitigation procedures.

NEW OPPORTUNITIES FOR TIA FEE CREDITS

- **Affordable Housing:** In addition to being exempt from the TIA Fee, on-site affordable housing units would also receive credit against the TIA Fee. For example, a 100% affordable housing development would not be subject to fees while the fees for a mixed use development could be partially offset through the provision of affordable dwelling units on-site.
- **Transit Oriented Development:** Transit oriented developments that meet all three of the following State designated criteria would be eligible for a discount off their TIA Fee:
 - Within ½ mile of a dedicated transit station or stop; and
 - Within ½ mile of retail, including a store that sells food; and
 - Provide a minimum number of parking spaces.

Proposed TIA Fees for the Specific Plan Updates

Land Use Category	Unit	DRAFT WLA TIMP TIA Fee per unit ¹	DRAFT CTCSP TIA Fee per unit ¹
Single Family	DU	\$9,940	\$8,850
Multifamily	DU	\$3,150 - \$7,020	\$2,800 - \$6,250
Retail	1,000 s.f.	\$15,000 - \$18,990	\$13,350 - \$16,900
Office	1,000 s.f.	\$18,830 - \$35,430	\$16,750 - \$31,520

Footnote

1. The fee amounts shown do not reflect any application of fee credit.



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