# PLANNING DEPARTMENT TRANSMITTAL TO THE CITY CLERK'S OFFICE

CF-07-0287

CITY PLANNING CASE:	ENVIRONMENTAL DOCUMENT:	COUNCIL DISTRICT:				
CPC-2014-1456-SP	ENV-2014-1458-EIR-SE-CE	11 – Bonin				
PROJECT ADDRESS:						
The Coastal Transportation Corridor Specific Plan Area, an area generally bound by the City of Santa Monica on the north, Imperial Highway on the south, the San Diego Freeway (I-405) on the east and the Pacific Ocean on the west.						
PLANNER CONTACT INFORMATION:	TELEPHONE NUMBER:	EMAIL ADDRESS:				
Renata Ooms	213-978-1222	renata.ooms@lacity.org				
NOTES / INSTRUCTION(S):						

TRANSMITTED BY:	TRANSMITTAL DATE:
James K. Williams Commission Executive Assistant	April 5, 2019

A Resolution establishing the list of transportation improvements to be partially funded by the Transportation Impact Assessment Fee.

#### **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 CTSCP 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 No. \_\_\_\_\_\_, 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 <b>Project</b> Type		Column 3 Improvements Project and Project Description	Column 4 Total in Millions	Column 5 % of Project List
	Mobility Hubs	Full-Service Mobility Hub	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.		
		Bicycle Transit Centers	Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities		
	Enhance Pedestrian Access to Major Transit Stations	[Various Locations]	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.	\$48	
	Streetscape Improvements	Livable Boulevards Streetscape Plan	Implement streetscape improvements along:  Venice Boulevard between Inglewood Boulevard and Lincoln Boulevard.  Centinela Avenue between Washington Boulevard & Jefferson Boulevard.		
		Sepulveda Pedestrian Improvements	Implement sidewalk and streetscape improvements, bus stop lighting at transit stops, and enhanced crosswalks. Sepulveda Boulevard between 76th Street and 80th Street.		
	Sidewalk Network & Pedestrian Enhancements	[Various Locations]	Complete gaps in the sidewalk network and provide pedestrian enhancements		
Active Modes	Multi-use Paths	Sepulveda Channel Multi-use Path	Sepulveda Channel path from Ballona Creek to Washington Boulevard		15%
ve M		Centinela Creek Multi-use Path	Centinela Creek path from Ballona Creek to Centinela Avenue east of the I-405		
Acti		Venice Blvd. Cycle Track	Venice Boulevard throughout the Coastal Transportation Corridor Area		
	Cycle Tracks & Bike Lanes	Washington Blvd. Cycle Track	Washington Boulevard from Admiralty Way to Pacific Avenue		
		Lincoln Blvd. 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.		
		Culver Blvd. Bike Lane	Culver Boulevard from McConnell Avenue to Playa del Rey		
	Neighborhood Network Enhancements	[Various Locations]	Per Mobility Plan 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 Mobility Plan 2035:  Beethoven Street / McConnell Avenue NEN. Implement neighborhood enhanced design		
	Bikesharing	Metro Bike Share	features as alternate route to major corridors  Provide public bicycle rental in "pods" located strategically throughout the CTCSP area.		
			Center Running BRT on Lincoln Boulevard from the border of the City of Santa Monica to 96th		
	Bus Rapid Transit (BRT)	Lincoln BRT	Street Transit Station.	15	
ısit		Sepulveda BRT	Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to the 96th Street Transit Station (within the City of LA).		%
Transit	Service Enhancements	Venice Rapid Bus Enhancements	Venice Boulevard – Rebrand existing Rapid Bus service to serve Venice Beach area, increased service frequency, implement stop improvements.	\$21	%19
	New Local Service	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 List of Transportation Improvements Continued

Mode	Column 2 Project Type		Column 3 Improvements Project and Project Description	Column 4 Total in Millions	Column 5 % of Project Lis
	Operational Improvements	Congestion Monitoring ITS Corridor &	Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions  Install ITS improvements along major corridors. Install signal upgrades as part of the next	\$48	
		Signal Upgrades  Major Intersection	evolution of ATSAC, including detector loops for traffic volume data and monitoring.  Funding for spot intersection improvements, such as turn-lane or safety improvements, at		
		Improvements  Culver Boulevard  Corridor	major intersections.  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.		15%
Roadway & ITS	Lincoln Blvd Bridge Enhancement	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:  • 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 multimodal 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.		
tion	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.		
	Darking Hilization	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.		
7.	Parking Utilization			1	
eduction	Parking Utilization Improvements & Reduced Congestion	Real-Time Parking Information	Develop an on-line system for real-time parking information, including GIS database and mapping.		\.
~	Improvements & Reduced	-	Develop an on-line system for real-time parking information, including GIS database and	\$\$	3%
	Improvements & Reduced	Information	Develop an on-line system for real-time parking information, including GIS database and mapping.	\$\$	3%
Ř	Improvements & Reduced Congestion  Transportation Demand	Information Wayfinding	Develop an on-line system for real-time parking information, including GIS database and mapping.  Improve parking and wayfinding and guidance throughout commercial areas.  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	\$\$	3%

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 <b>Improvements</b> Project and Project Description	Column 4 Total in Millions	Column 5 % of Project List
Inouc	Турс	Full-Service Mobility Surrour	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.		1 Toject List
	Mobility Hubs	Bicycle Transit Centers	Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities		
	Enhance Pedestrian Access to Major Transit Stations	Expo Corridor Streetscape Plan	Olympic Boulevard from Centinela Avenue to Barrington Avenue Bundy Drive from Missouri Avenue to Pico Boulevard Sepulveda Boulevard from Olympic Boulevard to National Boulevard National Boulevard from Castle Heights Avenue to Mentone Avenue Palms Boulevard from Motor Avenue to National Boulevard		
	Enhance Connectivity between Major Transit Station and Activity Centers	North-South Connections to Westwood Village/UCLA	Improvements along north-south streets connecting the Expo Line Westwood/Rancho Park Station to Westwood Village and UCLA could include transit, bicycle and pedestrian enhancements.		
	Streetscape Improvements	Livable Boulevard Streetscape Plan	Streetscape improvements on Pico Blvd. from the 405 Freeway to Patricia Ave.  Streetscape improvements on Pico Blvd. from Centinela Ave. to the 405 Freeway.  Streetscape improvements on Motor Ave. from the I-10 Freeway to Venice Blvd.		
Si	Sidewalk Network & Pedestrian Enhancements	[Various Locations]	Complete gaps in the sidewalk network and provide pedestrian enhancements	\$58	
Active Modes	Multi-use Paths	Exposition Light Rail 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.		25%
ive		Santa Monica Blvd. Cycle Track	Santa Monica Boulevard in the "parkway" section east of Sepulveda Boulevard		7
Act	Cycle Tracks	Venice Blvd.  Venice Boulevard throughout the West Los Angeles TIMP Area  Cycle Track			
	Bike Lanes  Motor r Cycle T Bikeway Closur  Neighborhood Network	Motor Ave. Cycle Track	Motor Avenue between I-10 and Venice Boulevard		
		Bikeway Gap Closures	Bikeway gap closures, such as:  • Gateway Blvd to Ocean Park Bike Lane. Gateway Blvd to Ocean Park Blvd gap closure		
		[Various Locations]	Per Mobility Plan 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 Mobility Plan 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.)		
	Bikesharing	Metro Bike Share	Provide public bicycle rental in "pods" located strategically throughout the WLA TIMP area.		
	Bus Rapid Transit	Sepulveda BRT	Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to the 96th Street Transit Station.		
	(BRT)	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.		
ے ا		Olympic Rapid Bus Enhancements	Olympic Boulevard – Extension of the Rapid Bus service from its current terminus in Century City to the Metro Exposition Line station at Westwood Boulevard.		
Transit	Service Enhancements	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.	\$139	%69
Ţ		Venice Rapid Bus Enhancements	Venice Boulevard – Rebrand existing Rapid Bus service to serve Venice Beach area, increased service frequency, implement stop improvements.	•	u,
	New Local Service	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 List of Transportation Improvements Continued

Column 1  Primary  Mode	Column 2 Project Type		Column 3 Improvements Project and Project Description	Column 4 Total in Millions	Column 5 % of Project List
Ş	Conge Monit  ITS Corr Signal Up Major Inte Improve Sunset Bo Opera  Operational Improvements  Olympic B Opera	Congestion Monitoring	Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions	\$31	
		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.		13%
Roadway & II		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  In the westbound direction, provide two travel lanes (three during peak periods with onstreet parking restrictions);  In the eastbound direction, provide three travel lanes (four during peak periods with onstreet 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.		
tion	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.	\$\$	3%
	Parking Utilization	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.		
gnc		Real-Time Parking Information	Develop an on-line system for real-time parking information, including GIS database and mapping.		
Auto-Trip Reduction		Wayfinding	Improve parking and wayfinding and guidance throughout commercial areas.		
	Transportation Rid 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.		

Estimated at 5% of total project costs.

Total \$247,779,190

\$12

5%

Administrative Costs