

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: October 15, 2007

To: The Honorable City Council
 c/o City Clerk, Room 395, City Hall
 Attention: Honorable Wendy Greuel, Chair, Transportation Committee

From: *for* Rita L. Robinson, General Manager *John E. Fisher*
 Department of Transportation

**SUBJECT: UPDATE OF THE COASTAL TRANSPORTATION CORRIDOR
 SPECIFIC PLAN (CF 07-0287)**

As directed by the Motion (CF 07-0287) presented by Councilmember Bill Rosendahl (CD 11), the Department of Transportation (DOT) submits this report identifying the steps necessary to update the Coastal Transportation Corridor Specific Plan (CTCSP) and to estimating the budget needed to complete these steps. Prior to the preparation of this response, DOT met with CD 11 staff and with the Department of City Planning to discuss the anticipated costs, timeline, and staffing needs associated with this project.

RECOMMENDATION

1. That DOT be authorized to hire an outside transportation and EIR consultant team to update the CTCSP including the option of utilizing the contract procurement process of either the Community Redevelopment Agency (CRA) or of the Southern California Association of Governments (SCAG) if found to be more efficient.
2. That DOT be authorized to transfer up to \$1 million, as needed, from the CTCSP Trust Fund No. 447 to an account titled "CTCSP Update" to cover costs associated with contractual services in order to contract with the necessary consultants to assist the City in preparing the transportation improvement program and the environmental analysis.
3. That the following City staff positions, needed for oversight and review of the CTCSP restudy and update, be approved and funded by the CTCSP Trust Fund No. 447:
 - One new City Planning Associate (Class No. 7941) position for the Department of City Planning
 - One new Transportation Engineering Associate (Class No. 7280-3) position for the Department of Transportation

OCT 22 2007
TRANSPORTATION
PERSONNEL

DISCUSSION

The CTCSP Ordinance was first adopted by the City Council in 1985 and later revised in 1993. The Specific Plan consists of an area that includes all or parts of the community plan areas for Westchester, Playa Del Rey, Palms, Mar Vista, Del Rey, and Venice, and the Los Angeles International Airport Specific Plan Area. The CTCSP area is generally bounded by the City of Santa Monica on the north, Imperial Highway on the south, San Diego Freeway on the east, and the Pacific Ocean on the west, as shown on the attached map.

The CTCSP Ordinance was adopted to provide a mechanism to fund transportation improvements necessary to mitigate and offset the projected traffic demands within the Specific Plan area, and to require land use developers to mitigate any project-related significant transportation impacts. Unless exempt, new development projects are required to pay a Transportation Impact Assessment (TIA) Fee to DOT prior to the issuance of any building, grading or foundation permit. The TIA Fees collected are deposited into the CTCSP Trust Fund and are used to partially fund transportation improvements that are identified in an appendix in the CTCSP. When the Specific Plan was adopted, these improvements were deemed necessary to address the existing and future traffic demands within the CTCSP area.

While the City has been very successful in carrying out the goals of the CTCSP and delivering a majority of the transportation improvements listed in the plan, the plan has become outdated; prevailing traffic conditions and transportation priorities have changed since the inception of the plan. As such, the technical merit, political feasibility and/or financial affordability for a number of corridor improvement projects have become questionable. Therefore, DOT agrees that the CTCSP be revisited and amended so that the plan provides a solid program to deliver implementable mobility solutions that are better aligned with the priorities of the local communities. It is critical to develop a list of viable improvements that contain multi-modal and context sensitive design elements to generate broad community and elected official support, while still addressing the mobility intent and goals of the Specific Plan.

The CTCSP and other Transportation Specific Plans in the City were adopted to require new development projects to mitigate their own local impacts and to contribute a fair share to complete regional improvements to mitigate the cumulative impacts. The fair share, based on the "rational nexus," typically amounts to about 30 percent of the total cost of these improvements. The fair share is calculated in direct proportion to p.m. peak hour trips generated by the new development and is typically called a TIA fee or, more commonly, a "trip fee." Because new development is not required to pay to improve traffic congestion caused by the existing traffic or by the cut-through traffic borne outside of the Specific Plan area, the developer trip fees represent only a fraction of the total regional improvement costs. As a result, DOT has relied on the strategy of leveraging the collected developer trip fees to secure outside transportation

grants to help pay for the remaining costs, primarily by participating in the Los Angeles County Metropolitan Transportation Authority (Metro) Call for Projects process. This strategy has proven successful in the CTCSP area with more than \$110 million in capital improvements (not including developer mitigation measures) programmed in the area since 1993.

SPECIFIC PLAN UPDATE PROCESS

The following are the key steps needed to amend the CTCSP:

- Preparation of a comprehensive transportation study to estimate future growth in vehicle trips associated with land use changes, to propose specific transportation improvement programs to accommodate these additional vehicle trips, and to recommend financing mechanisms to fund these improvements. The transportation improvements should include, but not be limited to, transit enhancements, traffic signal upgrades, vehicle trip reduction strategies, intersection improvements, multi-modal solutions and corridor capacity enhancements.
- Preparation of a travel demand forecast model consistent with the Southern California Association of Governments' (SCAG) Regional Transportation Plan growth projections and horizon year (currently 2030). The model will be used to assess the traffic impacts that future socioeconomic projections have on the CTCSP transportation system and to test the effectiveness of transportation improvement alternatives.
- Conduct substantial stakeholder outreach meetings in parallel to the preparation of the transportation study to solicit feedback and ideas on different improvement alternatives. This is a critical step since building broad support from the community and elected officials is critical in the success of the project.
- Conduct public workshops as key study milestones are completed to provide an ongoing status to stakeholders and to solicit feedback on completed work products.
- Work with Caltrans to discuss potential freeway ramp improvements to alleviate existing bottlenecks at ramp locations within the Specific Plan area.
- Work with Caltrans on the expeditious relinquishment of Lincoln Boulevard and portions of Venice and Sepulveda Boulevards (State highways).
- Prepare cost estimates for each of the transportation improvement proposals and rank the projects based on mobility performance measurements.

- Prepare different TIA Fee scenarios (i.e., with no exemptions, with only residential exempt, with residential and local serving uses exempt, etc.).
- Develop a methodology in which to assess TIA Fees on LAX .
- To ensure consistency with other planned efforts, coordinate this study with the City's Mobility Element, Strategic Transportation Plan, adjacent Community Plan Updates, Green Line Extension, West Los Angeles Rail Linkages Study, West Los Angeles Livable Boulevards Study, and the Sepulveda and Lincoln Boulevards Mobility Improvement Studies.
- Prepare an environmental impact review (EIR) to assess any impacts resulting from the transportation improvement program recommended by the new CTCSP.
- Prepare the necessary code or specific plan language amendments. A new provision should be included in the CTCSP that requires DOT to reassess the trip fee and transportation improvement list every two years to see if updates are needed. This would allow the Ordinance to become a dynamic document that can be updated or edited as needed.

Given the example of past efforts to amend other Transportation Specific Plans and the amount of time needed to complete and certify an EIR, the CTCSP Update project is expected to take **three years** to complete. Also, given the lack of sufficient staff within DOT to prepare a comprehensive transportation study and the lack of trained staff to develop a travel demand simulation model, DOT recommends that an outside transportation planning and engineering consultant be retained to prepare the study and to develop the simulation model. Also, hiring of an environmental planning firm to prepare the EIR would be necessary. Furthermore, since the success of this update process will rely heavily on the amount of community involvement, input and support, it is also recommended that a public relations firm to lead the public outreach efforts be hired to work with City staff.

The total cost to pay for consultant services is estimated to be between **\$500,000** and **\$1,000,000**. It is recommended that funds from the CTCSP Trust Fund be allocated to pay for consultant services and for staff administrative time needed to complete this work effort.

Also, to provide oversight and review of all consultant-produced work products including the EIR, staffing costs for DOT and the Department of City Planning (DCP) would also need to be allocated from the CTCSP Trust Fund. Based on an initial assessment of staffing needs, two new positions would be needed to restudy and update the CTCSP. DOT and DCP would each require one new position to manage the consultant contracts, to provide technical review, attend public workshops and commission hearings, to prepare relevant staff reports, and to lead the environmental

impact report certification process. It is recommended that the CTCSP Trust Fund provide the necessary funds to hire one new City Planning Associate (Class No. 7941) position for the DCP, and one new Transportation Engineering Associate (Class Code 7280-3) position for DOT.

It should be noted that the CTCSP Update project is one of many transportation studies in the Westside expected to commence in the next two to three years. Other studies include the Green Line Extension (CF 04-2105), the Lincoln Corridor Task Force Phase 2 (CF 06-1788-S1), the Livable Boulevards Study (CF 07-1211), the Sepulveda Boulevard Major Investment Study (CF 06-1788-S2), and the West Los Angeles Rail Linkages Study (CF 07-0509). The new position proposed for DOT to oversee the CTCSP Update will lead the coordination of these various transportation mobility improvement studies. Also, at the conclusion of the CTCSP Update project, this new position will be the lead in the technical review and oversight of the other study efforts.

FISCAL IMPACT

The proposed CTCSP update project would not have an impact on the General Fund. The CTCSP Trust Fund 447 would pay for consultant services and City staff administrative time to complete the project. Once the revised CTCSP is adopted, the ordinance will establish funding requirements for capital improvements needed to mitigate traffic impacts generated by land development. Project costs and funding will be reflected in the Capital Improvement Program, with projects being designed and constructed as funds are collected. The collection of the fees is based on unknown development schedules which will span many years; therefore, a cost increase factor (based on a construction industry standard) is included in the resolution to offset the future cost increases of the mitigation program from inflationary factors.

COORDINATION

Coordination with the Department of City Planning and City Attorney's Office is required in the preparation of the CTCSP update.

Attachments

Motion (CF 07-0287)
CTCSP Area Map

c: Councilmember Bill Rosendahl, CD 11
Grieg Asher, CD 11
Gail Goldberg, DCP
Betsy Weisman, DCP

JAN 30 2007

TRANSPORTATION

MOTION

In order to deal with increased traffic congestion on the westside of Los Angeles and in the Westchester/LAX area, City Council approved the Coastal Transportation Corridor Specific Plan in 1993. The boundaries of the Specific Plan are the City of Santa Monica to the north, Imperial Highway to the south, the Pacific Ocean to the west, and the 405 Freeway to the east, and are entirely within the boundaries of Council District 11.

The Coastal Transportation Corridor Specific Plan established the following: impact assessment fees for new development to fund specific transportation improvements within the boundaries of the Specific Plan; trip generation tables for use in mitigating traffic impacts; and a list of specific transportation improvements to be undertaken within the Specific Plan boundaries.

The Coastal Transportation Specific Plan has not been updated since 1993 and is woefully out of date. The trip generation tables, impact assessment fees, and list of transportation improvements need to be updated. Traffic congestion within the Specific Plan boundaries has continued to worsen and new priorities and new strategies need to be developed. A Specific Plan update would include a broad array of approaches including, but not limited to, development of light rail transit in the Lincoln Boulevard corridor, increased congestion impact assessment fees, implementation of special parking districts and parking fees, greater use of bus transit and neighborhood traffic calming projects, as well as development of pedestrian and bicycle facilities.

I THEREFORE MOVE that the City Council direct the Department of Transportation, in partnership with the Planning Department, CD-11 and City Attorney's Office, to update the Coastal Transportation Corridor Specific Plan.

I FURTHER MOVE that the City Council authorize the Department of Transportation to use funds from Council District 11's Coastal Transportation Corridor Specific Plan (CTCSP), Fund # 447, to pay for the update of the Specific Plan.

I FURTHER MOVE that the Department of Transportation be instructed to report back with specific fund transfer recommendations within 60 days.

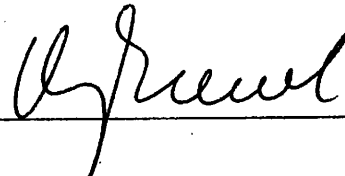
PRESENTED BY



BILL ROSENDAHL
Councilmember, 11th District

JAN 30 2007

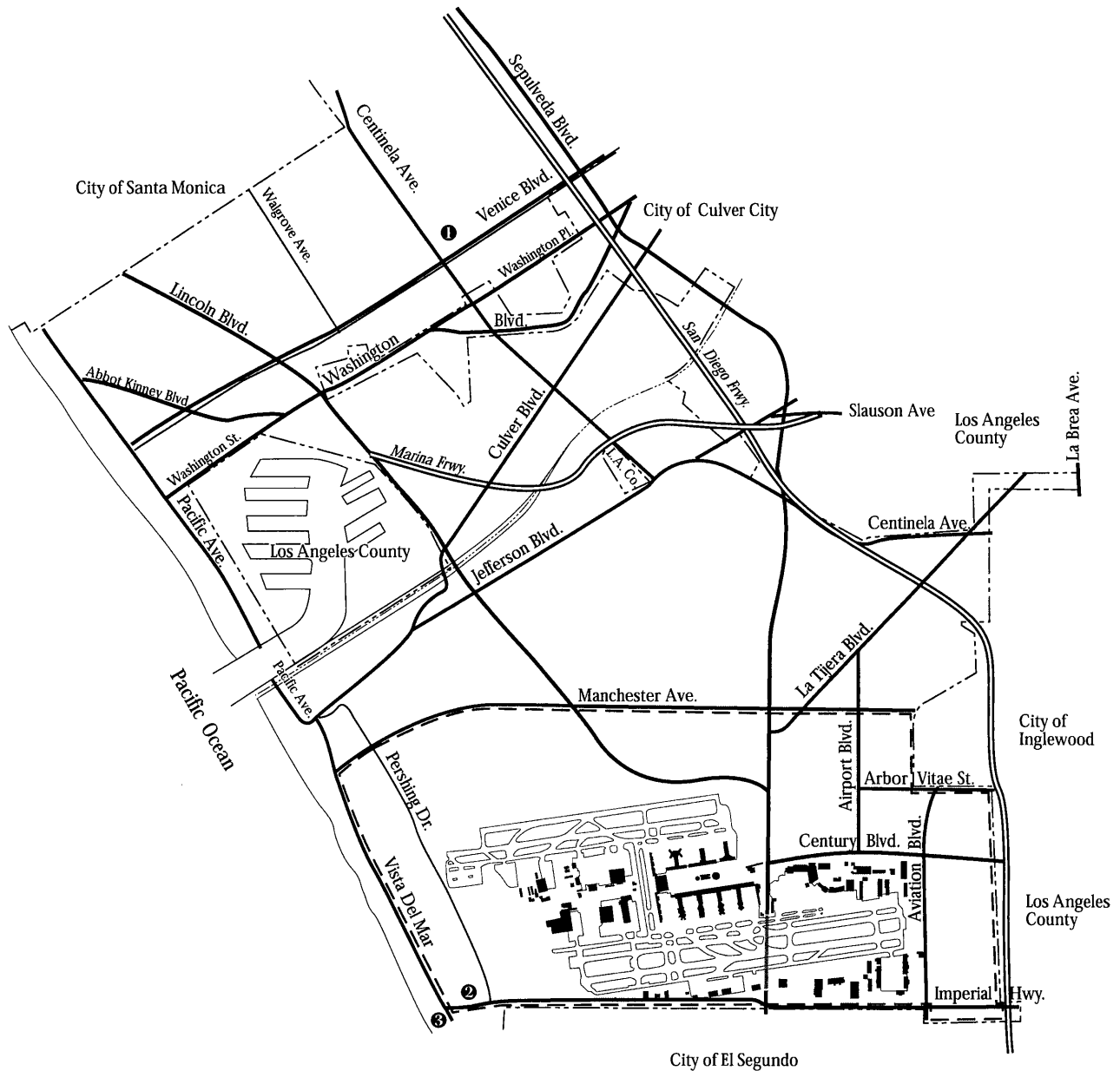
SECONDED BY



07-0287
CD 11
EGG

EGG

Coastal Transportation Corridor Specific Plan



Specific Plan Area

--- Airport Corridor Boundary

NOTES:

- ❶ Includes frontages on both sides of Centinela Ave. from Santa Monica City Boundary line south to Venice Blvd. and both sides of Venice Blvd from Centinela Ave. east to the San Diego Frwy.
- ❷ Includes only northerly frontage of Imperial Hwy. between Pershing Dr. and the westerly terminus of the Specific Plan area.
- ❸ Westerly prolongation of Imperial Hwy. to Pacific Ocean.



Not to Scale