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SantaMonicaPatch



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Planners came up with the fee schedule after looking at those of other cities and after studying traffic forecasts and other models showing that as much as 74 percent of the cost of future transportation improvements could be "fairly" attributed to new development.

If the city wanted to make developers pay for all of the transportation improvements it has in store, the fee schedule would be more than double than what's proposed.

Transportation impact fees are already imposed in cities with similar markets, such as Irvine, Pasadena, San Luis Obispo, Santa Barbara County, West Hollywood, Palo Alto, Emeryville, Redwood City and San Francisco.

Fees in those cities range between \$1,021 and \$7,175 per housing unit and \$1.20 to \$20.28 per square foot for retail. Offices and industrial spaces draw less per square foot, anywhere from 90 cents to \$20.28 in some cities.

Santa Monica could get away with fees higher than those of other cities, because "we know this is a community that's quite comfortable putting real pressure on developers," Tumlin said.

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