TOD Toolbox
The Latest Tools for Various Stages of Development

Background image credit: LA City Planning Transit Neighborhood Plans, www.latnp.org
Agenda

Overview
MATCH Loan Program
AHSC Update
City of LA TOC
Q & A

Background image credit: LA City Planning Transit Neighborhood Plans, www.latnp.org
Speakers

Laura Raymond  ACT-LA
Thomas Yee  LA THRIVES
Alex Russell  Many Mansions
Maira Sanchez  Enterprise
Doug Smith  Public Counsel

Background image credit: LA City Planning Transit Neighborhood Plans, www.latnp.org
Transit is the new Growth Agenda

Measure R and M: $160 billion investment in transit

SCAG regional target of 80% new housing near transit

LA Mayor has goal of 100,000 new housing units, mostly near transit, by 2020

Background image credit: LA City Planning Transit Neighborhood Plans, www.latnp.org
Core Transit Riders

Angelenos w/in half mile of transit stops are more likely to rent, be transit dependent and are lower-income that Angelenos overall.

About 70% of LA’s regular public transit commuters make $25,000 or less/yr

National research shows market rate housing development near transit is correlated to drops in transit ridership. LA’s TOD areas are showing drops in regular transit riders (Reconnecting America).

Background image credit: LA City Planning Transit Neighborhood Plans, www.latnp.org
Equitable Transit Oriented Development

Tools for Affordability near transit:

• Value Capture through land-use zoning

• Acquisition financing capital

• Permanent financing capital

Background image credit: LA City Planning Transit Neighborhood Plans, www.latnp.org
Originating CDFIs

Enterprise

LISC

Uff: capital for healthy families & communities

Funders

Metro

California Community Foundation

The California Endowment

Weingart Foundation
Capital Partners

Estimated CDFI Leveraged Loan Capitalization
$75 million

Combined $18 million investment

$4 million
$3.5 million
$1.5 million

MATCH LLC

$9 million

MATCH LLC

Metro Affordable Transit
Connected Housing
Housing + Transportation (H+T) Loan

Buy, hold, and redevelop existing apartments

Predevelopment Loan

Affordable TOD in general
Housing + Transportation Loan

**Term:** 5 years + 5 year extension

**Eligible Sites:** Existing, occupied multifamily housing, with likely capacity to be redeveloped to at least double the number of units or square footage. Must have an existing minimum unit size of 20 units.

**Eligible Costs:** Purchase price, closing costs, financing fees, carrying costs (including costs for immediate repairs), reserves

Predevelopment Loan

**Term:** 2 years + 1 year extension

**Eligible Sites:** Existing, occupied multifamily housing, with likely capacity to be redeveloped to at least double the number of units or square footage. Must have an existing minimum unit size of 20 units.

**Eligible Costs:** Predevelopment costs, such as architecture, engineering, environmental studies, entitlements and permits, etc.
Metro Affordable Transit Connected Housing Program (MATCH)

MATCH provides critical funding to preserve and expand affordable housing located near Los Angeles County public transit. Through the MATCH program, nonprofit and for-profit developers can access acquisition and predevelopment financing for rental housing opportunities at favorable terms.

MATCH is a public-private lending partnership with an estimated loan capitalization of $75 million, leveraged with an $18 million combined investment from the Los Angeles County Metropolitan Transportation Authority, the California Community Foundation, The
Meet Loan Officers at MATCH Info Session!

Tuesday Dec 5, 9-10:30am

Metro Headquarters, 3rd Floor (One Gateway Plaza)

Register online - http://www.lathrives.org/match_info
AHSC 101
Affordable Housing and Sustainable Communities Program Overview

November 30, 2017
ENTERPRISE’S MISSION

To create opportunity for low- and moderate-income people through affordable housing in diverse, thriving communities.

Capital.
Enterprise is a recognized leader in socially driven capital investment, having delivered more than $23.4 billion to low-income communities across the U.S.

Solutions.
We work with local partners to test and scale new solutions to some of the most pressing housing and economic problems facing low-income communities.

Policy.
Enterprise is a crucial voice for America’s low-income communities with a strong presence in Washington, D.C., and city halls across the country.
OUR AHSC PRACTICE

Tools
- Round 1+2 Lessons Learned / Best Practices
- Content drafting templates
- Capital Pro Match: Project pipeline tracker and matchmaking platform
- Overview Packets + Action Sheets
- Online document collaboration communities + systems
- Process Planner for public sector applicants
- AHSC 101 presentations

Technical Assistance
- Capacity Assessments
- Introductory + In-depth/technical trainings
- Comprehensive application assistance & Coordination (liaison, organization, project management, content creation, troubleshooting)
- Align TA and grants (NOFAs, Section 4, MPO, FTA, etc.)
- Staging future applications (prep pipelines and deepen staff capacity)

Policy
- Policy and Procedure guidance and strategy, in coordination with partners
- AHSC program policy revisions/recommendations
- Shape jurisdictional and agency wide AHSC–related resolutions
- Knit relationships statewide + across silos
- Spread AHSC awareness and cultivate program through state
- SGC Feedback Assistance

Enterprise advised 15 out of 25 awarded projects in 2017
AHSC OVERVIEW + PROGRAM GOALS

A State “Cap and Trade” Program to fund joint housing + sustainable transportation projects that result in:

• the reduction of greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) and

• increased accessibility and connections between housing, employment centers and key destinations through low-carbon transportation options such as walking, biking and transit.

Direct investment towards the most disadvantaged communities in the state
Maximize economic, environmental, and public health benefits to the state
AHSC OVERVIEW + PROGRAM GOALS

A State “Cap and Trade” Program to fund joint housing and sustainable transportation projects that result in:

• the reduction of greenhouse gas (GHG) emissions and vehicle miles traveled (VMT)
• increased accessibility and connections between housing, employment centers and key destinations through low-carbon transportation options such as walking, biking and transit.

Direct investment towards the most disadvantaged communities in the state

Maximize economic, environmental, and public health benefits to the state

In a nutshell:

AHSC is a State funding program, that pays for the capital costs of AFFORDABLE HOUSING, SUSTAINABLE TRANSPORTATION INFRASTRUCTURE, & RELATED AMENITIES & PROGRAMS.
AHSC CHANGING THE GAME

• AHSC incentivizes looking BEYOND the parcel, for broader impact

• Housing Developers and Public Partners must work together to develop a joint scope of work that contains a coherent plan for community connectivity and sustainability.

• Success requires new cross-sector partnerships and attentiveness to many factors
# KEY GUIDELINE CHANGES

<table>
<thead>
<tr>
<th>Revisions to Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional capital subsidy increased to $80,000 per affordable housing unit (compared to $60,000 in Round 2).</td>
</tr>
<tr>
<td>Additional threshold requirements</td>
</tr>
<tr>
<td>New Committed Funding Threshold = 90%</td>
</tr>
<tr>
<td>STI and TRA components are no longer required to certify completion of NEPA or CEQA until the initial disbursement of grant funds.</td>
</tr>
<tr>
<td>Prior Experience Requirements Revised (City not required to be co-applicant – may instead sign an “agreement” )</td>
</tr>
<tr>
<td>Active Transportation Improvements Scoring Criteria Revised</td>
</tr>
<tr>
<td>Increased scoring emphasis on robust transportation project components</td>
</tr>
<tr>
<td>Location Efficiency and Access to Destinations Scoring Criteria Revised</td>
</tr>
<tr>
<td>Leverage scoring revised</td>
</tr>
<tr>
<td>New Housing Affordability Threshold (50% AMI average or below) and Revised Scoring Criteria for Extremely Low Income (ELI) Units.</td>
</tr>
<tr>
<td>Concept proposal phase of the application process has been eliminated</td>
</tr>
</tbody>
</table>
PROJECT TYPES AND SET ASIDES

TOD 35%

ICP 35%

RIPA 10%

50% DAC

50% AF
IMPORTANT APPLICATION THRESHOLDS

- Aligns with local and state Planning Priorities
- Free Transit Pass Requirement
- Smoke Free Housing
- Lighting + Urban Greening
- Local discretionary land use approvals by 1/15/17
- Environmental clearances
  - By 1/15/17 for housing; by grant disbursal for non-housing
- Enforceable Financing Commitments
- Site control
- No legal challenges
- Construction not started
- Prior Experience + Project Feasibility
- Affordability @ 50% AMI average
ELIGIBLE USE OF FUNDS

Eligible Capital Projects

1. Affordable Housing Development (loan)
   *Bricks and Mortar*

2. Housing-Related Infrastructure (grant)
   *Required as Condition of Approval*

3. Sustainable Transportation Infrastructure aka **STIs** (grant)
   *Transit, Bike Lanes, Sidewalks, Crosswalks*

4. Transportation-Related Amenities aka **TRAs** (grant)
   *Bike Parking, Repair Kiosks, Urban Greening, Bus Shelters*

Programs (3 Year Grants)

1. Active Transportation Programs
2. Transit Ridership Programs
# SCORING CRITERIA

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AHSC Scoring Elements and Criteria</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Criteria</strong></td>
<td></td>
</tr>
<tr>
<td><strong>GHG Quantification Methodology Scoring</strong></td>
<td></td>
</tr>
<tr>
<td>GHG Efficiency</td>
<td>15 ★</td>
</tr>
<tr>
<td>GHG Total</td>
<td>15 ★</td>
</tr>
<tr>
<td><strong>Quantitative Policy Scoring</strong></td>
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</tr>
<tr>
<td>Active Transportation Improvements</td>
<td>10 ★</td>
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<tr>
<td>Green Buildings and Renewable Energy</td>
<td>10</td>
</tr>
<tr>
<td>Housing and Transportation Collaboration</td>
<td>10 ★</td>
</tr>
<tr>
<td>Location Efficiency and Access to Destinations</td>
<td>5</td>
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<tr>
<td>Funds Leveraged</td>
<td>5 ★</td>
</tr>
<tr>
<td>Programs</td>
<td>3</td>
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<tr>
<td>Anti-Displacement Strategies</td>
<td>5</td>
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<tr>
<td>Local Workforce Development and Hiring Practices</td>
<td>2</td>
</tr>
<tr>
<td>Housing Affordability</td>
<td>5</td>
</tr>
<tr>
<td><strong>Narrative-Based Policy Scoring</strong></td>
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<tr>
<td>Collaboration &amp; Planning</td>
<td>6 ★</td>
</tr>
<tr>
<td>Community Benefit &amp; Engagement</td>
<td>6 ★</td>
</tr>
<tr>
<td>Community Climate Resiliency</td>
<td>3 ★</td>
</tr>
<tr>
<td><strong>Total Scoring</strong></td>
<td>100</td>
</tr>
</tbody>
</table>

30%  55%  15%
ENFORCEABLE FUNDING COMMITMENTS

Enforceable Financing Commitments (EFC) Calculation

\[
\frac{AHSC \text{ funds requested} + EFCs - \text{Deferred costs}}{\text{Total Development Cost} - \text{Deferred Costs}} \geq 90\%
\]

Examples of Sources

- Transportation Funds
- LIHTC- 4%
- HOME
- HUD
- CDBG
- MHSA
WHAT PROJECTS ARE WE LOOKING FOR? *that are not housing

Examples include but are not limited to:

- Planned increases in transit (generally bus) service
- BRT related infrastructure (at grade boarding, dedicated lanes, signal priority systems)
- Station improvements (including Metro stations)
- New or improved pedestrian walkways
- New or improved bikeways
- New or improved safe crossings, including signals
- Streetscape improvements such as lighting, signage, or other amenities for pedestrians/cyclists
- Traffic calming projects
- Street furniture including bus shelters
- Bicycle infrastructure such as repair kiosks, parking, bike share
- Urban Greening
- Lighting

<table>
<thead>
<tr>
<th>Figure 2: Eligible Cost Examples</th>
<th>AND</th>
<th>HRI</th>
<th>OTH</th>
<th>TRA</th>
<th>O&amp;M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction or substantial rehabilitation of affordable housing</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Installation of new or improved walkways that improve mobility and access of pedestrians</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Installation of new or improved bikeways that improve mobility and access of cyclists</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Installation of new or improved pedestrian crossings or over-crossings</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Non-capacity increasing streetscape improvements, including, but not limited to the installation of lighting, signage, or other related amenities for pedestrians, cyclists, and transit riders</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Street crossing enhancements including installation of accessible pedestrian signals</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Traffic calming projects including development of curb extensions, roundabouts, median islands, “road diets,” lane narrowing projects</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Signage and way-finding markers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Installation of traffic control devices to improve safety of pedestrians and bicyclists</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Street furniture (e.g. benches, shade structures, etc.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
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<tr>
<td>Bicycle repair kiosks</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Bike Sharing infrastructure and fleet</td>
<td>X</td>
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<td></td>
<td></td>
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<tr>
<td>Bicycle carrying structures on public transit</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>Development of a dedicated bus lanes as part of a BRT project</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>Development and/or improvement of transit facilities or stations</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit related equipment to increase service or reliability</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>Transit Signal Priority Technology Systems</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>Real-time arrival/departure information systems</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Installation of at-grade boarding infrastructure</td>
<td></td>
<td></td>
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<td>X</td>
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<tr>
<td>Development or improvement of shelters or waiting areas at transit station stops</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Transit ticket machine purchases or improvements</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>Transit passenger amenities - e.g. Wi-Fi access</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>Transit Vehicle Procurement for service expansion</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Station area signage</td>
<td>X</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Pedestrian and bicycle safety education programs</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>Development and publishing of community walking and biking maps, including school route/travel plans</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Development &amp; implementation of “walking School Bus” or “bike train” programs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>School crossing guard training programs</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Bicycle designs</td>
<td>X</td>
<td></td>
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<tr>
<td>Public outreach efforts to increase awareness and understand the needs of active transportation users</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Bike sharing program operations</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ride and/or car share programs</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>Transit subsidy programs</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Education and marketing of transit subsidy programs</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Demand Management (TDM) programs</td>
<td></td>
<td>X</td>
<td></td>
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</tr>
</tbody>
</table>

Note: In addition to the above, Energy Efficiency, Water Efficiency, Renewable Energy and Urban Greening improvements are all eligible costs as components of a Capital Project.
HOW TO FORM THE PROJECT AREA

1. Pick a Primary Transit Stop/Station
2. 1-mile Transit Buffer Around Primary Transit Stop/Station
3. ½-mile STI Buffer Around all STI Improvements
AHSC TIMELINE

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>AHSC 2016-2017 Final Guidelines Adopted</td>
<td>July 17th 2017</td>
</tr>
<tr>
<td>2017 NOFA and Application Release</td>
<td>October 2nd 2017</td>
</tr>
<tr>
<td>Pre-Application Consultations and Checklist offered</td>
<td>October 2017</td>
</tr>
<tr>
<td>Application Due Date</td>
<td>January 16th 2018</td>
</tr>
</tbody>
</table>

*Final Guidelines posted NOW on SGC Website*
Contact

Maira Sanchez
Program Officer
Enterprise Community Partners
msanchez@enterprisecommunity.org
213.787.8228
TOC: ORIGINS

Measure JJJ (2016)

TOC Guidelines (2017)
(1) Enhanced incentives
  - Greater benefits than state density bonus law.

(2) For Affordable Housing
  - Higher & deeper affordability than state density bonus law.

(3) Near Transit
  - Rail and bus.

Source: Los Angeles Department of City Planning, TOC Guidelines, Map 1, pg. 5.
**TOC: KEY PROVISIONS**

**Eligibility**

1. Located within a one-half mile radius of a Major Transit Stop.

2. Located in Tier 1-4 based on proximity to transit by type.

3. Provide a minimum percentage of on-site affordable housing and meet applicable replacement requirements.
## TOC: KEY PROVISIONS

### Chart 1. TOC Affordable Housing Incentive Area Tiers

<table>
<thead>
<tr>
<th>Type of Major Transit Stop</th>
<th>Tier 1 (Low)</th>
<th>Tier 2 (Medium)</th>
<th>Tier 3 (High)</th>
<th>Tier 4 (Regional)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Regular Buses (intersection of 2 non Rapid Bus* lines, each w/ at least 15 min. average peak headways)</td>
<td>750 - 2640 ft</td>
<td>&lt; 750 ft.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Regular plus Rapid Bus* (intersection of a Regular Bus and Rapid Bus line)</td>
<td>1500 - 2640 ft</td>
<td>750 - &lt;1500 ft.</td>
<td>&lt; 750 ft.</td>
<td>-</td>
</tr>
<tr>
<td>Two Rapid Buses* (intersection of two Rapid Bus lines)</td>
<td>-</td>
<td>1500-2640 ft.</td>
<td>&lt; 1500 ft.</td>
<td>-</td>
</tr>
<tr>
<td>Metrolink Rail Stations</td>
<td>1500 - 2640 ft</td>
<td>750 - &lt;1500 ft.</td>
<td>&lt; 750 ft.</td>
<td>-</td>
</tr>
<tr>
<td>Metro Rail Stations</td>
<td>-</td>
<td>-</td>
<td>≤ 2640 ft.</td>
<td>&lt; 750 ft. from intersection with another rail line or a Rapid Bus*</td>
</tr>
</tbody>
</table>

**Distance to Major Transit Stop**

*Source: Los Angeles Department of City Planning, TOC Guidelines, Chart 1, pg. 4.*
Map 1. TOC Affordable Housing Incentive Area Tiers
## TOC: KEY PROVISIONS

### Base Incentives

<table>
<thead>
<tr>
<th>Tier</th>
<th>Affordable Housing</th>
<th>Density</th>
<th>FAR</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8% ELI</td>
<td>50% increase</td>
<td>40% increase</td>
<td>0.5 per bedroom</td>
</tr>
<tr>
<td></td>
<td>11% VLI</td>
<td>[RD: 35%]</td>
<td>[2.75 in C zones]</td>
<td>100% Affordable: none</td>
</tr>
<tr>
<td></td>
<td>20% LI</td>
<td></td>
<td></td>
<td>10% reduction non-residential</td>
</tr>
<tr>
<td>Tier 1</td>
<td>9% ELI</td>
<td>60% increase</td>
<td>45% increase</td>
<td>0.5/bedroom; max 1/unit</td>
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<tr>
<td></td>
<td>12% VLI</td>
<td>[RD: 35%]</td>
<td>[3.25 in C zones]</td>
<td>100% Affordable: none</td>
</tr>
<tr>
<td></td>
<td>21% LI</td>
<td></td>
<td></td>
<td>20% reduction non-residential</td>
</tr>
<tr>
<td>Tier 2</td>
<td>10% ELI</td>
<td>70% increase</td>
<td>50% increase</td>
<td>0.5 per unit</td>
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<tr>
<td></td>
<td>14% VLI</td>
<td>[RD: 40%]</td>
<td>[3.75 in C zones]</td>
<td>100% Affordable: none</td>
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<td></td>
<td>23% LI</td>
<td></td>
<td></td>
<td>30% reduction non-residential</td>
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<tr>
<td>Tier 3</td>
<td>11% ELI</td>
<td>80% increase</td>
<td>50% increase</td>
<td>None</td>
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<tr>
<td></td>
<td>15% VLI</td>
<td>[RD: 45%]</td>
<td>[4.25 in C zones]</td>
<td>100% Affordable: none</td>
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<tr>
<td></td>
<td>25% LI</td>
<td></td>
<td></td>
<td>40% reduction non-residential</td>
</tr>
<tr>
<td>Tier 4</td>
<td></td>
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</tr>
</tbody>
</table>

[100% Affordable Housing projects may increase 1 Tier.]
Additional Incentives

Eligibility

- 2-3 additional incentives, depending on total affordability.
- Projects that adhere to Measure JJJ employment standards may be granted 2 additional incentives (5 total).
TOC: KEY PROVISIONS

Additional Incentives

*Menu*

1. **Height** (total height and transitional height)
2. **Yard/setback** (25%-35% reduction)
3. **Open Space** (20%-25% reduction)
4. **Lot Coverage** (25%-35% increase in maximum)
5. **Lot Width** (25% decrease in required minimum)
6. **FAR Averaging** *
7. **Density Calculation** *
8. **PF Zone** (least restrictive adjoining zone (public-private))

* Same as density bonus ordinance
Ministerial

- Projects receiving only Base Incentives (density, FAR, Parking) shall be reviewed ministerially by Department of Building and Safety.

Director’s Determination

- Projects receiving Additional Incentives shall be reviewed by the Department of City Planning per the procedures in LAMC 12.22 A.25(g)(2).

Site Plan Review

- Threshold for Site Plan Review requirements based on the number of units that would be permitted prior to any density increase.

Application form available at
https://planning.lacity.org/ordinances/docs/toc/adopted/Interim_TOC_Form.pdf
TOC: ADJUSTMENTS

TOC Incentives and the required percentages of on-site affordable housing may be adjusted through a Community Plan update, Transit Neighborhood Plan or Specific Plan.

• DRAFT Expo Corridor Transit Neighborhood Plan
  • New tiered zoning system serves as the TOC for the area.

• South & Southeast LA Community Plans
  • TOC an “alternative option.”
1. Enhanced development incentives for projects with significant affordable housing near transit.

2. To be eligible, must be located within ½ mile of a Major Transit Stop and provide on-site affordable housing and meet replacement requirements.

3. Eligible projects receive Base Incentives (density, FAR, parking reductions) and may choose from a menu of Additional Incentives – more generous than state density bonus law.

4. Affordable housing and incentives vary by "Tier."

5. Projects approved ministerially (Base Incentives only) or by Director's Determination (Additional Incentives)

6. Standards may be adjusted by Community Plans or TNPs.
LA's new incentives for developers to build more affordable housing might be working

A Westlake project for formerly homeless individuals, as depicted in this artist drawing, will make use of new incentives offered by the city of Los Angeles to build affordable housing. KTSY ARCHITECTURE

THANK YOU

QUESTIONS?
Major Transit Stop

Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).
Additional Incentives

a. Yard/Setback. Eligible Housing Developments may request a reduction in the otherwise required yards/setbacks as follows:
   i. Commercial Zones. In any Commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the R6S zone per LAMC 12.10.5.
   ii. Residential Zones. Eligible Housing Developments in Residential zones may utilize a reduction in the front, rear or side yards as follows:
      1. Front Yards: Front yard reductions are limited to no more than the average of the front yards of adjoining buildings along the same street frontage. Or, if located on a corner lot or adjacent to a vacant lot, the front yard setback may align with the facade of the adjoining building along the same front lot line. If there are no adjoining buildings, no reduction is permitted.
      2. Front, Side and Rear Yards:
         a. Tier 1 - Up to a 25% decrease in the required width or depth of one individual yard or setback.
         b. Tier 2 - Up to a 30% decrease in the required width or depth of one individual yard or setback.
         c. Tier 3 - Up to a 30% decrease in the required width or depth of two individual yards or setbacks.
         d. Tier 4 - Up to a 35% decrease in the required width or depth of two individual yards or setbacks.
   iii. Exception. Yard reductions may not be applied along any property line that abuts an R1 or more restrictive residential zone property.

b. Open Space. See LAMC 12.22 A.25(9)(b)
   i. Tiers 1 & 2 - Up to a 20% decrease in required open space
   ii. Tiers 3 & 4 - Up to a 25% decrease in required open space

c. Lot Coverage. See LAMC 12.22 A.25(9)(c)
   i. Tiers 1 & 2 - Up to a 25% increase in maximum lot coverage
   ii. Tiers 3 & 4 - Up to a 35% increase in maximum lot coverage

d. Lot Width. See LAMC 12.22 A.25(9)(d)
   i. All Tiers - Up to a 25% decrease in required minimum lot width

e. Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access. See LAMC 12.22 A.26(9)(e)

f. Density Calculation. See LAMC 12.22 A.25(9)(f)

g. Height. For Eligible Housing Developments that have a residential use which occupies more than 50% of the total floor area within a building, the applicable Total Height and Transitional Height standards below count as one incentive.

This increase in height shall be applicable to an Eligible Housing Development over the entire parcel regardless of the number of underlying height limits.

i. Total Height. In any zone in which height or number of stories is limited, this height increase shall permit a maximum of:
   1. Tier 1 and 2 - One additional story up to 11 additional feet
   2. Tier 3 - Two additional stories up to 22 additional feet
   3. Tier 4 - Three additional stories up to 33 additional feet

   a. Exception. Notwithstanding the above, projects located on lots with a height limit of 45 feet or less, or located within a Specific Plan or overlay district that regulates height, shall require any height increases over 11 feet to be stepped-back at least 15 feet from the exterior face of the Ground Floor of the building located along any street frontage.

ii. Transitional Height. An Eligible Housing Development may select the following transitional height requirements in lieu of those found in LAMC 12.21.1 A.10, or any applicable transitional height limits in any Specific Plan, including any requirements for reduced building heights when a building is adjoining a more restrictive zone:
   1. Tier 1 and 2 - The building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone or Specific Plan subareas (see Diagram 1 below).
   2. Tier 3 - The building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive zone or Specific Plan subareas (see Diagram 1 below).
   3. Tier 4 - Within the first 25 feet of the property line abutting or across the street or alley from the RW1 or more restrictive zone the building height limit shall be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the more restrictive zone or Specific Plan subareas (see Diagram 1 below).

h. Public Facilities (PF) Zones. In lieu of the requirement in LAMC 12.24 U.21, a joint public and private development that qualifies as an Eligible Housing Development may include the uses and area standards permitted in the least restrictive adjoining zone. The phrase "adjoining zone" refers to the zones of properties abutting, across the street or alley from, or having a common corner with, the subject property.
(2) Requests for Incentives on the Menu.

(i) The applicant for Housing Development Projects that qualify for a Density Bonus and that request up to three Incentives on the Menu of Incentives in Paragraph (f) of this subdivision, and which require no other discretionary actions, the following procedures shall apply:

a. Application. The request shall be made on a form provided by the Department of City Planning, as set forth in Section 11.5.7 B.2.(a) of this Code, accompanied by applicable fees.

b. Authority. (Amended by Ord. No. 182,106, Eff. 5/20/12.) The Director shall be the initial decision maker for applications seeking on Menu incentives. EXCEPTION: When the application is filed as part of a project requiring multiple approvals, the initial decision maker shall be as set forth in Section 12.36 of this Code; and when the application is filed in conjunction with a subdivision and no other approval, the Advisory Agency shall be the initial decision-maker.

c. Action. The Director shall approve a Density Bonus and requested Incentive(s) unless the Director finds that:

   (i) The Incentive is not required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units; or

   (ii) The Incentive will have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

d. Transmittal of Written Decision. Within three business days of making a decision, the Director shall transmit a copy by First Class Mail to the applicant and to all owners of properties abutting, across the street or alley from, or having a common corner with the subject property, and to the local Certified Neighborhood Council.

e. Effective Date of Initial Decision. The Director's decision shall become effective after an elapsed period of 15 calendar days from the date of the mailing of the written decision unless an appeal is filed to the City Planning Commission.

f. Appeals. (Amended by Ord. No. 182,106, Eff. 5/20/12.) An applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property aggrieved by the Director's decision may appeal the decision to the City Planning Commission pursuant to applicable procedures set forth in Section 11.5.7 C.6. of this Code that are not in conflict with the provisions of this paragraph (g)(2)(i). The appeal shall include a filing fee pursuant to Section 19.01 B. of this Code. Before acting on any appeal, the City Planning Commission shall set the matter for hearing, with written notice of the hearing sent by First Class Mail at least ten days prior to the meeting date to: the applicant; the owner(s) of the property involved; and the interested parties who have requested notice in writing. The appeal shall be placed on the agenda for the first available meeting date of the City Planning Commission and acted upon within 60 days from the last day of the appeal period. The City Planning Commission may reverse or modify, in whole or in part, a decision of the Director. The City Planning Commission shall make the same findings required to be made by the Director, supported by facts in the record, and indicate why the Director erred making the determination.
Findings for denial of Additional Incentive

(i) The Incentive is not required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units; or

(ii) The Incentive will have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.
Measure JJJ Employment Standards

All building and construction work on the project will be performed at all tiers by contractors which (a) are licensed by the State of California and the City of Los Angeles; (b) shall make a good-faith effort to ensure that at least 30% of all their respective workforces' construction workers' hours of Project Work shall be performed by permanent residents of the City of Los Angeles of which at least 10% of all their respective workforces' construction workers' hours of Project Work shall be performed by Transitional Workers whose primary place of residence is within a 5-mile radius of the covered project; (c) employ only construction workers which possess all licenses and certifications required by the State of California and the City of Los Angeles; (d) pay their construction workers performing project work the area standard wages in the project area; and (e) have at least 60% of their respective construction workforces on the project from: (1) workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program, and (2) registered apprentices in an apprenticeship training program approved by the State of California or an out-of-state, federally-approved apprenticeship program. The Department of Public Works, Bureau of Contract Administration, shall bear administrative responsibilities for the labor standards required by this subsection.

"Transitional Worker" means an individual who, at the time of commencing work on the project, resides in an Economically Disadvantaged Area or Extremely Economically Disadvantaged Area and faces at least two of the following barriers to employment: (1) being homeless; (2) being a custodial single parent; (3) receiving public assistance; (4) lacking a GED or high school diploma; (5) having a criminal record or other involvement with the criminal justice system; (6) suffering from chronic unemployment; (7) emancipated from the foster care system; (8) being a veteran; or (9) being an apprentice with less than 15% of the apprenticeship hours required to graduate to journey level in a program.
Question: How do I file a ministerial Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) project?

Answer:

Step one: Verify a TOC Tier by completing page one of the Transit-Oriented Communities Affordable Housing Form1. Submit the form to the City Planning Housing Services Unit e-mail: dcpphp@lacity.org.

Step Two: Proceed with LADBS for Plan Check.

Step Three: Covenant and Affordable Housing Clearance (HCIDLA)

Step four: Planning Clearance (DCP Public Counters)

Step Five: Final Building Permit (DBS)