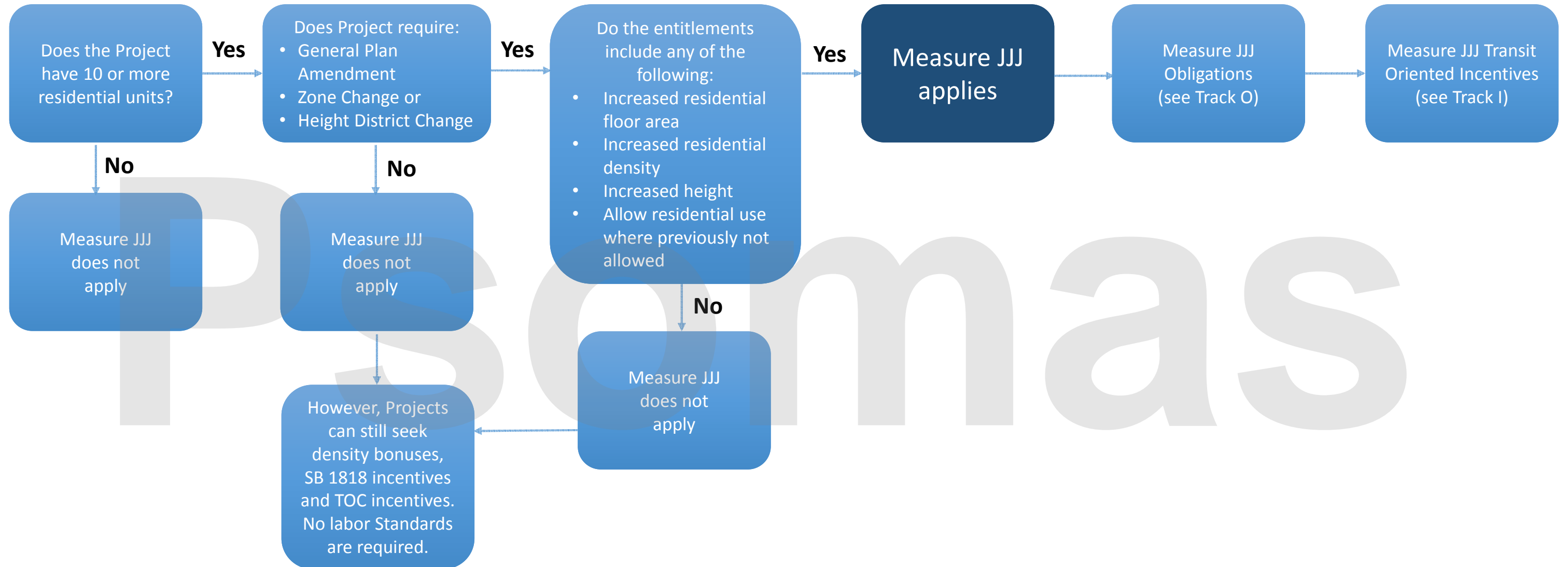


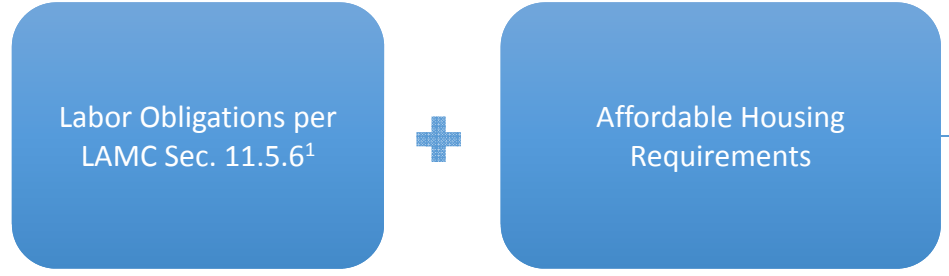
Measure JJJ



Notes:

An applicant seeking a density bonus pursuant to Government Code Sec. 65915 (SB 1818) or any other state or local program shall not also be eligible for the density bonuses (incentives) of Measure JJJ.

Measure JJJ – Track O: Obligations



Rental Projects²:
 If the residential density increase is 35% or less, then follow SB1818 regulations.
 If a General Plan amendment, zone change or height district change results in a residential density increase greater than 35%, then the Project must provide:

- At least 5% of the total units to Extremely Low Income households, and either
- At least 6% of the total units to Very Low Income households, or
- At least 15% of the total units to Lower Income households.

If a General Plan amendment, zone change or height district change allows a residential use where not previously allowed, then the Project must provide:

- At least 5% of the total units to Extremely Low Income households, and either
- At least 11% of the total units to Very Low Income households, or
- At least 20% of the total units to Lower Income households.

For-sale Projects²:
 If the residential density increase is 35% or less, then follow SB1818 regulations.
 If a General Plan amendment, zone change or height district change results in a residential density increase greater than 35% or allows a residential use where not previously allowed, then the Project must provide:

- At least 11% of the total units to Extremely Low Income households, or
- At least 20% of the total units to Lower Income households, or
- At least 40% of the total units to Moderate Income households.

For Projects with both for-sale and rental units:
 The required obligations for a Project with both for-sale and for rent residential units shall follow the requirements for affordable housing as noted for each component as if separately applied.

Alternative Compliance Options:

Off-site Construction:

- At least the same number of required affordable units (percentages and level of affordability) as would be provided on-site, if constructed within one-half (1/2) mile of the outer edge of the Project.
- At least 1.25 times the number of required affordable units (percentages and level of affordability) as would be provided on-site, if constructed within two (2) miles of the outer edge of the Project.
- At least 1.5 times the number of required affordable units (percentages and level of affordability) as would be provided on-site, if constructed within three (3) miles of the outer edge of the Project.

Off-site Acquisition:
 Acquiring "At Risk" Affordable Units:

- At least the same number of required affordable units (percentages and level of affordability) as would be provided on-site, if constructed within one-half (1/2) mile of the outer edge of the Project.
- At least 1.25 times the number of required affordable units (percentages and level of affordability) as would be provided on-site, if constructed within one (1) mile of the outer edge of the Project.
- At least 1.5 times the number of required affordable units (percentages and level of affordability) as would be provided on-site, if constructed within three (2) miles of the outer edge of the Project.

In-lieu Fee:

- The number of units equivalent to 1.1 times the required number of affordable units that would otherwise be required to be provided within the Project. Calculating the dollar amount is determined by Sec. 11.5.11 of the LAMC.

Notes:

1. **Labor Standards per LAMC Sec. 11.5.6:** 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. Labor obligations only apply if a General Plan Amendment, zone change or height district change that increases residential floor area or density or height; or allows a residential use where not previously permitted.

2. By majority vote of the City Council, an adjustment to the affordable housing percentages can be made if there is substantial evidence that such adjustment are necessary to maximize affordable housing while ensuring a reasonable return on investment for Developers.

Measure JJJ –Incentives

All Projects:

- A. A Project that provides affordable housing consistent with Measure JJJ shall be entitled up to three (3) incentives or concessions specified in Government Code Sec. 65915(K)-SB1818 – or the Transit Oriented Communities Affordable Housing Incentive Program (TOC) Guidelines (see pages 4A-D).¹
- B. Expedited processing.

Notes:

1. Applicant can select incentives from either program or combination thereof. (Only TOC Tier projects can select from the TOC Incentives.) Labor Standards are triggered by a General Plan amendment, zone change or height district change. If Labor Standards are met, the Project is entitled to 2 additional incentives under the TOC incentive program (not the SB1818 program).

Measure JJJ: Tiers – Transit Oriented Communities (TOC) Incentives

Eligibility

- Project must develop at least 5 residential units
- Project must be within one-half (1/2) mile of a Major Transit Stop
- Projects must provide the following minimum percentage of affordable housing:
 - Tier 1: 8% of the total number of units for Extremely Low Income households, or 11% of the total number of units for Very Low Income households, or 20% of the total number of units for Lower Income households
 - Tier 2: 9% of the total number of units for Extremely Low Income households, or 12% of the total number of units for Very Low Income households, or 21% of the total number of units for Lower Income households
 - Tier 3: 10% of the total number of units for Extremely Low Income households, or 14% of the total number of units for Very Low Income households, or 23% of the total number of units for Lower Income households
 - Tier 4: 11% of the total number of units for Extremely Low Income households, or 15% of the total number of units for Very Low Income households, or 25% of the total number of units for Lower Income households
- Projects cannot seek density bonus per State Law (SB 1818) or any local program that features a density bonus provision (including a General Plan Amendment, Zone Change, Height District Change or any development bonus in a Transit Neighborhood Plan, Specific Plan, or Community Plan Implementation Overlay).

| Type of Major Transit Stop | Tier 1 (Low) | Tier 2 (Medium) | Tier 3 (High) | Tier 4 (Regional) |
|---|-----------------|------------------|---------------|---|
| Two Regular Buses (intersection of 2 non-Rapid Bus lines, each with at least 15 minute average peak headways) | 750 - 2640 ft. | < 750 ft. | - | - |
| Regular plus Rapid Bus (intersection of a Regular Bus and a Rapid Bus line) | 1500 - 2640 ft. | 750 - < 1500 ft. | < 750 ft. | - |
| Two Rapid Buses (intersection of two Rapid Bus lines) | - | 1500-2640 ft. | < 1500 ft. | - |
| Metrolink Rail Stations | 1500 - 2640 ft. | 750 - < 1500 ft. | < 750 ft. | - |
| Metro Rail Stations | - | - | ≤2640 ft. | < 750 ft. from intersection with another rail line or a Rapid Bus |

Notes:

1. Developments that are 100% On-site Restricted Affordable Units are permitted to increase one (1) Tier.
2. Distance will be measured from the closest point on any lot to the entrance of a rail transit station, or if not a station, the intersection of two or more bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. In the case of a Tier 4 transit stop, the distance will be measured from the closest point on any lot to the closer of the entrance of the rail transit station or the bus stop.
3. 15 minute peak headways means bus routes with at least one frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
4. An intersection of two bus lines is defined as the midpoint of the street intersection where two or more eligible bus routes cross. This does not include bus routes that travel along the same street. An intersection between a Metro rail station and an eligible Bus Rapid Transit line is defined as either the Metro rail entrance or the Bus Rapid Transit stop when the bus stop is within 660 feet of a Metro rail entrance.
5. Bus Rapid Transit is a higher quality bus service that includes several key attributes, including dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. It includes, but is not limited to, Metro Rapid 700 lines, Metro Orange and Silver Lines, Big Blue Rapid lines and the Rapid 6 Culver City bus
6. Labor Standards are triggered by a General Plan amendment, zone change or height district change.
7. Total number of units = Base number of units + the density bonus units.

Measure JJJ: Tiers (cont.) – Transit Oriented Communities (TOC) Incentives

A. Base TOC Incentives (density, FAR, parking)

I. Residential Density

- Increase in the maximum allowable residential density:
 - Tier 1: 50% increase in residential density
 - Tier 2: 60% increase in residential density
 - Tier 3: 70% increase in residential density
 - Tier 4: 80% increase in residential density
- Exception for RD Zone:
 - Tier 1: 35% increase in residential density
 - Tier 2: 35% increase in residential density
 - Tier 3: 40% increase in residential density
 - Tier 4: 45% increase in residential density

II. FAR

- Increase in residential FAR:
 - Tier 1: 40% or at least 2.75 FAR in “C” zones, whichever is greater
 - Tier 2: 45% or at least 3.25 FAR in “C” zones, whichever is greater
 - Tier 3: 50% or at least 3.75 FAR in “C” zones, whichever is greater
 - Tier 4: 55% or at least 4.25 FAR in “C” zones, whichever is greater
- Exception :
 - In the RD Zones or Specific Plans that limit FAR, the FAR increase cannot exceed 45%
 - If the base FAR is less than 1.25, then the maximum FAR **increase** is limited to 2.75,
 - If in the Greater Downtown Housing Incentive Area, the **maximum** FAR increase is limited to 40%

III. Parking

- Minimum Residential Parking^{1,2}:
 - Tiers 1-3:
 - For Eligible Housing Developments, parking shall not exceed one-half (1/2) space per bedroom
 - For 100% Affordable Housing Developments, no parking shall be required.
 - Tier 2: Regardless of the number of bedrooms in each unit, parking shall not exceed 1 space per unit.
 - Tier 3: Parking shall not exceed 0.5 space per unit.
 - Tier 4: No required parking.

or

- Non-residential Parking:
 - Parking for ground floor commercial areas can be reduced by:
 - Tier 1: up to 10%
 - Tier 2: up to 20%
 - Tier 3: up to 30%
 - Tier 4: up to 40%

Notes:

1. Applies to both market rate and restricted units.
2. Fractional parking spaces are to be rounded up.

Measure JJJ: Tiers (cont.) – Transit Oriented Communities (TOC) Incentives

B. Additional TOC Incentives¹

I. Yard/Setback

- A. In a Commercial Zone, Projects can use the RAS 3 setbacks
- B. In a Residential Zone
 - Front yard can be reduced to the average of adjoining buildings
 - Front yards of corner lots may align with the façade of adjoining buildings
 - Front, side, and rear yards:
 - Tier 1: up to 25% decrease in one yard
 - Tier 2: up to 30% decrease in one yard
 - Tier 3: up to 30% decrease in two yards
 - Tier 4: up to 35% decrease in two yards
 - Exception: no reduction where a yard abuts an R1 or more restrictive zone

II. Lot Coverage

- Tier 1 and 2: up to 25% **increase**
- Tier 3 and 4: up to 35% **increase**

III. Open Space

- Tier 1 and 2: up to 20% decrease
- Tier 3 and 4: up to 25% decrease

IV. Lot Width

- All Tiers up to 25% decrease

Notes:

1. Beyond the Base Incentives, qualified Projects are eligible for up to 3 Additional Incentives (depending on the percentages of affordability) + 2 additional incentives if the development proposed agrees to satisfy the Labor Standards.

One Additional Incentive:

- 4% of the base units for Extremely Low Income Households
- 5% of the base units for Very Low Income Households
- 10% of the base units for Lower Income Households
- 10% of the base units for Moderate Income Households owned in common

Two Additional Incentives:

- 7% of the base units for Extremely Low Income Households
- 10% of the base units for Very Low Income Households
- 20% of the base units for Lower Income Households
- 20% of the base units for Moderate Income Households owned in common

Three Additional Incentives:

- 11% of the base units for Extremely Low Income Households
- 15% of the base units for Very Low Income Households
- 30% of the base units for Lower Income Households
- 30% of the base units for Moderate Income Households owned in common

Measure JJJ: Tiers (cont.) – Transit Oriented Communities (TOC) Incentives

Additional TOC Incentives (cont.)

V. Averaging of Floor Area Ratio, Density, Parking or Open Space & Permitting Vehicular Access

- Follow Sec. 12.22 A.25 (f)(8) of LAMC

VI. Density Calculation

- Follow Sec. 12.22 A.25 (f)(7) of LAMC

VII. Building Height¹

- Tier 1 and 2: One additional story up to 11 additional feet
- Tier 3: Two additional stories up to 22 additional feet
- Tier 4: Three additional stories up to 33 additional feet

Exception: Projects restricted in height to 45 feet or less or located in a Specific Plan or Overlay District shall require any height increase over 11 feet to be stepped back at least 15 feet from the exterior face of the Ground Floor along any street frontage.

VIII. Transitional Height¹

- Sec. 12.21.1 A.10 of LAMC or Specific Plan transitional height limitations shall not apply
- Instead, where the Project abuts or is across the street or alley from an RW1 or more restrictive zone, then:
 - Tiers 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 lot in the more restrictive zone or Specific Plan subarea.
 - 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 lot in the more restrictive zone or Specific Plan subarea.
 - Tier 4: Within the first 25 feet of the property line abutting an adjacent applicable property, 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 lot in the more restrictive zone or Specific Plan subarea.

Notes:

1. Where eligible projects have a residential use which occupies more than 50% of the floor area, the Total Height and Transitional Height standards count as one incentive.