

EXHIBIT D:

Single-Family Considerations

CPC-2023-7068-CA, CPC-2024-387-CA, CPC-2024-388-CA

Recommended by the City Planning Commission on September 26, 2024

September 26, 2024

Introduction

The inclusion of single-family zones in the 2021-2029 Housing Element RHNA Re-zoning Program 121 and the CHIP Ordinance has been an ongoing consideration since outreach for the 2021-2029 Housing Element began in 2019. The 2021-2029 Housing Element included RHNA Re-zoning Program 121, which included various concepts for achieving the City's housing goals including strategies focused on single-family zones. Specifically, the Program identified creating incentives on single-family zones near transit through the TOC Expansion Strategy, tailoring incentives in single-family zones for one-hundred percent affordable construction in the Affordable Housing Overlay Zone (AHOZ) strategy, creating more flexibility for the subdivision of single-family lots and the construction of accessory dwelling units through the ADU strategy, and providing mid-scale and missing middle incentives on transit corridors in the Residential Opportunity Corridors and Avenues (OPP RC and OPPRC2) strategies. This followed a lengthy Housing Element Update process that centered on public feedback, equity, and Affirmatively Furthering Fair Housing (AFFH).

This Exhibit presents six distinct options for potential inclusion of single-family zones in the CHIP ordinance that range in geographic eligibility, incentives offered, and affordability requirements, and one option to remove R2 and RD properties from Corridor strategies. These options were intentionally drafted to offer varying geographies and intensities. Some options are more permissive and expansive than others. Development of these options was based on comment letters submitted. Within all of these options VHFHSZ, Coastal Areas, and Sea Level Rise Areas have been excluded.

While inclusion of single family is not necessary for meeting state obligations for AFFH, as outlined in the Staff report. Inclusion of any of the options below would further support equity goals that the City outlined in the 2021-2029 Housing Element. One of the main Housing Element goals was to preserve and enhance the quality of housing and provide greater housing stability for households of all income levels. Objective 4.3 specifically addresses Affirmatively Furthering Fair Housing in all housing and land use programs by taking proactive measures to promote diverse, inclusive communities that grant all Angelenos access to housing, particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization, and protect existing residents from displacement. This is proposed to be implemented through increasing opportunities for Affordable Housing in Higher Opportunity Areas and prioritizing housing capacity, resources, policies, and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas. As provided in the Staff Report, the Proposed Project fulfills the City's AFFH requirements by providing more than half of rezoning capacity in Higher Opportunity Areas. The options below would help increase the proportion of new housing capacity in the City's Higher Opportunity Areas. They would also relieve pressure on existing multi-family zones, reducing potential displacement pressures on existing multi-family development by increasing the amount of land where multi-family uses can be developed in the City.

The table below summarizes the geographic eligibility of each option including which CHIP program they apply to, with detailed descriptions of each option following.

Options Summary Table

	Programs	Eligibility
<u>Option 1</u>	MIIP and AHIP	All Single-Family in Higher Opportunity Areas
<u>Option 2</u>	MIIP	All Single-Family in Opportunity Corridors and Corridor Transition Areas 2 & 3
<u>Option 3</u>	MIIP	Single-Family in Opportunity Corridor 3 and Corridor Transition Areas 2 & 3
<u>Option 4</u>	MIIP	All Single-Family in Opportunity Corridors
<u>Option 5</u>	MIIP	Removed Lower Density Multi-Family Residential zones from Opportunity Corridors
<u>Option 6</u>	AHIP	Single-Family in Moderate and High Opportunity Areas within 0.5 Miles of a Major Transit Stop for One Hundred Percent Affordable Housing Projects, Faith-Based Organization Projects, and Shared Equity Projects
<u>Option 7</u>	AHIP	Single-Family within 0.5 miles of a Major Transit Stop for Shared Equity Projects

A detailed map inventory is included following Option 7.

Option 1 - Comprehensive CHIP Applicability in Higher Opportunity Areas (Advocate Recommendation)

Eligibility

Option 1: Comprehensive CHIP Applicability in Higher Opportunity Areas (Option 1), is the broadest application of single-family zones to the CHIP Ordinance. Several community advocacy groups, including ACT LA, LA Conservancy, YIMBY Law, and a Coalition of organizations including SCANPH, Abundant Housing LA, Urban Environmentalists, and many others have recommended in their comment letters on the CHIP Ordinance that the proposed Ordinance should expand eligibility to include single-family zones in Higher Opportunity Areas in all Mixed Income Incentive Programs (MIIP) and Affordable Housing Incentive Programs (AHIP), including One Hundred Percent Affordable Housing Projects, Faith-Based Organization Projects, and Shared Equity Projects. The request asked that single-family zones receive the same incentives as other eligible sites.

Tables 1 and 2 below summarize which CHIP strategies would be impacted by this policy change and the proposed bonus incentives.

Table 1: Option 1 Mixed Income Incentive Program Base Incentives			
Rezoning Program	Bonus Density	FAR (max.)	Height (max.)
Mixed Income Incentive Program			
Opportunity Corridors Incentive Areas			
OC-1 Single-Family	Limited by Floor Area.	3.0, or 45% increase, whichever is greater.	One additional story, up to 11 additional feet; or up to a maximum of 5 total stories, whichever is greater.
OC-2 Single-Family		3.0 or 50% increase, whichever is greater.	Two additional stories, up to 22 additional feet; or up to a maximum of 6 total stories, whichever is greater.
OC-3 Single-Family		4.65 or 60% increase, whichever is greater.	Three additional stories, up to 33 additional feet; or up to a maximum of 7 total stories, whichever is greater.
Opportunity Corridor Transition Areas			
CT-1 Single-Family	Up to 6 units.	Up to 1.45	2 stories max.
CT-2 Single-Family	Up to 10 units.	Up to 2.0	3 stories max.
CT-3 Single-Family	Up to 16 units.	Up to 2.90	3 stories max.
Transit Oriented Incentive Areas (Higher Opportunity Areas only)			
T-1 Single-Family	Up to 16 units.	3.0 or 40% increase, whichever is greater.	One additional story, up to 11 additional feet; or up to a maximum of 5 total stories, whichever is greater.
T-2 Single-Family	Limited by Floor Area.	3.0 or 45% increase, whichever is greater.	Two additional stories, up to 22 additional feet; or up to a maximum of 6 total stories, whichever is greater.
T-3 Single-Family	Limited by Floor Area.	3.0 or 50% increase, whichever is greater.	Three additional stories, up to 33 additional feet; or up to a maximum of 7 total stories, whichever is greater.

Table 2: Option 1 AHIP Low Density, High and Moderate Opportunity Areas Base Incentives			
Density	Parking	FAR	Height
Limited by FAR.	No Minimum Parking Required.	Maximum of 2.5:1	Bonus of up to 11' or 1 story, whichever is greater.

Considerations

Option 1 as described above is the broadest and most expansive of the options described in this exhibit. Approximately 43,000 parcels zoned for single-family uses (RW and more restrictive zones, excluding A1 and A2 zones) would be included in the MIIP as a result of Option 1, and approximately 160,800 parcels zoned for single-family uses would be included in the AHIP Program.

While this option would continue to support the City's equity goals, inclusion of this option would exceed the City's state housing capacity obligations which are currently being addressed through the CHIP program. This option would expand eligibility for the CHIP Ordinance to interior neighborhoods across the Higher Opportunity through the Corridor Transition Areas program, primarily in areas of Mid-City, West LA, and the South Valley and Northwest Valley. **Map 1A through 1C** below shows maps where eligibility would be expanded as a result of Option 1 (for more detailed maps by Area Planning Commission, please refer to the Appendix). Further, inclusion of Option 1 would create new opportunity corridors with single-family zones on major streets with transit service in areas such as the South Valley (Canoga Park - Winnetka - Woodland Hills, West Hills), Northwest Valley (Chatsworth and Northridge).

Option 1 proposes the inclusion of single-family zones to receive the same base incentives as multi-family zones would be eligible to receive in the Mixed Income Incentive Program and Affordable Housing Incentive Program, with some revisions to allow for fixed density bonuses where the current program proposed percentage based increases. Inclusion of single family in the incentives designed for high density development could lead to potential out-of-scale developments without transitional height elements to existing neighborhoods. Additional density and FAR could lead to larger scale developments, potentially up to seven-stories, in existing low-scale neighborhoods, especially in areas located around the highest quality transit service (TOIA T-2 and T-3).

Capacity

The inclusion of Option 1 to the proposed CHIP Ordinance would result in approximately 43,000 parcels zoned single-family (RW and less restrictive zones, excluding A1 and A2 parcels) in the MIIP program. This would increase the proportion of housing opportunities located in Higher Opportunity Areas from approximately 56% to 67%. The distribution of these sites are visible below in Map 1A-1C at a Citywide level. Maps at an Area Planning Commission Level are available on page 26.

Map 1A: Option 1: Opportunity Corridors and Corridor Transition Areas - Citywide APCs
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Map 1B: Option 1: Transit Oriented Areas - Citywide APCs

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Map 1C: AHIP - Citywide APCs

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Option 2 - Broader Option Near Transit

Eligibility

Option 2: Broader Options in Transit (Option 2) focuses inclusion of single-family zones in areas of the Mixed Income Incentive Program around corridors with transit service in Higher Opportunity Areas, namely, the Opportunity Corridor Incentive Areas and Opportunity Corridor Transition Incentive Areas. This option proposes reduced incentives for lots in single-family zones (RW and more restrictive, excluding A1 and A2 zones) on Opportunity Corridors, and emphasizes a gentle transition in density and building scale in the Corridor Transition Areas, the farther the site is from the corridor. The development of this option was informed by the Los Angeles Conservancy's Comment Letter. The Conservancy also requested the Corridor Transition 3 (CT-3) incentives be introduced within non-historic single-family zones within 750 feet of an Opportunity Corridor and further requested that non-historic single-family zones facing an eligible opportunity corridor receive the CT-3 incentives. The letter also requested R2 and RD zones be removed from the Opportunity Corridor Program, but remain eligible for Corridor Transition incentives. Staff would recommend a more graduated approach in this scenario to allow for a transition from the corridor and scale incentives based on corridor types. **Table 3** below summarizes the base incentives in Option 2.

Table 3: Option 2 - Mixed Income Incentive Program Base Incentives			
Rezoning Program	Density Bonus	FAR (max.)	Height (max.)
Mixed Income Incentive Program			
Opportunity Corridors Incentive Areas			
OC-1 Single-Family	Up to 6 units.	Up to 1.45:1	2 stories.
OC-2 Single-Family	Up to 10 units.	Up to 2.0:1	3 stories.
OC-3 Single-Family	Up to 16 units.	Up to 2.9:1	3 stories.
Opportunity Corridor Transition Areas			
CT-2 Single-Family (500 feet from OC-2 and OC-3)	Up to 6 units.	Up to 1.45:1	2 stories max.
CT-3 Single-Family (250 feet from OC-2 and OC-3)	Up to 10 units.	Up to 2.0:1	3 stories max.

Considerations

Similar to Option 1 described above, Option 2 introduces context specific incentives that scale down in density and intensity the farther the site is from transit service and the corridor. Option 2 proposes that single-family zones in the most transit rich areas of the City, along Opportunity Corridor-3 (OC-3) would be eligible to build up to 16 units and up to a maximum of 3 stories in height. Sites adjacent to the corridor would scale down in intensity, and would be allowed to build up to 10 units and up to 3 stories within 250 feet of the Opportunity Corridor. Sites within 500 feet of an OC-3 corridor would be eligible for incentives to build up to 6 units and 2 stories. No incentives would be offered for sites up to 750 feet from an OC-3. As summarized in Table 3 above, reduced incentives would be offered for single-family zones located on Opportunity Corridor-2 (OC-2) and Opportunity Corridor-1 (OC-1), with similar scaled down incentives in the Corridor Transition Areas.

While this option would continue to support the City's equity goals, inclusion of this option would exceed the City's state housing capacity obligations. This option would expand eligibility for the Mixed Income Incentive Program to interior neighborhoods across the Higher Opportunity Areas of the City through the Corridor Transition Areas program, primarily in areas of Mid-City, West LA, and the South Valley and Northwest Valley. However, applicability of this Option is reduced compared to Option 1, as it would not include eligibility for incentives in the Transit Oriented Incentive Areas in Higher Opportunity Areas. **Map 2A** below shows maps where eligibility would be expanded as a result of Option 2.

Option 2 increases the land available for multi-family housing in the West LA and South Valley, and as a result would help adding development pressure in existing multi-family areas. It also provides reduced incentives in single-family zones compared to Option 1, to address potential concerns around out-of-context development. Option 2's emphasis on development in areas with transit and in Higher Opportunity Areas addresses the Housing Element's objective of promoting new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions (Objective 3.2).

Capacity

The analysis for applicability of Option 2 at this time does not exclude eligible resources or remove eligible multi-family parcels from the program. The inclusion of Option 2 to the proposed CHIP Ordinance would result in approximately 24,000 parcels zoned single-family (RW and less restrictive zones, excluding A1 and A2 parcels). This would increase the proportion of housing opportunities located in Higher Opportunity Areas from approximately 56% to 59%. The distribution of these sites are visible below in Map 2A at a Citywide level. Maps at an Area Planning Commission Level are available on page 26.

Map 2A: Option 2 - Broader Option Near Transit

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Option 3 - Major Transit Stops Only

Eligibility

Option 3: Major Transit Stops (Option 3) focuses inclusion of single-family zones in areas of the Mixed Income Incentive Program around Avenues and Boulevards in TOIA Tiers 2 and 3: the Opportunity Corridor Incentive Areas and Opportunity Corridor Transition Incentive Areas. Single-family zones would be included if they are only along an OC-3 corridor or if they are within 500 feet of the furthest property line from the corridor of an OC-3 site. **Table 4** below summarizes the proposed incentives.

Table 4: Option 3 -Mixed Income Incentive Program Base Incentives			
Rezoning Program	Density Bonus	FAR (max.)	Height (max.)
Mixed Income Incentive Program			
Opportunity Corridors Incentive Areas			
OC-3 Single-Family	Up to 16 units.	Up to 2.9	3 stories max.
Opportunity Corridor Transition Areas			
CT-2 Single-Family (500 feet from OC-3 Single-Family)	Up to 6 units.	Up to 1.45	2 stories max.
CT-3 Single-Family (250 feet from OC-3 Single-Family)	Up to 10 units.	Up to 2.0	3 stories max.

Considerations

Option 3 focuses specifically in areas that provide the highest quality transit services. Between all five options, Option 3 impacts the least single-family zones in the highest priority growth areas. Option 3 proposes that single-family zones in the most transit-rich areas of the City, along Opportunity Corridor-3 (OC-3) would be eligible to build up to 16 units and up to a maximum of 3 stories in height. Sites adjacent to the corridor would scale down in intensity, and would be allowed to build up to 10 units and up to 3 stories within 250 feet of the Opportunity Corridor. Sites within 500 feet of an OC-3 corridor would be eligible for incentives to build up to 6 units and 2 stories. No incentives would be offered for sites up to 750 feet from an OC-3, sites in OC-1, or sites in OC-2.

Applicability of this Option is reduced compared to Option 1, as it would not include eligibility for incentives in the Transit Oriented Incentive Areas in Higher Opportunity Areas. **Map 3A** below shows maps where eligibility would be expanded as a result of Option 3.

This option would help increase the proportion of new housing capacity in the City's Higher Opportunity Areas. It would also relieve pressure on existing multi-family zones, reducing potential displacement pressures on existing multi-family development by increasing the amount of land where multi-family uses can be developed in the City. It also addresses concerns we have heard from the public of ensuring that developments are built around public transit stops as housing would be centered around permanent rail stations. However, this option provides the least amount of development potential as Higher Opportunity Areas are unlikely to have OC-3 and CT-2 and CT-3 parcels.

Capacity

The inclusion of Option 3 to the proposed CHIP Ordinance would result in approximately 10,500 parcels zoned single-family (RW and less restrictive zones, excluding A1 and A2 parcels). This would increase the proportion of housing opportunities located in Higher Opportunity Areas from approximately 56% to 58%. The distribution of these sites are visible below in Map 3A at a Citywide level. Maps at an Area Planning Commission Level are available on page 26.

Map 3A: Option 3 - Major Transit Stops Only

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Option 4 - Opportunity Corridors Only

Eligibility

Option 4: Opportunity Corridor Only (Option 4) focuses the inclusion of single-family zones on Avenues and Boulevards through the Opportunity Corridor Incentive Areas in the MIIP. This option proposes the same incentives for zones in single-family zones as the other eligible zones in the Opportunity Corridors strategy. **Table 5** below summarizes the proposed incentives.

Table 5: Option 4 Mixed Income Incentive Program Base Incentives			
Rezoning Program	Bonus Density	FAR (max.)	Height (max.)
Mixed Income Incentive Program			
Opportunity Corridors Incentive Areas			
OC-1 Single-Family	Limited by Floor Area.	3.0, or 40% increase, whichever is greater.	One additional story, up to 11 additional feet; or up to a maximum of 5 total stories, whichever is greater.
OC-2 Single-Family		3.0 or 45% increase, whichever is greater.	Two additional stories, up to 22 additional feet; or up to a maximum of 6 total stories, whichever is greater.
OC-3 Single-Family		4.5 or 50% increase, whichever is greater.	Three additional stories, up to 33 additional feet; or up to a maximum of 7 total stories, whichever is greater.

Considerations

Option 4 would introduce continuity of building massing and scale along transit served corridors in Higher Opportunity Areas, as the single-family zones would receive similar incentives as the multi-family zones on Opportunity Corridors, as proposed in the CHIP Ordinance. As with Option 1, described above, the inclusion of single-family zones would create new Opportunity Corridors in areas of the city, most notably in the South Valley (Canoga Park - Winnetka - Woodland Hills, West Hills) and Northwest Valley (Chatsworth and Northridge). These corridors have transit service along them, but were not eligible for the proposed Opportunity Corridors Incentive Areas program due to single-family zoning. While this option would continue to support the City's obligations to AFFH and equity goals, inclusion of this option would exceed the City's state

housing capacity obligations which are currently being addressed through the CHIP program. **Map 4A** below shows maps where eligibility would be expanded as a result of this Option.

Capacity

The inclusion of Option 4 to the proposed CHIP Ordinance would result in approximately 6,500 parcels zoned single-family (RW and less restrictive zones, excluding A1 and A2 parcels). This would increase the proportion of housing opportunities located in Higher Opportunity Areas from approximately 56% to 58%. The distribution of these sites are visible below in Map 4A at a Citywide level. Maps at an Area Planning Commission Level are available on page 26.

Map 4A: Option 4 - Opportunity Corridors Only

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Option 5 - Limited Multi-Family Zones in Opportunity Corridors

Eligibility

Option 5: Limited Multi-Family Zones in Opportunity Corridors (Option 5) responds to an advocacy push from the Sawtelle Neighborhood and LA Conservancy to focus inclusion of single-family zones on Avenues and Boulevards through the Opportunity Corridor Incentive Areas in the MIIP. Additionally, advocates have asked that R2 and RD zones in the proposed Opportunity Corridors Incentive Areas program be removed from eligibility, citing concerns regarding displacement of existing low density housing opportunities. This option proposes removing R2 and RD zones from eligibility in the Opportunity Corridors as proposed in the Opportunity Corridors Program in the proposed CHIP Ordinance. Sites zoned single-family (RW and less restrictive) are not included in the Corridor Transition Incentive Areas.

Considerations

Option 5 would address concerns raised by advocates regarding displacement of existing low density multi-family housing in Higher Opportunity Areas. This option would remove R2 and RD zones, which are often already built out with existing low scale housing from the proposed Opportunity Corridors program in the CHIP Ordinance. The removal of these zones from the proposed CHIP Ordinance could result in a shift in the proportion of rezoning program sites located in Higher Opportunity Areas, as described in the Capacity section, below. **Map 5A** below shows maps where eligibility would be expanded as a result of this Option.

Capacity

The inclusion of Option 5 to the proposed CHIP Ordinance would result in the removal of approximately 1,900 sites zoned for R2 and RD zones, and capacity for approximately 15,000 housing units. As a result of the removal of R2 and RD zones from Opportunity Corridor Incentive program eligibility, the overall proportion of housing opportunities located in Higher Opportunity Areas as part of the Program would decrease from approximately 56% to 53% (see Figure 5). The distribution of these sites are visible below in Map 5A at a Citywide level. It is important to note that additional analysis would be required to determine the impact of removing R2 and RD sites from the Opportunity Corridors Incentive Area. This would remove eligible sites from the Corridor Transition Incentive Area Program, and additional analysis would be required to determine the impact on Affirmatively Furthering Fair Housing. The distribution of these sites are visible below in Map 5A at a Citywide level. Maps at an Area Planning Commission Level are available on page 26.

Map 5A: Option 5 - Limited Multi-Family Zones in Opportunity Corridors

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Option 6 - High Opportunity Transit Areas in AHIP

Eligibility

Option 6 proposes single-family eligibility for One Hundred Percent Affordable Projects, Faith-Based Organization Projects, and Shared Equity Projects on parcels located within 0.5 miles of a Major Transit Stop and in Higher and Moderate Opportunity Areas. These parcels would be eligible for the low density option (sites with a maximum allowable residential density of less than 5 units) of Moderate and Higher Opportunity Area base incentives already available in AHIP as displayed in the chart below.

Table 6: Low Density, High and Moderate Opportunity Base Incentives in AHIP			
Density	Parking	FAR	Height
Limited by FAR.	No Minimum Parking Required.	Maximum of 2.5:1	Bonus of up to 11' or 1 story, whichever is greater.

Considerations

Option 6 limits the development to a community scale with a maximum of 2.5:1 FAR and height at an addition of 11 feet or 1 story for the base incentives, providing a strong control on the potential height and density of a project. Option 6 incentivizes housing development in single-family zones within 0.5 miles of a Major Transit Stop, promoting access to jobs, shortening commutes, and reducing greenhouse gas emissions. Incentivizing affordable housing development in neighborhoods with strong transit networks provides a pathway to heightened sustainability and mobility within the community and citywide.

Capacity

Option 6 increases potential sites eligible for AHIP, with notable increases on the Westside and in the Valley (see map below). Approximately 66,800 parcels would become eligible for AHIP based on geographic eligibility and single-family zoning through Option 6. Notably, the majority (approximately 69%) of these parcels are in Higher Opportunity Areas as designated by TCAC. The distribution of these sites are visible below in Map 6A at a Citywide level.

Map 6A: Option 6 - Single-Family in Moderate and High Opportunity Areas within 0.5 Miles of a Major Transit Stop

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Option 7 - Shared Equity Projects Citywide Near Transit

Eligibility

In addition to Option 6, additional incentives could be introduced for single-family zones on Land owned by a Community Land Trust, Limited Equity Cooperative, or Workforce Housing Cooperative within half a mile of a major transit stop. Option 7 also includes parcels within 0.5 miles of a major transit stop like Option 6, but has more expansive eligibility by allowing parcels in all levels of opportunity, not just Moderate and High Opportunity Areas. However, Option 7 solely permits Shared Equity Projects access to incentives in single-family, while Option 6 grants eligibility to Shared Equity Projects, One Hundred Percent Affordable Projects, and Faith-Based Organization Projects.

Table 7: Within Half a Mile of a Major Transit Stop Base Incentives in AHIP			
Density	Parking	FAR	Height
Limited by FAR.	No Minimum Parking Required.	Maximum of 2.0:1	Bonus of up to 11' or 1 story, whichever is greater.

Considerations

Shared equity models created by nonprofit community land trusts and cooperatives are an emerging form of non-speculative housing development that stewards land for low and moderate income households, leasing land as an ownership interest or charging affordable rents to tenants. Measure ULA, approved by Los Angeles voters in 2022, has allocated funding towards these models as a way of formulating long-term solutions that address the root cause of the housing crisis. The Citywide Housing Incentive Program could offer complementary land use incentives for this influx of funding, that would likewise assist future non-ULA funded projects.

Community land trusts have difficulty competing for land with market rate developers, as shared in an informational session between these organizations and City Planning. Offering these organizations an exclusive incentive area not accessible to other developers provides an incubation opportunity for emerging alternative land stewardship models. Due to financial constraints regarding construction costs and the purchasing of land, most limited equity model projects have historically focused on preservation or rehabilitation. Granting an exclusive incentive area to these organizations would facilitate more new-build community land trust and cooperative projects, while responding to displacement pressure with a supply oriented solution.

Capacity

The shared equity model is new and only resulted in a limited number of projects. It is therefore difficult to predict the realistic development capacity for this project type within the 2021 - 2029 planning period, and inclusion of incentives for this project type is not expected to result in significant capacity increases. Approximately 139,000 parcels would be eligible, with a majority approximately 52% located in Lower Opportunity Areas, approximately 15% located in Moderate Opportunity Areas, and approximately 33% located in Higher Opportunity Areas. The distribution of these sites are visible below in Map 7A at a Citywide level.

Map 7A: Option 7 - Single-Family Within 0.5 Miles of a Major Transit Stop for Shared Equity Projects

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Appendix of Maps

Option 1

Map 1: Option 1: Opportunity Corridors and Corridor Transition Areas - Central Los Angeles APC

Map 2: Option 1: Opportunity Corridors and Corridor Transition Areas - East Los Angeles APC

Map 3: Option 1: Opportunity Corridors and Corridor Transition Areas - Harbor APC

Map 4: Option 1: Opportunity Corridors and Corridor Transition Areas - North Valley APC

Map 5: Option 1: Opportunity Corridors and Corridor Transition Areas - South Valley APC

Map 6: Option 1: Opportunity Corridors and Corridor Transition Areas - South Los Angeles APC

Map 7: Option 1: Opportunity Corridors and Corridor Transition Areas - West Los Angeles APC

Map 8: Option 1: Transit Oriented Areas - Central Los Angeles APC

Map 9: Option 1: Transit Oriented Areas - East Los Angeles APC

Map 10: Option 1: Transit Oriented Areas - Harbor APC

Map 11: Option 1: Transit Oriented Areas - North Valley APC

Map 12: Option 1: Transit Oriented Areas - South Valley APC

Map 13: Option 1: Transit Oriented Areas - South Los Angeles APC

Map 14: Option 1: Transit Oriented Areas - West Los Angeles APC

Option 2

Map 1: Option 2: Opportunity Corridors and Corridor Transition Areas - Central Los Angeles APC

Map 2: Option 2: Opportunity Corridors and Corridor Transition Areas - East Los Angeles APC

Map 3: Option 2: Opportunity Corridors and Corridor Transition Areas - Harbor APC

Map 4: Option 2: Opportunity Corridors and Corridor Transition Areas - North Valley APC

Map 5: Option 2: Opportunity Corridors and Corridor Transition Areas - South Valley APC

Map 6: Option 2: Opportunity Corridors and Corridor Transition Areas - South Los Angeles APC

Map 7: Option 2: Opportunity Corridors and Corridor Transition Areas - West Los Angeles APC

Option 3

Map 1: Option 3: Opportunity Corridors and Corridor Transition Areas - Central Los Angeles APC

Map 2: Option 3: Opportunity Corridors and Corridor Transition Areas - East Los Angeles APC

Map 3: Option 3: Opportunity Corridors and Corridor Transition Areas - North Valley APC

Map 4: Option 3: Opportunity Corridors and Corridor Transition Areas - South Valley APC

Map 5: Option 3: Opportunity Corridors and Corridor Transition Areas - South Los Angeles APC

Map 6: Option 3: Opportunity Corridors and Corridor Transition Areas - West Los Angeles APC

Option 4

Map 1: Option 4: Opportunity Corridors and Corridor Transition Areas - Central Los Angeles APC

Map 2: Option 4: Opportunity Corridors and Corridor Transition Areas - East Los Angeles APC

Map 3: Option 4: Opportunity Corridors and Corridor Transition Areas - Harbor APC

Map 4: Option 4: Opportunity Corridors and Corridor Transition Areas - North Valley APC

Map 5: Option 4: Opportunity Corridors and Corridor Transition Areas - South Valley APC

Map 6: Option 4: Opportunity Corridors and Corridor Transition Areas - West Los Angeles APC

Option 5

Map 1: Option 5: Opportunity Corridors and Corridor Transition Areas - Central Los Angeles APC

Map 2: Option 5: Opportunity Corridors and Corridor Transition Areas - East Los Angeles APC

Map 3: Option 5: Opportunity Corridors and Corridor Transition Areas - Harbor APC

Map 4: Option 5: Opportunity Corridors and Corridor Transition Areas - North Valley APC

Map 5: Option 5: Opportunity Corridors and Corridor Transition Areas - South Valley APC

Map 6: Option 5: Opportunity Corridors and Corridor Transition Areas - South Los Angeles APC

Map 7: Option 5: Opportunity Corridors and Corridor Transition Areas - West Los Angeles APC

Option 6

Map 1: Option 6: AHIP Applicability within a ½ Mile of a Major Transit Stop in Moderate and Higher Opportunity Areas - Central Los Angeles APC

Map 2: Option 6: AHIP Applicability within a ½ Mile of a Major Transit Stop in Moderate and Higher Opportunity Areas - East Los Angeles APC

Map 3: Option 6: AHIP Applicability within a ½ Mile of a Major Transit Stop in Moderate and Higher Opportunity Areas - Harbor APC

Map 4: Option 6: AHIP Applicability within a ½ Mile of a Major Transit Stop in Moderate and Higher Opportunity Areas - North Valley APC

Map 5: Option 6: AHIP Applicability within a ½ Mile of a Major Transit Stop in Moderate and Higher Opportunity Areas - South Valley APC

Map 6: Option 6: AHIP Applicability within a ½ Mile of a Major Transit Stop in Moderate and Higher Opportunity Areas - South Los Angeles APC

Map 7: Option 6: AHIP Applicability within a ½ Mile of a Major Transit Stop in Moderate and Higher Opportunity Areas - West Los Angeles APC

Option 7

Map 1: Option 7: AHIP Applicability for Shared Equity Projects within a ½ Mile of a Major Transit Stop - Central Los Angeles APC

Map 2: Option 7: AHIP Applicability for Shared Equity Projects within a ½ Mile of a Major Transit Stop - East Los Angeles APC

Map 3: Option 7: AHIP Applicability for Shared Equity Projects within a ½ Mile of a Major Transit Stop - Harbor APC

Map 4: Option 7: AHIP Applicability for Shared Equity Projects within a ½ Mile of a Major Transit Stop - North Valley APC

Map 5: Option 7: AHIP Applicability for Shared Equity Projects within a ½ Mile of a Major Transit Stop - South Valley APC

Map 6: Option 7: AHIP Applicability for Shared Equity Projects within a ½ Mile of a Major Transit Stop - South Los Angeles APC

Map 7: Option 7: AHIP Applicability for Shared Equity Projects within a ½ Mile of a Major Transit Stop - West Los Angeles APC