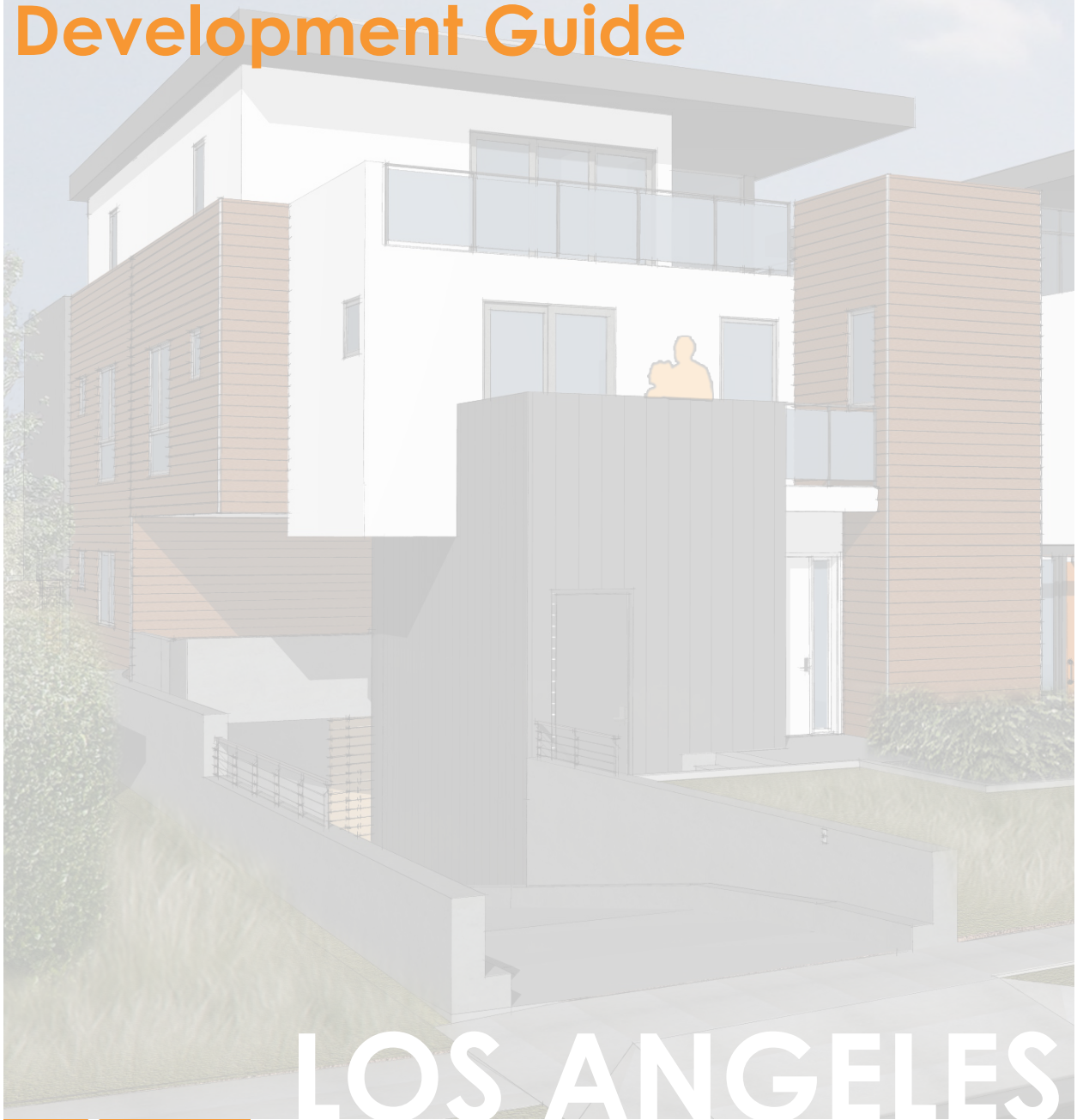


Transit Oriented Communities (TOC) Development Guide



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Introduction

What is TOC?



Modative

2019 Transit Oriented Communities (TOC)

Development Guide

Volume 1

First Edition



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REGARDING THIS GUIDE. The included information, development options and guidelines in this packet are diagrammatic explorations meant only to facilitate a discussion about TOC in the city of Los Angeles. The information provided in this guide has been secured from sources Modative believes to be reliable at the time this guide was written. However, we make no representations or warranties as to the accuracy of the information presented in this guide. While Modative has followed the standard of care in researching the applicable zoning codes in developing this guide it must be understood that zoning and building codes change on a regular basis. The reader of this guide must verify any and all information presented in this guide, and bears all risk for any inaccuracies.

Given the diagrammatic nature of this guide, Modative can not guarantee that all zoning codes have been met, discussed or addressed in this guide. It is highly recommended that further investigation regarding all applicable codes, pricing, requirements, budgets, goals, lots and schedules be discussed with the appropriate licensed professional prior to purchasing, developing, and designing a properly intended to adhere to the applicable codes in the city of Los Angeles. Now that we got the "legal stuff" out of the way... We hope you enjoy the TOC guide! Please contact us if you have any questions.

In The TOC Guide



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3. [TOC Tiers + Eligibility](#)
4. [TOC Base Requirements + Incentives](#)
5. [TOC Additional Requirements + Incentives](#)
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Note: Chapters are links

1. Introduction



1. Introduction

What is TOC?



The TOC Program

The Transit Oriented Communities Density Bonus program was part of Measure JJJ which was passed by voters in November of 2016. While TOC was created by the passage of JJJ, they really act independent of each other, as TOC does not require the labor provisions of Measure JJJ.

At its' heart, **TOC is a super density bonus incentive program** tied to providing affordable housing.

Provides Affordable Housing

TOC developments require a certain percentage of residential units be deed-restricted as affordable housing. In exchange, developers can increase density by as much as 80%, receive parking breaks and receive other incentives. A win-win for everyone.



1. Introduction

What is TOC?

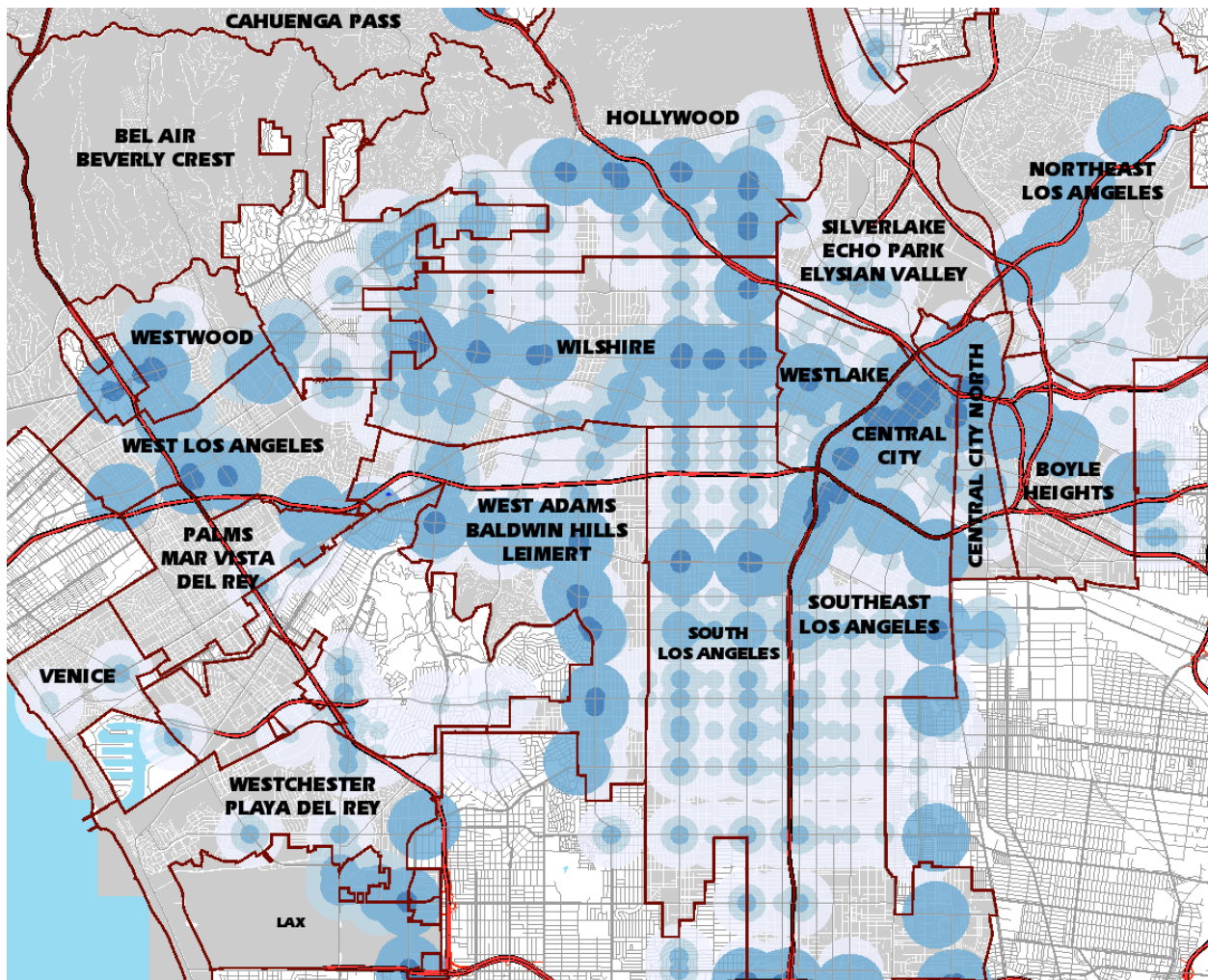
Locations

Only certain parcels within the city of Los Angeles are eligible for the TOC bonus. TOC eligibility is based on proximity to certain types of transit and is broken into Tiers 1 through 4, with four having the highest incentives.

This guide provides detailed information on TOC tiers, requirements and incentives.

Get something back

The TOC incentives have only been around since September 2017 (it took about a year after the 2016 election to formulate, and adopt the plan), but in that time, many developers have seen the benefits of the program's very fair approach to requiring affordable units in exchange for worth while incentives. TOC has been a quick success story for increasing the housing stock in Los Angeles.



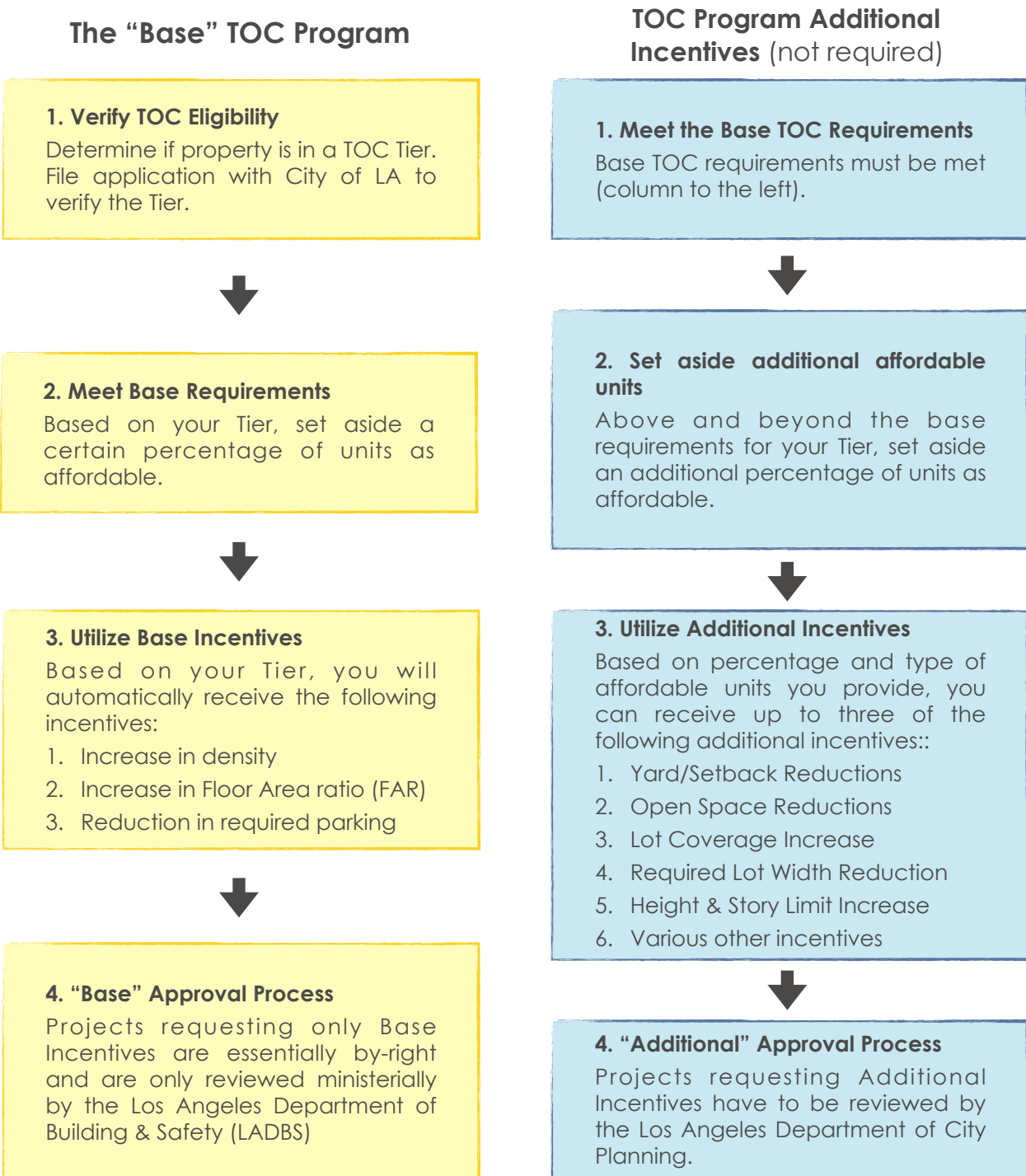
2. How TOC Works



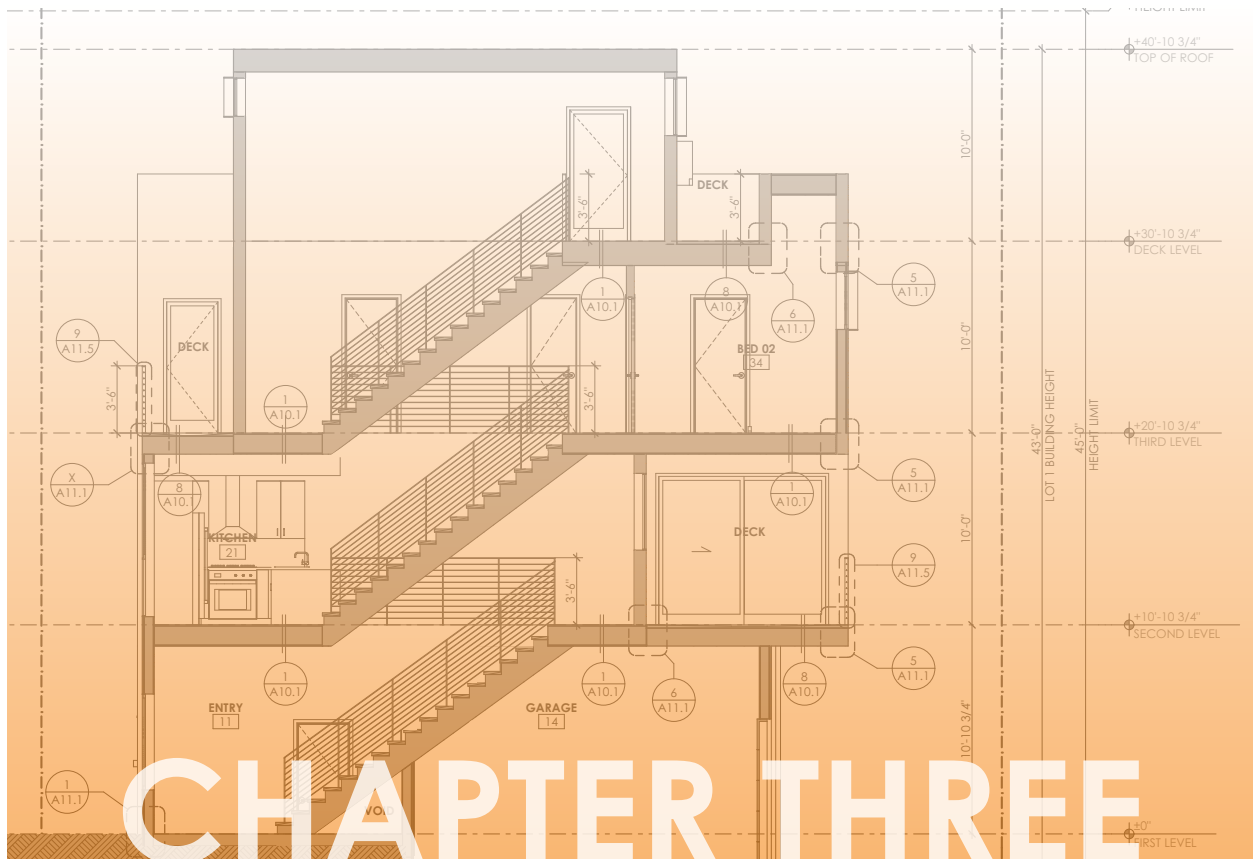
2. How TOC Works



A simple diagram to help understand the TOC program



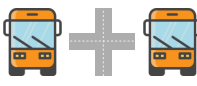




3. TOC Tiers + Eligibility



3. TOC Tiers

How are TOC Tiers established?



Distance to Following Transit Stops:					
	 Intersection of 2 regular bus lines*	 Intersection of regular bus line + rapid bus line	 Intersection of 2 rapid bus lines	 Metrolink Rail Stations	 Metro Rail Stations
Tier 1	750-2,640 feet	1,500 - 2640 feet	-	1,500 - 2640 feet	-
Tier 2	< 750 feet	750-1,500 feet	1,500 - 2640 feet	750-1,500 feet	-
Tier 3	-	< 750 feet	< 1,500 feet	< 750 feet	≤ 2640 feet
Tier 4	-	-	-	-	< 750 feet from intersection w/ another rail line or Rapid Bus

* Each w/ at least 15 min. avg. peak headways

3. TOC Tiers + Eligibility



5 Steps for determining if a property is TOC eligible:

1. Go to zimas.com

ZIMAS is an online resource for zoning information on properties within City of Los Angeles

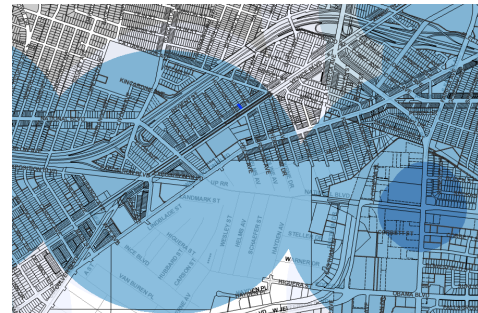
2. Enter the property address

A map will appear on the right, and property info in the left column

3. Find the TOC Tier under the “Planning and Zoning” tab

▼ Planning and Zoning	
Special Notes	None
Zoning	C2-2D-CPIO
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Tier 3
CRA - Community Redevelopment Agency	None
Central City Parking	No

4. If a Tier designation appears, click the link, and circles will appear on the map showing the radius distances from eligible transit stops



5. Tier information must be confirmed with the Department of City Planning through a formal TOC verification. Modative can assist with this process.

REFERRAL FORMS:

TRANSIT-ORIENTED COMMUNITIES AFFORDABLE HOUSING FORM
LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to the Department of City Planning Development Services Center for Affordable Housing case filing purposes (in addition to the required Department of City Planning Application and any other necessary documentation) and as a referral to MCDLA, CRA, Building and Safety, or other City agency for project status and entitlement need purposes. This form shall be completed by the applicant and reviewed and signed by Department of City Planning staff prior to filing an application for a case or building permit. Any modifications to the content(s) of this form after its authorization by the Department of City Planning staff is prohibited. The Department of City Planning reserves the right to require an updated form for the project if more than 180 days have transpired since the approval date, or as necessary, to reflect project modifications, policy changes and/or amendments to the LAMC, local laws, and State laws.

CITY STAFF USE ONLY

Referral To: ☐ Transit Review ☐ Planning OSC - Filing ☐ MCDLA Funding ☐ Building and Safety ☐ CRA ☐ Other: _____

NOTES:

Planning Staff Name and Title: _____ Planning Staff Signature: _____

Date Approved: _____ Expiration Date: _____

I. Project Information – To be completed by applicant

1. PROJECT LOCATION/ ZONING

Project Address: _____

Project Name: _____

4. TOC Base Requirements + Incentives



4. TOC Base Requirements

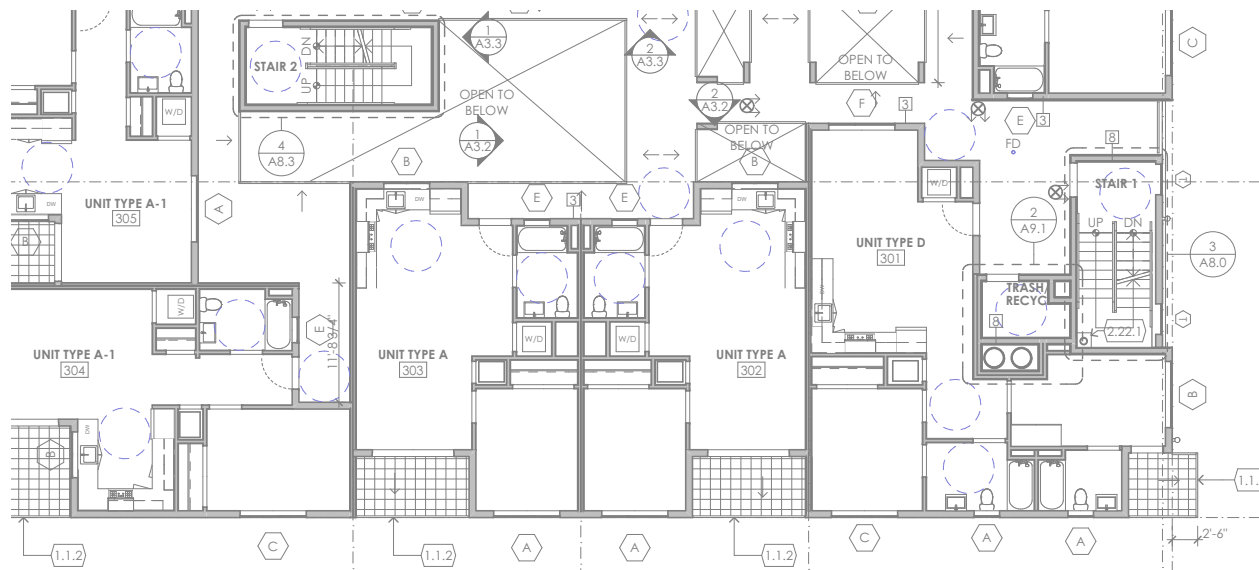
How many affordable units are required?



How to Get Base Incentives

Base incentives are achieved by meeting the minimum percentage of affordable units for your Tier as outlined in the chart below.





Minimum Affordable Units Required by Type and Percentage			
	Extremely Low Income	Very Low Income	Low Income
Tier 1	8%	11%	20%
Tier 2	9%	12%	21%
Tier 3	10%	14%	23%
Tier 4	11%	15%	25%



4. TOC Base Incentives

Incentives given by meeting the minimum affordable housing requirements



TOC Base Incentives				
	 Increase in # of Dwelling Units	 Increase in # of Dwelling Units in RD Zones	 Floor Area Ratio (FAR) Increase	 Car Parking
Tier 1	50%	35%	40% increase or FAR increase to at least 2.75:1 in commercial zones*	.5 spaces/ bedroom
Tier 2	60%	35%	45% increase or FAR increase to at least 3.25:1 in commercial zones*	1 space/unit
Tier 3	70%	40%	50% increase or FAR increase to at least 3.75:1 in commercial zones*	.5 spaces/unit
Tier 4	80%	45%	55% increase or FAR increase to at least 4.25:1 in commercial zones*	no parking required

5. TOC Additional Requirements + Incentives



5. TOC Additional Requirements



Earn valuable incentives by increasing the number of affordable units

How to Get Additional Incentives

Although not required, you can elect to receive up to three Additional Incentives by setting aside additional affordable units in your project. This does not mean that you get additional density, but rather you have to allocate more of the residential units in your project as affordable.



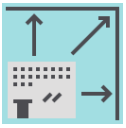
The following chart lays out these requirements.

Percentage of Base Units Required to be Affordable (by Type) for Additional Incentives				
	Extremely Low Income	Very Low Income	Low Income	Moderate Income
One Additional Incentive	4%	5%	10%	10%
Two Additional Incentives	7%	10%	20%	20%
Three Additional Incentives	11%	15%	30%	30%

5. TOC Additional Incentives

Incentives given by meeting the additional affordable housing requirements





TOC Menu of Additional Incentives				
	 Yard/Setback Reduction		 Open Space Decrease	 Lot Coverage Increase
	Front Yards	Side Yards		
Tier 1	<ul style="list-style-type: none"> • See notes for Commercial zones. • Limited to no more than avg. of yards of adjoining buildings on same street frontage. • If corner lot or adjacent to vacant lot, setback may align with facade of adjoining building along same front line. • If no adjoining building, no reduction permitted. • In Tiers 3 & 4, the front yard reduction may be paired with one other side yard reduction. 	25% decrease in one yard/setback	20%	25%
Tier 2		30% decrease in one yard/setback	20%	25%
Tier 3		35% decrease in two yards/setbacks	25%	35%
Tier 4		40% decrease in two yards/setbacks	25%	35%

5. TOC Additional Incentives

Incentives given by meeting the additional affordable housing requirements


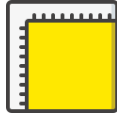


TOC Menu of Additional Incentives			
	 Height		 Lot Width Decrease (Required Min.)
	Total Height	Transitional Height	
Tier 1	One additional story up to 11 feet in height	45° angle step-back measured from horizontal plane 15' above grade at property line of adjoining lot in the RW1 Zone or more restrictive residential zone or Specific Plan subarea	25%
Tier 2	One additional story up to 11 feet in height		
Tier 3	Two additional stories up to 22 feet in height	45° angle step-back measured from horizontal plane 25' above grade at property line of adjoining lot in the RW1 Zone or more restrictive residential zone or Specific Plan subarea	
Tier 4	Three additional stories up to 33 feet in height	Within first 25' of property line abutting or across the street or alley from the RW1 or more restrictive zone, building height limit shall be stepped-back at 45° angle measured from a horizontal plane originating 25' above grade at property line of the adjoining lot in the more restrictive zone or Specific Plan subarea	

5. TOC Additional Incentives



Incentives given by meeting the additional affordable housing requirements

TOC Menu of Additional Incentives		
	 <p>Averaging of FAR, Density, Parking or Open Space, and permitting Vehicular Access</p>	 <p>Density Calculation</p>
Tier 1	<p>A Project located on two or more contiguous parcels may average the floor area, density, open space and parking over the project site, and permit vehicular access from less restrictive zone to a more restrictive zone, provided that certain requirements are met - *see notes.</p>	<p>The area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the underlying zone in which the project is located.</p>
Tier 2		
Tier 3		
Tier 4		

6. TOC + Zoning



6. TOC + Zoning



Knowing the appropriate zones for the TOC Density Bonus

R1, R2 Zones:

All R1 and similar “One-Family Residential” zones are out of the equation since these only permit one dwelling unit per lot. R2 zones are also pretty much impossible since they have such low density that any additional units gained would have to be affordable, offsetting the benefit.

RD Zones

RD zones can be a great option for a TOC bonus, especially RD1.5 and RD2 zoned properties. These zones have often been overlooked for stacked apartments and condos prior to TOC, since they made more sense for Small Lot Subdivision and other medium density townhouse style products. Additionally, expensive underground parking can now often be avoided on TOC projects because reduced parking requirements often makes on-grade only parking viable.

One thing to note with RD zoned properties is that they have lower TOC density bonus percentages (15-35%) than higher density R zones.

R3, R4, and R5 Zones

The most popular zones for the TOC program are naturally R3, R4, and R5. These high density zones get quite a boost from the TOC density bonus, while also benefiting from the base incentive parking reductions and FAR increases. It is also in these zones that it may make sense to utilize the additional menu of incentives such as increases in height limit, and reductions in yards/setbacks, lot coverage and open space requirements.

C Zones

In the City of LA, commercially zoned properties can also be developed into mixed-use or fully residential projects. Therefore, the TOC program also applies to C zones as they have the same density limits as R3 and R4 zones. However, the higher price of commercially zoned properties often reduces the viability of developing multi-family residential projects unless the project becomes large enough to support the added cost of commercial land.

Allowable Base Density in Multi-Family and Commercial Zones

Zone	Min. Area Per Dwelling Unit
RD1.5	1,500 sq. ft.
RD2	2,000 sq. ft.
R3	800 sq. ft.
R4	400 sq. ft.
R5	200 sq. ft.
C1 & CM	800 sq. ft.
CR, C1.5, C2, C3, C4 & C5	400 sq. ft.

7. TOC + Lot Configuration



7. TOC + Lot Configuration

The Importance of Lot Configuration



Lot Configuration

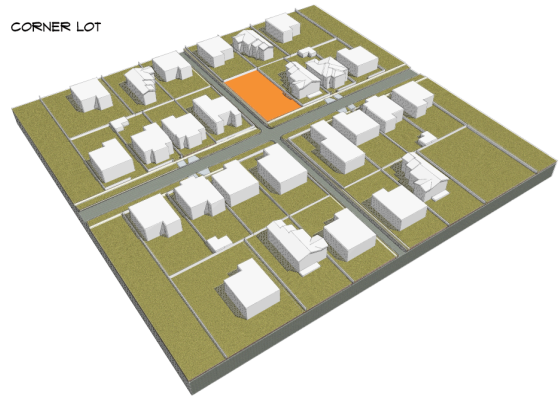
Whether you already own a lot or are shopping around for one, keep in mind that lot configuration also plays a very important role in the layout of a TOC apartment or condo project. Certain configurations have more potential than others for good vehicular and pedestrian access. While all of the following lot configuration diagrams have the potential to creatively provide a viable solution, there are certain advantages and disadvantages for each type.

Although there are many types of lot configurations, we will explore the four most common.

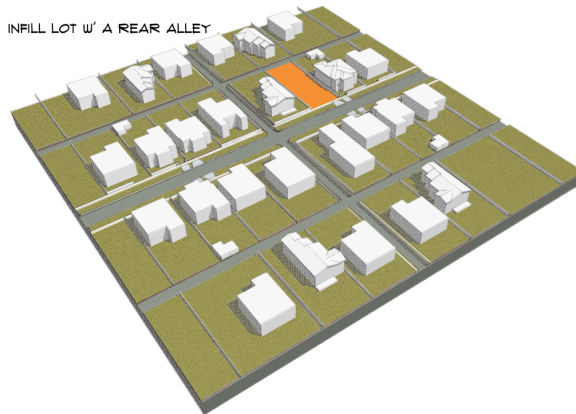
CORNER LOT W' AN ALLEY



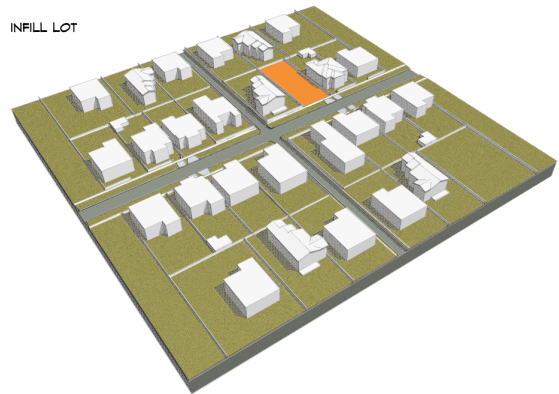
CORNER LOT



INFILL LOT W' A REAR ALLEY



INFILL LOT



7. TOC + Lot Configuration

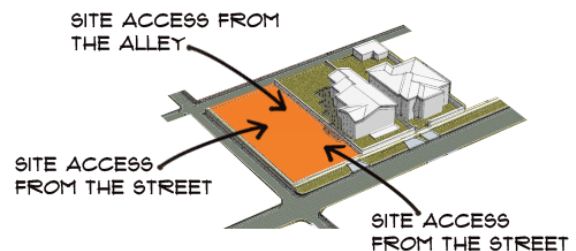
The Importance of Lot Configuration



CORNER LOT W' AN ALLEY

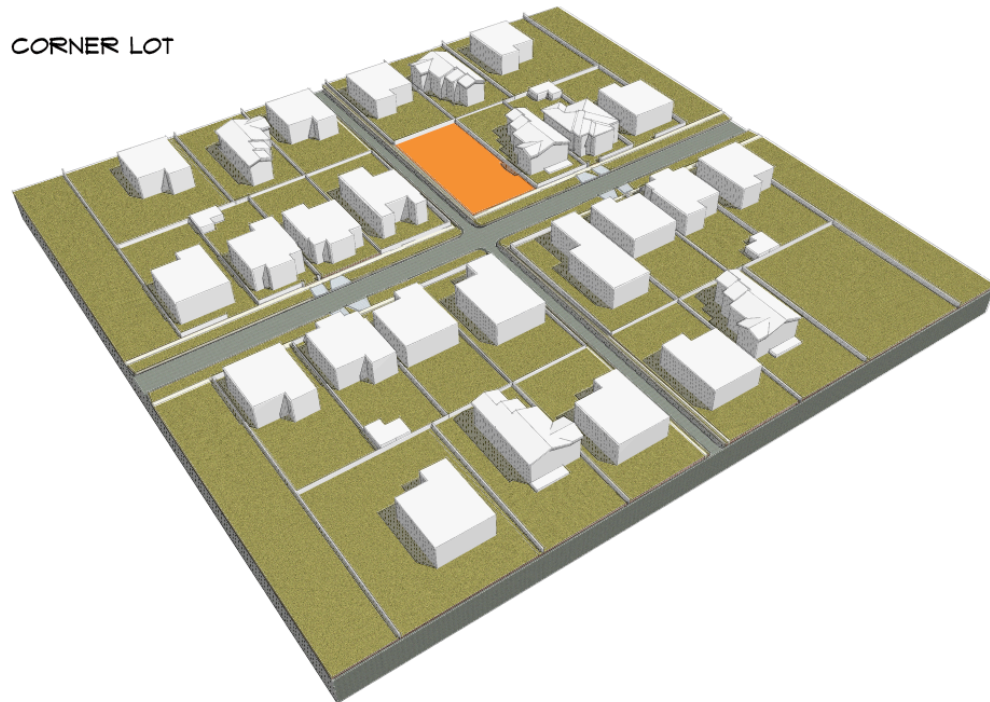
Corner Lot with Rear Alley

- Probably the best lot configuration for a TOC apartment or condo as allows for potential vehicular access from three sides of the lot.
- With only one abutting neighbor, the unit layouts have great potential for air and light access.
- Since the lot has multiple street frontages, in some cases, it is possible to design “walk-up” units, providing entrances that allow pedestrian access from the street.
- Alley provides reduced rear yard setback (setback measured to center of alley) and parking layouts are improved as cars can back out directly into the alley, saving valuable on-site parking aisle space.
- Side street access helps with fire life safety egress and pedestrian access to ground floor functions.



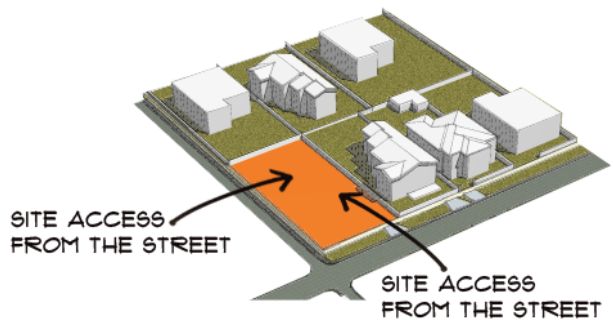
7. TOC + Lot Configuration

The Importance of Lot Configuration



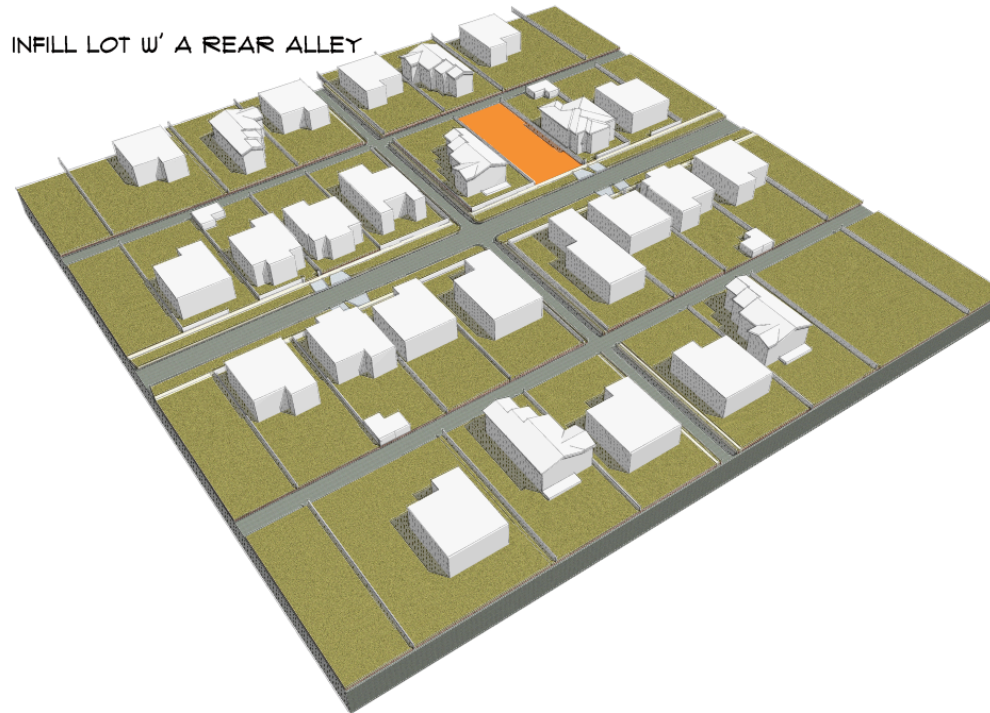
Corner Lot

- Allows for potential vehicular access from two sides of the lot.
- With only two abutting neighbors, one of which is a deep rear yard setback, the unit layouts have great potential for air and light access.
- Since the lot has multiple street frontages, in some cases, it is possible to design "walk-up" units, providing entrances that allow pedestrian access from the street.
- Side street access helps with fire life safety egress and pedestrian access to ground floor functions.



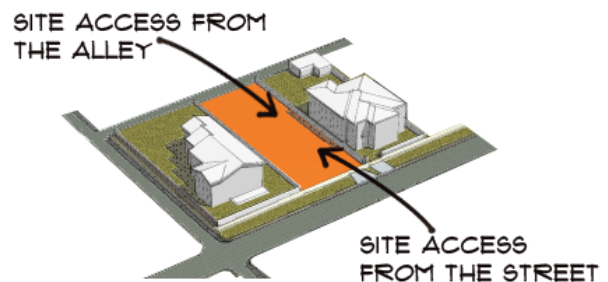
7. TOC + Lot Configuration

The Importance of Lot Configuration



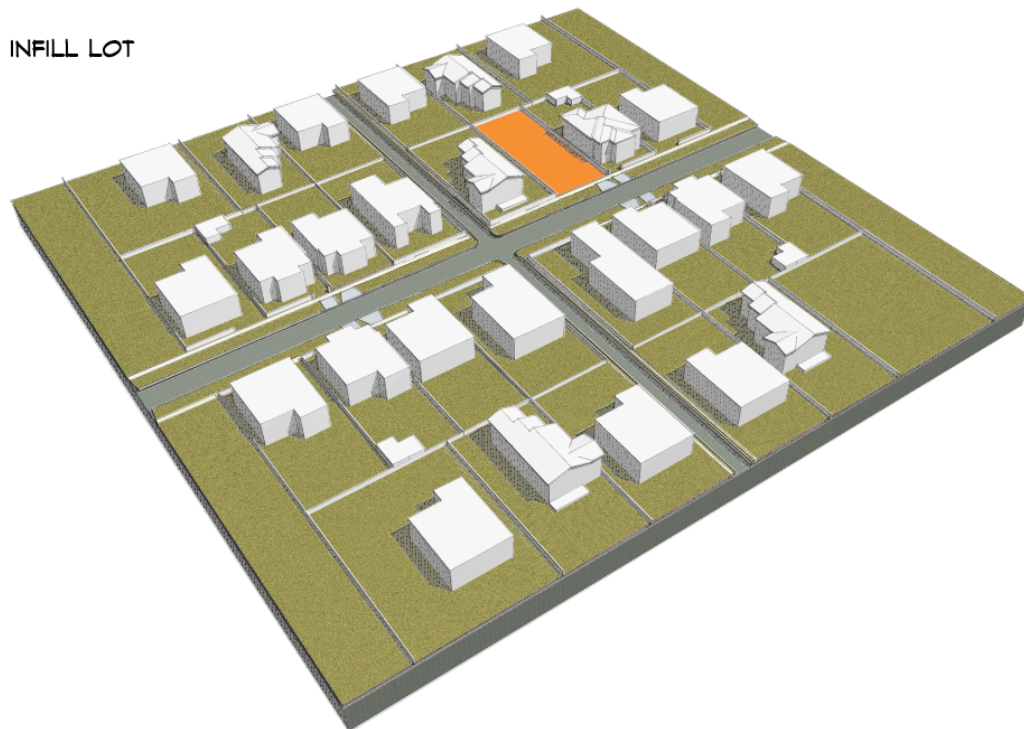
Infill Lot with Rear Alley

- Allows for potential vehicular access from two sides of the lot.
- With only two abutting neighbors, the unit layouts have great potential for air and light access.
- Alley provides reduced rear yard setback (setback measured to center of alley) and parking layouts are improved as cars can back out directly into the alley, saving valuable on-site parking aisle space.



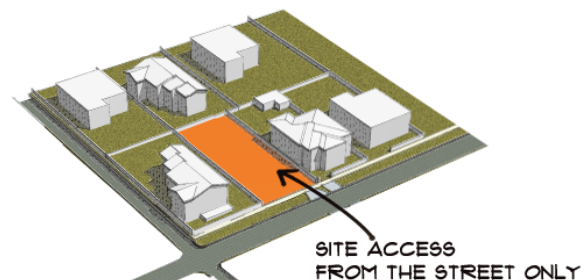
7. TOC + Lot Configuration

The Importance of Lot Configuration



Infill Lot

- The most common lot configuration for a TOC apartment or condo
- Only has vehicular access from one side of the lot. A TOC project is still very possible in an infill lot as long as the property meets a minimum width to allow for adequate parking and vehicular access.
- Properly designed, an infill lot can still have good air and light access for all units.



7. TOC + Lot Size & Shape

Other Important Property Factors



Lot Size and Shape

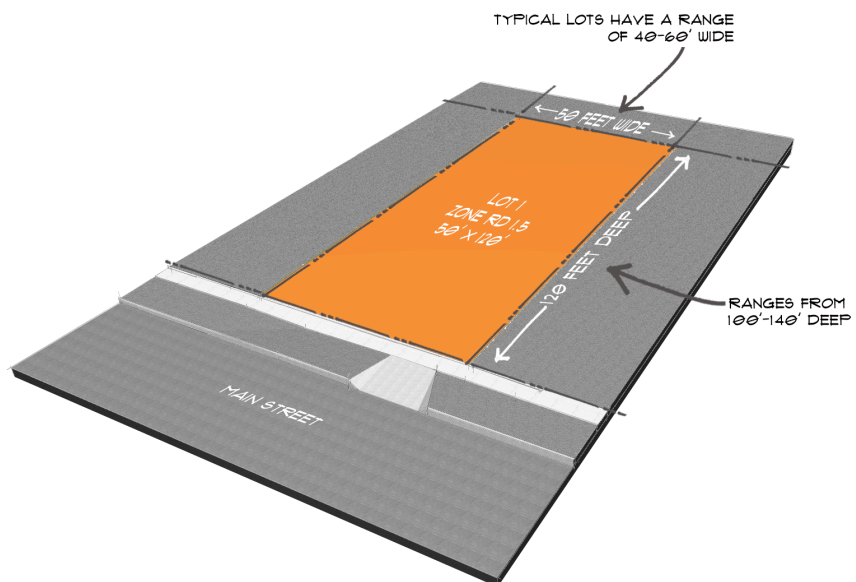
The size and shape of your lot can be the most important factor of meeting the criteria of a successful TOC project. While the proper zone and lot configuration is critical, your property still needs to be wide enough and long enough to provide efficient parking. Oh, and let's not forget that after the parking problem is solved, you still must have enough usable land leftover for the residential units and support spaces. While designers love to preach about how creative and great the design of their buildings are going to be, without a successful and creative parking solution, there is no building... at least not in the City of Los Angeles.

There are some very creative solutions possible to fit a TOC apartment or condo on just about any lot size and shape. In fact, we have even utilized car lifts to minimize the amount of ground space required to meet parking regulations and desired unit count. If you have an odd-sized or shaped lot and want to see if a TOC apartment or condo layout is possible, we would be happy to provide a solution. However, the reality is that the vast majority of available lots with the best potential to utilize the TOC program in Los Angeles are rectilinear lots with limited slope.

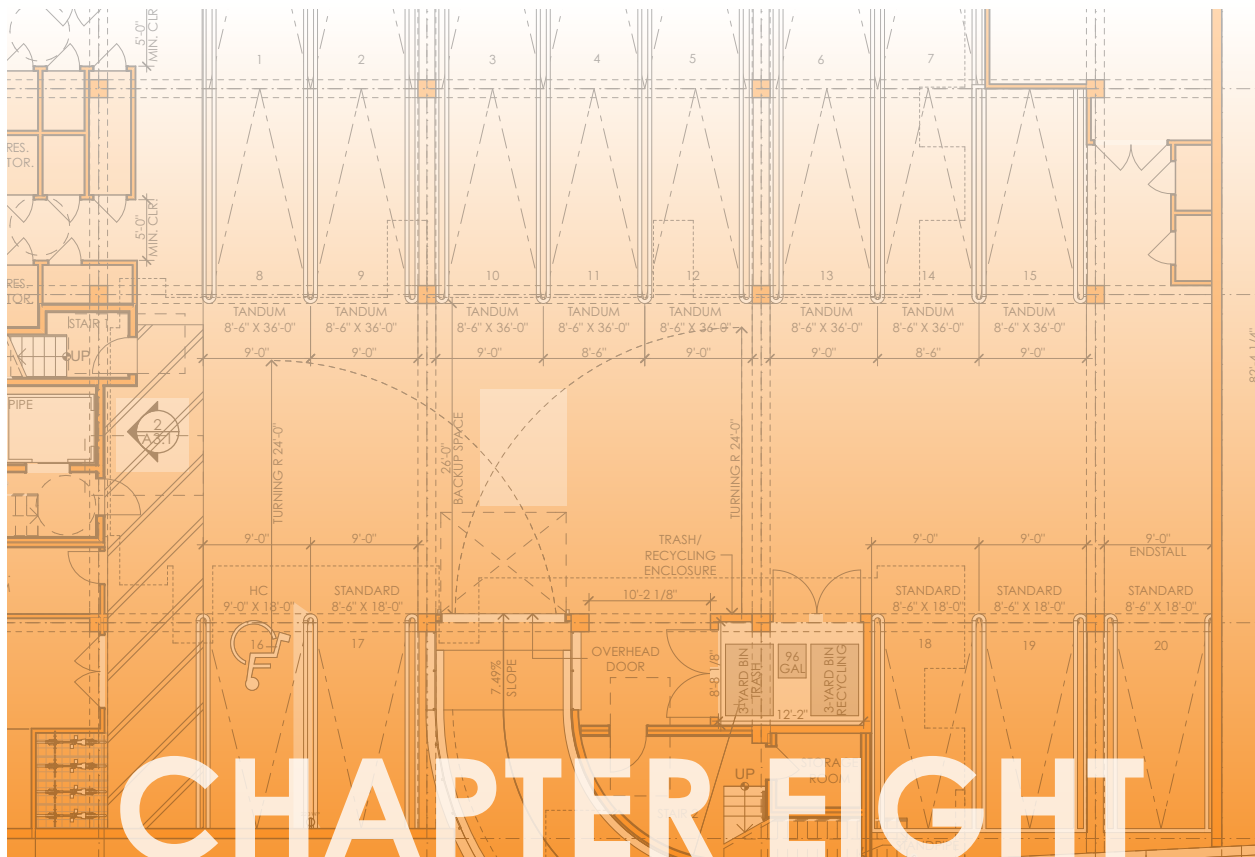
Typical Los Angeles Lot Size

Lots come in all shapes and sizes, but most individual lot sizes in Los Angeles vary from 40'-60' wide and 100'-140' deep. Within this range, a 50' lot width is most common.

Assembling lots is always a good idea as parking and unit layout efficiencies improve dramatically as lot width increases. The most common lot assembly is two side by side 50' wide lots (100' total), which provides for very efficient parking configurations versus one 50' wide property.



8. TOC + Parking



8. TOC + Parking

The Driving Factor of TOC Projects



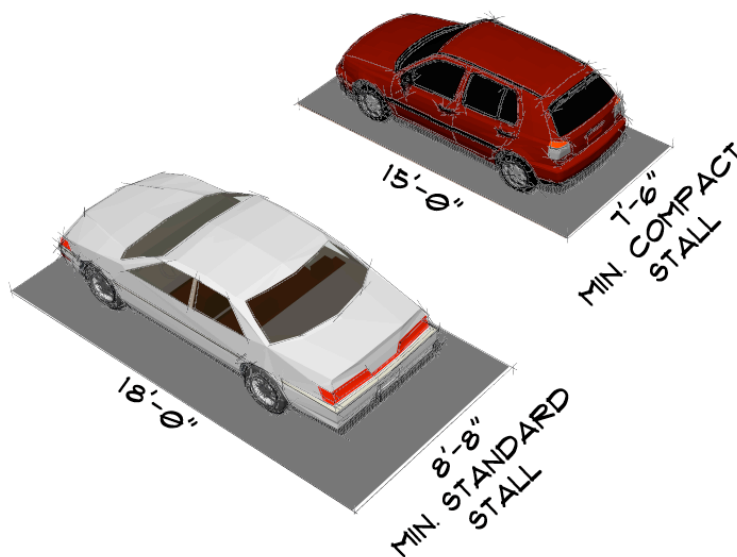
Parking

Aside from being able to fit the required number of parking spots required for the TOC Tier, it is equally important to provide adequate vehicular circulation onto the property and into each parking spot. Not only is it important to provide the required parking stall sizes for a compact and standard parking stall, but it is also necessary to provide the required backup aisle width to allow access in and out of each spot.

While there are many ways to design an adequate parking layout for almost any lot, there are certain factors regarding a lot's width and depth that affect the number of possibilities available to provide the required number of parking spots to meet the desired or allowable unit count.

Minimum Parking Stall Sizes (Los Angeles)

Compact Stalls		Standard Stalls	
Stall Width	Stall Depth	Stall Width	Stall Depth
7'-6" min.	15'-0" min.	8'-8" min.	18'-0" min.



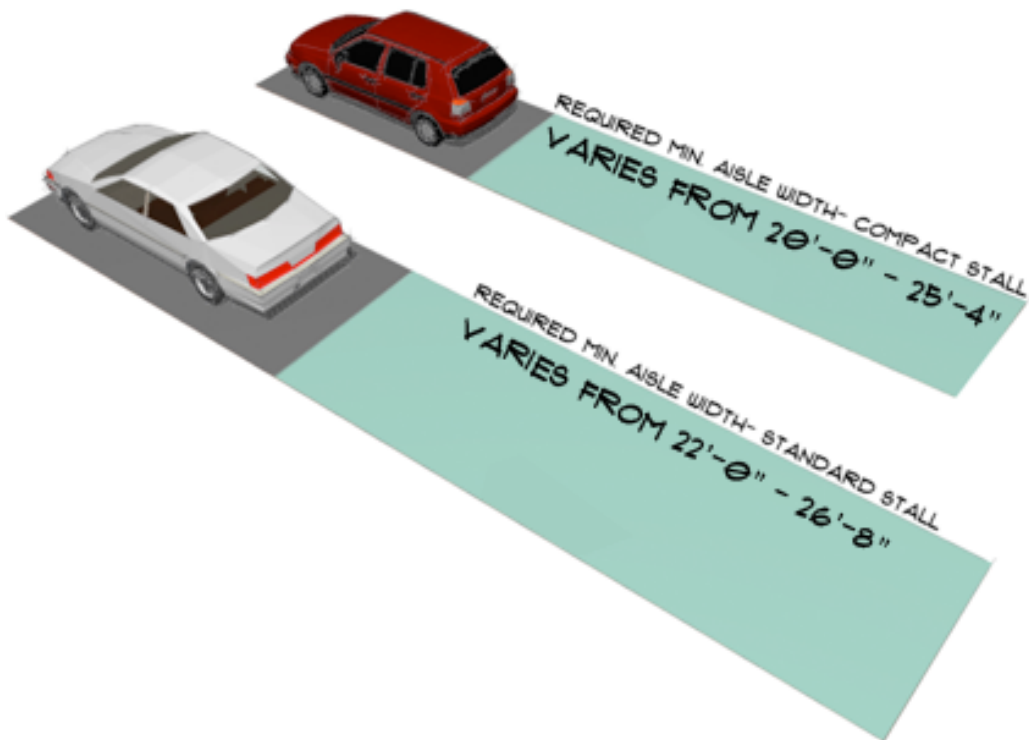
8. TOC + Parking

The Driving Factor of TOC Projects



Parking Backup Aisle Width Requirements

Compact Stalls		Standard Stalls	
Stall Width	Aisle Width	Stall Width	Aisle Width
7'-6" min.	25'-4"	8'-8" min.	26'-8"
7'-10"	24'-0"	9'-0"	25'-4"
8'-2"	22'-8"	9'-4"	24'-0"
8'-4"	22'-0"	9'-6"	23'-4"
8'-6"	21'-4"	9'-8"	22'-8"
8'-8"	20'-8"	9'-10"	22'-0"
8'-10"	20'-0"		



9. TOC Case Studies



9. TOC Case Study #1

A Typical R3 Zoned Property in Los Angeles



6,500 sq. ft. Lot, Zoned R3-1 in TOC Tier 2:

Los Angeles is full of 50 foot wide properties that had limited multi-family development potential until now. For this example, let's take this very common 50' X 130' lot. Without the TOC Tier 2 bonus, this property would only net eight market rate residential units. However, with TOC, the property can yield 15 total units. Most developers in this case would opt for the "Very Low Income" category which requires only two affordable units.



Base Density	Percentage Affordable - Tier 2	TOC Density Bonus	Additional Units	Total Units	Total Affordable
Lot Area (SF)	Extremely Low Income		<i>Rounds up</i>		<i>Rounds up</i>
6,500 sq. ft.	9%	60%	6	15	2
Lot Area/Unit	Very Low Income		<i>Rounds up</i>		<i>Rounds up</i>
800 sq. ft.	12%	60%	6	15	2
Allowable Units	Lower Income		<i>Rounds up</i>		<i>Rounds up</i>
9 units	21%	60%	6	15	4
Calculated Density					
8.13 units	Note: All numbers round up				
Base FAR	TOC FAR Increase	TOC FAR	TOC Parking Calculation	TOC Parking Requirements	
3:1 FAR	45%	4.35:1 FAR	1 space / unit	<i>Rounds up</i>	
19,500 sq. ft.	8,775 sq. ft.	28,275 sq. ft.	15 spaces	15 spaces	

9. TOC Case Study #2

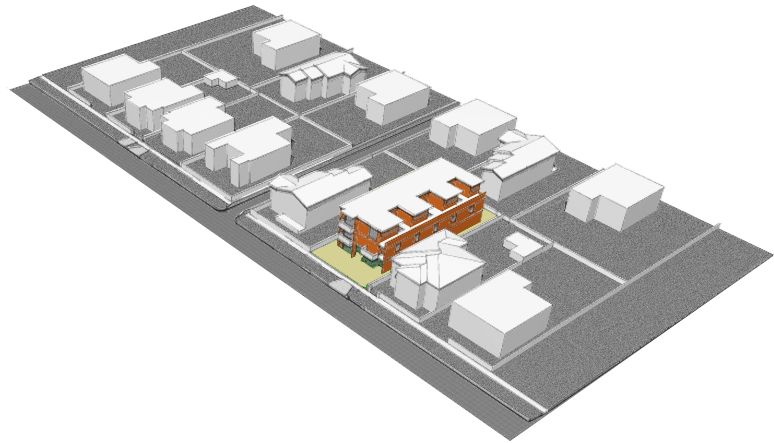
A Typical RD1.5 Zoned Property in Los Angeles



6,500 sq. ft. Lot, Zoned RD1.5 in TOC Tier 2:

Take that same 50' X 130' sized lot in an RD1.5 zone. Without the TOC Tier 2 bonus, you would only net four market rate residential units. With TOC eligibility, this property yields 7 total units with only one "Very Low Income" affordable unit.

The TOC parking incentive is a game changer here, as seven parking spaces can be provided on-grade, with no underground required. Even a four home small lot subdivision on the same lot would require eight parking spaces and a non-TOC 7-unit apartment could require up to 14 spaces.



Base Density	Percentage Affordable - Tier 2	TOC Density Bonus	Additional Units	Total Units	Total Affordable
Lot Area (SF)	Extremely Low Income		<i>Rounds up</i>		<i>Rounds up</i>
6,500 sq. ft.	9%	35%	2	7	1
Lot Area/Unit	Very Low Income		<i>Rounds up</i>		<i>Rounds up</i>
1,500 sq. ft.	12%	35%	2	7	1
Allowable Units	Lower Income		<i>Rounds up</i>		<i>Rounds up</i>
5 units	21%	35%	2	7	2
Calculated Density					
4.33 units	Note: All numbers round up				
Base FAR	TOC FAR Increase	TOC FAR	TOC Parking Calculation	TOC Parking Requirements	
3:1 FAR	45%	4.35:1 FAR	1 space / unit	<i>Rounds up</i>	
19,500 sq. ft.	8,775 sq. ft.	28,275 sq. ft.	7 spaces	7 spaces	

10.Modative + TOC



Modative + TOC

An experienced Los Angeles Design/Build Team



About Modative

Modative was founded by Christian Návar and Derek Leavitt as an architecture firm in 2006. After over 13 years in practice in Los Angeles, we saw the opportunity to bring clarity to the TOC Affordable Housing Incentive Program the same way we started publishing extensive information on the Small Lot Subdivision Ordinance back in 2008.



Through our specialization in Small lot Subdivision Homes, we have learned the in's and out's of designing, permitting and building residential units in the City of Los Angeles. We are now looking to bring that expertise and one-stop-shop approach to TOC Apartments and Condominium projects.

Modative and Modative Build are fully licensed architecture and construction operations with extensive experience designing and building efficient residential projects on infill sites in Los Angeles.



Contact Modative about a TOC project

11. Developing a TOC Project



Developing a TOC Project

See how Modative can help you through the TOC project process



Developing a TOC Project



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The Fine Print



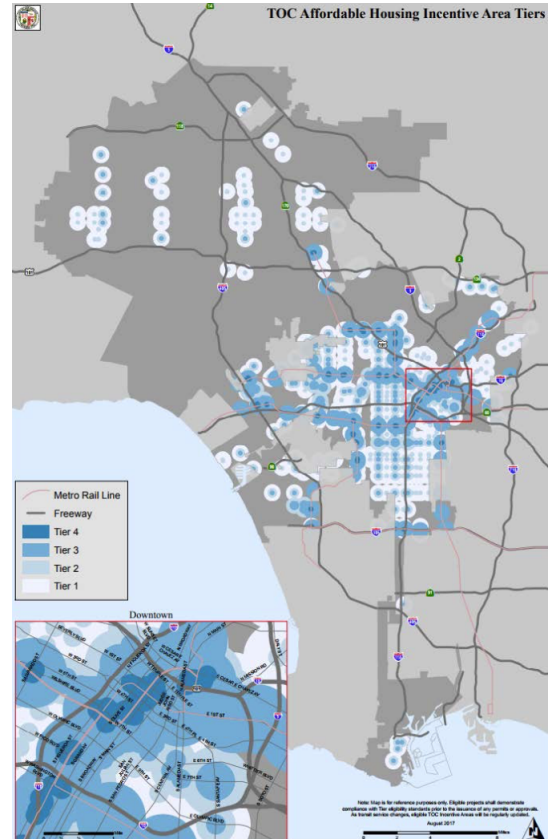
A few notes about TOC locations:

1. For a bus stop to be eligible as a TOC transit stop, it must be the intersection of two lines. An intersection of two bus lines is defined as the midpoint of the street intersection where two or more eligible bus routes meet or cross, and passengers have the direct ability to transfer on foot. This does not include bus routes that travel along the same street.

2. For Tier 4, an intersection between a rail station and an eligible Rapid Bus line is defined as either the rail station entrance(s) or the Rapid Bus stop when the bus stop is within 660 feet of a rail station entrance and can be accessed by foot.

3. Distance is measured from the closest point on any lot to the entrance(s) of a rail transit station (including elevators and stairways), or the middle of the street intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. Please see Appendix A for additional information on how to calculate the 15 minute service interval. In the case of a Tier 4 Major Transit Stop, the distance will be measured from the closest point on any lot to the closer of either the entrance of the rail transit station or the bus stop. If no entrance information is known for a station that is under construction, then the distance will be measured from the center of the platform of the station.

4. Distance is measured from the closest point on any lot to the entrance(s) of a rail transit station (including elevators and stairways), or the middle of the street intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. Please see Appendix A for additional information on how to calculate the 15 minute service interval. In the case of a Tier 4 Major Transit Stop, the distance will be measured from the closest point on any lot to the closer of either the entrance of the rail transit station or the bus stop. If no entrance information is known for a station that is under construction, then the distance will be measured from the center of the platform of the station.



Map from Los Angeles City Planning TOC Guidelines

Affordable Housing Covenant:

Before obtaining a building permit, TOC projects are required to record a covenant with the Department of Housing and Community Investment (HCIDLA), guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, government requirement, mortgage assistance program, or rental subsidy program.

TOC Fees:

A TOC project requesting Additional Incentives is subject to the same Department of City Planning fees as an Application for a Density Bonus including a request for one or more Incentives included in the Menu of Incentives pursuant to LAMC 19.01 O. See Section 19.01 V. for multiple applications.

Replacement Housing Units:

Replacement affordable housing units may also count towards other On-Site Restricted Affordable Units requirements.

No Doubling Up:

Projects that take advantage of the TOC program can not also obtain a Density Bonus through another program such as the State Density Bonus law or any other local program.

Request for Lower Tier:

Projects may choose to provide the percentage of affordable units in a lower Tier and receive the incentives for that Tier.

Additional Public Facilities (PF) Zones Incentive:

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.

Mixed Use Projects:

A mixed-use project may reduce the nonresidential automobile parking requirement for any ground-floor nonresidential per the table below.

Mixed Use Projects: Base Parking

Tier	% Reduction in the Nonresidential Parking Requirement
Tier 1	10%
Tier 2	20%
Tier 3	30%
Tier 4	40%

Credits

The Fine Print



Credits:

a. Much of the content for this Guide comes from the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) published by the City of Los Angeles Planning Department. This guide is based on the latest release of those guidelines on 02.26.18. It is important to verify any of the requirements in this guide with the actual City Guidelines and Los Angeles Municipal Code.

b. Several maps in this Guide come from the TOC Guidelines and from LA City's online zoning portal, ZIMAS.

c. Icons are by the following authors on www.flaticon.com:

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