

Transit Oriented Development (TOD) Legislative Package

A Transit Oriented Development (TOD) legislative package should at a minimum:

- Encourage development around transit station areas through:
 - enhanced densities, reduced parking, streamlining review and approval processes
- Provide funds for infrastructure investment to facilitate access to transit.
 - First-mile-last-mile bicycle and pedestrian infrastructure
 - Car sharing, bike sharing programs, etc.
- Provide funds for new affordable housing
- Protect against displacement of existing residents and preserve affordable housing

Current Law Related to TOD

Infrastructure Finance District Law (1994)

Cities can create an Infrastructure Finance District (IFD) to use Tax Increment Financing within ½ mile of transit station IF 2/3 of voters who reside in the district approve.



SB 1818 (Hollingsworth), 2004:

Density bonuses and parking reductions for projects with affordable housing.



SB 375 (Steinberg), 2008:

Land Use and Transportation Planning for GHG/VMT Reductions.



SB 310 (Hancock), 2011

SB 310 (Hancock), Oct. 2011

Makes significant additions to TOD policy framework.

- Local retention of tax increment similar to redevelopment,
- School share of tax increment off the top
- Revenue and bonds can pay for infrastructure improvements
- Increased height of 3 stories (or more) for developments
- 20% affordable housing OR in-lieu fee equivalent.
- Unbundle parking or in-lieu fee for off-site parking.
- Reimburse permit fees or cost of affordable units
- Transit passes for 10 years,
- On-site bike parking and car sharing or in lieu fee
- On-site open space or an in-lieu fee for local open space
- Prevailing wages for projects over 100 units

AB 485 (Ma)

- Approved in Assembly approval and Senate policy committee.
- Pending in the Senate, on the inactive file until author brings it forward.
- Eliminates Voter Approval Requirement
- Extends term of IFD from 30 years to 40 years
- At least 20% of money from bond to increase or preserve affordable housing.
- Affordable units removed must be replaced.

Other Possible Legislative Provisions to Consider:

- Fallback objective: reduce the voter approval to a majority;
- A % set aside for bike & pedestrian projects
- Administrative approval for market rate projects 25 units or less and affordable projects 50 units or less

Other Possible Legislative Provisions to Consider:

- Reduce parking requirements in IFD zone, e.g., AB 710 (Skinner).
- Displacement & relocation protections that prohibit use of Ellis Act in IFDs.
- Transit passes to occupants or the life of the project.
- Extend term of IFD to 50 years

LA on the Verge

of a transit breakthrough

Move LA, 634 S. Spring St., LA, CA 90014

Denny Zane 310-570-5870

Gloria Ohland 310-310-2390 x 103

