

GOING HOME: Affordable Housing in Transit Oriented Development

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SECTION 1: Background Research

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Introduction

Section I will provide a summary of the current affordable housing need in the City of Los Angeles. It will provide an overview of the City's present Regional Housing Needs Assessment (RHNA) Allocation, as well as the City's Plan to meet its housing obligations. This section will discuss transit-oriented affordable housing, and it will provide an inventory of current affordable housing units that are located near select transit stations on three Metro Rail Lines, which will also be analyzed in later chapters. Finally, Section 1 will identify possible future affordable housing transit-oriented development (TOD) sites along the new Expo Metro Rail Line.

Housing and Affordability in Los Angeles

The City of Los Angeles has a median home price of \$340,000 for a single-family home, and a homeownership rate of only 40%, which is among the lowest in the nation.¹ High housing costs also affect the 60% of the City's population who are renters. The average monthly rent for a 2-bedroom apartment in Los Angeles is \$1,451 per month.² It is no surprise that more than 58% of homeowners and more than 57% of renters spend more than 30% of gross monthly income on housing costs.³ The high cost of housing has a dire effect on those working low-wage jobs. A two-income household of minimum wage workers earning \$8.00 an hour would require each worker to work nearly 70 hours a week to afford the \$1,451 in rent for a 2 bedroom apartment.⁴

The impact of the unaffordable housing crisis may be most evident in the City's homeless population. According to the 2011 Homeless Count, there were 23,539 homeless persons in the City of Los Angeles in January 2011.⁵ Surprisingly, this number is down by 9% from the 2009 homeless count. Of the 23,539 homeless persons counted in January, 45% or 10,562 were sheltered and 55% or 12,977 were unsheltered.⁶ Of the City's homeless population, 35% are reported to have mental illness, 31% have substance abuse problems, 24% are chronically homeless, 21% have disabilities, and 14% are veterans.⁷ Over the last two years, Los Angeles has reduced its homeless population, but

¹ MDA Dataquick Information Systems, DQNews – July 2010

² RealFacts 1st Quarter 2010 reports for Los Angeles 2 bd/1 ba RSO units

³ American Community Survey 5-Year Estimates, 2005-2009

⁴ Southern California Association of Non-Profit Housing (SCANPH), "Out of Reach in 2010"

⁵ Los Angeles Homeless Service Authority 2011 Homeless Count, June 2011

⁶ Los Angeles Homeless Service Authority 2011 Homeless Count, June 2011

⁷ Los Angeles Homeless Service Authority 2011 Homeless Count, June 2011

there remains a critical need in the City for affordable housing and support services for all income levels.

City of Los Angeles General Plan Housing Element 2006-2014

The City of Los Angeles contains a total land area of approximately 469 square miles⁸ and it is divided up into 35 Community Plan Areas. The population is approximately 3.8 million⁹ and the City will continue to gain population over the coming years. This growth will create a greater demand for housing for all segments and income levels of the City's population. The City of Los Angeles General Plan seeks to promote sustainable growth through infill development in areas that are accessible to jobs, services, and public transit. While it is important to equally distribute a variety of new affordable and market rate housing units across the 35 communities that make up the City, there is a strong emphasis that these housing developments are located in strategic areas that are connected to the City with access to transit and services.

*"It is the overall housing goal of the City of Los Angeles to create for all residents a city of livable and sustainable neighborhoods with a range of housing types, sizes, and costs in proximity to jobs, amenities and services. In keeping with decades of federal Housing Acts and the Universal Declaration of Human Rights that declared housing as a human right, the City will work towards assuring that housing is provided to all residents."*¹⁰

Further complicating the City's ability to meet the growing housing needs are the housing crisis and recession that Los Angeles has experienced over the last several years. The housing market bubble, characterized by skyrocketing property values and loose, often predatory lending standards, priced most of the working professionals, median income households, and service sector employees out of market-rate housing in the City. In 2008, the financial crisis burst the housing bubble, and property values have experienced an overall decline ever since. The concurrent recession caused many people to lose their jobs, forced vulnerable homeowners into foreclosure, and stalled the construction of many housing projects. Today, the challenge to meet affordable housing needs in the City of Los Angeles is greater than ever.

While it is critical to provide sufficient housing for all income levels, those with very low- and low-incomes are the most vulnerable groups in the City because they "teeter on the brink of eviction and subsequent homelessness due to unaffordable rents."¹¹ For the extremely low-income and

⁸ U.S. Census (2000 data)

⁹ U.S. Census Bureau, 2009 Population Estimates

¹⁰ City of Los Angeles General Plan – Housing Element 2006-2014 – Executive Summary

¹¹ City of Los Angeles General Plan – Housing Element 2006-2014 – Executive Summary, page 2

homeless population, fulfilling their need for stable housing and necessary services is also especially difficult in challenging economic times.

According to Los Angeles Housing Department (LAHD) data, the covenants for 18,334 affordable housing units will expire over the course of the next five years until May 31, 2016.¹² If these affordability covenants cannot be renewed, there will be an even greater demand to relocate the current households to stable, permanent affordable housing. Further constraining the stock of affordable housing is that construction costs and land prices in the City are significantly higher than in comparable cities. This results in the need for more public subsidies in order to preserve, build and offer housing to all affordable income levels.

To be considered affordable, no more than 30% of total household monthly income can be spent on housing. According to the Housing Needs Assessment of the 2006-2014 Housing Element, there are high rates of housing cost burdens among residents of Los Angeles with 58% of renters and 47% of homeowners spending more than 30% of their income on housing.¹³ Additionally, the City suffers from a low homeownership rate of 40%, which can be attributed to the high cost of housing, land, and construction.

The City identified four main goals in the 2006-2014 Housing Element and defined more than 200 policies and programs to support these four goals:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, sanitary and affordable to people of all income levels, races, ages, and suitable for their various needs.

Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.

Goal 4: A City committed to ending and preventing homelessness.

City of Los Angeles 2006-2014 Housing Element Regional Housing Needs Assessment (RHNA) Allocation

The Department of Housing and Community Development allocated 699,368 new housing units to the six-county region covered by the Southern California Association of Governments (SCAG) Council of Governments (COG) for the 2006-2014 Housing Element period. Of this total, 112,876 units (approximately 16.1%) were assigned to the City of Los Angeles.¹⁴

The RHNA Income Level Categories are defined as:

¹² www.LAHD.lacity.org

¹³ City of Los Angeles General Plan – Housing Element 2006-2014 – Executive Summary, page 9

¹⁴ City of Los Angeles General Plan – Housing Element 2006-2014

Extremely Low-Income is $\leq 30\%$ of Area Median Income (AMI)

Very Low-Income is between 31-50% of AMI

Low-Income is between 51-80% of AMI

Moderate Income is between 81-120% of AMI

Above Moderate Income is greater than 120% of AMI

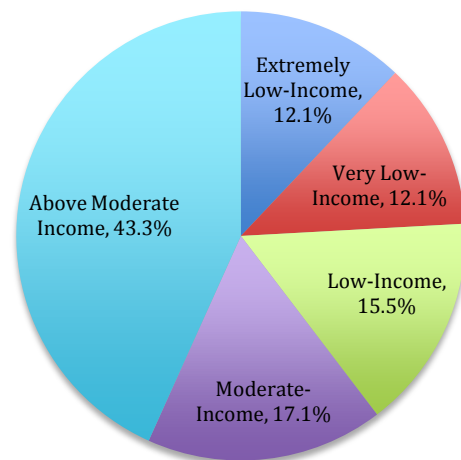
Table 1 and Figure 1 specify the City’s Regional Housing Needs Assessment (RHNA) Allocation for the 2006-2014 Housing Element.¹⁵

Table 1:

2006-2014 RHNA Allocation for Los Angeles

Income Level	RHNA Allocation of New Units
Extremely Low-Income ($\leq 30\%$ of AMI)	13,619
Very Low-Income (31-50% of AMI)	13,619
Low-Income (51-80% of AMI)	17,495
Moderate-Income (81-120% of AMI)	19,304
Above Moderate Income ($> 120\%$ of AMI)	48,839
Total	112,876

Figure 1: 2006-2014 RHNA Allocation

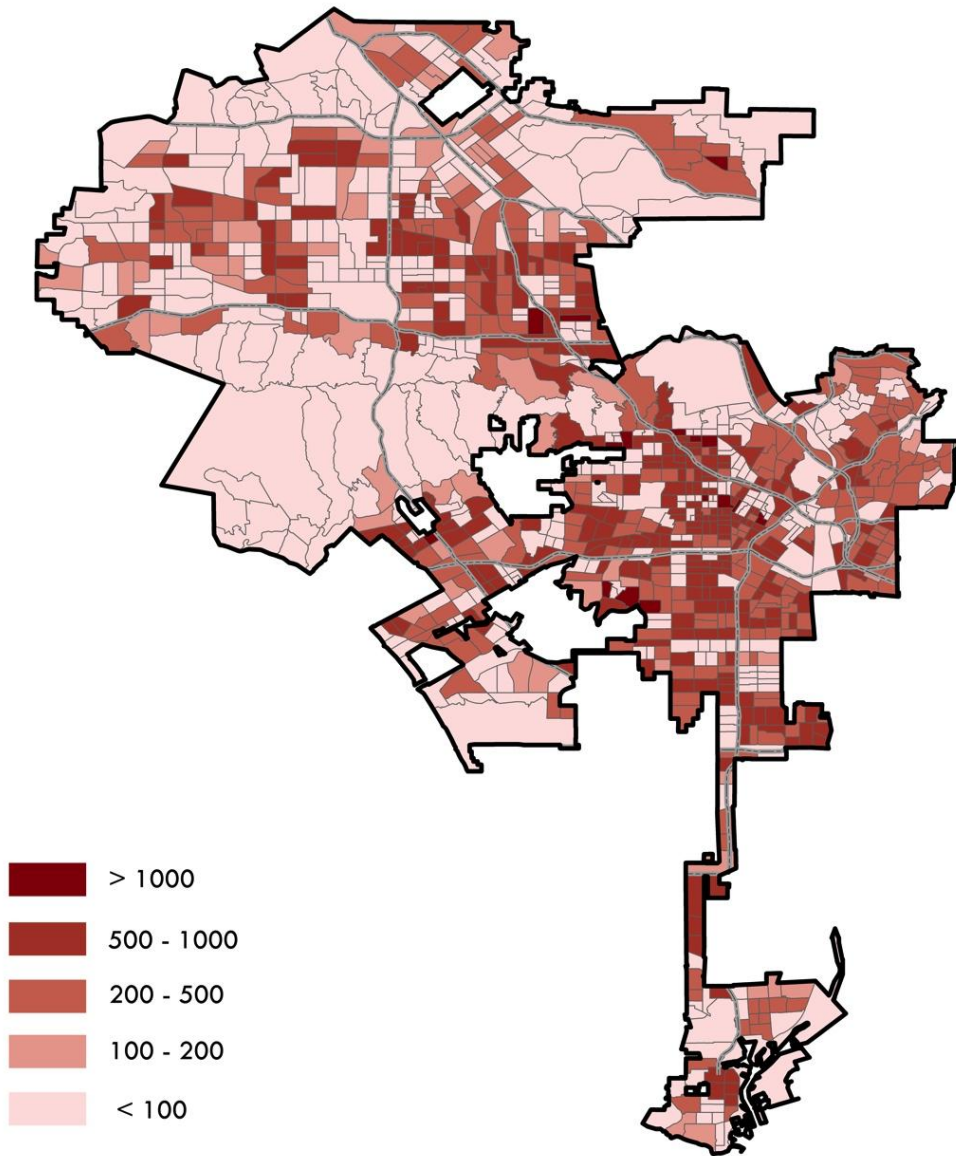


The Greater Affordable Housing Needs in the City of Los Angeles Based on American Community Survey 2005-2009

¹⁵ City of Los Angeles General Plan – Housing Element 2006-2014

Applying the conventional housing affordability standard of housing costs less than 30% of household income, Figure 2 shows the renter-occupied housing affordability in the City of Los Angeles. As shown in the figure, Central L.A., South L.A. and the San Fernando Valley have the greatest share of unaffordable renter-occupied housing units per census tract.

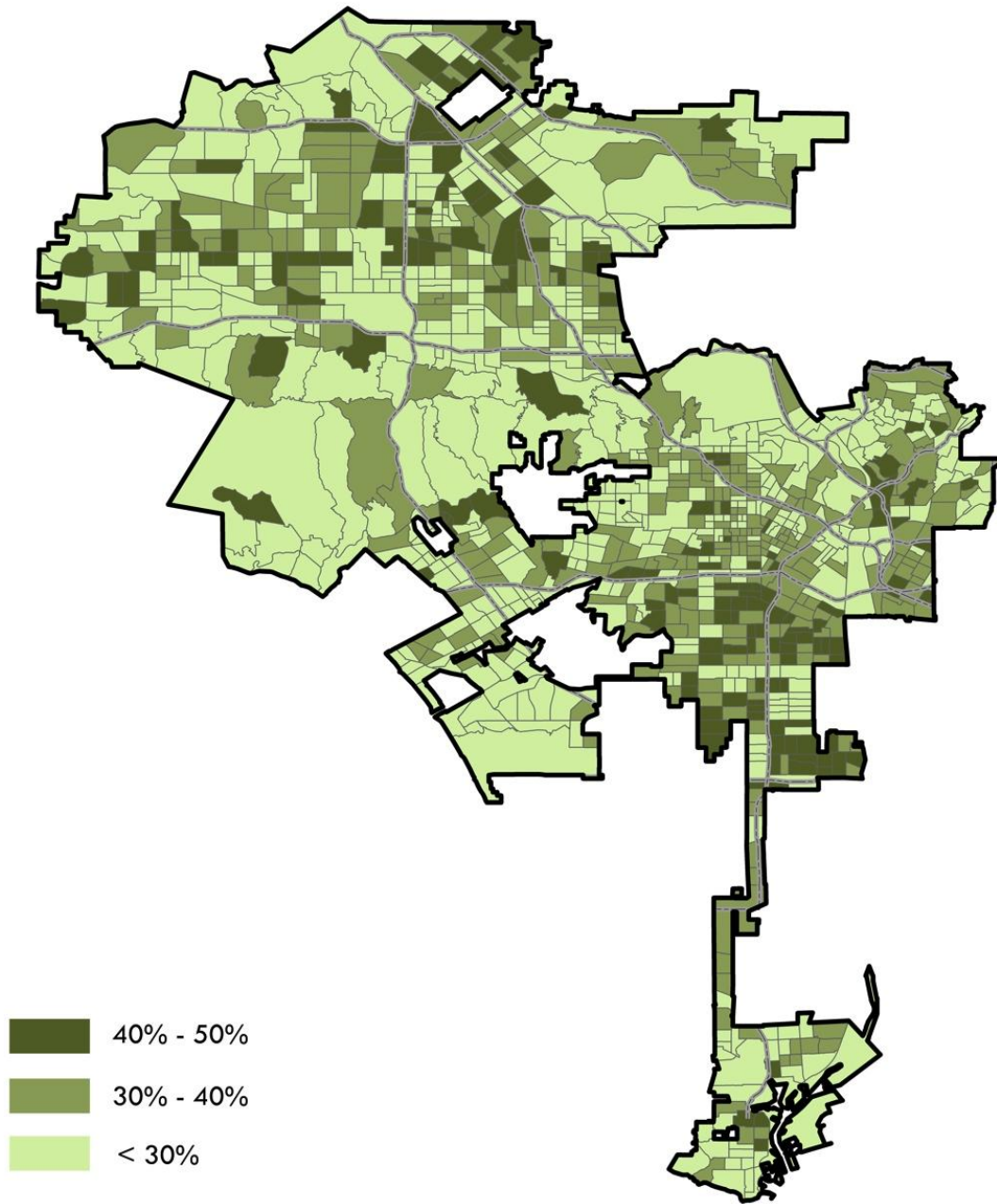
Figure 2: Unaffordable Renter-Occupied Housing Units



American Community Survey 2005-2009

Giving the ratio of median gross rent to household income, Figure 3 highlights the need for more affordable housing in South L.A. and the San Fernando Valley by showing the percentage of household income spent on rent.

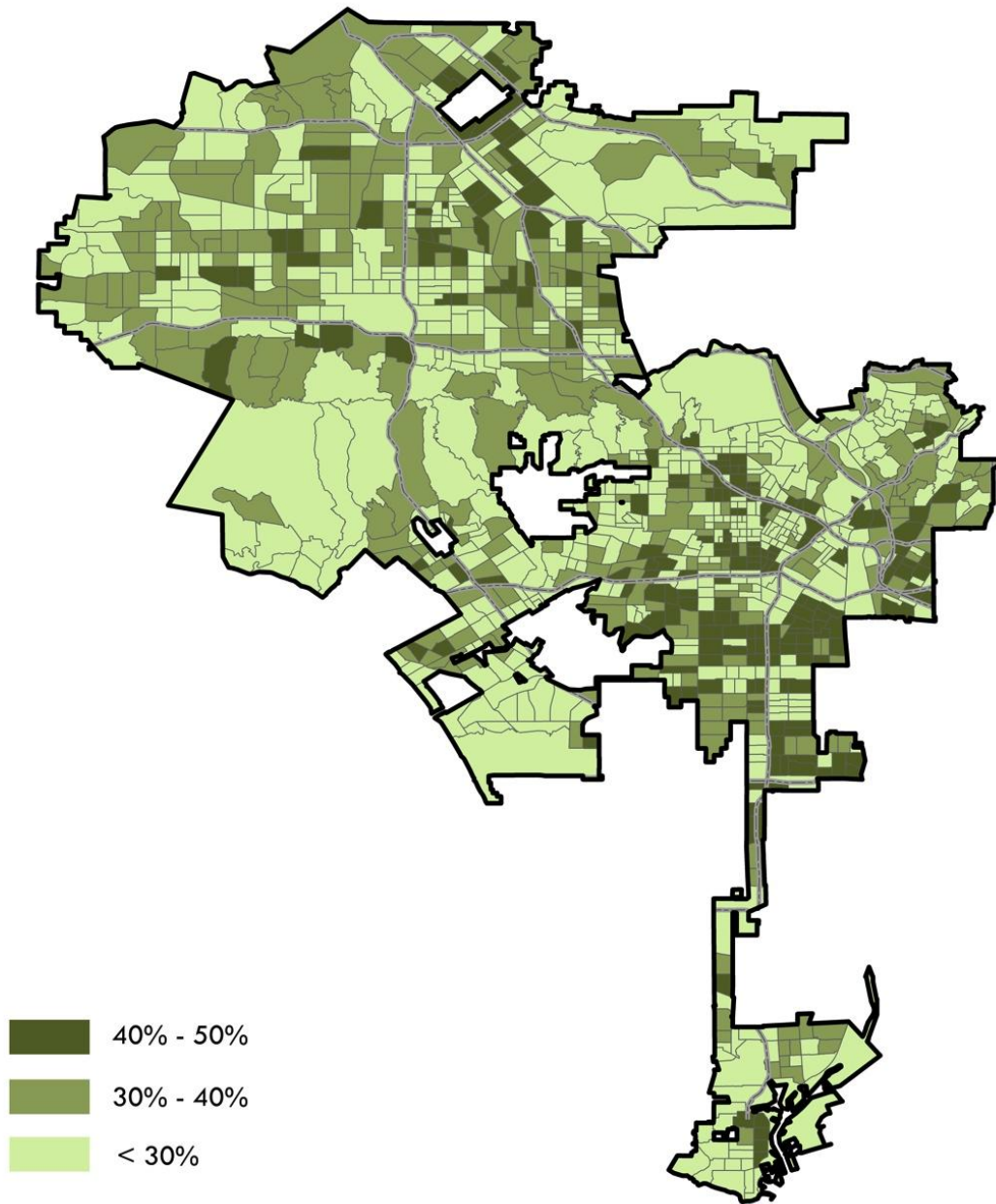
Figure 3: Median Gross Rent As A Percentage of Household Income



American Community Survey 2005-2009

Showing the median costs for owner-occupied housing with mortgage as a percentage of household income, Figure 4 illustrates the high housing expenditures in the San Fernando Valley, Central L.A., South L.A. and the Eastside.

Figure 4: Median Selected Monthly Owner Costs for Housing Units with Mortgage As A Percentage of Household Income



American Community Survey 2005-2009

Inventory of Sites for New Housing Units

The City is required by State Law in its Housing Element to identify sites where the allocated RHNA housing units can be developed. For the 2006-2014 Housing Element, the City identified 21,522 sites that have excess capacity to accommodate a minimum of 382,851 units. A density of more than 30 dwelling units per acre is used to identify potential sites for affordable housing. Of these 21,522 identified sites, 19,949 sites are available for low-or very low-income housing, which would allow for a total possible capacity of 362,291 low-or very low-income units.¹⁶

Table 2 on the following page contains a summary of the number of sites per Community Plan Area that were identified in the 2006-2014 Housing Element:

¹⁶ City of Los Angeles General Plan – Housing Element 2006-2014, Ch. 3, Section A

Table 2:**Project Sites Per Community Plan Area**

Community Plan Area	Sites	Net Units	Acres
Arleta-Pacoima	96	1,388	89.83
Bel Air-Beverly Crest	22	135	71.89
Boyle Heights	587	5,799	
Brentwood	31	439	96.25
Canoga Park	351	30,196	699.53
Central City	474	25,189	129.78
Central City North	82	4,457	34.25
Chatsworth	112	5,608	259.86
Encino-Tarzana	129	1,692	200.52
Granada Hills	34	492	67.82
Harbor Gateway	56	682	25.71
Hollywood	2,184	42,113	829.59
Mission Hills	375	9,388	362.85
North Hollywood	1,303	18,988	445.32
Northeast Los Angeles	263	2,419	195.05
Northridge	185	2,927	164.68
Palms-Mar Vista	669	12,652	213.04
Reseda	236	5,673	189.02
San Pedro	123	3,739	77.76
Sherman Oaks	386	4,306	169.67
Silverlake-Echo Park	431	3,970	124.44
South Los Angeles	1,536	14,542	353.82
Southeast Los Angeles	1,374	12,046	295.65
Sun Valley	321	5,748	220.71
Sunland-Tujunga	46	538	90.48
Sylmar	125	2,113	159.86
Van Nuys	640	11,397	441.57
Venice	107	1,444	32.98
West Adams	1,590	21,015	511.34
West Los Angeles	500	12,741	185.13
Westchester	488	11,670	212.42
Westlake	935	16,738	235.55
Westwood	121	1,353	31.13
Wilmington	6	86	10.53
Wilshire	5,605	89,168	1,254.70
Total	21,523	382,851	8,668.58

Based on construction trends observed in 2005-2006, the City estimated that about 3.4% of the total 382,851 units, or approximately 13,100 units, would be developed each year. The Framework Element of the City's General Plan states that the City's anticipated growth will be high-

density, mixed-use, and located within ¼ mile of major transit stops, including the metro-rail stations. The 21,523 identified sites are located in high-density areas with access to transit that are designed for this anticipated growth.

Looking Back to Plan Ahead

A significant chapter in the City's 2006-2014 is a review of the 1998-2005 Housing Element. For the 1998-2005 Housing Element, the City was assigned a RHNA allocation of 60,280 new housing units, almost half of what it has been assigned in the current Housing Element. From 1998-2005, there were 50,548 housing units built, and the City fulfilled 84% of its RHNA allocation. However, the overwhelming majority of these newly constructed units were above moderate income (market rate). Table 3 below indicates the number of new housing units by income categories that were built during this period.

Table 3:

**New Housing Units built 1998-2005 by
Income Category**

Income Level	RHNA Goal	
Very Low-Income (< 50% AMI)	17,990	5,922
Low-Income (51-80% AMI)	10,416	5,146
Moderate-Income (81-120% AMI)	11,314	606
Above Moderate Income (> 120% AMI)	20,560	38,874
Total	60,280	50,548

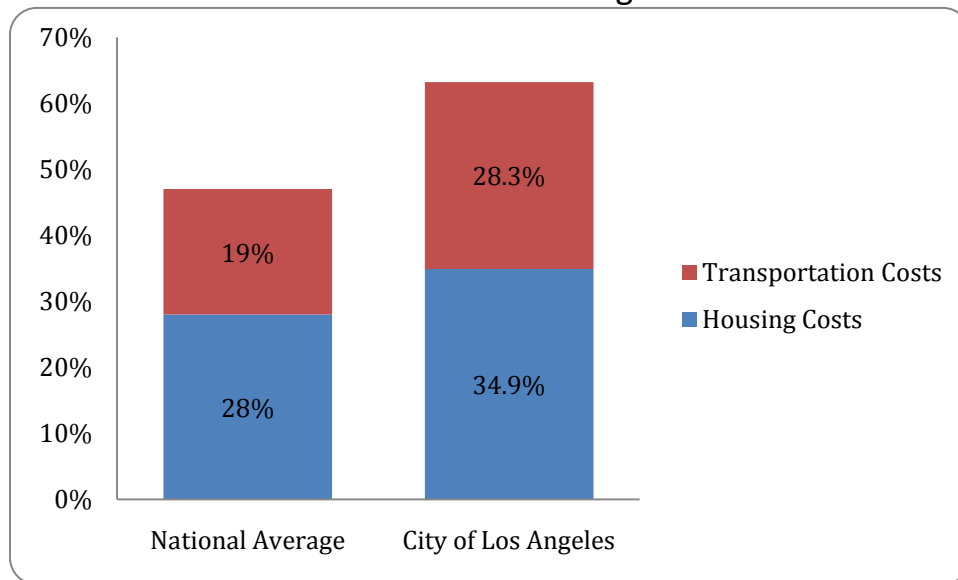
Development in the City fell short of meeting any of the RHNA goals for very low-, low- or moderate-income housing units. With an aggressive RHNA allocation for 2006-2014 that is nearly double (112,876 total units) the 1998-2005 allocation (60,280), the City will see significant challenges in meeting its affordable housing goals.

Transit Oriented Development (TOD) and the Affordable Housing Goals for Los Angeles

Transit-oriented development (TOD) is a key tool to improving and increasing affordable housing. Los Angeles is notorious for its high housing and transportation costs, with households paying about 63% of median income on transportation and housing while the national combined

average cost is only 47% of household income.¹⁷ As shown in figure 5, high transportation costs have contributed greatly to the high average costs in City of Los Angeles compared to the national average, making it important to consider transportation costs when promoting affordable housing. Transit-rich districts in the City offer much lower transportation costs, thereby lowering the housing and transportation index (H+T Index). The average H+T Index in Koreatown, a Los Angeles community with very high employment and housing density, various housing types and a rich transit network, is just 31%.¹⁸

Figure 5: Housing and Transportation Costs in Los Angeles Versus National Average



Center for Transit-Oriented Development, 2010

By creating a walkable, location efficient neighborhood through transit-oriented development, H+T Index could be drastically reduced by cutting transportation cost. A study by American Public Transportation Association in 2009 found that households using transit could save an average of \$10,000 in Los Angeles.¹⁹ A key component of reducing transportation costs is lessening auto dependence, and the best means to achieve that is by transit-oriented development.

The demand for transit-oriented development in Los Angeles is strong and continues to grow. Nearly two-thirds of the demand is likely to come from households earning less than the City's median income. According to the forecast by Center of Transit-Oriented Development (CTOD), the high demand for transit-oriented district will still come from low-income households earning less than the

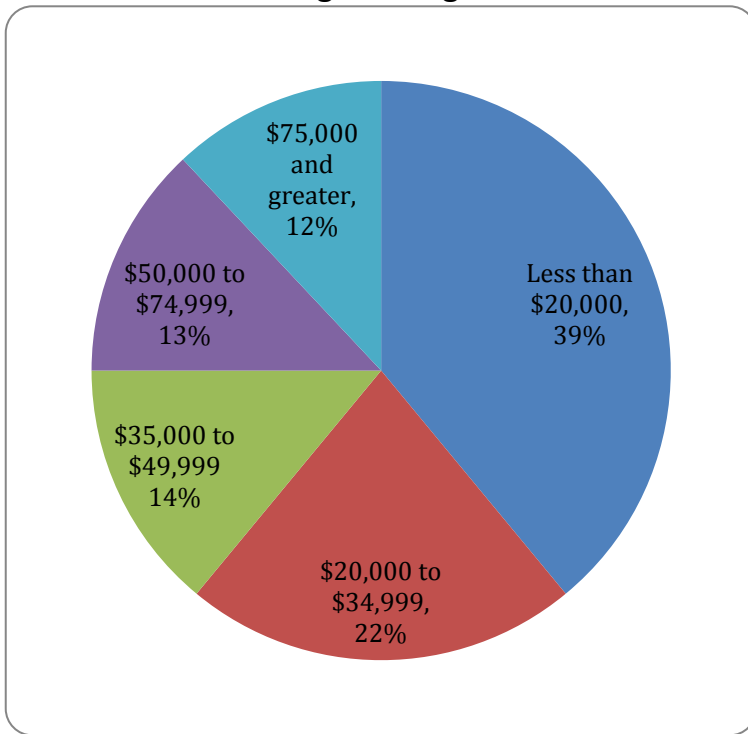
¹⁷ Center for Transit-Oriented Development. (March 2008). *The Affordability Index Toolbox: A New Tool For Measuring The True Affordability Of Housing Choices, And Other Tools To Promote Affordability*. Los Angeles.

¹⁸ Center for Transit-Oriented Development. (February 2010). *Transit-Oriented Districts in Los Angeles: A City Wide Toolkit for Achieving Regional Goals*. Los Angeles.

¹⁹ American Public Transportation Association (APTA). (December 2009). *The Transit Saving Report*.

city's median income (about \$36,000 in 2000). This demand makes it more important to ensure equity and a wide array of housing types to promote affordability.²⁰ As Los Angeles expands and improves its transit network, transit-oriented developments will offer the greatest opportunity to develop affordable housing in new transit centers where density increase and commercial activity grows. Transit-oriented developments will also greatly increase affordability benchmarks by offering significant transportation cost savings.

Figure 6: Income Distribution for 2030 TOD Demand
Los Angeles Region



Center for Transit-Oriented Development, 2007







Because the H+T index of Los Angeles is higher than the national average – a consequence of an overdependence on automobile and freeway travel – TOD is an efficient measure to reduce both transportation costs, and subsequently, the H+T index. TOD demand is high among low-income, transit dependent households. This emphasizes the importance of equity through the development of TOD housing units that are affordable, and through their place-based design, help to lower household transportation costs. Additionally, affordable TOD housing links the core riders to transit service, thereby increasing transit ridership.

Existing TOD Affordable Housing Units

²⁰ Center for Transit-Oriented Development

Data provided by LAHD indicate a total of 18,334 preservation affordable housing units in the City of Los Angeles that are at-risk of expiring within the next five years. The inventory of all preservation affordable housing units was geocoded and mapped in ArcGIS to determine proximity of housing units to the transit stations of the Metro Rail and the Metro Orange lines. Table 4 indicates the number of preservation units that currently exist within ¼ mile and ½ mile of the transit stations on these lines. A total of 1,573 preservation units (8.5%) are located within ¼ mile of these transit stations, and a total of 7,327 units (almost 40%) are located within ½ mile of these transit stations.

Table 4:**Preservation TOD Units**

Metro Line		TOTAL Units within 1/4 Mile	% of Total within 1/4 Mile	TOTAL Units within 1/2 Mile	% of Total within 1/2 Mile
	GOLD	401	25%	956	13%
	RED & PURPLE	950	60%	4,020	55%
	BLUE	7	0%	796	11%
	GREEN	0	0%	91	1%
	EXPO	176	11%	1,048	14%
	ORANGE	39	2%	416	6%
TOTAL		1,573		7,327	

Data provided by LAHD indicate a total of 724,107 rent-stabilized housing units in the City of Los Angeles. The inventory of all rent-stabilized housing units was geocoded and mapped in ArcGIS to determine proximity of housing units to the transit stations of the Metro Rail and the Metro Orange lines. Table 5 indicates the number of rent-stabilized units that currently exist within ¼ mile and ½ mile of the transit stations on these lines. A total of 45,838 units (6.3%) of units are located within ¼ mile of a transit station. A total of 202,491 units (28%) are located within ½ mile of a transit station.

Table 5:**Rent Stabilized TOD Units**







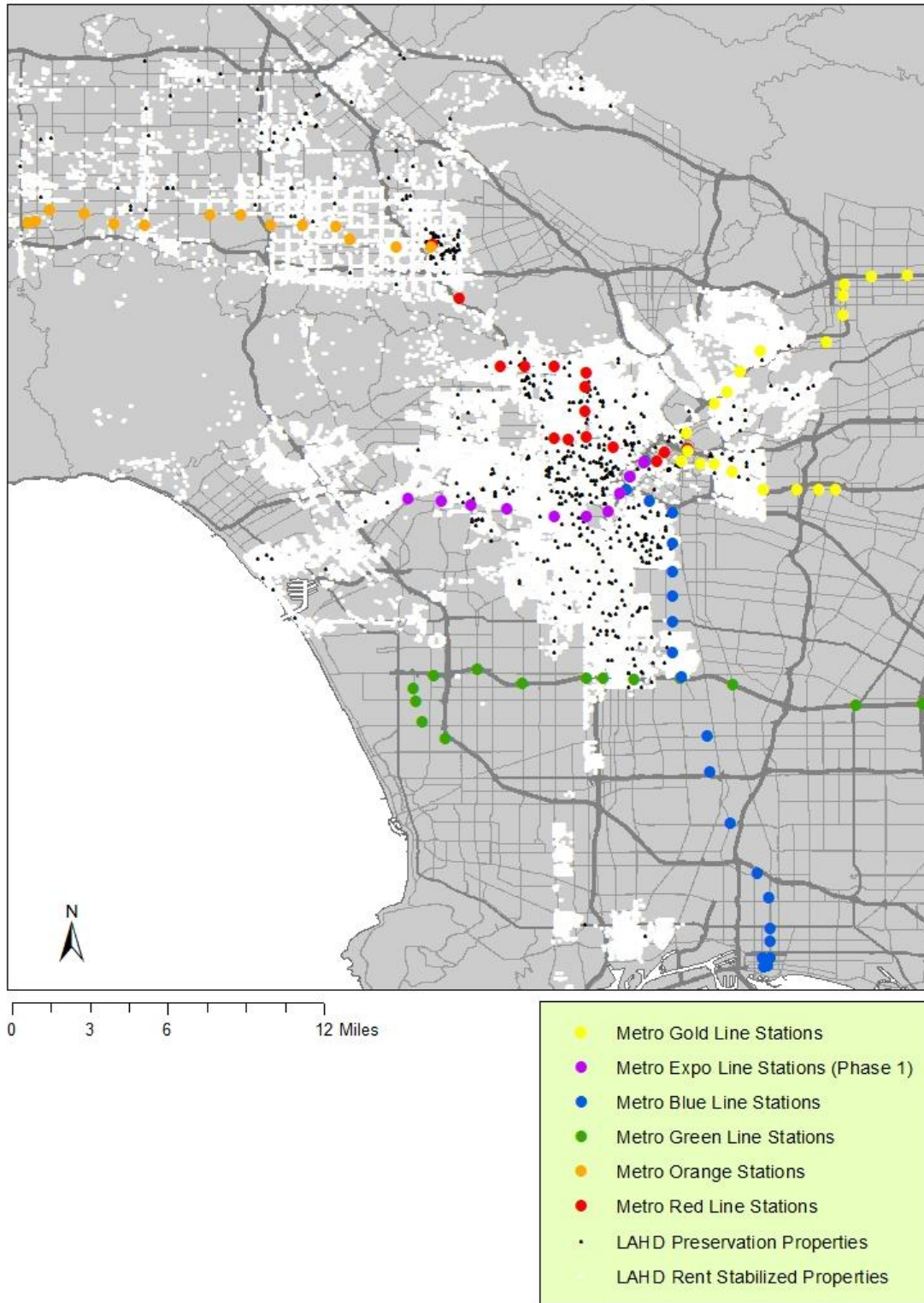
Metro Line		TOTAL Units within 1/4 Mile	% of Total within 1/4 Mile	TOTAL Units within 1/2 Mile	% of Total within 1/2 Mile
	GOLD	5,372	12%	19,467	10%
	RED & PURPLE	24,630	54%	116,346	57%
	BLUE	3,066	7%	15,164	7%
	GREEN	898	2%	3,489	2%
	EXPO	4,777	10%	23,085	11%
	ORANGE	7,095	15%	24,940	12%
TOTAL		45,838		202,491	

Figure 7: Metro Line Stations and LAHD Rent Stabilized and Preservation Units



ArcGIS

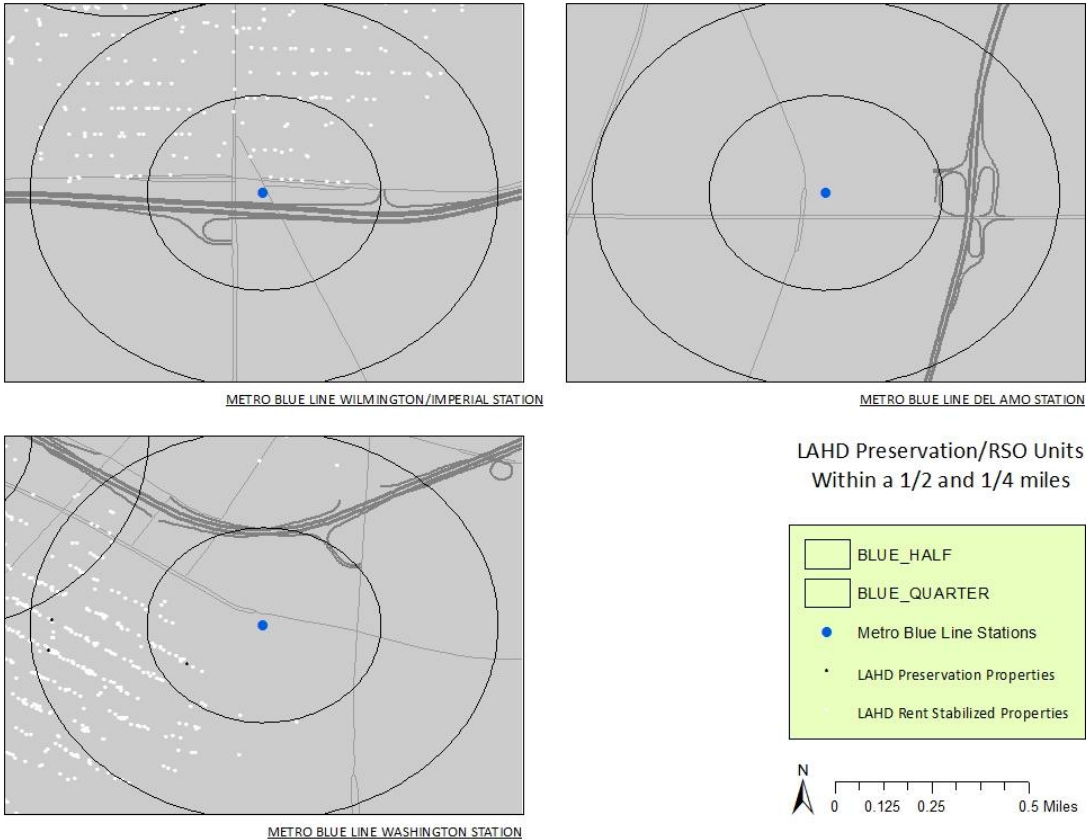
White Dots Indicate Rent Stabilized Properties

Detailed station analyses of TOD Preservation and RSO units were completed on 9 select stations of the Blue, Gold, and Expo Metro Rail Lines. These stations will be discussed and analyzed in greater detail in later sections of this report. The preliminary analysis in Table 6 demonstrates the variation between stations and lines in the amount of TOD RSO and Preservation housing units that currently exist.

Table 6:**Station-Specific Preservation & Rent Stabilized TOD Units**

		Within 1/4 Mile		Within 1/2 Mile	
		Preservation Units	RSO Units	Preservation Units	RSO Units
Blue Line	Metro Line				
	Imperial/Washington	0	85	0	467
	Del Amo	0	0	0	0
Gold Line	Washington	0	60	8	743
	Highland Park	0	897	1	3,546
	Lincoln/Cypress Park	0	431	0	1,565
Expo Line	Maravilla	0	0	0	0
	Expo/Vermont	155	582	201	2,446
	Expo/Crenshaw	0	360	0	1,372
	La Cienega/Jefferson	0	309	0	1,125

Figure 8: Blue Line Preservation & RSO Units (within ¼ and ½ mile)

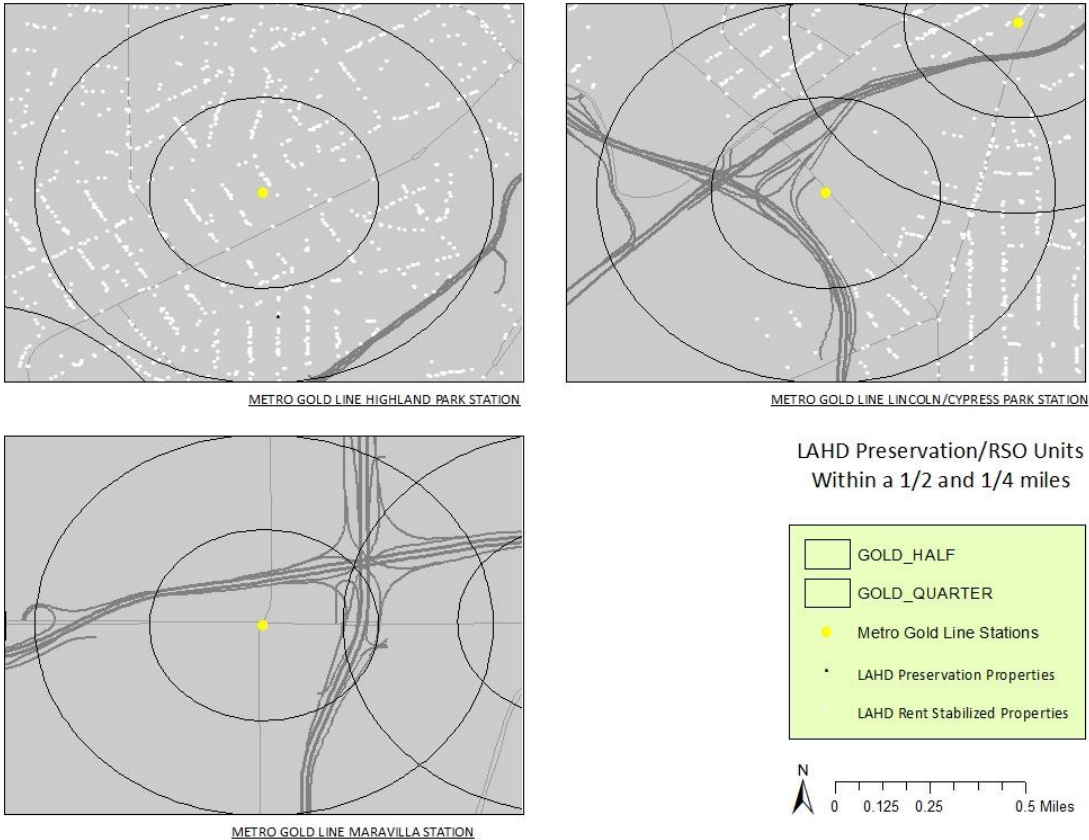


ArcGIS

White Dots Indicate Rent Stabilized Properties

		Within 1/4 Mile		Within 1/2 Mile	
		Preservation Units	RSO Units	Preservation Units	RSO Units
Blue Line	Metro Line Imperial/Washington	0	85	0	467
	Del Amo	0	0	0	0
	Washington	0	60	8	743

Figure 9: Gold Line Preservation & RSO Units (within ¼ and ½ mile)

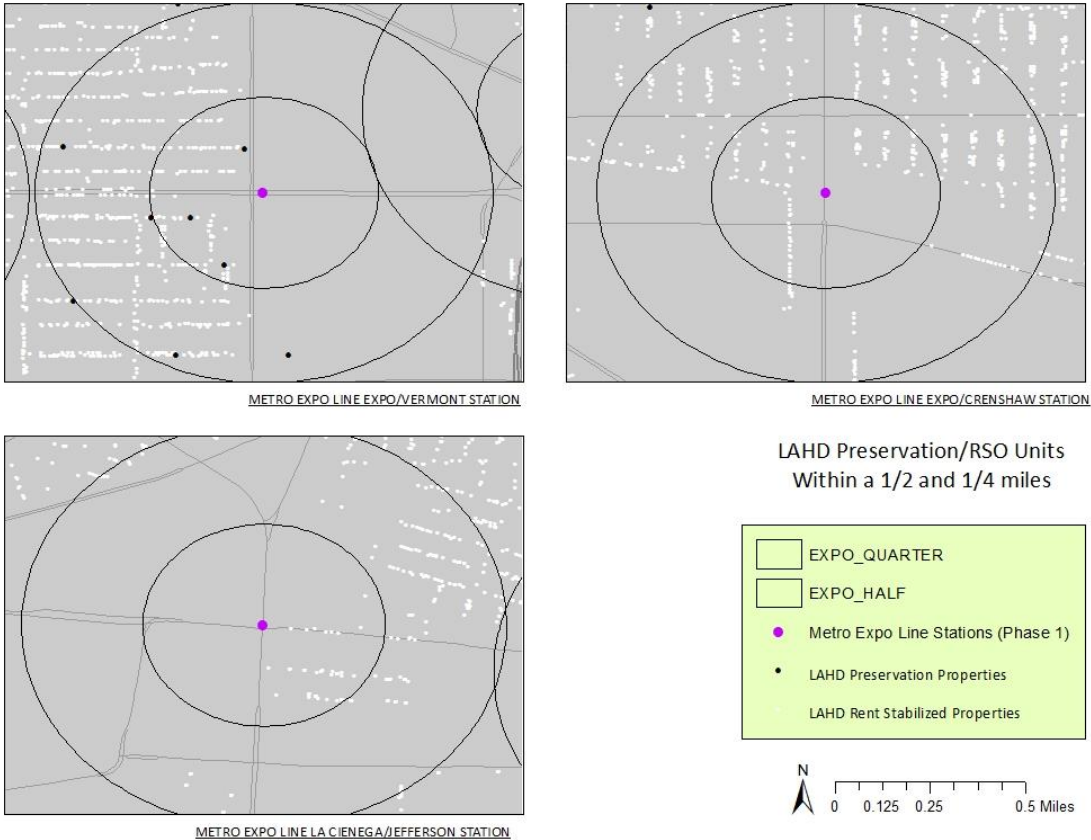


ArcGIS

White Dots Indicate Rent Stabilized Properties

		Within 1/4 Mile		Within 1/2 Mile	
		Preservation Units	RSO Units	Preservation Units	RSO Units
Gold Line	Metro Line				
	Highland Park	0	897	1	3,546
	Lincoln/Cypress Park	0	431	0	
	Maravilla	0	0	0	0

Figure 10: Expo Line Preservation & RSO Units (within ¼ and ½ mile)



ArcGIS

White Dots Indicate Rent Stabilized Properties

		Within 1/4 Mile		Within 1/2 Mile	
		Preservation Units	RSO Units	Preservation Units	RSO Units
Expo Line	Metro Line				
	Expo/Vermont	155	582	201	2,446
	Expo/Crenshaw	0	360	0	1,372
	La Cienega/Jefferson	0	309	0	1,125

Rehabilitation and Preservation/Conservation

In addition to the City’s RHNA Allocation for new units, and the Housing Department’s goals of preservation, the 2006-2014 Housing Element also sets forth ambitious goals for the rehabilitation of over 650,000 units ranging from extremely low- to above moderate-income level housing units. The City also has a goal of conserving/preserving over 20,000 units with the greatest proportion being extremely low-income units.²¹

Table 7:

Rehabilitation & Preservation/Conservation Goals

Income Level	Preservation / Conservation	Rehabilitation
Extremely Low-Income	17,477	4,722
Very Low-Income	1,790	2,964
Low-Income	6,404	7,605
Moderate-Income	750	413
Above Moderate Income	250	634,690
Total	26,671	650,394

Preservation of Existing Transit-Oriented Affordable Housing

As the public transit system, particularly fixed rail transit, expands throughout metropolitan Los Angeles, more and more regions of the City have improved mobility and access to services. It is important to ensure that existing affordable housing stock around these transit investments are maintained. These areas contain a large portion of rent stabilized and affordable housing units. These areas contain a large portion of rent stabilized and affordable housing units that have retained their affordability due to limited private-market investment and redevelopment pressures.

The expansion of transit can also be seen as a community investment, which can affect property values adjacent to stations. While there are benefits to expanding access to the region’s transit network, such as increased mobility, less auto-dependence, and more sustainable lifestyles, there are also negative externalities. With regards to housing, the negative externality is price. Increasing property values around transit stations may price out many existing long-term low- to moderate-income residents, thus decreasing the supply of affordable housing in the region.

One major concern of affordable housing developers and advocates is the future loss of this existing affordable housing inventory. Factors ranging from market incentives, potential profit and the appeal of transit oriented luxury developments can have a debilitating effect on affordable housing stock. Preserving the existing affordable housing stock near new transit by preventing the

²¹ City of Los Angeles General Plan – Housing Element 2006-2014

conversion or elimination of these units is as important as the development of new affordable housing units.

Transit-oriented development is the desirable method for both affordable and market-rate housing projects, because communities are incentivizing sustainable development and encouraging less dependence on personal automobiles.

Preserving affordable housing near transit:²²

- Improves access to jobs, education, services, and healthcare for low-income and special needs households
- Avoids displacement of low- and moderate-income families in areas where new transit access brings rising property values
- Provides elderly or special needs “transit-dependent” populations with the ability to meet their needs, live independently and maintain a high quality of life
- Provides alternatives to suburban sprawl and reduces transportation costs, traffic congestion, air pollution and greenhouse gas emissions

If this housing is not preserved, it will likely be lost as property owners evaluate the financial incentives of selling, converting, or developing the affordable units into market-rate or luxury housing. Strategies identified for communities to combat the loss affordable units include:²³

- Prevent market-rate conversion in neighborhoods with rising property values
- Prevent the loss of stock due to physical distress, where transit investments create new opportunities for recapitalization and/or ownership change
- Target unsubsidized stock at risk of losing affordability as market rents rise
- Capitalize on market opportunities to make housing greener and healthier
- Redeploy subsidy resources to preserve affordable units in mixed-income redevelopment settings
- Apply inclusionary zoning incentives to subsidize operations, finance repairs, or increase affordable housing stock

Engaging and collaborating with the Metropolitan Planning Organization (MPO) is a key component to preservation. Given the challenges to securing the limited financial resources for preservation, MPOs become significant partners in regional transportation planning and development. They administer and distribute “critical financial, technical, and political resources” that can support preservation efforts, so it is crucial that affordable housing developers and

²² Enterprise, The National Housing Trust, Reconnecting America: “Preserving Affordable Housing Near Transit” (2010)

²³ Enterprise, The National Housing Trust, Reconnecting America: “Preserving Affordable Housing Near Transit” (2010)

advocates have good working relationships with MPOs.²⁴ Table 8 describes 8 strategies for preserving affordable housing near transit.

Table 8:

Strategies for Preserving Affordable Housing Near Transit

Strategy	Application
Acquire land/buildings close to planned transit prior to price appreciation	Secure affordable housing assets while financing is assembled to ensure long-term affordability
	Safeguard property prior to transit-related increase in value (land-banking)
Target at-risk, affordable properties near planned transit for preservation	Recapitalize properties in physical/financial distress.
	Design exit strategies for long-term owners seeking to divest subsidized housing portfolios
	Develop data systems to identify and track subsidized and unsubsidized preservation targets
Target physically distressed properties in appreciating neighborhoods	Redevelop troubled properties, combining substantial rehabilitation and off-site new construction where possible
Seek opportunities for internal cross-subsidy from market-rate to affordable units	Allow market-rate rents in mixed-income properties to subsidize operations and services
Tap zoning incentives to lower capital cost of affordable units near transit	Utilize incentives such as increased density, reduced parking requirements and other offsets to reduce subsidy required to produce affordable units (when adding units in preservation/redevelopment)
Leverage Tenant Notification Laws, Right of First Refusal and Right to Purchase	Utilize notification period to organize tenants, identify development capacity, and arrange acquisition and permanent financing for preservation purchaser
	Acquire properties at risk of market conversion in gentrifying neighborhoods
Pool smaller properties to access financing	Access tax-exempt bond financing, including 4% LIHTC, for low-cost debt and LIHTC equity
Pursue new funding sources for rehabilitation	Tap available Neighborhood Stabilization Program and Weatherization Assistance Program funds

"Preserving Affordable Housing Near Transit" (2010)

Potential New TOD Sites on the Expo Rail Line

²⁴ Enterprise, The National Housing Trust, Reconnecting America: "Preserving Affordable Housing Near Transit" (2010)

Phase 1 of the Expo Line from Downtown Los Angeles to Culver City is anticipated to begin service in the fall of 2011. The line will serve some of the densest and highest existing transit usage areas in Los Angeles County. Higher than average transit use in the area is attributed to a significant number of households that are autoless and have low incomes.²⁵ By 2020, Phase 1 of Expo is expected to have 43,000 daily boardings, helping to relieve congestion and expand mobility options throughout Los Angeles.

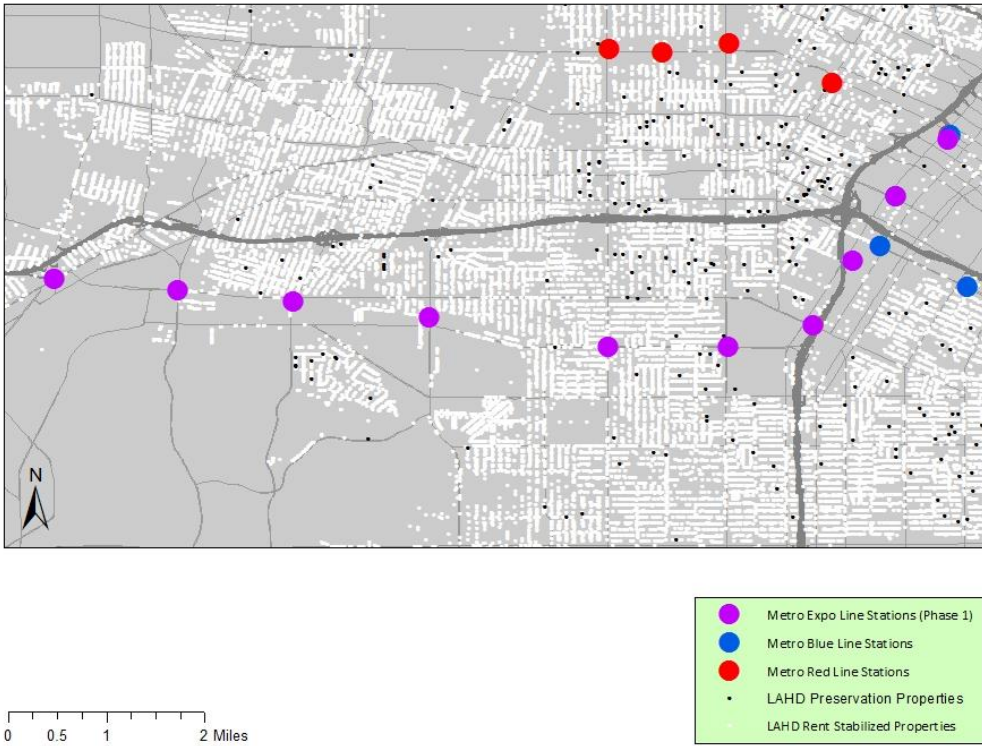
As previously mentioned, it is important to preserve affordable housing that already exists near transit. However, merely preserving stock is not enough to serve the ever-growing demand for affordable housing. Projecting a growing need for affordable housing development near transit, we have identified appropriately zoned sites for multi-family housing within one-quarter mile (1,320 feet) of Expo Line exclusive stations. The Expo Line will include nine new stations within the limits of the City of Los Angeles:

- 23rd Street
- Jefferson/USC
- Expo Park /USC
- Expo/Vermont
- Expo/Western
- Expo/Crenshaw

- Expo/La Brea
- La Cienega/Jefferson

Figure 12: Existing Preservation & RSO Units along Expo Line

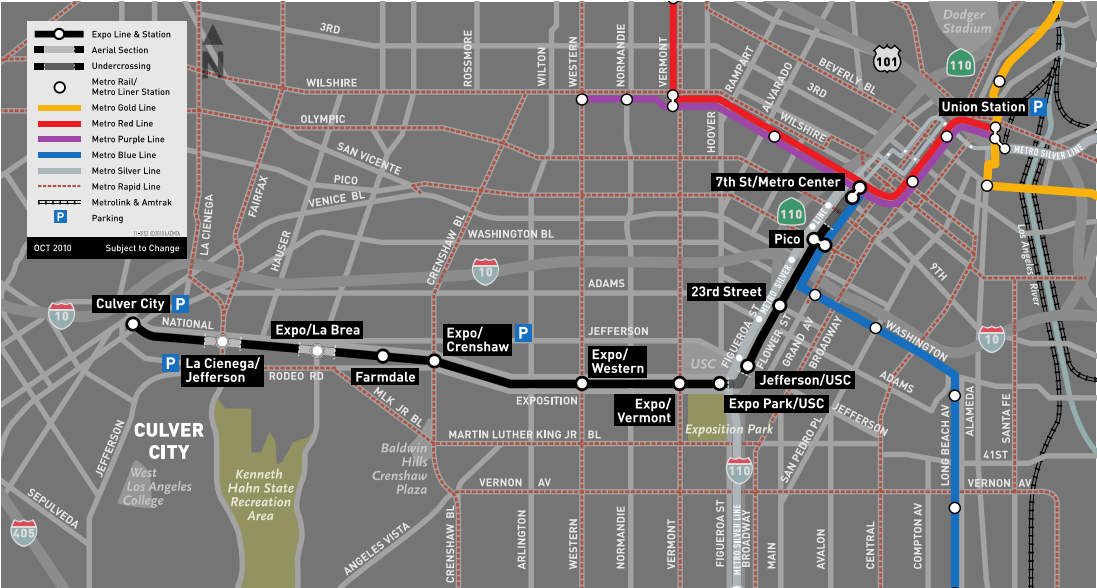
²⁵ EXPO Environmental Impact Report



ArcGIS

White Dots Indicate Rent Stabilized Properties

Metro Rail Expo Corridor, Phase 1 to Culver City



Metro expects that the project will serve multiple service markets including Downtown Los Angeles to USC/Exposition Park, Mid-Corridor serving both Downtown Los Angeles and the Westside, and a Westside service market.²⁶ Land uses adjacent to Expo vary by segment with portions of the line ranging from predominantly single family to light industrial and manufacturing. In the project’s Final Environmental Impact Report (FEIR), Metro categorizes Expo Phase 1 into three segments: Downtown Los Angeles, Mid-Corridor, and the West End. *“Each segment shares common characteristics and local conditions occurring adjacent to the alignment.”*²⁷

In order to determine appropriate sites for the future development of transit-oriented affordable housing around the Expo Line, we pinpointed the locations of the nine stations located within the City of Los Angeles. We then found the zoning information for parcels adjacent to the light rail (LRT) stations. Los Angeles City Planning’s ZIMAS tool was then utilized to create a ¼ mile buffer around transit stops in order to determine sites appropriately zoned for multi-family housing.

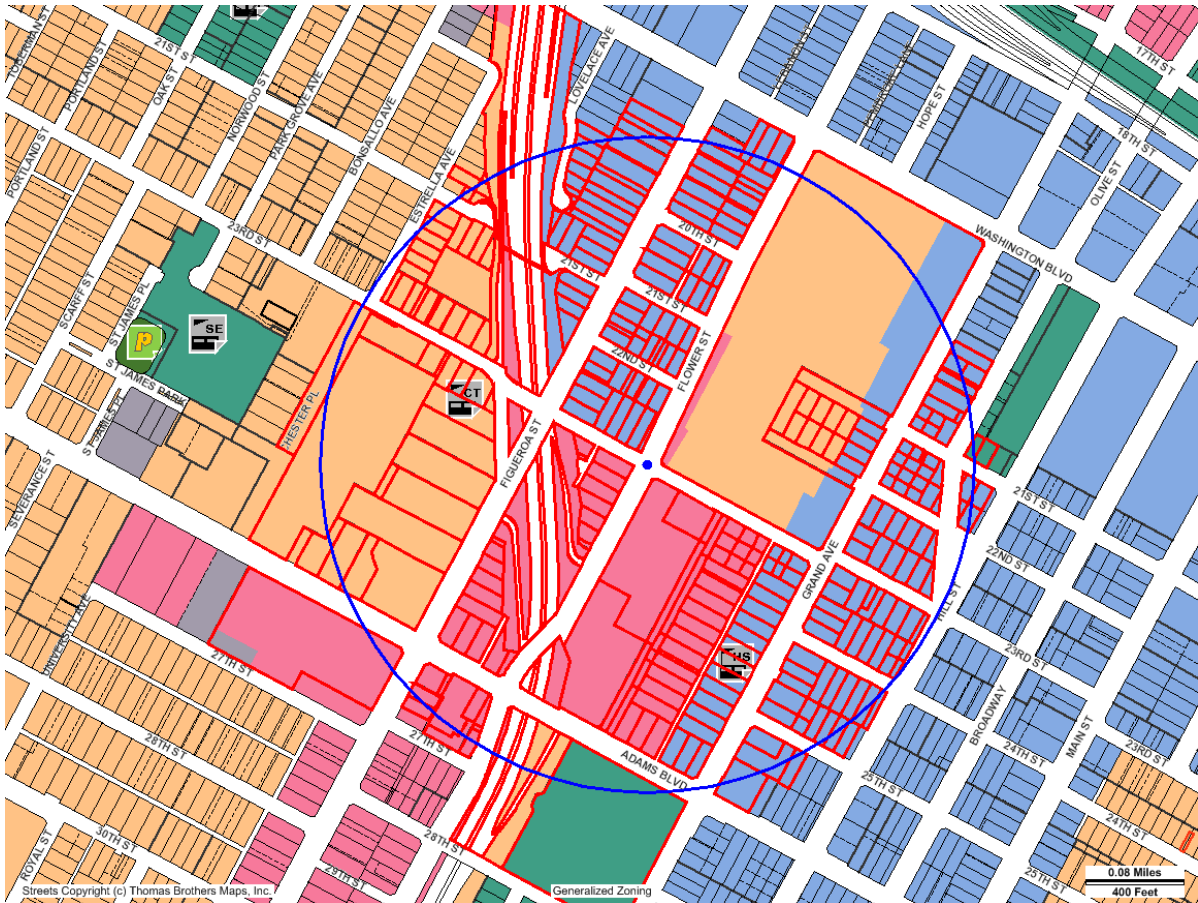
²⁶ EXPO Environmental Impact Report

²⁷ EXPO Environmental Impact Report

23rd Street

Affordable Housing Sites

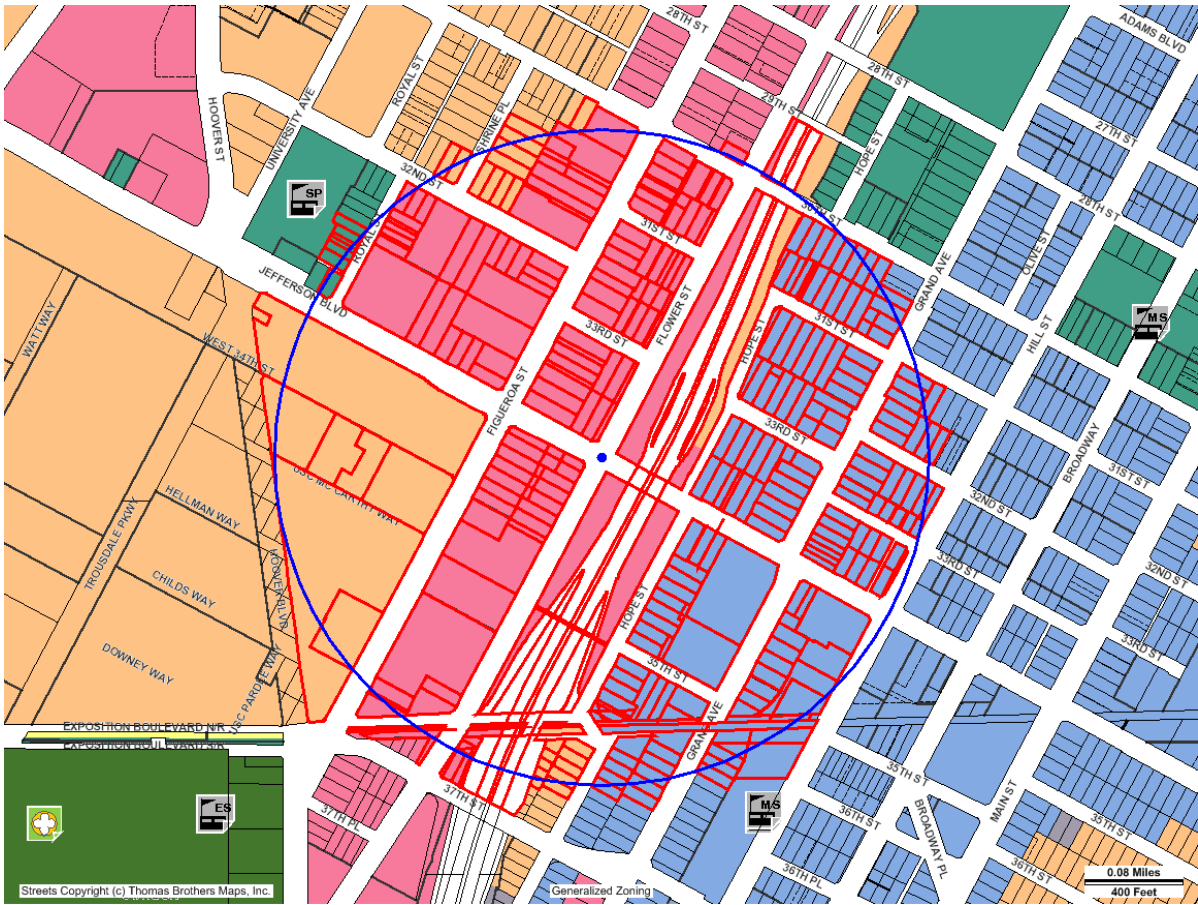
Approximately 85 acres zoned R4 and C2



Generalized Zoning

<p>Lot Ties</p> <ul style="list-style-type: none"> Oil Wells Essement Lines Zone Boundaries Flood Zone Building Lines Community Boundary Lot Lines 	<p>Citywide Lines</p> <ul style="list-style-type: none"> Airport Hazard Zone Census Tract Coastal Zone Council District LADBS District Office Downtown Parking Fault Zone Fire District #1 Flood Zone Hazardous Waste High Wind Zone Hillside Grading Very High Fire Hazard Severity Zone Specific Plan Area Zoning Information 	<p>BOE Street Designations</p> <ul style="list-style-type: none"> Major Highway - Class I Scenic Major Highway - Class I Major Highway - Class II Divided Major Highway - Class II Scenic Divided Major Highway - Class II Scenic Major Highway - Class II Secondary Highway Scenic Secondary Highway Scenic Divided Secondary Highway Scenic Parkway Collector Street Scenic Collector Street Special Collector Street Local Street Private Street Undesignated or Proposed Major Highway Class II Undesignated or Proposed Scenic Major Highway Class II Undesignated or Proposed Secondary Highway Undesignated or Proposed Scenic Secondary Highway Undesignated or Proposed Collector Street Undesignated or Proposed Local Street Undesignated or Proposed Private Street Unknown Type or Closed Street 	<p>Sub-Divisions</p> <ul style="list-style-type: none"> Parcels Tracts <p>Generalized Zoning</p> <ul style="list-style-type: none"> OS ARA RE,RS,R1,RU,R2,RW1 R2,RD,RMP,RW,R3,R4,R5 GR,CI,C1,S,C2,C4,C5,DW,ADP,LASED,W,C CM,ML,CCS,M1,M2,M3,SL P,PB PF HILLSIDE 	<p>Schools/Parks</p> <ul style="list-style-type: none"> Aquatic Facilities Beaches Charter School Child Care Centers Elementary School Golf Courses Historic Sites Horticulture / Gardens Middle School Other Facilities Park / Recreation Centers Parks Performing / Visual Arts Centers Primary Center Recreation Centers Senior Citizen Centers Senior High School Skate Parks
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Jefferson/USC **Affordable Housing Sites**
 **** Approximately 47.7 acres zoned C2 and R3

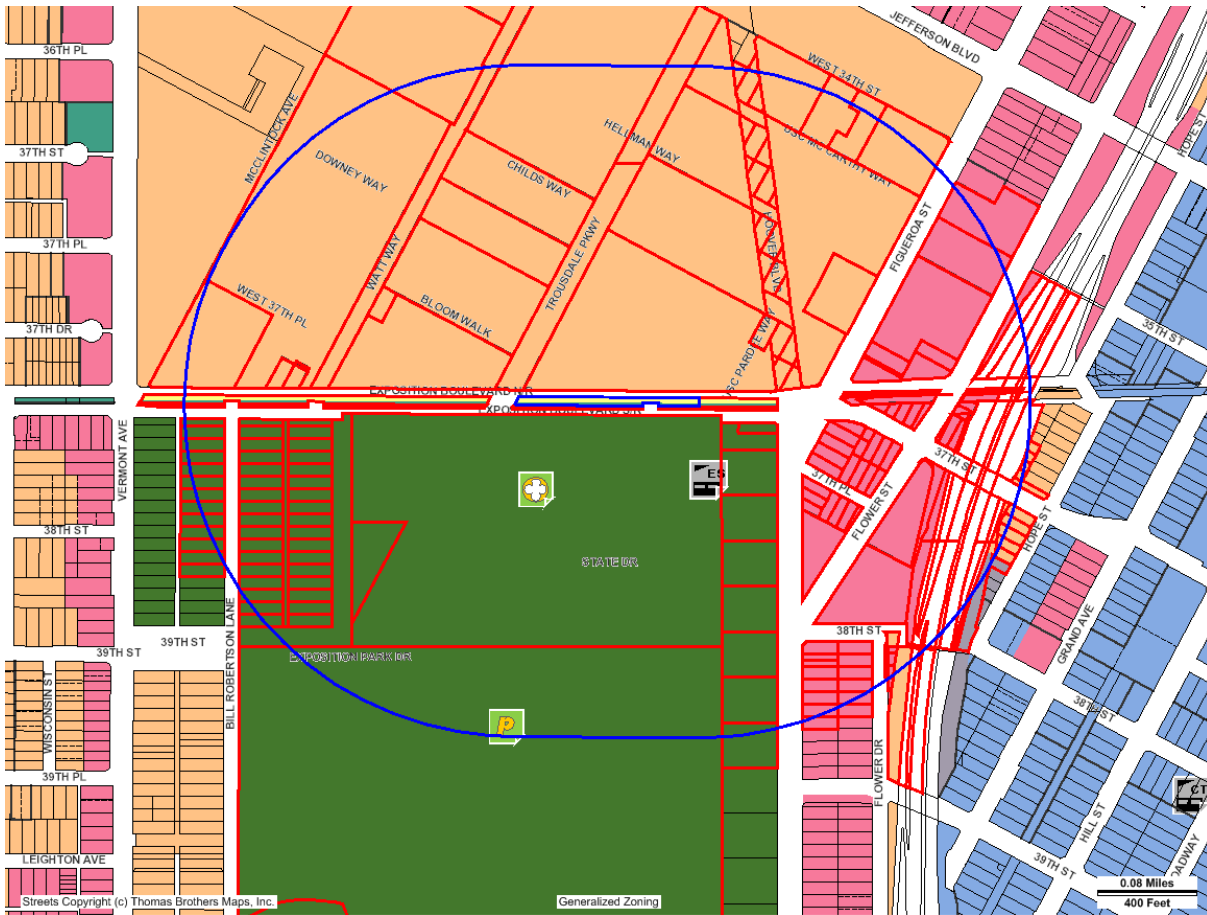


Generalized Zoning

<p>Lot Ties</p> <ul style="list-style-type: none"> Oil Wells Easement Lines Zone Boundaries Building Lines Community Boundary Lot Lines 	<p>Citywide Lines</p> <ul style="list-style-type: none"> Airport Hazard Zone Census Tract Coastal Zone Council District LADSS District Office Downtown Parking Fault Zone Fire District #1 Flood Zone Hazardous Waste High Wind Zone Hillside Grading Very High Fire Hazard Severity Zone Specific Plan Area Zoning Information 	<p>BOE Street Designations</p> <ul style="list-style-type: none"> Major Highway - Class I Scenic Major Highway - Class I Major Highway - Class II Divided Major Highway - Class II Scenic Divided Major Highway - Class II Scenic Major Highway - Class II Secondary Highway Scenic Secondary Highway Scenic Divided Secondary Highway Scenic Parkway Collector Street Scenic Collector Street Special Collector Street Local Street Private Street Undedicated or Proposed Major Highway Class II Undedicated or Proposed Scenic Major Highway Class II Undedicated or Proposed Secondary Highway Undedicated or Proposed Scenic Secondary Highway Undedicated or Proposed Collector Street Undedicated or Proposed Local Street Undedicated or Proposed Private Street Unknown Type or Closed Street 	<p>Sub-Divisions</p> <ul style="list-style-type: none"> Parcels Tracts <p>Generalized Zoning</p> <ul style="list-style-type: none"> OS A.P.A. RE,RS,R1,RU,R2,RW,1 R2,RD,RMF,RW2,R3,R4,R5 CR,C1,C1.1,C2,C4,C5,DW,ADP,LA,SE,W,C CM,MR,CCS,M1,M2,M3,S,L P,FB HILLSIDE 	<p>Schools/Parks</p> <ul style="list-style-type: none"> Aquatic Facilities Beaches Charter School Child Care Centers Elementary School Golf Courses Historic Sites Horticulture / Gardens Middle School Other Facilities Park / Recreation Centers Parks Performing / Visual Arts Centers Primary Center Recreation Centers Senior Citizen Centers Senior High School Skate Parks
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Expo Park/USC **Affordable Housing Sites**

 Approximately 25 acres zoned C2 and R4

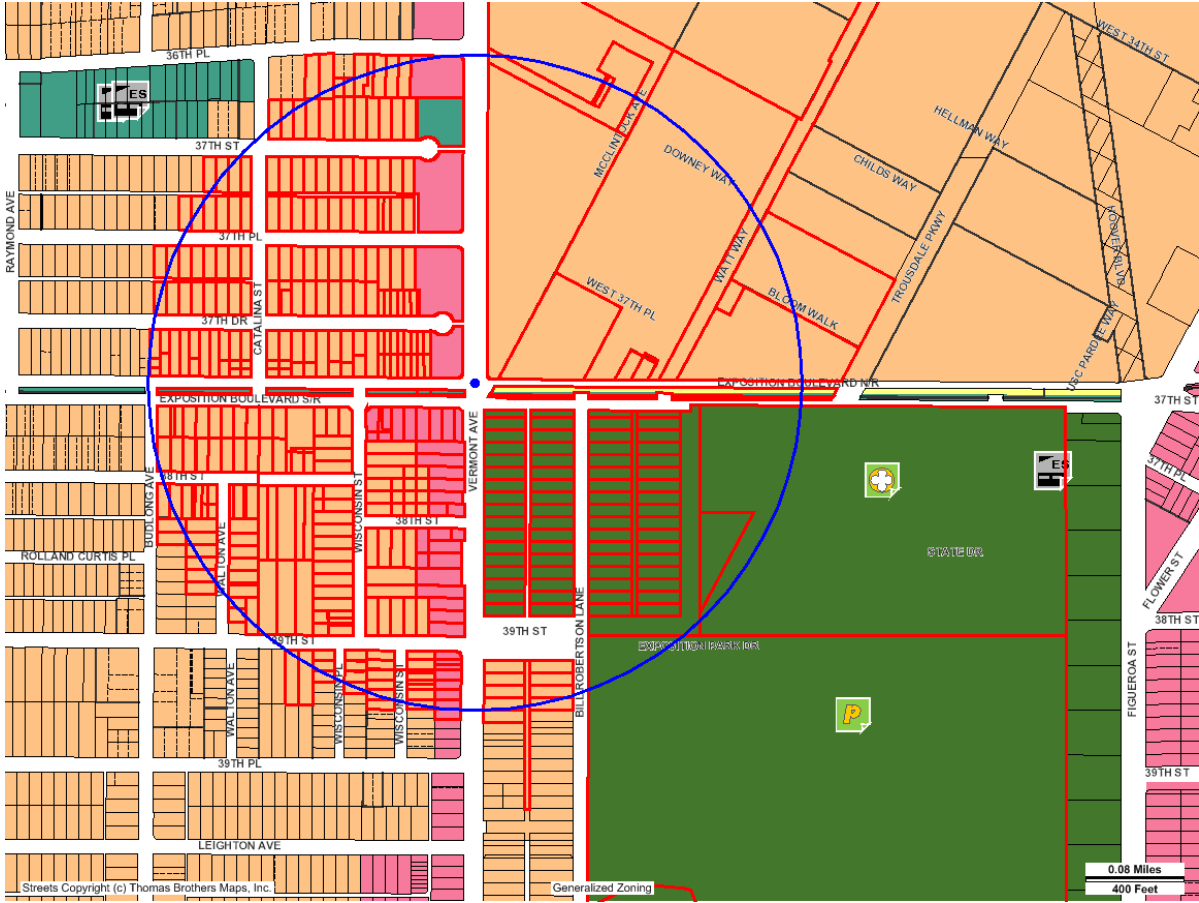


Generalized Zoning

<p>Lot Ties</p> <ul style="list-style-type: none"> Community Driveway Lot C/L Lot Line Lot Split Tract Line 	<p>Citywide Lines</p> <ul style="list-style-type: none"> Airport Hazard Zone Census Tract Local Zone Council District LADBS District Office Downtown Parking Fault Zone Fire District #1 Flood Zone Hazardous Waste High Wind Zone Hillside Grading Very High Fire Hazard Severity Zone Specific Plan Area Zoning Information 	<p>BOE Street Designations</p> <ul style="list-style-type: none"> Major Highway - Class I Scenic Major Highway - Class I Major Highway - Class II Divided Major Highway - Class II Scenic Divided Major Highway - Class II Scenic Major Highway - Class II Secondary Highway Scenic Secondary Highway Scenic Divided Secondary Highway Scenic Parkway Collector Street Scenic Collector Street Special Collector Street Local Street Private Street Undedicated or Proposed Major Highway Class II Undedicated or Proposed Scenic Major Highway Class II Undedicated or Proposed Secondary Highway Undedicated or Proposed Scenic Secondary Highway Undedicated or Proposed Collector Street Undedicated or Proposed Local Street Undedicated or Proposed Private Street Unknown Type or Closed Street 	<p>Sub-Divisions</p> <ul style="list-style-type: none"> Parcels Tracts <p>Generalized Zoning</p> <ul style="list-style-type: none"> DS A.P.A. RE,RS,R1,RU,RZ,RW1 R2,RD,RMP,RW2,R3,R4,R5 CR,C1,D1,S,C2,D4,CS,W,ADP,PLA,SED,W,C DM,MR,CCS,M1,M2,M3,SL P,PB PF HILLSIDE 	<p>Schools/Parks</p> <ul style="list-style-type: none"> Aquatic Facilities Beaches Charter School Child Care Centers Elementary School Golf Courses Historic Sites Horticulture / Gardens Middle School Other Facilities Park / Recreation Centers Parks Performing / Visual Arts Centers Primary Center Recreation Centers Senior Citizen Centers Senior High School Skate Parks
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Expo/Vermont **Affordable Housing Sites**

582 RSO Units (1/4 Mile) Approximately 75 acres consisting primarily of
 155 Preservation Units (1/4 Mile) lots zoned C2, R3, R4, RD1, RD 1.5, RD2



Generalized Zoning

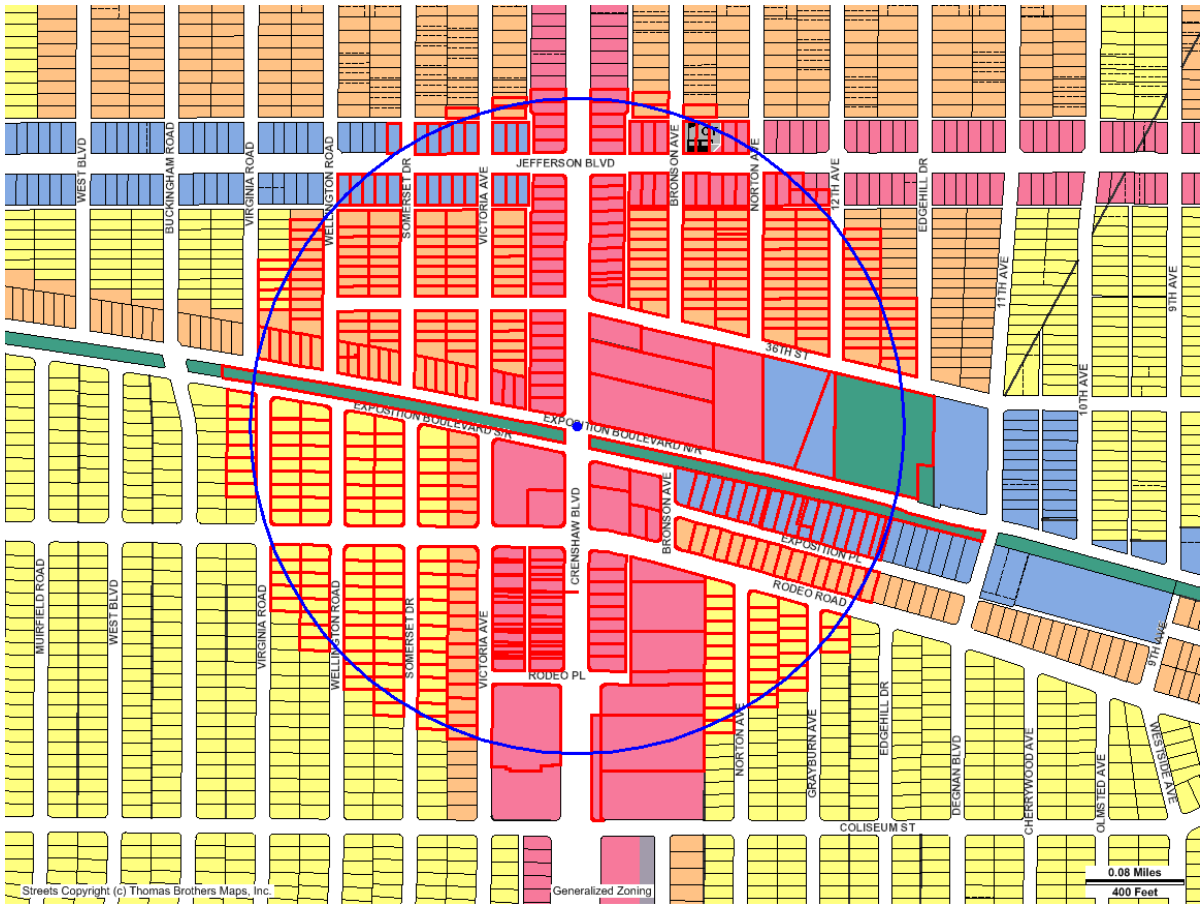
<p>Lot Ties</p> <ul style="list-style-type: none"> Oil Wells Easement Lines Zone Boundaries Building Lines Community Boundary Lot Lines 	<p>Citywide Lines</p> <ul style="list-style-type: none"> Alipout Hazard Zone Census Tract Coastal Zone Council District LADBS District Office Downtown Parking Fault Zone Fire District #1 Flood Zone Hazardous Waste High Wind Zone Hillside Grading Very High Fire Hazard Severity Zone Specific Plan Area Zoning Information 	<p>BOE Street Designations</p> <ul style="list-style-type: none"> Major Highway - Class I Scenic Major Highway - Class I Major Highway - Class II Divided Major Highway - Class II Scenic Divided Major Highway - Class II Scenic Major Highway - Class II Secondary Highway Scenic Secondary Highway Scenic Divided Secondary Highway Scenic Parkway Collector Street Scenic Collector Street Special Collector Street Local Street Private Street Undedicated or Proposed Major Highway Class II Undedicated or Proposed Scenic Major Highway Class II Undedicated or Proposed Secondary Highway Undedicated or Proposed Scenic Secondary Highway Undedicated or Proposed Collector Street Undedicated or Proposed Local Street Undedicated or Proposed Private Street Unknown Type or Closed Street 	<p>Sub-Divisions</p> <ul style="list-style-type: none"> Parcels Tracts <p>Generalized Zoning</p> <ul style="list-style-type: none"> OS A,RA RE,RS,R1,RU,R2,RW1 R2,RD,RMP,RW2,R3,R4,RS CR,C1,C1.5,C2,C4,C5,CW,ADP,LASED,W,C DM,MR,CCS,M1,M2,M3,S,L P,PS FF HILLSIDE 	<p>Schools/Parks</p> <ul style="list-style-type: none"> Aquatic Facilities Beaches Charter School Child Care Centers Elementary School Golf Courses Historic Sites Horticulture / Gardens Middle School Other Facilities Park / Recreation Centers Parks Performing / Visual Arts Centers Primary Center Recreation Centers Senior Citizen Centers Senior High School Skate Parks
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Expo/Western	Affordable Housing Sites
****	Approximately 77 acres zoned R2 and C2

Generalized Zoning

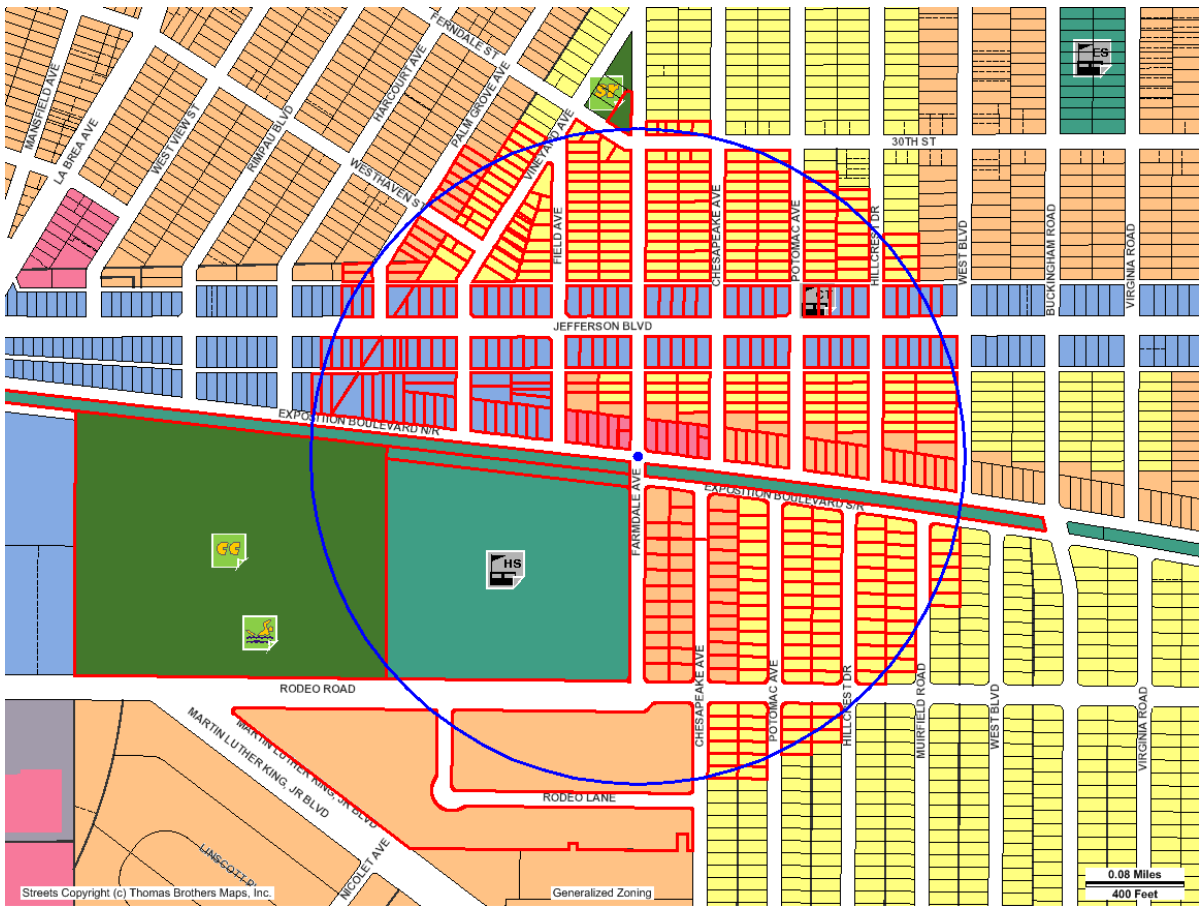
<p>Lot Ties</p> <p>Oil Wells</p> <p>Easement Lines</p> <p>Zone Boundaries</p> <p>Building Lines</p> <p>Community Boundary</p> <p>Lot Lines</p>	<p>Citywide Lines</p>	<p>BOE Street Designations</p>	<p>Sub-Divisions</p> <p>Generalized Zoning</p>	<p>Schools/Parks</p>	<p>Other Facilities</p>
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Expo/Crenshaw	Affordable Housing Sites
360 RSO Units (1/4 Mile) 0 Preservation Units (1/4 Mile)	Approximately 90 acres zoned RD1.5, R2, R3, C1.5, and C2



Farmdale Affordable Housing Sites

 Approximately 37 acres zoned RD1, R2, R3, and C1.5

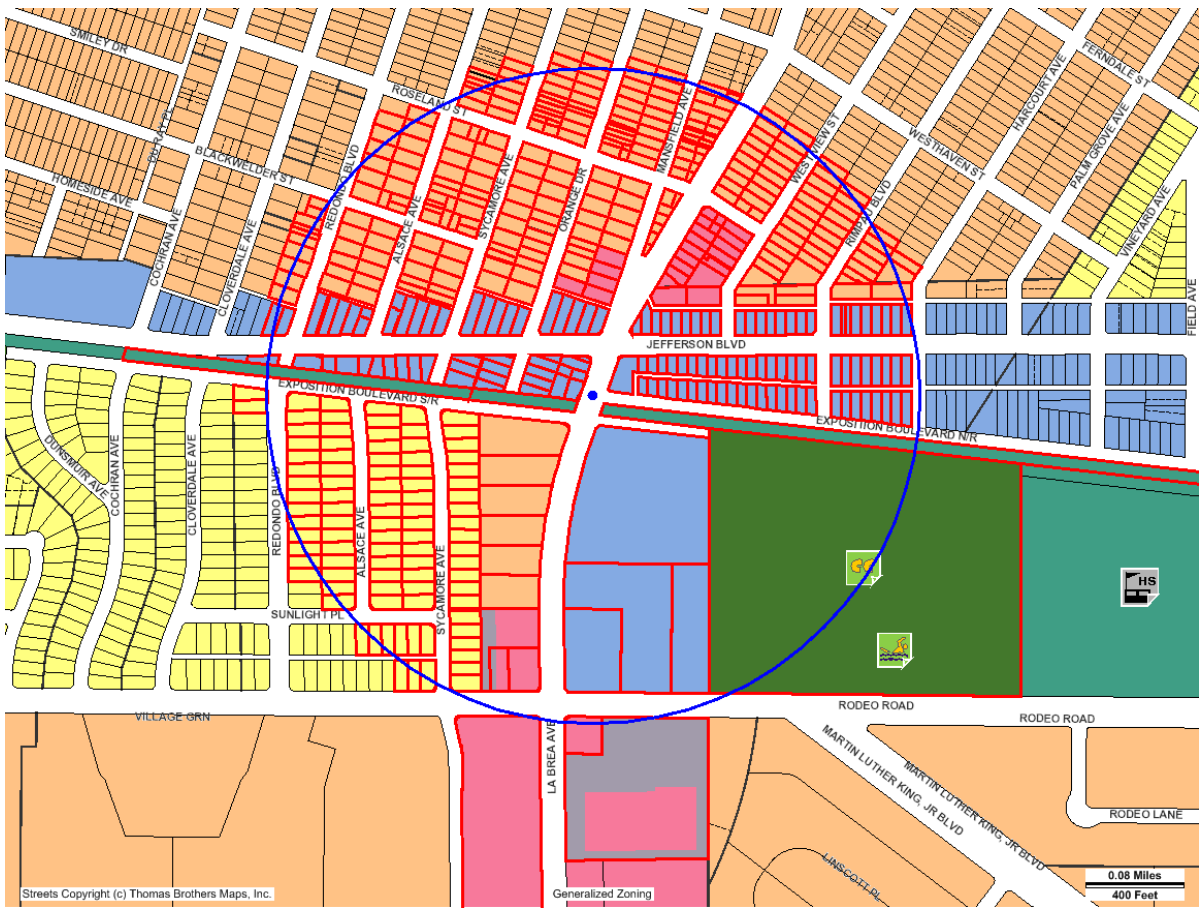


Generalized Zoning

Lot Ties ^ Oil Wells ● Easement Lines - - - - - Zone Boundaries - - - - - Building Lines - - - - - Community Boundary - - - - - Lot Lines -	Citywide Lines - Airport Hazard Zone - Census Tract - Coastal Zone - Council District - LADBS District Office - Downtown Parking - Fault Zone - Fire District #1 - Flood Zone - Hazardous Waste - High Wind Zone - Hillside Grading - Very High Fire Hazard Severity Zone - Specific Plan Area - Zoning Information	BOE Street Designations - Major Highway - Class I - Scenic Major Highway - Class I - Major Highway - Class II - Divided Major Highway - Class II - Scenic Divided Major Highway - Class II - Scenic Major Highway - Class II - Secondary Highway - Scenic Secondary Highway - Scenic Divided Secondary Highway - Scenic Parkway - Collector Street - Scenic Collector Street - Special Collector Street - Local Street - Private Street - Undedicated or Proposed Major Highway Class II - Undedicated or Proposed Scenic Major Highway Class II - Undedicated or Proposed Secondary Highway - Undedicated or Proposed Scenic Secondary Highway - Undedicated or Proposed Collector Street - Undedicated or Proposed Local Street - Undedicated or Proposed Private Street - Unknown Type or Closed Street	Sub-Divisions - Parcels - Tracts Generalized Zoning DS ARA RE,RS,R1,RU,R2,RW1 R2,RD,RMP,RW2,R3,R4,R5 CR,C1,C1.5,C2,C4,C5,CW,ADP,LASED,W/C CM,MR,CCS,M1,M2,M3,SL P PB FF HILLSIDE	Schools/Parks - Aquatic Facilities - Beaches - Charter School - Child Care Centers - Elementary School - Golf Courses - Historic Sites - Horticulture / Gardens - Middle School - Other Facilities - Park / Recreation Centers - Parks - Performing / Visual Arts Centers - Primary Center - Recreation Centers - Senior Citizen Centers - Senior High School - Skate Parks
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Expo/La Brea **Affordable Housing Sites**

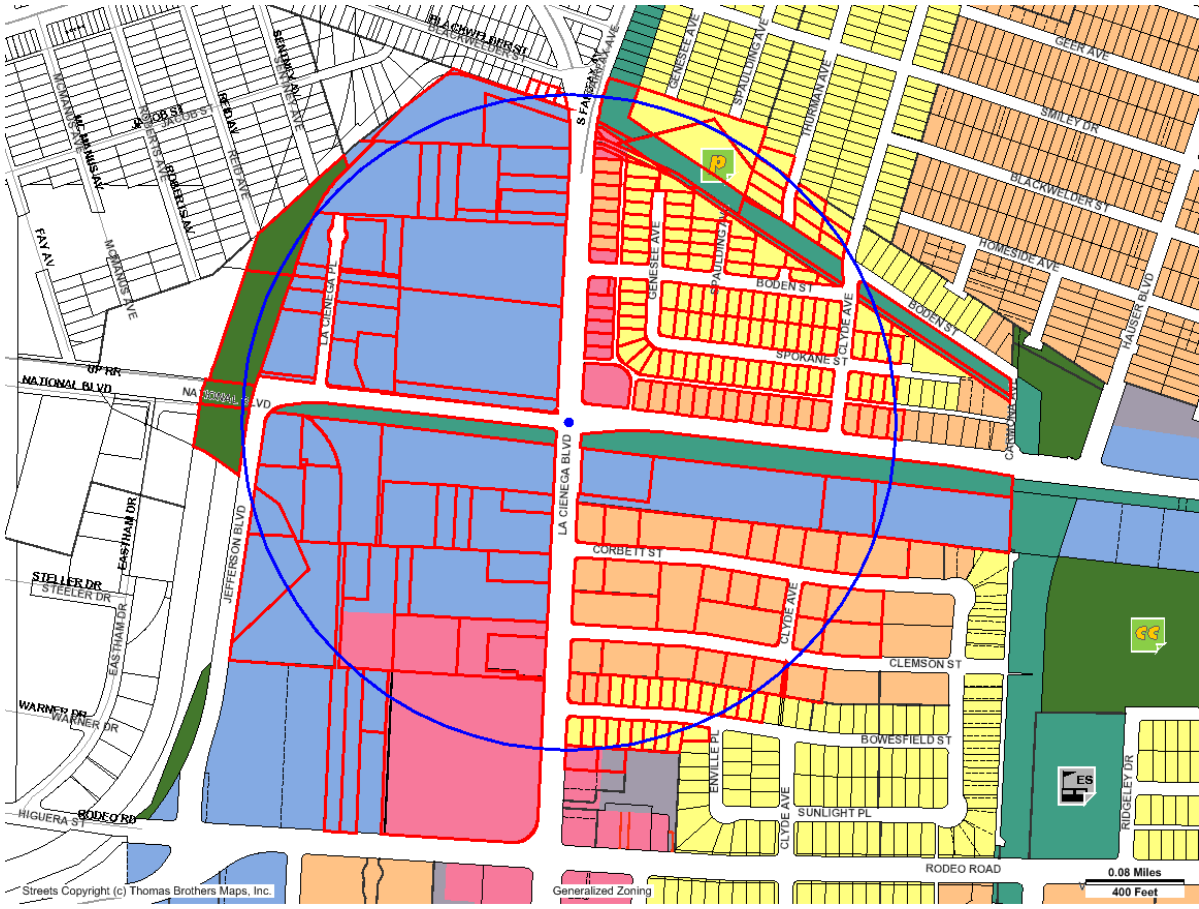
 Approximately 56 acres zoned RD1.5, R2, R3, C1.5, and C2



Generalized Zoning

<p>Lot Ties</p> <ul style="list-style-type: none"> Lot Cui Lot Line Lot Split Tract Line 	<p>Citywide Lines</p> <ul style="list-style-type: none"> Airport Hazard Zone Census Tract Coastal Zone Council District LADBS District Office Downtown Parking Fault Zone Fire District #1 Flood Zone Hazardous Waste High Wind Zone Hillside Grading Very High Fire Hazard Severity Zone Specific Plan Area Zoning Information 	<p>BOE Street Designations</p> <ul style="list-style-type: none"> Major Highway - Class I Scenic Major Highway - Class I Major Highway - Class II Divided Major Highway - Class II Scenic Divided Major Highway - Class II Scenic Major Highway - Class II Secondary Highway Scenic Secondary Highway Scenic Divided Secondary Highway Scenic Parkway Collector Street Scenic Collector Street Special Collector Street Local Street Private Street Undedicated or Proposed Major Highway Class II Undedicated or Proposed Scenic Major Highway Class II Undedicated or Proposed Secondary Highway Undedicated or Proposed Scenic Secondary Highway Undedicated or Proposed Collector Street Undedicated or Proposed Local Street Undedicated or Proposed Private Street Unknown Type or Closed Street 	<p>Sub-Divisions</p> <ul style="list-style-type: none"> Parcels Tracts <p>Generalized Zoning</p> <ul style="list-style-type: none"> OS A RA RE,RS,R1,RU,R2,RW1 R2,RD,RMP,RW2,R3,R4,R5 EP,C1,C1.5,C2,C4,C5,CW,ADP,LASED,W/C CM,MR,CCS,M1,M2,M3,S,L P PB FF HILLSIDE 	<p>Schools/Parks</p> <ul style="list-style-type: none"> Aquatic Facilities Beaches Charter School Child Care Centers Elementary School Golf Courses Historic Sites Horticulture / Gardens Middle School Other Facilities Park / Recreation Centers Parks Performing / Visual Arts Centers Primary Center Recreation Centers Senior Citizen Centers Senior High School Skate Parks
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La Cienega/Jefferson	Affordable Housing Sites
309 RSO units (1/4 Mile)	Approximately 43 acres zoned RD1.5, R3, R4, C2, C4
0 Preservation Units (1/4 Mile)	



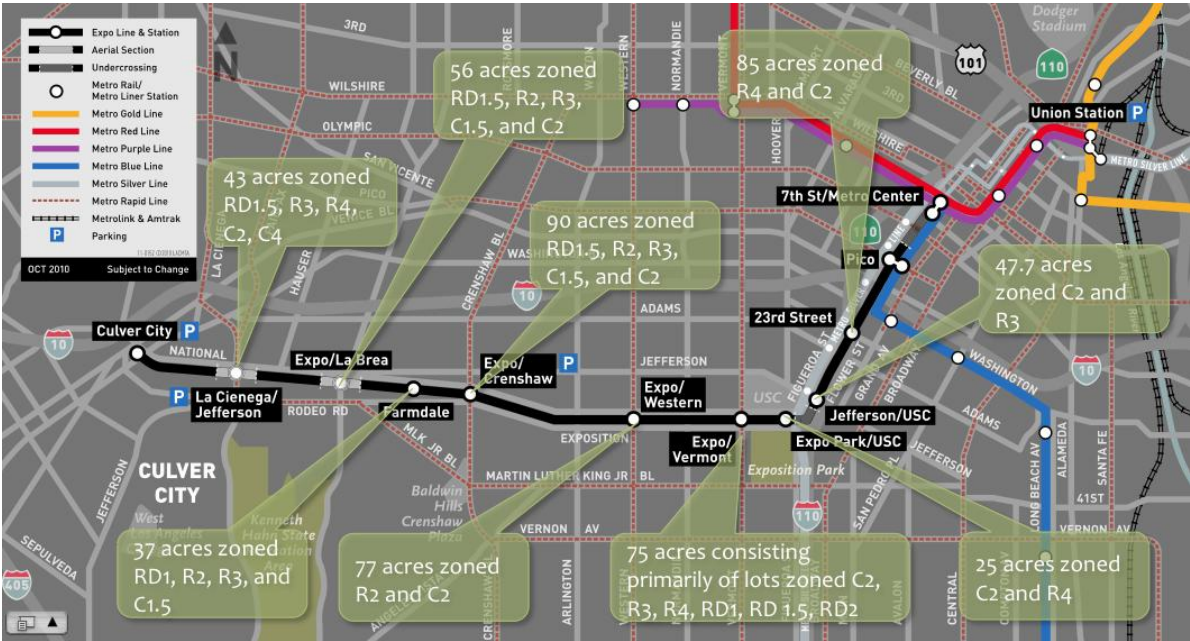
Generalized Zoning

Lot Ties Oil Wells Easement Lines Zone Boundaries Building Lines Community Boundary Lot Lines	Citywide Lines Airport Hazard Zone Census Tract Coastal Zone Council District LADBS District Office Downtown Parking Fault Zone Fire District #1 Flood Zone Hazardous Waste High Wind Zone Hillside Grading Very High Fire Hazard Severity Zone Specific Plan Area Zoning Information	BOE Street Designations Major Highway - Class I Scenic Major Highway - Class I Major Highway - Class II Divided Major Highway - Class II Scenic Divided Major Highway - Class II Scenic Major Highway - Class II Secondary Highway Scenic Secondary Highway Scenic Divided Secondary Highway Scenic Parkway Collector Street Scenic Collector Street Special Collector Street Local Street Private Street Undedicated or Proposed Major Highway Class II Undedicated or Proposed Scenic Major Highway Class II Undedicated or Proposed Secondary Highway Undedicated or Proposed Scenic Secondary Highway Undedicated or Proposed Collector Street Undedicated or Proposed Local Street Undedicated or Proposed Private Street Unknown Type or Closed Street	Sub-Divisions Parcels Tracts Generalized Zoning DS ARA RE,RS,R1,RU,R2,RW1 R2,RD,RMP,RW2,R3,R4,R5 CR,C1,C1.5,C2,C4,C5,CW,ADP,LASED,W/C CM,MR,CCS,M1,M2,M3,SL P PB PF HILLSIDE	Schools/Parks Aquatic Facilities Beaches Charter School Child Care Centers Elementary School Golf Courses Historic Sites Horticulture / Gardens Middle School Other Facilities Park / Recreation Centers Parks Performing / Visual Arts Centers Primary Center Recreation Centers Senior Citizen Centers Senior High School Skate Parks
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Appropriately Zoned sites for Multi-Family Housing within ¼ mile of Expo Transit Stations

According to the Southern California Association of Governments' (SCAG) population and employment forecasts, the area served by Expo will continue have a high level of growth over the next two decades – growth that should have a strong component of affordable housing. Looking towards the future, a more sustainable Los Angeles will need to grow up, not out, especially around transit investments. Higher-density is key not only to sustaining high transit ridership and encourage success of transit systems, but also to increased access to services for a larger number of people.

As transit will eventually spur investment onto sites adjacent to stations, it is important to ensure that future developments not only provide affordable housing, but create destinations that support the overall community that existed prior to these investments as well.



References

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Section 2: Jobs Housing Fit

Prepared by: Erik Eveleigh, Alex Schwartz, Liz Falletta

Development of a Jobs Housing Fit Spectrum

Erik Eveleigh

With the locations of various rent stabilized units as well as at risk affordable housing units documented and mapped, the Los Angeles Housing Department can begin to focus attention on areas of opportunity, and areas of concern. While an important indicator of such areas, the process of identifying this stock within the city is limited in and of itself in creating strategic housing policy. However, taken in conjunction with how the city is organized and how the people within the city move around, strategies for housing policies become much more coherent. The information can then be translated and integrated into future plans for housing policy, affordable housing development, and housing stock development as it aligns with the expansion of the transit system, and future job centers. The focus of this section is to discuss and analyze the correlation between where people live, where people work, and the housing and job fit where these elements of life occur. The goal in interpreting the results is to identify areas in need of intervention and attention, and areas to emulate.

What is Jobs-Housing Fit?

What is “Jobs-Housing Fit” and why might it be relevant to housing policy? Jobs and housing used to be discussed using the concept of “balance,” ie, is the number of jobs available in a region relatively equal to the number of housing units available? This idea is useful, but flawed in that it does not directly match up type of job with type of housing unit. The idea of “fit” captures the importance of matching jobs to housing and explores whether wage earners working in an area to be able to live within the same area without spending more than 30% of their gross income on housing. For example, if the median wage earned in an area is \$50,000 per year, then the funds available to spend on housing would be \$1250 a month, calculated as 30% of gross income. If the fair market rent for the area is \$1200 a month, we can assume a healthy level of job fit. The two inputs are sufficiently in line with one another and the median wage earner could easily afford the median housing unit.

Using this measure, there are two ways in which housing and jobs can become misaligned. If the wages in the above scenario were higher and funds available for housing outpaced the average cost of housing in the area, it can be assumed that the housing stock in the area is either not present or not of a quality desirable to meet the needs of area workers. Conversely, if rents were higher in the area in

comparison to the wages earned, then again there would be a misfit. However, the conclusion drawn from this misalignment would be a necessity for more affordable housing stock in the area, to allow for wage earners to be able to afford living near their place of work.

Data Collection Methodology

Using the 2000 Census Data as well as the 2005-2009 American Community Survey, the two metrics utilized for comparison in determining the housing and job fit for each area were collected for each of the 128 zip codes making up the city of Los Angeles. The process for obtaining the fair market rent for a given area was quite intricate. First, city-wide information was needed to act as a basis, and provide relevance, for the defined area information.

2008 Los Angeles Adjusted Median Rent	2008 Los Angeles Fair Market Rents
\$876.81	1 BR \$1,041.00
	2 BR \$1,300.00
	3 BR \$1,746.00
	4 BR \$2,101.00

With the data collected from the 2000 Census and 2005-2009 American Community Survey for the 2008 Los Angeles Adjusted Median Rent, the defined areas can be measured against that figure to determine what the analysis dubs as the area rent ratio (In the case of this analysis, the adjusted Median Rent, as well as the adjusted Fair Market Rents are taken from 2000 census data and adjusted for inflation and growth using a 3% annual increase). As an example, zip code 90001 was found to have an adjusted Median Rent of \$741.11. Its area rent ratio is calculated by dividing the area Median Rent by the 2008 Los Angeles Adjusted Median Rent ($\$741.11/\876.81) to arrive at an area rent ratio of .85. The second step in the process is to take the area rent ratio and apply that to the 2008 Los Angeles Fair Market Rents for each unit type, one bedroom through four bedrooms.

2008 Los Angeles Fair Market Rents	
1 BR	\$1,041.00
2 BR	
3 BR	\$1,746.00
4 BR	\$2,101.00

Zip Code 90001 Fair Market Rents

1 BR	\$879.89
2 BR	\$1,089.81
3 BR	\$1,475.79
4 BR	\$1,775.85

The Fair Market Rents for a particular area are then used to compare to the Wage Based Rent Limit for that same area. The collection of the Wage Based Rent is additionally intricate. Industries and wages earned are collected for each of the zip codes within the city of Los Angeles. Using zip code 90001 as the example once again, manufacturing and retail control the earning potential. Based on Census and ACS data, wage earners within the 90001 earn a median wage \$40,006.46, broken down into a monthly amount of \$3,333.87 gross. With that number, the analysis arrives at an ideal Wage Based Rent Limit, by assuming the standard healthy proportion of living expense to gross income of 30%.

Zip Code 90001

Gross Wages	Gross Wages Monthly	Rent Limit Matched to Wages	Primary Industry	Secondary Industry
\$40,006.46	\$3,333.87	\$1,100.18	Manufacturing	Retail

With both key measures calculated, the final step is to compare the two against each other, and assign a value based on the degree of fit found within the area. The spectrum is made up of 5 potential outcomes, 0 through 4. The spectrum is based on a deviation analysis pattern, where a score of 2 is considered closest to ideal, and therefore is where housing and job fit are most visible. Moving out in either direction away from center, either to a score of 0 or to a score of 4 is moving away from ideal to areas of concern and required intervention. The scores are literally calculated by comparing the Rent Limited Matched to Wages against the area Fair Market Rents. With the example of zip code 90001, the resulting score would be a two, given that wages allow for 1 BR and 2 BR, but not 3 BR and 4 BR.

Zip Code 90001 Fair Market Rents		Vs.	Rent Limit Matched to Wages	
1 BR	\$879.89		\$1,100.18	
2 BR	\$1,089.81			
3 BR	\$1,475.79			
4 BR	\$1,775.85			

- 0** - Wage Based Rent Limit Surpasses Each Fair Market Rent Amount
- 1** - Wage Based Rent Limit Surpasses 1 BR, 2 BR, and 3 BR
- 2** - Wage Based Rent Limit Allows for Only 1 BR and 2 BR
- 3** - Wage Based Rent Limit Allows for Only 1 BR
- 4** - Wage Based Rent Limit Is Insufficient to Surpass Any Unit Type

Data Interpretation

The rationale behind the scoring, and therefore a level of credibility to the results, can be found by taking the average of the fair market rents for the area, and comparing that to the rent limit matched to wages. In the case of zip code 90001, the average fair market rent was \$1307.58 and by measure of deviation, not considerably out of line with the wage limit. By means of this analysis, the zip code would be considered to have a positive housing and job fit, although admittedly a borderline score, scoring on the good side of the boundary between score two and three. With that information, we can begin to analyze and interpret what the scores mean in the larger context of housing policy and strategy.

- 0** - Area jobs and housing are not in sync. Wages outpace housing available. Newer housing stock can be added to supply wage earners.
- 1** - Area jobs and housing fit is less than ideal. Wages slightly surpass housing available. Some housing stock can be added to supply wage earners.
- 2** - There is apparent jobs/housing fit. There is an apparent Job and Housing Fit.
- 3** - Area jobs and housing fit is less than ideal. Housing is slightly too expensive for wages earned. Affordable housing stock is needed.
- 4** - Area wages and housing are not in sync. Housing is too expensive for wages earned. Affordable housing stock is needed.

With the information created through the process described above, repeated over the entirety of the city of Los Angeles, we can begin to interpret and form conclusions from the results. This will be helpful in determining what measures the Los Angeles City Housing Department should take to act to alleviate apparent issues outlined by this research. Likewise, the information can assist in identifying areas where intervention is needed, and where areas are seemingly meeting this housing and job fit which may be a source of emulation.

Mapping Jobs Housing Fit

Alex Schwartz

In order to determine jobs housing fit three concepts need to be calculated and mapped: industries per zip code, rent limit matched to wages, and fair market rent. Based on the number of people employed, the primary and secondary industries can be determined, from which a median wage

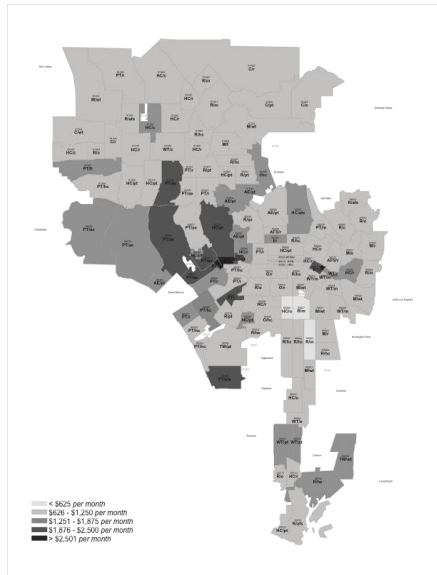


Figure 1

can be calculated. According to the ACS 2005-2009 data industries are categorized by twelve groups: Accommodation & Food Services, Arts & Entertainment, Constructions, Finance & Insurance, Information, Healthcare & Social Assistance, Manufacturing, Professional & Technical, Retail, Transportation & Warehousing, Wholesale Trade, and Other. Once the Industries are identified, the median income per zip code can be calculated, of which 30% is extracted, representing the ideal wage base rent. Figure 1 (see larger in Appendix 2-B) shows the distribution the five different wage base rents with the lightest grey representing the lowest range and the darkest grey representing highest range. The map is overlaid with the zip code numbers and respective primary (caps lettering) and secondary (lower case lettering) industries. The five different ranges are: <\$625 per month, \$627-\$1,250 per month, \$1,251-\$1,875 per month, \$1,876-\$2,500 per month and >\$2,501 per month.

Now that industries per zip code and rent limit matched to wages are determined and mapped, the information must be compared to each zip codes' respective fair market rent to estimate the degree of job housing fit. An average fair market rent value is calculated per zip code, which is

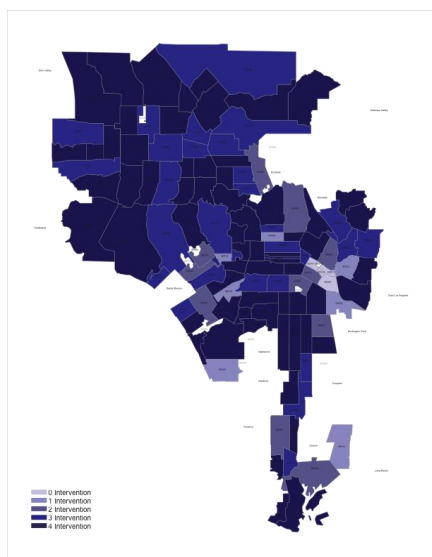


Figure 2

paired with an intervention score of 0-4. A score of 2 represents an ideal job housing fit, meaning that the wage produced in the respective zip code compliments, both in affordability and quality, of available fair market rent housing. On the other hand, scores of 0 and 4 show a jobs housing misfit. A score of 0 means that the wages produced in the respective zip code are high, yet the available fair market rent housing is low and undesirable to the employees. On the opposite spectrum, a score of 4 means that the wages produced in the respective zip code are low and the

available fair market rent housing is too expensive for the employees. Figure 2 (see larger in Appendix 2-C) shows the distribution of the five intervention scores; this is a graphic map of job housing fit. The city of Los Angeles is predominantly comprised of scores 3 and 4. Four zip codes earned a score of 0 (high wage/low fair market rent) making up 3% of the city, seven zip codes earned a score of 1 making up 6% of the city, eleven zip codes earned a score of 2 (ideal job housing fit) making up 9% of the city, thirty one zip codes earned a score of 3 making up 26% of the city, and sixty eight of zip codes earned a score of 4 (low wage/high fair market rent) making up 56%.

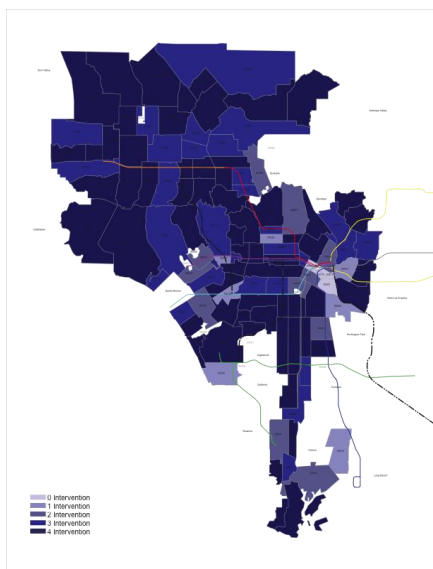


Figure 3

After determining the job housing fit in Los Angeles it is evident that there is a severe misfit of jobs to housing in the city. The job housing fit map is overlaid with the future Metro 30/10 transit plans; the rail routes could potentially offer physical linkages for jobs to housing, identify locations for development opportunities that could ameliorate job housing misfit, and target potential industry partnerships that could offer housing for employees near or on the industry campus. Figure 3 (see larger in Appendix 2-D) shows the jobs housing map overlaid with the Metro 30/10 plans.

Los Angeles Employer Survey

Liz Falletta

In addition to the development and mapping of the jobs housing fit spectrum, a survey of Los Angeles's largest employers was also performed. The largest public and private employers in Los Angeles are listed below with their associated employment numbers, location by zip code, corresponding job fit number and rail line access, if applicable. Lists of the top ten employers from three different sources were used to ensure that a broad range of employers could be included in the survey.

CITY OF LOS ANGELES, PRINCIPAL EMPLOYERS, 2010					
Rank	Employer	Employees	Primary Location	JHF #	Rail Line
1	City of Los Angeles	46,380			
	Civic Center		90012	2	RED, GOLD, PURPLE, EXPO, BLUE
	San Fernando Valley		91401	4	ORANGE
	Westside		90025	2	
	San Pedro		90731	4	
2	County of Los Angeles	45,356	90012	2	RED, GOLD, PURPLE, EXPO, BLUE
3	University of Southern California	15,141	90007	2	EXPO, HARBOR/GATEWAY
4	Kaiser Foundation Hospitals	10,475	90027	2	RED
5	Cedars-Sinai Medical Center	10,000	90048	4	PURPLE
6	University of California Los Angeles	9,300	90024/90025	3	
7	Farmers Insurance Group	6,867	Various		
8	Team-One Employment Specialists LLC	5,000	90064/Various	3	
9	Fox Entertainment Group	4,010	90064	3	
10	American International Group	3,300	90017	0	RED, PURPLE, EXPO

* City of Los Angeles, Comprehensive Annual Financial Report for the Year Ending June 30, 2010, Office of the City Controller, Wendy Greuel, City Controller.

COUNTY OF LOS ANGELES, LARGEST EMPLOYERS, 2009

Employer	Employees	Primary Location	JHF #	Transit Line
1 Kroger Co.	140,000	Various		
2 County of Los Angeles	109,500	90012	2	RED, GOLD, PURPLE, EXPO, BLUE
3 Los Angeles Unified School District	104,900	Various		
4 City of Los Angeles	56,200	90012	2	RED, GOLD, PURPLE, EXPO, BLUE
5 Federal Government (incl. USPS)	48,100	Various		
6 Kaiser Permanente	34,100	90027	2	RED
7 State of California (non-education)	30,500	90013	0	RED, PURPLE, EXPO, BLUE
8 University of California, Los Angeles	28,400	90024/90025	3	
9 Northrup Grumman Corp.	19,100	90067	3	
10 Boeing Co.	14,400	El Segundo		

* www.laalmanac.com

COUNTY OF LOS ANGELES, LARGEST PRIVATE EMPLOYERS, 2010

Rank	Employer	Employees	Primary Location	JHF #	Transit Line
1	Kaiser Permanente	32,700	90027	2	RED
2	Northrup Grumman Corp.	19,000	90067	3	
3	University of Southern California	15,121	90007	2	EXPO, HARBOR/GATEWAY
4	Boeing Co.	13,623	El Segundo		
5	Ralphs/Food 4 Less	13,500	Various		
6	Target Corp.	13,000			
	LA City Locations:				
	Baldwin Hills		90016	3	EXPO
	Downtown (Future)		90017	0	RED, EXPO
	Eagle Rock		90041	4	
7	Bank of America	12,000	Various		
8	Cedars-Sinai Medical Center	10,467	90048	4	PURPLE
9	Home Depot	10,000	Various		
	LA City Locations:				
	Downtown		90017	0	RED, PURPLE, EXPO
	Hollywood		90028	3	RED
	South LA		90047	4	GREEN
	Baldwin Hills		90056	4	
	Highland Park		90065	3	GOLD
	Playa Vista		90066	2	
10	Providence Health and Services CA	9,960	Burbank		

* The Los Angeles Business Journal

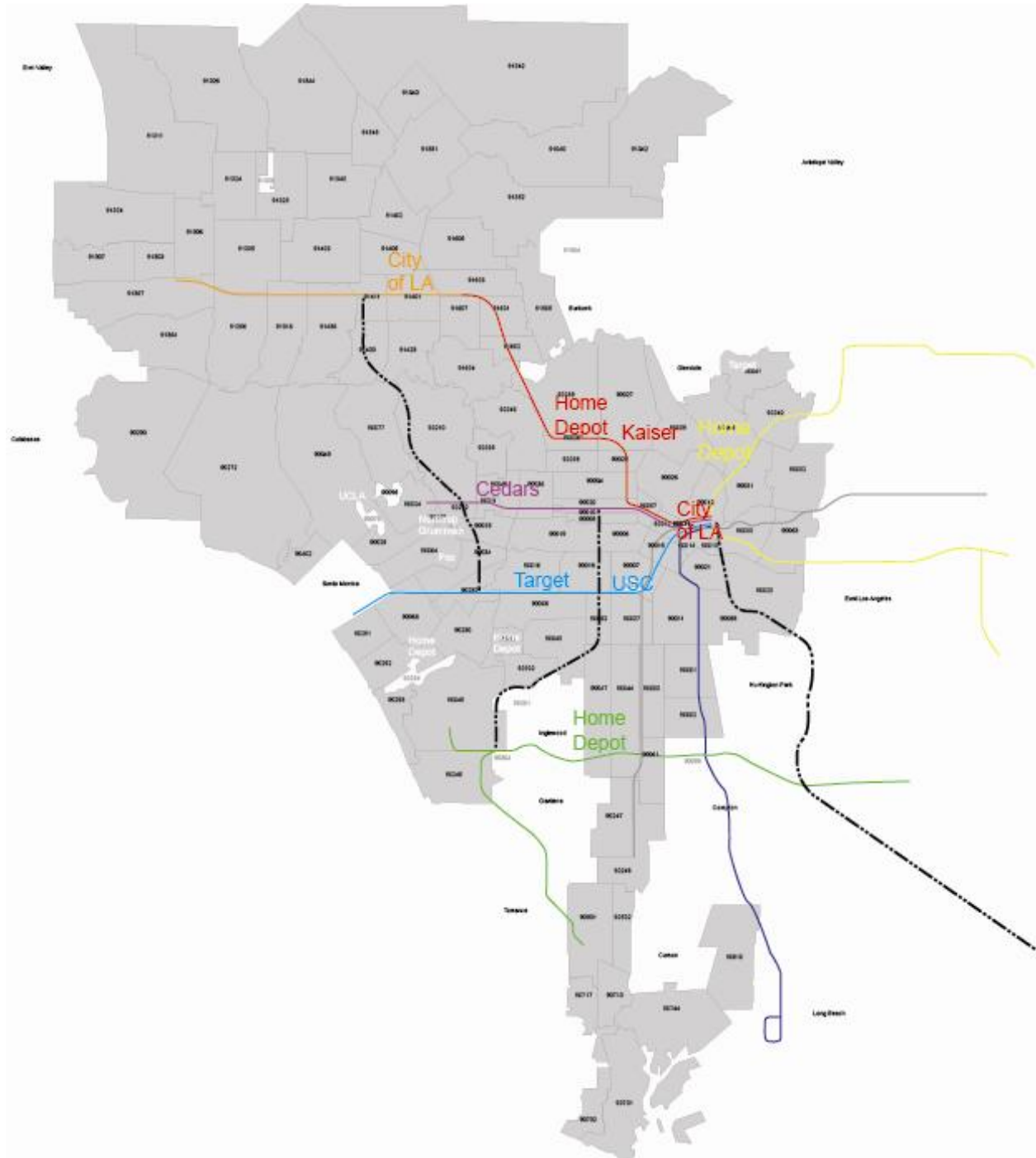
Employer Location + Job Fit

JHF #	# of Employers	Employers
0	4	AIG, State of CA, Downtown Target, Downtown Home Depot
1	0	NONE
2	6	CC LA City, Westside LA City, County of LA, USC, Kaiser, PV Home Depot
3	7	UCLA, Team One, Fox, HP Home Depot, HW Home Depot, BH Target, Northrup
4	6	BH & South LA Home Depots, Cedars, ER Target, SFV LA City, SP LA City
Distributed Locations		LAUSD, Kroger/Ralphs, Bank of America, Federal Government/USPS
Not In LA CITY		Boeing, Providence

Unlike the city as a whole which is dominated by areas that lack jobs housing fit, the locations of the city's largest employers are somewhat more evenly distributed along the jobs housing fit spectrum. Many, such as Kaiser Permanente, the Civic Center and the University of Southern California, are located in areas identified as having good jobs housing fit (a two on the spectrum). More than twice as many employers, however, are located in areas with some degree of jobs housing misfit, including Cedars Sinai (a four) and the downtown Home Depot location (a zero). This type of analysis reveals the fact that the JHF spectrum is a gross measure which could become more targeted if developed further. The downtown Home Depot, for example, scored a zero on the spectrum since the presence of high paying jobs in the downtown core are out of sync with the lower cost housing which surrounds the city center. Home Depot employees in this location are therefore likely to experience more jobs housing fit than the metric implies.

It should be noted that some employers have concentrated locations whose jobs housing fit is easy to study, while other employer's locations are distributed throughout the city and are therefore much more difficult to study. In 2009, for example, Kroger operated 241 Ralphs and Food 4 Less grocery stores throughout the county of Los Angeles plus several dairies and distribution centers. It could be assumed, given the overall lack of fit in Los Angeles as a whole, that distributed employers such as Kroger and LAUSD are located in places that lack fit.

Employer Location + Transit



Many of the city's largest employers are accessible via rail and rapid bus transit. Those located downtown are the most broadly accessible. Kaiser Permanente is within walking distance of a Red Line station and USC has three stops on the new Exposition Line. Cedars Sinai would be a bus trip away from a Purple Line station.

Employer Location + Job Fit + Transit

The University of Southern California, Kaiser Permanente and the civic center locations of City and County of Los Angeles score the highest in terms of both jobs housing fit and transit accessibility.

Employer Housing Initiatives

Three of Los Angeles' largest employers have initiatives in place or under development to address jobs housing fit. The Los Angeles Unified School District, the University of Southern California and the University of California, Los Angeles all have programs to help employees afford existing housing near the workplace or facilitate the actual construction of workforce housing in accessible locations, or both.

LAUSD Facilities Services Division/WORKFORCE HOUSING INITIATIVE

LAUSD started its Workforce Housing Initiative in 2008 to facilitate public/private partnerships for the development of below market rate faculty and staff housing on excess or underutilized district owned land. The Facilities Services Division selects developers through an RFQ process and contributes the land to the resulting development on a 66-year ground lease. No LAUSD funds are used in the actual development or operation of the projects and all are targeted to those families earning 60% AMI or below. There are four projects underway:

- **Gardena High School/MIXED USE DEVELOPMENT**
 - Sited on 4 acres at North of campus, former animal husbandry program and stables.
 - In Partnership with BRIDGE Housing.
 - 128 affordable units.
 - Also includes a pool, fitness center, community garden, art center and LAPD obstacle course.

- **Glassell Park Early Education Center/APARTMENTS**

- Sited on a parking lot across the street from the existing EEC
- In partnership with the LA Community Design Center (now ABODE).
- 50 affordable units.
- Also includes a revitalized early education center and shared parking.

- Selma Elementary/APARTMENTS
 - Sited on a parking lot to the West side of the campus.
 - In partnership with ABODE Communities.
 - 60 affordable units.
 - Also includes replacement parking and a computer lab.

- Norwood Elementary/TBD

University of Southern California/FACULTY & STAFF HOUSING PROGRAMS

USC has three programs to help faculty and staff afford to rent or buy housing. The Neighborhood Homeownership Program encourages faculty and staff to purchase housing in the neighborhoods surrounding both the University Park and Health Sciences campuses via a monthly mortgage payment subsidy. The Faculty & Staff Housing Program also subsidizes the purchase or rental of housing for higher-level employees, but is not locationally tied. And finally, USC owns 27 units of faculty/staff housing and is planning to develop 250 more units in the University Village redevelopment project.

- Neighborhood Homeownership Program
 - Open to all benefits-eligible employees, Faculty and Staff at 50% time or above.
 - Restricted to properties located within a certain radius of either campus.
 - Funding is available in the form of monthly payments totaling \$50,000 or 20% of the homes purchase price (whichever is less) over a seven-year period.

- Faculty & Staff Housing Program
 - Recruitment tool for select tenured, tenure-track and executive staff.
 - Assistance for the purchase or rental of housing in the Los Angeles area.

- Funding is available in the form of one-time down-payment or closing cost subsidies, monthly mortgage or monthly rental subsidies, short-term or shared appreciation loans.
- McCulloch Townhomes/USC Faculty Housing
 - 27 Gated 2 BR & 3 BR Townhomes both for sale and rent to USC Faculty & Staff.
 - 250 additional units of Faculty/Staff housing entitled as part of the UV Redevelopment Project.

University of California, Los Angeles/WORKFORCE HOUSING MASTER PLAN

UCLA owns and operates approximately 350 units of rental housing for faculty and visiting scholars and has a discount home loan program for faculty. They currently provide no opportunities for staff to obtain housing assistance. In response to increasing need, the school has initiated a Workforce Housing Master Plan. The initial market analysis conducted by Brailsford & Dunlavey in preparation for the planning process indicated a need for 650 units available at rates 40% to 50% below market. In addition, Brailsford & Dunlavey recommended that any housing built should be either near campus or concentrated near transit and that the existing university home loan program be diversified and expanded to accommodate a greater range of employee types and income levels.

Conclusions/Observations

The majority of Los Angeles experiences some form of jobs housing misfit. Current and proposed Metro Rail lines are well located to address this problem, both in terms of location of new housing and in terms of access to some of Los Angeles' largest employers. Some of Los Angeles's largest employers are taking initiative in this arena and their work can offer a model for others going forward.

Given the above analysis, the Los Angeles Housing Department should consider working with the city's largest employers to cultivate programs to improve jobs housing fit. Using the guidelines listed in the Los Angeles Business Council's Employer Assisted Housing as a guide, employers with concentrated locations, such as Kaiser Permanente, should be encouraged to actually develop workforce housing via:

- Direct construction or acquisition and renovation of housing by employers.
- Provision of gap financing.
- Leverage employer's credit.
- Purchase guarantees to developers.

Employers with distributed locations but with some located near transit such as Home Depot and Target should be encouraged to develop programs to help employees bridge the financial gap when housing near their workplace is prohibitively expensive. This type of assistance could include:

- Rental assistance/master leasing.
- Mortgage assistance including:
 - Group mortgage benefits.
 - Down payment or closing cost assistance.
 - Mortgage insurance assistance or mortgage guarantee.
 - Mortgage rate buy-down and soft second mortgages.
- Matched savings.
- Shared equity.

Works Cited:

City of Los Angeles, Comprehensive Annual Financial Report for the Year Ending June 30, 2010, Office of the City Controller, Wendy Greuel, City Controller.

Employer Assisted Housing Handbook, Los Angeles Business Council, October, 2009.

The Kroger Co. Fact Book, 2009

UCLA Workforce Housing Needs Assessment, Brailsford & Dunlavey, 2009.

Westside Workforce Housing Study, Westside Cities Working Group, November, 2008.

Workforce Housing Scorecard for Los Angeles, Los Angeles Business Council, September, 2008.

http://factfinder.census.gov/home/saff/main.html?_lang=en

<http://map.ais.ucla.edu/portal/site/UCLA/menuitem.3f8e7342ad4ca217b66d4ab4f848344a/?vgnnextoid=853386a201c12010VgnVCM1000008f8443a4RCRD>

<http://re.usc.edu/housing/>

Exhibit 2-A

Zip Code	1999 Median Income	Inflation Adjusted Median Income	Ideal Rent Limit	Median Rent 1999	Adj Median Rent	Metric #	Fair Market Rent Match	Fair Market Rent	Fair Market Rent 1 BR	Fair Market Rent 2 BR
90013	\$8,855.00	\$11,422.95	\$314.13	\$286.00	\$373.17	0	-\$666.83	\$658.40	\$443.04	\$553.27
90014	\$8,633.00	\$11,136.57	\$306.26	\$215.00	\$280.53	0	-\$357.37	\$494.95	\$333.06	\$415.92
90017	\$14,847.00	\$19,152.63	\$526.70	\$387.00	\$504.95	0	-\$1,145.63	\$890.91	\$599.50	\$748.66
90021	\$13,053.00	\$16,838.37	\$463.06	\$302.00	\$394.04	0	-\$344.22	\$695.23	\$467.83	\$584.23
91330								\$0.00	\$0.00	\$0.00
91404										
90033	\$22,429.00	\$28,933.41	\$795.67	\$533.00	\$695.44	1	-\$162.12	\$1,227.01	\$825.67	\$1,031.10
90038	\$23,306.00	\$30,064.74	\$826.78	\$581.00	\$758.07	1	-\$379.37	\$1,337.51	\$900.03	\$1,123.96
90058	\$18,729.00	\$24,160.41	\$664.41	\$367.00	\$478.85	1	-\$109.42	\$844.86	\$568.52	\$709.97
90212	\$61,039.00	\$78,740.31	\$2,165.36	\$1,200.00	\$1,565.73	1	-\$430.01	\$2,762.50	\$1,858.93	\$2,321.43
90232	\$46,121.00	\$59,496.09	\$1,636.14	\$826.00	\$1,077.74	1	-\$433.48	\$1,901.52	\$1,279.56	\$1,597.92
90245	\$61,341.00	\$79,129.89	\$2,176.07	\$882.00	\$1,150.81	1	-\$373.68	\$2,030.44	\$1,366.31	\$1,706.25
90810	\$36,966.00	\$47,686.14	\$1,311.37	\$607.00	\$792.00	1	-\$352.51	\$1,397.36	\$940.31	\$1,174.26
90001	\$32,693.00	\$42,173.97	\$1,159.78	\$568.00	\$741.11	2	\$207.41	\$1,307.58	\$879.89	\$1,098.81
90007	\$17,644.00	\$22,760.76	\$625.92	\$540.00	\$704.58	2	\$184.07	\$1,243.13	\$836.52	\$1,044.64
90012	\$20,152.00	\$25,996.08	\$714.89	\$564.00	\$735.89	2	\$189.74	\$1,298.38	\$873.70	\$1,091.07
90015	\$18,533.00	\$23,907.57	\$657.46	\$431.00	\$562.36	2	-\$92.10	\$992.20	\$667.67	\$833.78
90024	\$47,573.00	\$61,369.17	\$1,687.65	\$1,183.00	\$1,543.55	2	\$254.58	\$2,723.36	\$1,832.59	\$2,288.54
90025	\$47,806.00	\$61,669.74	\$1,695.92	\$958.00	\$1,249.97	2	\$32.61	\$2,205.40	\$1,484.04	\$1,853.27
90027	\$31,820.00	\$41,047.80	\$1,128.81	\$647.00	\$844.19	2	\$140.27	\$1,489.45	\$1,002.27	\$1,251.64
90066	\$45,089.00	\$58,164.81	\$1,599.53	\$780.00	\$1,017.72	2	\$152.34	\$1,795.63	\$1,208.30	\$1,508.93
90501	\$42,117.00	\$54,330.93	\$1,494.10	\$694.00	\$905.51	2	\$71.55	\$1,597.65	\$1,075.08	\$1,342.56
90744	\$30,259.00	\$39,034.11	\$1,073.44	\$579.00	\$755.46	2	\$44.25	\$1,332.91	\$896.93	\$1,120.09
91505	\$51,740.00	\$66,744.60	\$1,835.48	\$825.00	\$1,076.44	2	\$122.84	\$1,899.22	\$1,278.01	\$1,595.98
90004	\$27,591.00	\$35,592.39	\$978.79	\$600.00	\$782.86	3	\$362.26	\$1,381.25	\$929.46	\$1,160.71
90010	\$32,083.00	\$41,387.07	\$1,138.14	\$590.00	\$769.82	3	\$252.83	\$1,358.23	\$913.97	\$1,141.37
90016	\$29,079.00	\$37,511.91	\$1,031.58	\$628.00	\$819.40	3	\$465.82	\$1,445.71	\$972.84	\$1,214.88
90018	\$23,797.00	\$30,698.13	\$844.20	\$563.00	\$734.59	3	\$385.96	\$1,296.07	\$872.15	\$1,089.14
90028	\$21,893.00	\$28,241.97	\$776.65	\$600.00	\$782.86	3	\$382.82	\$1,381.25	\$929.46	\$1,160.71
90031	\$25,300.00	\$32,637.00	\$897.52	\$570.00	\$743.72	3	\$379.52	\$1,312.19	\$882.99	\$1,102.68
90032	\$33,445.00	\$43,144.05	\$1,186.46	\$609.00	\$794.61	3	\$451.21	\$1,401.97	\$943.41	\$1,178.13
90049	\$84,342.00	\$108,801.18	\$2,992.03	\$1,148.00	\$1,497.88	3	\$659.45	\$2,642.79	\$1,778.38	\$2,220.83
90057	\$19,736.00	\$25,459.44	\$700.13	\$505.00	\$658.91	3	\$203.05	\$1,162.55	\$782.30	\$976.93
90061	\$26,449.00	\$34,119.21	\$938.28	\$575.00	\$750.24	3	\$357.24	\$1,323.70	\$890.74	\$1,112.35
90064	\$59,923.00	\$77,300.67	\$2,125.77	\$899.00	\$1,172.99	3	\$413.20	\$2,069.57	\$1,392.65	\$1,739.14
90065	\$38,271.00	\$49,369.59	\$1,357.66	\$629.00	\$820.70	3	\$428.24	\$1,448.01	\$974.39	\$1,216.82
90067	\$74,830.00	\$96,530.70	\$2,654.59	\$1,605.00	\$2,094.16	3	\$999.33	\$3,694.84	\$2,486.32	\$3,104.91
90210	\$112,572.00	\$145,217.88	\$3,993.49	\$1,307.00	\$1,705.34	3	\$957.54	\$3,008.82	\$2,024.68	\$2,528.42
90211	\$57,746.00	\$74,492.34	\$2,048.54	\$1,095.00	\$1,428.73	3	\$521.30	\$2,520.78	\$1,696.27	\$2,118.30

90248	\$43,125.00	\$55,631.25	\$1,529.86	\$682.00	\$889.86	3	\$469.07	\$1,570.02	\$1,056.49	\$1,319.35
90291	\$45,769.00	\$59,042.01	\$1,623.66	\$848.00	\$1,106.45	3	\$560.10	\$1,952.17	\$1,313.64	\$1,640.48
90402	\$118,553.00	\$152,933.37	\$4,205.67	\$977.00	\$1,274.76	3	\$467.74	\$2,249.14	\$1,513.48	\$1,890.03
90710	\$42,299.00	\$54,565.71	\$1,500.56	\$642.00	\$837.66	3	\$287.04	\$1,477.94	\$994.53	\$1,241.96
91304	\$48,052.00	\$61,987.08	\$1,704.64	\$728.00	\$949.87	3	\$543.42	\$1,675.92	\$1,127.75	\$1,408.33
91325	\$48,855.00	\$63,022.95	\$1,733.13	\$765.00	\$998.15	3	\$490.56	\$1,761.09	\$1,185.07	\$1,479.91
91342	\$48,744.00	\$62,879.76	\$1,729.19	\$743.00	\$969.45	3	\$489.45	\$1,710.45	\$1,150.99	\$1,437.35
91352	\$41,322.00	\$53,305.38	\$1,465.90	\$656.00	\$855.93	3	\$361.57	\$1,510.17	\$1,016.21	\$1,269.05
91367	\$61,356.00	\$79,149.24	\$2,176.60	\$1,073.00	\$1,400.02	3	\$713.12	\$2,470.14	\$1,662.19	\$2,075.74
91402	\$32,496.00	\$41,919.84	\$1,152.80	\$613.00	\$799.83	3	\$400.34	\$1,411.18	\$949.60	\$1,185.86
91405	\$29,657.00	\$38,257.53	\$1,052.08	\$625.00	\$815.48	3	\$426.45	\$1,438.80	\$968.19	\$1,209.08
91406	\$37,178.00	\$47,959.62	\$1,318.89	\$679.00	\$885.94	3	\$435.80	\$1,563.11	\$1,051.84	\$1,313.54
91436	\$102,652.00	\$132,421.08	\$3,641.58	\$1,260.00	\$1,644.01	3	\$641.25	\$2,900.63	\$1,951.88	\$2,437.50
91601	\$31,671.00	\$40,855.59	\$1,123.53	\$666.00	\$868.98	3	\$356.03	\$1,533.19	\$1,031.71	\$1,288.39
91602	\$47,989.00	\$61,905.81	\$1,702.41	\$817.00	\$1,066.00	3	\$536.22	\$1,880.80	\$1,265.62	\$1,580.51
91605	\$32,168.00	\$41,496.72	\$1,141.16	\$603.00	\$786.78	3	\$309.13	\$1,388.16	\$934.11	\$1,166.52
90002	\$35,194.00	\$45,400.26	\$1,248.51	\$560.00	\$730.67	4	\$472.60	\$1,289.17	\$867.50	\$1,083.33
90003	\$22,346.00	\$28,826.34	\$792.72	\$572.00	\$746.33	4	\$717.81	\$1,316.79	\$886.09	\$1,106.55
90005	\$21,998.00	\$28,377.42	\$780.38	\$547.00	\$713.71	4	\$418.37	\$1,259.24	\$847.36	\$1,058.18
90006	\$20,593.00	\$26,564.97	\$730.54	\$530.00	\$691.53	4	\$518.38	\$1,220.10	\$821.03	\$1,025.30
90008	\$30,472.00	\$39,308.88	\$1,080.99	\$623.00	\$812.87	4	\$802.12	\$1,434.20	\$965.09	\$1,205.21
90011	\$23,851.00	\$30,767.79	\$846.11	\$554.00	\$722.84	4	\$547.14	\$1,275.35	\$858.21	\$1,071.73
90019	\$31,501.00	\$40,636.29	\$1,117.50	\$642.00	\$837.66	4	\$698.42	\$1,477.94	\$994.53	\$1,241.96
90020	\$24,208.00	\$31,228.32	\$858.78	\$642.00	\$837.66	4	\$500.19	\$1,477.94	\$994.53	\$1,241.96
90023	\$26,884.00	\$34,680.36	\$953.71	\$606.00	\$790.69	4	\$469.71	\$1,395.06	\$938.76	\$1,172.32
90026	\$28,651.00	\$36,959.79	\$1,016.39	\$582.00	\$759.38	4	\$522.31	\$1,339.81	\$901.58	\$1,125.89
90029	\$22,043.00	\$28,435.47	\$781.98	\$565.00	\$737.20	4	\$610.29	\$1,300.68	\$875.25	\$1,093.01
90034	\$37,231.00	\$48,027.99	\$1,320.77	\$809.00	\$1,055.56	4	\$667.45	\$1,862.39	\$1,253.23	\$1,565.03
90035	\$50,014.00	\$64,518.06	\$1,774.25	\$975.00	\$1,272.15	4	\$1,066.47	\$2,244.53	\$1,510.38	\$1,886.16
90036	\$47,746.00	\$61,592.34	\$1,693.79	\$1,043.00	\$1,360.88	4	\$1,307.25	\$2,401.07	\$1,615.72	\$2,017.71
90037	\$20,275.00	\$26,154.75	\$719.26	\$537.00	\$700.66	4	\$636.54	\$1,236.22	\$831.87	\$1,038.84
90039	\$45,615.00	\$58,843.35	\$1,618.19	\$734.00	\$957.70	4	\$557.99	\$1,689.73	\$1,137.04	\$1,419.94
90041	\$48,439.00	\$62,486.31	\$1,718.37	\$684.00	\$892.46	4	\$724.27	\$1,574.63	\$1,059.59	\$1,323.21
90042	\$36,064.00	\$46,522.56	\$1,279.37	\$626.00	\$816.79	4	\$738.92	\$1,441.10	\$969.74	\$1,211.01
90043	\$34,069.00	\$43,949.01	\$1,208.60	\$604.00	\$788.08	4	\$719.63	\$1,390.46	\$935.66	\$1,168.45
90044	\$22,091.00	\$28,497.39	\$783.68	\$559.00	\$729.37	4	\$655.86	\$1,286.86	\$865.95	\$1,081.40
90045	\$56,566.00	\$72,970.14	\$2,006.68	\$864.00	\$1,127.32	4	\$895.17	\$1,989.00	\$1,338.43	\$1,671.43
90046	\$37,398.00	\$48,243.42	\$1,326.69	\$773.00	\$1,008.59	4	\$776.13	\$1,779.51	\$1,197.46	\$1,495.39
90047	\$35,142.00	\$45,333.18	\$1,246.66	\$642.00	\$837.66	4	\$800.42	\$1,477.94	\$994.53	\$1,241.96
90048	\$47,185.00	\$60,868.65	\$1,673.89	\$983.00	\$1,282.59	4	\$768.12	\$2,262.95	\$1,522.77	\$1,901.64
90056	\$72,193.00	\$93,128.97	\$2,561.05	\$856.00	\$1,116.89	4	\$665.20	\$1,970.58	\$1,326.04	\$1,655.95
90059	\$22,151.00	\$28,574.79	\$785.81	\$500.00	\$652.39	4	\$1,151.04	\$1,151.04	\$774.55	\$967.26
90062	\$26,901.00	\$34,702.29	\$954.31	\$598.00	\$780.25	4	\$807.74	\$1,376.65	\$926.37	\$1,156.85

90063	\$30,174.00	\$38,924.46	\$1,070.42	\$585.00	\$763.29	4	\$451.91	\$1,346.72	\$906.23	\$1,131.70
90068	\$52,890.00	\$68,228.10	\$1,876.27	\$818.00	\$1,067.30	4	\$734.18	\$1,883.10	\$1,267.17	\$1,582.44
90069	\$51,215.00	\$66,067.35	\$1,816.85	\$898.00	\$1,171.69	4	\$756.35	\$2,067.27	\$1,391.10	\$1,737.20
90077	\$141,527.00	\$182,569.83	\$5,020.67	\$1,508.00	\$1,967.60	4	\$2,239.41	\$3,471.54	\$2,336.05	\$2,917.26
90230	\$51,275.00	\$66,144.75	\$1,818.98	\$849.00	\$1,107.75	4	\$904.02	\$1,954.47	\$1,315.19	\$1,642.41
90247	\$35,101.00	\$45,280.29	\$1,245.21	\$700.00	\$913.34	4	\$729.18	\$1,611.46	\$1,084.38	\$1,354.17
90272	\$122,877.00	\$158,511.33	\$4,359.06	\$1,691.00	\$2,206.37	4	\$2,630.33	\$3,892.82	\$2,619.54	\$3,271.28
90290	\$88,661.00	\$114,372.69	\$3,145.25	\$1,189.00	\$1,551.38	4	\$1,379.44	\$2,737.18	\$1,841.89	\$2,300.15
90292	\$72,215.00	\$93,157.35	\$2,561.83	\$1,442.00	\$1,881.48	4	\$2,227.07	\$3,319.60	\$2,233.81	\$2,789.58
90293	\$66,425.00	\$85,688.25	\$2,356.43	\$991.00	\$1,293.03	4	\$1,056.03	\$2,281.36	\$1,535.17	\$1,917.11
90302	\$32,698.00	\$42,180.42	\$1,159.96	\$698.00	\$910.73	4	\$530.62	\$1,606.85	\$1,081.28	\$1,350.30
90502	\$48,601.00	\$62,695.29	\$1,724.12	\$878.00	\$1,145.59	4	\$756.45	\$2,021.23	\$1,360.12	\$1,698.51
90717	\$42,182.00	\$54,414.78	\$1,496.41	\$774.00	\$1,009.89	4	\$1,069.09	\$1,781.81	\$1,199.01	\$1,497.32
90731	\$35,910.00	\$46,323.90	\$1,273.91	\$685.00	\$893.77	4	\$571.23	\$1,576.93	\$1,061.14	\$1,325.15
90732	\$63,614.00	\$82,062.06	\$2,256.71	\$968.00	\$1,263.02	4	\$1,407.63	\$2,228.42	\$1,499.54	\$1,872.62
91040	\$51,894.00	\$66,943.26	\$1,840.94	\$709.00	\$925.08	4	\$991.64	\$1,632.18	\$1,098.32	\$1,371.58
91042	\$42,882.00	\$55,317.78	\$1,521.24	\$663.00	\$865.06	4	\$719.02	\$1,526.28	\$1,027.06	\$1,282.59
91214	\$64,843.00	\$83,647.47	\$2,300.31	\$915.00	\$1,193.87	4	\$1,219.45	\$2,106.41	\$1,417.43	\$1,770.09
91303	\$36,769.00	\$47,432.01	\$1,304.38	\$723.00	\$943.35	4	\$560.08	\$1,664.41	\$1,120.00	\$1,398.66
91306	\$49,064.00	\$63,292.56	\$1,740.55	\$702.00	\$915.95	4	\$925.25	\$1,616.06	\$1,087.47	\$1,358.04
91307	\$74,072.00	\$95,552.88	\$2,627.70	\$1,358.00	\$1,771.88	4	\$2,156.52	\$3,126.23	\$2,103.69	\$2,627.08
91311	\$62,270.00	\$80,328.30	\$2,209.03	\$890.00	\$1,161.25	4	\$769.73	\$2,048.85	\$1,378.71	\$1,721.73
91316	\$49,131.00	\$63,378.99	\$1,742.92	\$867.00	\$1,131.24	4	\$901.76	\$1,995.91	\$1,343.08	\$1,677.23
91324	\$49,961.00	\$64,449.69	\$1,772.37	\$761.00	\$992.93	4	\$993.75	\$1,751.89	\$1,178.87	\$1,472.17
91326	\$82,310.00	\$106,179.90	\$2,919.95	\$840.00	\$1,096.01	4	\$1,264.66	\$1,933.75	\$1,301.25	\$1,625.00
91331	\$39,225.00	\$50,600.25	\$1,391.51	\$659.00	\$859.85	4	\$616.25	\$1,517.07	\$1,020.86	\$1,274.85
91335	\$40,792.00	\$52,621.68	\$1,447.10	\$700.00	\$913.34	4	\$829.09	\$1,611.46	\$1,084.38	\$1,354.17
91340	\$40,398.00	\$52,113.42	\$1,433.12	\$672.00	\$876.81	4	\$552.56	\$1,547.00	\$1,041.00	\$1,300.00
91343	\$41,786.00	\$53,903.94	\$1,482.36	\$634.00	\$827.23	4	\$641.47	\$1,459.52	\$982.13	\$1,226.49
91344	\$64,947.00	\$83,781.63	\$2,303.99	\$912.00	\$1,189.95	4	\$1,316.07	\$2,099.50	\$1,412.79	\$1,764.29
91345	\$52,603.00	\$67,857.87	\$1,866.09	\$882.00	\$1,150.81	4	\$804.19	\$2,030.44	\$1,366.31	\$1,706.25
91356	\$51,420.00	\$66,331.80	\$1,824.12	\$796.00	\$1,038.60	4	\$896.97	\$1,832.46	\$1,233.09	\$1,539.88
91364	\$79,414.00	\$102,444.06	\$2,817.21	\$1,170.00	\$1,526.58	4	\$1,542.08	\$2,693.44	\$1,812.46	\$2,263.39
91401	\$35,403.00	\$45,669.87	\$1,255.92	\$669.00	\$872.89	4	\$560.55	\$1,540.09	\$1,036.35	\$1,294.20
91403	\$53,596.00	\$69,138.84	\$1,901.32	\$932.00	\$1,216.05	4	\$1,413.48	\$2,145.54	\$1,443.77	\$1,802.98
91411	\$34,266.00	\$44,203.14	\$1,215.59	\$667.00	\$870.28	4	\$506.36	\$1,535.49	\$1,033.25	\$1,290.33
91423	\$52,622.00	\$67,882.38	\$1,866.77	\$888.00	\$1,158.64	4	\$915.40	\$2,044.25	\$1,375.61	\$1,717.86
91504	\$55,813.00	\$71,998.77	\$1,979.97	\$779.00	\$1,016.42	4	\$1,793.32	\$1,793.32	\$1,206.75	\$1,506.99
91604	\$60,299.00	\$77,785.71	\$2,139.11	\$919.00	\$1,199.09	4	\$839.24	\$2,115.61	\$1,423.63	\$1,777.83
91606	\$31,806.00	\$41,029.74	\$1,128.32	\$641.00	\$836.36	4	\$735.53	\$1,475.64	\$992.98	\$1,240.03
91607	\$40,565.00	\$52,328.85	\$1,439.04	\$731.00	\$953.79	4	\$714.85	\$1,682.82	\$1,132.40	\$1,414.14
90071	N/A									
90089	N/A									

90094 N/A
 90095 N/A
 91608 N/A

Fair Market Rent 3 BR	Fair Market Rent 4 BR	Median Mortgages	Monthly Mortgage PMT	Gross Wages	Gross Wages Monthly	Rent Limit Matched to Wages	Industry	Secondary Industry
\$743.09	\$894.18	\$160,000.00	\$648.56	\$48,189.87	\$4,015.82	\$1,325.22	Wholesale Trade	Retail
\$558.62	\$672.19	\$37,500.00	\$152.01	\$30,993.31	\$2,582.78	\$852.32	Wholesale Trade	Manufacturing
\$1,005.51	\$1,209.95	\$231,700.00	\$939.19	\$74,055.70	\$6,171.31	\$2,036.53	Professional/Tec hnical	Finance & Insurance
\$784.66	\$944.20	\$171,900.00	\$696.79	\$37,798.17	\$3,149.85	\$1,039.45	Wholesale Trade	Manufacturing
\$0.00	\$0.00		\$0.00				Health Care & Social Assistance	Educational Services
			\$0.00				Professional/Tec hnical	Other
\$1,384.85	\$1,666.42	\$150,800.00	\$611.27	\$50,513.88	\$4,209.49	\$1,389.13	Health Care & Social Assistance	Retail
\$1,509.56	\$1,816.49	\$225,600.00	\$914.47	\$62,431.88	\$5,202.66	\$1,716.88	Information	Retail
\$953.54	\$1,147.42	\$139,000.00	\$563.43	\$34,701.39	\$2,891.78	\$954.29	Wholesale Trade	Manufacturing
\$3,117.86	\$3,751.79	\$893,100.00	\$3,620.17	\$116,091.44	\$9,674.29	\$3,192.51	Arts & Entertainment	Professional/Techn ical
\$2,146.13	\$2,582.48	\$313,100.00	\$1,269.15	\$84,909.17	\$7,075.76	\$2,335.00	Professional/Tec hnical	Information
\$2,291.63	\$2,757.56	\$371,900.00	\$1,507.49	\$87,422.42	\$7,285.20	\$2,404.12	Professional/Tec hnical	Accommodation & Food Services
\$1,577.12	\$1,897.78	\$148,000.00	\$599.92	\$63,631.81	\$5,302.65	\$1,749.87	Transportation & Warehousing	Wholesale Trade
\$1,475.79	\$1,775.85	\$138,900.00	\$563.03	\$40,006.46	\$3,333.87	\$1,100.18	Manufacturing	Retail
\$1,403.04	\$1,688.30	\$172,700.00	\$700.04	\$38,511.19	\$3,209.27	\$1,059.06	Manufacturing	Wholesale Trade
\$1,465.39	\$1,763.34	\$159,500.00	\$646.53	\$40,314.05	\$3,359.50	\$1,108.64	Accommodation & Food Services	Retail
\$1,119.83	\$1,347.52	\$205,600.00	\$833.40	\$39,429.16	\$3,285.76	\$1,084.30	Wholesale Trade	Manufacturing
\$3,073.69	\$3,698.64	\$874,500.00	\$3,544.77	\$89,774.07	\$7,481.17	\$2,468.79	Professional/Tec hnical	Arts & Entertainment
\$2,489.09	\$2,995.18	\$404,400.00	\$1,639.23	\$79,010.22	\$6,584.19	\$2,172.78	Professional/Tec hnical	Arts & Entertainment
\$1,681.04	\$2,022.84	\$423,900.00	\$1,718.27	\$49,061.18	\$4,088.43	\$1,349.18	Health Care & Social Assistance	Accommodation & Food Services
\$2,026.61	\$2,438.66	\$341,200.00	\$1,383.05	\$59,755.88	\$4,979.66	\$1,643.29	Professional/Tec hnical	Health Care & Social Assistance
\$1,803.16	\$2,169.78	\$257,600.00	\$1,044.18	\$55,494.24	\$4,624.52	\$1,526.09	Wholesale Trade	Professional/Techn ical
\$1,504.37	\$1,810.24	\$160,400.00	\$650.18	\$46,860.10	\$3,905.01	\$1,288.65	Retail	Transportation & Warehousing
\$2,143.53	\$2,579.35	\$230,800.00	\$935.54	\$64,595.67	\$5,382.97	\$1,776.38	Information	Health Care & Social Assistance
\$1,558.93	\$1,875.89	\$371,100.00	\$1,504.25	\$37,054.20	\$3,087.85	\$1,018.99	Health Care & Social Assistance	Professional/Techn ical
\$1,532.95	\$1,844.63	\$692,700.00	\$2,807.85	\$40,196.36	\$3,349.70	\$1,105.40	Professional/Tec hnical	Finance & Insurance
\$1,631.68	\$1,963.43	\$161,500.00	\$654.64	\$35,632.32	\$2,969.36	\$979.89	Retail	Other
\$1,462.79	\$1,760.21	\$160,600.00	\$650.99	\$33,095.07	\$2,757.92	\$910.11	Other	Retail
\$1,558.93	\$1,875.89	\$192,500.00	\$780.30	\$36,306.54	\$3,025.55	\$998.43	Accommodation & Food Services	Retail
\$1,480.98	\$1,782.10	\$155,700.00	\$631.13	\$33,915.26	\$2,826.27	\$932.67	Manufacturing	Other
\$1,582.31	\$1,904.03	\$151,300.00	\$613.29	\$34,573.09	\$2,881.09	\$950.76	Manufacturing	Retail
\$2,982.75	\$3,589.21	\$951,400.00	\$3,856.48	\$72,121.42	\$6,010.12	\$1,983.34	Professional/Tec hnical	Arts & Entertainment

\$1,312.10	\$1,578.88	\$173,000.00	\$701.25	\$34,891.03	\$2,907.59	\$959.50	Health Care & Social Assistance	Retail
\$1,493.97	\$1,797.73	\$137,300.00	\$556.54	\$35,144.00	\$2,928.67	\$966.46	Manufacturing Professional/Technical	Wholesale Trade
\$2,335.79	\$2,810.71	\$452,200.00	\$1,832.98	\$60,231.84	\$5,019.32	\$1,656.38		Retail
\$1,634.28	\$1,966.56	\$189,800.00	\$769.35	\$37,082.56	\$3,090.21	\$1,019.77	Retail Professional/Technical	Construction Arts & Entertainment Professional/Technical
\$4,170.13	\$5,018.01	\$761,000.00	\$3,084.70	\$98,018.55	\$8,168.21	\$2,695.51	Health Care & Social Assistance	Professional/Technical
\$3,395.87	\$4,086.32	\$1,000,000.00	\$4,053.48	\$74,592.16	\$6,216.01	\$2,051.28	Health Care & Social Assistance	Professional/Technical
\$2,845.04	\$3,423.50	\$662,800.00	\$2,686.65	\$72,708.35	\$6,059.03	\$1,999.48	Health Care & Social Assistance	Professional/Technical
\$1,771.98	\$2,132.26	\$176,000.00	\$713.41	\$40,034.53	\$3,336.21	\$1,100.95	Wholesale Trade Professional/Technical	Manufacturing
\$2,203.29	\$2,651.26	\$372,300.00	\$1,509.11	\$50,620.75	\$4,218.40	\$1,392.07	Professional/Technical Arts & Entertainment	Information Professional/Technical
\$2,538.46	\$3,054.58	\$1,000,000.00	\$4,053.48	\$64,777.93	\$5,398.16	\$1,781.39	Entertainment Health Care & Social Assistance	Retail
\$1,668.05	\$2,007.21	\$232,400.00	\$942.03	\$43,305.25	\$3,608.77	\$1,190.89	Health Care & Social Assistance	Retail
\$1,891.50	\$2,276.08	\$248,200.00	\$1,006.07	\$41,181.76	\$3,431.81	\$1,132.50	Construction Health Care & Social Assistance	Wholesale Trade
\$1,987.63	\$2,391.76	\$272,600.00	\$1,104.98	\$46,201.09	\$3,850.09	\$1,270.53	Health Care & Social Assistance	Construction
\$1,930.47	\$2,322.98	\$167,400.00	\$678.55	\$44,399.77	\$3,699.98	\$1,220.99	Construction	Retail
\$1,704.43	\$2,050.98	\$161,400.00	\$654.23	\$41,767.02	\$3,480.59	\$1,148.59	Manufacturing Professional/Technical	Wholesale Trade Finance & Insurance Health Care & Social Assistance
\$2,787.88	\$3,354.72	\$323,600.00	\$1,311.71	\$63,891.42	\$5,324.29	\$1,757.01		
\$1,592.71	\$1,916.54	\$150,500.00	\$610.05	\$36,757.87	\$3,063.16	\$1,010.84	Retail Health Care & Social Assistance	Retail
\$1,623.88	\$1,954.06	\$180,800.00	\$732.87	\$36,812.75	\$3,067.73	\$1,012.35	Health Care & Social Assistance	Retail
\$1,764.19	\$2,122.89	\$181,800.00	\$736.92	\$40,993.29	\$3,416.11	\$1,127.32	Wholesale Trade Professional/Technical	Construction Arts & Entertainment Professional/Technical
\$3,273.75	\$3,939.38	\$583,400.00	\$2,364.80	\$82,159.19	\$6,846.60	\$2,259.38		Professional/Technical
\$1,730.41	\$2,082.24	\$210,100.00	\$851.64	\$42,805.69	\$3,567.14	\$1,177.16	Retail Arts & Entertainment	Professional/Technical
\$2,122.74	\$2,554.34	\$383,900.00	\$1,556.13	\$48,893.97	\$4,074.50	\$1,344.58	Entertainment	
\$1,566.72	\$1,885.27	\$169,500.00	\$687.07	\$39,237.50	\$3,269.79	\$1,079.03	Manufacturing	Retail Health Care & Social Assistance
\$1,455.00	\$1,750.83	\$127,700.00	\$517.63	\$29,693.30	\$2,474.44	\$816.57	Retail	Retail Health Care & Social Assistance
\$1,486.18	\$1,788.35	\$134,400.00	\$544.79	\$21,781.29	\$1,815.11	\$598.99	Retail Accomodation & Food Services	Manufacturing
\$1,421.22	\$1,710.19	\$392,200.00	\$1,589.78	\$30,577.14	\$2,548.09	\$840.87	Accomodation & Food Services	Retail Health Care & Social Assistance
\$1,377.05	\$1,657.04	\$169,000.00	\$685.04	\$25,517.26	\$2,126.44	\$701.72	Retail Health Care & Social Assistance	Retail
\$1,618.69	\$1,947.80	\$236,000.00	\$956.62	\$22,984.65	\$1,915.39	\$632.08	Health Care & Social Assistance	Retail
\$1,439.41	\$1,732.07	\$140,000.00	\$567.49	\$26,480.56	\$2,206.71	\$728.22	Manufacturing	Wholesale Trade
\$1,668.05	\$2,007.21	\$245,700.00	\$995.94	\$28,345.95	\$2,362.16	\$779.51	Other Accomodation & Food Services	Retail Health Care & Social Assistance
\$1,668.05	\$2,007.21	\$905,400.00	\$3,670.02	\$35,554.48	\$2,962.87	\$977.75	Accomodation & Food Services	Health Care & Social Assistance
\$1,574.52	\$1,894.65	\$157,200.00	\$637.21	\$33,649.13	\$2,804.09	\$925.35	Manufacturing Health Care & Social Assistance	Wholesale Trade
\$1,512.16	\$1,819.62	\$206,900.00	\$838.67	\$29,727.28	\$2,477.27	\$817.50	Health Care & Social Assistance	Retail Health Care & Social Assistance
\$1,467.99	\$1,766.47	\$217,400.00	\$881.23	\$25,104.99	\$2,092.08	\$690.39	Retail Professional/Technical	Retail Health Care & Social Assistance
\$2,101.96	\$2,529.33	\$321,300.00	\$1,302.38	\$43,452.23	\$3,621.02	\$1,194.94	Professional/Technical	Retail Health Care & Social Assistance
\$2,533.26	\$3,048.33	\$432,300.00	\$1,752.32	\$42,838.71	\$3,569.89	\$1,178.06	Professional/Technical	Health Care & Social Assistance
\$2,709.94	\$3,260.93	\$452,600.00	\$1,834.61	\$39,775.33	\$3,314.61	\$1,093.82	Professional/Technical	Retail
\$1,395.24	\$1,678.92	\$144,000.00	\$583.70	\$21,806.52	\$1,817.21	\$599.68	Retail Professional/Technical	Manufacturing
\$1,907.09	\$2,294.84	\$239,900.00	\$972.43	\$41,154.04	\$3,429.50	\$1,131.74	Professional/Technical	Manufacturing

\$1,777.18	\$2,138.52	\$218,800.00	\$886.90	\$30,921.99	\$2,576.83	\$850.35	Retail	Accommodation & Food Services
\$1,626.48	\$1,957.18	\$159,300.00	\$645.72	\$25,534.08	\$2,127.84	\$702.19	Retail	Other
\$1,569.32	\$1,888.40	\$172,700.00	\$700.04	\$24,393.67	\$2,032.81	\$670.83	Other	Health Care & Social Assistance
\$1,452.40	\$1,747.71	\$141,000.00	\$571.54	\$22,945.80	\$1,912.15	\$631.01	Retail	Health Care & Social Assistance
\$2,244.86	\$2,701.29	\$347,800.00	\$1,409.80	\$39,775.48	\$3,314.62	\$1,093.83	Transportation & Warehousing	Professional/Technical
\$2,008.42	\$2,416.78	\$521,500.00	\$2,113.89	\$36,486.72	\$3,040.56	\$1,003.38	Retail	Arts & Entertainment
\$1,668.05	\$2,007.21	\$153,600.00	\$622.61	\$24,637.04	\$2,053.09	\$677.52	Retail	Health Care & Social Assistance
\$2,554.04	\$3,073.34	\$463,200.00	\$1,877.57	\$54,357.51	\$4,529.79	\$1,494.83	Health Care & Social Assistance	Retail
\$2,224.07	\$2,676.27	\$429,700.00	\$1,741.78	\$47,468.47	\$3,955.71	\$1,305.38	Health Care & Social Assistance	Professional/Technical
\$1,299.11	\$1,563.24	\$130,500.00	\$528.98				Retail	Health Care & Social Assistance
\$1,553.73	\$1,869.64	\$147,500.00	\$597.89	\$20,687.34	\$1,723.95	\$568.90	Health Care & Social Assistance	Other
\$1,519.96	\$1,829.00	\$147,200.00	\$596.67	\$32,538.44	\$2,711.54	\$894.81	Retail	Manufacturing
\$2,125.34	\$2,557.47	\$495,600.00	\$2,008.91	\$41,779.06	\$3,481.59	\$1,148.92	Arts & Entertainment	Professional/Technical
\$2,333.20	\$2,807.59	\$769,000.00	\$3,117.13	\$47,669.91	\$3,972.49	\$1,310.92	Arts & Entertainment	Professional/Technical
\$3,918.11	\$4,714.74	\$899,400.00	\$3,645.70	\$44,804.61	\$3,733.72	\$1,232.13	Professional/Technical	Arts & Entertainment
\$2,205.88	\$2,654.39	\$291,500.00	\$1,181.59	\$38,198.08	\$3,183.17	\$1,050.45	Retail	Professional/Technical
\$1,818.75	\$2,188.54	\$172,600.00	\$699.63	\$32,082.75	\$2,673.56	\$882.28	Health Care & Social Assistance	Other
\$4,393.58	\$5,286.89	\$894,700.00	\$3,626.65	\$45,908.81	\$3,825.73	\$1,262.49	Professional/Technical	Arts & Entertainment
\$3,089.28	\$3,717.39	\$490,700.00	\$1,989.04	\$49,372.41	\$4,114.37	\$1,357.74	Professional/Technical	Arts & Entertainment
\$3,746.63	\$4,508.40	\$385,300.00	\$1,561.81	\$39,728.59	\$3,310.72	\$1,092.54	Professional/Technical	Health Care & Social Assistance
\$2,574.83	\$3,098.35	\$552,700.00	\$2,240.36	\$44,557.79	\$3,713.15	\$1,225.34	Professional/Technical	Health Care & Social Assistance
\$1,813.55	\$2,182.29	\$167,400.00	\$678.55	\$39,135.79	\$3,261.32	\$1,076.23	Retail	Transportation & Warehousing
\$2,281.23	\$2,745.06	\$185,400.00	\$751.52	\$45,992.14	\$3,832.68	\$1,264.78	Wholesale Trade	Professional/Technical
\$2,011.02	\$2,419.90	\$261,500.00	\$1,059.99	\$25,917.32	\$2,159.78	\$712.73	Retail	Other
\$1,779.78	\$2,141.64	\$238,900.00	\$968.38	\$36,570.97	\$3,047.58	\$1,005.70	Retail	Accommodation & Food Services
\$2,515.07	\$3,026.44	\$299,100.00	\$1,212.40	\$29,846.94	\$2,487.25	\$820.79	Health Care & Social Assistance	Professional/Technical
\$1,842.13	\$2,216.68	\$200,900.00	\$814.34	\$23,292.36	\$1,941.03	\$640.54	Construction	Professional/Technical
\$1,722.62	\$2,072.86	\$197,400.00	\$800.16	\$29,354.84	\$2,446.24	\$807.26	Construction	Other
\$2,377.37	\$2,860.74	\$287,700.00	\$1,166.19	\$32,252.91	\$2,687.74	\$886.96	Construction	Professional/Technical
\$1,878.51	\$2,260.45	\$168,000.00	\$680.99	\$40,157.35	\$3,346.45	\$1,104.33	Retail	Other
\$1,823.95	\$2,194.79	\$188,600.00	\$764.49	\$25,120.60	\$2,093.38	\$690.82	Construction	Retail
\$3,528.38	\$4,245.77	\$256,100.00	\$1,038.10	\$35,262.29	\$2,938.52	\$969.71	Health Care & Social Assistance	Construction
\$2,312.41	\$2,782.57	\$261,200.00	\$1,058.77	\$46,513.68	\$3,876.14	\$1,279.13	Manufacturing	Wholesale Trade
\$2,252.65	\$2,710.67	\$331,800.00	\$1,344.95	\$39,786.99	\$3,315.58	\$1,094.14	Health Care & Social Assistance	Professional/Technical
\$1,977.24	\$2,379.26	\$243,400.00	\$986.62	\$27,568.61	\$2,297.38	\$758.14	Retail	Accommodation & Food Services
\$2,182.50	\$2,626.25	\$342,000.00	\$1,386.29	\$24,330.63	\$2,027.55	\$669.09	Professional/Technical	Retail
\$1,712.22	\$2,060.36	\$145,800.00	\$591.00	\$32,757.34	\$2,729.78	\$900.83	Retail	Manufacturing
\$1,818.75	\$2,188.54	\$170,600.00	\$691.52	\$28,449.92	\$2,370.83	\$782.37	Health Care & Social Assistance	Retail
\$1,746.00	\$2,101.00	\$144,000.00	\$583.70	\$36,161.42	\$3,013.45	\$994.44	Retail	Manufacturing

-

\$1,647.27	\$1,982.19	\$202,000.00	\$818.80	\$29,747.42	\$2,478.95	\$818.05	Health Care & Social Assistance	Retail
\$2,369.57	\$2,851.36	\$238,100.00	\$965.13	\$28,488.22	\$2,374.02	\$783.43	Health Care & Social Assistance	Construction
\$2,291.63	\$2,757.56	\$178,900.00	\$725.17	\$44,590.82	\$3,715.90	\$1,226.25	Health Care & Social Assistance	Retail
\$2,068.18	\$2,488.68	\$471,800.00	\$1,912.43	\$34,017.61	\$2,834.80	\$935.48	Health Care & Social Assistance	Professional/Technical
\$3,039.91	\$3,657.99	\$375,800.00	\$1,523.30	\$41,867.62	\$3,488.97	\$1,151.36	Professional/Technical	Health Care & Social Assistance
\$1,738.21	\$2,091.62	\$255,400.00	\$1,035.26	\$35,619.73	\$2,968.31	\$979.54	Retail	Professional/Technical
\$2,421.54	\$2,913.89	\$458,100.00	\$1,856.90	\$26,620.40	\$2,218.37	\$732.06	Professional/Technical	Arts & Entertainment
\$1,733.01	\$2,085.37	\$217,600.00	\$882.04	\$37,422.94	\$3,118.58	\$1,029.13	Professional/Technical	Retail
\$2,307.21	\$2,776.32	\$388,500.00	\$1,574.78	\$41,048.94	\$3,420.75	\$1,128.85	Professional/Technical	Retail
\$2,024.01	\$2,435.53	\$289,400.00	\$1,173.08				Professional/Technical	Manufacturing
\$2,387.76	\$2,873.24	\$457,700.00	\$1,855.28	\$46,413.67	\$3,867.81	\$1,276.38	Arts & Entertainment	Professional/Technical
\$1,665.46	\$2,004.08	\$170,100.00	\$689.50	\$26,913.03	\$2,242.75	\$740.11	Retail	Health Care & Social Assistance
\$1,899.29	\$2,285.46	\$304,200.00	\$1,233.07	\$35,198.92	\$2,933.24	\$967.97	Health Care & Social Assistance	Professional/Technical
			\$0.00	\$135,460.57	\$11,288.38	\$3,725.17	Professional/Technical	Finance & Insurance
			\$0.00				Health Care & Social Assistance	Other
			\$0.00				Professional/Technical	Information
			\$0.00	\$67,646.50	\$5,637.21	\$1,860.28	Health Care & Social Assistance	Professional/Technical
							Information	Retail

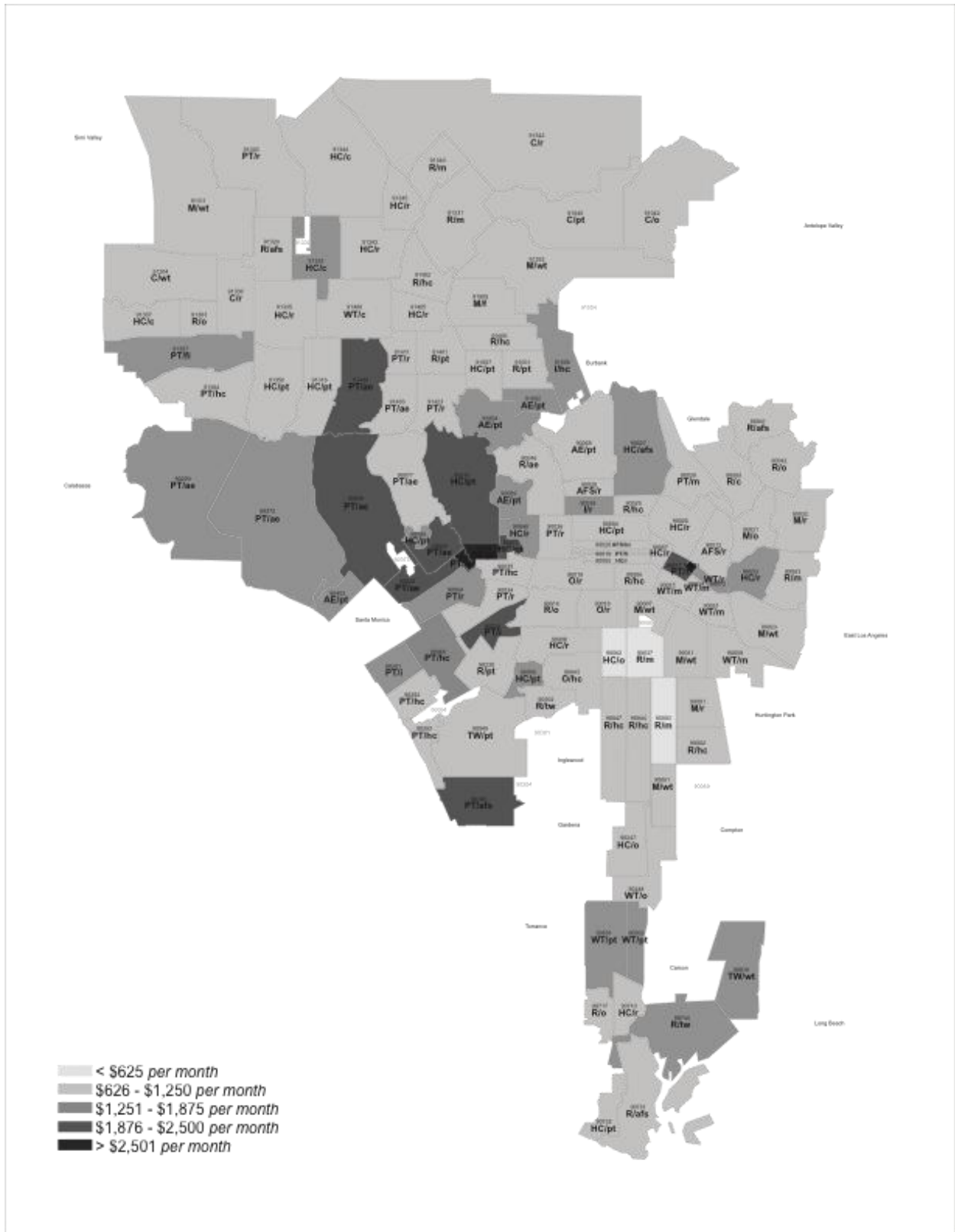


Exhibit 2-B

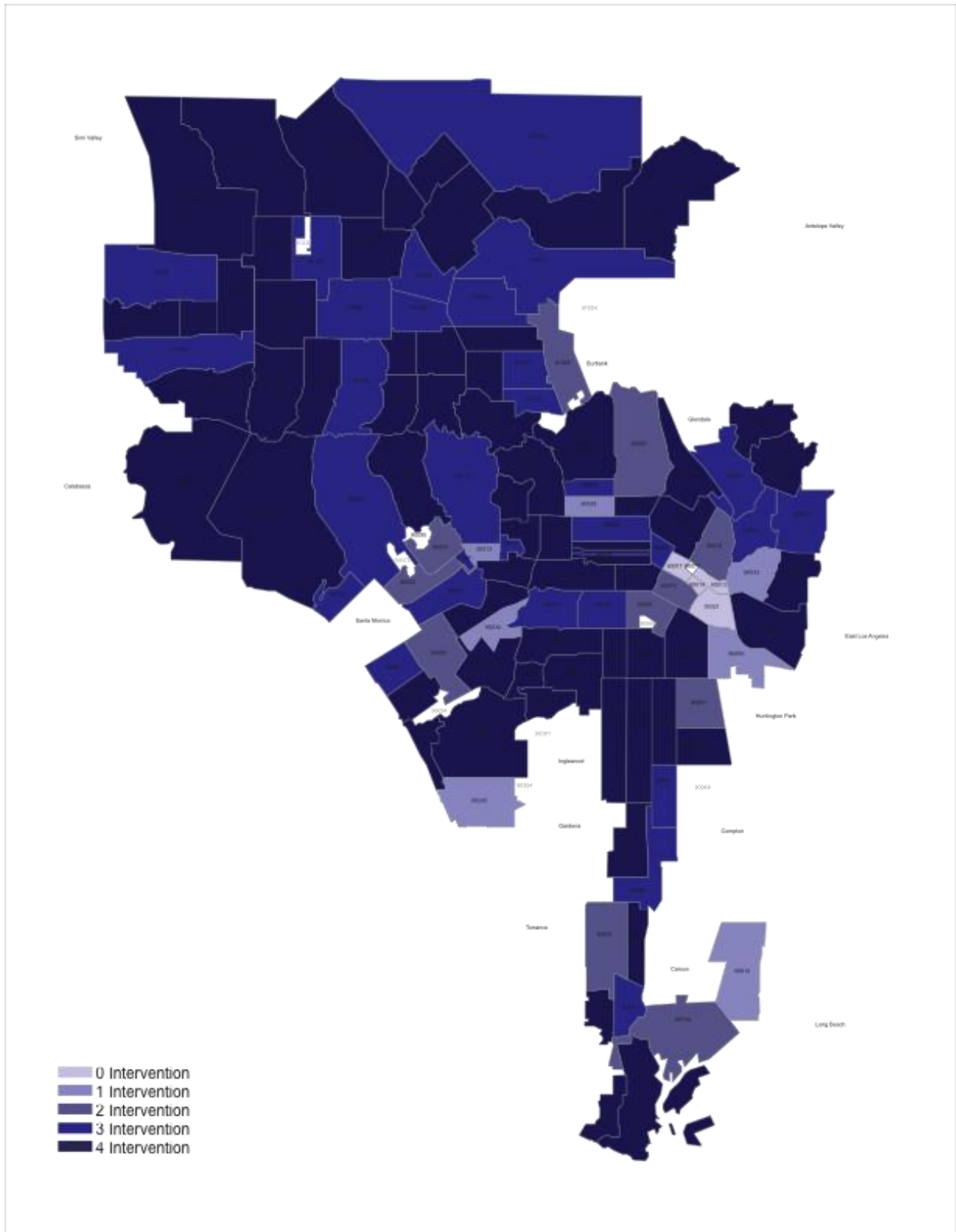


Exhibit 1-C

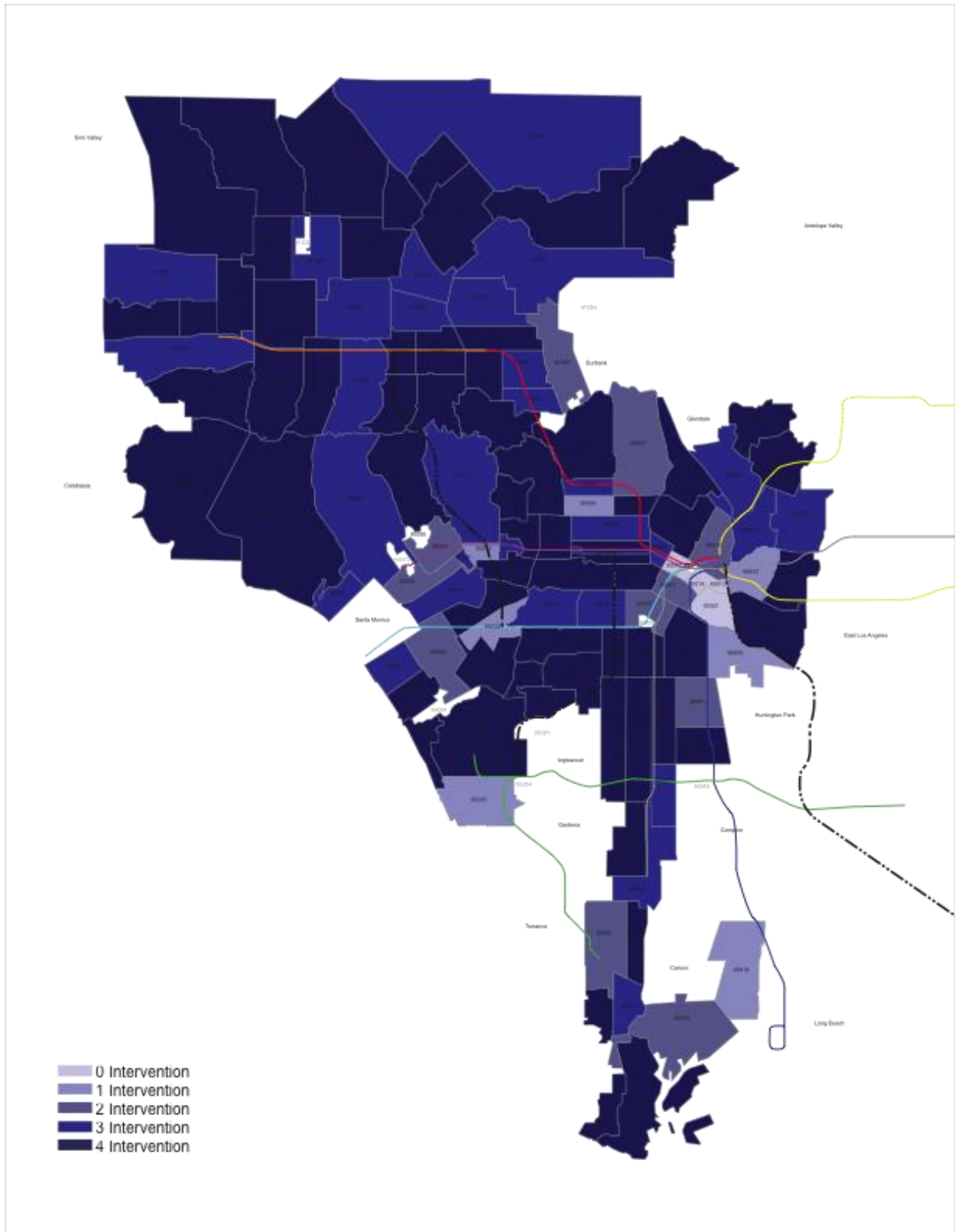


Exhibit 2-D

Section 3: Community Impact

Prepared by: Joy-Alonica Bautista, Janell Mullen, Hannah Smith

Affordable housing and the communities in which it is found must be taken into consideration when planning for transit. For light rail transit to reach its optimum usage in Los Angeles, it is imperative that affordable housing be located within TOD sites since low-income, minority communities tend to be transit's core-riders. This community impact report will illustrate demographic trends related to race, transportation, rent statistics, and poverty level at nine stations along three Metro lines. We will conclude by making recommendations to ensure more comprehensive transit planning that accounts for community assets and affordable housing within the City of Los Angeles.

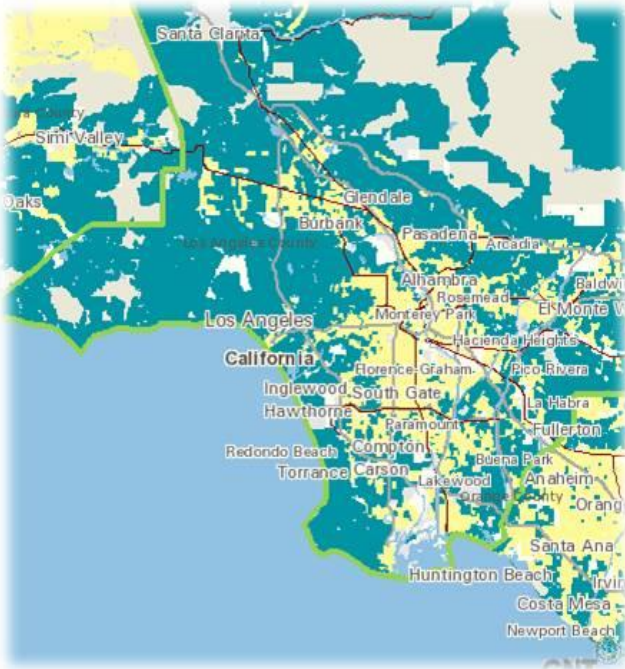
BACKGROUND

People gravitate towards cities because they want to connect: to cultural events, to medical care, to education, to jobs, and to each other. Los Angeles is currently reevaluating how it will connect its people to its places. With the passage of Measure R in 2008, it has been clearly demonstrated that the people of Los Angeles recognize the need for better transportation. Funding generated from Measure R and the 30/10 plan, gives Los Angeles the tools it needs to further develop its system of light rail transit (LRT). Consequently, the construction of billions of dollars worth of housing, retail, hotel, and office space has been encouraged around LRT stops. This type of development is known as transit-oriented development or TOD.

Research suggests that transit-oriented development renders urban centers more compact, walkable, cost-efficient, and therefore, livable (Center for Neighborhood Technology, 2010). The factors that make places livable are: a mix of amenities, safety, its distance from work, neighborhood character, and affordable costs (Center for Neighborhood Technology, 2010).

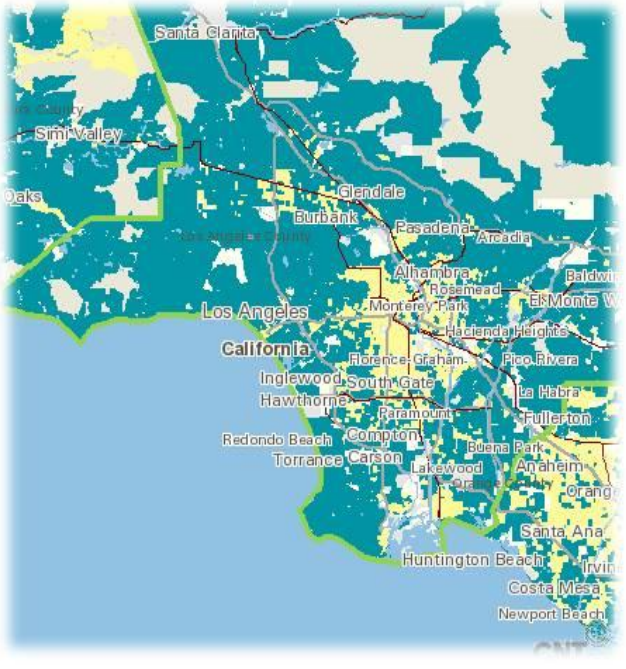
Traditionally affordability has been based on the definition of housing costs at 30% of income. The Center for Neighborhood Technology (CNT) posits that a more accurate assessment of affordability combines housing costs with transportation costs (known as the H + T Index), setting the affordable benchmark at 45% of Area Median Income (AMI). In Los Angeles, large amounts of money and time are spent traveling from one place to another due to its sprawl. The following maps demonstrate the difference in the traditional measurement of affordability and affordability as redefined by the H + T index (Figures 1 and 2).

Figure 1: Housing Costs- % Income



Less than 30%

Figure 2: H + T costs- % Income



Greater than 30%

The H + T Index suggests that location-efficient neighborhoods, such as TODs, lead to a reduced cost of living. In Los Angeles, will transit expansion help alleviate the effects of urban sprawl and auto-dependency and make communities more affordable, better places to live?

PROBLEM STATEMENT

With urban development come both costs and benefits. A major concern of TOD is the potential social transformation that it brings to neighborhoods. Research associates gentrification with TODs, claiming that wealthier residents gravitate towards the amenities around TODs, but might not actually use transit (Pollack, Bluestone, & Bilingham, 2010). It is a concern that TODs force lower income, minority populations out of the surrounding neighborhoods. Low-income, communities of color tend to be the core-riders of public transit. This pattern of displacement around TODs puts a more affluent, car dependent population closer to transit stops than the population that uses the transit. Additionally,

TODs may also induce higher housing prices. Therefore, the transit expansion planned for Los Angeles may be putting affordable housing at risk.

Despite research claims, this report attempts to investigate what patterns have occurred in Los Angeles in relation to TOD development. A demographic analysis will be conducted to discern whether TODs attract more affluent residents, raise housing prices, and displace core-riders in communities throughout Los Angeles. This study attempts to answer the question: How have TODs transformed communities in Los Angeles and what does this entail for the city's future transit plans?

METHODOLOGY

This report investigates how TOD has transformed communities in Los Angeles by evaluating factors of social change in various communities across the city. To assess the impact that TODs have on housing and communities, census research was conducted on nine stations along three lines in the Los Angeles Metro system. Information on selected variables was pulled for census tracts within a ½ mile radius from the 1990 and 2000 censuses, and the 2005-2009 American Community Survey. This section documents in further detail the methodology of line and station selection, data collection, and the variables used for analysis.

Metro Lines

The Blue Line, Gold Line, and emerging Expo Line offer an ideal mix of variables to utilize in research and analysis. The Blue line is the system's oldest line (it began operation in 1990), and stations on this line offered an excellent look at change over time, since the Metro Line was in place during the collection of all three data sources: 1990 and 2000 Censuses and the 2005-2009 ACS. In contrast, the Gold line is the system's newest completed line, with Phase 1 opening in 2003 and Phase 2 opening in 2009. Because of this, data sources for stations on this line offered "before and after" analysis opportunities. The Expo line is the most recent addition to Los Angeles' light rail network, with an anticipated two-phase opening in 2011 and 2015. When fully complete in 2015, the Expo line will run from downtown Los Angeles to Santa Monica and offer a vital east-west connection for the city. Analysis of community impact along this line was intended to be exploratory, to provide a perspective on development over the past 20 years and anticipated future development. The chief of property management and development for the Metropolitan Transportation Authority (MTA) has indicated that new development along the Expo line is currently "sparse", yet the transit line is expected to transform the neighborhoods through which it transverses in the years to come (Vincent, 2011).

Stations

Along each of these selected lines, three stations were selected based on ridership data. Using statistics provided by Metro, stops on the Blue and Gold line were ranked based on use, defined by total boardings and alightings, northbound and southbound, on weekdays for fiscal year 2010. For each line, a “high use,” “moderate use,” and “low use” stop was selected. For the Expo line, station selection was based on information on anticipated use gathered from Metro and related news articles. Together, these nine stops served as the focus of the community impact analysis.



Census Tracts

TOD neighborhoods are generally defined by the area within a ½ mile of a transit stop. Given this, census tracts within a half mile of a given station were selected for community impact analysis in order to focus research on the community most directly affected by transit development.

Variables

As previously mentioned, data from the Decennial Census of 1990, 2000, and the 5-year American Community Survey (ACS) were used to observe changes over time in the area surrounding these stops. Three sets of variables were analyzed: race, economic status indicators, and transportation indicators. Economic status indicators included median household income, median household gross rent, rent burden, and poverty status. Transportation indicators included mode of transportation and travel time.

DEMOGRAPHIC TRENDS/ANALYSIS

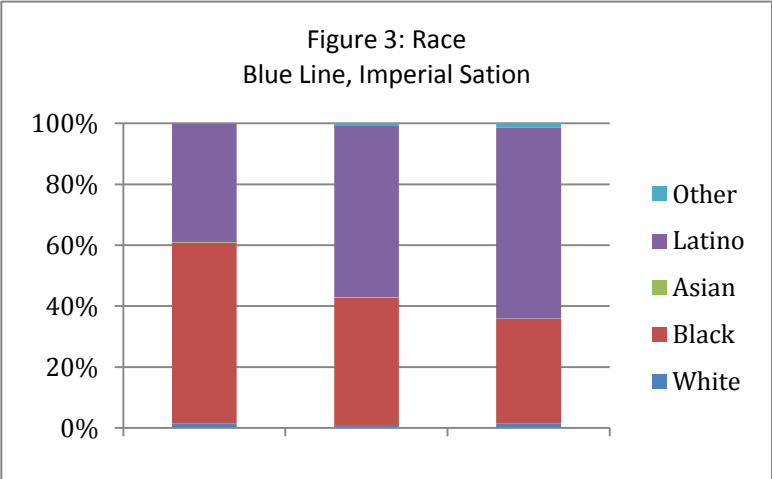
Data results and graphs for all stations can be found in Appendix A

Race

According to our demographic analysis, the Metro transit lines serve a significant population of communities of color, predominantly Latino and African American neighborhoods. The following graphs for each station are representative of the racial distribution for the respective transit lines from 1990 to 2009.

Blue Line

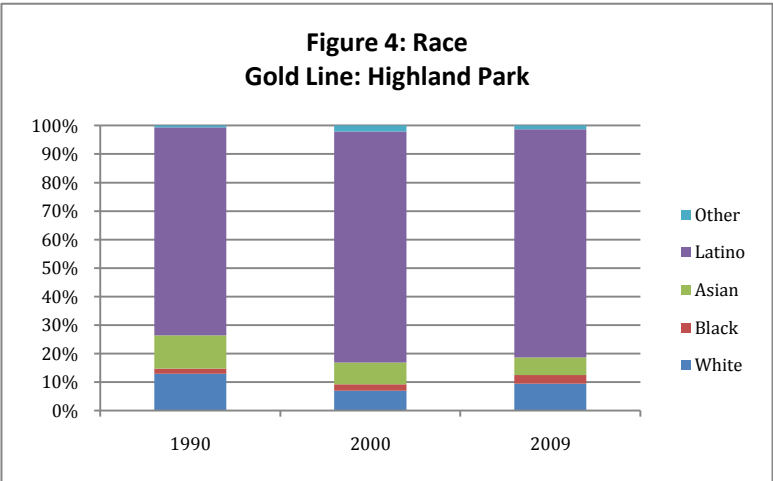
As shown in figure 3, the neighborhood around Imperial Station became predominantly Latino over the years. In 1990, they accounted for 39% of the entire population, became the largest racial group in 2000 at about 56% of the total population, and had a slight increase of about 7 percentage points in 2009,



accounting for 63% of the total population. On the contrary, African Americans were the largest racial group in 1990, contributing to 59% of the population. In 2000, African Americans experienced a 13% decline in percentage growth and 6% decline in 2009. By 2009, African Americans were still the second largest racial group but only contributed to about 34% of the entire population. Lastly, there were very few Asians and Caucasians throughout the years.

Gold Line

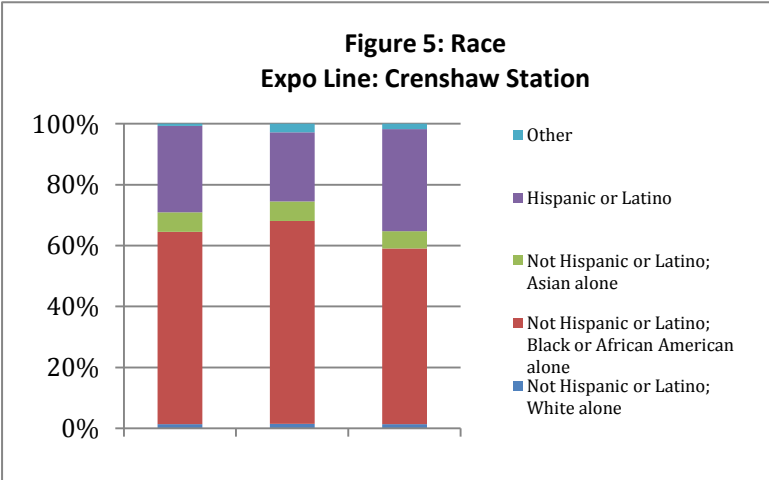
Shown in figure 3, similar racial trends can be found on the Highland Park Station where predominantly Latinos reside. In 1990, 73% of the population identifies as Latino. By 2009, the



statistics increased 7 percentage points totaling to about 80% of the entire population. The following largest racial group is Caucasians at about 13% in 1990. By 2000, Asians became the second largest group, contributing about 7.7% of the population. Very few African Americans continue to reside near the Highland Park station, contributing to an average of 2.4% of the racial distribution over the past couple decades.

Expo Line

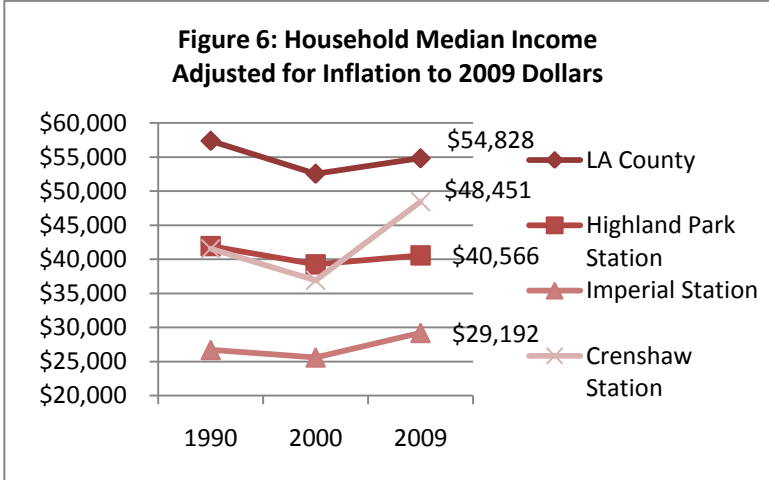
The Expo line experienced a slightly different racial distribution change over the span of 25 years. Looking at the graph in figure 5, Crenshaw Station consisted of predominantly African Americans, contributing to about 63% of the total population in 1990 and slowly declined to about



58% by 2009. The second largest racial group was Latinos at about 28% in 1990. Their population steadily increased to about 34% by 2009. The third largest racial group over the years is Asians followed by Caucasians.

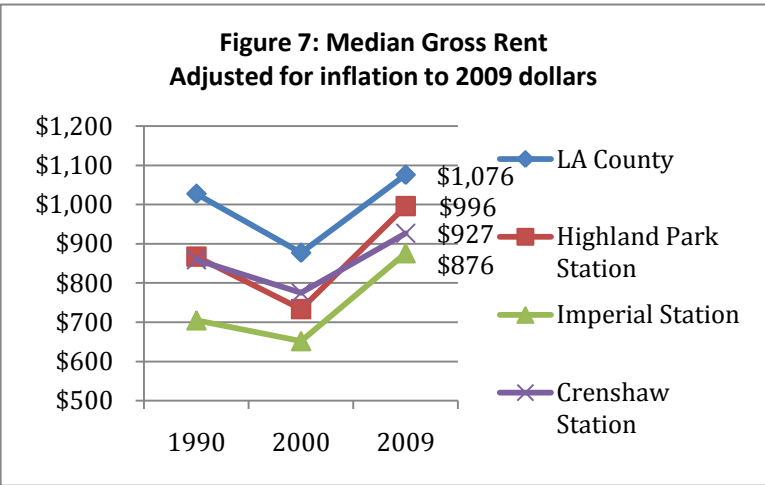
Income

As captured in the image to the right, the median household income around a selection of sample stations (one from each line) did not significantly increase over time when adjusted for inflation. Household income around the sample stops is well below the average level for Los Angeles County. Despite the rising cost of living, residents of TODs are not experiencing a substantial rise in income.



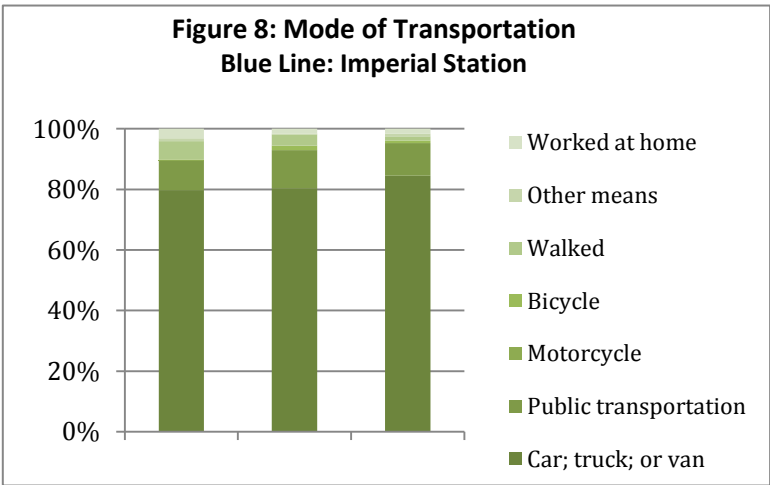
Median Gross Rent

The cost of living, as exemplified by the median gross rent graph to the right around the same selection of stops used to display income trends, has grown sharply in relation to income. There was a slight downturn across all stops in 2000, but overall prices have increased. This implies that residents around TOD sites are spending more on housing, and have grown more burdened with the cost of living overtime.



Means of Transportation

Overall, the development of Metro transit lines did not change transportation behaviors among the local residents. The following analysis is representative of all the lines and stations that we explored. Examining the oldest transit line in Figure 8, about 80% of the Blue Line’s Imperial Station residents use their car as a mode of transportation

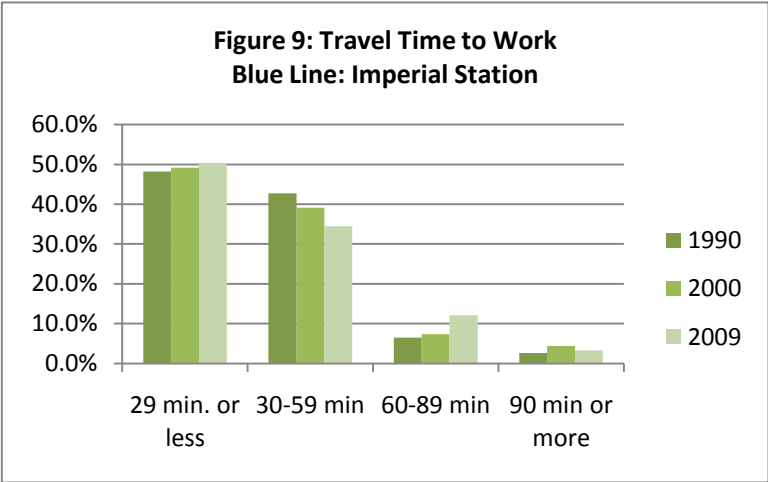


to go to work. Surprisingly, this trend increased overtime to about a percentage growth of 38% from 2000 to 2009. Another interesting trend to note is that residents started walking less to work illustrating a decline in percentage growth of about 2% from 1990 to 2000 and 2000 to 2009. Only about an average of 11% of the population chose to take public transit as a mode of transportation. An imperative factor to consider in analyzing this disparity is to question where these residents are working (it could be that their jobs do not have access to transit or the times they do work do not coincide with the time schedules, e.g. graveyard shifts). Another point to bear in mind is if these

residents feel safe taking transit around their neighborhood. Lack of security and unsafe, hostile environments can be a deterrent to using public transportation. Nonetheless, it is significant to note that people’s behaviors have not changed given that transit lines have been implemented within a half-mile from their housing. Even considering the rise in gas prices, car sales, and insurance policies, people remain auto captive.

Travel Time to Work

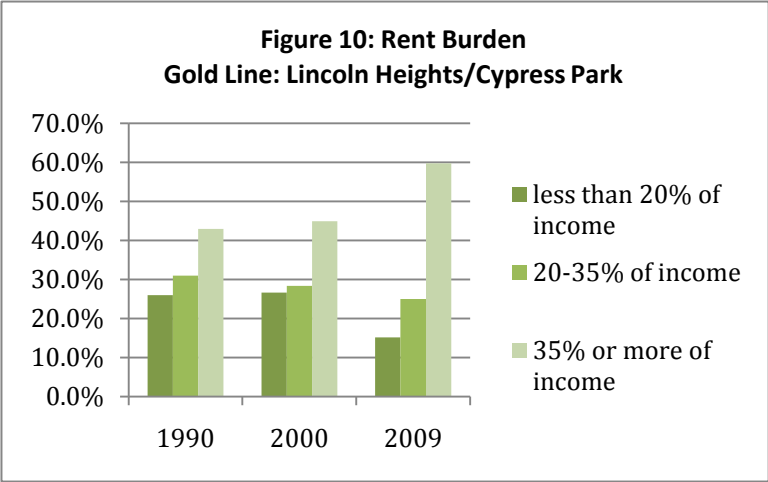
Over the years, residents travel time did not improve drastically. Looking at Blue Line Imperial Station’s graph in figure 9, about 48% of the population traveled 29 minutes or less to work in 1990. This stayed fairly the same in 2000 with a very slight decline of one percentage point. Then slightly increased to about two percentage



points reaching 50% of the population traveling 29 minutes or less in 2009. One improvement in travel time is occurring within the 30-59 minute category which shows a steady decline each year. In 1990, about 42% of residents were traveling at this rate and this statistic decreased about 8 percentage points in 2009 totaling to about 34% of the population. Unfortunately the next category, 60-89 minute travel time, increased slightly over the span of 25 years from 6.5% of the total population in 1990 to 12% in 2009. These statistics coupled with the means of transportation indicates the residents are not taking advantage of the public transit system around their neighborhoods.

Rent Burden

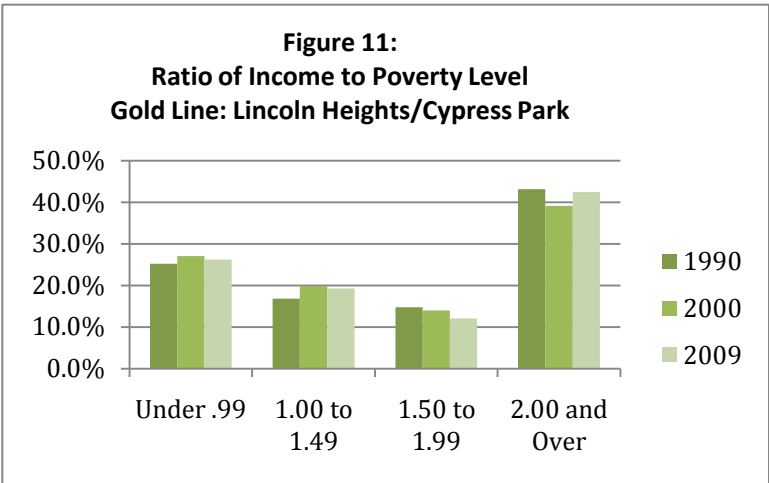
In addition to the increase of gross rent over time, “rent burden” for these communities has also dramatically increased. Rent burden offers a clearer picture of economic burden because it places housing



expenses in the context of total expenses. As a rule of thumb, rent is considered “affordable” if it accounts for 30% or less of an individual or family’s total expenses in a month. Housing costs over 30% are considered “unaffordable,” and a high concentration of unaffordable housing costs makes a strong case for affordable housing intervention. The community analyzed at the Gold Line Lincoln Heights/Cypress Park station (Figure 10) experienced dramatic rent burden increase, with an unacceptable percent of the community paying unaffordable rent. In 1990, just over 40% of the population analyzed had housing expenses greater than 35%. In the 2005-2009 ACS that number rose to 60% -- more than half of the community researched at this station was paying rent that is widely considered “unaffordable.” These findings make a strong case for affordable housing intervention around this transit stop, since this population paying unaffordable rent is only likely to rise.

Ratio of Income to Poverty Level

Similar to the rent burden variable, the ratio of income to poverty variable provides a more nuanced analysis of a community’s economic evolution. Ratio of income to poverty level, as the title would suggest, places income in the context of the poverty level at the time of data collection. An individual in the “under .99”



category is living below the poverty line. Likewise, an individual “between 1.00 and 1.49” has an income equal between the poverty line and one-and-a-half times the poverty line, and so on. The community analyzed at the Gold Line Lincoln Heights/Cypress Park station (Figure 11) demonstrates a depressing lack of change in this statistic between 1990 and 2000. Without change, approximately 1 in 4 individuals in the analyzed population lives at or below the poverty line. While there are certainly communities in Los Angeles that suffer much higher rates of poverty than this one, the economic inertia in the face of significant transportation infrastructure investment that this statistic reveals is discouraging.

SUMMARY OF FINDINGS

- **Racial Composition** does not fundamentally change the areas surrounding the transit stops. This might imply that people are sacrificing to remain in the neighborhood, despite rising costs of living.
- **Rent** increases sharply overtime, but **Income** does not grow at a proportionate rate. This indicates that livability around TOD sites in terms of affordability has not improved..
- **Transportation** trends, in particular, automobile usage is not decreasing. Despite the citywide initiatives to reduce emissions (under SB 375) and fund transit (via Measure R), people are not getting out of their cars. People have not been benefiting from the costs savings that can potentially come from using transit.
- **Rent Burden & Poverty** unfortunately has gotten worse overtime. This suggests TOD has not offered the surrounding communities with inner growth and economic security despite the claims that compact neighborhoods offer economic security (Center for Neighborhood Technology, 2010). The neighborhoods around TOD aren't remarkably amenity-rich, resource-efficient, or increasingly cost-efficient.
- **Affordable Housing & TODs** The question remains: how can cities develop their transit while protecting the neighborhoods around it? With impending TOD, how can ridership be protected by preserving and providing additional affordable housing for its core-riders?

CONCLUSION AND RECOMMENDATIONS

Despite the evidence that remarkable change has not taken place around transit stops, that does not mean inaction is the next proper step to take. Planning to preserve and create affordable housing is an important component in making cities more livable for future years to come.

As our summary findings illustrate, there are indicators of a great disinvestment around the Metro transit stations in Los Angeles. After further literature review, we pulled together a strategy tool kit that can provide a comprehensive guide for transit- oriented development, specifically in areas where

community economic development and neighborhood revitalization is necessary. Three planning tools that should be considered include:

1. Station Area Planning
2. Community Involvement/Engagement
3. Joint Ventures

Station Area Planning

A well- thought out, detailed station area plan is necessary to produce successful transit oriented development sites. This requires thoughtful coordination between local government, transit agencies, developers, and property owners to ensure that the planning for land use support ridership and the surrounding community needs (Reconnecting America, 2009). Furthermore, a visioning process sets standards and expectations that will allow for a smoother transition throughout the development process (Environmental Protection Agency, 2009). These specific plans are most effective if it specifies a clear time frame and strategy for implementation that must include infrastructure improvement, funding sources, and public participation input (Environmental Protection Agency, 2009). One way to finance transit station area planning is by applying a region’s flexible transportation funds to pay for the comprehensive planning (Environmental Protection Agency, 2009).

To prevent land speculation and higher economic costs, a “floating” TOD overlay zone should be implemented to offer more flexibility opposed to pre- zoning the site before the market is ready (Environmental Protection Agency, 2009). Overlay zones have a separate set of requirements that can be applied to amend existing zones while encouraging uses that support ridership. A case study to learn from is in Massachusetts. The state rewards municipalities that adopt transit village overlay zones by giving them grants for meeting various requirements such as: presenting a comprehensive plan outlining housing development, zoning with a minimum density of 8 units per acre for single family homes, 12 units per acre duplexes/triplexes, and 20 units per acre for multifamily properties, and requiring at least 20 percent of units to be affordable in projects with 12 or more units (Center for Transit Oriented Development, 2009). Grants given to the municipalities that meet these guidelines include \$10,000 for projects with less than 20 units and \$600,000 for projects consisting of 501 or more units. In addition, bonus payments of \$3,000 are granted to new homes that are being permitted (Center for Transit Oriented Development, 2009).

Another strategy tool that will benefit transit oriented development is reducing parking requirements since parking is so expensive. Municipalities can adopt zoning that require less parking in projects with car- sharing facilities (e.g. zip car) or by providing public parking structures to house car sharing facilities, allowing on street parking to be included in the required spaces, and overall limiting the total number of parking spaces required to increase the feasibility of mixed income, mixed use development which in turn will lower operation costs (Environmental Protection Agency, 2009). A few cities that adopted these reduced parking requirements include: Portland, Oregon, San Francisco, California, Washington, D.C., and Phoenix, Arizona.

Community Involvement and Effort

Community development corporations should play an integral role in transit-oriented development because they are mission driven with a vision to provide comprehensive, lasting revitalization for neighborhoods. They operate from the ground up and have effective organizing skills in understanding community needs and benefits. In addition, these non- profit entities have a geographic focus and create a vital impact in areas where there is a high population of low income residents and significant disinvestment within neighborhoods (Reconnecting America, 2009).

CDC's have been at the forefront in the community investment around TOD sites. A few successful examples include Barrio Logan in San Diego, Lake- Pulaski in Chicago, and the mixed-income transit oriented projects along Fairmont commuter rail line in Boston. However, the most prevalent CDC- led TOD effort is the Fruitvale Bay Area Rapid Transit station near Oakland, California (Reconnecting America, 2009). The development was sparked by community resistance to BART's intrusive plan to build a parking garage between the station and a commercial center that the surrounding neighborhood valued greatly. After much debate, BART agreed to an alternative plan that included a "transit village" connecting the commercial center and the BART station with a pedestrian corridor and plazas with small businesses, community space, offices, and apartments. In addition, as the developer, the Spanish- speaking Unity Council added more community assets such as a clinic, child development center, senior services center, and a library. This example is living proof of how CDC's can become a catalytic vehicle in revitalizing neighborhoods while providing public engagement, creative financing, quality design, and the preservation of affordable housing and community assets. A positive feature that City of Los Angeles has is the opportunity to continue work with various CDC's geographically focused around Metro stations such as Little Tokyo Service Center, East Los Angeles

Community Center, Esperanza Housing, Coalition for Responsible Development Corporation, A Community of Friends, and Abode Communities just to name a few.

Joint Ventures

A joint venture is a method that merges mission driven efforts with profit driven efforts. Under a singular goal, organizations can combine their strengths and work together to maintain affordable housing. Public-private partnerships can leverage local politicians to enact policy that supports the creation and preservation of affordable housing. Better coordination between housing, transportation, and land use agencies could result in more thoughtful, comprehensive planning in Los Angeles.

Public- private partnership projects can include a sale of air rights for a transit-oriented facility, a long-term lease, or a land sale (Environmental Protection Agency, 2009). The role of the local government can be to assemble land, re- zone, fund environmental remediation, and provide in- lieu fees or other public funding resources to the partnership. The private investment can provide knowledge and expertise in reviewing market conditions, pro forma analysis, creative financing, and skills in project management and development. The most paramount joint development programs consider the benefits of ridership and non- fare revenue for the transit agency in addition to having a clear process for developer selection that exudes the right amount of real estate experience (Center for Transit Oriented Development, 2009).

A successful example of a joint venture is the Pearl District located in Portland, Oregon. A neighborhood along the streetcar line was developed with the help of the local government striking a deal with the owner of the 40 acre land (Reconnecting America, 2009). The city agreed to build the streetcar pass his property and was willing to make public improvements as long as the owner developed 125 dwelling units per acre. As of today, Pearl District is considered the densest, most vibrant neighborhood that houses 10, 000 residents and 21,000 jobs. In conclusion, this venture helped the city meet its public goals and objectives to:

- Provide 2,500 affordable housing units
- Develop 4.6 million square feet of commercial space
- Meet Portland's 20 year housing goal within 7 years
- Issue numerous building permits 7 years in a row

The Portland streetcar is considered one of the most successful, highly measured joint venture of its time. It created affordable housing, public parks and high quality streetscape for the residents to enjoy. Most importantly, it became a vast economic development tool for the area. Since its development, about 60 US cities have emulated the Pearl District's public- private partnership.

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Appendix A: Data Summaries and Graphs

GOLD LINE: HIGHLAND PARK STATION

RACE	1990	2000	2005-2009
Total Population	27811	28871	29955
Not Hispanic or Latino; White alone	3637	2015	2827
Not Hispanic or Latino; Black or African American alone	502	656	926
Not Hispanic or Latino; Asian alone	3245	2209	1841
Hispanic or Latino	20427	23397	23957
Other	164	594	404

Nativity	1990	2000	2005-2009
Total Population	27811	28871	29955
Native	13538	14976	17513
Foreign Born	14437	13895	12442

Means of Transportation	1990	2000	2005-2009
Total	11419	9933	12466
Car; truck; or van	8697	7801	9616
Public transportation	1997	1617	1862
Motorcycle	19	6	6
Bicycle	29	13	50
Walked	437	278	324
Other means	103	53	278
Worked at home	137	165	330

Travel Time	1990	2000	2005-2009
Total	11282	9768	12136
29 Minutes or Less	5828	4380	5822
30-59 Minutes	9951	8486	10046
60 to 89 minutes	907	800	1488
90 or more minutes	424	482	602

Household median income	1990	2000	2005-2009
Los Angeles County	\$34,965	\$42,189	\$54,828
Highland Park Station	\$25,550	\$31,508	\$40,566

Rent Prices	1990	2000	2005-2009
Los Angeles County	\$626	\$704	\$1,076
Highland Park Station	\$528	\$589	\$996

Poverty Status	1990	2000	2005-2009
Total Population	27755	28624	29747
Under .99	5866	6682	5794
1.00 to 1.49	4734	6217	5831
1.50 to 1.99	4582	3695	4370
2.00 and over	12573	12030	13752

Tenure	1990	2000	2005-2009
Total Population		28871	29955
Owner occupied (Estimate)		2409	2550
Renter occupied (Estimate)		5703	5738

Rent Burden	1990 Census	2000 Census	2005-2009 ACS
Total Rents Reported	5230	5465	5636
gross rent <20% income	1310	1554	1281
gross rent 20-35% of income	1798	1899	1819
gross rent 35% or more of income	2122	2012	2536

Rent Prices	1990 Census	2000 Census	2005-2009 ACS
Total	5288	5622	5688
Cash rent less than \$250	181	216	73
Cash rent \$250-499	2051	1299	130
Cash rent \$500-749	2430	3015	1172
Cash rent \$750-999	522	797	1829
Cash rent over \$1000	104	295	2484

RACE	1990	2000	2009	1990-2000	2000-2009
White	13.1%	7.0%	9.4%	-5.8%	2.8%
Black	1.8%	2.3%	3.1%	0.6%	0.9%
Asian	11.7%	7.7%	6.1%	-3.7%	-1.3%
Latino	73.4%	81.0%	80.0%	10.7%	1.9%
Other	0.6%	2.1%	1.3%	1.5%	-0.7%

Nativity	1990	2000	2009	1990-2000	2000-2009
Native	48.7%	51.9%	58.5%	5.2%	8.8%
Foreign Born	51.9%		41.5%	-1.9%	-5.0%

Transportation	1990	2000	2009	1990-2000	2000-2009
Car; truck; or van	76%	79%	77%	-8%	18%
Public transportation	17%	16%	15%	-3%	2%
Motorcycle	0%	0%	0%	0%	0%
Bicycle	0%	0%	0%	0%	0%
Walked	4%	3%	3%	-1%	0%
Other means	1%	1%	2%	0%	2%
Worked at home	1%	2%	3%	0%	2%

Travel Time	1990	2000	2009	1990-2000	2000-2009
29 min. or less	51.7%	44.8%	48.0%	-13%	15%
30-59 min	88.2%	86.9%	82.8%	-13%	16%
60-89 min	8.0%	8.2%	12.3%	-1%	7%
90 min or more	3.8%	4.9%	5.0%	1%	1%

Adjusted Median Income	1990	2000	2005-2009	1990-2000	2000-2009
LA County	\$57,393	\$52,562	\$54,828	-8%	4%
Highland Park	\$41,939	\$39,255	\$40,566	-6%	3%

Adjusted Gross Rent	1990	2000	2005-2009	1990-2000	2000-2009
LA County	\$1,028	\$877	\$1,076	-15%	23%
Highland Park	\$867	\$733	\$996		

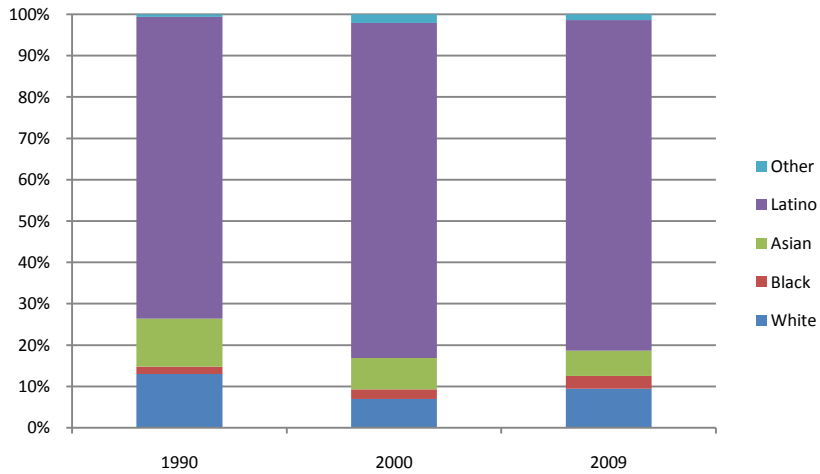
Poverty Status	1990	2000	2009	1990-2000	2000-2009
Under .99	21.1%	23.3%	19.5%	3%	-3%
1.00 to 1.49	17.1%	21.7%	19.6%	5%	-1%
1.50 to 1.99	16.5%	12.9%	14.7%	-3%	2%
2.00 and Over	45.3%	42.0%	46.2%	-2%	6%

Percentage of Total	1990	2000	2009	Percentage Growth
Rent Burden	1990	2000	2009	1990-2000
<20%	25.0%	28.4%	22.7%	
20-35%	34.4%	34.7%	32.3%	
35% or more	40.6%	36.8%	45.0%	

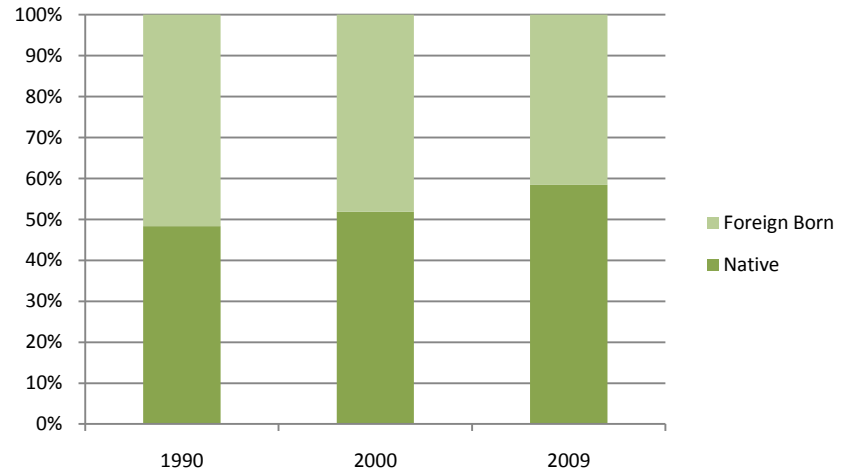
Rent Prices	1990	2000	2009	1990-2000	2000-2009
<\$250	3%	4%	1%		
\$250-499	39%	23%	2%		
\$500-749	46%	54%	21%		
\$750-999	10%	14%	32%		
\$1,000	2%	5%	44%		

GOLD LINE: HIGHLAND PARK STATION

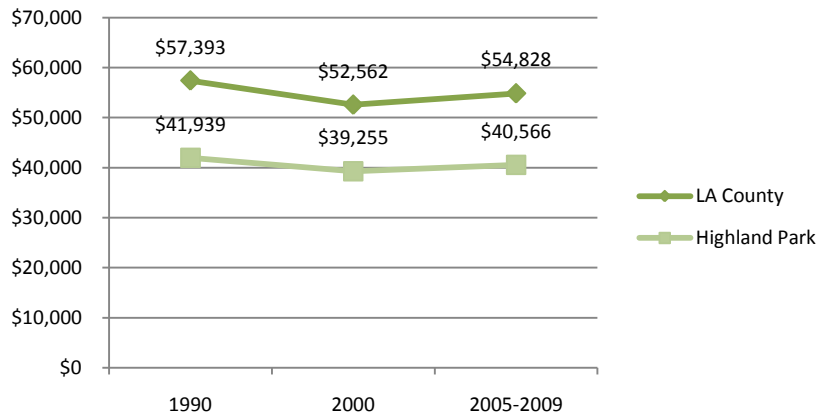
Race



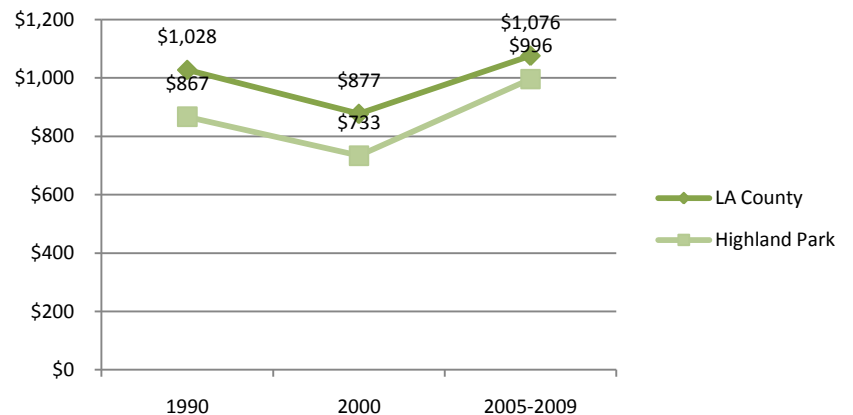
Nativity



Median Household Income Adjusted for 2009 Dollars

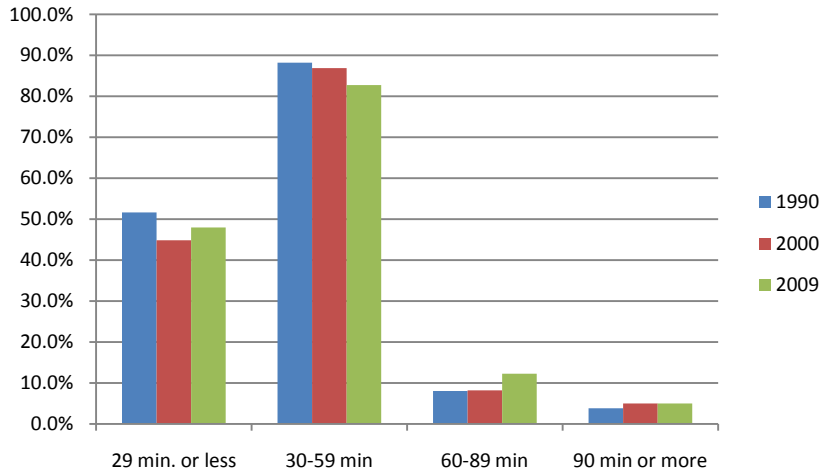


Rent Prices Adjusted for 2009 Dollars

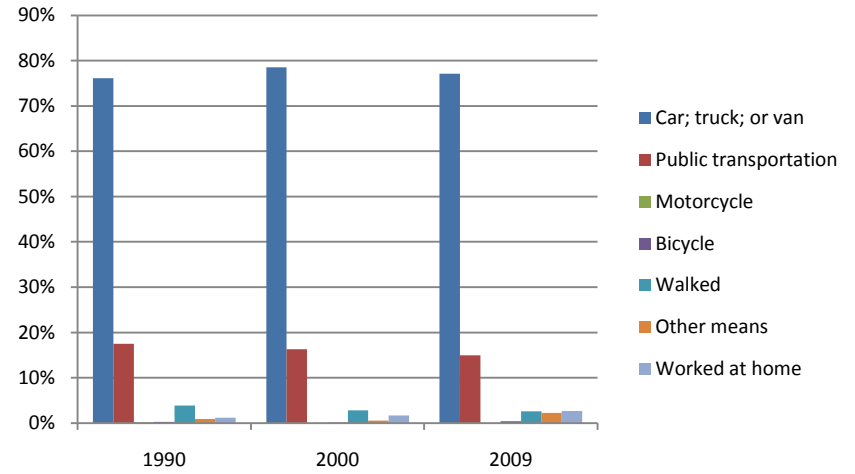


GOLD LINE: HIGHLAND PARK STATION

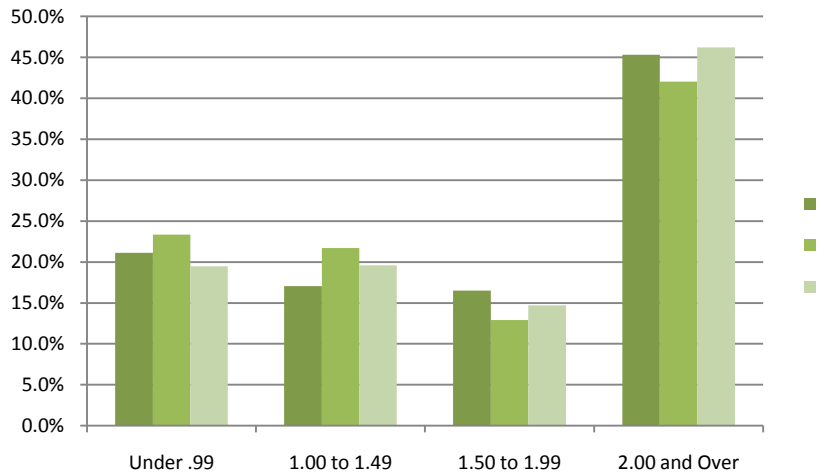
Travel Time



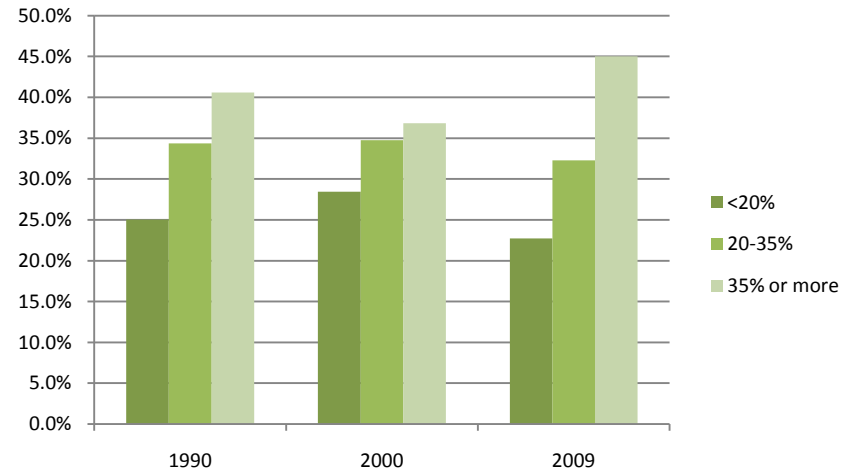
Means of Transportation



Ratio of Income to Poverty



Rent Burden



GOLD LINE: LINCOLN HEIGHTS/CYPRESS PARK

RACE	1990	2000	2005-2009
Total Population	25988	28726	25865
Not Hispanic or Latino; White alone	1542	1966	1726
Not Hispanic or Latino; Black or African American alone	161	308	22
Not Hispanic or Latino; Asian alone	5600	4799	3851
Hispanic or Latino	18635	21249	20039
Other	50	404	227

Nativity	1990	2000	2005-2009
Total Population	25721	28726	25865
Native	10496	13768	13135
Foreign Born	15225	14958	12730

Means of Transportation	1990	2000	2005-2009
Total	10136	9748	10476
Car; truck; or van	7236	7181	7873
Public transportation	1886	1532	1542
Motorcycle	4	0	17
Bicycle	13	41	60
Walked	681	641	485
Other means	155	77	290
Worked at home	161	276	209

Travel Time	1990	2000	2005-2009
Total	9994	9472	10267
29 Minutes or Less	5849	5280	5417
30-59 Minutes	3330	3170	3995
60 to 89 minutes	609	690	570
90 or more minutes	206	332	285

Household median income	1990	2000	2005-2009
Los Angeles County	\$34,965	\$42,189	\$54,828
Highland Park Station	\$23,313	\$29,543	\$36,438

Rent Prices	1990	2000	2005-2009
Los Angeles County	\$626	\$704	\$1,076
Highland Park Station	\$488	\$587	\$830

Poverty Status	1990	2000	2005-2009
Total Population	25859	28508	25542
Under .99	6528	7708	6703
1.00 to 1.49	4360	5644	4919
1.50 to 1.99	3819	3983	3078
2.00 and over	11152	11173	10842

Rent Burden	1990 Census	2000 Census	2005-2009
Total Rents Reported	4016	4753	4112
gross rent <20% income	1043	1266	623
gross rent 20-35% of income	1246	1351	1030
gross rent 35% or more of income	1727	2136	2459

Lincoln Heights/Cypress Park Station			
Rent Prices	1990 Census	2000 Census	2005-2009
	4092	5018	4232
Cash rent less than \$250	231	165	15
Cash rent \$250-499	1941	1179	344
Cash rent \$500-749	1652	2633	1247
Cash rent \$750-999	236	182	1377
Cash rent over \$1000	32	859	1249

Percentage of Total				Percentage Growth	
RACE	1990	2000	2009	1990-2000	2000-2009
White/NH	5.9%	6.8%	6.7%	1.6%	-0.8%
Black	0.6%	1.1%	0.1%	0.6%	-1.0%
Asian	21.5%	16.7%	14.9%	-3.1%	-3.3%
Latino	71.7%	74.0%	77.5%	10.1%	-4.2%
Other	0.2%	1.4%	0.9%	1.4%	-0.6%

Nativity	1990	2000	2009	1990-2000	2000-2009
Native	40.8%	47.9%	50.8%	12.7%	-2.2%
Foreign Born		52.1%	49.2%	-1.0%	-7.8%

Transportation	1990	2000	2005-2009	1990-2000	2000-2009
Car; truck; or van	71%	74%	75%	-1%	7%
Public transportation	19%	16%	15%	-3%	0%
Motorcycle	0%	0%	0%	0%	0%
Bicycle	0%	0%	1%	0%	0%
Walked	7%	7%	5%	0%	-2%
Other means	2%	1%	3%	-1%	2%
Worked at home	2%	3%	2%	1%	-1%

Travel Time	1990	2000	2009	1990-2000	2000-2009
29 min. or less	58.5%	55.7%	52.8%	-6%	1%
30-59 min	33.3%	33.5%	38.9%	-2%	9%
60-89 min	6.1%	7.3%	5.6%	1%	-1%
90 min or more	2.1%	3.5%	2.8%	1%	0%

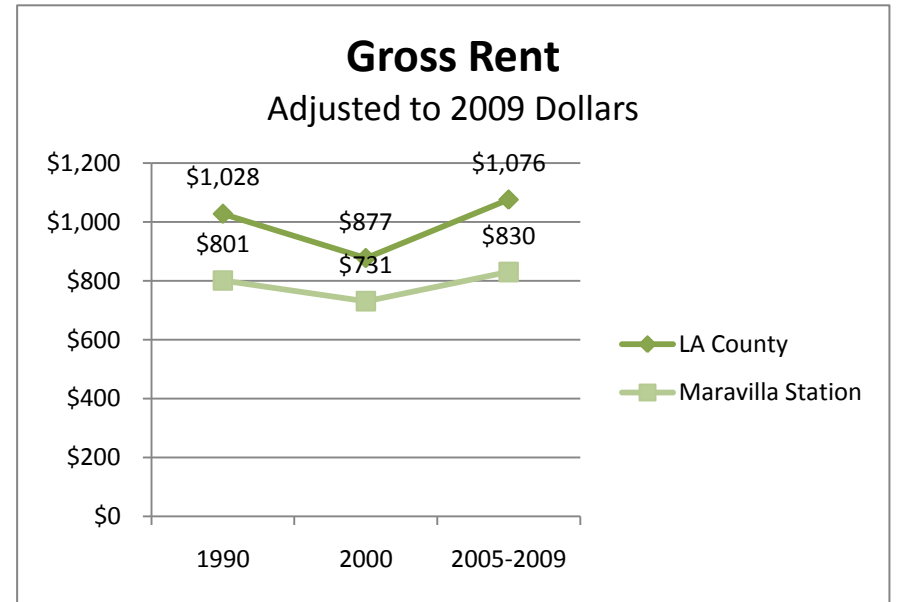
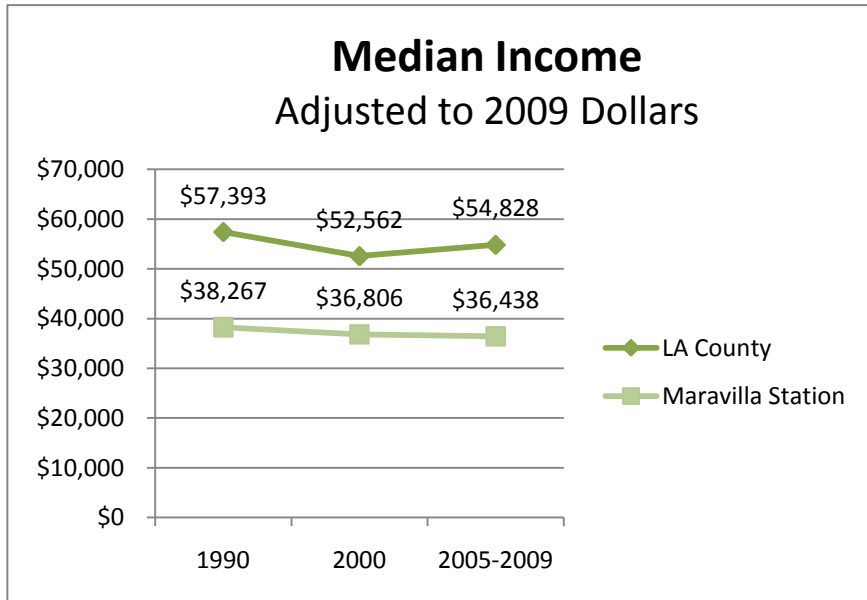
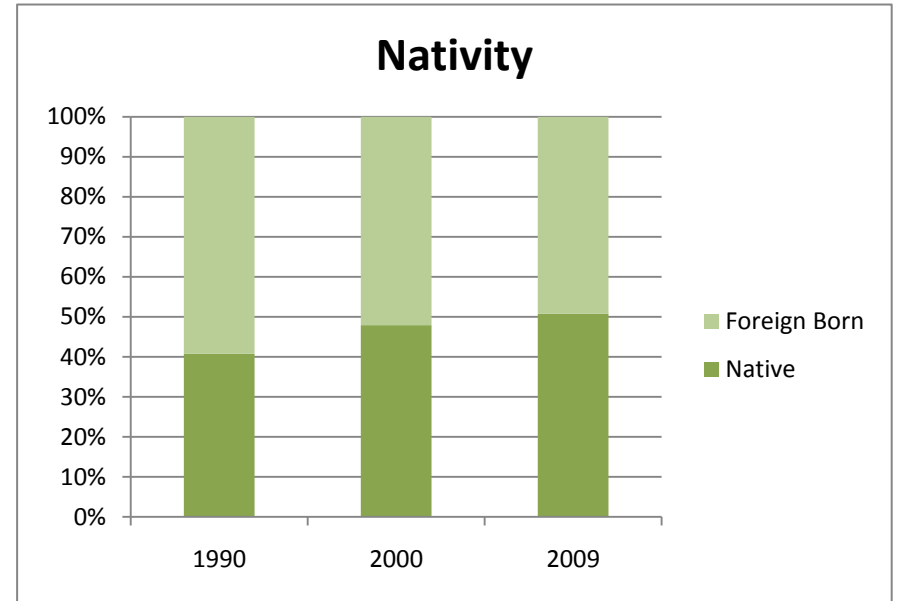
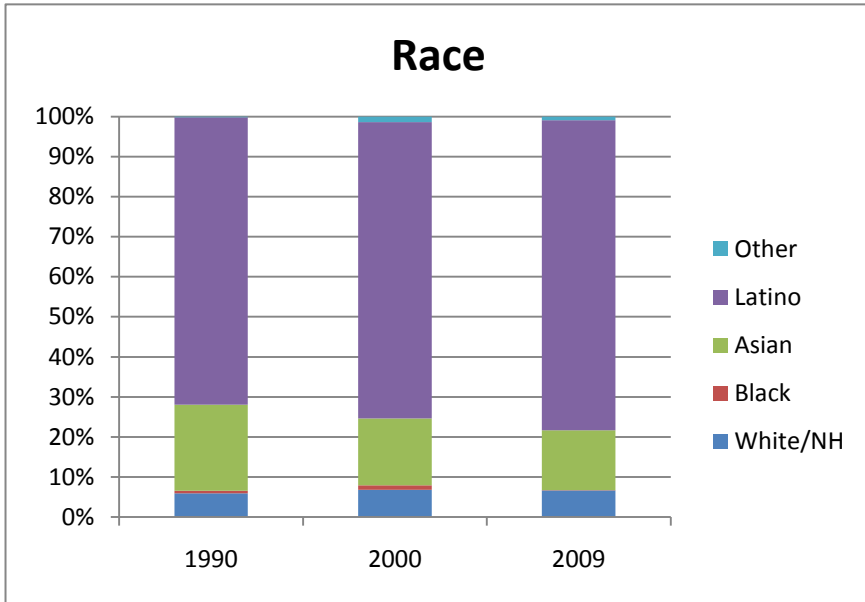
Adjusted Median Income in 2009 Dollars	1990	2000	2005-2009	1990-2000	2000-2009
LA County	\$57,393	\$52,562	\$54,828	-8%	4%
Maravilla Station	\$38,267	\$36,806	\$36,438	-4%	-1%

Adjusted Gross Rent in 2009 Dollars	1990	2000	2005-2009	1990-2000	2000-2009
LA County	\$1,028	\$877	\$1,076	-15%	23%
Maravilla Station	\$801	\$731	\$830	-9%	14%

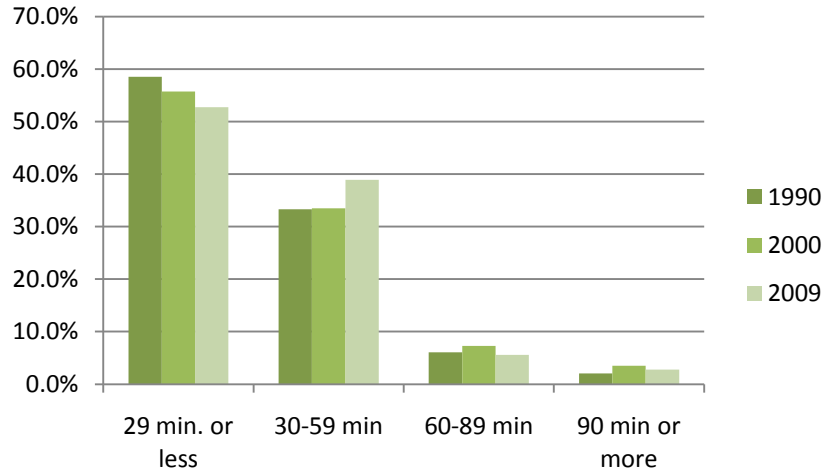
Poverty Status	1990	2000	2009	1990-2000	2000-2009
Under .99	25.2%	27.0%	26.2%	5%	-4%
1.00 to 1.49	16.9%	19.8%	19.3%	5%	-3%
1.50 to 1.99	14.8%	14.0%	12.1%	1%	-3%
2.00 and Over	43.1%	39.2%	42.4%	0%	-1%

Percentage Growth				1990-2000	2000-2009
Rent Burden	1990	2000	2009		
less than 20% of income	26.0%	26.6%	15.2%		
20-35% of income	31.0%	28.4%	25.0%		
35% or more of income	43.0%	44.9%	59.8%		

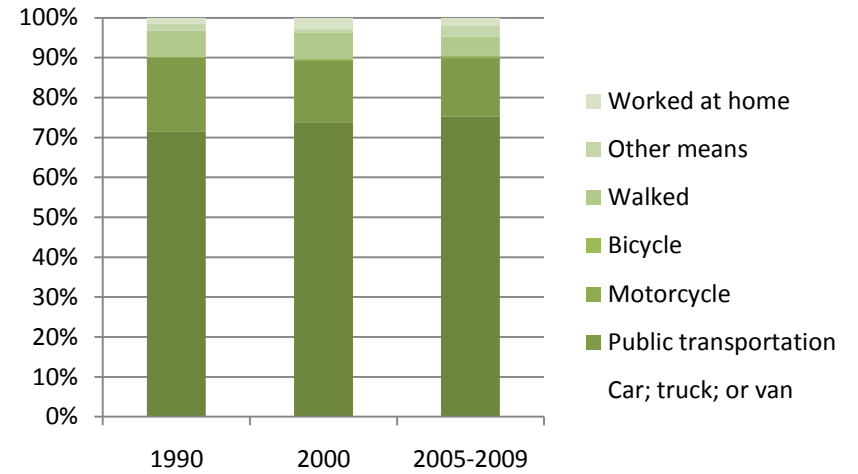
Rent Burden	1990	2000	2009	1990-2000	2000-2009
Cash rent less than \$250	6%	3%	0%		
Cash rent \$250-499	47%	23%	8%		
Cash rent \$500-749	40%	52%	29%		
Cash rent \$750-999	6%	4%	33%		
Cash rent over \$1000	1%	17%	30%		



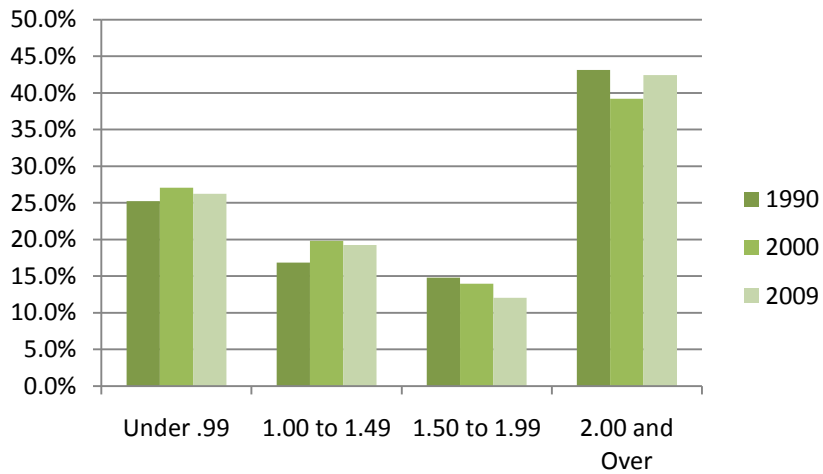
Travel Time



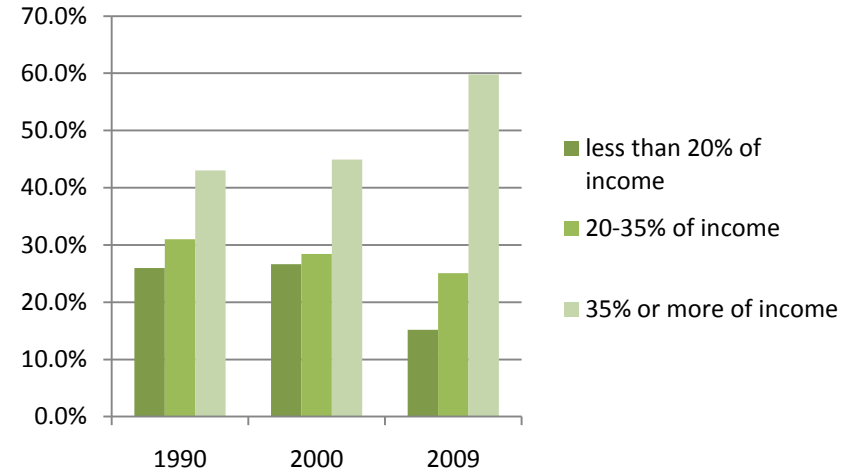
Means of Transportation



Ratio of Income to Poverty Level



Rent Burden



GOLD LINE: MARAVILLA STATION

RACE	1990	2000	2005-2009
Total Population	17492	21260	20743
Not Hispanic or Latino; White alone	154	281	99
Not Hispanic or Latino; Black or African American alone	23	16	0
Not Hispanic or Latino; Asian alone	53	38	0
Hispanic or Latino	17137	20817	20611
Other	125	108	33

Nativity	1990	2000	2005-2009
Total Population	17218	21260	20743
Native	8902	11040	11885
Foreign Born	8316	10220	8858
	17218		

Means of Transportation	1990	2000	2005-2009
Total	6154	5971	7878
Car, truck; or van	4780	4635	6378
Public transportation	863	854	829
Motorcycle	11	0	0
Bicycle	6	43	34
Walked	295	241	338
Other means	128	93	149
Worked at home	71	105	150

Travel Time	1990	2000	2005-2009
Did not work at home total	6083	5866	7728
29 MIN OR LESS	3463	3280	4689
30-59 MIN	2147	2055	2272
60-89 MIN	335	404	574
90 MIN OR MORE	138	127	193

Household Median Income	1990	2000	2005-2009
Maravilla Station	\$24,954.00	\$28,084.75	\$36,067.75
Household median income, LA County	\$34,965.00	\$42,189.00	\$54,828

Rent Prices	1990	2000	2005-2009
Los Angeles County	\$626	\$704	\$1,076
Highland Park Station	\$477.33	\$610.75	\$840.50

Poverty Status	1990	2000	2005-2009
Total Population	17389	21133	20710
Under .99	4187	5413	4790
1.00 to 1.49	3116	4679	3724
1.50 to 1.99	3245	3630	3527
2.00 and over	6841	7411	8669

Tenure	1990	2000	2005-2009
Total Housing Units		5003	5173
Owner occupied (Estimate)		1790	1833
Renter occupied (Estimate)		3213	3340

Rent Prices	1990	2000	2005-2009
Total	2345	3056	3170
Cash rent less than \$250	199	108	134
Cash rent \$250-499	1069	682	300
Cash rent \$500-749	870	1467	795
Cash rent \$750-999	165	657	933
Cash rent over \$1000	42	142	1008

Rent Burden	1990	2000	2005-2009
Total	2274	3002	3097
less than 20%	726	649	681
20-35%	693	1102	1009
35% or more	855	1251	1407

Percentage of Total

RACE	1990	2000	2009	1990-2000	2000-2009
White/NH	0.9%	1.3%	0.5%	0.7%	-0.9%
Black	0.1%	0.1%	0.0%	0.0%	-0.1%
Asian	0.3%	0.2%	0.0%	-0.1%	-0.2%
Latino	98.0%	97.9%	99.4%	21.0%	-1.0%
Other	0.7%	0.5%	0.2%	-0.1%	-0.4%

Nativity	1990	2000	2009	1990-2000	2000-2009
Native	51.7%	51.9%	57.3%	12.4%	4.0%
Foreign Born	48.3%	48.1%	42.7%		-6.4%

Means of Transportation	1990	2000	2005-2009	1990-2000	2000-2009
Car, truck; or van	78%	78%	81%	-2%	29%
Public transportation	14%	14%	11%	0%	0%
Motorcycle	0%	0%	0%	0%	0%
Bicycle	0%	1%	0%	1%	0%
Walked	5%	4%	4%	-1%	2%
Other means	2%	2%	2%	-1%	1%
Worked at home	1%	2%	2%	1%	1%

Travel Time	1990	2000	2009	1990-2000	2000-2009
29 min. or less	56.9%	55.9%	60.7%	7%	-3%
30-59 min	35.3%	35.0%	29.4%	9%	-5%
60-89 min	5.5%	6.9%	7.4%	2%	0%
90 min or more	2.3%	2.2%	2.5%	3%	6%

Adjusted Median Income in 2009 Dollars	1990	2000	2005-2009	1990-2000	2000-2009
Maravilla Station	\$40,961	\$34,990	\$36,068	-17%	3%
LA County	\$57,393	\$52,562	\$54,828	-8%	4%

Adjusted Gross Rent in 2009 Dollars	1990	2000	2005-2009	1990-2000	2000-2009
LA County	\$1,028	\$877	\$1,076	-15%	23%
Maravilla Station	\$784	\$761	\$841	-3%	10%

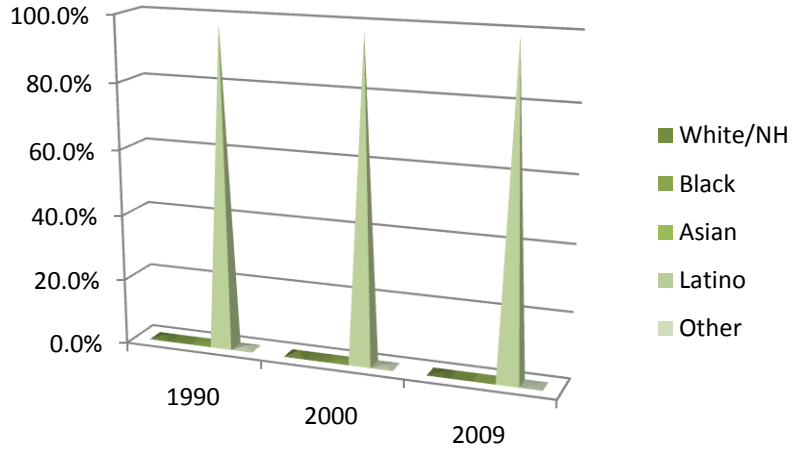
Poverty Status	1990	2000	2009	1990-2000	2000-2009
Under .99	24.1%	25.6%	23.1%	7%	-3%
1.00 to 1.49	17.9%	22.1%	18.0%	9%	-5%
1.50 to 1.99	18.7%	17.2%	17.0%	2%	0%
2.00 and Over	39.3%	35.1%	41.9%	3%	6%

Rent Prices	1990	2000	2009	1990-2000	2000-2009
<\$250	8%	4%	4%	-4%	1%
\$250-499	46%	22%	9%	-17%	-13%
\$500-749	37%	48%	25%	25%	-22%
\$750-999	7%	21%	29%	21%	9%
\$1,000	2%	5%	32%	4%	28%

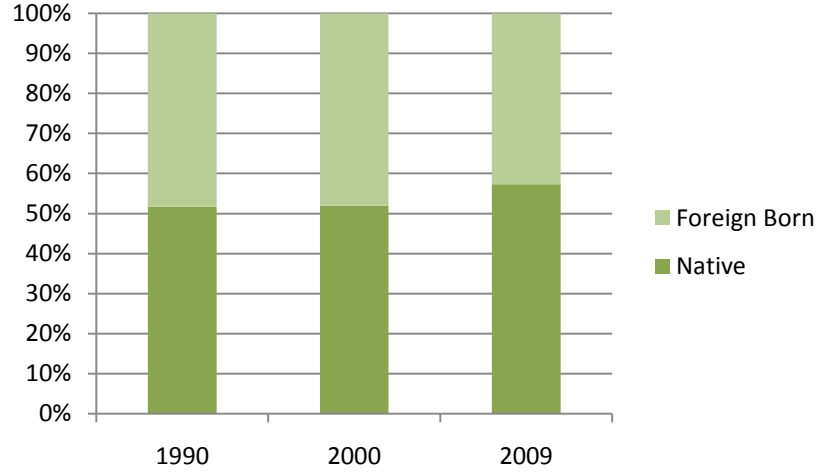
Rent Burden	1990	2000	2009	1990-2000	2000-2009
<20%	31.9%	21.6%	22.0%	-3.4%	1.1%
20-35%	30.5%	36.7%	32.6%	18.0%	-3.1%
35% or more	37.6%	41.7%	45.4%	17.4%	5.2%

GOLD LINE: MARAVILLA STATION

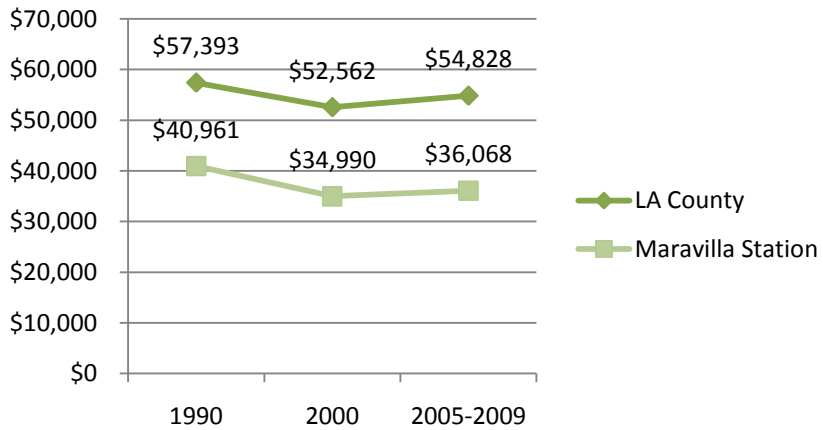
Race



Nativity

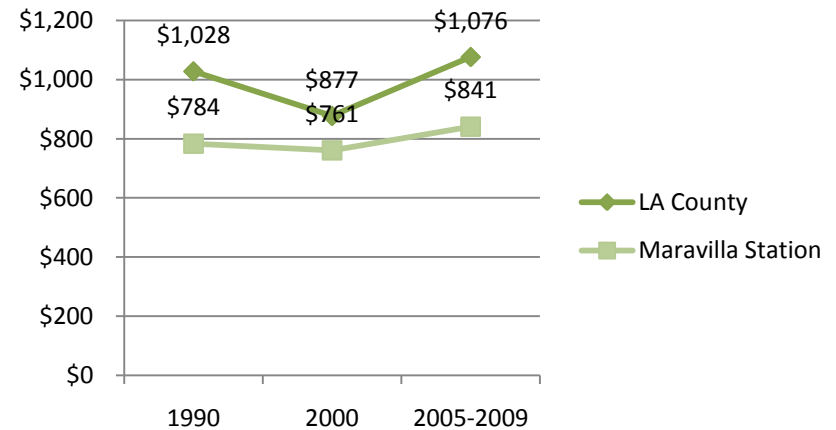


Median Household Income
Adjusted to 2009 Dollars



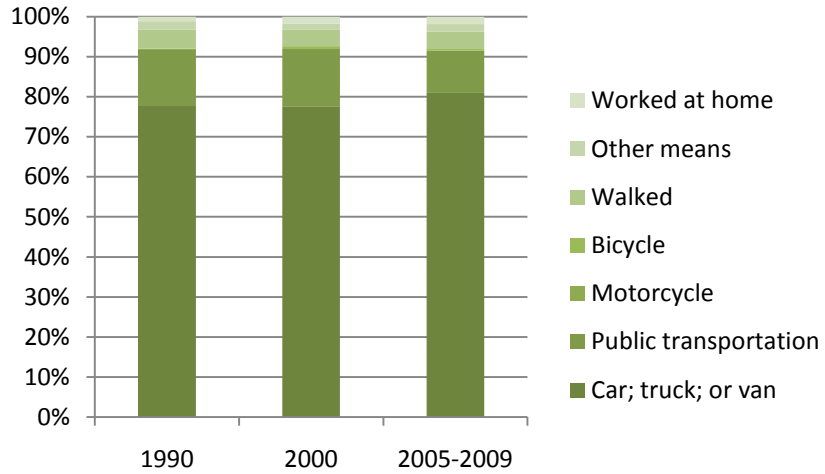
Gross Rent

Adjusted to 2009 Dollars

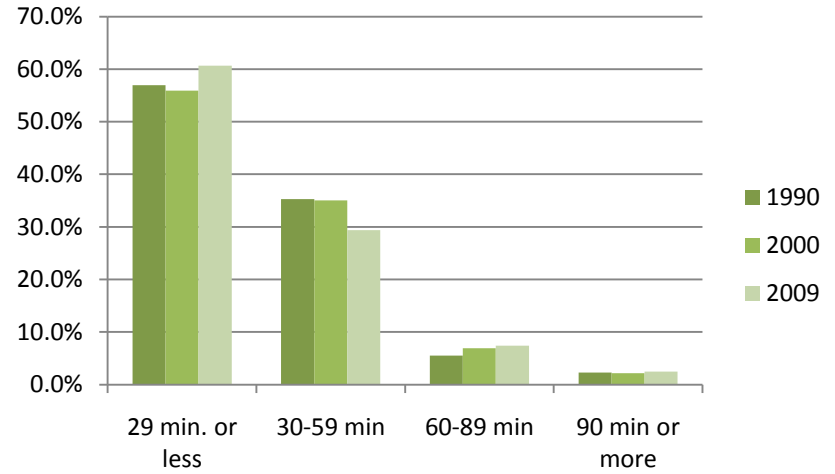


GOLD LINE: MARAVILLA STATION

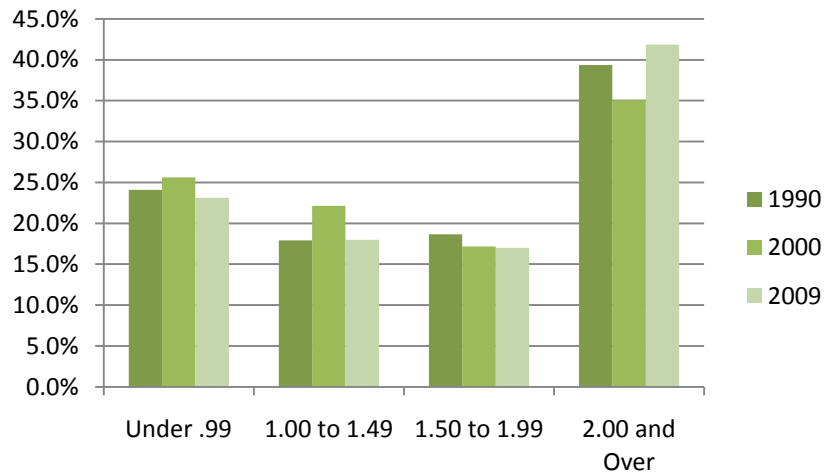
Means of Transportation



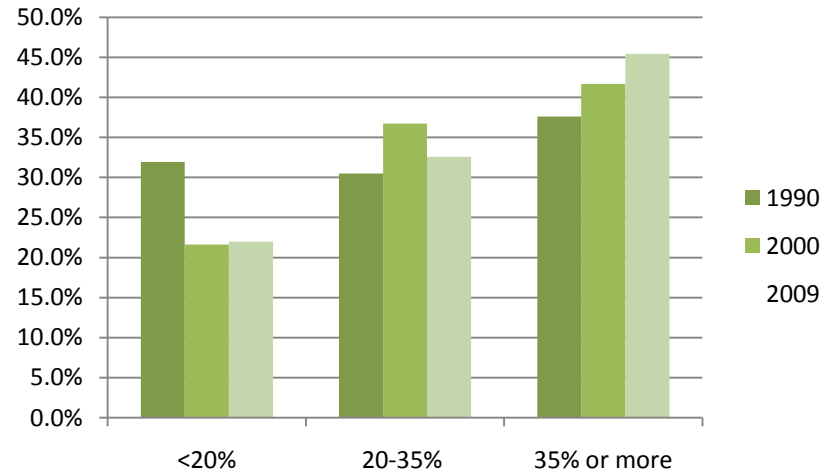
Travel Time



Ratio of Income to Poverty Level



Rent Burden



Expo Line: Vermont Station

RACE	1990	2000	2005-2009
Total Population	22841	12147	22867
Not Hispanic or Latino; White alone	2157	2478	8511
Not Hispanic or Latino; Black or African American	9566	351	3454
Not Hispanic or Latino; Asian alone	768	232	1570
Hispanic or Latino	10277	7273	8655
Other	73	27	677

Nativity	1990	2000	2005-2009
Total Population	22841	12147	17166
Native	14449	6958	11549
Foreign Born	8392	5189	5617

Means of Transportation	1990	2000	2005-2009
Total	3046	3431	5855
Car, truck; or van	2430	2261	3188
Public transportation	291	749	1174
Motorcycle	10	0	0
Bicycle	7	84	228
Walked	185	141	811
Other means	27	24	165
Worked at home	96	172	289

Travel Time	1990	2000	2005-2009
Did not work at home total	2950	3431	5566
29 MIN OR LESS	1421	1720	2559
30-59 MIN	1260	1232	2093
60-89 MIN	191	479	754
90 MIN OR MORE	78	90	160

Median Household Income	1990	2000	2005-2009
Vermont Station	\$13,598.00	\$16,810.00	\$20,588.00
Household median income, LA County	\$34,965.00	\$42,189.00	\$54,828

Poverty Status	1990	2000	2005-2009
Total Population	14056	12007	12018
Under .99	5726	4953	4440
1.00 to 1.49	2593	2178	766
1.50 to 1.99	1924	1753	3833
2.00 and over	3813	3123	2979

Tenure	1990	2000	2005-2009
Total Population	3645	3511	3732
Owner Occupied	1395	733	626
Renter	2250	2778	3106

Median Gross Rent	1990	2000	2005-2009
Vermont Station	\$464.00	\$542.00	\$947.00
Los Angeles County	\$626	\$704	\$1,076

Rent Prices	1990	2000	2005-2009
Total Population	2195	2778	3106
\$299 or less	709	388	306
\$300-\$599	935	1405	486
\$600-999	493	785	1188
Cash rent over \$1,000	58	183	1068

Rent Burden	1990	2000	2005-2009
Total Population	4668	2835	2986
Less than 20%	978	738	501
20-35%	1334	780	640
35% or more	2356	1317	1845

Percentage of Total

	1990	2000	2009
Not Hispanic or	9.4%	20.4%	37.2%
Not Hispanic or	41.9%	2.9%	15.1%
Not Hispanic or	3.4%	1.9%	6.9%
Hispanic or Latino	45.0%	59.9%	37.8%
Other	0.3%	0.2%	3.0%

Nativity	1990	2000	2009
Native	63.3%	57.3%	67.3%
Foreign Born	36.7%	42.7%	32.7%

Means of Transport	1990	2000	2005-2009
Car, truck; or van	80%	66%	54%
Public	10%	22%	20%
Motorcycle	0%	0%	0%
Bicycle	0%	2%	4%
Walked	6%	4%	14%
Other means	1%	1%	3%
Worked at home	3%	5%	5%

Travel Time	1990	2000	2005-2009
29 MIN OR LESS	48%	50%	46%
30-59 MIN	43%	36%	38%
60-89 MIN	6%	14%	14%
90 MIN OR	3%		3%

Adjusted Median Income	1990	2000	2005-2009
Vermont Station	\$ 22,320.38	\$ 20,942.90	\$ 20,588.00
Los Angeles County	\$57,393	\$52,562	\$54,828

Poverty Status	1990	2000	2005-2009
Under .99	41%	41%	37%
1.00 to 1.49	18%	18%	6%
1.50 to 1.99	14%	15%	32%
2.00 and over	27%	26%	25%

Tenure	1990	2000	2005-2009
Owner Occupied	38%	21%	17%
Renter	62%	79%	83%

Median Gross Rent	1990	2000	2005-2009
Vermont Station	\$761.63	\$675.26	\$947.00
LA County	\$1,028	\$877	\$1,076

Rent Prices	1990	2000	2005-2009
\$299 or less	32%	14%	10%
\$300-\$599	43%	51%	16%
\$600-999	22%	28%	38%
Cash rent over \$1,000	3%	7%	34%

Rent Burden	1990	2000	2005-2009
Less than 20%	21%	26%	17%
20-35%	29%	28%	21%
35% or more	50%	46%	62%

Percentage Growth

1990-2000	2000-2009
1.4%	49.7%
-40.3%	25.5%
-2.3%	11.0%
-13.2%	11.4%
-0.2%	5.4%

1990-2000	2000-2009
-32.8%	
-14.0%	3.5%

1990-2000	2000-2009
-6%	27%
15%	12%
0%	0%
3%	4%
-1%	20%
0%	4%
2%	3%

1990-2000	2000-2009
10.1%	24.5%
-0.9%	25.1%
9.8%	8.0%
-2.6%	4.7%

1990-2000	2000-2009
-6%	-2%
-8%	4%

1990-2000	2000-2009
-5.5%	-4.3%
-3.0%	-11.8%
-1.2%	17.3%
-4.9%	-1.2%

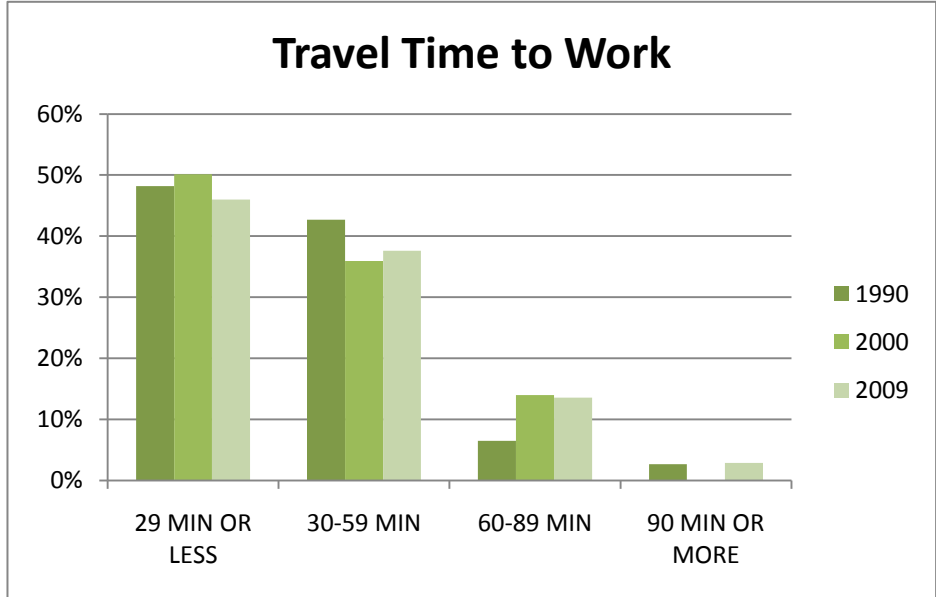
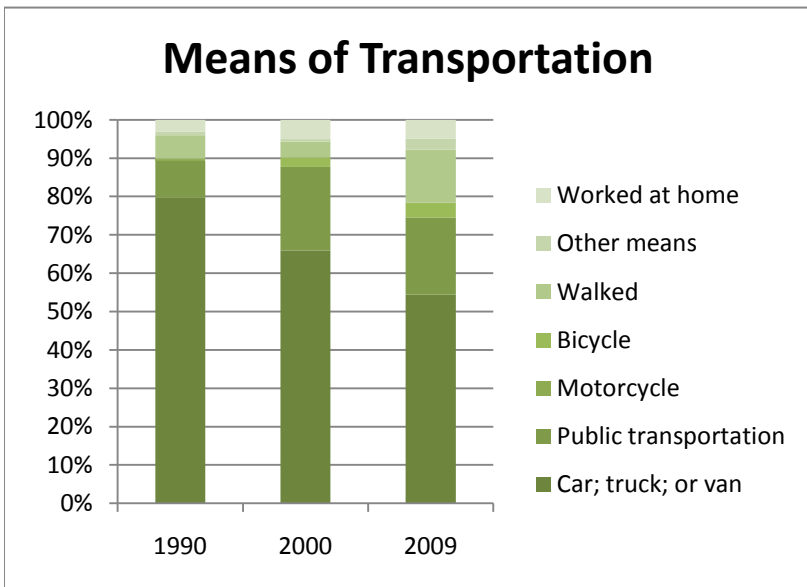
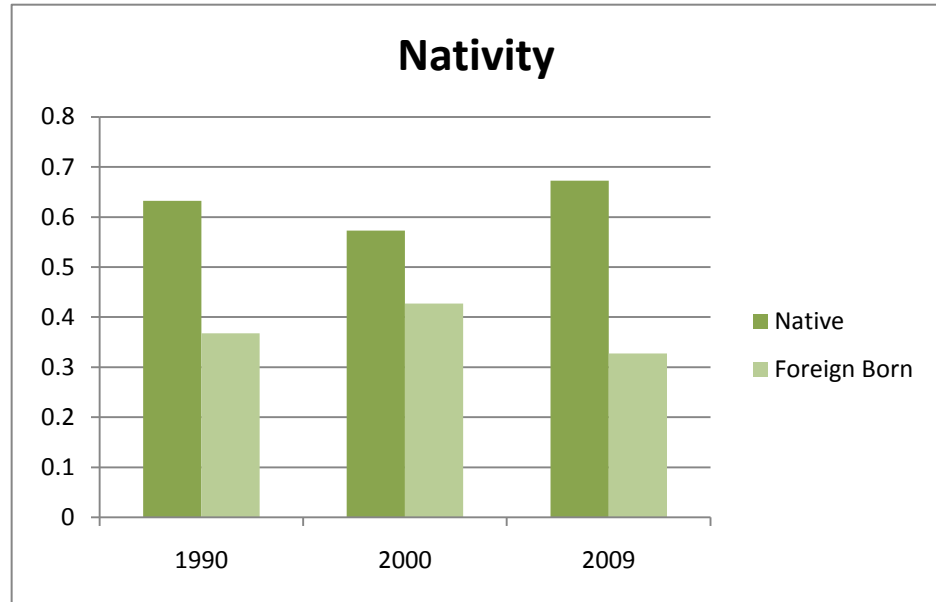
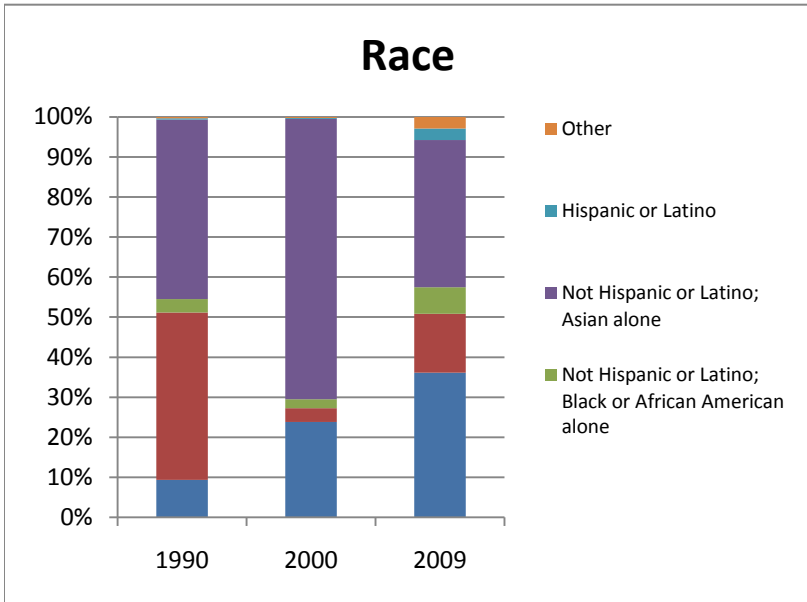
1990-2000	2000-2009
-18%	-3%
14%	9%

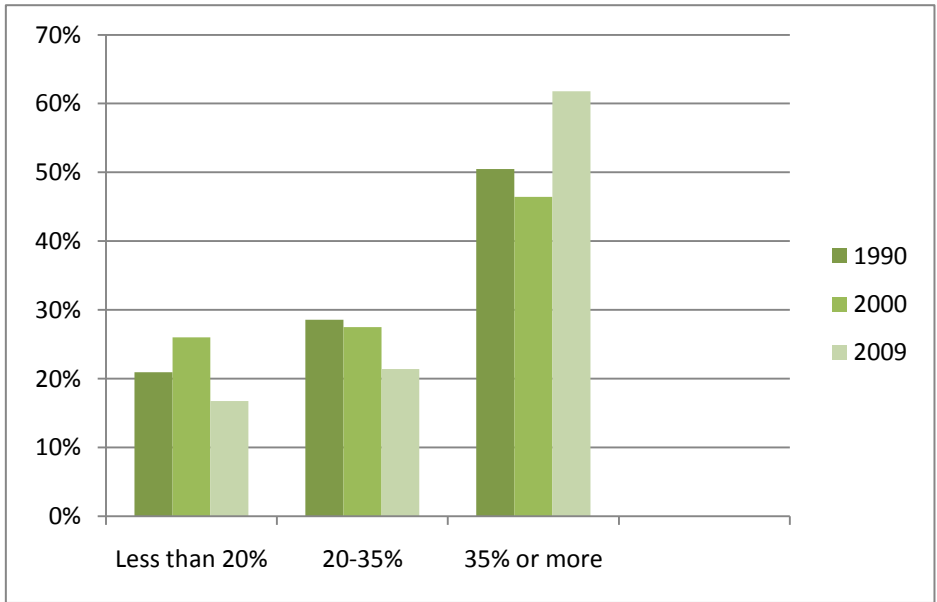
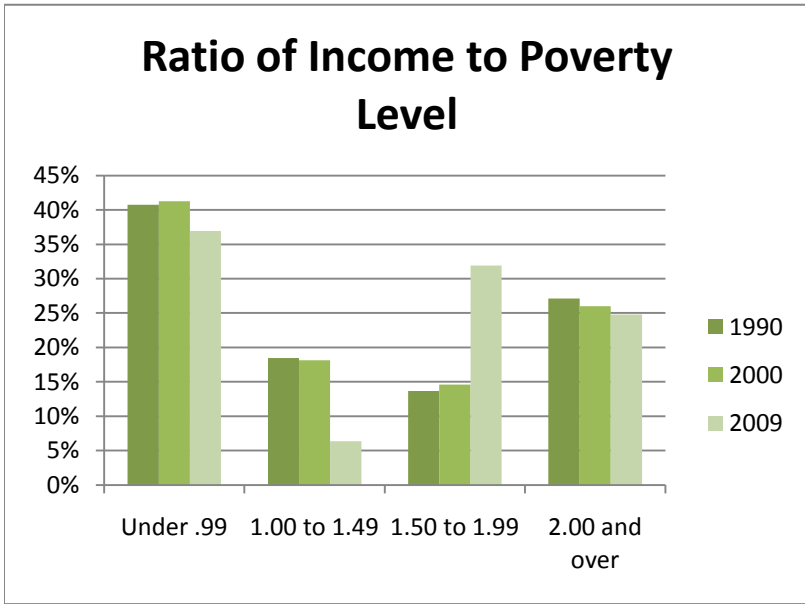
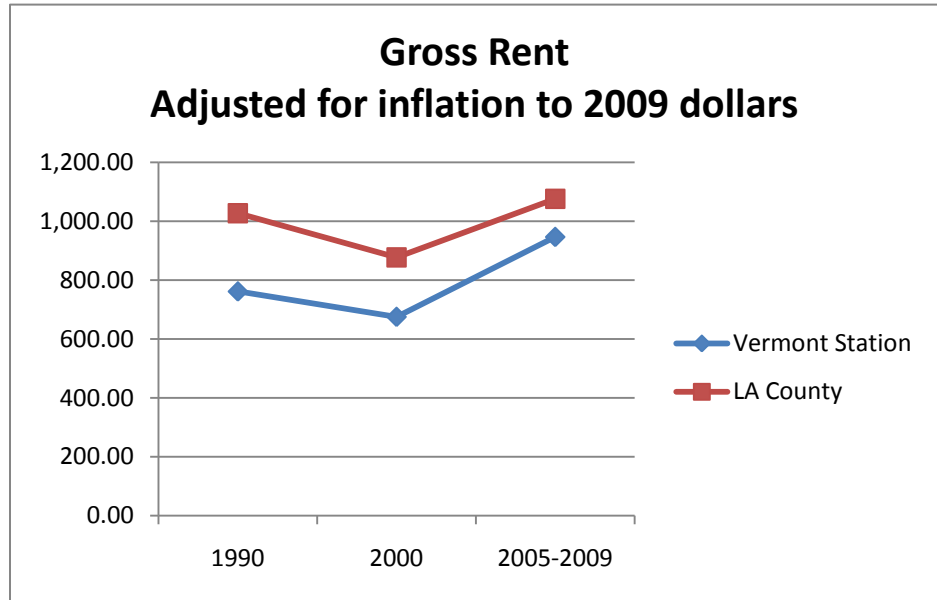
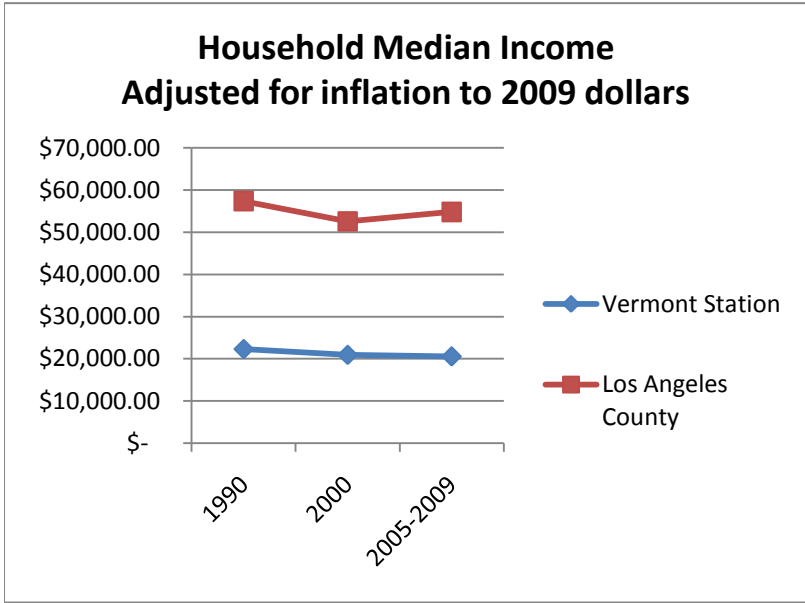
1990-2000	2000-2009
-11%	40%
-15%	23%

1990-2000	2000-2009
-14.6%	-3.0%
21.4%	-33.1%
13.3%	14.5%
5.7%	31.9%

1990-2000	2000-2009
-5.1%	-8.4%
-11.9%	-4.9%
-22.3%	18.6%

Expo Line: Vermont Station





EXPO LINE: CRENSHAW STATION

RACE	1990	2000	2005-2009
Total Population	30528	24132	26206
Not Hispanic or Latino; White alone	421	352	361
Not Hispanic or Latino; Black or African American alone	19281	16076	15119
Not Hispanic or Latino; Asian alone	1946	1538	1488
Hispanic or Latino	8666	5490	8776
Other	214	676	462

Nativity	1990	2000	2005-2009
Total Population	24820	26139	26449
Native	20496	21270	19515
Foreign Born	4324	4869	6934

Means of Transportation	1990	2000	2005-2009
Total	11711	7772	10490
Car, truck; or van	9718	6579	7689
Public transportation	1256	1044	1877
Motorcycle	30	4	0
Bicycle	42	21	38
Walked	290	91	265
Other means	141	33	173
Worked at home	234	104	448

Travel Time	1990	2000	2005-2009
Did Not Work at Home Total	9470	8050	10045
Travel Time to work: 29 minutes or less	5065	3742	5014
Travel time to work: 30 minutes- 59	3632	3046	3620
Travel time to work: 60- 89 minutes	602	1011	1033
90 min or more	171	251	378

Median Household Income	1990	2000	2005-2009
Crenshaw Station	25325	29640	\$48,450.80
Los Angeles County	\$34,965.00	\$42,189.00	\$54,828

Poverty Status	1990	2000	2005-2009
Total Population	24660	24031	26243
Under .99	4876	6421	6329
1.00 - 1.49	3962	3712	2138
1.50 - 1.99	2925	2534	5727
2.00 and over	12897	11364	12049

Tenure	1990	2000	2005-2009
Total Population	9661	10152	10736
Owner Occupied	2724	2678	2654
Renter	6937	7474	8082

Rent Prices	1990	2000	2005-2009
Total	7579	7373	8049
\$299 or less	1107	849	191
\$300-\$599	4226	3075	699
\$600-999	2137	2988	4145
\$1,000 and above	109	461	3014

Median Gross Rent	1990	2000	2005-2009
Crenshaw Station	523	622	927.00
Los Angeles County	\$626	\$704	\$1,076

Rent Burden	1990	2000	2005-2009
Total Population	1706	7474	3106
Less than 20%	838	1639	501
20-35%	396	2092	640
Greater than 35%	453	3370	1845

RACE	Percentage of Total		
	1990	2000	2009
Not Hispanic or Latino; White alone	1.38%	1.5%	1.4%
Not Hispanic or Latino; Black or African American alone	63.16%	66.6%	57.7%
Not Hispanic or Latino; Asian alone	6.37%	6.4%	5.7%
Hispanic or Latino	28.39%	22.7%	33.5%
Other	0.70%	2.8%	1.8%

	Percentage Growth		
	1990-2000	2000-2009	
Native	82.6%	81.4%	73.8%
Foreign Born	17.4%	18.6%	26.2%

	Percentage of Total		
	1990	2000	2009
Car, truck; or van	82.98%	84.7%	73.3%
Public transportation	10.72%	13.4%	17.9%
Motorcycle	0.26%	0.05%	0
Bicycle	0.36%	0.27%	0.36%
Walked	2.48%	1.17%	2.53%
Other means	1.20%	0.42%	1.65%
Worked at home	2.00%	1.34%	4.27%

	Percentage Growth		
	1990-2000	2000-2009	
Travel Time to work: 29 minutes or less	53.48%	46.5%	49.9%
Travel time to work: 30 minutes- 59	38.35%	37.8%	36.0%
Travel time to work: 60- 89 minutes	6.36%	12.56%	10%
90 min or more	1.81%	3.12%	3.76%

Median Household Income	1990	2000	2005-2009
Crenshaw Station	\$41,570.00	\$36,927.00	\$48,450.80
Los Angeles County	\$57,393	\$52,562	\$54,828

Poverty Status	1990	2000	2005-2009
Under .99	20%	27%	24%
1.00 - 1.49	16%	15%	8%
1.50 - 1.99	12%	11%	22%
2.00 and over	52%	47%	46%

Tenure	1990	2000	2005-2009
Owner Occupied	28.20%	26.4%	24.7%
Renter	71.80%	73.6%	75.3%

Rent Prices	1990	2000	2005-2009
Total	15%	12%	2%
\$299 or less	56%	42%	9%
\$300-\$599	28%	41%	51%
\$600-999	1%	6%	37%

Median Gross Rent Adjusted to 2009 Dollars	1990	2000	2005-2009
Crenshaw Station	859.00	775.00	927.00
LA County	\$1,028	\$877	\$1,076

Rent Burden	1990	2000	2005-2009
Less than 20%	49%	22%	16%
20-35%	23%	28%	21%
Greater than 35%	27%	45%	59%

	Percentage Growth	
	1990-2000	2000-2009
Not Hispanic or Latino; White alone	-0.2%	0.0%
Not Hispanic or Latino; Black or African American alone	-10.5%	-4.0%
Not Hispanic or Latino; Asian alone	-1.3%	-0.2%
Hispanic or Latino	-10.4%	13.6%
Other	1.5%	-0.9%

	Percentage Growth	
	1990-2000	2000-2009
Native	3.1%	-6.7%
Foreign Born	2.2%	7.9%

	Percentage Growth	
	1990-2000	2000-2009
Car, truck; or van	-26.8%	4.6%
Public transportation	-1.8%	3.5%
Motorcycle	-0.2%	0.0%
Bicycle	-0.2%	0.1%
Walked	-1.7%	0.7%
Other means	-1%	2%
Worked at home	-1%	4%

	Percentage Growth	
	1990-2000	2000-2009
Travel Time to work: 29 minutes or less	-14.0%	5.3%
Travel time to work: 30 minutes- 59	-6.2%	2.4%
Travel time to work: 60- 89 minutes	4.3%	0.1%
90 min or more	0.8%	0.5%

Median Household Income	1990-2000	2000-2009
Crenshaw Station	-11%	31%
Los Angeles County	-8%	4%

Poverty Status	1990-2000	2000-2009
Under .99	6.3%	-0.4%
1.00 - 1.49	-1.0%	-6.5%
1.50 - 1.99	-1.6%	13.2%
2.00 and over	-6.2%	2.8%

Tenure	1990-2000	2000-2009
Owner Occupied	-0.5%	-0.2%
Renter	5.6%	6.0%

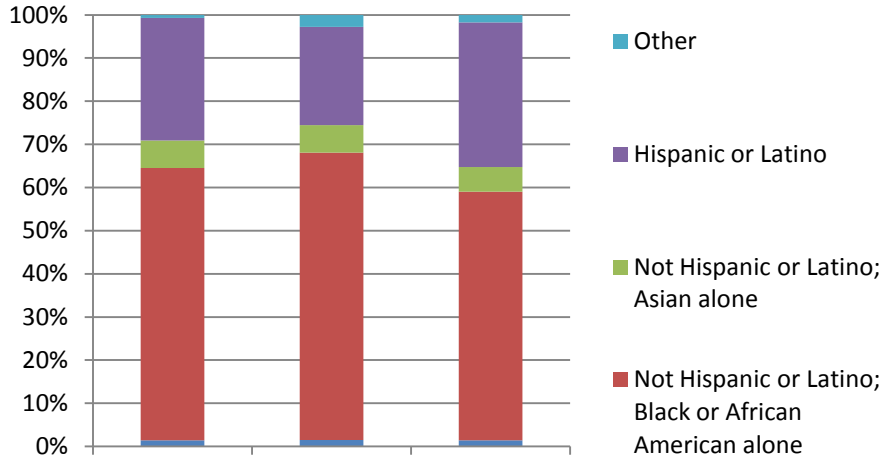
Rent Prices	1990-2000	2000-2009
Total	-3.4%	-8.9%
\$299 or less	-15.2%	-32.2%
\$300-\$599	11.2%	15.7%
\$600-999	4.6%	34.6%

Median Gross Rent Adjusted to 2009 Dollars	1990-2000	2000-2009
Crenshaw Station	-10%	20%
LA County	-15%	23%

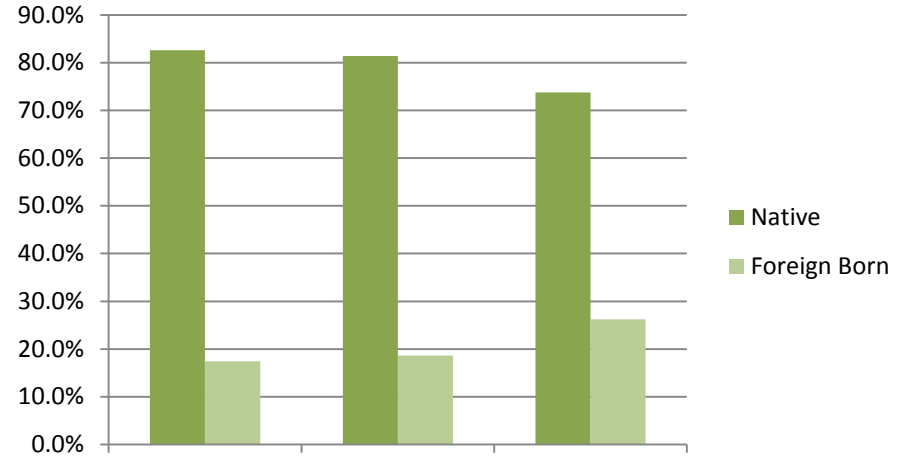
Rent Burden	1990-2000	2000-2009
Less than 20%	47.0%	-15.2%
20-35%	99.4%	-19.4%
Greater than 35%	171.0%	-20.4%

EXPO LINE: CRENSHAW STATION

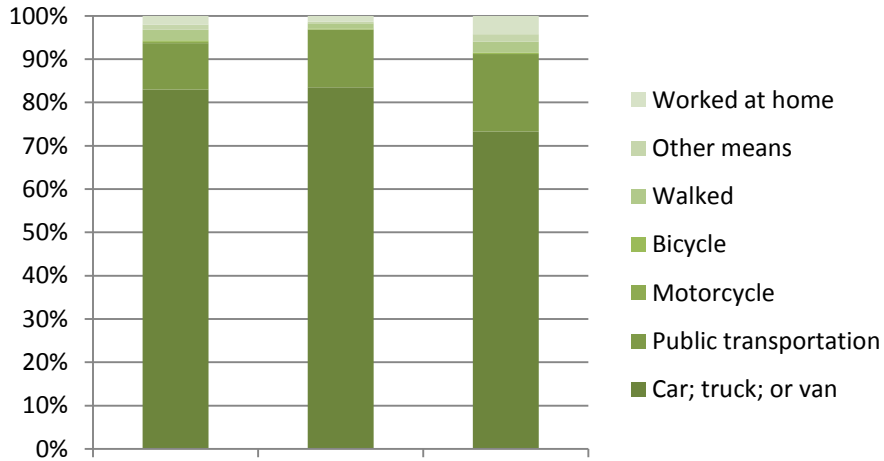
Race



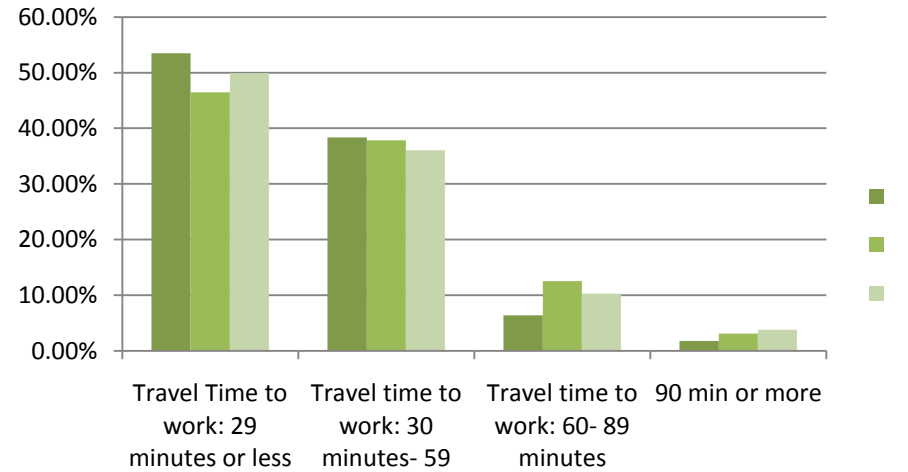
Nativity



Means of Transportation

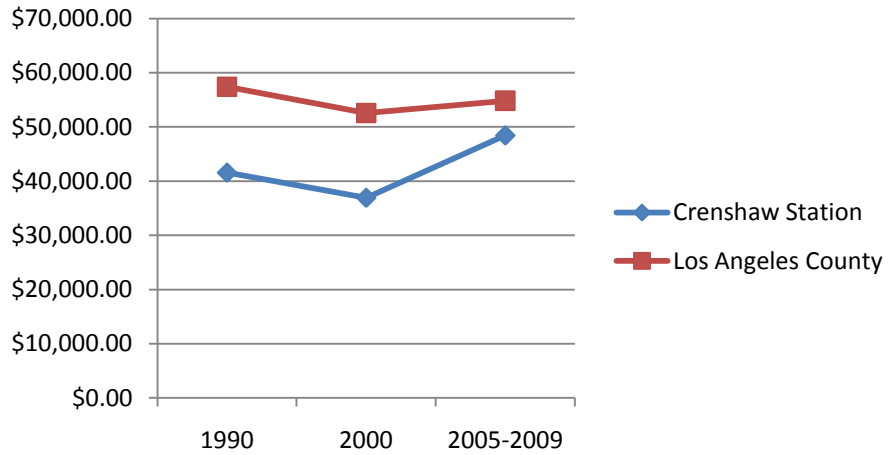


Travel Time to Work

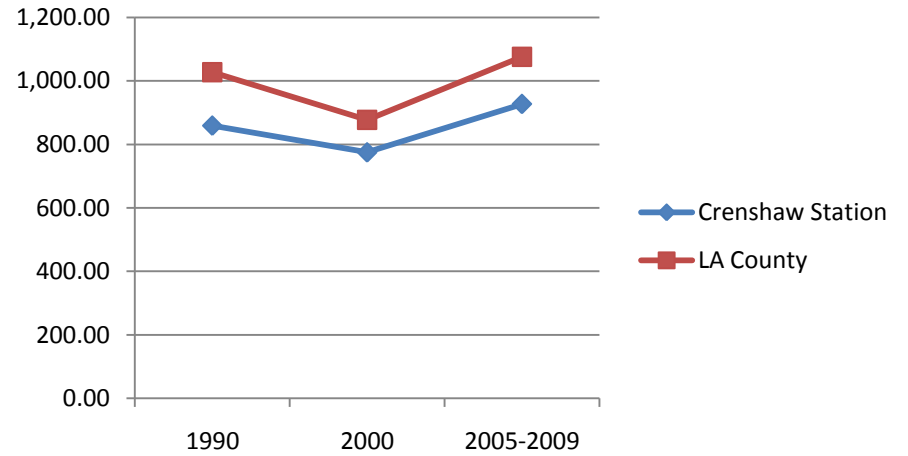


EXPO LINE: CRENSHAW STATION

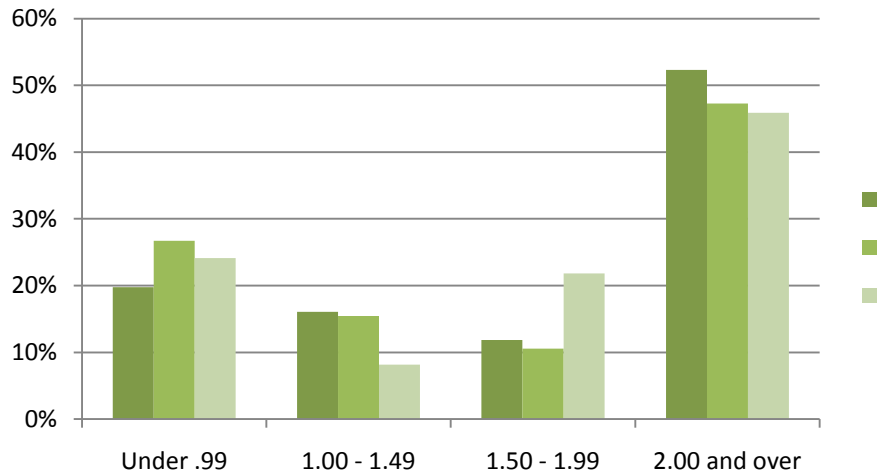
Median Household Income
Adjusted for inflation to 2009 dollars



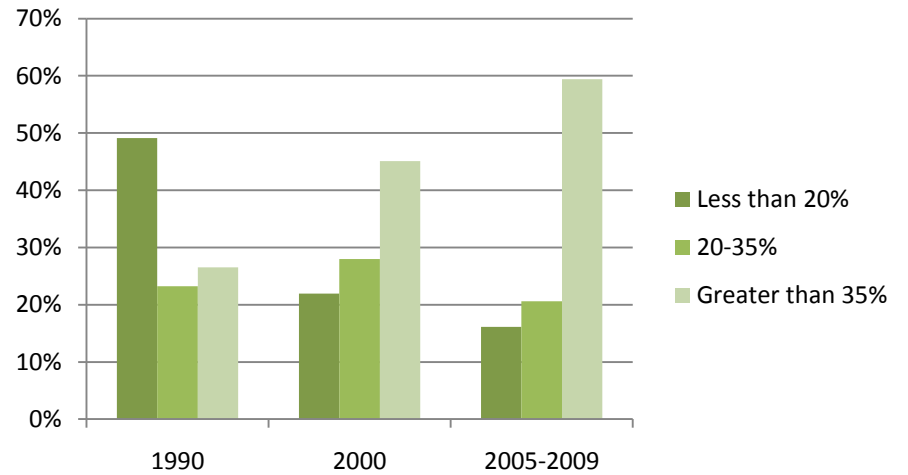
Gross Rent
Adjusted for inflation to 2009 dollars



Ratio of Income to Poverty Level



Rent Burden



EXPO LINE: LA CIENEGA STATION

RACE	1990	2000	2005-2009
Total Population	18055	17336	16880
Not Hispanic or Latino; White alone	3517	2670	2870
Not Hispanic or Latino; Black or African American alone	7936	6475	5321
Not Hispanic or Latino; Asian alone	1436	989	1093
Hispanic or Latino	5035	6453	7066
Other	131	749	530

Nativity	1990	2000	2005-2009
Total Population	18055		16880
Native	13585	12596	11885
Foreign Born	4470	4189	4995

Means of Transportation	1990	2000	2005-2009
Total	8832	7213	8082
Car, truck; or van	7758	6349	6842
Public transportation	485	453	538
Motorcycle	52	5	22
Bicycle	31	33	46
Walked	267	175	135
Other means	46	10	62
Worked at home	193	188	437

Travel Time	1990	2000	2005-2009
Did not work at home total population	8639	7236	7645
29 mins or less	5495	3960	4345
30- 59 mins	2842	2994	2763
60-90 mins	233	282	316
90 minutes or more	69		221

Poverty Status	1990	2000	2005-2009
Total Population	17878	17220	16802
Under .99	2869	3361	2255
1.00 - 1.49	1609	1708	1530
1.50 - 1.99	1727	1436	2221
2.00 and over	11673	10715	10796

Median Household Income	1990	2000	2005-2009
La Cienega Station	\$33,685.00	\$38,185.00	\$53,193.00
Los Angeles County	\$34,965.00	\$42,189.00	\$54,828

Tenure	1990	2000	2005-2009
Total Population	6726	6634	6632
Owner Occupied	3679	3545	3467
Renter Occupied	3047	3089	3165

Rent Prices	1990	2000	2005-2009
Total Population	2965	3001	3110
\$299 or less	237	207	256
\$300-\$599	1230	723	347
\$600-999	1377	1568	1050
\$1000 or more	121	503	1457

Median Gross Rent	1990	2000	2005-2009
La Cienega Station	\$ 583	\$ 723	\$ 883
Los Angeles County	\$ 626	\$ 704	\$ 1,076

Rent Burden	1990	2000	2005-2009
Total Population	2781	2896	3065
Less than 20%	646	835	797
20-35%	927	1002	910
35% or more	1208	1059	1358

RACE	Percentage of Total		
	1990	2000	2009
Not Hispanic or Latino; White alone	19.48%	15.4%	15.4%
Not Hispanic or Latino; Black or African American alone	43.95%	37.4%	37.4%
Not Hispanic or Latino; Asian alone	7.95%	5.7%	5.7%
Hispanic or Latino	27.89%	37.2%	37.2%
Other	0.73%	4.3%	4.3%

Nativity	Percentage of Total		
	1990	2000	2009
Native	75.2%	75.0%	70.4%
Foreign Born	24.8%	25.0%	29.6%

Mode of Transportation	Percentage of Total		
	1990	2000	2009
Car; truck; or van	88%	88%	85%
Public transportation	5%	6%	7%
Motorcycle	1%	0%	0%
Bicycle	0%	0%	1%
Walked	3%	2%	2%
Other means	1%	0%	1%
Worked at home	2%	3%	5%

Travel Time	Percentage of Total		
	1990	2000	2005-2009
Travel Time to work: 29 minutes or less	63.61%	54.7%	56.8%
Travel time to work: 30 minutes- 59	32.90%	41.4%	36.1%
Travel time to work: 60- 89 minutes	2.70%	3.90%	4%
90 min or more	0.80%	0.00%	2.89%

Poverty Status	Percentage of Total		
	1990	2000	2005-2009
Under .99	16%	20%	13%
1.00 - 1.49	9%	10%	9%
1.50 - 1.99	10%	8%	13%
2.00 and over	65%	62%	64%

Median Household Income Adjusted to 2009 Dollars	Percentage of Total		
	1990	2000	2005-2009
La Cienega Station	\$58,237.16	\$50,107.06	\$53,193.00
Los Angeles County	\$57,393	\$52,562	\$54,828

Tenure	Percentage of Total		
	1990	2000	2005-2009
Owner Occupied	54.70%	53.4%	52.3%
Renter	45.30%	46.6%	47.7%

Rent Prices	Percentage of Total		
	1990	2000	2005-2009
\$299 or less	8%	7%	8%
\$300-\$599	41%	24%	11%
\$600-999	46%	52%	34%
\$1,000 and above	4%	17%	47%

Median Gross Rent Adjusted to 2009 Dollars	Percentage of Total		
	1990	2000	2005-2009
La Cienega Station	\$ 956	\$ 901	\$ 883
LA County	\$ 1,028	\$ 877	\$ 1,076

Rent Burden	Percentage of Total		
	1990	2000	2005-2009
Less than 20%	23%	29%	26%
20-35%	33%	35%	30%
Greater than 35%	43%	37%	44%

Percentage Growth	Percentage Growth	
	1990-2000	2000-2009
Not Hispanic or Latino; White alone	-4.7%	1.2%
Not Hispanic or Latino; Black or African American alone	-8.1%	-6.7%
Not Hispanic or Latino; Asian alone	-2.5%	0.6%
Hispanic or Latino	7.9%	0.0%
Other	3.4%	-1.3%

Nativity	Percentage Growth	
	1990-2000	2000-2009
Native	-5.5%	-4.2%
Foreign Born	-1.6%	4.8%

Mode of Transportation	Percentage Growth	
	1990-2000	2000-2009
Car; truck; or van	-16.0%	6.8%
Public transportation	-0.4%	1.2%
Motorcycle	-0.5%	0.2%
Bicycle	0.0%	0.2%
Walked	-1.0%	-0.6%
Other means	0%	1%
Worked at home	0%	3%

Travel Time	Percentage Growth	
	1990-2000	2000-2009
Travel Time to work: 29 minutes or less	-17.8%	5.3%
Travel time to work: 30 minutes- 59	1.8%	-3.2%
Travel time to work: 60- 89 minutes	0.6%	0.5%
90 min or more	-0.8%	3.1%

Poverty Status	Percentage Growth	
	1990-2000	2000-2009
Under .99	2.8%	-6.4%
1.00 - 1.49	0.6%	-1.0%
1.50 - 1.99	-1.6%	4.6%
2.00 and over	-5.4%	0.5%

Median Household Income Adjusted to 2009 Dollars	Percentage Growth	
	1990-2000	2000-2009
La Cienega Station	-14%	6%
Los Angeles County	-8%	4%

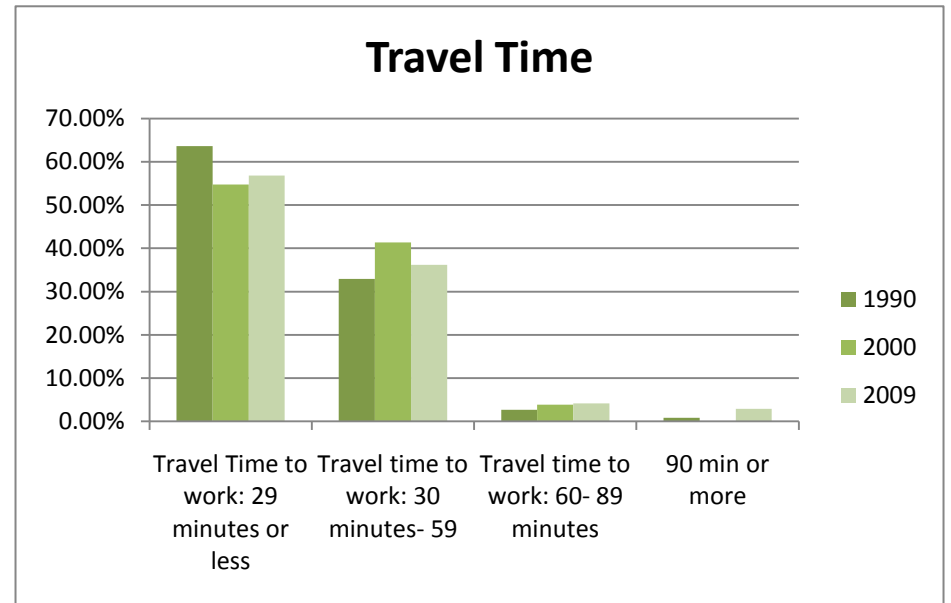
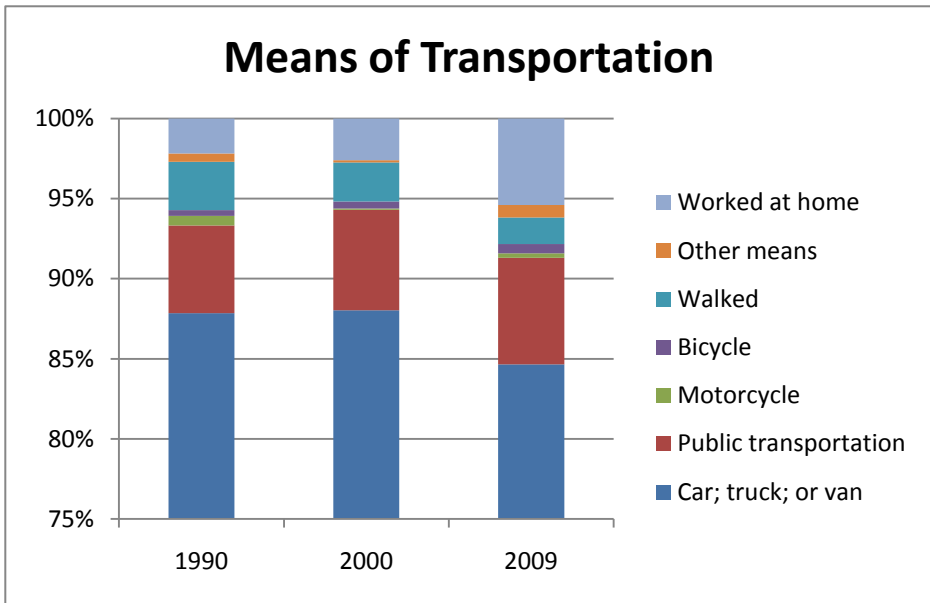
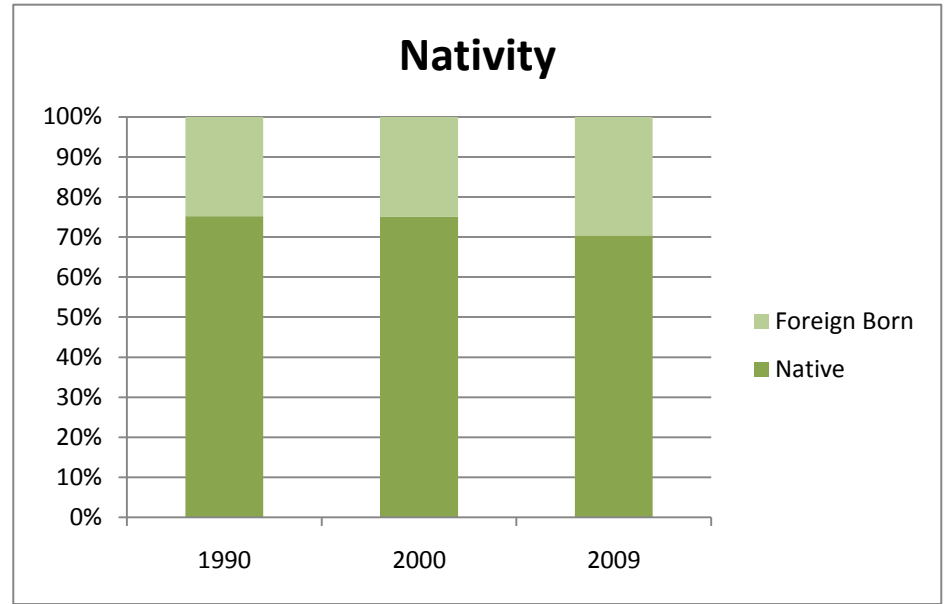
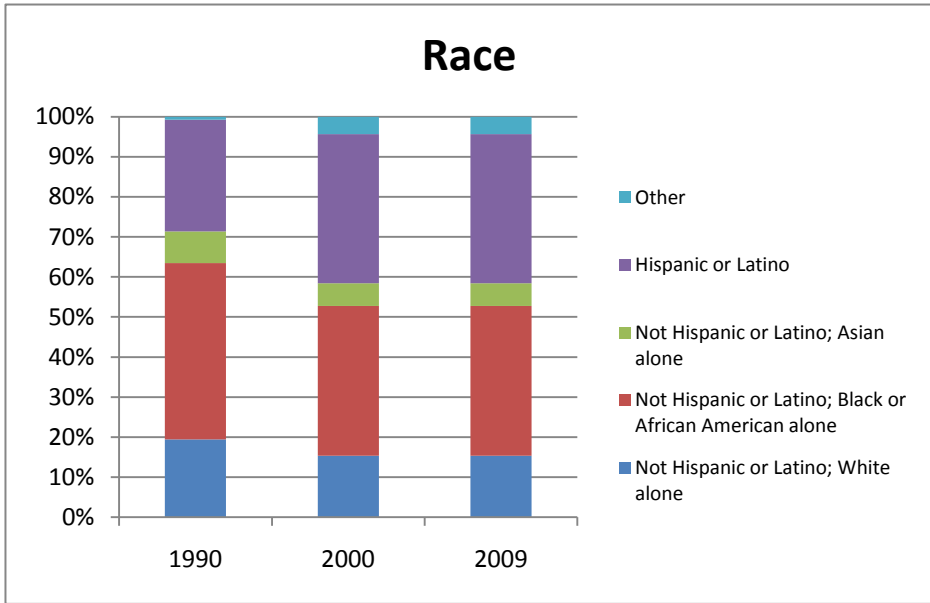
Tenure	Percentage Growth	
	1990-2000	2000-2009
Owner Occupied	-2.0%	-1.2%
Renter	0.6%	1.1%

Rent Prices	Percentage Growth	
	1990-2000	2000-2009
\$299 or less	-1.0%	1.6%
\$300-\$599	-17.1%	-12.5%
\$600-999	6.4%	-17.3%
\$1,000 and above	12.9%	31.8%

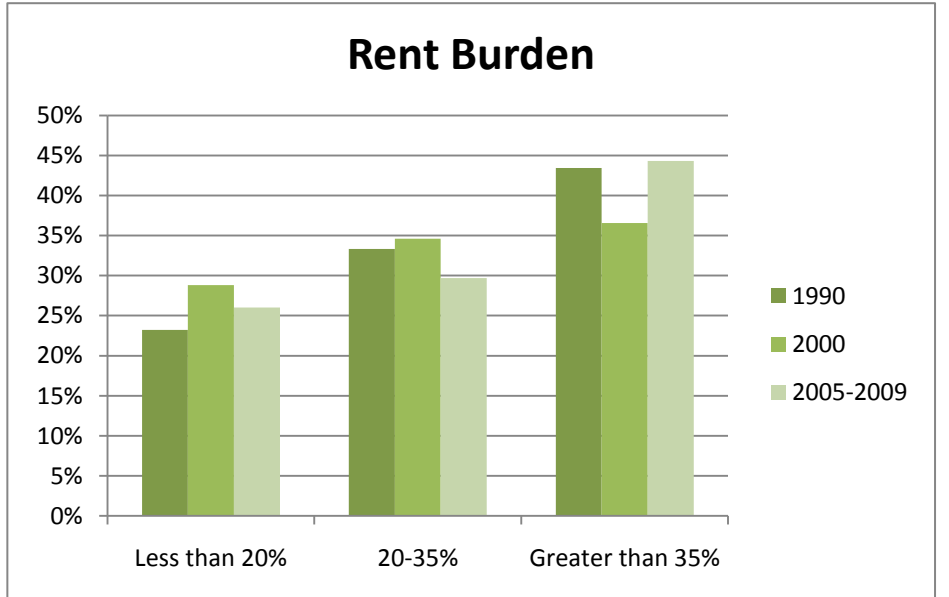
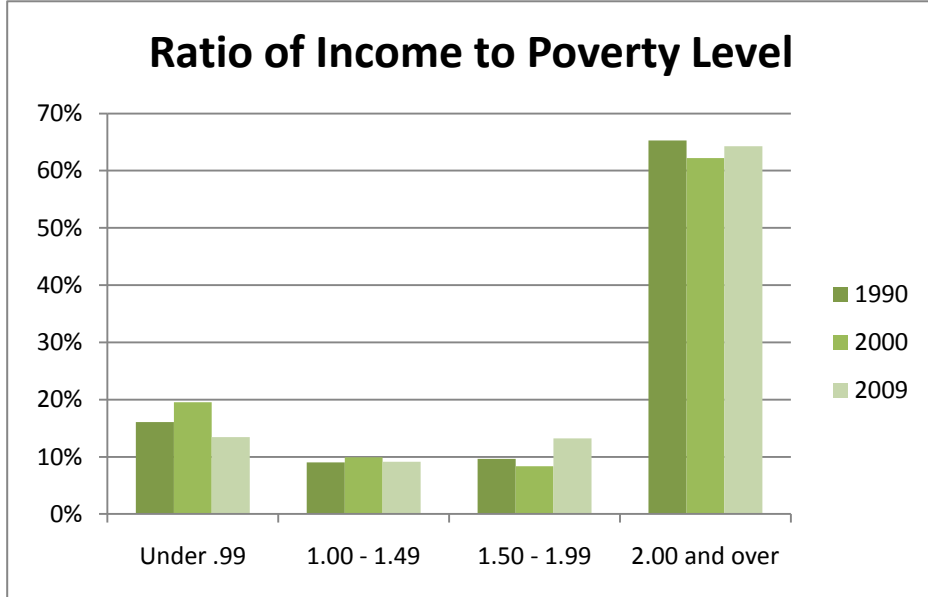
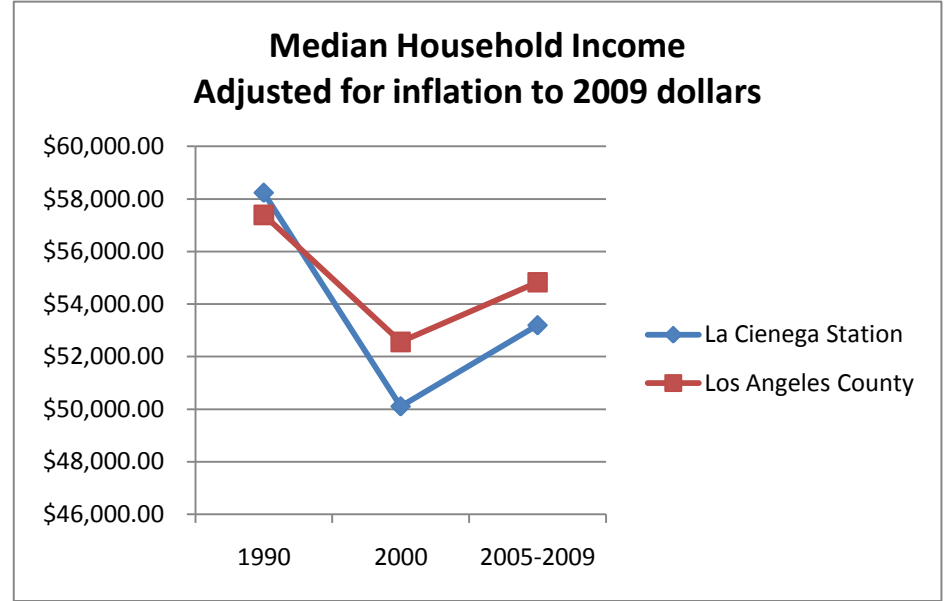
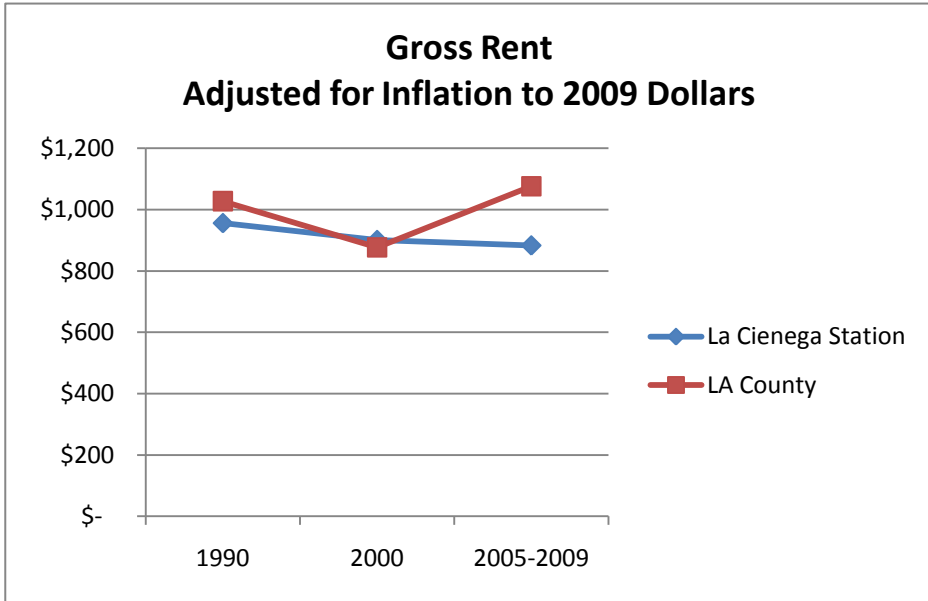
Median Gross Rent Adjusted to 2009 Dollars	Percentage Growth	
	1990-2000	2000-2009
La Cienega Station	-6%	-2%
LA County	-15%	23%

Rent Burden	Percentage Growth	
	1990-2000	2000-2009
Less than 20%	6.8%	-1.3%
20-35%	2.7%	-3.2%
Greater than 35%	-5.4%	10.3%

EXPO LINE: LA CIENEGA STATION



EXPO LINE: LA CIENEGA STATION



BLUE LINE: IMPERIAL STATION

RACE	1990	2000	2009
Total Population	14751	16315	16981
Not Hispanic or Latino; White/NH alone	222	161	248
Not Hispanic or Latino; Black or African American alone	8752	6809	5830
Not Hispanic or Latino; Asian alone	28	43	27
Hispanic or Latino	5733	9209	10652
Other	16	93	224

Nativity	1990	2000	2009
Total Population	14751	16315	
Native	11466	11331	12161
Foreign Born	3285	4984	4829

Means of Transportation	1990	2000	2009
Total	3046	3542	4958
Car; truck; or van	2430	2849	4189
Public transportation	291	442	534
Motorcycle	10	0	0
Bicycle	7	53	43
Walked	185	133	67
Other means	27	11	42
Worked at home	96	54	83

Travel Time to Work	1990	2000	2009
Total Population	2950	3488	4875
29 minutes or less	1421	1714	2446
30 minutes- 59	1260	1364	1680
60- 89 minutes	191	257	589
90 min or more	78	153	160

Poverty Status	1990	2000	2009
Total Population	14056	15934	16645
Under .99	5726	6754	6501
1.00 to 1.49	2593	2933	1626
1.50 to 1.99	1924	2311	3637
2.00 AND OVER	3813	3936	4881

Tenure	1990	2000	2009
Total Population	3645	3868	4165
Owner Occupied	1395	1462	1580
Renter	2250	2406	2585

Rent Prices	1990	2000	2009
Total Population	2229	2389	2585
\$299 or less	709	654	359
\$300-\$599	935	762	592
\$600-999	493	794	690
\$1,000 or more	58	132	929
No cash rent	34	47	15

Rent Burden	1990	2000	2009
Total Population	2229	2389	2585
20% or less	399	576	280
20-29%	486	423	318
30% or more	1206	1207	1926
Not Computed	138	183	61

median household income	1990	2000	2009
Imperial Station	\$ 16,264	\$ 20,552	\$ 29,192
LA County	\$ 34,965	\$ 42,189	\$ 54,828

Median gross rent	1990	2000	2009
Imperial Station	\$ 430	\$ 523	\$ 876
Los Angeles	\$ 626	\$ 704	\$ 1,076

Percentage of Total

Race	1990	2000	2009
White	1.5%	1.0%	1.5%
Black	59.3%	41.7%	34.3%
Asian	0.2%	0.3%	0.2%
Latino	38.9%	56.4%	62.7%
Other	0.1%	0.6%	1.3%

Nativity	1990	2000	2009
Native	77.7%	69.5%	71.6%
Foreign Born	22.3%	30.5%	28.4%

Means of Transportation	1990	2000	2009
Car; truck; or van	79.8%	80.4%	84.5%
Public transportation	9.6%	12.5%	10.8%
Motorcycle	0.3%	0.0%	0.0%
Bicycle	0.2%	1.5%	0.9%
Walked	6.1%	3.8%	1.4%
Other means	0.9%	0.3%	0.8%
Worked at home	3.2%	1.5%	1.7%

Travel Time to Work	1990	2000	2009
29 min. or less	48.2%	49.1%	50.2%
30-59 min	42.7%	39.1%	34.5%
60-89 min	6.5%	7.4%	12.1%
90 min or more	2.6%	4.4%	3.3%

Poverty Status	1990	2000	2005-2009
Under .99	41%	42%	39%
1.00 - 1.49	18%	18%	10%
1.50 - 1.99	14%	15%	22%
2.00 and over	27%	25%	29%

Tenure	1990	2000	2009
owner	38.3%	37.8%	37.9%
renter	61.7%	62.2%	62.1%

Rent Prices	1990	2000	2005-2009
\$299 or less	32%	27%	14%
\$300-\$599	42%	32%	23%
\$600-999	22%	33%	27%
\$1,000 and above	3%	6%	36%
No Cash Rent	2%	2%	1%

Rent Burden	1990	2000	2005-2009
Less than 20%	18%	24%	11%
20-35%	22%	18%	12%
Greater than 35%	54%	51%	75%
Not Computed	6.2%	7.7%	2.4%

	1990	2000	2009
Imperial Station	\$ 26,696	\$ 25,605	\$ 29,192
LA County	\$ 57,393	\$ 52,562	\$ 54,828

	1990	2000	2009
Imperial Station	\$ 705	\$ 652	\$ 876
Los Angeles	\$ 1,028	\$ 877	\$ 1,076

Percentage Growth

1990-2000	2000-2009
-0.4%	0.5%
-13.2%	-6.0%
0.1%	-0.1%
23.6%	8.8%
0.5%	0.8%

1990-2000	2000-2009
-0.9%	5.1%
11.5%	-1.0%

1990-2000	2000-2009
13.8%	37.8%
5.0%	2.6%
-0.3%	0.0%
1.5%	-0.3%
-1.7%	-1.9%
-0.5%	0.9%
-1.4%	0.8%

1990-2000	2000-2009
10%	21%
4%	9%
2%	10%
3%	0%

1990-2000	2000-2009
7.3%	-1.6%
2.4%	-8.2%
2.8%	8.3%
0.9%	5.9%

1990-2000	2000-2009
1.8%	3.1%
4.3%	4.6%

1990-2000	2000-2009
-2.5%	-12.3%
-7.8%	-7.1%
13.5%	-4.4%
3.3%	33.4%
1%	-1%

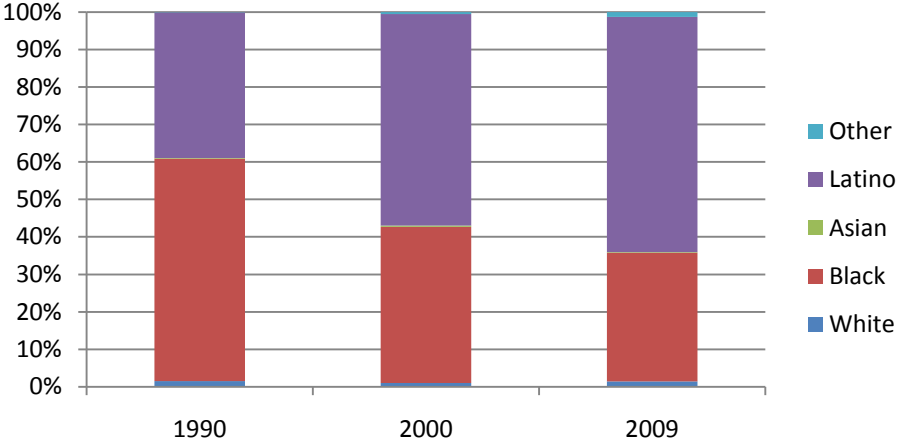
1990-2000	2000-2009
7.9%	-12.4%
-2.8%	-4.4%
0.0%	30.1%
2%	-5%

1990-2000	2000-2009
-4%	14%
-8%	4%

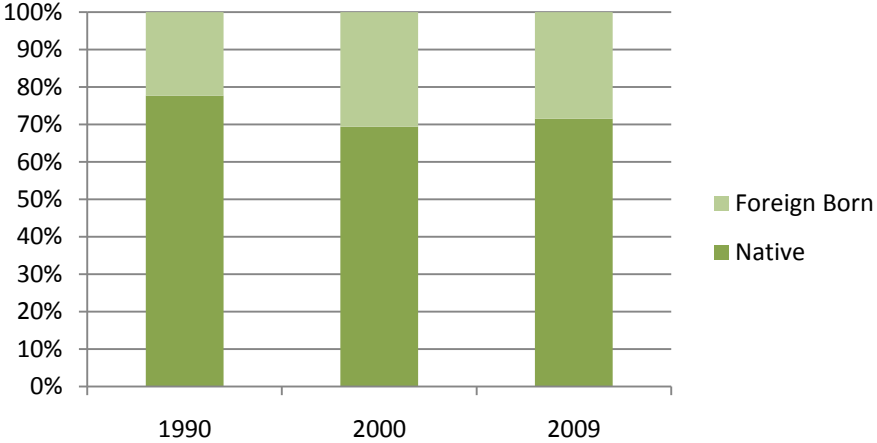
1990-2000	2000-2009
-8%	26%
-15%	23%

BLUE LINE: IMPERIAL STATION

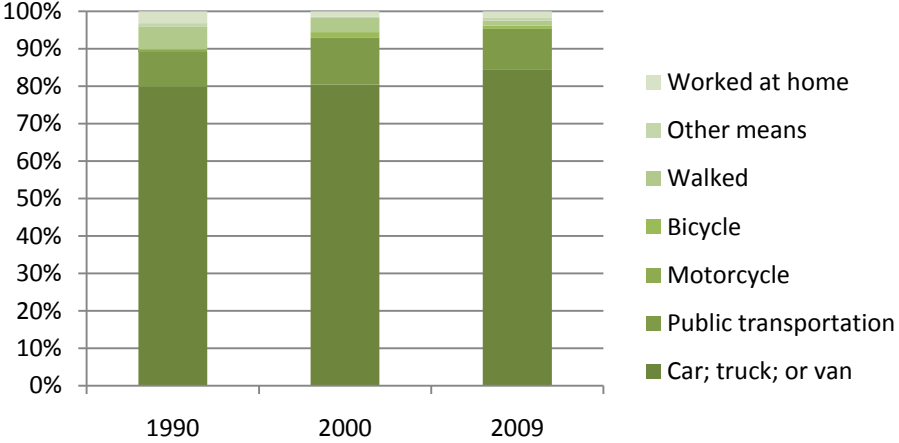
Race



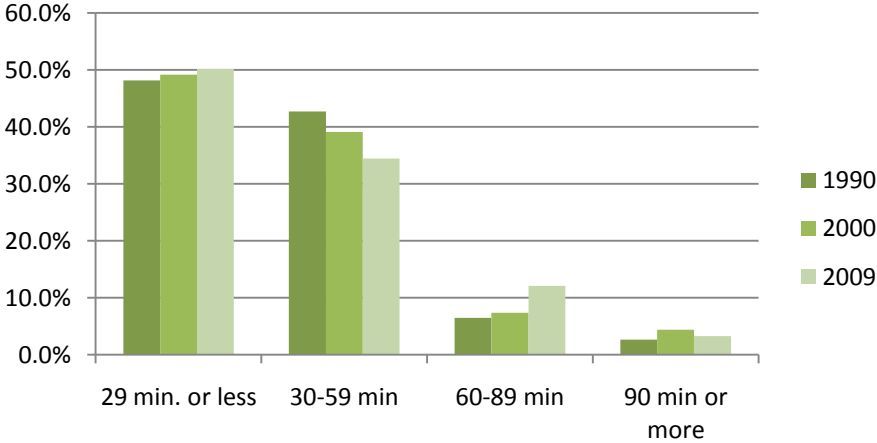
Nativity



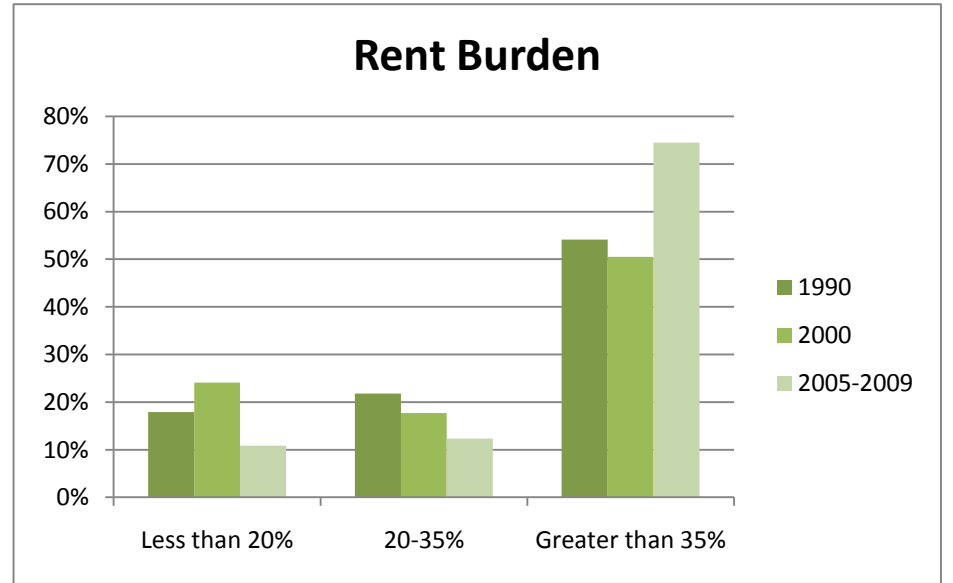
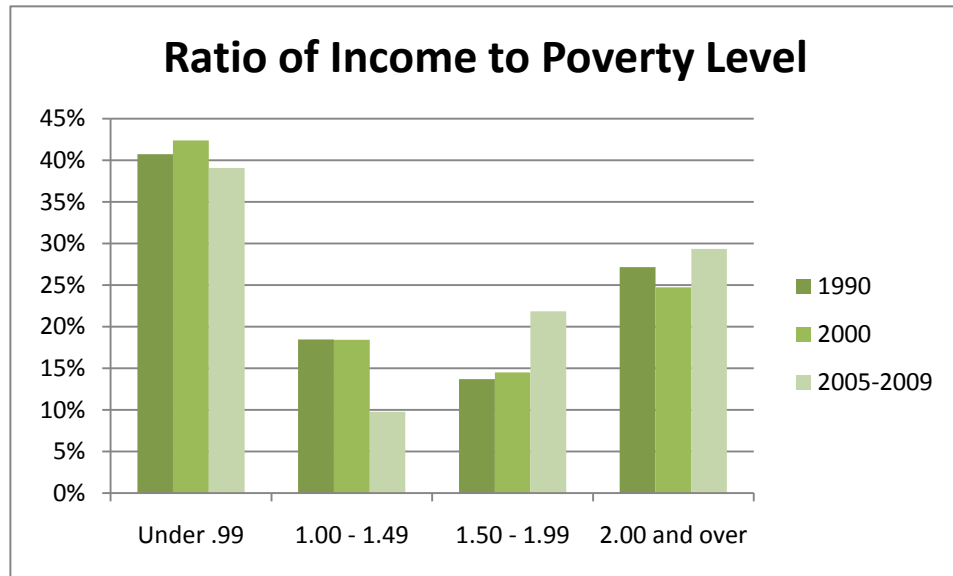
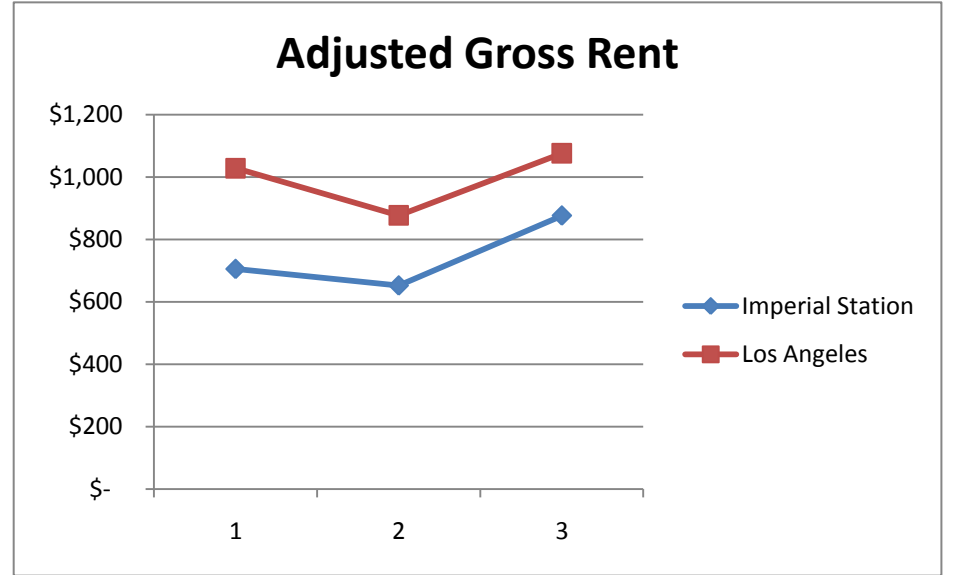
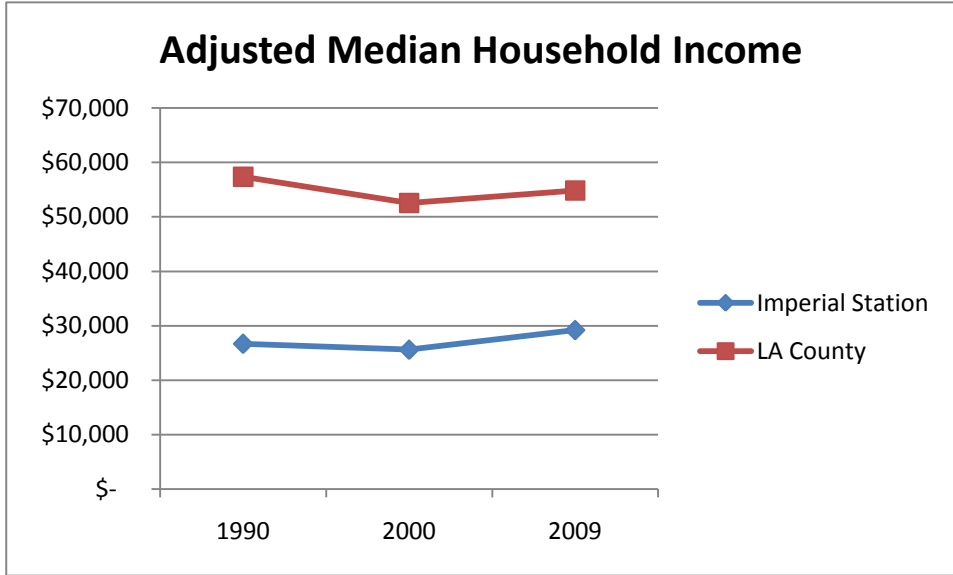
Means of Transportation



Travel Time to Work



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BLUE LINE: DEL AMO STATION

RACE	1990	2000	2005-2009
Total Population	24278	15384	10320
Not Hispanic or Latino; White alone	7782	3074	2177
Not Hispanic or Latino; Black or African American alone	3536	2277	2968
Not Hispanic or Latino; Asian alone	4921	1952	1920
Hispanic or Latino	7869	7943	3240
Other	170	138	15

Nativity	1990	2000	2005-2009
Total Population		16342	17005
Native	17997	11077	11323
Foreign Born	6394	5265	5682

Means of Transportation	1990	2000	2005-2009
Total	10727	6168	7260
Car; truck; or van	9746	5667	6236
Public transportation	372	271	658
Motorcycle	73	0	57
Bicycle	63	15	36
Walked	184	114	6
Other means	106	37	105
Worked at home	183	64	162

Travel Time	1990	2000	2005-2009
Total Population	10727	6168	7098
Travel Time to work: 29 minutes or less	7034	3656	4201
Travel time to work: 30 minutes- 59	3047	1987	2098
Travel time to work: 60- 89 minutes	343	241	552
90 min or more	120	220	247
Workers 16 years and over: Worked at home	183	64	N/A

Poverty Status	1990	2000	2005-2009
Total Population	24202	16189	16962
Under .99	2512	2768	2305
1.00 to 1.49	2126	1919	2184
1.50 to 1.99	2449	1992	1681
2.00 and above	17115	9510	10792

Tenure	1990	2000	2005-2009
Total Population	7750	4750	1739
Owner Occupied	4240	2998	777
Renter	3510	1752	962

Rent Prices	1990	2000	2005-2009
Total Population	3405	1737	1598
\$299 or less	338	35	32
\$300-\$599	1198	560	118
\$600-999	1678	958	805
\$1,000 and above	191	184	643

Final Rent Burden	1990	2000	2009
Total	3348	1670	1587
less than 20%	863	440	398
20%- 29%	934	429	407
30% or more	1551	801	782

Median Household Income	1990	2000	2009
Del Amo Station	\$37,605	\$44,412	\$56,502
Los Angeles County	\$34,965	\$42,189	\$54,828

Median Gross Rent	1990	2000	2009
Del Amo Station	\$662	\$697	\$1,068
Los Angeles County	\$626	\$704	\$1,076

Percentage of Total

RACE	1990	2000	2009
Not Hispanic or Latino; White alone	32.1%	20.0%	21.1%
Not Hispanic or Latino; Black or African	14.6%	14.8%	28.8%
Not Hispanic or Latino; Asian alone	20.3%	12.7%	18.6%
Hispanic or Latino	32.4%	51.6%	31.4%
Other	0.7%	0.9%	0.1%

Nativity	1990	2000	2009
Native	73.8%	67.8%	66.6%
Foreign Born	26.2%	32.2%	33.4%

Means of Transportation	1990	2000	2009
Car	90.9%	91.9%	85.9%
Public Transit	3.5%	4.4%	9.1%
Motorcycle	0.7%	0.0%	0.8%
Bicycle	0.6%	0.2%	0.5%
Walk	1.7%	1.8%	0.1%
Others	1.0%	0.6%	1.4%
Worked at home	1.7%	1.0%	2.2%

Travel Time to Work	1990	2000	2009
29 min. or less	65.6%	59.3%	59.2%
30-59 min	28.4%	32.2%	29.6%
60-89 min	3.2%	3.9%	7.8%
90 min or more	1.1%	3.6%	3.5%
Worked at home	2%	1%	NA

Poverty Status	1990	2000	2005-2009
Under .99	10%	17%	14%
1.00 - 1.49	9%	12%	13%
1.50 - 1.99	10%	12%	10%
2.00 and over	71%	59%	64%

Tenure	1990	2000	2009
owner	54.7%	63.1%	44.7%
renter	45.3%	36.9%	55.3%

Rent Prices	1990	2000	2005-2009
\$299 or less	10%	2%	2%
\$300-\$599	35%	32%	7%
\$600-999	49%	55%	50%
\$1,000 and above	6%	11%	40%

Rent Burden	1990	2000	2005-2009
Less than 20%	26%	26%	25%
20-29%	28%	26%	26%
30% or more	46%	48%	49%

Adjusted Median Household Income	1990	2000	2009
Del Amo Station	\$61,727	\$55,331	\$56,502
Los Angeles County	\$57,393	\$52,562	\$54,828

Adjusted Gross Rent	1990	2000	2009
Del Amo Station	\$1,087	\$812	\$1,068
Los Angeles County	\$1,028	\$877	\$1,076

Percentage Growth

1990-2000	2000-2009
-19.4%	-5.8%
-5.2%	4.5%
-12.2%	-0.2%
0.3%	-30.6%
-0.1%	-0.8%

1990-2000	2000-2009
-28.4%	1.5%
-4.6%	2.6%

1990-2000	2000-2009
-38.0%	9.2%
-0.9%	6.3%
-0.7%	0.9%
-0.4%	0.3%
-0.7%	-1.8%
-0.6%	1.1%
-1.1%	1.6%

1990-2000	2000-2009
-31%	9%
-10%	2%
-1%	5%
1%	0%
-1%	NA

1990-2000	2000-2009
1.1%	-2.9%
-0.9%	1.6%
-1.9%	-1.9%
-31.4%	7.9%

1990-2000	2000-2009
-16.0%	-46.8%
-22.7%	-16.6%

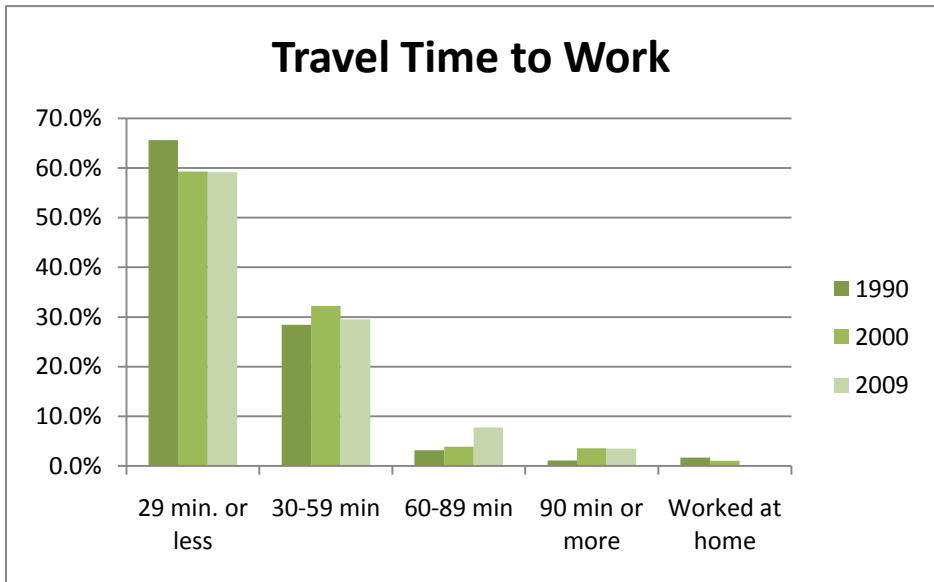
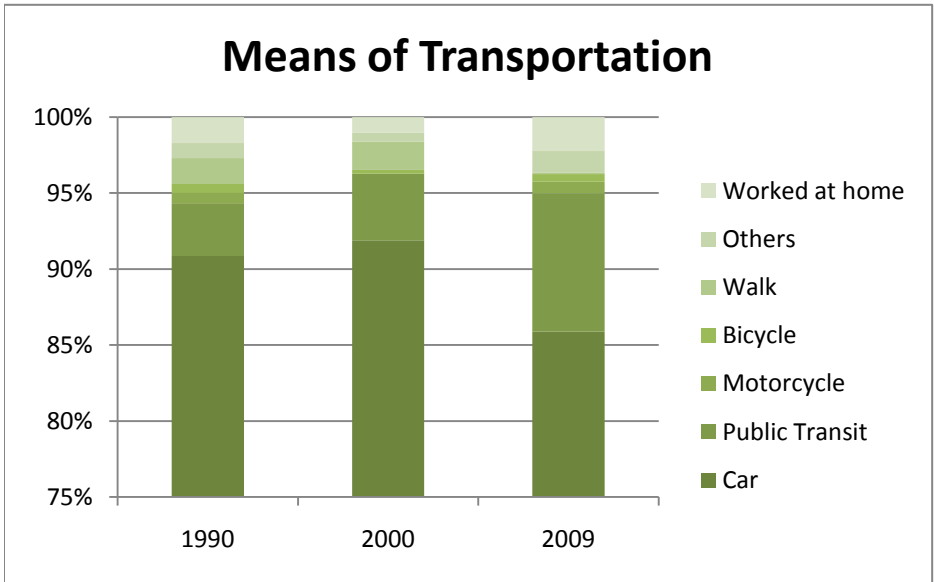
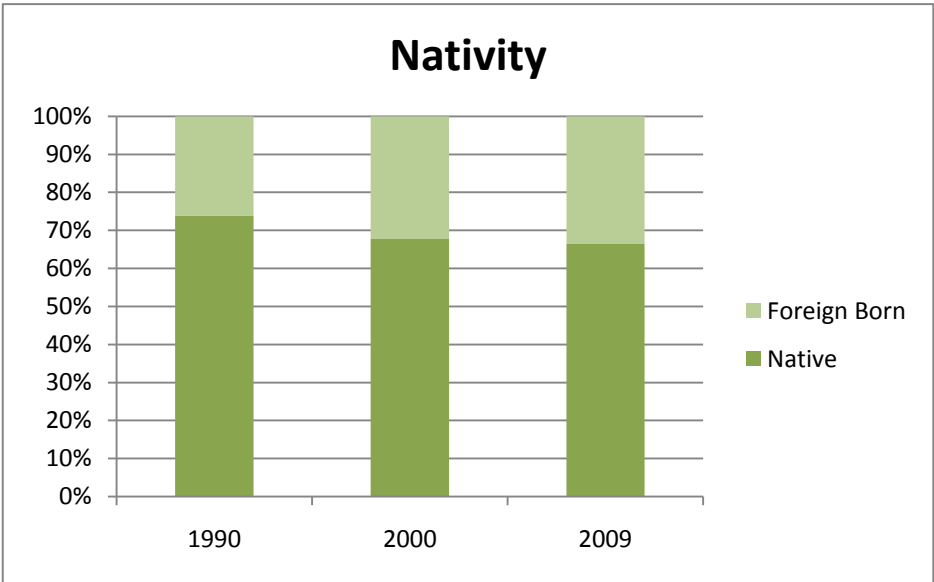
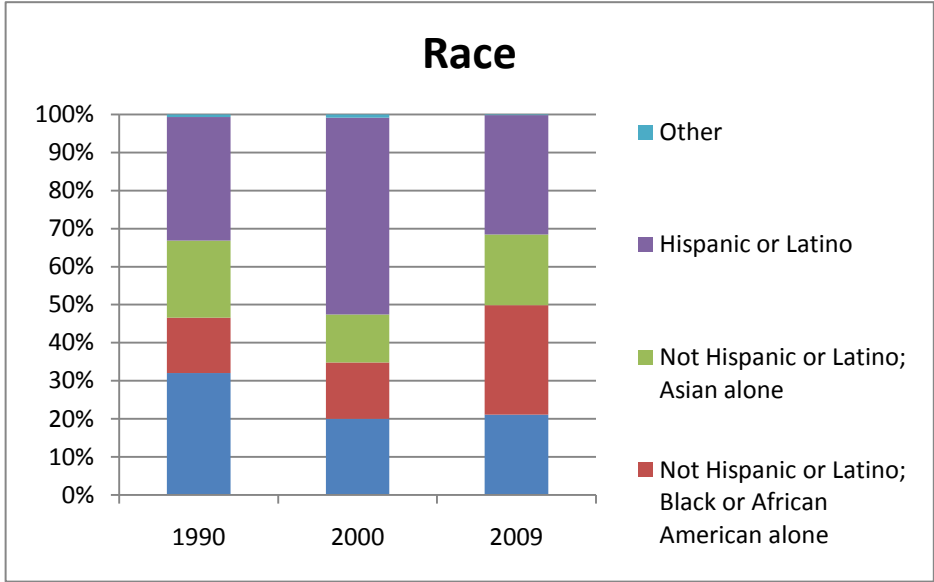
1990-2000	2000-2009
-8.9%	-0.2%
-18.7%	-25.4%
-21.1%	-8.8%
-0.2%	26.4%

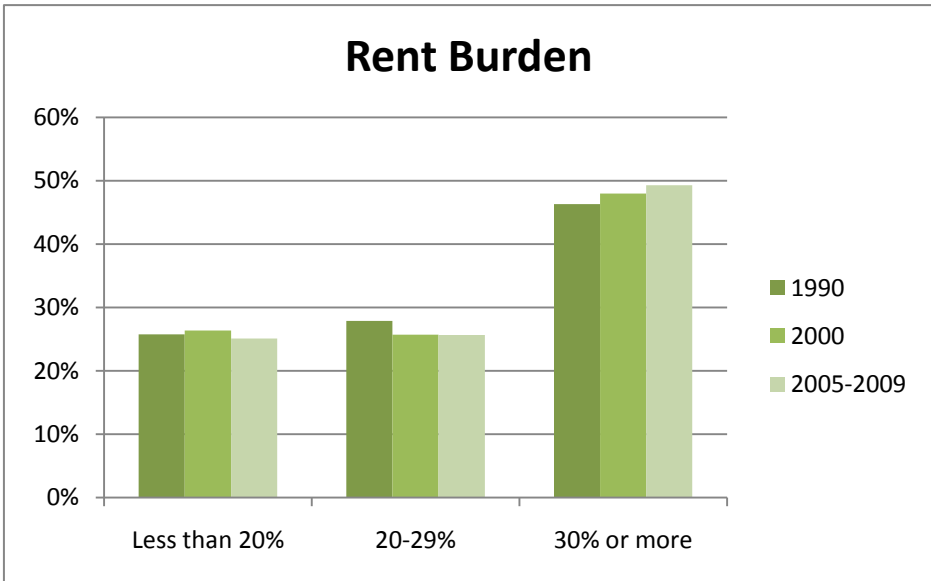
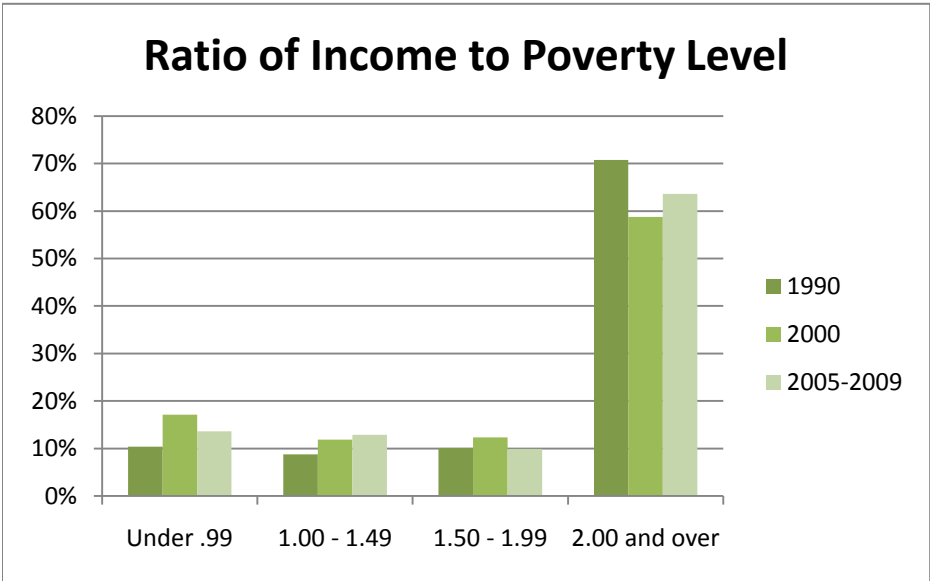
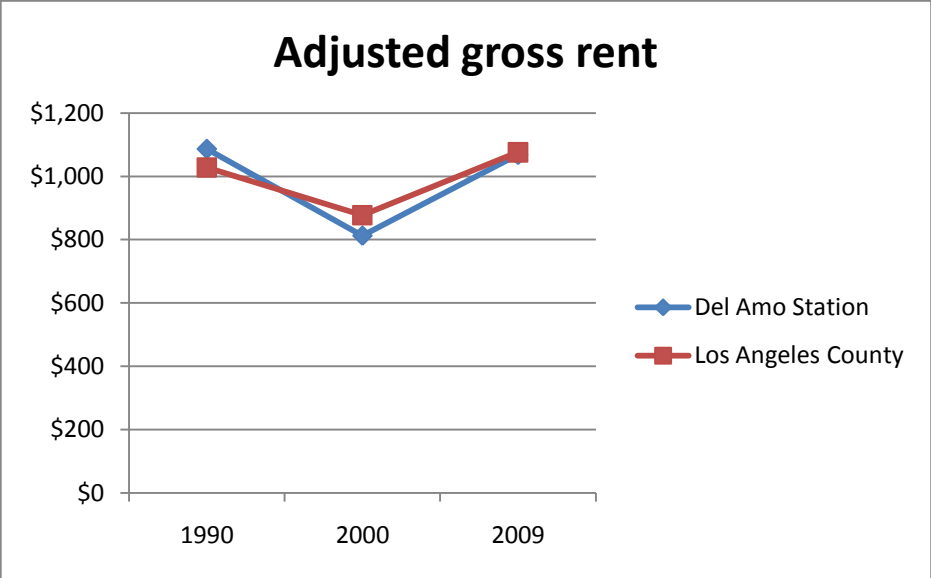
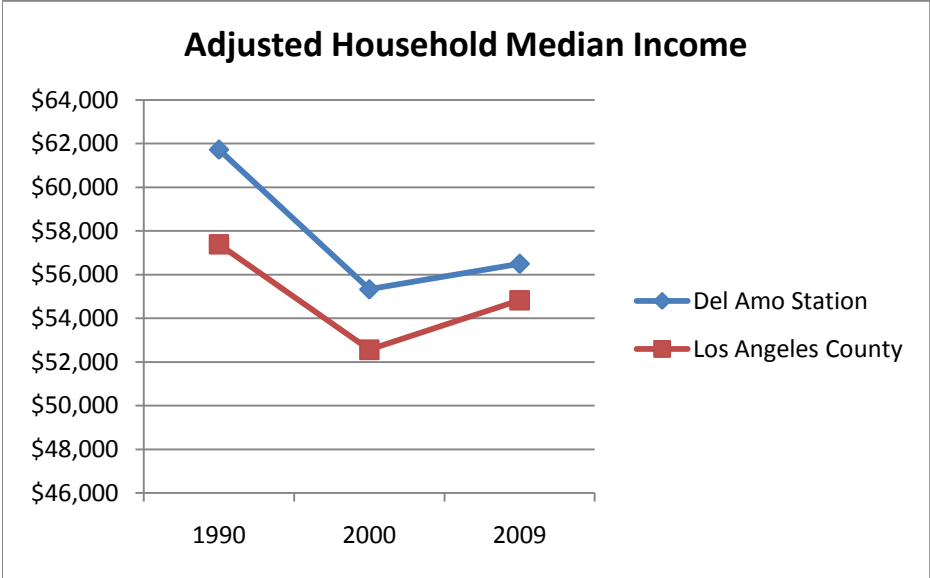
1990-2000	2000-2009
-12.6%	-2.5%
-15.1%	-1.3%
-22.4%	-1.1%

1990-2000	2000-2009
-10%	2%
-8%	4%

1990-2000	2000-2009
-25%	24%
-15%	23%

BLUE LINE: DEL AMO STATION





Blue Line: Washington Station

RACE	1990	2000	2005-2009
Total Population	26049	19360	18630
Not Hispanic or Latino; White alone	1935	970	1078
Not Hispanic or Latino; Black or African American alone	5620	1930	1033
Not Hispanic or Latino; Asian alone	731	478	252
Hispanic or Latino	17632	15957	16186
Other	131	25	81

Nativity	1990	2000	2005-2009
Total Population	26086	19555	19110
Native	13843	8865	10681
Foreign Born	12243	10690	8429

Means of Transportation	1990	2000	2005-2009
Total Population	7050	6011	6968
Workers 16 years and over: Means of transportation to work; Car; truck;	3997	3860	4292
Workers 16 years and over: Means of transportation to work; Public	1673	1292	1415
Workers 16 years and over: Motorcycle	10	0	0
Workers 16 years and over: Bicycle	63	76	98
Workers 16 years and over: Walked	682	540	752
Workers 16 years and over: Other means	113	57	42
Workers 16 years and over: Worked at home	512	186	369

Travel Time	1990	2000	2005-2009
Total Population	6538	5825	6599
Travel Time to work: 29 minutes or less	3612	3076	3102
Travel time to work: 30 minutes- 59	2391	2116	2586
Travel time to work: 60- 89 minutes	404	443	627
90 min or more	131	190	284

Poverty Status	1990	2000	2009
Total	19094	19131	18872
Under .99	7331	7704	8322
1.00-1.49	4500	4414	4133
1.50-1.99	2735	2781	1951
2.00 and over	4528	4232	4466

Tenure	1990	2000	2005-2009
Total Population	4667	4691	5249
Owner Occupied	781	973	1182
Renter	3886	3718	4067

Rent Prices	1990	2000	2005-2009
Total Population	3781	3680	3960
\$299 or less	939	677	414
\$300-\$599	1782	1517	810
\$600-999	659	1145	1616
\$1,000 and above	401	341	1120

Final Rent Burden	1990	2000	2009
Total	3679	3508	3886
less than 20%	856	1037	511
20%- 29%	1062	752	695
30% or more	1761	1719	2680

Median Household Income	1990	2000	2009
Washington	\$ 17,903	\$ 23,833	\$ 25,152
Los Angeles	\$ 34,965	\$ 42,189	\$ 54,828

Median Gross Rent	1990	2000	2009
Washington	\$ 446	\$ 543	\$ 722
Los Angeles County	\$ 626	\$ 704	\$ 1,076

Percent of Total	1990	2000	2009
Not Hispanic or Latino; White alone	7.4%	5.0%	5.8%
Not Hispanic or Latino; Black or African American alone	21.6%	10.0%	5.5%
Not Hispanic or Latino; Asian alone	2.8%	2.5%	1.4%
Hispanic or Latino	67.7%	82.4%	86.9%
Other	0.5%	0.1%	0.4%

Nativity	1990	2000	2009
Native	53.1%	45.3%	55.9%
Foreign Born	46.9%	54.7%	44.1%

Means of Transportation	1990	2000	2009
car	56.7%	64.2%	61.6%
transit	23.7%	21.5%	20.3%
motorcycle	0.1%	0.0%	0.0%
bicycle	0.9%	1.3%	1.4%
walked	9.7%	9.0%	10.8%
other	1.6%	0.9%	0.6%
worked at home	7.3%	3.1%	5.3%

Travel Time	1990	2000	2005-2009
29 min or more	55.2%	52.8%	47.0%
30-90 min	36.6%	36.3%	39.2%
60-89 min	6.2%	7.6%	9.5%
90 min or more	2.0%	3.3%	4.3%

Poverty Status	1990	2000	2005-2009
Under .99	38%	40%	44%
1.00 - 1.49	24%	23%	22%
1.50 - 1.99	14%	15%	10%
2.00 and over	24%	22%	24%

Tenure	1990	2000	2009
owner	17%	21%	23%
renter	83%	79%	77%

Rent Prices	1990	2000	2005-2009
\$299 or less	25%	18%	10%
\$300-\$599	47%	41%	20%
\$600-999	17%	31%	41%
\$1,000 and above	11%	9%	28%

Rent Burden	1990	2000	2005-2009
Less than 20%	23%	30%	13%
20-29%	29%	21%	18%
30% or more	48%	49%	69%

Adjusted Median Household Income	1990	2000	2009
Washington	\$ 29,386	\$ 29,693	\$ 25,152
Los Angeles County	\$ 57,393	\$ 52,562	\$ 54,828

Adjusted Gross Rent	1990	2000	2009
Washington	\$ 733	\$ 677	\$ 722
Los Angeles County	\$ 1,028	\$ 877	\$ 1,076

Percentage Growth	1990-2000	2000-2009
Not Hispanic or Latino; White alone	-3.7%	0.6%
Not Hispanic or Latino; Black or African American alone	-14.2%	-4.6%
Not Hispanic or Latino; Asian alone	-1.0%	-1.2%
Hispanic or Latino	-6.4%	1.2%
Other	-0.4%	0.3%

Nativity	2000-2009
Native	-19.1%
Foreign Born	-6.0%

Means of Transportation	1990-2000	2000-2009
car	-1.9%	7.2%
transit	-5.4%	2.0%
motorcycle	-0.1%	0.0%
bicycle	0.2%	0.4%
walked	-2.0%	3.5%
other	-0.8%	-0.2%
worked at home	-4.6%	3.0%

Travel Time	1990-2000	2000-2009
29 min or more	-8%	0%
30-90 min	-4%	8%
60-89 min	1%	3%
90 min or more	1%	2%

Poverty Status	1990-2000	2000-2009
Under .99	2.0%	3.2%
1.00 - 1.49	-0.5%	-1.5%
1.50 - 1.99	0.2%	-4.3%
2.00 and over	-1.6%	1.2%

Tenure	1990-2000	2000-2009
owner	4.1%	4.5%
renter	-3.6%	7.4%

Rent Prices	1990-2000	2000-2009
\$299 or less	-6.9%	-7.1%
\$300-\$599	-7.0%	-19.2%
\$600-999	12.9%	12.8%
\$1,000 and above	-1.6%	21.2%

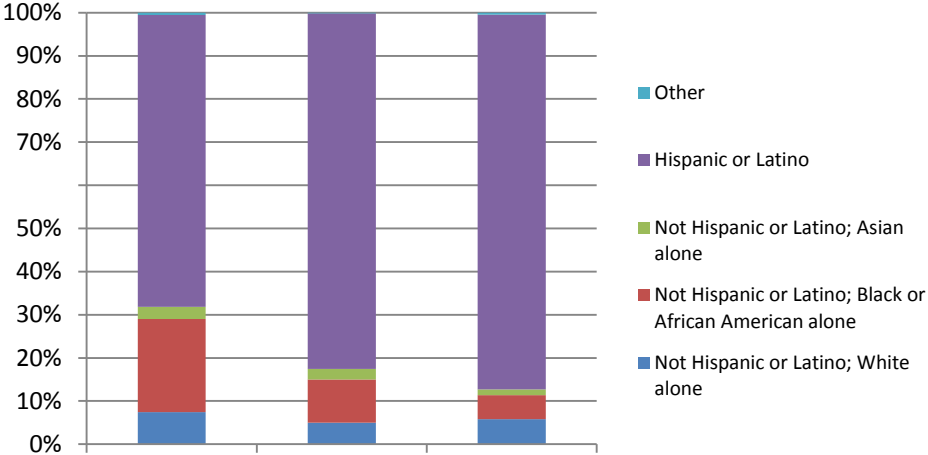
Rent Burden	1990-2000	2000-2009
Less than 20%	4.9%	-15.0%
20-29%	-8.4%	-1.6%
30% or more	-1.1%	27.4%

Adjusted Median Household Income	1990-2000	2000-2009
Washington	1%	-15%
Los Angeles County	-8%	4%

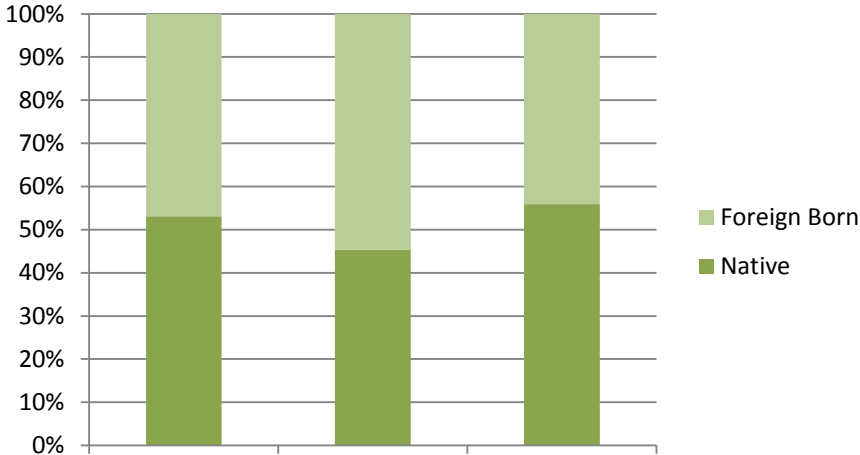
Adjusted Gross Rent	1990-2000	2000-2009
Washington	-8%	6%
Los Angeles County	-15%	23%

Blue Line: Washington Station

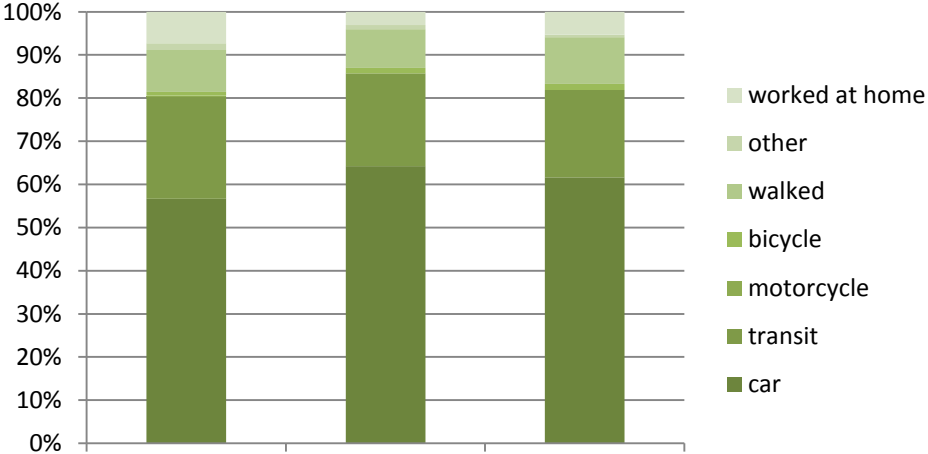
Race



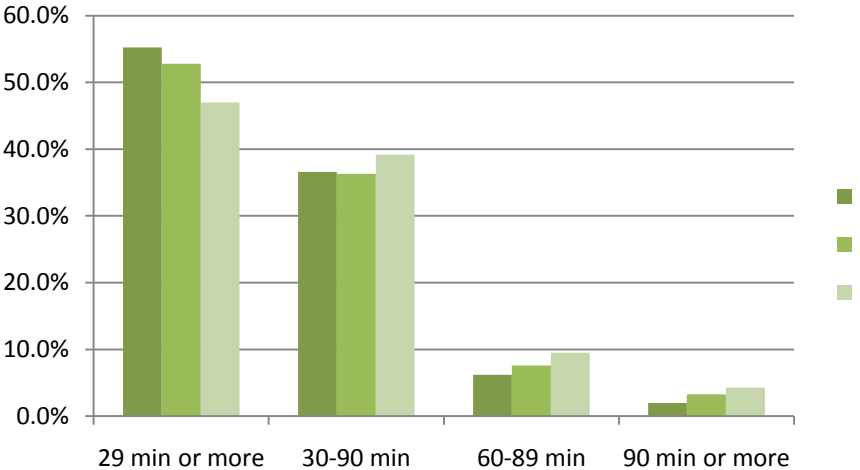
Nativity



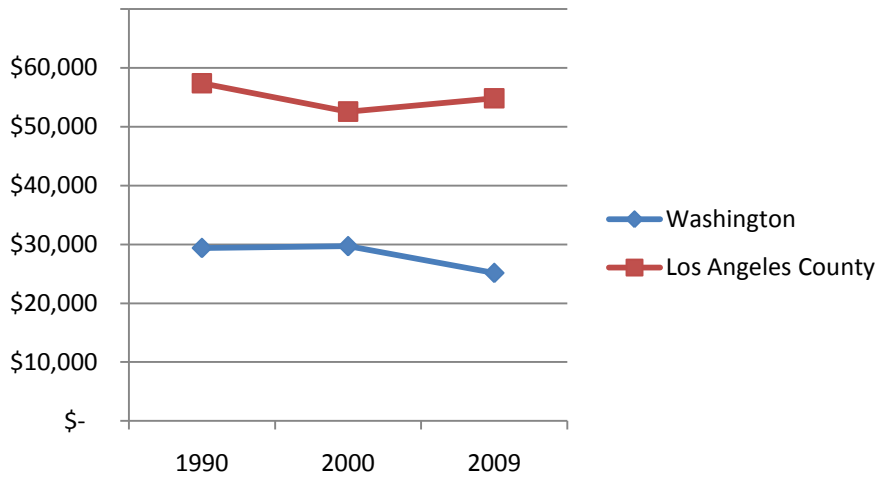
Means of Transportation



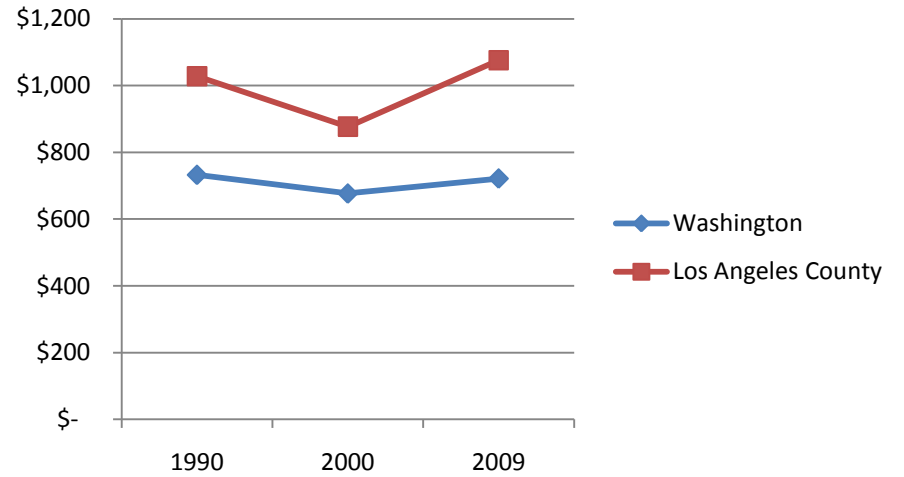
Travel Time to Work



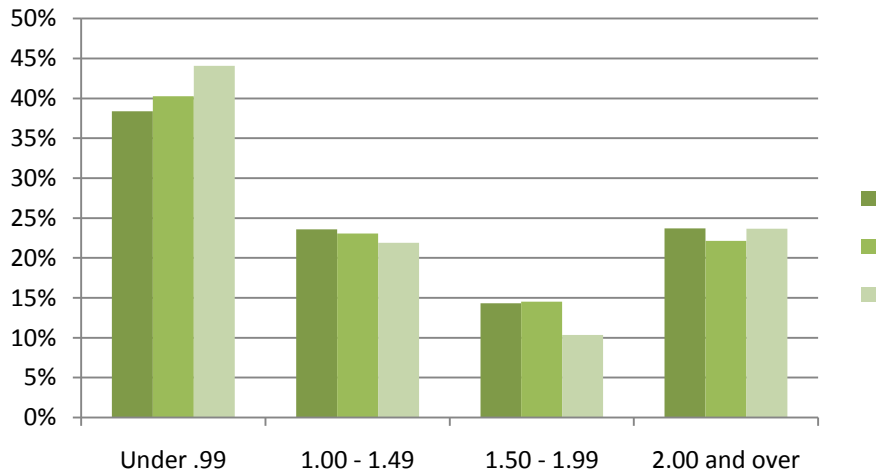
Adjusted Median Household Income



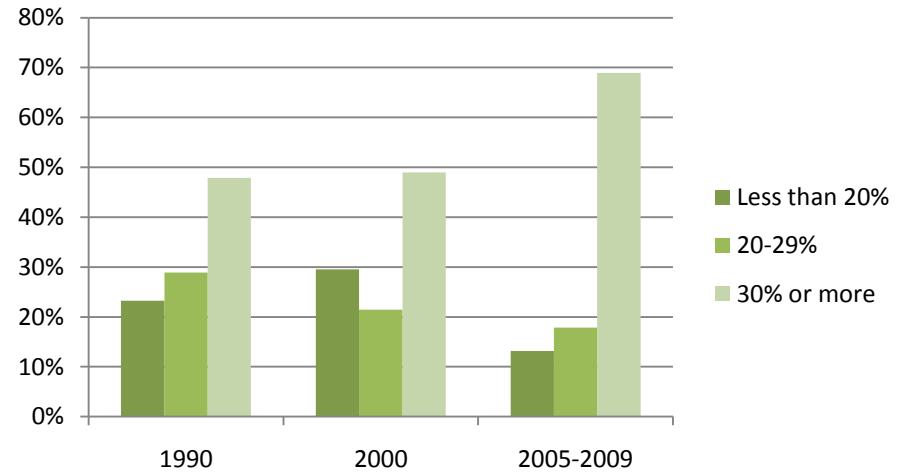
Adjusted Gross Rent



Ratio of Income to Poverty Level



Rent Burden



Section 4: Affordable Housing in Transit Oriented Development: Innovative Approaches to Funding

Prepared by: Nina Lang, Joshua Wheeler, Mark Klein, Jennifer Verma

Introduction

A fundamental concern in the development and preservation of affordable housing is securing capital to support affordable housing projects that require constant subsidies in order to function at less than market-rate rents. As such, affordable housing developers and housing agencies do what they can to keep costs low and find innovative ways of funding. This effort is especially important in areas where private and/or public investment have caused an increase in property values, resulting in the displacement of lower-income residents as the cost of housing rises. While it has often been the agenda of affordable housing developers, non-profit community partners and city agencies to preserve affordable housing options by targeting these neighborhoods prior to the escalation of rents/prices, anticipating gentrification can be tricky and requires market-rate developers and speculators to assume substantial risks in timing their acquisitions. By contrast, the development of new transit lines and station hubs has historically been shown to increase the surrounding land values and because transportation infrastructure must be planned so long in advance, developers can more easily anticipate where values may increase in the coming years. Furthermore, there is increasing evidence that demographic shifts are occurring in these locations, which suggests that housing next to transit will become increasingly popular among younger, affluent urbanites thereby increasing the demand and prices of TOD homes (Pollack, 2010). These factors contribute to the challenge of preserving affordability for lower income families and individuals.

While many private real estate speculators are effectively able to utilize land banking strategies in order to capture anticipated increases in value, the resources among those committed to creating and maintaining affordable units are finite and must be balanced to meet the current demand for affordable housing while simultaneously planning for the future. The following discussion identifies the critical link between the implementation of affordable housing and the ultimate success of light rail transit in Los Angeles, connects real estate transactions within future TOD sites with an obligation to supply funding that can preserve affordability, and offers strategies for deploying scarce funds to maximize neighborhood coverage in transit-oriented areas.

Merging Affordable Housing in TOD with the Vision & Goals of the LA Metro 30/10 Initiative

Historically, Housing and Transportation Planning have operated in distinct silos. For the overall success of transit-oriented developments, they will need to rely upon one another for success. As such, it is critical to merge affordable housing in transit-oriented developments with the vision and goals of the Los Angeles Metro 30/10 Initiative.

The Los Angeles Metro 30/10 Initiative is a funding proposal that would construct 12 key Metro expansion projects in 10 years instead of 30 years as originally planned. Funding sources for this project include a federal loan and the Measure R sales tax. Measure R is a half-cent sales tax for Los Angeles County. The revenue from this sales tax would be used as collateral for long-term bonds. The 30/10 Initiative results in the creation of 160,000 new jobs and annual benefits that will reduce traffic congestion and greenhouse gas emissions (Metro's 30/10 Initiative, 2011). These benefits include: "521,000 fewer pounds of mobile source pollution emissions, 10.3 million fewer gallons of gasoline used, 77 million more transit boardings, and 191 million fewer vehicle miles traveled" (Metro's 30/10 Initiative, 2011).

In the past, transit was considered to be a nuisance because it created negative externalities such as noise and traffic congestions. It is now increasingly viewed as a desirable amenity for urban neighborhoods, as it can increase mobility and accessibility by providing an alternative to the private automobile. Households may prefer areas close to transit because of the ease with which they can travel to other parts of the city or metropolitan area. Additionally, these areas often experience burgeoning commercial activity including new restaurants, night spots, and shops (Pollack, 2010).

Recent studies have found that accessibility to transit increases the value of surrounding property (Pollack, 2010). The Dukakis Center commissioned a study in which they examined 12 metropolitan areas in which one or more commuter rail stations opened over a period of 10 years. This study found that:

- "For 64% of the neighborhoods around the new rail stations in the study (that's 27 of 42 total), population grew more quickly than the rest of the metro area.
- 55% of those neighborhoods showed a "dramatic" increase in housing production.
- 62% of those neighborhoods showed a faster increase in owner-occupied units than the rest of the metro area.

- 50% of those neighborhoods showed an increase in the proportion of non-Hispanic white households relative to the rest of the metro area. (The other half showed no change or a decrease.)
- 62% of those neighborhoods showed an increase in median household income; 60% showed a boost in the proportion of households with incomes of more than \$100,000.
- Perhaps most tellingly, 74% of the neighborhoods showed rents that increased faster than the rest of the metro area. A full 88% had a relative boost in median housing values, too.
- In 40% of the new transit neighborhoods, public transit use declined relative to the rest of the metro area.
- In 71% of the neighborhoods, ownership of a vehicle increased; in 57%, ownership of two or more cars increased” (Nusca).

Bringing new transit investment into lower-income neighborhoods can lead to rising property values and gentrification. Gentrification of these neighborhoods is an unintended consequence that reduces residency by those more likely to use transit and replaces them with those groups that are more likely to drive. This neighborhood shift raises two concerns, the first being equity. Core transit riders are predominantly minorities and/or low income. As neighborhoods gentrify, these groups are crowded out of transit rich neighborhoods and replaced by non-Hispanic white populations and/or those with higher income levels. The second concern is regarding the success of new transit investments in reaching optimal levels of ridership. The displacement of core transit riders from transit rich neighborhoods will ultimately diminish the benefits of the new transit system (Pollack, 2010). “More than half of all transit users have household incomes of less than \$50,000, which is why many affordable housing residents use transit, which typically costs \$800 to \$1,500 per worker per year, versus the \$6,000 to \$9,000 it costs to own and operate a car” (Voelker, 2011).

The Los Angeles Housing Department (LAHD) is concerned with maintaining equity within these transit rich neighborhoods. This equity is preserved by ensuring the availability of adequate affordable housing. On the other hand, Metro is concerned with the success of new transit. Their success is measured by obtaining their desired ridership levels. This will only occur if transit is easily available to their core riders; those who are of lower income and in need of affordable housing. As such, LAHD and Metro should partner together in order to successfully reach their individual goals.

One way LAHD and Metro can partner together is by establishing a transit oriented affordable housing fund. This fund should be modeled after the Bay Area Transit-Oriented Affordable Housing (TOAH) Fund. TOAH is a \$50 million revolving loan fund for affordable housing developers and is

intended to aid developers with financing for transit-oriented projects (Murray, 2011). Developers can apply for predevelopment, acquisition, construction, and mini-permanent loans for New Market Tax Credit transactions (Bay Area Transit-Oriented Affordable Housing Fund).

TOAH was initially seeded with a \$10 million investment from the Metropolitan Transportation Commission (MTC). These funds were leveraged in order to obtain an additional \$40 million from private and non-profit investors including Morgan Stanley, Citi Community Capital, Ford Foundation, Living Cities, San Francisco Foundation, and six community development financial institutions (Murray, 2011).

If this approach is successful, it will result in several benefits: It will help LAHD and Metro to achieve their respective goals to increase affordable housing stock near transit and bolster transit ridership. Additionally, this approach will not only reduce borrowing costs for the developer, it will also help mitigate regulatory risks. This mitigation will occur as a result of Metro's participation in the fund, which "implies public agency support for a given project just by virtue of granting the loan" (Christian).

The main challenge to setting up this transit oriented affordable housing trust fund is gaining support from Metro. In order to overcome this challenge, LAHD will need to work with Metro to help them understand that the presence of affordable housing in transit oriented developments will be critical to the success of their new investments in transit. In order to maintain and/or increase ridership, transit needs to be easily accessible to their core ridership – those of lower incomes and in need of affordable housing.

Securing Reliable Revenue Streams for the Affordable Housing Trust Fund: Accessing Documentary Transfer Tax Revenues

Concept

\$107,000,000 in documentary transfer taxes are expected to be generated in the City of Los Angeles during the next fiscal year. We propose initiating steps towards securing a percentage of that revenue for affordable housing near transit. The presence of a nexus between property transfers and affordable housing may seem negligible at first glance, but property conveyance in the free market is one of the most powerful transformative forces shaping our communities.

Property transfers result from market forces. A buyer acquires land or property as an investment with the expectation of positive returns. In effect, property transfers occur in areas where rising land values or economic development are forecasted. Rising land values reduce affordability for renters and create a need to preserve and create affordable housing.

Additionally, local planning and policy have a significant impact on concentrating development and growth in certain areas. In Los Angeles, policy and planning has increasingly begun to favor development and densification along transit corridors. With the success of Measure R riding largely on the ridership it achieves, we can expect a strong push by local government agencies to promote economic development along these corridors. With legislative forces nudging investment towards these areas, and with a huge infusion of monies into the Measure R projects, it is likely that transit corridors will see patterns of decreasing housing affordability as local property values rise and rents increase. The large infusion of money currently directed at transit corridors, coupled with statutory goals that heavily emphasize merging regional transportation with the housing elements, creates the need to acknowledge the potentially imminent gentrification patterns similar to those highlighted in the Dukakis Center report that may begin to manifest in Los Angeles.

The transfer of property finds itself inextricably linked to rising land values and decreasing affordability. The tax revenue generated by the transfer of property therefore becomes a rational source to be tapped to help alleviate the affordable housing crisis in Los Angeles.

Logistics

The proposed strategy would not include a tax increase. This provision enhances the palatability of the approach to the public, and increases the likelihood that legislation could be passed with reduced opposition from constituents, special interest groups, businesses, and from within City Hall.

The proposed ordinance would be structured so that it would be a reallocation of a small portion of the existing transfer tax revenue stream. The Real Property Transfer Tax was originally established in Section II, Article 1.9 of the Los Angeles Municipal Code. The article authorizes a tax “on each deed, instrument or writing by which any lands, tenements, or other realty sold within the City of Los Angeles” (LAMC, 2011). This tax was set at a rate of \$2.25 per \$500 of real property conveyed. The City of Los Angeles contracts with the County of Los Angeles to administer the tax. The budget for the City of Los Angeles records the receipts of this tax within the General Fund line item *Documentary Transfer Tax*.

Currently, due to the limitations of Proposition 13, real estate transfer taxes are presently allowed only for general fund purposes (Rose, & Bell, 2005). However, it may be possible to draft policy that circumvents these limitations. In fact, the existing language in the LA City Charter regarding funding for the Affordable Housing Trust Fund serves as a very suitable regulatory foundation for adding funding provisions based on Real-Property Transfer Taxes.

Chapter 122, Section 5.522 of the Charter states: “An amount equal to 25% of the initial and continuing net revenue attributable to the 2001 business tax and payroll expense tax amnesty program...received in the applicable reporting period shall be allocated to the Fund and shall be transferred by the Controller from the General Fund to the Fund” (LA Charter, 1999). Of particular importance in the above rhetoric is the process by which these funds traveled to the AHTF. They first enter the General Fund, and then *an amount equal to* the tax revenue deposited in the General Fund is transferred to the AHTF. The tax revenue received does not directly funnel to the AHTF—an amount equal to that revenue does.

An amendment to the Charter which tags on language to that section to include the real-property transfer tax as the basis for calculating money to be distributed from the General Fund to the Affordable Housing Trust Fund would be a sufficient measure to transform the policy and bolster the AHTF revenue streams.

The amended version of Section 5.522 might add:

An amount equal to 25% of the annual net revenue attributable to the real-property transfer taxes shall be allocated to the Affordable Housing Trust Fund for use in Transit Districts, and shall be transferred at the conclusion of each fiscal year by the Controller from the General Fund to the Fund.

The above amendment makes it explicit that the direct revenues from the transfer taxes will not be diverted away from the General Fund; rather, the transfer tax revenue will be the basis by which the city calculates how much money will be allocated to affordable housing annually from the General Fund. Because the process functions in this manner, the amendment does not violate the statutory requirements of Proposition 13.

Precedence

Similar measures have been discussed in Council during years past. In 1995, for example, City Council adopted to file a motion pertaining to the legal impediments to raising the documentary transfer tax to generate funds for affordable housing (Los Angeles City, 1995). Although different than our proposed approach, these conversations in City Hall give testament to the City’s familiarity with the general concept, and grants credence to the new approach as a proposal worthy of being motioned in City Hall.

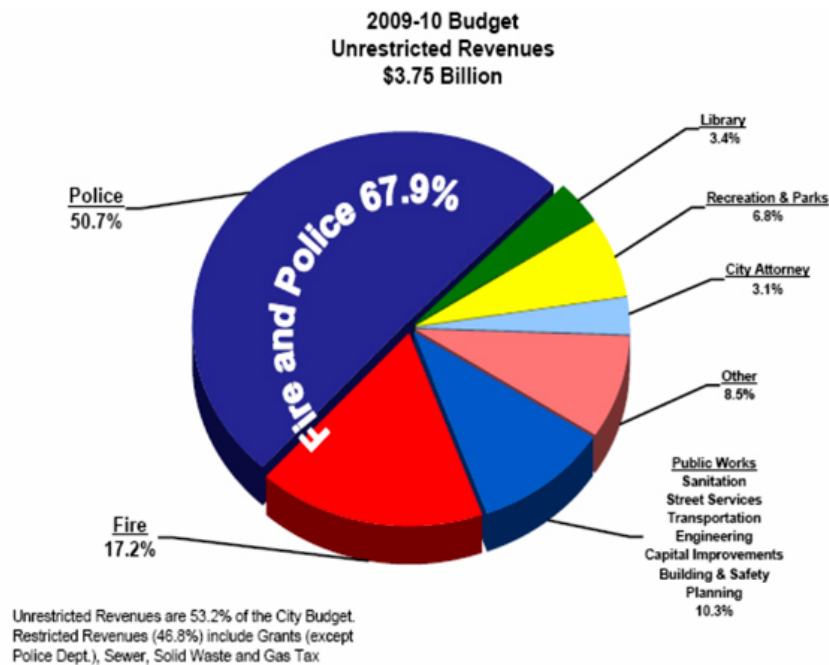
Outside of LA, other cities have successfully tapped into this form of tax revenue to invest in affordable housing near transit. Washington DC, for example, implemented policy that disbursed 15% of

all deed recordation and transfer taxes received to their Housing Production Trust Fund (Quigley, 2010). Additionally, eight states have successfully tapped into Real Estate Transfer Tax revenues to fund affordable housing. Florida, Vermont, New Jersey, Hawaii, Illinois, Nebraska, Nevada and South Carolina have all placed similar policy on the books (Rose, & Bell, 2005)

Challenges

The challenges facing the passage of this policy include maneuvering the legal implications of having a funding source so closely linked to property transfer taxes, and overcoming opposition from the primary beneficiaries of General Fund allocations.

The Mayor’s proposed budget for Fiscal Year 2011-2012 recognized a deficit of \$457.5 million (Miller, 2011). The General Fund is hard-pressed to break-even annually. Earmarking any funds that were previously directed elsewhere means adding further stress to the budgetary constraints and agitating the primary recipients of the General Fund. The chart shown below gives an indication of parties likely to lobby against such a policy (City Budget, 2009).



If the policy cannot be successfully pushed through City Hall, the proponents can opt to send this initiative through the Charter Amendment or Ordinance Initiative Petition Process (Lagmay, 2010).

The first step would be to generate support within the districts most likely to benefit from the implementation of an affordable housing policy. Through community coalition building and outreach to neighborhood councils, it is plausible that enough momentum can be built to bring the issue to City Hall.

In order to have the proposed amendment placed on the ballot as a Charter Amendment, the proponents must gather signatures from at least “15% of the registered voters of the City of Los Angeles according to the County Clerk/Registrar-Recorder’s last official report of registration to the Secretary of State” (CEC § 9255(a)(3), (c)).

There is precedence for similar budgetary reallocations being made by the voting public. This “ballot box budgeting” approach led to the recent victory for Measure L. Measure L proposed a Charter Amendment that would increase the amount of the City’s General Fund that goes to the Library Department from 0.0175% of assessed value of property in the City to double that, 0.0300% (Levinson, 2011). The measure passed in 2011 with 63% of the vote (Kelley, 2011).

Either path requires a substantial amount of public support to be generated, but since people have historically been willing to unite behind causes such as our libraries and schools, then it is not far-fetched to imagine that a campaign to support affordable housing could be a success.

Results

If approved, this measure would establish a continued source of income for the Affordable Housing Trust Fund. If policy established an annual General Fund disbursement to the AHTF equal to 25% of the amount of real-property transfer tax revenue generated, the AHTF would be infused annually with approximately \$25 million dollars, thereby significantly improving the reliability of gap funding for affordable housing projects in transit corridors.

Promoting Affordable TODs through the Acquisition of Land & Units

Land Banking Strategies

It is important to both preserve and create affordable housing units in future transit corridors and around transit stops, as it is likely that neighborhood gentrification will occur in those areas, pushing out the residents most likely to use transit in the future (Enterprise et al, 2010). While the challenges involved with affordable housing in TODs may be similar to those presented by non-TOD communities, the broad consensus from organizations such as the Dukakis Center and the Center for Transit Oriented Development is that tendencies toward gentrification and higher land values are amplified in TOD neighborhoods due to more active private economic development in the wake of transit investments. Since stronger commercial growth and up-zoning of surrounding land uses often occurs around current and future transit corridors, creation and preservation of affordable units must be undertaken at the earliest possible stages in order to avoid displacement of lower income residents and the increasingly

high property costs that would impede future acquisition of properties for Transit Oriented Districts (TODs). Currently, land costs are lower than what they would be in the future following the influx of transit investments in the area, providing an opportunity for affordable housing advocates and Housing Authorities to purchase more land with their limited funds and hold on to these properties until they can be developed, a practice known as land banking (Land Banks and Affordable Housing, 2008). The following strategies are methods for using the current funds for affordable housing development to bank properties for the future and promote more affordable TOD neighborhoods.

Strengthen Acquisition Fund and Target TODs

One of the first strategies to tackle both the creation and preservation of affordable units in transit corridors and stops is to focus a significant portion of current funding to create a revolving loan fund designed for acquisition of current affordable units, as well as vacant properties. The City of Los Angeles has attempted to create such a fund through a partnership with Enterprise Community Loan Fund called the New Generation Fund, LLC, which is backed by \$75 million of public and private dollars for the purposes of acquisition and predevelopment loans (Enterprise, 2011, May 10). However, there are two policy changes that could potentially benefit the New Generation Fund.

The first policy change would be to immediately focus the New Generation's funds towards the strategic acquisition of land only within a certain specified distance from a future transit stop, such as a quarter- or half-mile radius. This would allow public and private investors to purchase land before the economy starts to pick up and market speculation around future transit stops raises the property prices, thereby saving money in the long run. In addition, the units created or preserved in the areas around future transit stops and corridors will produce greater affordability for the same amount of money spent, since locations in close proximity to transit will have more affordable and less variable transit costs.

The second policy change for the New Generation Fund would be to work with Enterprise Community Partners to lengthen their current loan terms in order to account for the longer lead times needed before construction loans and other investment around future transit stops can be secured. Currently, Enterprise's loan terms are for a maximum of 2 years with two 6-month extensions for a total of 3 years (Enterprise, 2011, May 10). Since the market speculation begins to occur long before a transit stop is built and strategic property acquisition needs to be accomplished early, this loan term length is generally not long enough for the entity purchasing the property to secure other predevelopment and construction financing in time to pay back the first loan. The Bay Area's version of the New Generation fund, the Bay Area Transit Oriented Affordable Housing Fund (TOAH), also partnered with Enterprise for

acquisition loans and offers loan terms of up to 7 years (Bay Area Transit Oriented Affordable Housing Fund, 2011). While still challenging, San Francisco's TOAH fund shows that more flexible loan terms are possible for acquisition loans around future transit stops or transit corridors. Longer loan terms and the strategic focus of the New Generation Funds on lands within a specified distance from a station or corridor would effectively serve to promote the development of affordable housing specifically in these areas that will have the best access to mass transit.

Strengthen the City's Relationship with the Community Foundation Community Land Trust

Another way to promote strategic acquisition of property for affordable housing development in transit districts is to create a land trust or strengthen the relationship between non-profit land trusts and the City to ensure greater success of both entities. A land trust is, in itself, an innovative technique to create and preserve affordable units. It accomplishes this end through acquiring land, separating it from any building built there currently or in the future and then renting or selling the units as affordable via a long-term ground lease. The Land Trust strategy is successful at creating/preserving affordable housing because it attaches affordability covenants to the land through the ground leases, reinstating those covenants anytime the lease is renewed or changes hands (Sewill, 2011, June 22). One of the many benefits of this approach is that it reduces the risk for non-profit and for-profit developers. This is due to the reduction in the overall debt of the project since the land is acquired through a long-term ground lease rather than a purchase, eliminating the need for an acquisition loan. In place of the acquisition cost, there is a lease payment to the Land Trust. Additionally, land trusts protect the public investment, as the investment is slowly recovered over the years from the long-term ground lease allowing for reinvestment in the future (Sewill, 2011, June 22).

In Los Angeles, the Community Foundation's Community Land Trust (CFLT), established in 2003, has already successfully achieved the development of over 550 affordable rental and for-sale units (California Community Foundation: Community Foundation Land Trust). In order to pursue the goal of land banking for future affordable TOD development, the successful momentum of this organization could be harnessed and further enhanced through collaboration between the CFLT and the New Generation Fund. The first benefit of this approach is that there will always be an entity ready to utilize an acquisition loan to purchase a property, rather than having to wait for a non-profit or for-profit affordable housing developer to spearhead a project. The Land Trust could serve as a way to bank land for the future until such time as an affordable housing developer was interested in purchasing or developing the property. The Land Trust is quite an essential tool, especially if a building with current affordable units is in danger of being converted to market-rate apartments or condos and is in need of

emergency acquisition in order to preserve the affordable units. Another benefit of this approach for the City of Los Angeles is that it would ensure that the acquisition loan from the New Generation Fund would result in long-term affordable units, rather than units that are affordable for a short-term, defined period of time before the ability to convert them to market-rate arises. Since the Land Trust retains ownership of the land and attaches non-terminating affordability covenants to that land, it protects the acquisition investment in affordable units for the long term. A challenge of this approach would be that the areas in which the acquisition of this land should occur will be largely built up commercial areas, meaning that in the case of land banking for future development, the Land Trust will have to manage leasing to commercial uses for a time, which is outside of their usual scope of services. However, this challenge could also be viewed as a benefit. Since the land may have to remain undeveloped for a portion of time, the rent from the commercial uses could be used to offset the high cost of retaining the land before development, as it could contribute to paying the property taxes (Sewill, 2011, June 22), which is a common barrier to retaining land over long periods of time. Clearly, a collaboration between the Los Angeles Housing Department, the New Generation Fund and the California Community Foundation Community Land Trust would greatly increase the City's ability to promote permanent affordable housing development in future Transit districts.

Enact a Tenant Opportunity to Purchase Act

Another innovative way to promote the preservation and rehabilitation of affordable units surrounding transit stops and within transit corridors would be to facilitate the organization of tenant associations that would purchase their buildings and maintain the units as affordable when an owner wants to sell. This is known as a Tenant Opportunity to Purchase Act (TOPA). Essentially, such a bill would allow tenants the chance to collectively purchase the building from the owner for the same price he or she would get from a third-party buyer. In addition, residents can also assign their rights to purchase the property to a nonprofit community development corporation or a land trust, for example. By assigning their rights to another buyer, tenants might have an easier time securing financing, especially if the entity to which these rights are assigned would ensure that the building remained affordable in perpetuity. Once a notice from the owner stating the intent to sell the property or a written offer of sale has been received, the tenants have a designated period of time in which they may organize themselves and the necessary financing in order to purchase the property. (Center for Housing Policy, 2011).

One of the most successful models of this type of program is in Washington DC. Under its TOPA program, the District of Columbia states that tenants must form a tenants association and respond to

the owner with an application for registration within 45 days of the receipt of the notice from the owner, or 30 days if the tenants association already exists. Once this registration is received, the tenants have up to 120 days to secure financing and purchase the property; however this time period can be extended up to 240 days if a lending institution provides a document confirming that the association has applied for financing and needs more time or if the owner chooses to extend the time limit, as long as it doesn't cause harm to the contract with the third-party buyer (Harrison Institute for Public Law, 2006). This seemingly extensive amount of time is particularly necessary in cases where the residents have lower incomes in order to successfully secure financing like acquisition loans. Since the 1980's, Washington DC's TOPA program has resulted in the preservation of thousands of affordable homes, many of which would have been converted to luxury rentals and condominiums as the areas around them gentrified. This act has successfully allowed many residents to avoid displacement and stay in their homes despite neighborhood relocation pressures (Harrison Institute for Public Law, 2006).

The City of Los Angeles believes in the importance of such a program to affordable housing preservation and has already begun to take steps towards its implementation, as evidenced by its inclusion in the 2006-2014 Housing Element of the General Plan (Weiss, 2009); however, the City has also experienced resistance to a TOPA program from realtors and real estate agents, with the South Bay Association of Realtors going on record as opposing such a program (Los Angeles Area Chamber of Commerce, 2009), indicating that successful implementation of this program could prove challenging. One way in which this program could be tailored, not only to reduce opposition but also to facilitate TODs, would be to limit the program to the designated transit district areas. By narrowing the scope of the TOPA program, preservation efforts could be focused in areas that need it most, the low-income neighborhoods around future transit stops and within transit corridors. This focus could also serve to diffuse the opposition to the TOPA program by reducing the areas in which restrictions are placed on landowners and the real estate transactions. In addition, if strong partnerships between LAHD and the Los Angeles' acquisition fund or the Community Foundation's Land trust could be maintained, the length of time needed to secure financing for the building purchase could be shortened, as the time it would take to secure the acquisition loan would be reduced in the case that the tenants had assigned their rights to another entity.

A Deeds-For-Covenants Program

Most of the techniques currently in use by those agencies, non-profits, and community partners tasked with increasing the production and preservation of affordable housing in current and future

transit districts are simply variations of existing approaches to supplying affordable housing more generally. A logical question, therefore, is whether transit-oriented neighborhoods require specific deployment styles that address these areas more specifically.

The following proposal attempts to integrate a variety of approaches by focusing on the supply of existing housing in TODs and preserving a portion of that as affordable housing for the future. This “unit banking” strategy seeks to address a fundamental dilemma faced by LAHD given the finite resources available to the department; whether to acquire housing in these neighborhoods at less cost now, or wait to begin its interventions later when it potentially faces stronger competition for properties and escalating prices.

Overview

The methodology of this approach relies upon securing a number of long-term affordability covenants from private landlords within existing multi-family buildings. In exchange, LAHD would extend financing at rates equal to or below those currently available from commercial lenders. In order to ensure that the department is able to maintain control over their investment, LAHD would hold secured trust-deeds allowing them to foreclose and gain full ownership of the property in the event that landlords fail to make their payments or comply with the terms agreed to at the time financing is established. For their part, landlords would be required to set-aside a certain percentage of units within their buildings that would remain affordable for periods of 30, 40 or 50 years and also be expected to pay back their principal and interest so that LAHD can cover the cost of administration and reinvest in future projects. The number and length of the covenants could be directly correlated to the terms of the loans and negotiated according to the requirements of LAHD and the financial needs of the owners. Ideally, this exchange would result in a certain proportion of a building remaining affordable with no additional housing subsidies required.



Anticipating Growth in TOD Neighborhoods: Where to Fund?

A foremost question for the department will be where to target such a program. As previous sections of the report suggest, anticipating the likelihood of gentrification and timing of land value appreciation can be extremely difficult. However, unlike non-TOD communities, which often require LAHD to simply rely upon demographic data or anecdotal economic projections, the development plans for future rail lines are fairly well-established by Metro. Therefore, the department may have some advantages by coordinating with transit agencies and understanding the expected timeframes whereby it may be required to compete more substantially with speculators.

In particular, the department could prioritize those areas with the highest concentration of properties currently under rent control or most likely to be up-zoned to non-housing uses in the wake of economic development. This would have the added benefit of maintaining affordability both explicitly, through covenanting and preservation of RSO units, and also indirectly, by protecting the overall supply of housing available within these local markets. Of course, prognosticating the arrival of rising property values that threaten affordability and raise mitigation costs for LAHD will likely always remain a challenge, especially as the department continues to struggle with providing housing in those communities already constrained by similar forces.

Identifying Buildings for Preservation: What to Covenant?

Because a Deeds-For-Covenants approach would result in a mixed-income building, there are a number of constraints and concerns that must be considered in looking at what sorts of properties can accommodate this sort of a program. Since it would be ideal for buildings to operate with no additional

subsidies, they would likely need a substantial number of units in order to covenant some and still allow the property to remain profitable because of the offsets provided by market-rate rents from other units. Furthermore, buildings with a larger number of units available for covenanting would be more desirable for the department since it can therefore be more efficient when providing the requisite administration and oversight for these properties.

Another consideration for LAHD will be the current condition of a given building and what its useful life will be over a period of years. This is vital for the department because it will not only want to provide safe, well-maintained housing, it will also need to understand its potential liabilities in case LAHD must take over a property from a delinquent landlord. However, this should not prevent dilapidated buildings from being considered entirely, provided that they appear to qualify in other ways. After all, a property in slight disrepair could indicate a good opportunity to target the owner for the program and extend financing for the necessary repairs.

LAHD will also need to confront how the covenanting will be executed; such as what units will be chosen and when the covenants will become effective. One proposal would be to prioritize the placement of the covenants on units with tenants who might already be considered low-income but are not necessarily registered as qualifying for affordable housing. Additionally, a system could be established with the landlord to put the covenant into effect as current tenants vacate, reducing the need to allocate relocation fees to and displace existing residents.

Finally, it is clear from the discussion above that a number of issues will need to be resolved prior to implementing a Deeds-For-Covenants program and so it is recommended that some sort of underwriting criteria be established so that the department can make the most of its outreach efforts and the time it must spend locating available opportunities.

Pursuing Landlords: Who to Approach?

There are some important concerns for the city in establishing a partnership with private landlords in the exchange of financing for affordability. Most obviously, many owners may be unfamiliar with the needs presented by affordable tenants or unwilling to accommodate a level of intrusiveness by the department regarding their assets. Nevertheless, this should not discourage the effort to employ this approach provided that the department believes it can reasonably acquire and manage privately owned mixed-income housing.

The first step in procuring affordability covenants would be to identify candidates in need of new, supplementary, or replacement financing. Given the current guidelines and tight availability of credit, low-interest rate financing might serve as a powerful incentive to owners currently experiencing

a variety of different challenges. Landlords facing foreclosure, owners in need of additional funds for rehabilitation, those holding loans which are set to expire, or anyone looking to reduce their annual overhead costs are potential targets for covenanting. By proposing rates below market and employing terms longer than those currently offered by traditional lenders, LAHD might attract significant interest from a wide variety of owners, some of whom could be ideally suited for this program. Because the department is not constrained by the need to securitize its debts like the private lending industry, it has flexibility in how it executes its funding, responds to changes in the lending market, and addresses the individualized needs of a particular landlord with a specific property. In other words, LAHD can negotiate the rate and terms of each loan according to what it will gain in affordable units as well as what is required of an owner in regards to compliance. Furthermore, because the city ultimately will hold a trust deed, it will always remain in a position to take over the property should an owner default or not otherwise meet his obligation to perform according to the language in the note.

While a Deeds-For-Covenants system will require LAHD to set-up additional mechanisms for outreach and administration on mixed-income housing, the need to secure affordability for those areas currently on schedule for transit-oriented development is pressing and will require the department to respond either ahead of time or risk strong rivalry from market speculators. When evaluating interventions that can avoid the displacement of lower-income residents and improve the supply of affordable housing within TODs, LAHD will need to examine the costs and benefits of deploying less of its scarce resources now, or substantially more after commercial competition arrives.

Conclusion

With the introduction of new transit, there is a possibility for surrounding areas to gentrify and displace those individuals most likely to utilize the new transit system. Over the course of the next 8 years, Los Angeles will expand its existing transit infrastructure. In order for these new expansions to be successful, an adequate affordable housing stock must be made available in the surrounding areas. Without adequate affordable housing, the surrounding areas are at risk of becoming inequitable and the new transit system is at risk of decreasing ridership levels. Thus, LAHD and Metro should work together to mitigate these risks by creating a transit-oriented affordable housing trust fund, which will provide financing assistance to developers of transit oriented affordable housing.

Additionally, expanding the capacity to fund projects and preservation programs through the Affordable Housing Trust Fund is critical to the future success of LAHD. With significant uncertainties facing the reliability of existing funding sources, such as the CRA set-aside funds, LAHD should employ strategies to secure reliable revenue streams for the Affordable Housing Trust Fund. The preceding section regarding the AHTF explores the approach and feasibility of implementing policy that uses property transfer tax revenues as a basis for replenishing the AHTF. The nexus between affordable housing and property conveyance makes tax revenues related to property transfers a legitimate source for funding. If the policy campaign succeeds, LAHD will have access to \$25 million dollars per year to be used for new projects, existing programs, or to fund innovative new programs that preserve affordability through land and unit banking.

While permanent and reliable funding sources are vital to the development of affordable housing anywhere, the need for public subsidy is amplified in the areas of the City where there are current and future transit stops. The investment in an area that follows transit generally tends to raise property values and cause displacement among lower income residents who would be more likely to use the transit. In order to prevent this potential neighborhood change and subsequent displacement of residents, the Los Angeles Housing Department should focus their limited funds on investments in the creation and preservation of affordable housing specifically around future transit stops. By investing substantial funds early in order to “bank” properties or units within properties, the Housing Department will make their funds go further. Not only will the amount of money spent on acquiring the land/units be lower than they would be in future, but the dollars spent will result in a greater level of affordability, as residents of TODs spend less on monthly transit costs. In crafting a paradigm for TODs, LAHD may wish to consider how it’s approaches address the issues of timing presented by emerging transit-oriented neighborhoods and also how to most efficiently allocate funding to assist low-income homeowners and renters.

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Section 5: SB 375 & the Housing Element

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Background and Introduction

SB 375, passed by the Legislature in 2008, is a bottom-up approach that links regional transportation and land use planning in a concerted effort to reduce greenhouse gas emissions in California. The state's 18 Metropolitan Planning Organizations (MPOs) must coordinate regional solutions – transportation and land use – that will result in a significant reduction of greenhouse gas emissions as stipulated by AB 32. The City of Los Angeles, as is most of Southern California, is a member of the Southern California Association of Governments (SCAG), the largest MPO in the state. Each MPO must develop plans, called Sustainable Communities Strategies (SCS), explaining how the region will meet specific greenhouse gas emission reduction targets set by the state through changes in land use and transportation development. SCAG is now drafting its SCS, which is expected to be released later this year (J. Carreras, personal communication, June 8, 2011). If the state determines that a metropolitan planning organization's SCS is infeasible, the organization will be required to prepare an alternative plan (Alternative Planning Strategy). State-approved SCSs help MPOs qualify for environmental review (CEQA) incentives and transportation funding priority; alternative plans may be eligible for CEQA streamlining but cannot take advantage of transportation funding priority (Mintier Harnish, 2009; California League of Conservation Voters and NRDC).

Once the state approves an SCS or APS, the next phase then focuses on land use, including housing. SB 375 requires consistency between an MPO's Regional Transportation Plan (RTP), SCS or APS, and its Regional Housing Needs Allocation (RHNA). After SCAG determines the RHNA numbers and releases the information to its members, such as the City of Los Angeles, members must update Housing Elements to reflect the new RHNA numbers (Mintier Harnish, 2009). The Housing Element addresses affordable housing preservation and creation as well as all housing needs. "The RHNA and SCS will together identify the general location of uses, residential densities, and building intensities within the region based on the updated local housing elements within a metropolitan area" (Carreras, 2009, p. 2).

The Los Angeles City Housing Department has requested our team to propose policies for inclusion in the next Housing Element that would help 1) preserve and create affordable housing units and 2) increase sustainable opportunities within the context of SB 375. We examined the following reports to complete our analysis: City of Los Angeles' Housing Element, SB 375, SANDAG's draft SCS and Orange County's sub-regional draft SCS, City of Los Angeles' Climate Action Plan, CALGreen, Compass

Blueprint and City of Los Angeles Parking Ordinance, in addition to various planning reports. The two draft SCSs emphasized a need for affordable housing and transit-oriented development and recognized the threat of displacement due to gentrification. However, the reports did not delve into specific policies that would protect affordable housing. The current Housing Element is effective from 2006-2014.

As a result of our analysis, we are proposing policies that have a stronger focus on affordable housing within a ½-mile radius of existing and proposed rail stations in the Housing Element. Transit-oriented development attracts private investment and new residents who want to live near transit, not necessarily for the access to public transportation, but for desirable neighborhood amenities. As a consequence, the newcomers displace low-wage earners who rely on public transit and are the core riders transportation planners depend on to use public transportation (Pollack, Bluestone and Billingham, 2010). Therefore, our policy recommendations reflect strategies to counter this effect. We did not study proposals for a mixed-income (inclusionary zoning) ordinance in light of the city's current legal and political climate but recognize it as an asset for creating new affordable housing.

The report is divided into two parts: 1) Preserving and Creating Affordable Housing and 2) Increasing Sustainable Opportunities. Under Preserving and Creating Affordable Housing, the report discusses policies pertaining to Single Room Occupancy, Rent Stabilized units, Rehabilitation, Mixed Use, Parking and Brownfield/Infill Development and Remediation. After reviewing Chapter 4 of the Housing Element, the Green LA Action Plan, and CALGreen, we believe that current green strategies, such as those for energy efficiency, water conservation, and recycling, adequately address the goal of reducing greenhouse gas emissions. The green industry has advanced since Colorado Court, the first LEED certified Multi-Family project in the USA, was built in the 1990s. As a result, our recommendations for expanding sustainability highlight a need for public outreach and helping affordable-housing owners learn about energy-efficiency improvements and potential funding sources to carry out the projects. Outreach efforts should encourage retrofitting older buildings and reducing outdoor water use.

Preserving and Creating Affordable Housing

Four overarching goals were identified for the preservation and creation of affordable housing within the context of transit-oriented development.

GOAL 1: A City where transit-oriented development results in the reduction of greenhouse gas emissions by locating residences in close proximity to public transit.

GOAL 2: A City where housing opportunities within a ½-mile radius of existing and proposed rail stations are accessible by people of all income levels. Efforts would aim to mitigate

gentrification and displacement.

GOAL 3: A City that recognizes the significance of preserving and rehabilitating affordable housing within the larger context of development.

GOAL 4: A City that promotes compact and mixed-use development near transit and supports infill and brownfield development and remediation.

SROs and RSOs

Although single-room occupancy buildings and rent-stabilized units are two distinct categories of affordable housing, some of the same preservation policies apply to both and are described in the table below. The purpose of the policies is to discourage owners of SRO and rent-controlled buildings from converting their housing into condominiums. At the same time, preservation may be accomplished by designating historical preservation overlay zones near transit lines and offering first right of refusal to nonprofit affordable developers. Creating a historical preservation overlay zone would encourage the rehabilitation of historic structures that have thermal mass and would be good candidates for energy-efficiency retrofitting, despite not being historical landmarks. A specific policy that only applies to SROs would be a ban on renting SRO units for fewer than 30 days to discourage renting to tourists, a controversial New York City regulation discussed in 2010 (Rutkoff, 2010).

POLICY	DESCRIPTION
Preservation of existing units	<ul style="list-style-type: none"> Limit the number of units or buildings that can be demolished or converted each year.
Historical preservation	<ul style="list-style-type: none"> Adopt historic preservation overlay zone to protect buildings with historical significance from conversion within a ½-mile radius of transit. Standards used to determine historical significance would be more flexible.
Development Study	<ul style="list-style-type: none"> Require a displacement/affordable housing study to be completed as part of the development planning process. The plan needs to discuss how affordable housing would be impacted by the proposed development, mitigation strategies, and include a projection of future demographic changes in the area.
Fee increase for condominium conversions	<ul style="list-style-type: none"> Condominium conversions within ½-mile radius zone would trigger increased housing impact fees that would be placed in LAHD’s Affordable Housing Trust Fund. Currently, the Rental Housing Production fee is: \$1,500/unit.
No harassment	<p>Prior to converting the building into hotels or condominiums, owners must secure a certificate of no harassment to prove they did not try to</p>

	force out existing tenants.
First right of refusal	<ul style="list-style-type: none"> • Owners of these buildings must offer right of first refusal to non-profit affordable housing developers before placing their buildings for sale on the market. The goal is to help preserve the stock available.

Sources: Choi, 2010; City of New York Department of Housing Preservation & Development; Los Angeles Housing Element.

Rehabilitation

Because only 1.4% of the land in Los Angeles is classified as vacant, a vast majority of affordable housing development occurs on property that contains existing structures (Housing Element Policy 1.1.4). The owner/developer faces two options: rehabilitate or demolish and begin anew. Rehabilitation is an underutilized sector of the affordable housing development stock. Because of the exorbitant costs of retrofitting electrical, mechanical, and environmental systems, as well as the costs of creating a code-compliant structure, it is often less expensive to construct a new building in lieu of renovating the existing one. Add to that the loss of units that occurs when new space requirements and Floor Area Ratios are factored in, and rehabilitation quickly becomes cost prohibitive. The increased density that is so sought after in infill development projects is often unattainable due to the limited size of these buildings, and thus these structures are often deemed expendable. It is important to note, however, the virtues of rehabilitation. In any preservation effort, the existing unit represents a valuable landmark to the community; one that may not merely be analyzed by cost benefit ratios. Existing buildings often define the character and history of a community, and thus should not be discarded without serious thought. The act of rehabilitation also represents a smaller incision into the community fabric as a whole. Rather than displacing a swath of tenants by leveling an entire tract, a rehabilitation effort allows redevelopment to occur incrementally, preserving a community. When considering infill development and transit priority projects, it is understood that new, denser construction must occur; however, the character of a neighborhood should not be all together forsaken.

Mixed Use

Stalled economic development should not be the price of affordable housing. Instead, mixed use can serve as an engine of economic growth in a community and create new affordable housing through bonus densities. In general, mixed use and transit-oriented development complement each other. A strategy to encourage locating housing closer to job sites would require developers of mixed-used affordable housing to offer job opportunities to qualified residents living in affordable housing within ½-acre of the project site. A 2009 study conducted by the Center for a Sustainable Center

Institute of Urban and Regional Development encourages the concept of creating “transit villages and transit corridors as vibrant, livable neighborhoods that provide not only efficient housing and transport options, but also public amenities such as schools, libraries and parks” (Altmaier, Barbour, Eggleton, Gage, Hayter, and Zahner, 2009, p. 7). We would also stress the need of placing jobs in neighborhoods.

POLICY	DESCRIPTION
Preservation of affordable units	<ul style="list-style-type: none"> Require developer/owners to replace one-for-one affordable units as a result of conversion.
Promote sustainability and community cohesiveness	<ul style="list-style-type: none"> Adopt local hiring-first opportunities, drawing potential employees who live within ½-mile radius of mixed-use development. Community benefits agreements may stipulate that developers pay living wages and hire a certain percentage of employees who live within the mixed-use development or live within ½-mile radius of the mixed-use development. Flexibility is allowed if there is a mismatch between workers available and job skills required.
Creation of new affordable units	<ul style="list-style-type: none"> Incentives for building mixed-use development that create affordable units: density bonus, streamlining process for permits, and parking reduction. Encourage the development of schools, libraries, parks and large employers (such as a hospital) near transit to create “transit villages” or “complete communities.”

Source: Choi, 2010; Altmaier, Barbour, Eggleton, Gage, Hayter, and Zahner, 2009.

Infill/Brownfield

Infill development helps concentrate development in areas with existing infrastructure, such as public transit, which would reduce air pollution and allow low-income residents access to a wider range of jobs. Also, it has the capacity to provide a variety of housing types (GoodJobsFirst.org). Brownfields refer to land that may be “complicated” by potentially hazardous substances, pollutants or contaminants (EPA, 2009). Given the potential for high density, proximity to urban cores and site limitations, infill and brownfields would provide opportunities for developing affordable housing.

To address the concerns for complicated approval process for development of such land, jurisdictions shall define a separate review process for affordable housing projects, and develop a master environmental impact report. As a result, projects that conform to the EIR can proceed without additional environmental review. They shall be exempted from CEQA review under certain categories,

such as traffic and growth impact. In addition, public outreach would be an important component. Cities should distribute information to developers regarding potential infill and brownfield sites and funding opportunities to encourage development; residents should also be informed of the benefits of affordable housing in infill/ brownfield development (Norton, 2005, p.4; Policy Link).

POLICY	DESCRIPTION
Flexibility in Code Compliance	<ul style="list-style-type: none"> Provide additional density bonus by permitting more flexible code compliance requirements, such as height limits, set-backs, etc. Lower impact fees for infrastructure and public services based on the proximity to urban cores and percentage of affordable housing units.
Streamlining Process for Project Approval	<ul style="list-style-type: none"> Define a separate review process that rewards such development. Develop a master environmental impact report, to avoid EIRs for individual projects.
Public Outreach	<ul style="list-style-type: none"> Educate communities about the benefits of brownfield/infill development, including environmental cleanup, economic development & housing opportunities. Distribute information regarding brownfield projects to the public. Release an up-to-date Inventory of available brownfield/infill sites for affordable housing development, with development priority, a list of environmental concerns, and potential funding opportunities.
Property Tax Abatement	<ul style="list-style-type: none"> Localities offer property tax abatement for affordable housing.

Sources: Norton, C. (2005). "Developing New Uses for Low-to-No-Market Brownfields: The Affordable Housing Solution," pp. 4-5; PolicyLink.org

Parking

Minimum parking requirements ease traffic congestion and spill-over parking issues, ensuring that each land use can provide sufficient parking for its occupants and customers. According to Los Angeles Municipal Code (LAMC) Section 12.21 A.4.a, single family housing must provide two parking spaces per dwelling unit on the same lot. For multi-family housing, the required parking spaces vary depending on the number of habitable rooms¹.

Table 1. Parking Requirements for Multi-family Dwelling Units

Habitable Rooms	< 3	3	> 3
Parking Spaces	1	1.5	2

Source: City of Los Angeles Parking Regulations Ord. No. 176354, LAMC § 12.21 A.4.a, (2005)

¹ Based on 12.03, for the purpose of applying parking requirements, a living room, a bedroom and any kitchen are all considered as habitable rooms.

Recognizing that the “one-size fits all” approach may not be appropriate for all neighborhoods in Los Angeles, the City recently proposed an enabling legislation, Modified Parking Requirement (MPR) District Ordinance (City of Los Angeles CPC-2007-2216-CA). The draft ordinance authorizes the creation of MPR Districts with defined boundaries, and provides seven parking-related tools that can be tailored based on local parking demands. Housing related policies are as follows: permit off-site parking for all uses within 1,500 feet and decreased parking standards for certain types of projects.

At the state level, AB 710, the Infill Development and Sustainable Community Act of 2011, as amended on May 31, if adopted, would “prohibit a city or county from requiring a minimum parking standard greater than one parking space per 1,000 square feet of non-residential improvements and one parking space per unit of residential improvements for any new development project in transit intensive areas², as defined.” Certain exceptions would be allowed.

The innovative parking policies, however, may undermine a bargaining chip that housing advocates use – parking reduction – as an incentive for the provision of affordable housing. Recommendations for utilizing parking policies to promote affordable housing supply are described below.

First, projects with affordable housing should be granted further parking reductions, especially when located in transit intensive areas. Currently, under LAMC 12.22 A.25.d, affordable housing incentives allow a 0.5 parking space per unit for low or very low income senior citizens or disabled persons. Given the MPR District ordinance and AB 710, there seems to be a consensus to reduce parking requirements. Since residents of affordable housing are not likely to own or operate cars due to economic constraints and/or disabilities, such housing could have more parking reduction as an incentive, e.g. lowering the requirements to a 0.25 parking space for low-income households. Additionally, compact parking stalls shall be allowed to all affordable housing units, instead of the “up to 40% of the units” provision in LAMC 12.22 A.25.d. This may help to further reduce the cost of parking for affordable housing projects.

Second, condo-conversion projects that incorporate affordable units and RSO units should not have the capacity to reduce parking requirements with the application of the MPR District ordinance in order to protect existing rental housing stock. In addition, the guest parking spaces should be included as a requirement for such conversions, e.g. 0.5 space per unit in identified parking congestion areas and 0.25 space per unit in non-congested areas. The purpose is to discourage condo conversions.

² Transit intensive area means that an area that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

Third, parking spaces for sale or rent should be unbundled from all housing units. A measure called the “H + T Index” shows the combined affordability of a community considering both housing and transportation costs. The Center for Neighborhood Technology found that in most metro regions in the U.S., the number of affordable communities earning the AMI shrinks when the definition of housing affordability is replaced by the H+T benchmark of 45% for the cost of housing and transportation based on income before taxes, or 30% for housing and 15% for transportation (CNT, 2010, p.4). Unbundling parking would contribute to lowering automobile ownership and reducing the transportation expenditure. It would also encourage sharing parking spaces with other adjacent properties. However, whether unbundling parking spaces would encourage the provision of affordable housing will need further research.

Increasing Sustainable Opportunities

Three goals were developed to promote the greening of affordable housing.

GOAL 1: Increase distribution of information about existing green policies and strategies, including cost benefits. Outreach may include community meetings, targeted appointments with owners/developers, and social media.

GOAL 2: Encourage retrofitting in older buildings, which are less energy efficient. Identify funding sources and relay information to owners.

GOAL 3: Track and monitor energy efficiency and water conservation through annual audits and comparative analysis of nearby buildings.

Outreach

As stated in the introduction, an array of sustainability policies already exists today. All new residential, commercial, and mixed-use construction in California must follow the new CALGreen building standards, which went into effect on Jan. 1, 2011. Different levels of sustainability requirements must be implemented according to the type and size of buildings to be constructed; larger projects must integrate more sustainable measures. New policies to increase sustainability should highlight the one area that leads to the most effective reductions in greenhouse gas emissions: energy. In addition, cities can adopt stricter Green Building ordinances than CALGreen. For example, room additions and alterations of low-rise residential buildings do not trigger green requirements under CALGreen but cities can require such renovations to follow basic CALGreen mandates. This requirement, however, may pose additional financial burdens on owners and may act as a disincentive. In general, increasing sustainable opportunities depend on outreach and funding assistance.

GREEN CAMPAIGNS	
Retrofit older buildings	<ul style="list-style-type: none"> Retrofit buildings that are less energy efficient and use more water. Provide education about replacing HVAC systems, grass, plumbing fixtures with dual flush toilets, smart irrigation, CFL light bulbs.
Historic structures can be upgraded too	<ul style="list-style-type: none"> Upgrade historic buildings. New additions may include solar panels, dual-gazed energy-efficient, windows, and cool roofs.
Reduce outdoor water use	<ul style="list-style-type: none"> Cut back on outdoor water use, which consumes up to 70% of household water use. Change landscaping conventions.
Urban, rooftop gardens	<ul style="list-style-type: none"> Encourage the creation of urban, rooftop gardens to offset greenhouse gas emissions and reduce VMT for shipping produce.
Audits and Comparative analysis	<ul style="list-style-type: none"> Distribute monthly detailed energy savings statements. Compare household usage to baseline averages for neighborhood and city.
Interactive displays	<ul style="list-style-type: none"> Install interactive dashboard software in highly visible locations within affordable housing developments, including lobbies, transit stops, and community centers, to increase awareness of sustainability.

Sources: WaterSense, EPA; CALGreen.

Funding

Affordable housing relies on a complex web of financing institutions, ranging in scope from federal to local. In order to better serve the intents and purposes of SB 375, these existing funding sources may be adapted to encompass the regional and sustainable aspects of affordable housing development. Measures must be taken at all levels of government to achieve these goals. As one moves from larger entities at the federal and state levels toward more local government bodies, the availability of liquid assets to be dispersed decreases dramatically. Therefore, the bottom-up approach that SB 375 relies so heavily on requires a system of top-down funding resources that will ensure the completion of these local initiatives. “The collaborative framework means that the support structure of state policies surrounding SB 375 is critical to determining success” (Altmaier, 2010, p. 15). Policy at the local level must be reinforced by funding at the state level, and a more regional approach must be adopted in determining the sustainability of developments, especially in infill zones and low-income areas.

FINANCIAL GOALS	
Superfund	<ul style="list-style-type: none"> Give superfund allocation preferences to brownfield developments that demonstrate a greater community risk situation. Brownfield remediation can serve as a catalyst for further investment and infill development in neighborhoods where affordable housing and

	rehabilitation is most sorely needed.
Federal Rehabilitation Tax Credit	<ul style="list-style-type: none"> To encourage an increase in the rehabilitation of affordable housing stock, Historic Preservation overlay zones should be created. These overlay zones will establish points of historical interest that are not focused solely on a specific structure but on a larger neighborhood scale. These measures will support neighborhood integrity, reduce tenant relocation and inject needed funds into rehabilitation efforts.
Infill Infrastructure Grant Program	<ul style="list-style-type: none"> Part of Prop 1C, this bond commits \$850M to the rehabilitation and construction of infrastructure in dense mixed-income communities. The funds should extend to the rehabilitation of housing on these transit corridors as well, in order to preserve neighborhood character and stem the tide of gentrification.
City of Industry Bonds	<ul style="list-style-type: none"> This county- controlled bond program requires a project receiving funds to be located at least 500 ft. from any freeway. This poses a paradox for many non-profit entities: either reduce the scope of usable property and construct fewer projects, or forego one of the few gap financing sources available to developers in Los Angeles. The sustainable goals of SB 375 may provide a way to make these restrictions malleable. As GHG targets are met over the course of the next 40 years, freeway noise, traffic, and pollution should theoretically subside. Thus, the 500 ft. setback could be adjusted proportionally, providing a greater swath of available land, while not compromising the ideals of the bond issuer.

Sources: USGBC LEED Checklist, Center for a Sustainable California, National Trust for Historic Preservation.

Conclusion

The tenets of SB 375 require a cooperative approach from entities controlling both local housing initiatives and regional infrastructure improvements. Due to the urgent need for a vast reduction in carbon emissions and energy consumption, there is an opportunity for formerly discrete and disparate organizations, agencies, and diverse fields to work toward a shared goal. We must all respect the overlapping influences that one community has on another, and make a united effort to stem the tide of global warming. AB 32 has mandated reduction targets, and SB 375 has provided a framework for housing and transportation development to meet those targets. We have suggested policy amendments that encourage affordable housing preservation and creating, jobs-housing balance, reduced VMT, educational and community outreach, and community preservation; all with an eye toward sustainability goals of SB 375. Transportation and housing are now communicating like never before, providing the basis for future developments that will be both efficient and sustainable.

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