

Situation Update

Kimberly Fox - 2023-02-27

Recap Committee Goals

Self Education

Improve stakeholder engagement, ability to provide input

- Meeting efficiency
- Support strategic input from all stakeholders

Landscape Analysis

Time to Development: Now

Timeframe Envisioned: Today to 2040

Key Inputs

- *BID*
- *Livable Communities*
- *Westchester Streetscape*
- *Commercial Properties for sale*
- *Density projects already on the books*
- *State law mandates (non-negotiable)*
- *Possibly: SB 4 (Churches, Non-Profits)*

Use Data to Drive Recommendations...

Non-Negotiables

- NCWP assigned # of housing units per RHNA #s.
- LAX Impacts re traffic flows

Trending Info

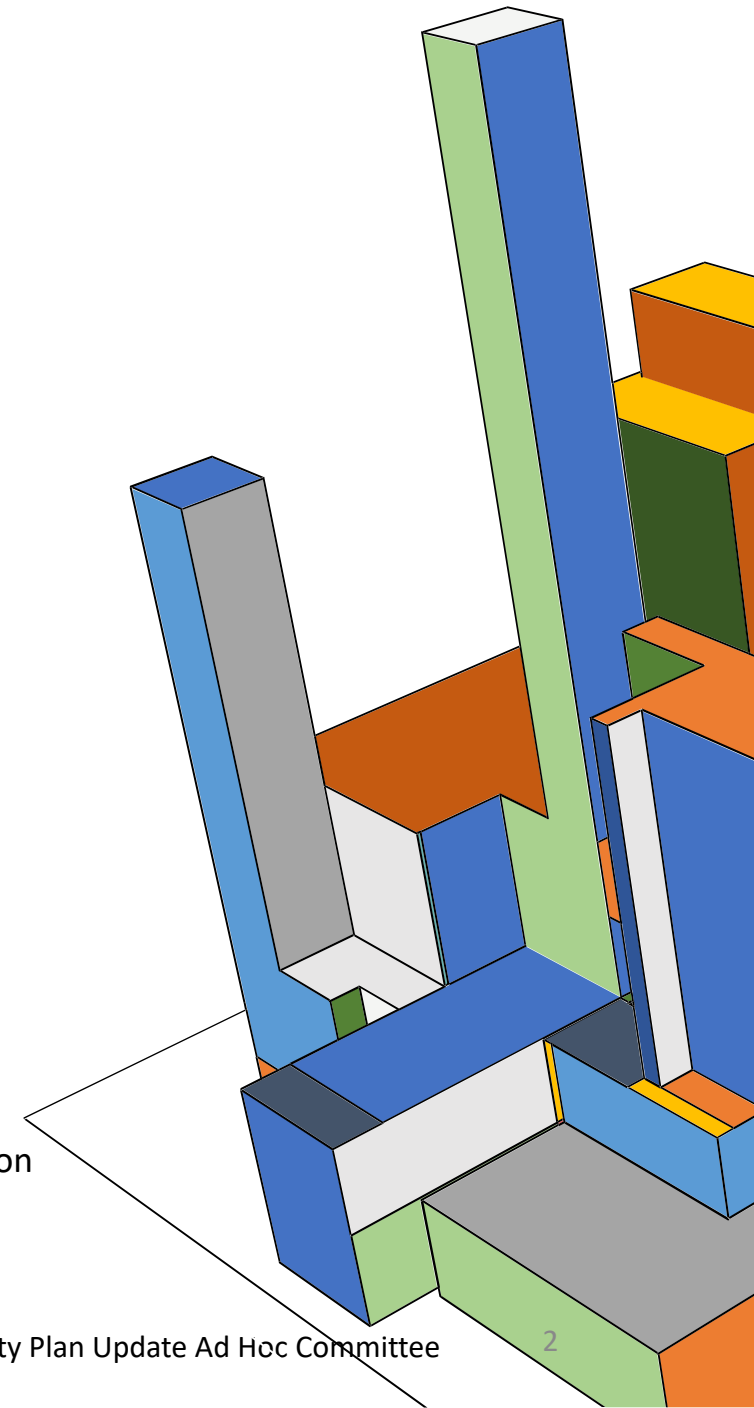
Commercial property market activity
E.g., Loyola Village, Town Center & Manchester Ave commercial parcels already sold but development plans not yet proposed?

...Delivered in Committee Report

Where: Parcel groups by location

What: Built form details

Why: Data as first point of information, justification



Input = Adjustment

Data-Driven Process

Committee Ideal

Start with data, build out CPU recommendations leveraging info.

E.g., LAX traffic flow pattern changes as factor in future density location)

Reality (per Jeff Khau)

- Strategic data (mostly) not available
- Likely not possible (or worth Committee effort) to try and dig it out.

Recommendations (per Jeff Khau)

- Rely on local sense of reality as basis for arguments given in CPU feedback
- NEW: Create data to underscore crucial points
 - Any aspect of our recommendations we want to justify with data, generate it through community surveys, etc.

MIA Data

LAWA EIR (per Jeff Khau)

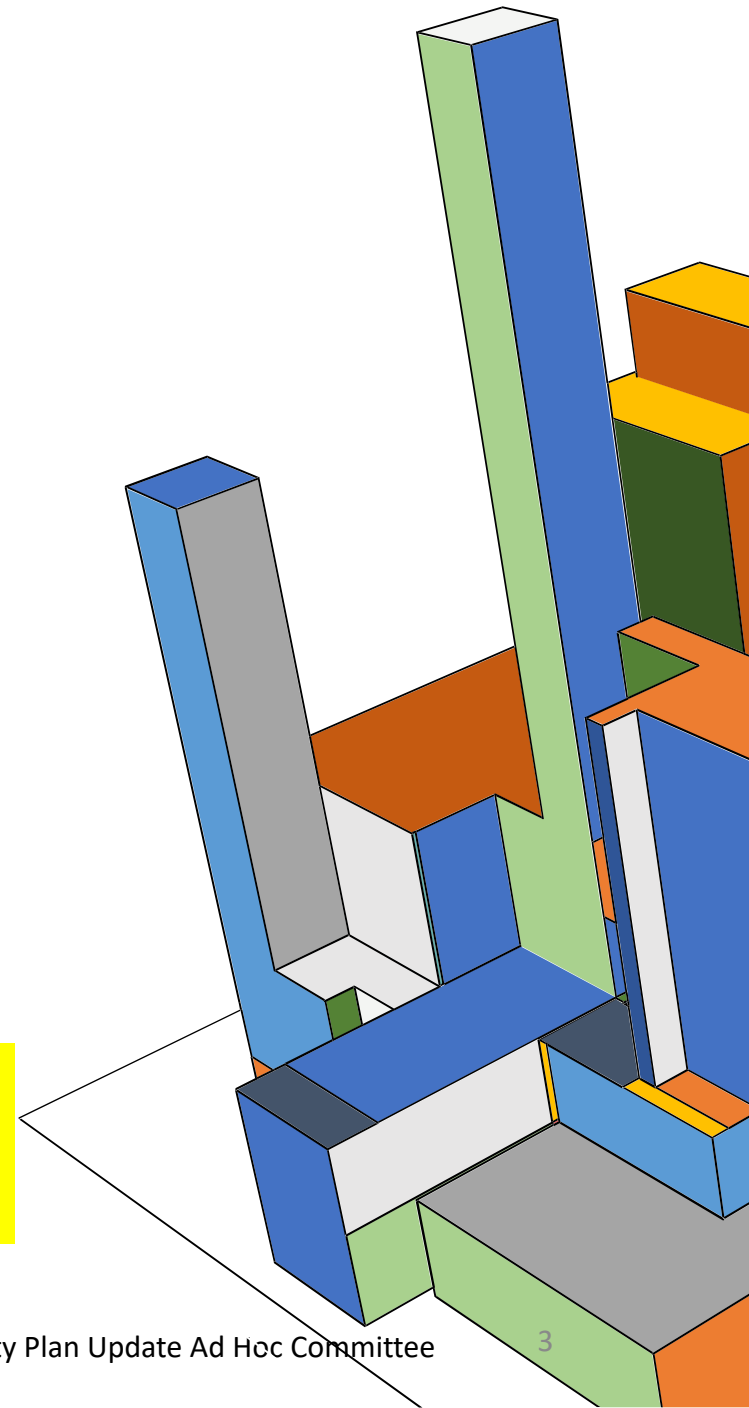
Calculated traffic impacts: Peak Traffic is the ONLY methodology used in EIRS in general

- Also true for the EIR Planning will produce to test impacts of our new Community Plan Update.

What's missing: projected traffic flow pattern changes once Landside Modernization Program (LAMP) is fully in operation:

- Consolidated Rent-a-Car (CONRAC)
- Multi-Modal Transit Station (MMTS)

What we do have: LAWA EIR Addendum (2022) – details on specific street improvements to encourage traffic flows. [MAP THIS!]



How should we describe Built Environment?

Use New Zoning Language, Forms?

No.

In flux.

Not clear when it will settle down.

Use Existing Zoning Language, Forms?

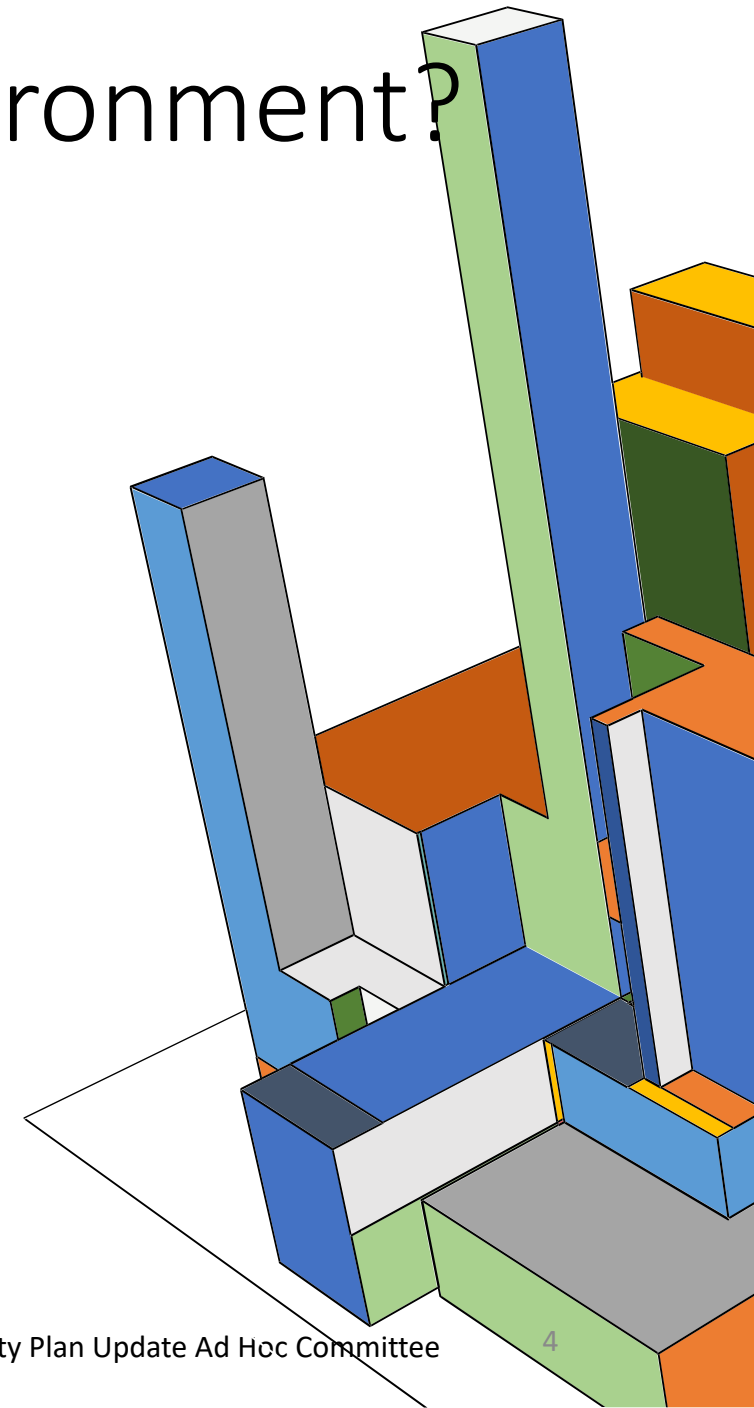
No.

Doesn't necessarily offer the most creative or strategic options, as far as future planning.

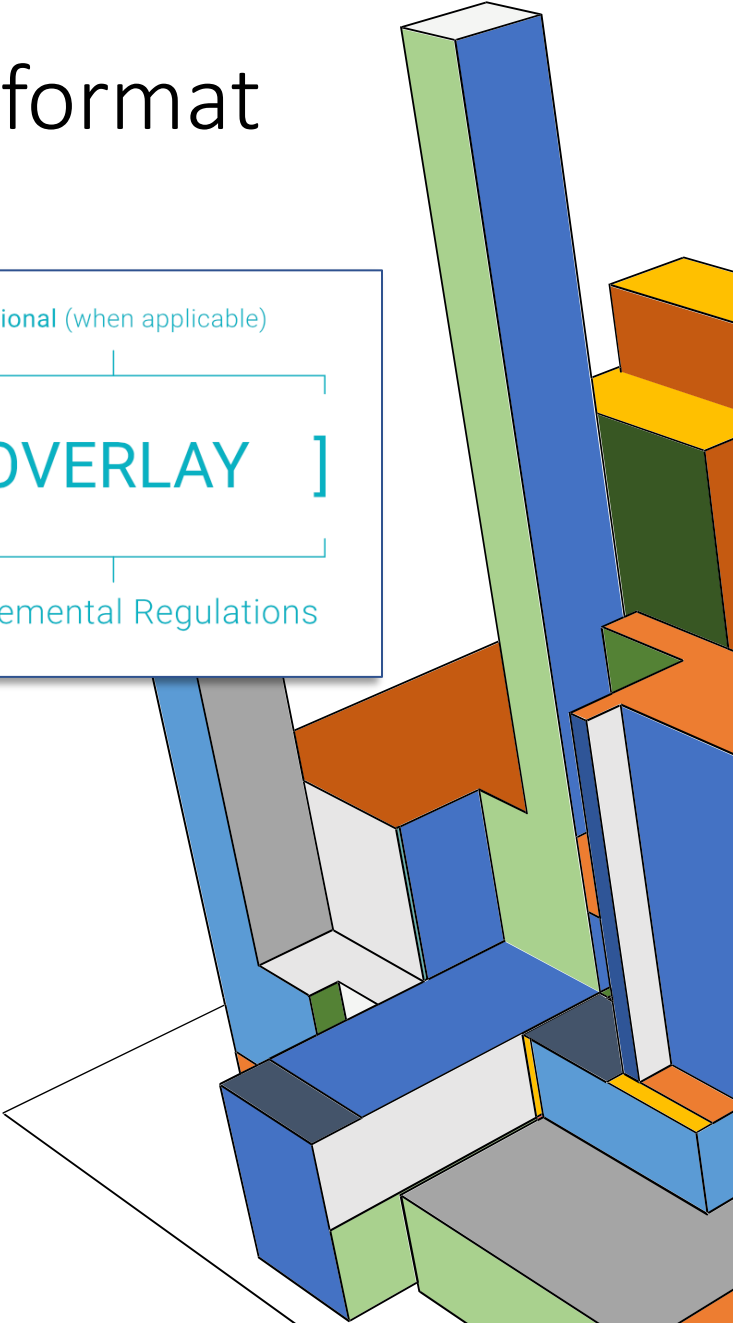
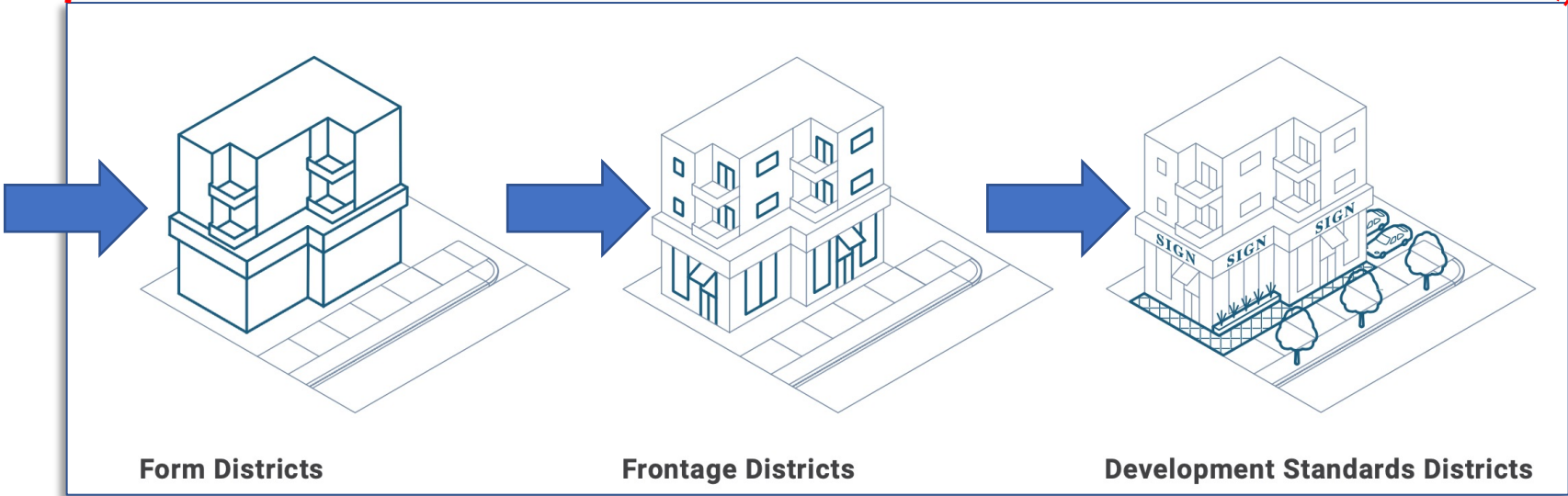
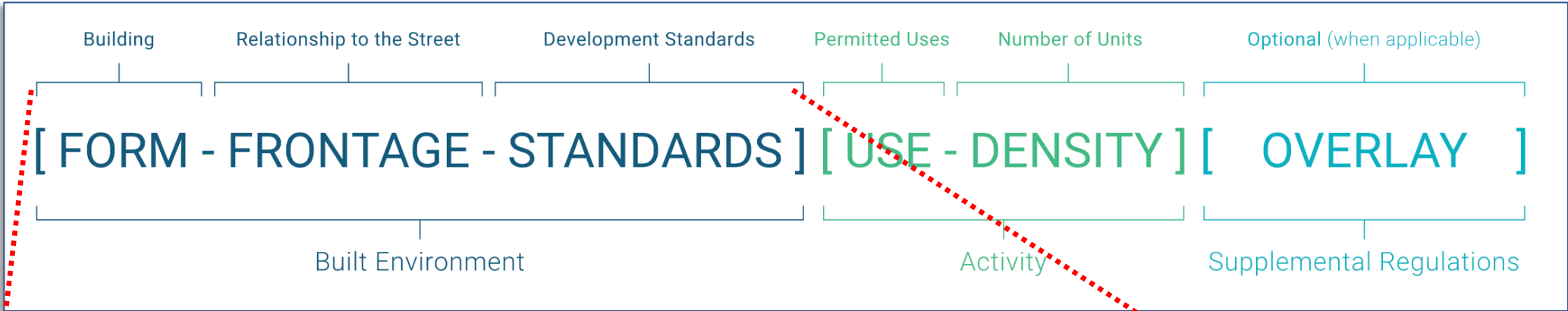
What Then?

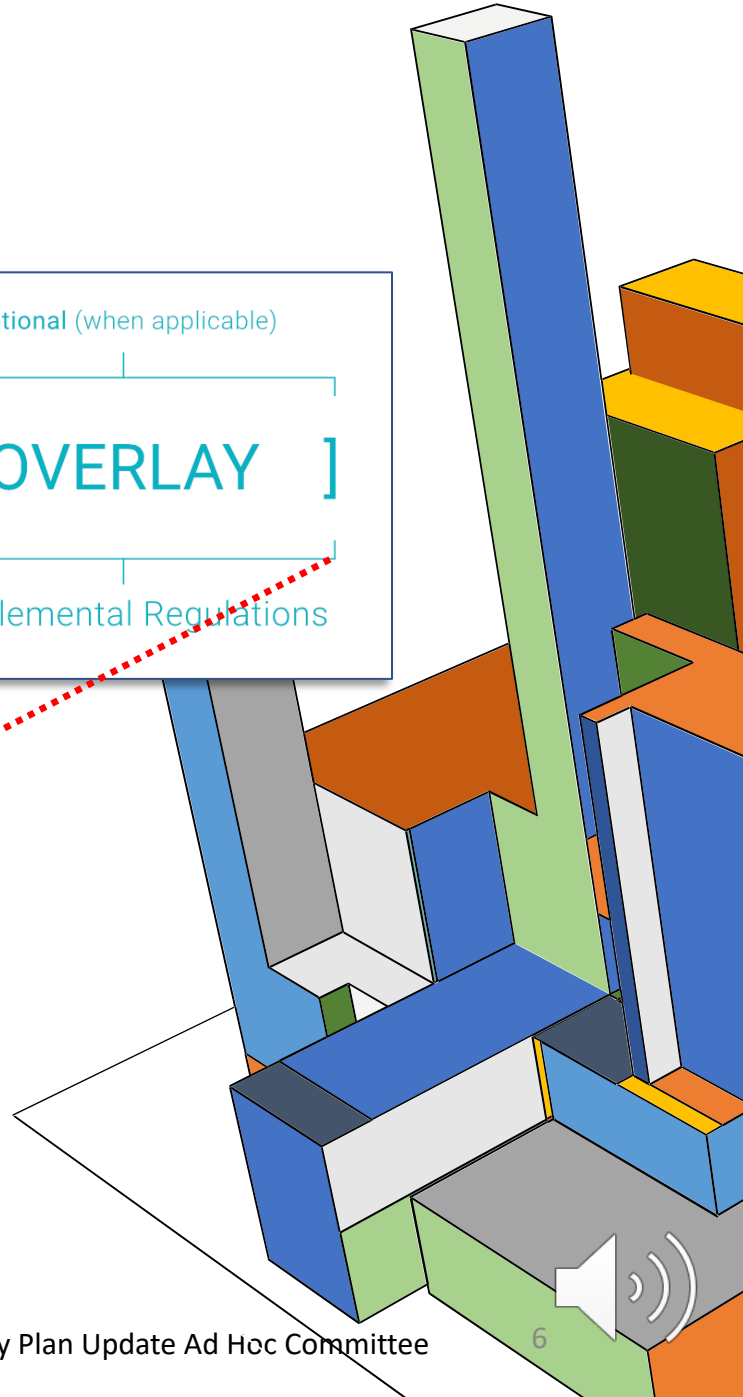
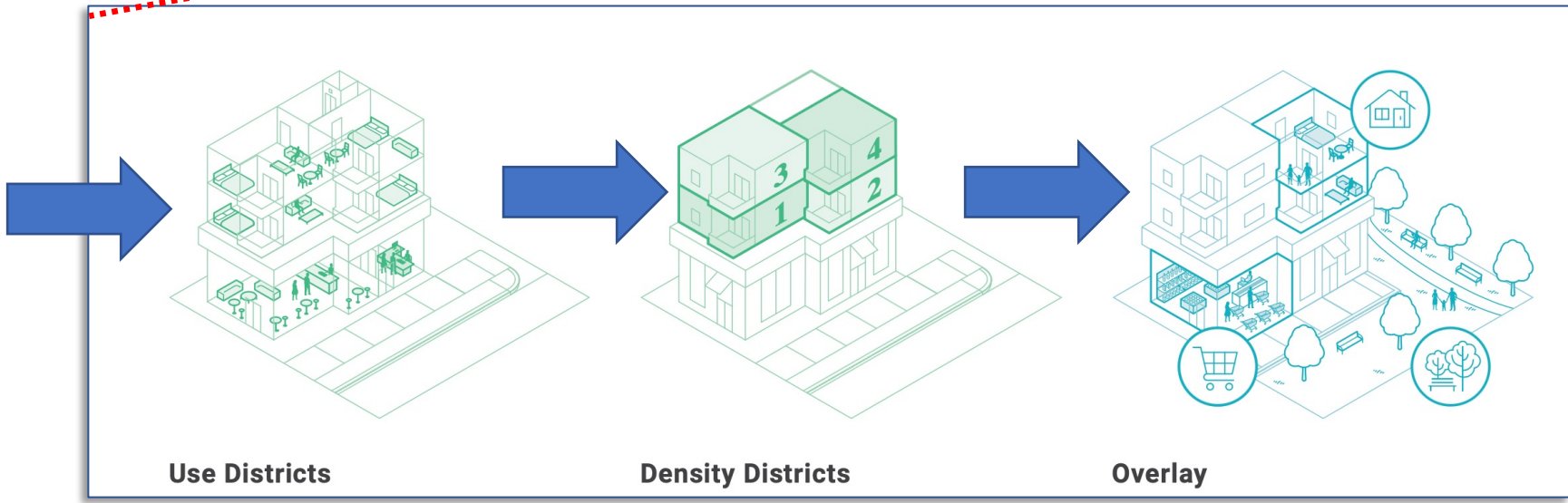
Improvise.

Use the format of new zoning code but simply describe what we want to see in those elements of built environment.



Committee descriptions: improv with this format





Our Up-Zoning (Housing #) Assignment

Regional Housing Needs Allocation (RHNA)

“RHNA provides a local government with a minimum number of new homes across all income levels for which it must plan in its Housing Element”

Affordable at City Level

Southern California Area Governments are given a goal

LA gets it's assignment

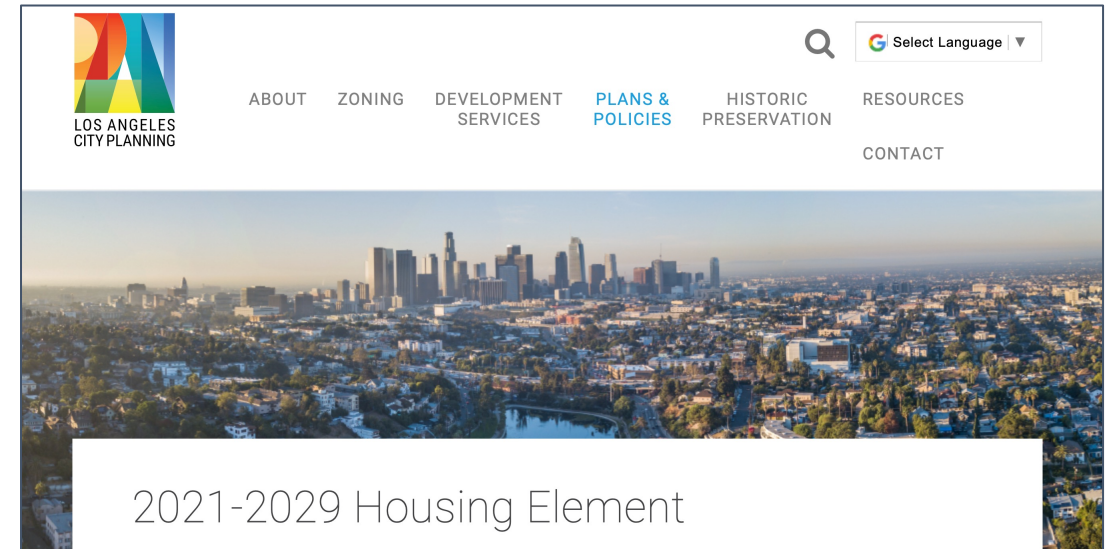
Overall Timeframe: 2021-2029 (aligns with Westside CPU timeline)

General Plan / Current Housing Element (Section 121. RHNA Rezoning, page 343)

By 2024, RHNA target?

Accommodate remaining 255,432 target = identify for rezoning

- 124,880 moderate and above-moderate units
- AND minimum of 130,553 lower income (VLI and LI) units
 - 50% of lower income rezoning on sites 100% residential
 - Density Allowance of 20 units per acre
- Allocation city-wide RHNA targets via Community Plan Updates (page 293)



Planning's Equitable Distrib Report

Housing Allocation / Equitable Distribution

May, 2021 Report

Key Concepts

- Define how CPU process carries through RHNA upzoning housing requirements
- Fair distribution: Areas of greatest opportunity + Areas with lower affordability
- If current policy doesn't support effort, define new mechanisms

Key Findings

- Relatively little affordable housing has been developed in high opportunity areas.
- In high opportunity areas, mixed-income affordable more likely developed vs 100% affordable projects.
- Single and Multi-Family zoning is not equitably distributed throughout LA.
- Funding criteria: harder to develop all affordable in high opp areas

Recommendations

- Focus RHNA Equitable rezoning: majority assigned to high opportunity areas
- Create rezoning targets as part of CPU process
- Reduce / eliminate current (policy, funding) barriers to 100% affordable in high opp areas

Actions....

DEPARTMENT OF
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CALIFORNIA



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MAYOR

HOUSING + COMMUNITY
INVESTMENT DEPARTMENT
ANN SEWELL
GENERAL MANAGER
TRICIA KEANE
EXECUTIVE OFFICER



May 21, 2021

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

REPORT RELATIVE TO CITYWIDE EQUITABLE DISTRIBUTION OF AFFORDABLE HOUSING (CF 19-0416)

Why we're in Planning's cross-hairs...

Housing Allocation / Equitable Distribution

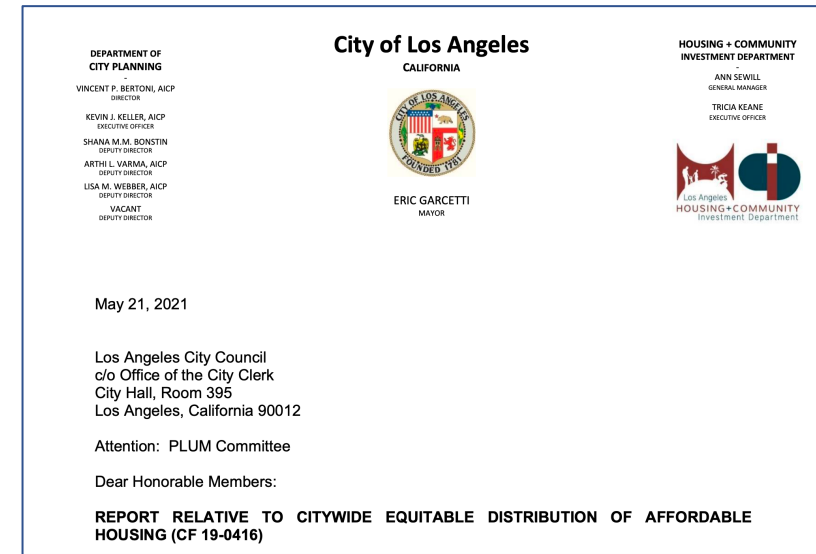
May, 2021 Report

CD 11 (Westside) is High Opportunity

LACP and HCIDLA used the state's opportunity index to compare recent affordable housing development to areas considered to be High or Highest Resource under the methodology (blue areas shown in Figure 3). High Resource areas are concentrated in western Los Angeles, including many hillside neighborhoods and areas near the southern and western edge of the San Fernando Valley, including portions of Council Districts 3, 4, 5, 11, 12 and 13. Communities with significant areas considered Highest Resource include Granada Hills, Porter Ranch, West Hills, Encino, Sherman Oaks, Hollywood Hills, Bel-Air, Westwood, Venice, Beverly Grove, Cheviot Hills, Beverlywood, Silverlake, Fairfax, Los Feliz, and Toluca Lake. As shown in the tables in Appendix B, there are deep disparities between Council Districts. For example, 90% of the census tracts in CD 9 are considered High Segregation and Poverty, while 80% of the census tracts in CD 5 are considered Highest Resource.

CD 11 (Westside) is Behind on Affordable Housing

Council Districts 4, 5, and 11 collectively comprise more than 75% of the City's Highest Opportunity Tracts (see Appendix C) and 26% of the City's land area, but these three council districts only accounted for 10% of the City's total affordable housing production between 2009 and 2018. These findings are consistent with the City's adopted 2017 Assessment of Fair Housing



Community Plan Area	Total Affordable Units	% in Subsidized Housing	% in Non-Subsidized Housing
Brentwood - Pacific Palisades	34	0%	100%
Palms - Mar Vista - Del Rey	434	26%	74%
Venice	70	76%	24%
Westchester - Playa Del Rey	45	0%	100%
West Los Angeles	340	36%	64%

Timeline Adjustments

All 5 Westside Community Plan Updates developed in parallel...

Westchester-Playa Community Plan Update **Draft 1.**

Planning summarizes stakeholder input on **Draft 1.**

Planning starts **Draft 2** of NCWP CPU.

Draft 2 development.
1: Planning publishes.
2: Community Input.
3: Draft 2 to FINAL.

Draft 2 Final triggers beginning of **Environmental Impact Report** development to Final. (2 year process)

City Council votes to approve, added to General Plan.

2020

2021

2022

2023

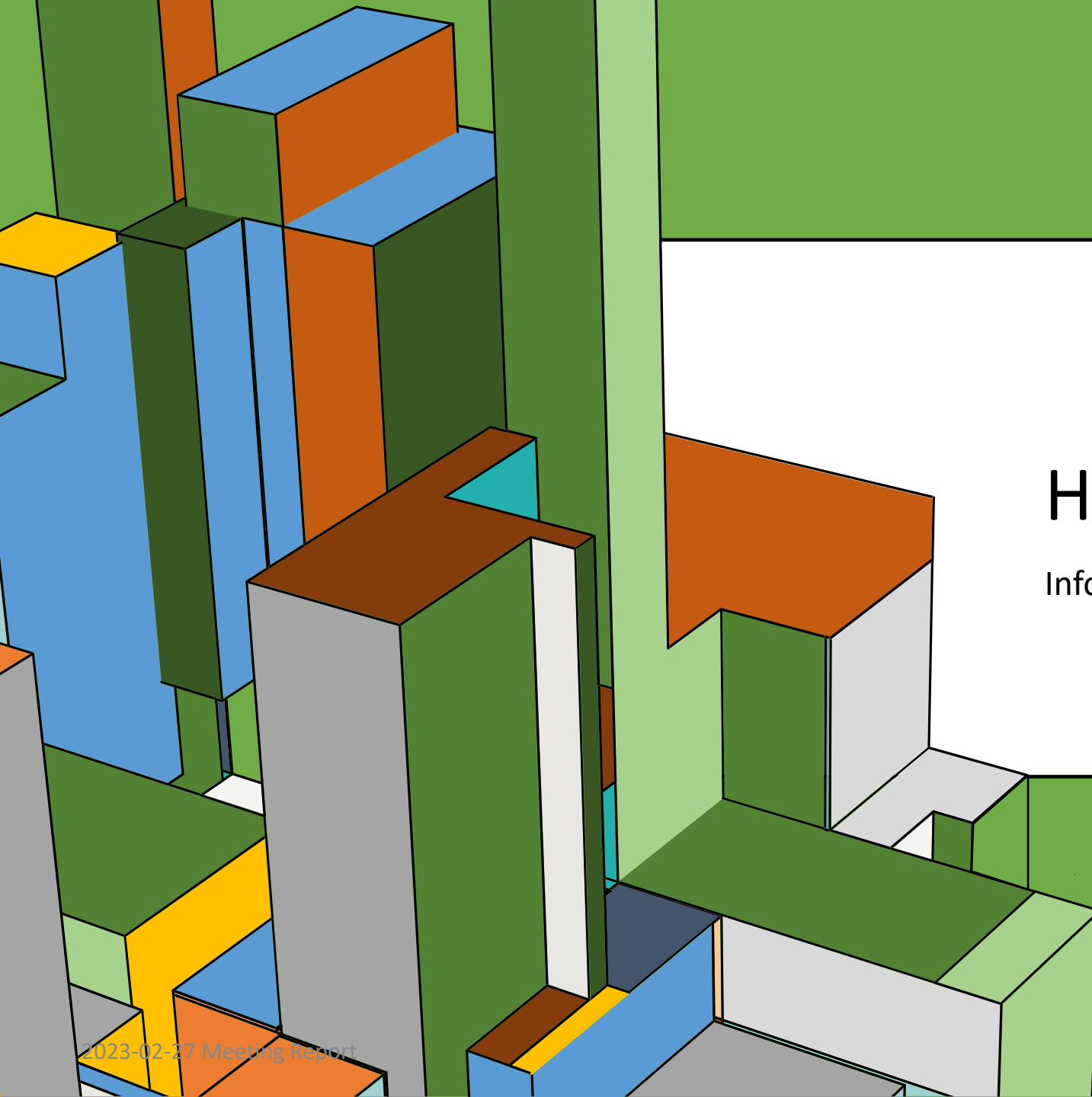
2024

2025

2026

2027

COVID disruption



Housing Dashboard

Information Source

Planning Dept Housing Production Dashboard

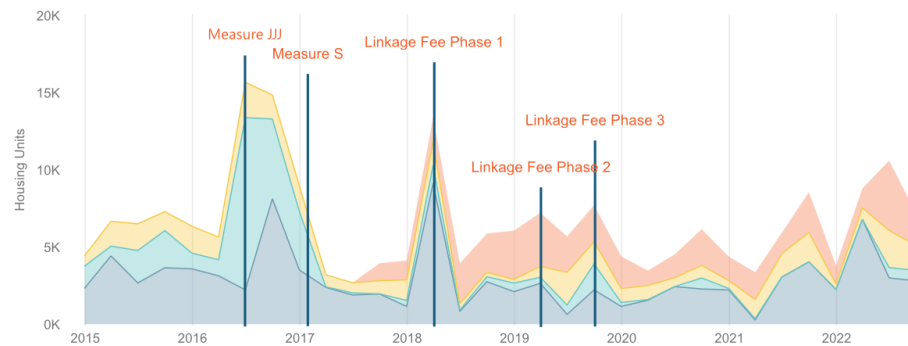
<https://planning.lacity.org/resources/housing-reports>

Housing Proposed through Planning Entitlements

January 2015 - December 2022

Housing Units Proposed by Entitlement Type

● All Other Entitlements ● Zone Change or GPA ● Density Bonus ● Transit Oriented Communities



Year	All Other Entitlements	Zone Change or GPA	Density Bonus**	Transit Oriented Communities	Total Units Proposed*
2015	13,096	6,570	5,264	0	24,930
2016	17,075	18,387	7,062	0	42,524
2017	9,749	3,972	3,959	1,127	18,807
2018	13,866	1,969	3,552	7,949	27,336
2019	7,623	3,234	4,501	11,321	26,679
2020	7,429	1,012	3,210	6,883	18,625
Total	93,281	36,682	37,841	43,580	211,475

*Summary totals do not include Hotels, Motels, and Hostels

**Density Bonus totals reflect only projects where the Density Bonus was not requested in combination with a Zone Change or GPA

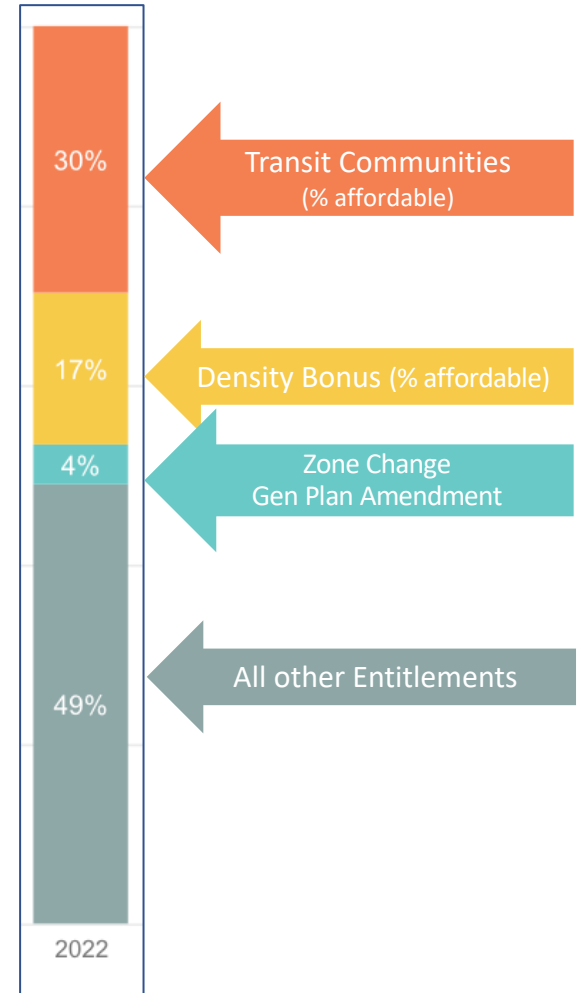
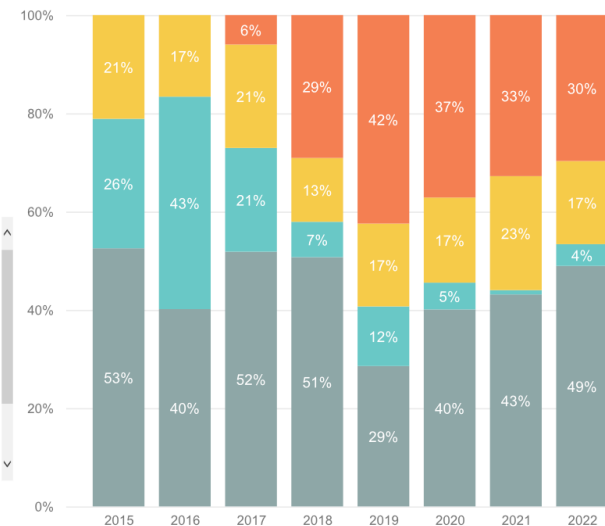


Total Units Proposed *

211,475

Percentage of Units Proposed by Entitlement Type

● All Other Entitlements ● Zone Change or GPA ● Density Bonus ● Transit Oriented Communities



Planning Dept Housing Production Dashboard

<https://planning.lacity.org/resources/housing-reports>

A Closer Look at Density Bonus and Transit Oriented Communities (TOC) Incentive Programs

What is an incentive program?

Affordable housing incentive programs work by granting housing developers increased flexibility on development standards in exchange for providing affordable housing units within a development.

What Is Affordable Housing?

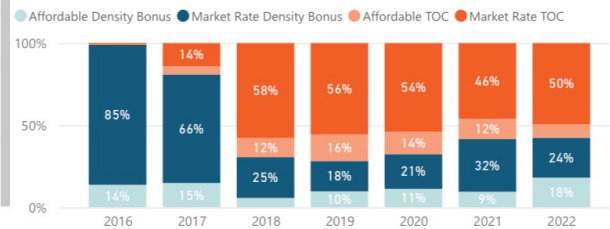
In general, housing is considered affordable when individuals and households pay no more than 30% of their income for housing related costs. "Restricted affordable" or "covenanted affordable" units are required to be made available at rental or sale rates affordable to families that earn less than 120% of the Area Median Income (AMI). These units have both income and price restrictions in order to help lower-income families secure affordable housing. Moderate income is defined as earning between 80% and 120% of AMI — \$58,200 for a one-person household. Low income is 80% of AMI — \$54,250. Very Low Income is 50% of AMI — \$33,950; and Extremely Low Income is 30% of AMI — \$20,350 for one person.

What is TOC?

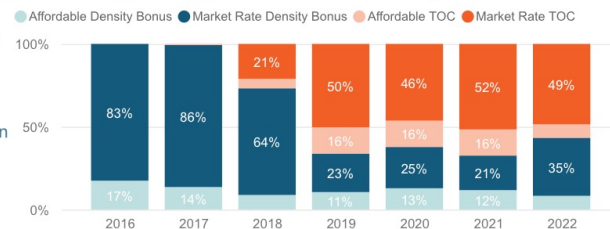
The Transit Oriented Communities (TOC) Program offers a tier-based system to incentivize affordable housing in residential projects within ½ mile of a qualifying transit stop. Projects that qualify can request building incentives, such as increased density or reduced parking, in exchange for setting aside a specific percentage of units for low-income households. City Planning adopted the TOC Program on September 22, 2017, in accordance with Measure JJJ—a voter-approved initiative passed in November 2016. For more information, see the [LA City Planning TOC Information Page](#).

Since its inception, the TOC program has added 36,968 units of housing to the development pipeline, including 8,081 units of affordable housing. Since 2015, 36,468 units of housing have been added to the development pipeline through the Density Bonus program, including 7,175 units of affordable housing. More information about the geographical distribution and targeted income levels for these units can be found by exploring this dashboard!

Percentage of Proposed Units via Density Bonus and TOC



Percentage of Approved Units via Density Bonus and TOC



What's a By-Right TOC project?

Projects that use only the density, floor area, and parking incentives of the TOC Program may proceed by-right, applying directly for a building permit without prior City Planning review. This allows the efficient addition of new affordable dwelling units into the City's housing pipeline.

What is the Density Bonus?

State law established the contemporary Density Bonus program via the passage of SB1818 in 2004. This program allows for larger projects, or for other building incentives, if a certain percentage of units in the project is set aside for affordable housing. Unlike TOC, projects do not have to be located near transit to qualify for the Density Bonus.

Why compare Density Bonus* & TOC ?

Taken together, these two programs generated 45% of all Planning-approved units in the City in 2020 and nearly nearly 60% of all proposed affordable units to date. By comparing the two programs, we gain insight into the types of incentives that most effectively move units of affordable housing into the market. This insight can assist policy makers and communities as they develop tools to further increase the production of affordable units throughout the City.

*The figures in this dashboard represent all projects which requested Density Bonus incentives, including those projects requesting multiple entitlements.

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Planning Dept Housing Production Dashboard

<https://planning.lacity.org/resources/housing-reports>

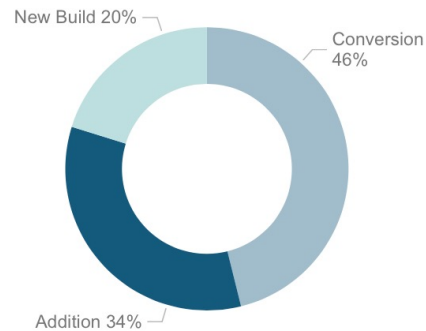
Accessory Dwelling Unit (ADU) Permit Applications*

January 2017 - September 2021

Year

2017 2021

ADUs by Permit Type



Addition

9,068

Conversion

12,418

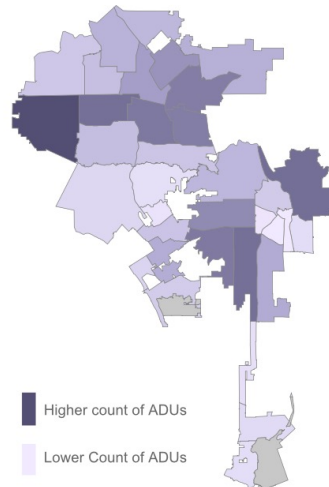
New Build

5,439

Total Submitted ADU Applications

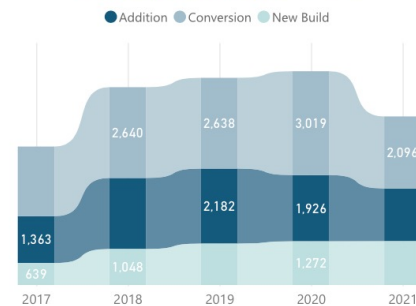
26,925

Distribution of ADUs by Plan Area



Plan Area	Total Submitted
Canoga Park - Winnetka - Woodland Hills - West Hills	1,972
Northeast Los Angeles	1,618
South Los Angeles	1,604
Reseda - West Van Nuys	1,603
Van Nuys - North Sherman Oaks	1,506
West Adams - Baldwin Hills - Leimert	1,495
North Hollywood - Valley Village	1,453
Sun Valley - La Tuna	1,452
Total	26,925

ADUs by Permit Type & Year



Since State law changed in January 2017, a total of **26,925** ADU applications have been submitted, **18,893** have been issued, and **9,988** have been granted Certificates of Occupancy.

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Permit Type

ADUs can be created through additions or alterations to existing structures, such as garages, or through brand-new construction.

Project Stage

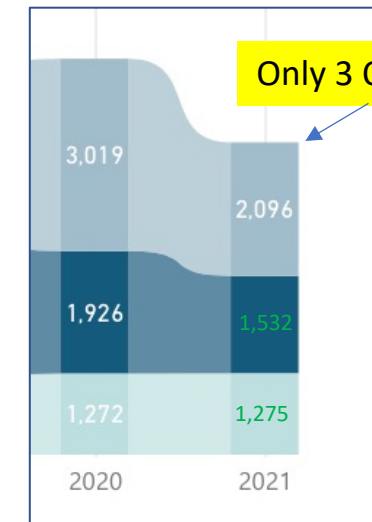
Building an ADU requires three steps:

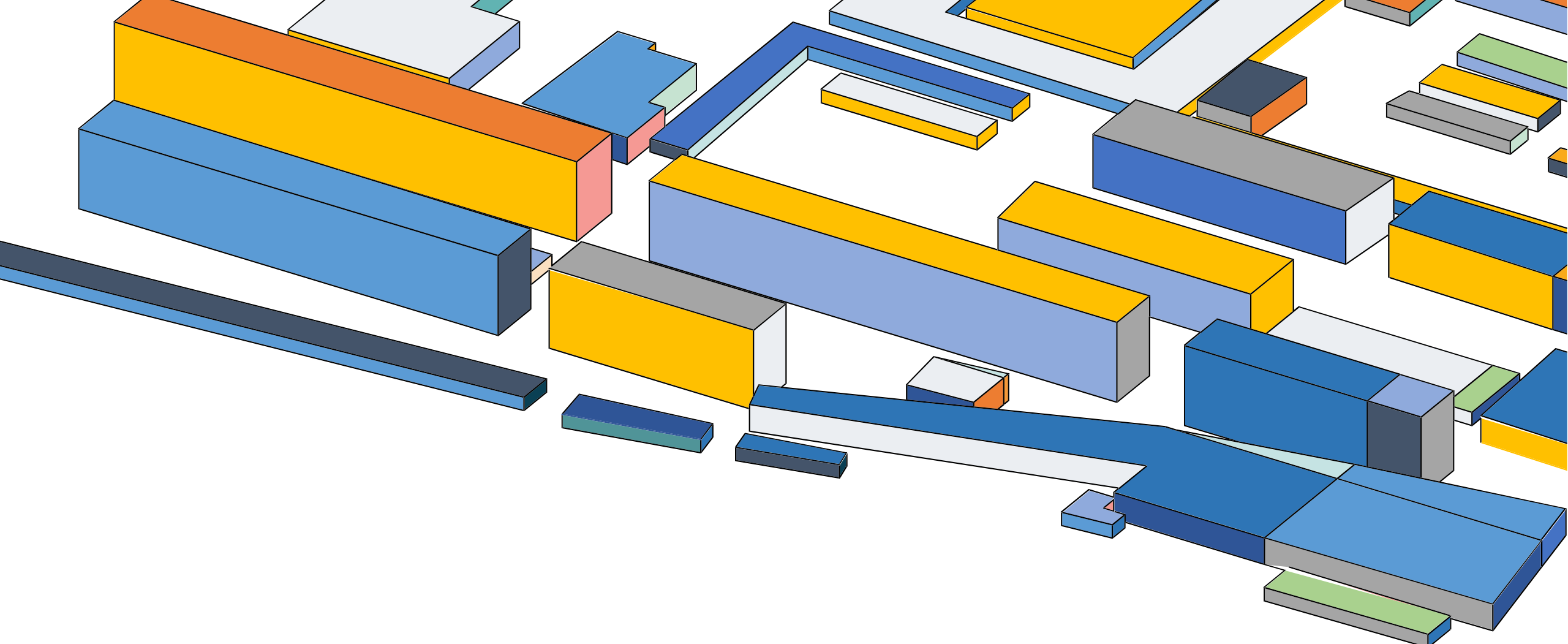
1. Submission of a permit application
2. Issuance of a permit allowing construction to proceed
3. Issuance of a Certificate of Occupancy for habitation

*Data provided by Los Angeles Department of Building and Safety

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Only 3 Qtrs of data





Questions?

