

Agenda

Today's Housing Problems. The need for more:

1. Purchase-able homes by new Hi-Paid Hi-Tech workers.
2. Rent-able homes for both:
 - i. New Start-up Hi-Tech Workers.
 - ii. Medium, Low & Very Low-Income Support Workers.

What's been tried to date.

Density-Bonuses for both Purchase-able condos and Rent-able apartments. (Tried to address Problems 1 & 2.)
Transit Oriented Development, & Transit Oriented Communities. (Tried to address Problems 1 & 2.)
Allow rental of Granny Flats and Kids Quarters (Accessory Dwelling Units (ADUs) and Junior ADUs) (Partially addresses Problem 2.ii.)

State Bills Proposed: Up-zone Single-Family-Home (R1) parcels.

SB-827 (Allow 5 to 8 story condos and apartment in R1 neighborhoods. Show photo.)
SB-50 (Allow Fourplexes with no additional on-site parking. Show photos.)
SB-1120 (Would allow subdivision of R1 lots and Duplexes on each half. = 4 units on the original lot. Cover other problems below.)
YIMBYs and the *Legislative Analyst's Office (LAO) Study*.
Is Up-Zoning really necessary? Mary's Study., Pope's Study, Urban Footprint's Study.

Why and How to preserve R1 neighborhoods.

Why R1 neighborhoods matter.
The Preservation Rules; Characteristics that make R1 neighborhoods desirable. If the City follows these, we can live with the results of Up-zoning.
Duplexes with on-site parking, front and back yards, max height of 30' (allows 2 story w peak roof, 2 story w roof-top deck, or 3 story) [City's approach.]

Evaluation of SB-1120

Against the Rules introduced above.
Letter to ~~Sen. Holly Mitchell~~ and Gov. Newsom.

Suggestions for developing more housing in non-R1 areas.

For both new Hi-Paid Hi-Tech economy-generating Workers, and Medium, Low and Very Low-income Support Workers.
Area-Job-Income-Sized Apartment/Condo Mix.
Possibly changes to Density-Bonus programs - Two extra stories (from 4 to 6) for an *Area-Job-Income-Sized Mix*.
City must do better job of matching the Permits it issues to the needs of its constituents.

Questionnaire for your input to City re Up-Zoning in Community Plan update.

Caveat.

These pages attempt to coalesce info from various State Laws & Bills (proposed laws), City ordinances and plans and other sources about housing problems and possibly solutions.

**My intent is to present facts or conclusions drawn from facts.
If you see errors, send the source law/ordinance to this Committee.**

This is difficult work. Section 11340 of The California Code best explains why:

- a) There has been an unprecedented growth in the number of administrative regulations in recent years.**
- (b) The language of many regulations is frequently unclear and unnecessarily complex,**
- (c) Substantial time and public funds have been spent in adopting regulations,**
- (d) The imposition of prescriptive standards upon private persons and entities through regulations where the establishment of performance standards could reasonably be expected to produce the same result has placed an unnecessary burden on California citizens.**
- (e) There exists no central office in state government with the power and duty to review regulations to ensure that they are written in a comprehensible manner, are authorized by statute, and are consistent with other law.**

Today's Housing Prices.

Are they too high?



ACTIVE

721 Venice Blvd, Venice
Bed 2 | Bath 3 **\$2,100,000**
Living Area ~2,100 sq. ft.

\$1000/SF



ACTIVE

1217 Elm Street, Venice
Bed 4 | Bath 5 **\$1,838,888**
Living Area ~1,510 sq. ft.

\$1284/SF



ACTIVE

2334 Walnut Avenue, Venice
Bed 3 | Bath 2 **\$1,948,000**
Living Area ~1,372 sq. ft.

\$1417/SF



ACTIVE

303 Windward Avenue, Venice
Bed 4 | Bath 4 **\$3,795,000**
Living Area ~3,205 sq. ft.

\$1184/SF



ACTIVE

311 N Saltair Avenue, Brentwood
Bed 6 | Bath 8 **\$9,725,000**
Living Area ~7,871 sq. ft.

\$1235/SF



ACTIVE

12431 Wagner Street, Del Rey
Bed 2 | Bath 1 **\$1,187,000**
Living Area ~756 sq. ft.

\$1570/SF



ACTIVE

17 23rd Avenue, Venice
Bed 5 | Bath 9 **\$14,000,000**
Living Area ~7,102 sq. ft.

\$1971/SF



ACTIVE

639 Santa Clara Avenue, Venice
Bed 4 | Bath 5 **\$3,385,000**
Living Area ~4,280 sq. ft.

\$790/SF



ACTIVE

CarrollCompound.com

414, 416, 420 Carroll Canal, Venice
Bed 5 | Bath 7 **\$10,500,000**
Living Area ~5,647 sq. ft.

\$1859/SF



ACTIVE

617 Mildred Avenue, Venice
Bed 3 | Bath 2.5 **\$1,994,000**
Living Area ~2,094 sq. ft.

\$952/SF



ACTIVE

3867 Minerva Avenue, Mar Vista
Bed 4 | Bath 4 **\$2,685,000**
Living Area ~3,030 sq. ft.

\$886/SF



ACTIVE

1690 Electric Avenue, Venice
Bed 3 | Bath 3 **\$2,495,000**
Living Area ~1,585 sq. ft.

\$1574/SF

Apparently not for some.

 <p>RECEIVED OVER 30 TOTAL OFFERS!</p> <p>SOLD - \$150K OVER ASKING!</p> <p>10th Street Unit #1, Santa Monica Bed 2 Bath 2 \$1,400,000 Living Area ~1,510 sq. ft.</p>	 <p>SOLD - \$235K OVER ASKING!</p> <p>10th Street Unit #2, Santa Monica Bed 3 Bath 2.5 \$1,575,000 Living Area ~1,647 sq. ft.</p>	 <p>SOLD - OVER THE ASKING PRICE!</p> <p>815 Coeur d'Alene Avenue, Venice Bed 3 Bath 2 \$2,150,000 Living Area ~1,687 sq. ft.</p>	 <p>SOLD - EAST OF LINCOLN!</p> <p>1040 Victoria Avenue, Venice Bed 4 Bath 2 \$2,100,000 Living Area ~2,206 sq. ft.</p>
 <p>SOLD - \$430K OVER ASKING!</p> <p>49 Dudley Avenue, Venice 3 units \$1,575,000 Living Area ~1,670 sq. ft.</p>	 <p>SOLD - OVER ASKING, MULTIPLE OFFERS!</p> <p>940 Palms Blvd, Venice Bed 2 Bath 2 \$1,700,000 Living Area ~1,182 sq. ft.</p>	 <p>SOLD - AFTER THE ONE SHOWING!</p> <p>8268 W Aria Drive, Palms Bed 3 Bath 4 \$1,450,000 Living Area ~1,845 sq. ft.</p>	 <p>SOLD - ON THE MARINA PENINSULA!</p> <p>121 Reef Mall, Marina del Rey Bed 4 Bath 4 \$3,125,000 Living Area ~4,748 sq. ft.</p>
 <p>SOLD - OVER THE ASKING PRICE!</p> <p>4600 Via Dolce #301, Marina del Rey Bed 2 Bath 2 \$930,000 Living Area ~1,480 sq. ft.</p>	 <p>SOLD - \$250K OVER ASKING, 34 OFFERS!</p> <p>3410 Granville Avenue, Mar Vista Bed 4 Bath 2 \$1,743,250 Living Area ~1,513 sq. ft.</p>	 <p>SOLD - \$125K OVER ASKING, 10 OFFERS!</p> <p>12531 Mitchell Avenue, Mar Vista Bed 3 Bath 2.5 \$1,750,000 Living Area ~1,616 sq. ft.</p>	 <p>SOLD - AFTER THE FIRST SHOWING!</p> <p>4284 Campbell Drive, Mar Vista Bed 5 Bath 6 \$2,200,000 Living Area ~3,075 sq. ft.</p>
 <p>IN ESCROW</p> <p>2335 Louella Avenue, Venice Bed 3 Bath 3 \$2,144,000 Living Area ~2,088 sq. ft.</p>	 <p>IN ESCROW</p> <p>111 Eastwind Street, Marina del Rey Bed 3 Bath 5 \$3,995,000 Living Area ~4,429 sq. ft.</p>	 <p>IN ESCROW</p> <p>871 Commonwealth Ave, Venice Bed 4 Bath 2 \$1,885,000 Living Area ~1,616 sq. ft.</p>	 <p>IN ESCROW</p> <p>4065 Alla Road, Mar Vista Bed 4 Bath 3.5 \$1,694,000 Living Area ~1,910 sq. ft.</p>

LA is Changing.



Cie Digital Labs



Joany



Taboola



HeadSpace



FloQust



Honey



Appetize

LA is staying the Same.



What's Common Denominator?

They all need a place to live.

The Housing Problem.

While some can afford today's prices,

the Westside needs:

1. Purchase-able homes for new Hi-Paid Hi-Tech workers. [Economy Builders]

2. Rent-able homes for both:
 - i. New Start-Up Hi-Tech Workers. [Future Economy Builders]

 - ii. Medium, Low & Very Low-Income Service Workers. [Economy Supporters]

The Legislative Problem.

The State

Pushing:

One-Size-Fits-All Bills to Up-Zone most R1 properties to R3.

LA City

Planning:

**Targeted Up-Zoning of specific blocks.
R1 properties to R2.**

We must kill State's proposal to work with City on a Plan.

R1 = Single-Family Home Property, Lot, or Parcel.

R2 = Two-Family Homes, Lots or Parcels.

R3 = Multi-Family Homes, Lots or Parcels.

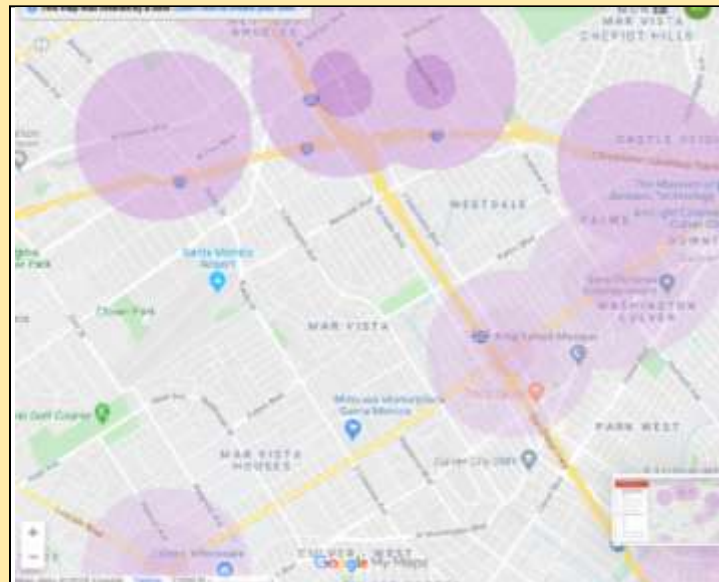
What's been tried to date.

Density-Bonuses.

Allow developers to build more units than Zoning Code allows, if owner accepts lower rent on 10% of units ("Affordable Housing".)

Transit Oriented Development & Transit Oriented Communities.

Allow developers to build more units than Zoning Code allows, and not have to set-aside space for parking, if developer builds within ½ mile of transit station or ¼ mile of transit line, and accepts lower rent on 10% of units ("Affordable Housing").



What's been tried to date.

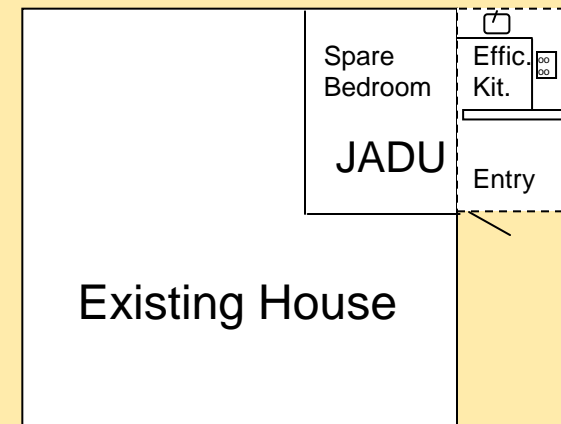
Accessory Dwelling Units (ADUs).

Allows rental of "Granny Flats" on R1 Lots.
Up to 1200 SF.
Attached or Detached.
Existing or New Construction.



Junior ADUs (JADUs).

Allows rental of "Kids Quarters" in R1 houses.
Portion of a house up to 500 SF.
Efficiency Kitchen
Separate Entry.
Separate Bath not required. May share house bath.
[Therefore rent to relatives, maid, caregiver.]



Recent State Proposals: SB-827 (2018)

Up-zone R1 Lots for Apartments/Condos:

- Allow 8 story Residential on 70' ROW Residential streets within $\frac{1}{2}$ mile of *High Quality* Transit **Stop**.

(Grand View Boulevard)

- Allow 5 story Residential on 60' ROW Residential streets within $\frac{1}{4}$ mile of *High Quality* Transit **Corridor**.

(Inglewood Boulevard, Palms, Stanwood)
(Walgrove, Beethoven, Wade, etc.)

Introduced by: Senator Scott Wiener



Killed by: Livable California and others.



Recent State Proposals: SB-50. (2019)

Up-zone R1 lots for "Fourplexes"

- With no additional on-site parking.

Change
this:



To this:



Introduced by: Senator Scott Weiner

Killed by: Livable California and others.

Current State Proposal: SB-1120. (2020)

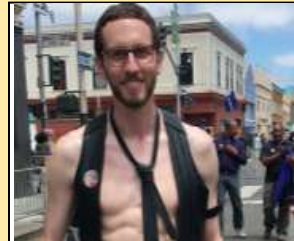
Up-zone Single-Family Lots for "Duplexes" (*X times 2*).

Allow subdivision of R1 lots, then build Duplexes on each half, = 4 units on original lot.

No yards. No Height limits. No on-site parking near "High Quality Transit".



Sponsored by: Toni Atkins and Scott Weiner.



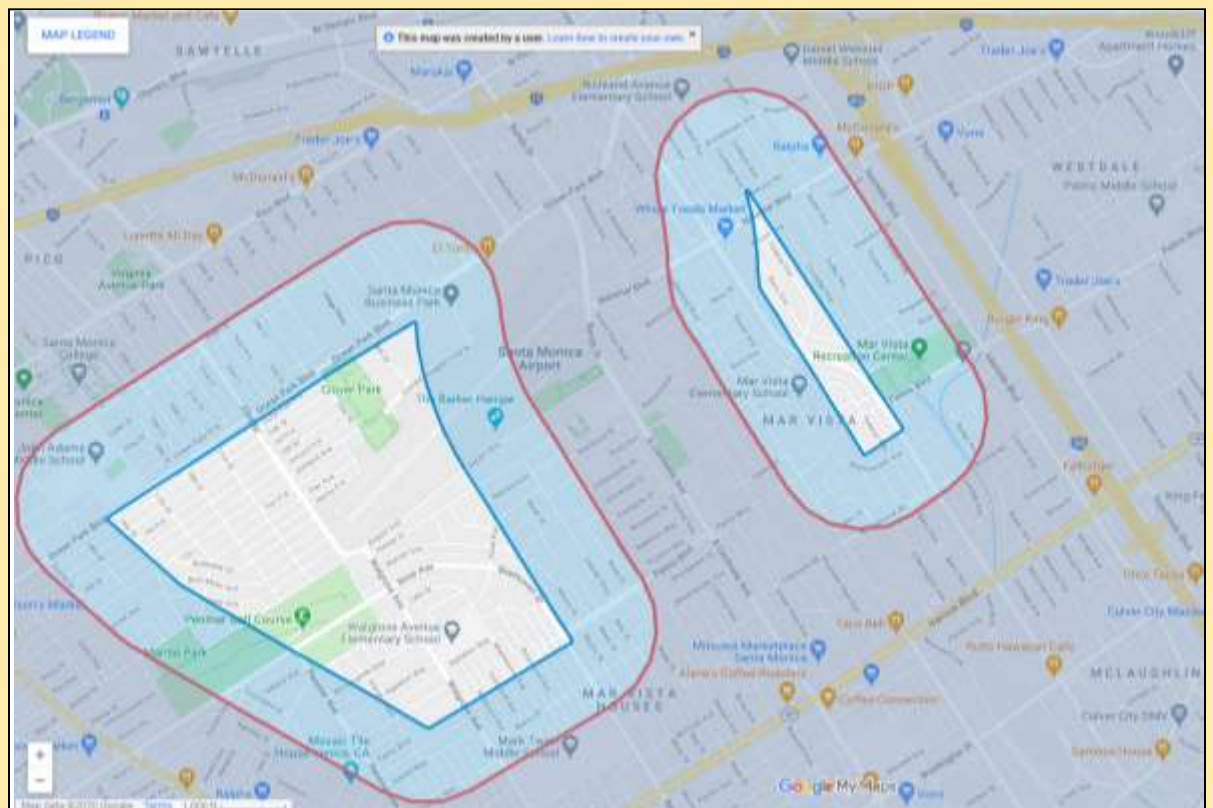
Status: Amended by Assembly.

Headed back to Senate.

Then to Gov. Newsom.

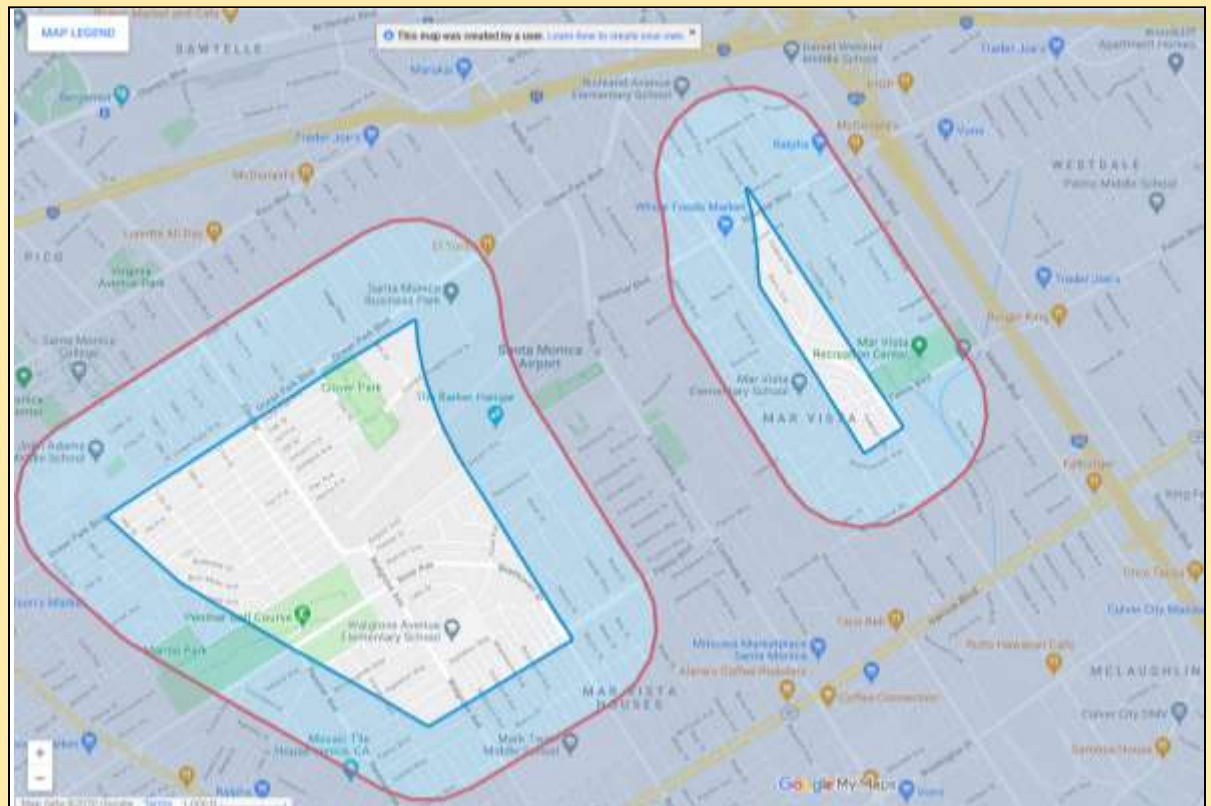
"High Quality Transit Corridors and Areas"

Definition has varied with each of above proposed Bills.



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Definition has varied with each of above proposed Bills.



Eliminating On-site Parking at R3 developments hasn't increased transit use and reduced fossil-fuel vehicle use.

It won't at R1 developments either.

State Up-Zoning Supporters & Lobbyists.

Supporters

Real Estate Industry:

Builders, Sellers, REITs, Banks.

Big Tech.

Apple, Amazon, Facebook, Twitter

Lobbyists

80,000 Members.

Organized and funded.

Offices & paid Staff in 20 CA cities.

Professional paid Lobbyists.

Mission:

Push legislation that accelerates home building and density.

Strategy:

End Single-Family Zoning. ("Yards waste space.")

Trickle-Down Housing. ("Increase Supply and prices will fall.")

Rent caps & eviction protections.



Trickle-Down Housing Theory:

"Increase Supply and Prices will fall."

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Only when Supply exceeds Demand!

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Reasons for high housing prices:

West Coast will be last of U.S. to Heat Up.

California has best amenities in US.

LA has best weather in the World.

Some apartment owners appear to be "fixing" prices.

Limited number of developers.

Local Agencies not steering what gets built.

The Legislative Problem.

The State

San Francisco Bay Legislators are pushing:

**One-Size-Fits-All Bills to Up-Zone all
R1 properties to R3
No yards,
No on-site parking.**

LA City

The City, working with us, is planning:

**Targeted Up-Zoning of specific blocks
R1 properties to R2
Yards
On-site parking.**

We must kill State's proposal to work with City on a Plan.

R1 = Single-Family Home Property, Lot, or Parcel.

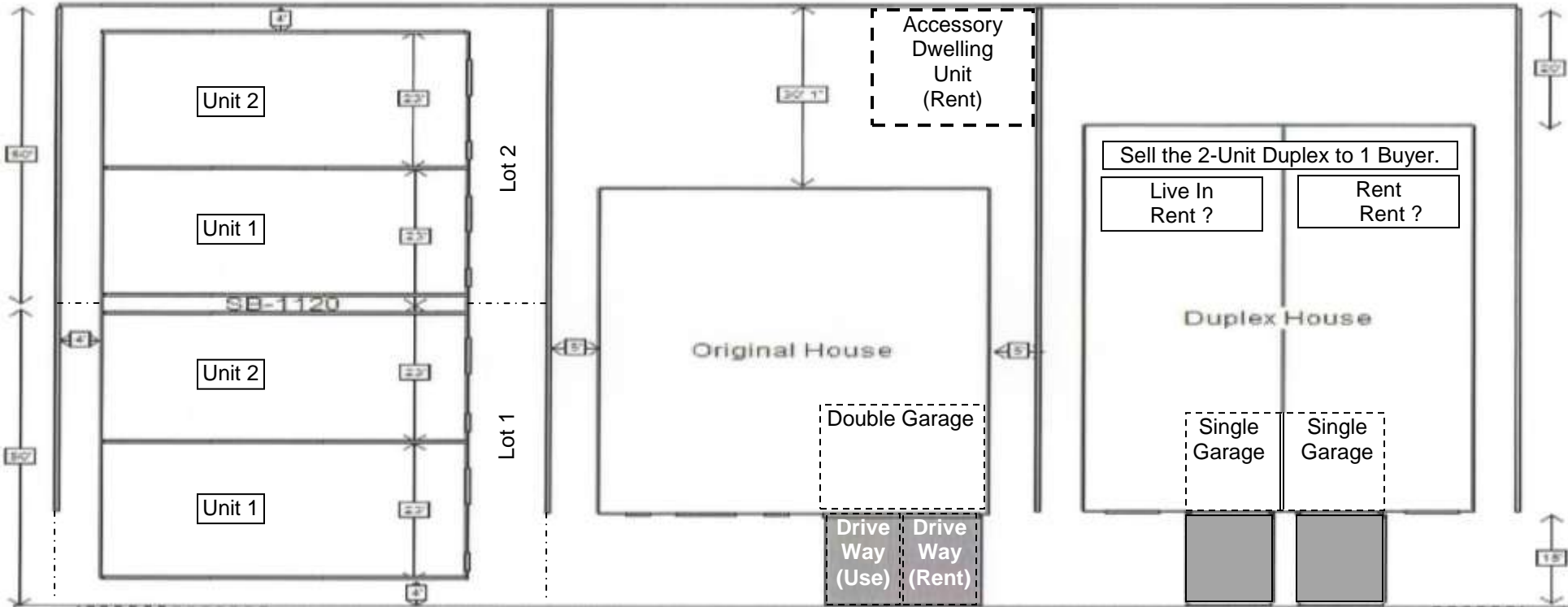
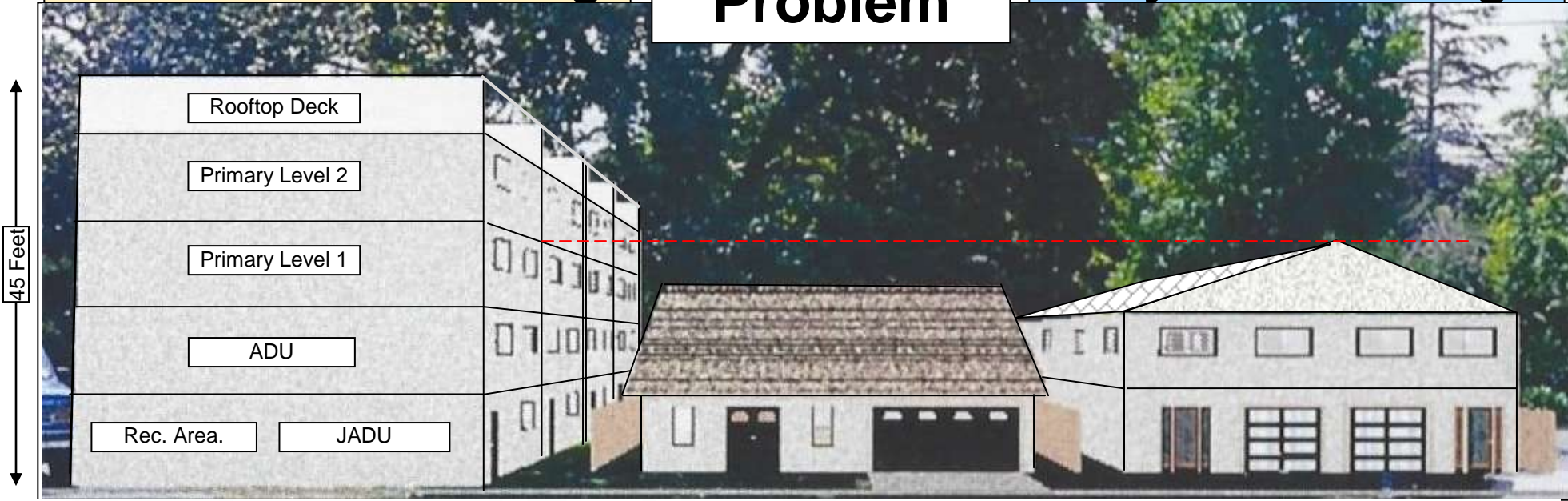
R2 = Two-Family Homes, Lots or Parcels.

R3 = Multi-Family Homes, Lots or Parcels.

SB-1120 is Pushing:

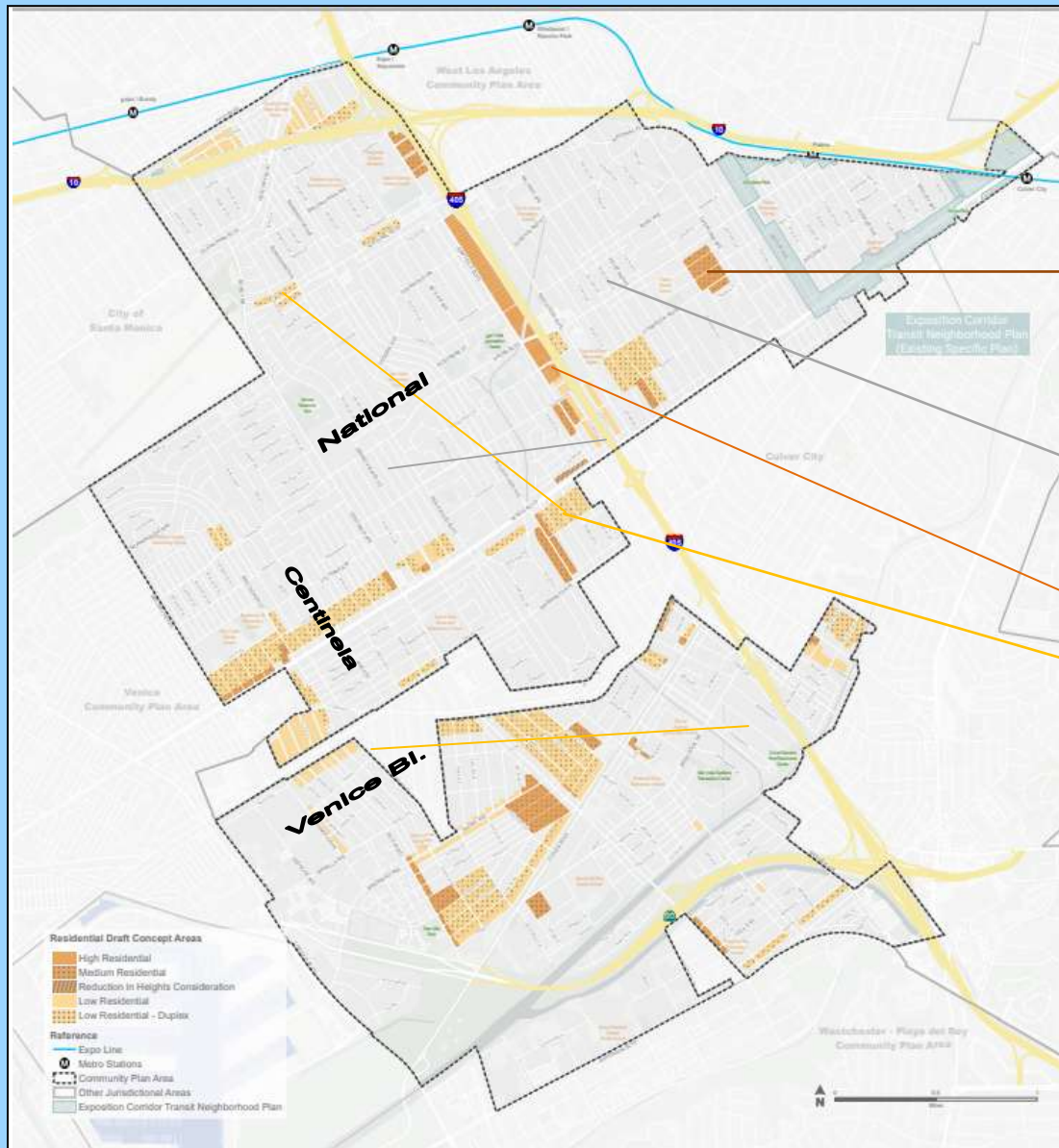
Legislative Problem

City is Planning:



**City's
Up-Zoning
Plan**

Residential Concepts.



MISSING MIDDLE HOUSING

LOW RESIDENTIAL | LOW RESIDENTIAL-DUPLEX

- Located in areas near major corridors, neighborhood serving: commercial, schools, and high quality transit corridors to promote sustainable and walkable urban communities.
- Allows multi-unit housing typologies that are compatible with the form and scale of single family residential homes in the area.
- Provides transitional buffers to more dense general commercial and more intensive land uses:
 - Low Residential - Duplex includes two primary residences
 - Low Residential may include duplex, triplex, fourplex, courtyard apartments, bungalow courts, and townhouses.
- Allows development with heights ranging from 1-4 stories depending on surrounding land uses and lot sizes.



HIGH CAPACITY HOUSING

MEDIUM | HIGH RESIDENTIAL

- Located along or near major corridors and high quality transit
- Allows residential only buildings typologies.
- Establish density requirements to ensure there is no net loss of housing units.
- Introduces a customized affordable housing incentive system that would provide more development rights in exchange for a higher number of affordable units.
- Allows development with heights ranging from 2-5 stories. A potential for additional height when affordable housing is provided.



Up-Zoned Areas are defined & known to all.

Current City Zoning from 1997.

45' (Four Stories) on Arterials.



But Build-out is still only One and Two Stories.

30' (Three stories) in R1 Zones.



2 Story w Peak Roof.



2 Story w Rooftop Deck.



3 Story.

Is Up-Zoning really needed?

We Asked the City.

How many Single-Family Homes in LA City?

How many Rental Units in LA City?

How many more of each needed by 2030?

2040?

How many of each, allowed by 1997 Community Plan Zoning, remain un-built?

How many Accessory Dwelling Units allowed by State 2017 law remain un-built?

Up-zoning is normally used to rejuvenate undervalued, dying neighborhoods.

Why is City even thinking about Up-zoning Westside R1 neighborhoods?

SO FAR, NO DATA.

Is Up-Zoning really needed?

So we did our own study.

Housing Capacity Study based on current Zoning, by Mary Hruska:

Mar Vista Dwelling Unit Capacity

FIGURES DERIVED USING THE CURRENT PALMS-MAR VISTA-DEL REY COMMUNITY PLAN (1997)

	R1 Low	R2/R3 (combined) Low Medium/Medium	R4 High Medium	Commercial up to R4	TOC Available Low/Low Medium	TOC Available Commercial	Totals
Dwelling Units per Net Acre (a)	6.50	32.75	82.00	82.00	32.75	82.00	
Net Acres of Zoning (b)	1,233.69	267.69	–	54.11	38.61	4.32	
Number of Dwelling Units	8,019.00	8,766.81	–	4,436.77	1,264.54	354.57	
Persons per Dwelling Unit (a)	2.75	2.10	–	2.14	2.10	2.14	
Capacity Before Bonuses	22,052.25	18,410.30	–	9,494.69	2,655.53	758.78	53,371.55
Capacity After ADU Bonus (c)	27,538.06	–	–	n/a	–	–	27,538.06
Capacity After SB1818 Bonus (d)	–	24,853.91	–	12,722.88	–	–	37,576.79
Capacity After TOC Bonus (d)	–	–	–	n/a	3,584.97	1,024.35	4,609.32
<i>Total Capacity After All Bonuses (c)</i>							69,724.17
DONE Population Estimate (e) <u>for 2030</u>							57,133.00

EXCESS CAPACITY IN 2030

 **12,591.17**

22%

Is Up-Zoning really needed?

And a Ballpark estimate:

Additional Housing possible due to new State Laws Up-zoned all R1 lots for two (2) additional rent-able dwelling units.

+ Accessory Dwelling Unit ("Granny Flat")

+ Junior Accessory Dwelling Unit ("Kid's Quarters")

661,181 Single-Family parcels in City of LA. (1,502,686 Housing Units x 44% Owner-occupied ~ R1 parcels)

X 2 Additional Dwelling Units.

= 1,322,364 Additional Dwelling Units possible in LA with no City Up-zoning.

= 32.5% Increase ÷ 1.5% Annual Population Growth ~ 20 years accommodated.

Is Up-Zoning really needed?

And We found a study.

Study by Peter Calthorpe and Joe DiStefano of **UrbanFootprint** concluded that between **800 thousand and 1.6 million housing units** could be built in mixed-use projects on **under-used commercial sites along boulevards** in Los Angeles County, twice the State's projected need in Los Angeles County, even if projects were only of moderate density and built only on vacant sites and sites with one-story buildings.

So Why Up-Zone?

One Possible Answer:

City's (and State's) existing Density Bonus Programs are not working.

Only ~ 300 [?] "Affordable" homes created.

Per 2017 LA City Controller's Report,

"Density Bonus Law Has Not Lived Up to Its Potential" - page 2

"incentives may not be of enough value to market rate developers"

- <https://la.curbed.com/2017/1/24/14365408/density-bonus-program-affordable-housing-report>

(Give Dept. of City Planning time to comment here.)

R1 Up-Zoning;
What's Acceptable.
What's Not.

R1 Neighborhoods Matter:

- They are the American Dream.
- They are where homeowners want to Age-In-Place.
- They are where the Economy-Creators live.
 - Entrepreneurs
 - Business Owners
 - Managers
 - Innovators
 - Professionals
 - Job Creators

**Destroy their neighborhoods,
They will leave LA,
The Economy collapses,
No one has jobs!**

What makes R1 Neighborhoods Desirable?

Beauty - Lawns, trees, gardens, absence of street-parked cars.

Privacy - No others looking down into your backyard.

Stability - Residents not constantly moving in and out.

Security - Neighbors are known and look out for each other. Defensive space.

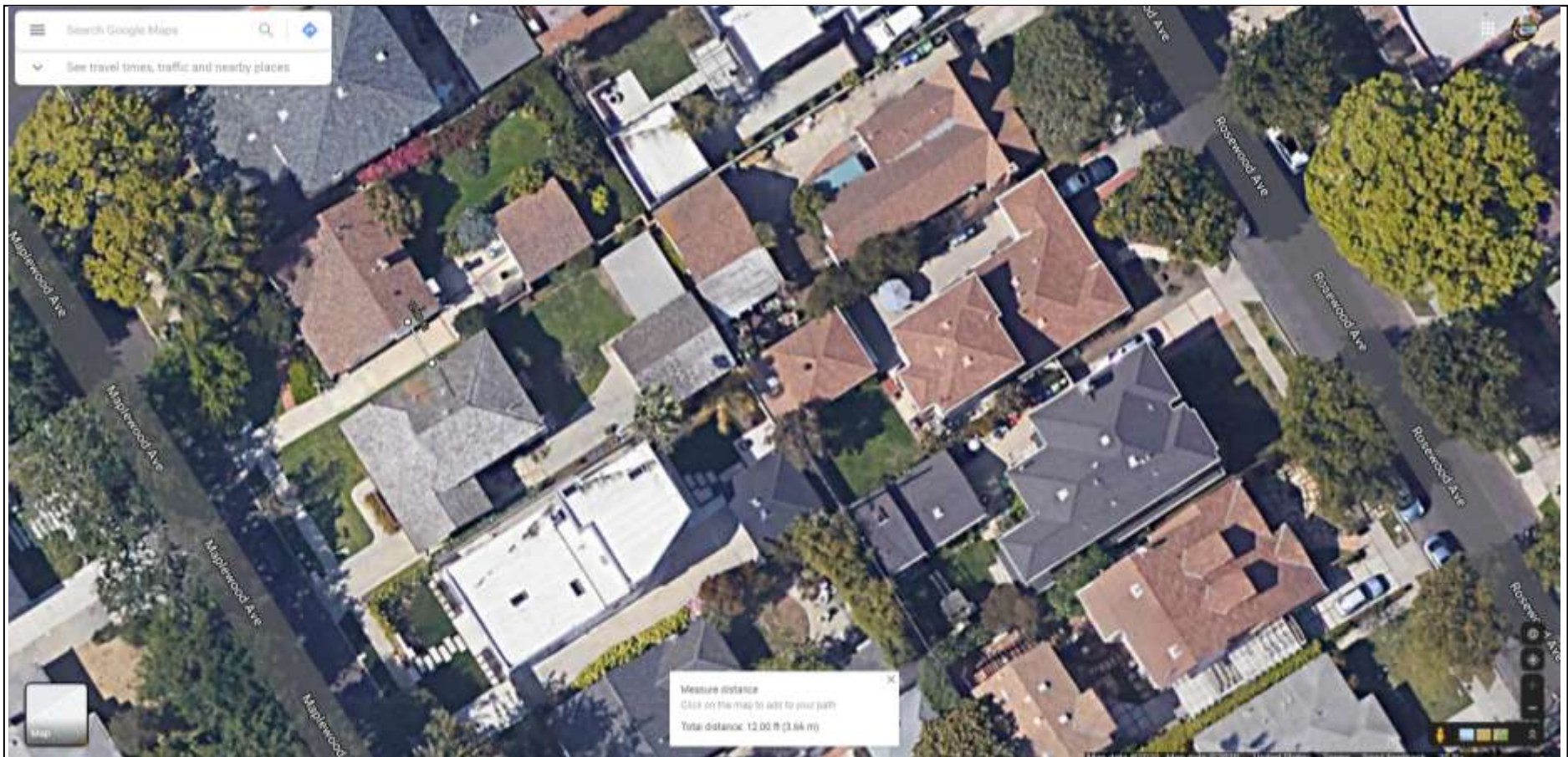
Family Fun - Private Backyards for Kids play & Rejuvenation.

Aesthetics - Scale Balance, Interesting Design.

1. Setbacks: Beauty, Privacy, Security, Family Fun

(Minimums)

- 15' Front Setback for consistency with R1 homes, Trees (Oxygen) & for Parking.
- 6' Side Setbacks (12' between structures) for: [Currently City's is 5'. State wants 4'.]
 - Privacy Hedge Row.
 - Security Fence.
 - Fire Safety.
- 20' Back Setback for Kids Play, Gardens, Entertaining, Casual Relaxation.



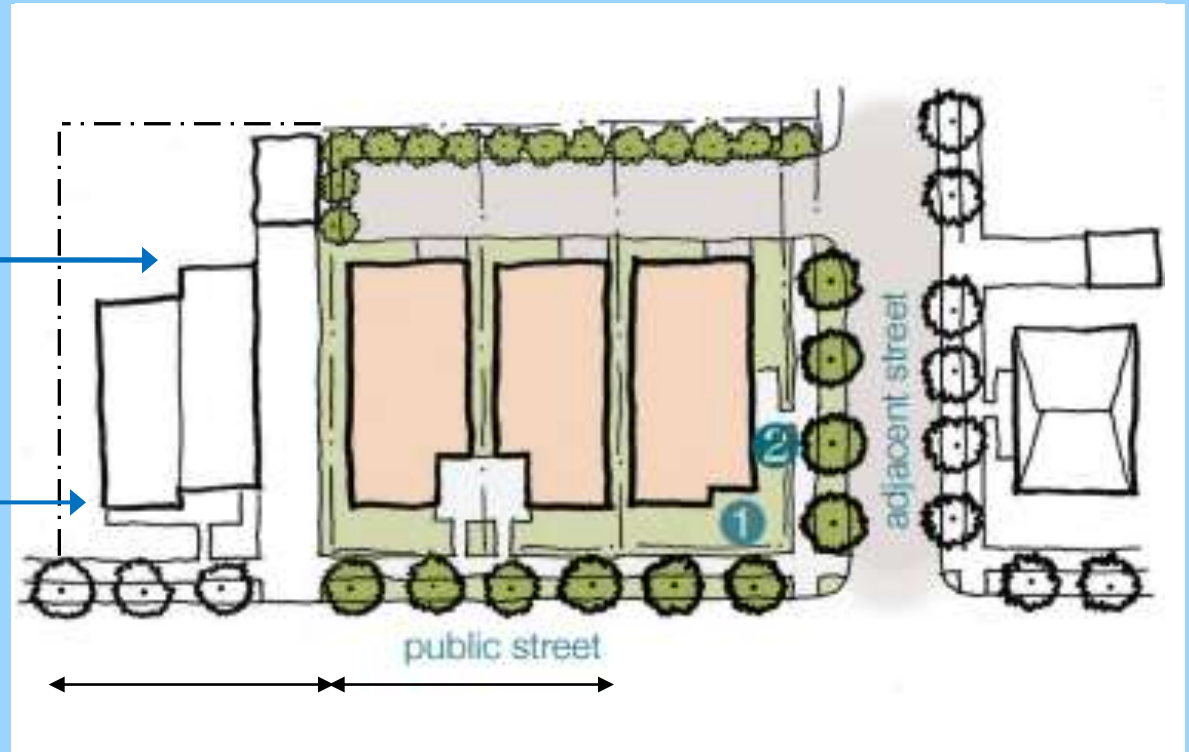
LA City's Small Lot Subdivision Design Guidelines.

(<http://urbandesignla.com/resources/docs/SmallLotDesignGuidelines/hi/SmallLotDesignGuidelines.pdf>)

1. Setbacks

Neighbor's backyard privacy maintained if new units use same Rear Setback as existing houses.

Appearance of R1 neighborhood maintained if new units use same Front Setback as existing houses.



The City does. The State doesn't.

2. Building Height: Aesthetics (Scale-Balance), Privacy.

Keep Height in R1 neighborhoods either:

- Same as prevailing Single-Family Homes, or
- 30 feet, which allows either:
 - 2 stories with a peak roof,
 - 2 stories with rooftop deck, or
 - 3 stories with flat roof.

Acceptable.



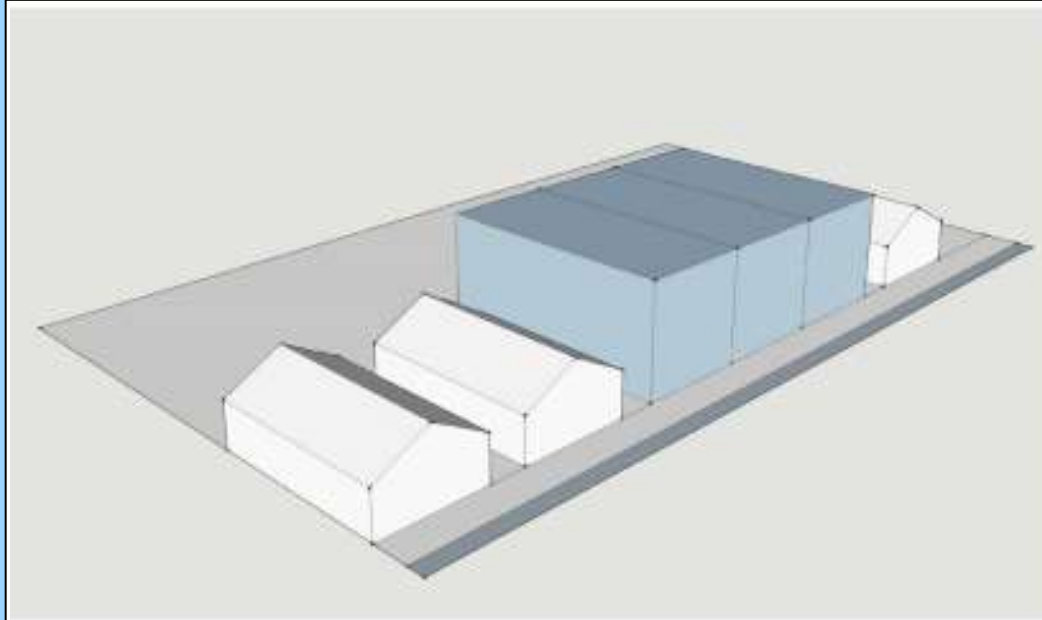
Not acceptable.



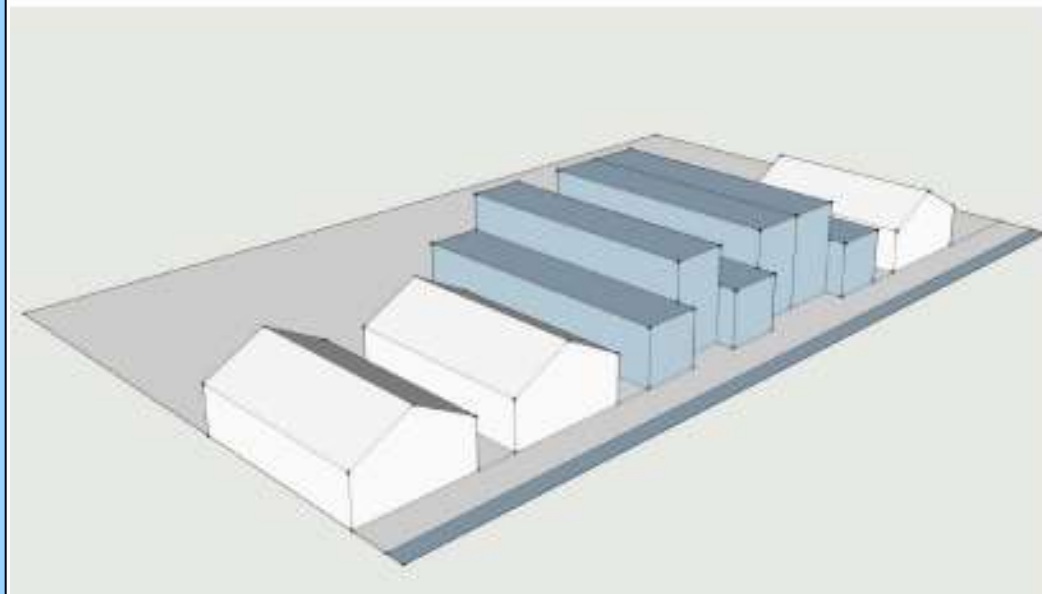
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(<http://urbandesignla.com/resources/docs/SmallLotDesignGuidelines/hi/SmallLotDesignGuidelines.pdf>)

Maximum Height and Massing.



This small lot development maxes out the building envelope and does not respond to surrounding context.



By breaking down the height, massing, and facade of the buildings, this small lot development becomes more compatible with the surrounding neighborhood.

3. Ownership: Stability, Security, Maintenance. (My personal preferences.)

In R1 neighborhoods:

- Owned Duplexes by Small Lot Sub-division.
- Rented ADU or house with owner on property.

In R3 neighborhoods:

- Owned Condominiums.
- Rented Apartments.

On transportation arterials ("Boulevards", formerly "Primary and Secondary Highways")

- Rented Apartments....

until 1997 zoning is built out to capacity with Mixed-Use Commercial & Residential.

(Replacing Commercial with Mixed-Use displaces no one.)

4. Off-Street Parking: Beauty, Personal Safety,

But is Disallowed by all new Density-increasing Bills:

Not because commuters within ½ mile of transit will give up their cars.

But because providing parking:

- Cost developers money & Reduces profits & number of units they can build & sell.
- Developers cannot easily squeeze four units + parking into R1 lots.

Eliminating on-site parking while adding multiple housing units:

- Spreads on-street vehicles across three-four properties, impacting neighbors.
- Forces motorists to hunt for & fight over parking, possibly block(s) away.
- Forces people to walk that distance home alone at night.

This is NOT acceptable.



4. Off-Street Parking: Vehicle Safety.

Vehicle Safety.

Street parked vehicles incur 10 times more damage & theft than Lot-packed vehicles.

- Study by *Residents Against Cut-thru Traffic (ReACT)*.

Number parking spaces desired on R1 lots.

<u>Type Unit:</u>	<u>Size:</u>	<u>Number spaces:</u>	<u>Supplied by:</u>
• ADU	(500 - 1200 SF)	1 per bedroom.	Owner.
• JADU	(Up to 500 SF)	1.	Owner.
• Duplex	(1200 - ?)	2 per Unit, one enclosed.	Developer.

If you can't provide them, don't rent it.
If you can't fit them, don't build it.

New 2021 Cars and Trucks.



All are Electric to fights Climate Change!



The all must be Plugged In!

And since we can't do this,



on-site parking is a Must !

How does SB-1120 stack-up.



Desirable Feature	Does SB-1120 Provide?
Front Setback even with R1 Homes.	NO!
5' - 6' Side Setback for Privacy Screens & Fire Safety.	NO!
Backyard for Kids, Gardens, Entertaining, Casual Relaxation.	NO!
Space for oxygen-generating, Heat-Island-mitigating trees.	NO!
Height limited set to 30' for neighbors' privacy.	NO!
On-site parking for charging Electric Cars to fight Climate Change	NO!

Letter to Gov. Newsom to veto the new "SB-1120".

Copy the letter below to a file on your computer.

Modify it as you wish.

Add your name and address.

Print the letter.

Sign and mail a copy to:

**Governor Gavin Newsom
1303 10th Street, Suite 1173.
Sacramento, CA 95814**

and

**Ronda Paschal
1303 10th Street, Suite 1173.
Sacramento, CA 95814**

You may also email comments to:

Governor Newsom at <https://govapps.gov.ca.gov/gov40mail>, and

Ronda Paschal at Ronda.Paschal@gov.ca.gov

but a physical letter on your letterhead has more impact.

Date: September 23, 2020

To: Hon. Gavin Newsom, Governor of the great State of California

Subject: Bills prohibiting on-site parking are at odds with your Great Global Warming Solution.

Dear Gov. Newsom,

First let me Thank You for your Executive Order phasing out the sale of internal-combustion-powered cars in California by 2035. Yours is exactly the type of Leadership we desperately need to stop the destruction and financial drain of wildfires, sea level rise, and possible future crop failures from Global Warming induced heat and droughts.

As you obviously know, after years of work and billions invested, almost all Auto manufacturers will be releasing all Electric cars and trucks in the 2021 model-year. So this is the perfect time to set the new direction.

Please be aware however, that some existing Housing laws and several new Bills coming your way are at odds with the direction you have set. Electric vehicles all have one thing in common. They all must be plugged in overnight to recharge. And since we cannot string charging cables across sidewalks ...



housing Laws and Bills that prohibit on-property parking are at odds with your directions.

For instance, the Density Bonus Laws (in California Government Code Sections 65915 – 65918) allows developers to build say 35% more regular-size units than zoning codes allow if they (or the eventual owner) agrees to accept reduced rents on 10% of the units. One of the incentives offered is reduced or no on-site parking at projects within ½ mile of "quality" transit stops or within ¼ mile of transit corridors. This covers almost all of LA and other major cities but has only produced 21.5% of total 2014-2019 RHNA targets for "Affordable" units. This is possibly because developers know that housing without parking won't sell so they refuse to built such housing.



<https://transitrichhousing.org/>

Another example are Bills such as SB-1120 which was approved by both Senate and Assembly but too late in the 2019-2020 Legislative Session to reach you. It would have prohibited local agencies from requiring on-property parking near transit. The reason for this is that SB-1120 actually allowed two Duplexes (FOUR units total), rather than just a single Duplex as claimed, by first allowing existing R1 lots to be subdivided and a Duplex places on each half. To cram four units into the space of one house, something had to go. The authors chose to kill on-property parking. To the right is what FOUR units would look like on an R1 lot. No yards. No trees. No privacy for neighbors. And No parking. SB-1120 will be back under a new number in the next Session. Please veto it.



In my opinion, a better way to create Affordable Housing than asking developers/apartment owners to accept lower than market rents is to require development of an Area-Job-Income-Sized Mix of units that are affordable on the incomes from the various jobs within one-mile walking distance from the project to get a Density Bonus. Below is an example.

Job Types	% in Walking Distance*	Annual Income** (2018)	Monthly Income	\$/Mon. for Housing (1/3 Income)	Max. Rental SF Affordable on 2 incomes	Target No. Units for Job Type	Target Total SF / Job Type
Retail, Food Service	40%	\$25,000	\$2,083	\$694	460	17	8000
Office Worker	30%	\$40,000	\$3,333	\$1,111	737	8	6000
Supervisor	20%	\$75,000	\$6,250	\$2,083	1,381	3	4000
Exec/Professional	10%	\$125,000	\$10,417	\$3,472	2,302	1	2000

Building Totals: 29 20,000

* Fictitious example.

** https://www.bls.gov/oes/current/oes_nat.htm#11-0000

*** <https://www.fixr.com/costs/build-apartment>

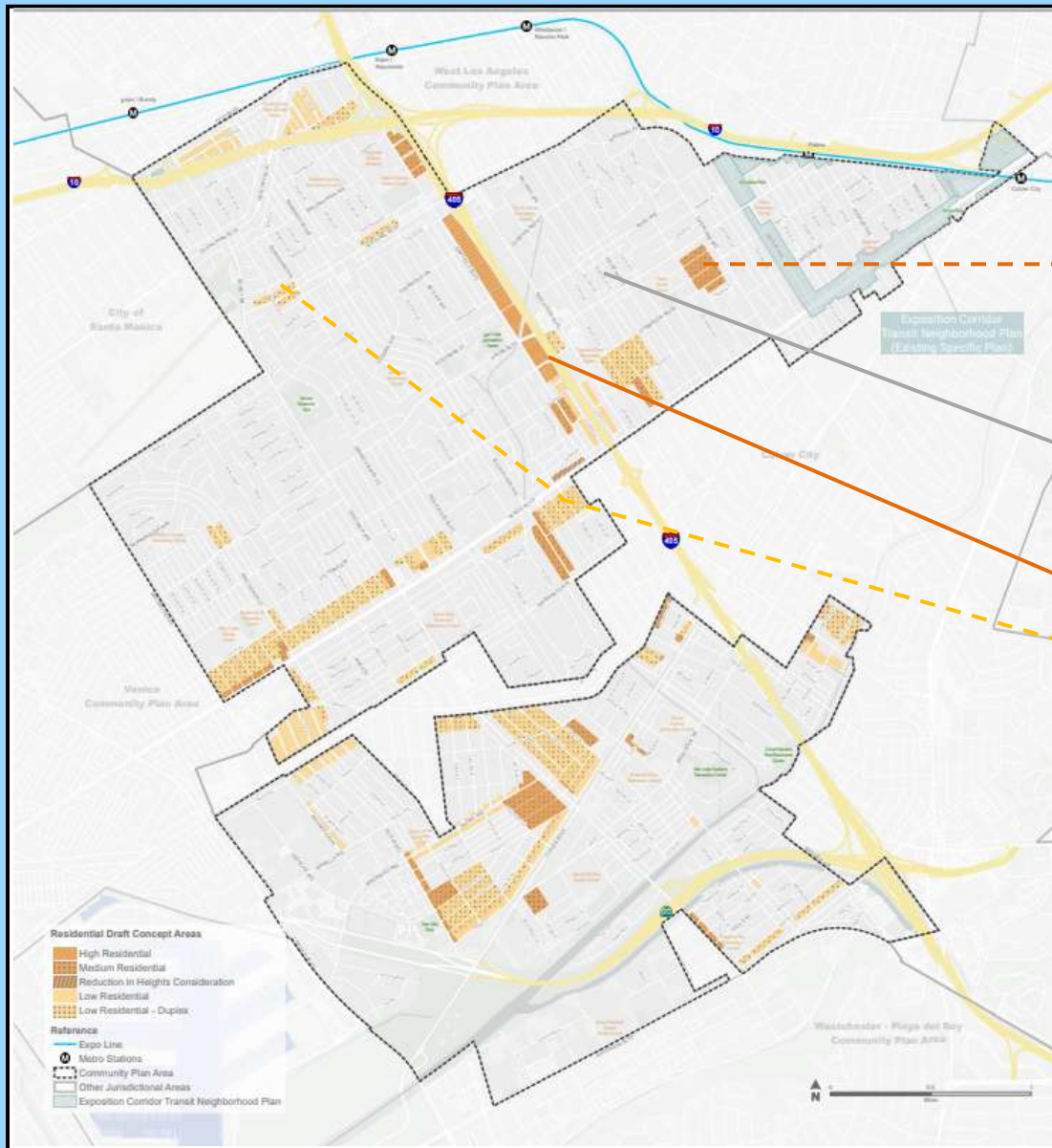
Sincerely,

City's Plan For Mar Vista.

Update of

Palm-Mar Vista-Del Rey Community Plan

Residential Concepts.



MISSING MIDDLE HOUSING

LOW RESIDENTIAL | LOW RESIDENTIAL-DUPLEX

- Located in areas near major corridors, neighborhood serving commercial, schools, and high quality transit corridors to promote sustainable and walkable urban communities.
- Allows multi-unit housing typologies that are compatible with the form and scale of single family residential homes in the area.
- Provides transitional buffers to more dense general commercial and more intensive land uses:
 - Low Residential - Duplex includes two primary residences
 - Low Residential may include duplex, triplex, fourplex, courtyard apartments, bungalow courts, and townhouses.
- Allows development with heights ranging from 1-4 stories depending on surrounding land uses and lot sizes.



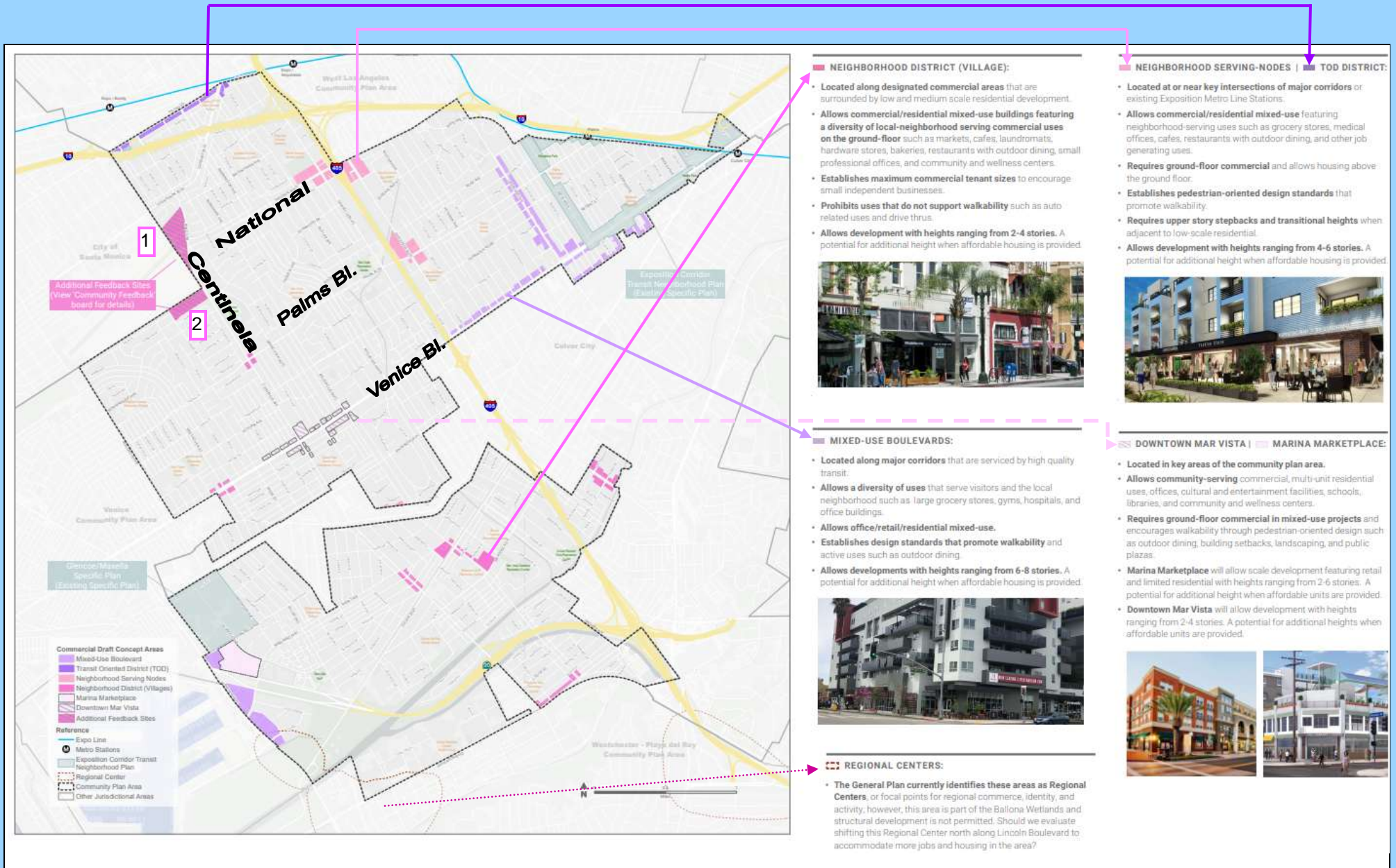
HIGH CAPACITY HOUSING

MEDIUM | HIGH RESIDENTIAL

- Located along or near major corridors and high quality transit corridors.
- Allows residential only buildings typologies.
- Establish density requirements to ensure there is no net loss of housing units.
- Introduces a customized affordable housing incentive system that would provide more development rights in exchange for a higher number of affordable units.
- Allows development with heights ranging from 2-5 stories. A potential for additional height when affordable housing is provided.

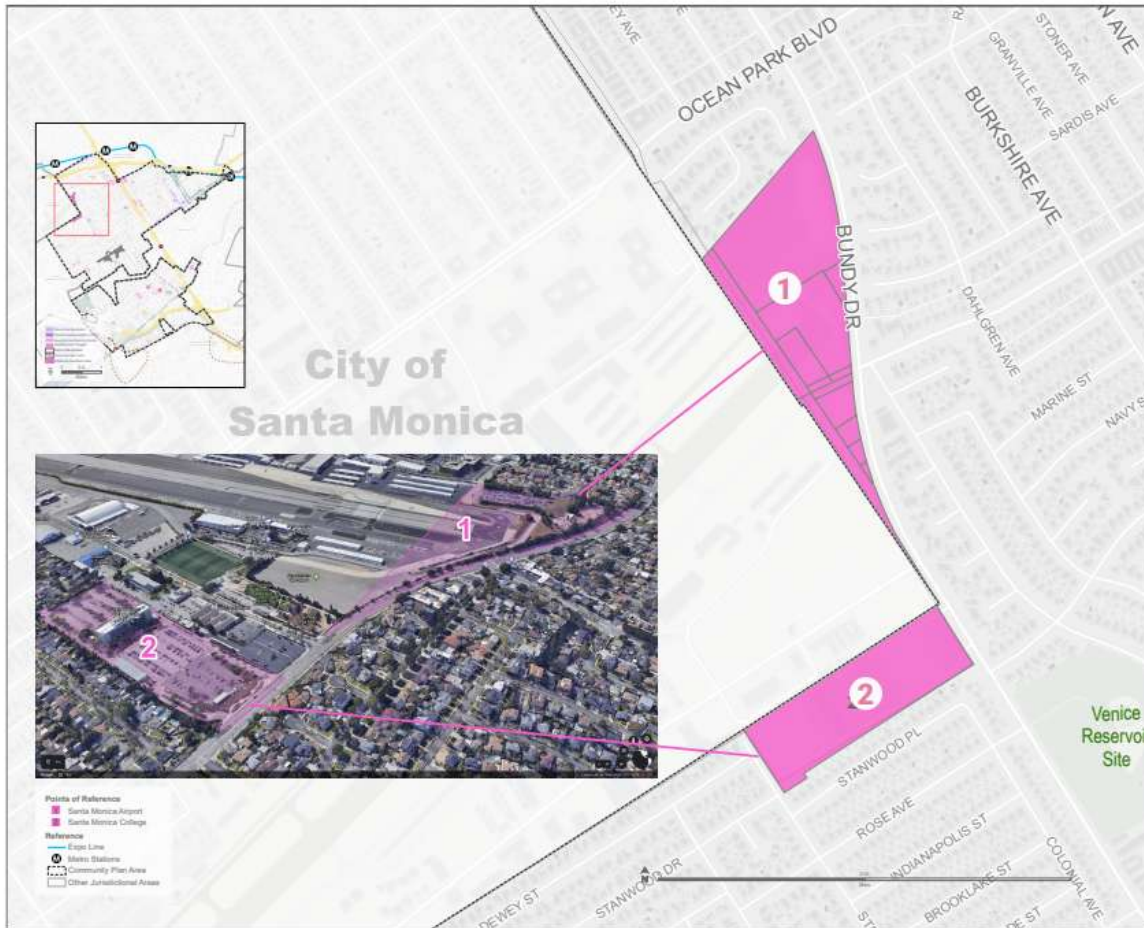


Commercial & Residential Concepts.





WHAT'S YOUR VISION FOR THESE AREAS:



1. SANTA MONICA AIRPORT

In early 2017, it was announced that the City of Santa Monica and the Federal Aviation Administration (FAA) had reached an agreement to close the Santa Monica Airport in late 2028 and return 227 acres of aviation land to the city for eventual redevelopment. The Santa Monica Airport currently has 17 acres that reside within the City of Los Angeles (see map). Through the Palms-Mar Vista-Del Rey Community Plan Update the community has an opportunity to re-envision the site's future use.

What's your vision for the Santa Monica Airport?

What type of uses would you like to see here housing, open space, commercial, mixed-use? What scale of development is appropriate for this site? How many stories?

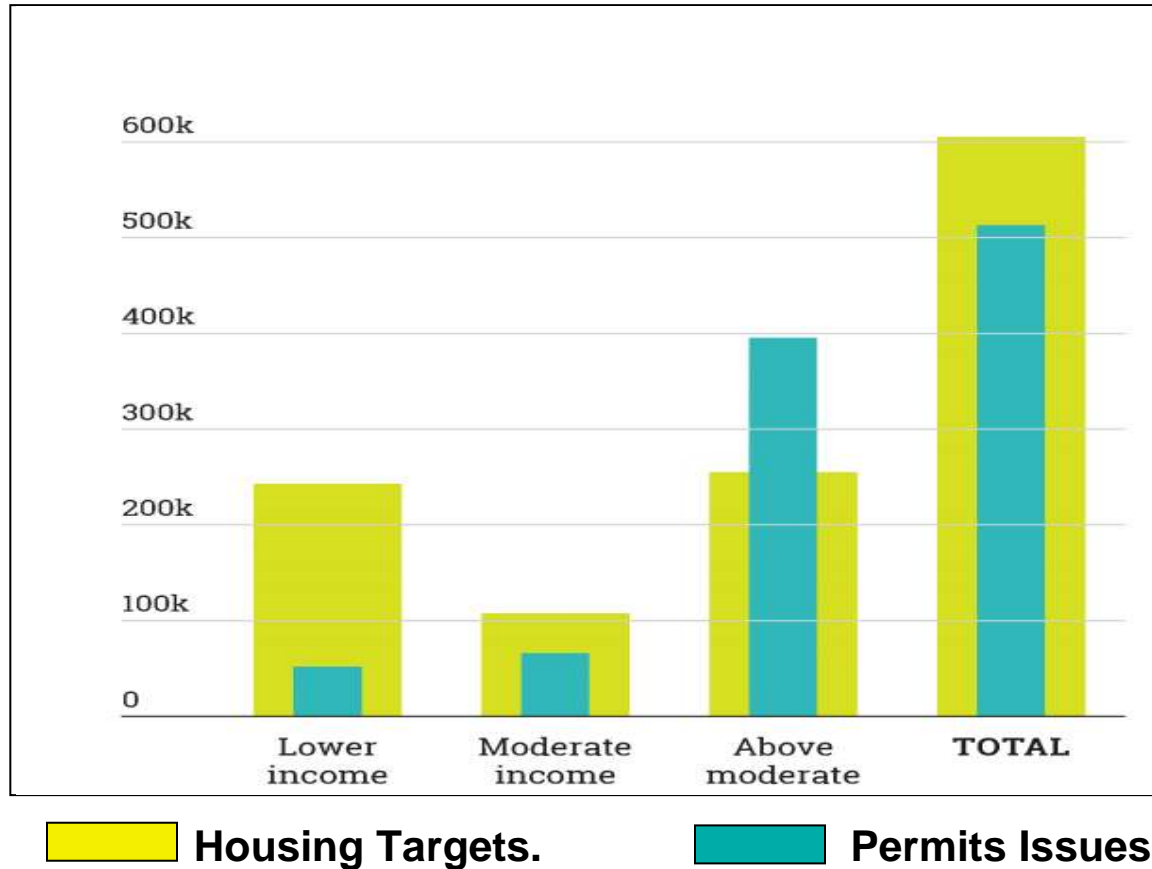
2. SANTA MONICA COMMUNITY COLLEGE - BUNDY CAMPUS

The Santa Monica College Bundy Campus is a 10.3 acre site within the City of Los Angeles. Currently, the site is home to a four-story campus building with a large portion of the site dedicated to surface parking and landscaping. Through the Palms-Mar Vista-Del Rey Community Plan Update the community has an opportunity to re-envision the site's future use.

What's your vision for the Santa Monica College Bundy Campus?

What type of uses would you like to see here student housing, open space, commercial, mixed-use? What scale of development is appropriate for this site? How many stories?

Local Agencies are not steering what gets built.



A Suggested New Density-Bonus Program.

City Controller Says:

"Density Bonus Law Has Not Lived Up to Its Potential" - page 2

"incentives may not be of enough value to market rate developers"

- 2017 LA City Controller's Report. <https://la.curbed.com/2017/1/24/14365408/density-bonus-program-affordable-housing-report>

Controller's Suggestion

"Create additional incentives allow additional density by permitting micro units"

My Suggestion:

Keep Buy-Rights height on transportation arterials at 45' (four stories).

Offer **two** additional stories (six stories total) for **Area Job-Income-Sized Mix** of units.

(Based on incomes from jobs with-in one-mile walking distance.)

Job-Income-Sized Housing-Mix Example

AREA-JOBS-INCOME-SIZED HOUSING

Assumptions

No. Residential Floors:	4
No. Commercial & Parking Floors	1
Total Floors:	5
Buildable SF/Floor:	5000
Total Residential Sq Feet	20000
Monthly rental rate/SF	\$3

Job Types	% in Walking Distance*	Annual Income** (2018)	Monthly Income	\$/Mon. for Housing (1/3 Income)	Max. Rental SF Affordable on 2 incomes	Target No. Units for Job Type	Target Total SF / Job Type
Retail, Food Service	40%	\$25,000	\$2,083	\$694	460	17	8000
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Supervisor	20%	\$75,000	\$6,250	\$2,083	1,381	3	4000
Exec/Professional	10%	\$125,000	\$10,417	\$3,472	2,302	1	2000
Building Totals:						29	20,000

Construction Cost /SF ***	Construction Cost /Level
85	\$680,000
150	\$900,000
230	\$920,000
400	<u>\$800,000</u>
	\$3,300,000

* Fictitious example.

** https://www.bls.gov/oes/current/oes_nat.htm#11-0000

*** <https://www.fixr.com/costs/build-apartment>

Land Cost	1,500,000
Land Clearing	\$200,000
Parking Cost	\$600,000
Landscaping	\$50,000
Dev Fee	<u>\$1,412,500</u>
Total Cost	3,762,500

Dev Fee % 25%

Payback Years 8

Monthly Breakeven Rent/SF \$1.96



More Ideas on providing "Affordable" Housing.

Outlaw price fixing, bid rigging, monopolization by financial markets and large landlords.

Stop Blackstone, Avalon, Essex Trust, Invitation Homes, etc. from colluding to keep price at an "average" per square foot price in an area.

Impose a progressive and escalating vacancy tax on every dwelling zoned for residential use that remains vacant for more than 3 months and on every parcel of land that remains undeveloped for more than a year.

Consider an "unused entitlements" tax to capture the generations old family trusts that hang onto decrepit buildings because it costs nothing and the family cannot agree on a sale.

Lease rather than sell public lands for housing development that is affordable and make long-term leases at various grades below market depending on percentage of affordable housing. Examples,

Projects with 50% affordable housing pay 40% of market-rate lease,

Projects with 25% affordable housing pay 70% of market-rate lease,

Project with 8% or less affordable housing pays 90% of market-rate lease,

but only as long as the owner keeps rents "affordable".

Finance purchase of primary housing by low income taxpayers.

There was such a plan in the past, but legislature and California Housing Department gutted it.

Amend the tax code to provide:

(a) a **renter's deduction akin to the mortgage deduction** available to owners and/or a tax credit for all amounts paid as rent in excess of 30% of renter's (adjusted) gross income; and

(b) **depreciation/loss expense limitation** already applicable to individuals (no more than \$25,000 loss against non-rental income) **to non-individual returns.**

Contact Hydee Feldstein (hydeefeldstein@yahoo.com) for sample Bills and details.

Are apartment rental companies Fixing Prices?

Assumptions

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No. Commercial & Parking Floors	1
Total Floors:	5
Buildable SF/Floor:	5000
Total Residential Sq. Feet	20000
Monthly rental rate/SF	\$3

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Land Cost	\$3,300,000
Land	1,500,000
Clearing	\$200,000
Parking Cost	\$600,000
Landscaping	\$50,000

Dev Fee % 25%

Dev Fee \$1,412,500
Total Cost 3,762,500

Payback Years 8

Monthly Breakeven Rent/SF **\$1.96**

Haven Apt Monthly Rent **\$5.90**

Is this "Price Fixing" by Blackstone, Avalon, Essex Trusts, and Invitation Homes?