

## **Job-based-Zoning addresses Affordable Housing, Traffic Congestion and Global Warming problems.**

The largest problems facing Los Angeles today are:

- Affordable housing near jobs,
- Traffic congestion, and
- Global Warming.

There will never be enough affordable house as long as cities continue allowing developers to build whatever they want to build because they will always build what they think will maximize profits.

We will never solve traffic-congestion problems by building more mass transit under the above paradigm because transit systems cannot be expanded fast enough to keep up with population expansion.

We cannot reduce carbon emissions enough to contain Global Warming to 2° Celsius while continuing to move an expanding population many miles to jobs by private vehicles or mass transit.

The Complete Streets' tenant of improving the walk-ability of LA's streets is worthless when distances between jobs and the housing affordable on the salaries paid by those jobs are too far to walk.

Approving any of California Senator Scott Wiener's string of idiotic Bills to force multi-family housing into single-family home neighborhoods would be political suicide for State legislators because the constituents who vote are the owners of the single-family-home neighborhoods being targeted.

However Wiener's contention that nothing will change unless the State override City and County Planning Departments and Commissions does have some merit. It may be the only way to make city and county governments stop Spot Zoning and issuing the endless variances that have resulted in luxury condos replacing and instead of affordable housing.

State Code 65300 already requires cities to create and publish General Plans and By-Rights Zoning rules. The Zoning rules could be further refined to not only specify which areas are R1 or R3, but the percentage of Low, Medium and High Income units needed by and affordable from the jobs in that particular Zone. I will call this Job-based Zoning.

Job-based Zoning addresses all three of the above problems.

Job-based Zoning is what happens when City Planning Departments actually do city planning. It happens when cities only allow to be built in a particular zone the mix of High, Medium and Low Income units supported by the salaries paid by incomes available from the jobs within walking distance of that zone, say within one mile of a proposed building site. All development projects much produce the required mix.

The job mix, and possibly also the salaries paid, can be determined from SCAG's Sources and Sinks traffic modeling database.

Each developer can provide the required percentage of each level of job-income-based living units by varying the square-footage size of the units they build.

Housing for singles and couples without children should be concentrated on business corridors and in business districts.

Multiple-family housing for families with children should have play areas and be concentrated in existing R3 zones until all existing two-story buildings in those areas have been expanded to the maximum allowed by current zoning codes.

Existing R1 single-family housing zones should be preserved until all housing in the above two areas has been expanded to its maximum, which will probably handle population growth for the next century.

The above will allow the City to end all complex density-bonus regulations with their in-leu of fees have been totally ineffective at providing affordable housing near jobs and are nothing more than welfare to developers.

Today's mega-luxury-condo developers will of course balk at these restrictions, cry for more corporate welfare, and probably refuse to build anything for a year or two, but will eventually cave because building is all they know how to do and is what they must do to remain in business. Or they will be replaced by new more responsible developers who will build what the City needs. Land prices will adjust to meet the new paradigm.

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