



WEST LOS ANGELES SAWTELLE NEIGHBORHOOD COUNCIL
West Los Angeles Community Plan Update Ad Committee and Board of Directors Joint
Meeting -- Agenda

Thur., Apr. 18, 2019 -- 7:30 PM

Felicia Mahood Senior Center (11338 Santa Monica Blvd. - Los Angeles, Calif. 90025)

NOTICE: Out of an abundance of caution, this committee meeting is noticed as a joint board meeting, and will be making recommendations for the Neighborhood Council board to take action at a later meeting.

THE AMERICAN WITH DISABILITIES ACT: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices and other auxiliary aids and/or services, may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting you wish to attend by contacting Jay Ross, Board Member, at (310) 979-9255 or email JRoss@WLANC.com.

PUBLIC ACCESS OF RECORDS: In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website: www.WestLASawtelle.org, or at the scheduled meeting. If you want any record for an item on the agenda, contact Jay Ross, at (310) 979-9255 or email JRoss@WLANC.com.

PUBLIC INPUT AT N.C. MEETINGS: The public is requested to fill out a "Speaker Card" to address the Board on any agenda item before the Board takes an action on an item. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to 2 minutes per speaker, unless adjusted by the presiding officer of the Board.

PUBLIC POSTING OF AGENDAS: Agenda are posted for public review as follows:

- Website: www.WestLASawtelle.org (see Committees tab).
- Dropbox: <https://www.dropbox.com/home/West%20L.A.%20Community%20Plan%20update>
- Planning Dept. Early Notification System: <https://www.lacity.org/subscriptions>

RECONSIDERATION AND GRIEVANCE PROCESS: For information on the WLASNC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the Bylaws. The Bylaws are available at our Board meetings and website www.WestLASawtelle.org

RECORDING MEETINGS: Meetings may be sound or video recorded.

LOCATION: For questions, contact Zel Limenih (310) 479-4119 or Zel.Limenih@LACity.org.

SERVICIOS DE TRADUCCION: Si require servicios de traduccion, avisar al Concejo Vecinal 3 dias de trabajo (72 horas) antes del evento. Por favor contacte a Jay Ross a JRoss@WLANC.com para avisar al Concejo Vecinal.

All items on the agenda are subject to discussion, possible action and filing of a Community Impact Statement to the Office of the City Clerk.

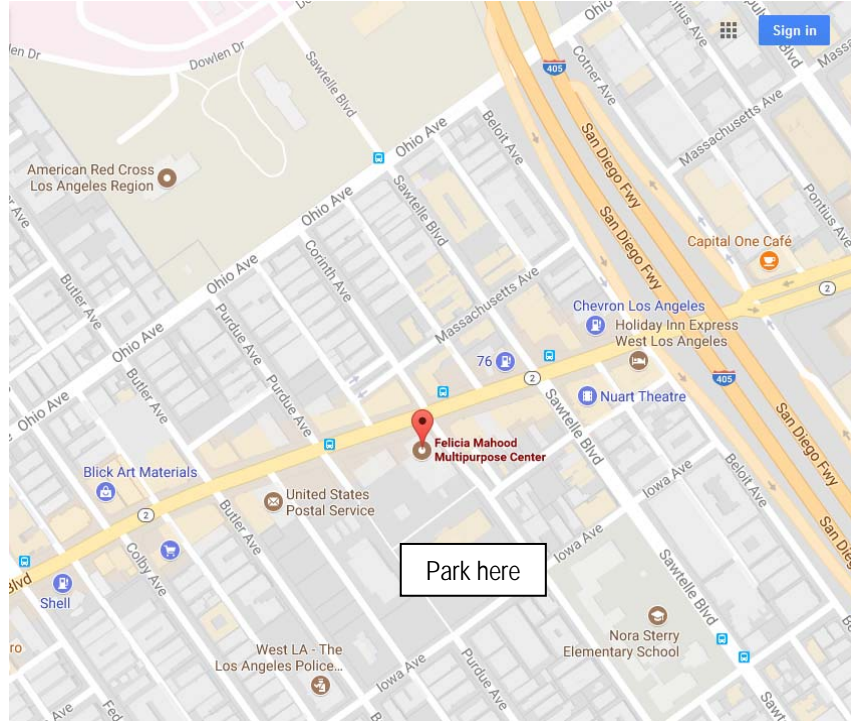
1. Call to Order
 - a. Committee is 4 boardmembers (quorum is 3): J.Ross, D. Philadelphia, J. Shigematsu, D.Wright.
 - i. Addition of neighbor stakeholders: Applications are due in advance of the Apr. 24 Board meeting.
2. Reasonable accommodations requests.
3. Review of Minutes from Apr. 4 meeting.

4. Public Comment (stakeholders and government agencies) - Items not on the Agenda: 1 minute minimum per speaker.
5. Government/Agency updates: Council District #11 (Planning Deputies - Len Nguyen, Krista Kline. Field Deputy - Jessica Salans):
6. Ex parte communications: Jay Ross - None.
7. Administrative:
 - a. Outreach: Sent agendas to faith communities and schools.
 - b. Joint meetings with Westside NC (shares the area with WLASNC).
 - c. Timeline: Is 3 years sufficient time for Planning Dept. to complete research?
 - d. Walking tours: Awaiting response to request for CD11 to schedule a supplemental tour of the Pico/ Exposition area that was not toured with the planners.
 - e. Population and zoning capacity: Current and projected, and what methodology will the Planning Dept. use? How will population be allowed across the 35 Community Plan areas?
8. Tasks:
 - a. Apr.-May: Finalize Issues and Opportunities (see exhibit of draft from Apr. 4 meeting).
 - b. May-Jun.: Establish goals and objectives.
 - c. May-Jun.: Establish land uses, zones and development standards.
 - i. New Neighborhood Mixed-Use Zone (NMU): Westside NC created and Planning Dept. approved.
9. New business:
 - a. Examples of good community plans: Posted:
<https://www.dropbox.com/home/West%20L.A.%20Community%20Plan%20Update>
 - i. Toluca Lake (San Fernando Valley).
 - ii. Cornfields (northeast Los Angeles).
 - iii. Stanton (Orange Co.).
 - iv. Sawtelle Blvd. Overlay (West LA stakeholders).
 - v. Santa Monica Blvd. Overlay (West LA NC-PLUM).
 - vi. Mar Vista CC public comment.
 - vii. Southeast Los Angeles People's Plan.
 - viii. Southeast San Diego Community Plan.
 - ix. Glassell Park Overlay (Los Angeles).
 - b. Community Plan sections
 - i. Housing/buildings.
 - ii. Commercial.
 - iii. Industrial.
 - iv. Transport.
 - v. Public ROW.
 - vi. Open space-public.
 - vii. Open space-private.
 - viii. Resiliency/Sustainability.
 - c. Affordable housing

- i. Level of affordable housing to receive TOC incentives.
 - ii. Inclusionary housing.
 - d. Infrastructure
 - e. Motion: City shall require inclusionary housing in all multi-family housing (State law allows cities to mandate this.)
 - f. Motion: The City shall include zoning and design standards from WLASNC's approved revisions to:
 - 1. Small Lot Subdivision Ordinance Amendment.
 - 2. Westside Multi-Family Q Conditions.
 - 3. Exposition Station Neighborhood Transit Plan - Bundy Station.
 - 4. Standard Conditions of Approval.
 - 5. Design Standards.
 - a. Floor area to include all uses above grade (including parking).
 - 6. Santa Monica Blvd. Overlay (under consideration).
 - 7. Sawtelle Blvd. Corridor Overlay (under consideration).
 - g. Motion: FARs to be the same as in NC resolution on Exposition Station Neighborhood Transit Plan.
10. Public Comment (stakeholders and government agencies) - Items not on the Agenda: 1 minute minimum per speaker.
11. Member announcements
12. Adjournment

Members:

Jay Ross, Boardmember representative (310) 979-9255 JRoss@WLANC.com
Desa Philadelphia, Boardmember representative DPhiladelphia@WLANC.com
Jean Shigematsu, Boardmember representative JShigematsu@WLANC.com
Dylan Wright, Boardmember representative DWright@WLANC.com



Exhibits on next page →

Issues and Opportunities

COMMUNITY ISSUES AND OPPORTUNITIES (4/2 meeting)

GENERAL

1. Keep the visible architecture of Sawtelle Japantown – few other areas have this kind of visible ethnic heritage.
2. Expand the ethnic character of our Persian, Hispanic, Oaxacan, Gabrieleno / Tongva and other native or international communities.
3. Avoid development in Santa Monica Earthquake Fault area (50-ft. buffers required in active fault areas of Alquist-Priolo zones).
4. Establish Historic Preservation Overlay Zone for Sawtelle Japantown (name intersections for prominent residents, plaques for historic locations and buildings, list buildings on City’s register).
5. Documentation and protection for historic buildings.
6. Retain the existing character of the community (with numerical metrics/ zoning standards).
7. New development and zoning increases, if necessary, shall be within reasonable future population projections.
8. Equitable allocation of population increase to all 35 Community Plan areas, including the older and less developed areas near the Mid-City Exposition Line and South L.A. Blue Line, which may want new development.

9. Minimize new commercial development because the district already has excessive commercial and insufficient housing, which produces horrible commuter traffic.
10. Need for more electric charging infrastructure (cars, bikes, scooters).
11. “Character of the community” shall be defined with specific numbers and metrics related to the building envelope (form-based), such as the average height, setbacks and lot coverage of existing buildings on the block.

RESIDENTIAL

Issues

1. Maintain the low density character of single-family neighborhoods and avoid encroachment from commercial uses and medium- and high-density uses, commercial off-street parking, and spillover traffic.
2. Avoid re-zoning Residential to Commercial/Industrial (even if land use allows).
3. Preservation of residential neighborhoods and more affordable housing and childcare facilities.
4. High-density apartments in the internal neighborhoods and block/cube/stucco architecture.
5. Masnionization of big houses in low-density neighborhoods.
6. Lack of transition in scale, density and character between multi-housing and adjacent single-family neighborhoods.
7. Inadequate transition between commercial and industrial uses and single and multi-family areas, and between multi-family and single-family areas.
8. Lack of usable open space and recreational facilities in multiple-family housing.
9. Non-conforming residential units in areas zoned for industrial land use.
10. Insufficient infrastructure for increase in development.
11. Wrong population projections from SCAG, on which previous community plans are based.
12. Elimination of onsite recreation/ open space in residential zones from installation of stormwater planters, parking spaces (rear yards) and wide driveways (front and side yards) in yard areas.
13. Elimination of ground-level recreation space in residential zones, and substitution of roof decks, which are difficult to access for children, seniors and disabled.
14. FARs that are in excess of required height districts, resulting is “fat” buildings that bulge out on all 4 sides, eliminate ground-level open space, eliminate stepbacks and are maximum height for the entire building.
15. Elimination of 30-50% of city’s tree canopy because of new buildings that pave over most of the lot and plant few trees in the soil.
16. Displacement of the poor and elderly by expensive new development, and loss of RSO units.
17. Insufficient housing for the homeless.
18. Drought and need for sustainable/resilient design.
19. Need for handicapped parking on streets. Need for motorcycle parking.
20. High cost of housing and cars as transportation.
21. Need for scooter parking and routes.
22. Urban heat island effect.

23. Overhead power lines and cel phone towers are ugly and concern about safety and health harm.
24. Noise and pollution from Santa Monica Airport (scheduled to close in 2028).
25. Light trespass and pollution from billboards, signs and buildings prevents sufficient darkness at night, which inhibits sleep and harms mental health.
26. TOC regulations produce huge buildings that are out of character (though they do provide more affordability).
27. Large projects that take up a full block and denigrate smalltown / small business character.
28. Large ugly cel towers and telecommunications boxes in right-of-way

Opportunities

1. A diverse community that is socially and economically vibrant with unique architectural and historic characteristics, and having a mild climate with ocean breezes but suffering from climate change.
2. Proximity to cultural and intellectual resources such as museums, theaters and educational institutions, as well as recreational and ocean amenities, and the Los Angeles and Santa Monica airports.
3. Access to major freeways, mass transit, pedestrian routes and proximity to employment centers in downtown Los Angeles, Santa Monica, Culver City, Playa Vista and Century City.
4. Mixed-use development along Pico, Olympic, Santa Monica, Wilshire, Bundy, Sawtelle corridors.
5. NC calculations of population projects determine that sufficient zoning capacity currently exists for projected population (which is growing slowly, not quickly as previous SCAG and City projections erred).
6. Follow the lead of other cities that require more setbacks, more articulation, more façade breaks, ground-level open space, and varied rooflines.
7. Re-define private open space to mandate flat, green land for recreation at ground level, and not stormwater planters, and to prohibit roof decks from substituting for podium-level or ground-level recreation space.
8. Re-calculate FAR, height and density on a sliding scale, and allow incentives for affordable housing to increase, instead of allowing huge development standards as the base.
9. Re-define landscape ordinance to mandate that trees must have sufficient large soil areas for root growth and sufficiently large areas open to the sky to allow canopy growth.
10. Creation of commercial corners for markets in interior residential neighborhoods.
11. Native and drought-tolerant landscaping. Plant more street trees.
12. Retain tall, mature onsite trees and street trees, and build driveways and buildings around them.
13. Stormwater and graywater re-capture.
14. Tiny houses, ADUs, legalize bootleg units with affordable covenants.
15. Scooter and electric bike parking on private property and public property.
16. Shorten the runway at Santa Monica Airport to eliminate jets, and create more green space (slated to close in 2024).

17. Dim lights and signs at night (motion detectors), hooded fixtures.
18. Trade-off of density: Increase in close proximity to transit hubs and on corridors, and decrease in internal neighborhoods and mid-blocks. Channel TOC projects to corridors.
19. Expand list of protected trees species and protection of trees of significant sizes ("landmark trees").
20. Small Lot Subdivisions to comply with underlying zoning (setbacks), including each new unit (sufficient front and rear setbacks for all units on corner development sites.
21. Expand West LA Multi-Family Q Conditions to entire area.
22. Rideshare/taxi dropoff locations onsite.
23. Traffic calming and safer pedestrian crosswalks/corners/ramps.
24. Green biking and walking paths through neighborhoods.
25. Decrease development standards for additional incentives for TOC regulations (must maintain same affordability), or increase affordability requirement.
26. Car-free streets / areas (like 3rd St. Promenade).
27. Unbundled parking (no parking included in lease, must pay separately).
28. ADUs can be limited to small size of 600 sf to ensure that rent is cheap and they are truly affordable, which is the justification for the law.
29. Inclusionary housing for all new developments.
30. Renovate vacant city buildings into housing.
31. Frontages should have units with direct entrance to the sidewalk and flat front yards - no single lobby with units fortified off by tall planters or parking garages.
32. Extra trees and green strips between development sites and freeways.
33. Break up large whole-block buildings into smaller shops/buildings to maintain small business feel.
34. Codify the Citywide Multi-Family and Mixed-Use Design Guidelines.
35. Prohibit residential preferential parking permits for Density Bonus/ TOC projects with parking reductions.

COMMERCIAL **Issues**

1. Lack of cohesiveness and continuity of complementary uses along commercial frontages.
2. Unsightly strip commercial development with poor visual identity, parking in the front setback, lack of safe bicycle and walking routes, and convenient access and oriented to automobile traffic rather than neighborhood pedestrian use.
3. Proliferation of out-of-scale signs including billboards, wall signs, and flashing signs.
4. Unsightliness of some new construction due to a lack of landscaping, and unimaginative architectural quality.
5. New commercial development incompatible with existing buildings in terms of architectural design, bulk and building heights. Canyon-like effect on corridors.

6. Lack of street scape improvements including street furniture and street trees to create a more pedestrian and neighborhood friendly environment. Unsafe for pedestrians and bicyclists, especially disabled.
7. Reduced demand for retail stores, as result of more online shopping.
8. Increased delivery of goods by vehicles in neighborhoods.
9. Noise from loading zones (along alleys) and restaurants trespassing into residential neighborhoods, and more trash from patrons.
10. Need for handicapped parking on streets.
11. Drought.
12. High cost and ugliness of parking garages and ugliness of parking lots.
13. Lack of distinct identities and unattractiveness of commercial corridors.
14. Big boxes and chains replace small businesses.
15. Need for scooter parking and routes. Need for motorcycle parking.
16. Need for public bathrooms.
17. Urban heat island effect.
18. Overhead power lines and cel phone towers are ugly and concern about safety and health harm.
19. Light trespass and pollution.
20. Transit amenities on private property along corridors.
21. Jobs exceed housing, and produce huge traffic.
22. Redevelopment of nursery sites.
23. No projects shall take up a full block (often a result of assemblage) – break them up into smaller shops/buildings to maintain smalltown / small business character.
24. Mandate MTA passes (of 1-year duration) for all new tenants and employees in perpetuity.
25. Large ugly cel towers and telecommunications boxes in right-of-way, on commercial property, and on top of commercial buildings.
26. Need for motorcycle parking.
27. Need for more electric charging infrastructure (cars, bikes, scooters).

Opportunities

1. Create Overlay/Specific Plans for Sawtelle Blvd. and Santa Monica Blvd. that regulate land uses by vehicle trip generation, and provide traffic mitigation.
2. ROW improvements to enhance the visual environment, and foster pedestrian activities.
3. Strengthen the Pico CDO, establishment of appropriate neighborhood and pedestrian-oriented land uses, building intensity, lot coverage, setbacks, landscaping, signage controls, design and parking requirements for Pico Boulevard.
4. Mixed-use and open space/ parks/ recreation on Pico, Olympic, Santa Monica, Wilshire, Bundy and Sawtelle Boulevards to encourage pedestrian activity, reduce traffic circulation and congestion, invigorate commercial areas and increase their viability.
5. A shuttle bus system to connect major activity centers (Century City, Westside Pavilion, West Los Angeles Civic Center, V.A. Hospital, Federal Building, UCLA. Expo Stations).

6. Preservation of existing neighborhood commercial uses (general goods, ethnic restaurants, plant nurseries, resident hotels, etc.) along Sawtelle Boulevard.
7. Creation of more loading zones onsite and inside buildings.
8. Creation of commercial corners in residential neighborhoods.
9. More street trees.
10. Renovate hotels into housing.
11. Zoning to promote smaller suites for small businesses.
12. More crosswalks and safer sidewalks and corners.
13. Scooter parking on private property and public property.
14. More live-work units.
15. Dim lights and signs at night (motion detectors), hooded fixtures.
16. Green strip in rear of buildings along alleys as buffer to residential zones.
17. Stepbacks, setbacks, roof articulation and public courtyards/plazas to reduce canyon effect on corridors.
18. Limit new commercial/office development until jobs-housing is balanced and traffic decreases.
19. Rideshare/taxi dropoff locations.
20. Traffic calming and safer pedestrian crosswalks/corners/ramps.
21. Public plazas and paseos in private developments (at ground level).
22. Limit sizes / widths of suites in some locations, to reserve for small businesses. Big box developments shall include suites for small businesses.
23. Landscape transition zones on all frontages (including alleys).
24. Treat heights as maximums, not minimums.
25. Promote TOC projects on corridors.
26. Car-free streets / areas (like 3rd St. Promenade).
27. Unbundled parking, no free parking for workers or patrons.
28. Strict transportation demand management programs for large commercial centers.
29. Commercial corridors should have multiple doorway entrances per block, not a single large building with 1 lobby (especially walkable areas like Sawtelle and stretches of Wilshire, Pico and Santa Monica).
30. Create A zones for nurseries.
31. Build housing in C zones, and renovate offices for housing, which allows commercial to be channeled to Mid-City Expo Line stations and South L.A. Blue Line stations, which are less developed and may need and want new development.
32. Codify the Commercial and Mixed-Use Design Guidelines.
33. Scooter and electric bike parking on private property and public property.
- 34.

INDUSTRIAL **Issues**

1. Utilization of industrially designated land for commercial and retail purposes.
2. Inadequate buffering and landscaping in industrial areas where residential development is located, especially south of Exposition Boulevard.

3. Non-conforming residential units in the area zoned and designated for industrial land use.
4. Aesthetic improvement of industrially-designated major arteries.
5. Need for handicapped parking on streets.
6. Drought.
7. Light trespass and pollution.
8. Jobs exceed housing, and produce huge traffic.
- 9.

Opportunities

1. Preservation of land zoned for industrial use to provide an employment base and needed services for residents and workers.
2. Development of standards and Plan policies to visually improve industrial areas.
3. Encouragement of entertainment or advanced technology uses in the industrially designated areas.
4. More street trees.
5. More live-work units.
6. Dim lights and signs at night (motion detectors), hooded fixtures.
7. Unbundled parking, no free parking for workers or patrons.
- 8.

TRANSPORTATION

Issues

1. Severe traffic congestion along major transportation corridors and intersections with most streets functioning at full capacity.
2. Inadequate transportation linkages between residential areas and commercial, retail and recreation facilities.
3. Inadequate transit feeder services from residential neighborhoods to major transportation corridors and activity centers.
4. Inadequate automobile alternatives such as rail, bus service, streets or paths which encourage biking, scooting and walking.
5. Spillover parking from commercial areas into residential areas.
6. Need for scooter parking and routes.
7. Limit new commercial/office development until jobs-housing is balanced and traffic decreases (until sufficient infrastructure is built or in place).
8. Need connection to Purple Line subway station at V.A.
9. Emergency vehicle access / response times during rush hours.
10. Need for motorcycle parking on streets.
11. Cut-through traffic in neighborhood streets (Mississippi Ave. has extra traffic because of new traffic signals).
12. Rideshare cars decrease use of public transit.
13. Extra ADA/accessibility routes on private property and in public areas.

Opportunities

1. West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) which mitigates the impact of new development on the circulation system primarily through transportation impact fees and
2. Project phasing for all new construction and major renovation, and expanded mitigations (buy new buses, operations funding for transit systems, more bus shelters with digital schedules).
3. Improved and expanded bicycle and scooter lanes coordinated with systems in adjacent communities to provide convenient access to major activity centers, community schools and recreation areas.
4. Expansion of alternative transportation strategies such as Automated Traffic Surveillance and Control (ATSAC) on all major traffic corridors.
5. Implementation of traffic mitigation measures required for major projects in the area.
6. Busway/bikeway corridor along the abandoned railroad right-of-way south of Exposition Boulevard.
7. Increase in residential preferential parking permits.
8. Traffic calming and safer pedestrian crosswalks/corners/ramps/ medians/ mid-block crossings (flashing lights).
9. Build transit plazas in properties next to transit lines (Expo Stations, intersection of 2 Rapid Bus lines).
10. Increase electric chargers.
11. Promote less car driving, and more 2-wheel (motorcycle, bicycle, scooter).
12. Tax on rideshare cars to fund more public transit.

RECREATION AND PUBLIC FACILITIES

Issues

1. Location of public facilities and parks with respect to a perceived negative impact on residential neighborhoods.
2. Provision of additional facilities such as parks, libraries and community centers, and other types of recreation (skate parks).
3. Few parks, and located far from residents.
4. Youth-oriented facilities.
5. Few sports fields (soccer, baseball).

Opportunities

1. Construction and expansion of libraries, community centers or day care facilities as a development incentive in large mixed-use projects.
2. Quasi-public plazas and open space in projects along commercial corridors.
3. Dual utilization of school facilities for public recreational/educational purposes.
4. Smaller parks and parklets interspersed in neighborhoods and on corridors.
5. West LA Civic Center plaza is underutilized, and can be a skate park, playground, etc.
6. MTA plazas (Bundy, Sepulveda) can have recreation/open space/park facilities.

OPEN SPACE

Issues

1. Need for wildlife corridors and areas.

Opportunities

1. Develop funding sources for land and connections (bridges, tunnels, corridors) from CalTrans.
2. Limit development near open space.
3. Green walking/biking routes through neighborhoods and along commercial areas.

RESILIENCE/ SUSTAINABLE

Issues

1. Loss of 30-50% of tree canopy because larger projects increase lot coverage and chop down most trees onsite and in the right of way.

Opportunities

1. Density Bonus/TOC projects shall be certified to LEED Gold (version 4).
2. Retain tall, mature onsite trees and street trees, and build driveways and buildings around them.
3. Enforce the Migratory Bird Act (hummingbirds and red-tailed hawks in area).
4. Reimburse neighbors if their tree roots / branches are damaged by construction on adjacent sites.
5. More private onsite and public area landscaping to attract protected birds and insects.

Possible revisions to TOC regulations

Option #1: Increase affordability by +2% points in all 4 tiers.

Tier 4 would increase from ELI 11% to 13%, or from VL 15% to 17%, or from Lower 25% to 27%.

Option #2: Revise development standard incentives as follows:

Base incentives

Units/density increase: Decrease units by -10% points in all 4 tiers.

Tier 4 would decrease from 80% to 70%.

FAR increase: Decrease FAR by -10% points in all 4 tiers.

Tier 4 would decrease from 55% to 45%.

Additional incentives

Setbacks decrease: Decrease reduction by 50%.

Tier 4 decrease would reduce from 35% to 17%.

15 x 15 ft. notches in the building facades must be provided every 40 ft. to plant a tree in the soil (not planters).

Open space decrease: Decrease reduction by 33%.

Tier 4 decrease would decrease from 25% to 17%.

Lot coverage increase: Decrease the increase by 33%.

Tier 4 increase would decrease from 35% to 24%.

Height increase: Decrease increase by 25%.

Tier 4 increase would decrease from 3 levels (33 ft) to 2 additional levels.

Tier 3 increase would decrease from 2 levels (22 ft) to 1.5 additional levels (1 full story + half of a 2nd story).

Additional regulations: Transitional height applies to any zone that is next to an R1 or R2 zone (Commercial, medium-density and high-density residential).

How to Create a Housing Crisis in 12 Easy Steps

PLATKIN ON PLANNING-You don't need to be a lobbyist for the real estate industry to realize that the entire country, especially Los Angeles, is in the midst of a housing crisis. We can see it for what it is, without using this crisis as a pretext for schemes and scams carved out for real estate investors, such as free up-zones and loopholes to dodge public hearings, L.A.'s 1986 Proposition U, and the California Environmental Quality Act. A basic plan-monitoring program would quickly dispel the most preposterous of these ruses, that rolling back zoning laws wondrously solves the housing crisis, drives up transit ridership, and reduces Green House Gas emissions.

The housing crisis presents itself to us in at least four different ways:

Homelessness. The most visible aspect of the housing crisis is increasing homelessness and homeless encampments. While many Angelinos imagine that this is a local problem, calling encampments Garcettivilles, the growth of homelessness is, in fact, a disgrace throughout the entire United States.

Overcrowding. While overcrowding is increasing across the entire country, according to the Los Angeles Times, Los Angeles and Orange Counties have some the highest rates of overcrowding in the United States.

Rent-gouging. According to the Business Insider, 90 percent of the 100 largest urban areas in the United State experienced significant rent increases from 2017 to 2018. As for Southern California, "the rental market is going completely nuts. The area has five cities on the above list: Los Angeles, San Diego, Santa Ana, Anaheim, and Long Beach. In four of them, rents have jumped between 10% and 15% from a year ago."

Out-migration of people who can no longer afford to live in California. Over the past decade over 600,000 people left California, most of whom were poorer and less educated than those who stayed. At the same time, California experienced a net increase of 50,000 new residents with a bachelors or advanced degree.

Roots of the Housing Crisis: The housing crisis did not mysteriously appear one day. It is the result of at least 12 reversible public policy decisions.

Elimination of HUD (Federal Department of Housing and Urban Development) public housing programs. Beginning with the Nixon Administration (1969 -1974), the Federal Government began a long-term program to eliminate HUD's public housing programs. In 2019 the remnants of these programs are now on the Trump Administration's chopping block.

Termination of HUD-subsidized affordable housing programs, especially 221.d.3 and 236. These dismantled affordable housing programs have produced many successful projects in Los Angeles, especially in Chinatown, Little Tokyo, and Bunker Hill. Unfortunately, the covenants that restrict these rental units to low-income tenants are now expiring. As these changes unfold, thousands of these well-located affordable units will switch over to high-income tenants.

Underfunding of Section 8 housing. In Los Angeles 600,000 people want Section 8 housing, but because of funding cutbacks, only 400 people per year move into Section 8 housing.

Dissolving Community Redevelopment Agencies. In 2011 California had over 400 redevelopment agencies, but the Legislature's decision to dissolve them in early 2012 led to their demise, including their role in funding affordable housing projects.

Freezing the Federal minimum wage at \$7.75 per hour, far below inflation and the cost of living, has forced millions into such poverty that they can no longer afford a decent place to live. Had the U.S. minimum wage been indexed to inflation, it would now be \$11 per hour, still less than a living wage. Had it been indexed to increases in productivity, it would be a living wage of \$21 per hour, enough to lift many people out of homelessness and over-crowded houses and apartments.

Substituting token affordable housing density bonuses, offered through SB 1818 and TOC Guidelines, for dismantled Federal and State housing programs, and then not inspecting affordable housing sites to certify that pledged affordable units exist and their occupants are, in fact, qualified low-income renters.

Restricting Los Angeles' rent stabilization law to housing built before 1978, in buildings with five or more units. By excluding housing that has been constructed within the past 40 years, or single-family, duplex, and four-plex units from rent control, rent increases and evictions have soared.

Spreading data-free narratives that homelessness, rent-gouging, and overcrowding result from zoning laws, not broad shifts in public policy, mortgage rates, tax legislation, and the business cycle. Obvious questions, such as explaining how a constant, zoning, can cause enormous fluctuations in the cost of housing and the rate of housing construction, remain unasked and unanswered. If these questions were posed, the plunge in housing prices and production in the 1990s and during the Great Recession would be a conundrum for those genuinely concerned about resolving the housing crisis.

Ignoring the end of raw land in Los Angeles as a leading factor responsible for LA's reduced middle class housing production. Unlike the urban edge, where raw land still exists, in Los Angeles new development – almost entirely expensive -- depends on the demolition of existing buildings, usually matched with residential evictions, to secure building sites for highly profitable in-fill development.

Failing to compile easily accessible housing databases. LA's Housing and Community Investment Department (HCID) has failed to assist prospective tenants by maintaining an easily accessible list of affordable units, whether created through Section 8, SB 1818, or TOC Guidelines. Likewise, they have also not assembled a list of qualified low-income renters that landlords can refer to when screening applicants for their affordable units.

Slow-walking the formal planning and monitoring processes, creating unnecessary barriers to determine where under-utilized zoning is available for by-right housing construction, where local infrastructure and public services have sufficient capacity to serve more buildings and people, and where the greatest demand for affordable housing exists or is forecast.

Claiming the market can meet the need for affordable housing by building expensive housing, without any evidence to back up this totally specious claim. Other than a protracted real estate crash that cuts deeper and lasts longer than the 2008-2013 Great Recession, LA's new, expensive apartments will remain expensive for the foreseeable future and continue to pull up rents in nearby neighborhoods.

Like climate change, the housing crisis is manmade, and we know who the perpetrators are and what they did.

<https://citywatchla.com/index.php/2016-01-01-13-17-00/los-angeles/16845-how-to-create-a-housing-crisis-in-12-easy-steps>