



WEST LOS ANGELES SAWTELLE NEIGHBORHOOD COUNCIL
Planning and Land Use Committee - Minutes

Wed., Oct. 11, 2017 -- 7:00 PM

Felicia Mahood Senior Center

11338 Santa Monica Blvd. - Los Angeles, Calif. 90025

1. Call to Order (7:00): Present - Jay Ross, Rose Kato, Jian Keredian, Partho Kalyani, Karim Watagani, Tim Sweeney, Max Sherman, Galen Pindell.
2. Public Comment: None.
3. Ex parte communications:
 - a. Jay Ross:
 - i. Olympic/Corinth site (Manatt Building - 11355 W. Olympic Blvd.): Representative: Malina Brown, Sugerman Communications - status update, schedule, community meetings.
 - ii. Old Vons site (Santa Monica & Barrington): Representative: Matthew Hayden, Hayden Planning - status update.
 - iii. 11800 Santa Monica Blvd. - CUB for alcohol service in restaurant: Representative: Dana Sayles, 360 Planning - status update.
4. Timely projects with representatives/ presentations (7:07):
 - a. Restaurant (11800 Santa Monica Blvd.): CUB - Full line of alcohol service, Mon.-Sun. (all 7 days of the week) until 2:00 am.
 - i. Cases: ZA-2017-3083, ENV-2017-3084-CE.
 - ii. Representative: Zach Andrews, Dana Sayles, 360 (planning consultant).
 - iii. Owner: Omri Kuba, Shaul Kuba, West Granville / N. Alley owner (LA) LLC, CIM Group.
 - iv. City status: ZA hearing on Nov. 13.
 - v. NC status: NC support original development proposal, which included restaurant.
 - vi. Discussion:
 - a. Parking is 1 space/1,000 sf (meets requirement).
 - b. Hours are 9:00 am to 12:00 am midnight on Sun.-Wed., and 9:00 am-1:00 am on Thur.-Sat. (early for brunch).

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

- c. Tenant: None leased yet, but desire high-quality sitdown, not loud sports bar. Would need to re-apply as a bar (approved use is restaurant).
 - d. KW, RK: Concern with patron, music and TV noise from patio on Granville, because of residences on the street and echo effect from tall buildings. No bands or DJs, only ambient recorded music.
 - e. MS: Likes activation of sidewalk.
 - f. PK: Desires high-quality tenant, noise will be tolerable.
 - g. JK: Against CUBs for alcohol service because of harmful impacts.
 - h. **Motion (approved 4-3-1): PLUM recommends that the Board support the CUB with condition to install a sliding glass door across patio that shall be closed at 10:00 pm nightly.**
 - i. **Motion (rejected): PLUM recommends that the Board support the CUB with condition to shorten hours to from 11:00 am to 11:00 pm on Sun.-Wed., and from 10:00 am to 12:00 am on Thur.-Sat.**
 - j. **Motion (approved 5-3-0): PLUM recommends that the Board support the CUB with proposed hours.**
 - k. Other requests: JR to ask CIM Group to re-open Granville Ave. and to provide information on leasing of affordable units.
- b. Olympic/Corinth site (Trident Center-Manatt Building - 11355 W. Olympic Blvd.): Renovation of 2 existing office towers and expansion of 3-story 100,000-sf retail/office addition in front open space area along Olympic Blvd.
- i. Discussion of land use and design options, future tour of site in Oct.-Nov., future NC meeting for community in Nov.
 - ii. Community status: Open house on Oct. 17.
 - iii. City status: Draft EIR in process. 2/21/17 Comments were due after scoping meeting. ENV-2016-1463-EIR.
 - iv. NC status: Presentation to PLUM on 8/30/2017.
 - v. Plans posted: www.WestLASawtelle.org.
 - vi. Representative: Sugerman Communications - Malina Brown.
 - vii. Owner: McCarthy Group.
- d. Old Vons site (Santa Monica & Barrington): New construction of 5-story mixed-use building with grocery market along Santa Monica Blvd. and apartments with design revisions for setbacks in rear and 20% of total unit count restricted to very low-income households in exchange for off-menu incentive for 2 additional stories in height.
- i. NC status: To be considered at PLUM meeting or Board meeting in October.
 - ii. City status: EIR in process.
 - iii. Plans posted: www.WestLASawtelle.org (TBD).
 - iv. Representative: Hayden Planning - Matthew Hayden.
 - v. Developers representative: Peter Wilson.
- e. 1546 Bentley Ave. (AA-2017-356): Subdivision into 2 ownership properties.
- i. Representative: Steven Kaplan, attorney for owner agent Shalva Tikva, 1546 Wellesley LLC.

- ii. Subdivision is submitted at same time as planning application. Review takes longer and, therefore, is approved later than planning/permit approval.
 - f. 11500 W. Missouri Ave.: Parking. No discussion.
- 5. Administrative (8:45):
 - a. Audio/visual recording of meetings: Members are welcome to record.
 - b. Role of NC involvement: Desire of land owner vs. desire of community. NC is one of several community groups who can influence city.
 - c. PLUM Policies/ procedures/ guidelines.
 - 1. Structural / organizational information cannot be included in committee guidelines. Only the Board may mandate those.
 - 2. Limit time of developer/applicant presentations and committee discussion.
 - 3. Include written summary of project and entitlements.
 - 4. Electronic copies request for posting on website, and paper copies requested for members and stakeholders in audience.
 - 5. Some NCs desire 1,000-ft. radius for notification (cost is ~\$2,000), which is more than the city's required 500 ft. radius. Difficult to require extra notification because it is voluntary, and developers are not required to present to NCs.
 - 6. Motion (approved 8-0-0): PLUM recommends that the Board approve the revised PLUM Guidelines (see exhibit with revisions).**
 - d. Motion: NC resolutions shall include the following text – “Only the Chair and designated Boardmembers may testify to public agencies on behalf of the West L.A. Sawtelle NC. The Board requests that the Council Office and private/non-profit entities do not testify or speculate on behalf of the NC.”
- 6. New business (9:00):
 - a. Speed trap law: City has proposed increased speed limits on Olympic Blvd. and Sawtelle Blvd., which the State requires it to do based on a speed study (i.e. the speed of the cars sets the speed limit, instead of public safety or environmental protection).
 - 1. Motion (rejected 2-0-6): PLUM recommends that the Board request that the City lobby State of California to repeal “speed trap” law that mandates cities to set speed limits based on actual vehicle speeds, not public safety or environmental protection.**
 - 2. Motion (approved 8-0-0): PLUM recommends that the Board consider this item.**
 - b. Motion: Standard conditions of approval (see exhibit): Preliminary discussion.
 - c. Transit-Oriented Communities development standards:
 - 1. Approved as part of Prop. JJJ, which provides incentives for affordable housing near transit stations (no zone changes).
 - 2. 4 tiers: More incentives for closer to transit station (reduced parking, increased height, reduced setbacks, reduced open space). Incentives are

approved by the Director (administrative hearing). Appeals are considered by Planning Commission.

1. Can be superceded if a Specific Plan offers the same or more affordable housing bonuses (Expo Station Plan is the same as TOC Plan).
3. Housing in PF zones can use zoning of least restrictive adjacent parcel (no zone change required).
- d. Permanent Supportive Housing Ordinance: City proposal to increase supply of special needs housing (see exhibit).
 1. Based on the "Housing First" theory, in which placing the homeless in housing is the best first step to subsequently provide effective services and counseling.
 2. Goal is 1,000 units (currently is <300 units).
 3. Projects must be 100% affordable with 50% for homeless (similar to Safran project at Bundy/Missouri). 55-year covenant to remain affordable.
 4. Development standards include no minimum lot area (can build on smaller sites), unlimited density (can fit smaller units), no parking requirements for special needs units.
 5. RK: City should rent vacant market-rate units for homeless.
 6. **Motion (approved 6-0-2): PLUM recommends that the Board support the proposed Permanent Supportive Housing Ordinance.**
- e. Santa Monica Bouelvard Overlay Plan: Discussion.
 1. MS will solicit UCLA and USC planning students to participate. Randy Sakamoto can provide UCLA academic contacts.
 2. Structure: Students and stakeholders will do research and analysis, and develop options. NC will review options and formulate the final plan.
 3. JK: Find other examples of specific plans. Wants to do update for larger WLA Community Plan (will be the next step).
 4. RK: Do comprehensive outreach.
 5. MS: Crenshaw Corridor plan is an example.

The following items were tabled:

- f. Motion: Housing Committee proposal for addition of a "penalty of perjury" clause to forms required for demolition, giving the city the ability to punish developers who mislead planners about the project's compliance with the [rent stabilization ordinance](#). Prohibit condominium conversions unless neighborhood vacancy rate is 5% or more (see exhibit).
- g. Motion: Transparency in General Plan Update process (see exhibit).
- h. Motion: Request status of Quimby/Parks funds available for NC district and possible uses (pocket parks, playground equipment, sports fields, Civic Center).
- i. Motion: Planning Dept. shall provide population, current zoning capacity and proposed zoning capacity of all Community Plan areas (per current General Plan updates).
- j. Motion: CD11 and DOT shall audit parking meter revenue and designate traffic-calming and other projects to fund.

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

- k. Motion: The city or a state-certified property management company shall manage the leasing of income-restricted affordable housing units that are created by the density bonus (see exhibit).
- l. Motion: Sign Ordinance (see exhibit).
- m. Motion: Westside Multi-Family Q Conditions (see exhibit).
- n. Motion: Ban on campaign contributions by developers to City Councilmembers (see exhibit).
- o. Motion: Planning Commissions appointees shall have defined terms (e.g. 5 years).
- p. Motion: CD11 shall notify the NC of all meetings with developers and invite an NC member to attend.
- q. Motion: Planning Dept. staff reports shall list all meetings between the developer and Planning Dept., Planning Commissioners and Council District, and shall list all campaign contributions from developer employees and their spouses/ domestic partners to elected officials.
- r. Motion: The city shall require builders/owners to post health warnings due to excessive air pollution on all residential units within 1,000 ft. of a freeway (see exhibit).
- s. WLASNC Design guidelines: Discussion.
- t. Subdivisions: Discussion of subdivision after planning approval/permit issuance.
- u. Tree replacements in rights-of-way: Sanitation Dept. site, Fire Dept. site, Sawtelle (old Satsuma and Giant Robot sites).
- v. Short-term rentals: Discussion (CD11 proposal for 180 days per year, fee for enforcement, primary residence only).
- w. Alcohol licenses: Discussion.
- x. Affordable housing linkage fees/ inclusionary requirements: Discussion (see exhibit).
- y. Planning Dept.: Proposed new processes / entitlements: Discussion (see exhibit).
- z. Parking ratios: Discussion of ratios for suburban, urban, and transit-oriented locations, leadership by government versus desires of drivers, increase in traffic caused by free parking, increase in global warming from car pollution (see exhibit).
- aa. Open Space Element (General Plan): Discussion.
- bb. Sawtelle Corridor Overlay Plan: Discussion.
- cc. West L.A. Community Plan Update: Begin in 2020 (discussion).
 - i. Housing supply/ demand/ affordability and jobs/housing imbalance.
 - ii. Begin work on areas to preserve and change, types of R1 housing, commercial/ pedestrian districts, opportunity sites for open space/new development.
- dd. Mobility - Cut-through traffic, traffic signal synchronization: Discussion.
- ee. Link: Mobility vs. place-making - <http://curatingla.com/2017/07/31/la-needs-to-focus-on-place-not-movement/>

5. WRAC Land Use and Planning Committee resolutions (9:30):
 - a. Sepulveda/Pico/Exposition station mixed-use project (approved 7-0-0): The City (Planning Dept. and/or DBS) shall provide the site plan in order to provide stakeholders an opportunity to comment on the design.
 - b. Temporary offsite advertising signs on construction sites (approved 7-0-0): With regard to Council file CPC-2017-455-CA, WRAC believes no temporary offsite advertising signs should be allowed on construction fencing and that other regulations should be imposed including paint color; openings provided every 50 ft. for police to peer in and deter crime; limiting signage to fences that face/front C zones; signs be allowed only on active construction sites (not on vacant sites that are being leased for car storage or construction staging for another site); maximum amount of signage limited to 6 sf of signage for every 50 ft.; and stringent graffiti cleanup. WRAC believes there is no public benefit to allow such signs all over the city when billboards are limited.
 - c. Open Space Element update of General Plan (approved 7-0-0): The Planning Dept. shall open all advisory group meetings, provide agendas and minutes, include public comment and release the membership and composition of the General Plan Elements updates' advisory working groups.
 - d. Permit Streamlining Act compliance with deadlines (approved 7-0-0): The City shall take proactive, definitive measures to comply with State laws that establish time limits for entitlement approvals and shall advise Neighborhood and Community Councils.

11. Public Comment: None.

12. Member announcements: Presentations for November.

- a. Cannibas location restrictions (PK).
- b. Expedited beverage and entertainment permitting (GP).
- c. Planning processes (MS).

13. Adjournment.

Members: Jay Ross, Chair (310) 979-9255 JRoss@WLANC.com
Max Sherman, Vice Chair max.charles.sherman@gmail.com
Rose Kato, Secretary-designate RMKato@WLANC.com
Partho Kalyani PKalyani@WLANC.com
Jian Keredian, Boardmember representative JKeredian@WLANC.com
Galen Pindell gpindell@gmail.com
Timothy Sweeney sweeneytimothy@gmail.com
Karim Wataghani wataghani@aol.com

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

#5-c PLUM Policies/ procedures/ guidelines:

Procedures/Guidelines (draft 10/11/2017)

1. GENERAL

- A. PLUM is a standing committee of the West Los Angeles-Sawtelle Neighborhood Council and makes recommendations to the WLANC Board of Directors regarding land use issues.
- B. The goals of PLUM are to preserve and enhance the positive characteristics of existing uses and neighborhoods, and to manage growth in a smart and sustainable manner within the infrastructure capacity of the WLASNC district.
- C. PLUM will make decisions that benefit the overall community for the long-term future, per our mandate to represent all of West L.A. / Sawtelle neighborhood. PLUM can consider the needs of smaller blocks and sections of the NC district, but we must also consider the needs of the greater city, nation and world.
- D. Stakeholders are welcome to and encouraged to testify at meetings and submit verbal/written comments (if they cannot attend). Decisions will not necessarily be made on majority view of stakeholders who attend meetings, because all stakeholders may not be able to attend meetings and verbal/written comments deserve the equal standing during consideration. Generally, PLUM receives sufficient information from all sides of the issues, and will make decisions as so informed.
- E. PLUM may form sub-committees. If a sub-committee is formed, its formation and purpose will be reported to the BOD.
- F. PLUM member shall disclose ex parte communications with the development team/ property owner and elected officials, and conflicts of interest.

2. PLUM MEMBERSHIP

- ~~A. Membership is limited to seven (7) members, four (4) of whom must be current members of the BOD. PLUM candidates must be nominated by the Chair of PLUM and subsequently approved by majority vote of the BOD. The Chair will be nominated by majority vote of PLUM and subsequently approved by majority vote of the BOD.~~
- ~~B. Committee members must complete any ethics training mandated by the City and the WLANC Policies and Procedures within 30 days after appointment to PLUM. Committee members may not vote prior to completion of trainings.~~
- C. If a committee member misses 3 consecutive meetings, or 4 of 5 meetings, he/she shall be automatically removed.
- D. Committee members shall work compatibly, harmoniously and respectfully with each other, BOD officers and members, and stakeholders.
- ~~E. A committee member may be removed by vote of the BOD.~~

3. MEETINGS, AGENDAS and MINUTES

- A. PLUM will adhere to all applicable Brown Act. Meetings shall be open to the public and shall include public comment. Agendas shall be posted as required.
- B. Agendas will be prepared with proposed agenda items submitted to the Chair at least five (5) days in advance the next PLUM meeting. Agendas may be emailed to PLUM members. Items may be later added to the agenda at the discretion of the Chair and time permitting.
- C. The Chair will preside over meetings. A quorum is 4 members.

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

- D. Minutes of each meeting will be kept. Minutes may be emailed to other PLUM members in advance of meetings and will be approved by a majority vote.
- E. Agendas, minutes and reports will be available at WLANC meetings in paper form, and on the WLANC website in electronic form. Copies may be mailed to stakeholders.

4. DEVELOPER PRESENTATIONS

- A. Developers are requested to begin collaboration with the NC in the conceptual stage of their project, in order for community input as early as possible.
- B. Development team members and their spouses/domestic partners shall disclose campaign donations to CD11 and the Mayor.
- C. Developers are requested to contact the Chair to have their project placed on PLUM's agenda.
- D. Developers are requested to provide notice and documents in advance of PLUM meetings and provide 10 paper copies for the committee and stakeholders:
 - 1. Provide two weeks notice of their project and the meeting to all residents (land owners and occupants) within 1,000 feet of the proposed project using the PLUM Developer Notice Form.
 - 2. Description of the project on the PLUM Development Information Sheet.
 - 3. Photograph of the existing state of the property and a rendering of the proposed project.
- E. Developers will be allowed 8-10 minutes to present their project. The public will be allowed to comment after the presentation. The WLANC Policies and Procedures regarding "Civility" will apply. Public comments will be made directly to PLUM only. Upon completion of public comment, the PLUM Committee members may ask questions. Approximately equal time will be allowed for the presentation of the supporting and opposing viewpoints regarding projects. This time does not include questioning of the developer by PLUM committee members.
- F. Public comment: Stakeholders will be allowed 1-2 minutes to testify, and they are requested to disclose their and their spouses'/ domestic partners' possible conflicts of interest, including employment in real estate, financial relationships with developer, campaign donations and fundraiser organizing, etc.

5. PLUM ACTION ON DEVELOPER PROJECTS

- A. PLUM shall deliberate for 10 minutes and may adopt findings and/or make recommendations to the WLANC BOD by a majority vote. Recommendations may include:
 - 1. Approved as submitted.
 - 2. Approved with conditions.
 - 3. Rejected/disapproved.
 - 4. Hearing continued or action deferred.
- B. A report findings and recommendations will be prepared for each project and may include dissenting opinions. Upon the Chair's approval of the draft report, it will be emailed to the other PLUM members and can be provided to the BOD. All reports must include the following disclaimer: "DRAFT: This resolution is only a recommendation from the PLUM Committee, and it will be considered by the Board of Directors for a final decision on DATE."
- C. PLUM will request to the BOD that the project be placed on the next BOD agenda.
- D. No PLUM member will disseminate any communication that implies that such communication represents the position of the WLANC unless authorized by the BOD.

- E. PLUM members may represent the WLANC before other governmental or private entities, if authorized by the BOD.

6. REPRESENTATIONS AND DISCLOSURES

- A. If a PLUM committee member testifies at a public or private forum, he or she should disclose that he or she is a member of PLUM. He or she may testify with an unauthorized position or one contrary to a PLUM or WLANC position, so long as he or she discloses that this is a personal position of the committee member and not the WLANC.
- B. PLUM members shall disclose any financial relationships or gifts received (or promised) from applicants and shall not accept gifts in the future from any applicants who have submitted projects.

PLUM presentations

Presentations (draft 10/11/2017)

- 1. General:
 - a. Developers should confer with NC prior at Conceptual Plan stage for initial comments, and not wait until Schematic Plan stage (or after submittal to Planning Dept.).
 - b. Public notice within 1,000 ft. radius to arrive 7 days prior to NC hearing.
 - c. Provide materials to NC at least 2 weeks in advance (electronic copies that can be posted to website).
- 2. Presentations:
 - a. Time limit of 8-10 minutes. Do not waste time on vague visions and marketing-speak that will divert us from our deliberations. Focus on details – current buildings on the site, proposed project size, how proposed project fits into existing context, unique circumstances that justify deviations for proposed project.
 - b. Bring own computer, projector, power strip, extension cord, etc. (A white wall can serve as the screen, but feel free to bring your own screen.)
 - c. Set up equipment and load file onto computer at start of meeting, so it is ready to go when your item begins consideration.
- 3. Submittal packet: 10 sets of paper and plansheets with staples only (no fancy marketing material, no wasteful plastic covers or bound booklets).
 - a. Project description with requested entitlements, community outreach plan, property management/security plan, and communications/meetings with CD11 and public agencies.
 - b. Zimas report.
 - c. Aerial photo and surrounding uses.
 - d. Assessors map.
 - e. Master Land Use and EAF applications (with case number), Affordable Housing Referral Form (draft forms OK if not submitted).
 - i. List of deviations (zone change, incentives, variances).
 - f. DOT and BOE reports.

- g. Plans:
 - i. Site/plot plan/survey (existing/proposed buildings and ROW).
 - ii. Section.
 - iii. Elevation.
 - iv. Roof plan.
 - v. CGI/artist rendering.
 - vi. Landscape.
- 4. Project information:
 - a. Existing site:
 - i. Land use, zoning.
 - ii. Right of way (roadway/ sidewalk/ street trees).
 - iii. Building size (sf-age, height, setbacks, stepbacks).
 - iv. Open space (private, common).
 - v. Landscaping.
 - vi. Parking count/ratios.
 - b. Proposed project:
 - i. Land use, zoning.
 - ii. Right of way (roadway/ sidewalk/ street trees).
 - iii. Building size (sf-age, height, setbacks, stepbacks).
 - iv. Open space (private, common).
 - v. Landscaping.
 - vi. Parking count/ratios.
 - c. Proposed community benefits.
- 5. Hearing timeline:
 - a. Project presentation (by owner/developer) – 8-10 minutes.
 - b. Questions from NC – 5 minutes.
 - c. Consideration/motion by NC – 10 minutes.
- 6. Design guidelines summary (see “Design Guidelines” document).

#5-d Motion: WLASNC resolutions shall include the following text - “Only the Chair and designated Boardmembers may testify to public agencies on behalf of the West L.A. Sawtelle NC. The Board requests that the Council Office and private/non-profit entities do not speculate on behalf of the NC.”

- 1. Justification: Testimony by third parties about NC decisions is speculation and equates to “hearsay” in legal proceedings.

#6-b Motion: WLASNC supports the Housing Committee proposal for the additional of a “penalty of perjury” clause to forms required for demolition, giving the City the ability to punish developers who mislead the community and planners about the proposed project’s compliance with the rent stabilization Ordinance. Condominium conversions shall be prohibited unless the neighborhood vacancy rate is more than 5%.

LA is mulling new rules to prevent the demolition of rent-controlled apartments

Tenant activists say stricter measures are needed

by [Elijah Chiland](#) Sep 28, 2017, 11:54am PDT

As Los Angeles rents [keep surging upward](#) and the number of homeless residents [climbs higher](#), city officials are considering new policies that would make it harder for landlords to demolish rent-controlled properties.

On Wednesday, the city council’s Housing Committee received a [report](#) from the planning department recommending the addition of a “penalty of perjury” clause to forms required for demolition, giving the city the ability to punish developers who mislead planners about the project’s compliance with the [rent stabilization ordinance](#).

Tenant advocates have long complained that, under current rules, landlords can easily dodge the terms of LA’s rent control laws, whether by [changing the scope of a project](#) after tenants have already been evicted or by [demolishing properties](#) before potential violations can be investigated.

The planning department also recommended updating the review process for projects that require demolition permits, allowing for better coordination among different city departments and ensuring that properties are only razed once a developer has entitlements to begin construction on new housing. That way, the loss of demolished units affects the city’s overall housing stock for as short a time as possible.

But activists and community members at the meeting Wednesday argued these proposals didn’t go far enough to prevent evictions under California’s [Ellis Act](#), which allows landlords to mass-evict tenants when demolishing buildings or leaving the rental business. Last year, [more than 1,370 rent-controlled units](#) were taken off the market through Ellis Act evictions.

Jennifer Ganata, a land use advocate with Inner City Law Center, told the committee that a cap or moratorium on Ellis Act evictions was necessary to preserve the city’s affordable housing stock. She also argued for a tax on vacant units that would encourage landlords to more proactively seek out new tenants.

To do that, the city would first need to establish a new system for tracking vacancies. On Wednesday, planning department staff told the city they were [reviewing options](#), since the old system relied on Los Angeles Department of Water and Power data that’s no longer available.

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

In May, Councilmember Paul Koretz proposed a new rule blocking condo conversions if the vacancy rate has not been updated within the last year. His motion came amid an appeal from tenants over a [condo conversion in Beverly Grove](#) approved using vacancy rate numbers the appellants claimed were out of date. (Under current rules, the vacancy rate in the project area must be over 5 percent before condo conversions are allowed.)

On Wednesday, planner Claire Bowin told the committee that, based on the most recent Census data available, all but two neighborhoods in Los Angeles have a vacancy rate below 5 percent.

<https://la.curbed.com/2017/9/28/16379690/affordable-housing-demolition-ellis-act-rules>

#6-c: Motion - Transparency in General Plan Update process: All Planning Dept. meetings, including work groups, for the General Plan and its Elements shall be open to the public and allow for public comment.

We request that the city schedule meetings during evening or weekend hours; and invite a representative from each NC or alliance.

In addition, we request that Open Space Element working group meetings be re-implemented with public input as soon as possible, and the Mayor's Planning Task Force and Transportation Infrastructure Steering Committee for the General Plan be made fully transparent.

Facts and background:

1. The original Open Space Element meetings were comprised of a working group, but its members were not disclosed to the public, nor was the process about how they were selected.

Justification:

1. The Brown Act and city ordinances promote and require transparency.
 - a. Mayor Garcetti said residents must have "a sense of ownership over the development of our communities," and Councilman Jose Huizar, chair of the PLUM committee, pledged to bring "accountability and transparency back into our General Plan and Community Plan processes
2. As an example of transparency by other city agencies, all Recode LA meetings are open to the public, and public comment is accepted.

#6-g: Motion: The city or a state-certified property management company shall manage the leasing of income-restricted affordable housing units that are created by the density bonus. The Housing and Community Investment Dept. likely would be the city departments to manage advertising, applications and qualification.

Facts and background:

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

1. Individual owners/developers manage the leasing for their own projects, and they all have different advertising, qualification and leasing processes.
2. No list of available apartments is readily available, and the units are located at disparate locations.
3. For 100% affordable projects funded by tax credits, the State of California requires that a State-certified property management company manage the leasing.

Findings and justification:

1. Audits are insufficient in determining which units are available for stakeholders, and if residents are actually qualified low-income tenants.
2. A single point of contact and a standard and understandable process would better serve low-income residents, who may not have time or knowledge to find and navigate numerous separate systems for leasing applications and qualifications.
3. Numerous qualified State-certified management companies have experience in Los Angeles, and are available for owners/developers of projects with affordable units.

#6-h: Motion - Sign Ordinance: The WLASNC supports the Planning Commission's recommendation for a revised Sign Ordinance, version B+ (Council file 11-1705).

This includes prohibition of digital billboards outside of current pre-2009 Sign Districts, no new Sign Districts, no billboards in public parks or facilities, a high takedown ratio for new billboards, and the removal of all unpermitted billboards.

The WLASNC opposes the City Council PLUM Committee's amendments that revert more power to advertising companies.

1. Billboards, especially digital billboards, shall be prohibited from outside existing sign districts.
2. Billboards or signs should be prohibited from public parks and facilities.
3. No Sign Districts created since 2009 should be "grandfathered" into the original pre-2009 Sign Districts.
4. Existing, illegal / unpermitted (or altered from original permit) billboards should be removed, and no "amnesty" granted.
5. A high takedown ratio (5 to 1 or more) should be mandated for installation of new billboards.

#6-i: Motion: The WLASNC supports the draft Westside Multi-Family Q Conditions with the following revisions:

1. The boundary shall be extended south to I-10 freeway to cover any R3/R4 or RAS3/RAS4 parcels and multi-family buildings that are constructed in C zones.

2. Projects shall comply with the underlying setbacks of the Residential zone, including the front setback. Prevailing setback in the front yard may be mandated if it is longer than the zone's underlying setback. Under no circumstances shall the front yard setback be reduced.
 - a. This replaces 1-A-1, which proposes front setbacks to be shortened to "within 5 ft." of front setback.
3. Stepbacks of 5-10 ft. on all sides of all building shall be required for the 4th level and above.
 - a. This replaces 1-C-1/2, which requires setbacks only when the new building is 2 levels taller than the existing adjacent building. Taller buildings also deserve relief from tall, imposing walls of adjacent buildings.

Facts and background:

1. Past multi-family design has produced stucco cubes with tall exterior walls located as close as possible to adjacent smaller houses and apartments, and shortened setbacks that reduce open space and landscaping. Few mature trees are preserved in these site plans, and no trees are planted in the short 5-7-ft. side setbacks (which are largely concrete / hardscape surfaces with planters that cannot accommodate large trees).

Findings and justification:

1. The NC seeks designs with better transitions to make the community more "livable".
2. Stepbacks allow for more sunlight and breezes for neighboring buildings. Taller buildings also deserve relief from tall, imposing walls of adjacent buildings.
3. Longer setbacks allow for more open space and landscaping, including trees. This is important because new construction in Los Angeles has cut down numerous mature trees and decimated canopy cover, which is needed to reduce air pollution, the urban heat island, and global warming.

#6-j: Motion: The city shall enact a ban on campaign contributions from real estate developers, construction firms, architects and engineers, and planning/entitlement consultants to City Council members, as proposed by Councilman Ryu.

Facts and background:

1. Council president Herb Wesson has scheduled no Rules and Elections Committee or Council hearings in the 8 months since the proposal was announced (Jan. 2017).
2. The Los Angeles Times editorialized in favor of the ban: <http://www.latimes.com/opinion/editorials/la-ed-developer-contributions-20170805-story.html>

Findings and justification:

1. Mayor Garcetti promised this reform in exchange for residents voting against Measure S.
2. No conflicts of interest should exist between developers and Councilmembers.

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

#6-n: Motion: The WLASNC shall require the following Conditions of Approval for all development/ construction projects:

1. Development: Owner/developer shall
 - a. Proactively notify tenants of mitigation and relocation payments for evictions, per Ellis Act.
 - b. Conduct a historical assessment to determine whether this site is eligible for a city, state or other historic registry.
 - c. Conduct a geotechnical report for sites in earthquake zone to determine if active fault is on site.

2. Design
 - a. Design the project to Los Angeles Police Dept. "Design Out Crime" guidelines and related "defensible space" urban planning guidelines.
 - b. Include usable open space at ground- or podium-level for resident recreation.
 - c. Roof decks may not substitute for required open space.
 - i. City is very deficient in parkland.
 - d. Minimum of 1 street tree per site (driveways/parking must be built around trees).
 - e. No parking spaces in any setbacks.
 - f. Design with caps on top of all lights to prevent unnecessary lighting of the night sky (which reduces ability of telescopes to view outer space).
 - g. Design with semi-permeable pavement to allow percolation of water into the ground (and prevent excessive storm run-off that increases flooding, i.e. floods of Winter 2004-05).
 - h. No encroachments of balconies/patios in setbacks.
 - i. Open grass on the ground is more important, and the many balconies become an extension of the wall.
 - i. Land dedication for bus shelter and new bus shelter (sites along bus routes).

3. Construction:
 - a. Removal of all graffiti and posted bills within 24 hours.
 - b. No posters on temporary construction fences/walls.
 - c. No advertising signs for subcontractors and financiers posted.
 - d. Name of contractor and telephone number posted on the fence.

4. Management:
 - a. No storage of personal items on balconies in view of the public.
 - b. No storage of inoperable motor vehicles on the site.
 - c. No chain-link fences, only wood or wrought iron.
 - d. No advertising signs for home businesses in R zones.
 - e. No on-street parking permits for residents of the building.
 - f. No billboards, supergraphics or digital signs on the property or buildings.
 - g. No short-term rentals (e.g. AirBNB).

- h. 5% of parking spaces shall be reserved for electric vehicles and 20% of spaces shall provide conduits for future installation of chargers.
- i. On-site parking spaces shall be “un-bundled” (i.e. sale/lease fee is separate from housing fee).

Justification:

1. These conditions will create more sustainable projects that are compatible with the existing community.

#6-o: Motion: The city shall require builders/owners to post health warnings due to excessive air pollution on all residential units within 1,000 ft. of a freeway:

Facts and background:

1. Scientific studies determined that living within 500-1,000 ft. of freeways causes numerous health problems, because of the high levels of air pollution that cars produce, and increases public healthcare costs.
2. The Planning Commission rejected a proposed notice to residents of these units.
3. Developers, building contractors and the Building Industry Association lobbied against these health protections for the public.
4. Los Angeles Times articles:
 - a. L.A. warns homebuilders, but not residents, of traffic pollution health risks:
<http://www.latimes.com/local/lanow/la-me-ln-freeway-pollution-warnings-20170804-story.html>
 - b. L.A. keeps building near freeways, even though living there makes people sick:
<http://www.latimes.com/projects/la-me-freeway-pollution/>

Findings and justification:

1. Opposition to this notification is driven by profits and false speculation. Public health is more important.
2. The supply of new housing will not be affected by these notices.
3. The tax-paying public ends up paying for healthcare for persons harmed by air pollution.
4. Potential tenants deserve to be properly notified, so they can make housing decisions based on fully informed decisions.

L.A. warns homebuilders, but not residents, of traffic pollution health risks

For five years, Los Angeles has been issuing health advisories to housing developers, warning of the dangers of building near freeways. But when the city moved to alert residents as well, officials rejected it.

Planning commissioners axed a provision in an environmental ordinance that would have required traffic pollution warning signs on some new, multifamily developments on the grounds that it would burden developers and hurt market values. Critics say the 2015 decision illustrates city officials’ reluctance to take even incremental action to protect public health if they believe it will discourage homebuilding.

Marta Segura, who served on the planning commission at the time, said scrapping the sign mandate was a mistake. "It could have been a first step toward dis-incentivizing building near freeways," she said. "Isn't that what we want?"

Los Angeles and other California cities have permitted tens of thousands of homes near freeways in recent years — flouting the recommendations of state air quality officials who since 2005 have advised that dwellings should not be built within 500 feet of heavy traffic. Since then, the science linking traffic pollution to asthma, heart attacks, strokes, reduced lung function, cancer, pre-term births and other health problems has grown stronger.

And some politicians, including Mayor Eric Garcetti, think more can be done. The Los Angeles City Council commissioned a report this year on potential new measures to reduce residents' exposure to freeway pollution — such as buffer zones and other development restrictions, zoning changes and stricter design standards. "Notifications should be accessible to all parties," Councilman José Huizar said. "How we do that should be part of any recommendations that come out of our report."

Differing views of progress

Local politicians and builders have largely opposed limiting how many homes can be constructed near traffic pollution, arguing it would only worsen skyrocketing home prices and rents.

But in 2012, the city began warning developers of the strong links between living near harmful pollutants in vehicle exhaust and asthma and other serious illnesses. The advisories flag residential development proposals within 1,000 feet of a freeway, and inform applicants that the city may in some cases impose anti-pollution design features, such as thick vegetation, windows that cannot be opened and balconies that do not face traffic.

Three years later, planning officials moved to require 8.5-by-11-inch health advisory signs be posted in residential developments of three units or more within 1,000 feet of a freeway. Because the effort was part of a pilot program, the rules would have applied only to some of the city's worst-polluted neighborhoods: Boyle Heights, Wilmington, Pacoima and Sun Valley.

City staff promoted the advisories as a modest step that would alert the public without prohibiting development. They would represent "incremental progress toward disclosure, transparency, and sharing epidemiological evidence and increasing education," a staff report said.

Environmentalists also backed the approach, saying renters and homeowners had a right to be informed of threats to their health. "We have notices on so many things, from cleaning products to [soda] cans," said Yvette Lopez-Ledesma, deputy director of Pacoima Beautiful. "Why not have it on the place where you will be living, spending the vast majority of your income on?"

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

But developers and some planning commissioners did not see it that way. Tim Piasky of the Building Industry Assn. Los Angeles/Ventura Chapter wrote in a July 14, 2015, letter to the city that the ordinance “will only serve to aggravate the housing crisis.” “Of particular concern is a proposal to label — selectively — all new multifamily housing within 1,000 feet of a freeway as potentially hazardous to human health,” Piasky wrote. “Such labeling is completely unnecessary.”

Several city planning commissioners voiced similar concerns at a meeting a few weeks later, saying the signs would burden developers, hurt market values and unfairly suggest that air pollution at new homes is worse than at existing units.

Commission President David Ambroz disagreed. He supported the signage requirements but moved the legislation forward without them after it became clear there were not enough votes. “The more disclosure the better ... but I don’t know that these signs are terribly effective,” Ambroz said in a recent interview. “I don’t want to infantilize Angelenos, as if they don’t know sitting next to a freeway is bad for them.”

But other commissioners argued against the health advisories because they would be effective. “I, for one, would not want to live there unless the rents are so low that it balances out the potential health impacts,” Robert Lee Ahn said during the 2015 hearing. “For a developer, I can see how that would be a hurdle for them when they’re making a decision to build or not build in that community.”

In a recent interview, Ahn said he was not opposed to notifying residents as long as it was done for all homes near freeways, new and existing. “It had to do with piecemeal implementation,” he said. “It’s not about developer profits.”

But Segura said recently that it was clear some of her fellow commissioners were most concerned about financial burdens on builders. “They weren’t thinking about the people that were suffering from asthma,” Segura said, “they were thinking about the developers.”

The Planning Commission approved the ordinance on a 6-2 vote. The measure went to the City Council with revised language that removed the signage requirements for homes. Instead, warnings would be posted only at newly built municipal buildings open to the public.

The value of a warning

Businesses in California long have complained that environmental label requirements for an array of products can result in “warning fatigue,” causing consumers to tune them out. But legal experts say public disclosures — like the ones required for known carcinogens under Proposition 65 — have also been shown to spur reductions in air pollution, product reformulations and other environmental improvements.

Carl Cranor, a professor at UC Riverside who has studied public policy on toxic chemicals, said requiring labels on buildings near freeways would prompt many potential renters and buyers to seek health information. “They will discover that there are risks, so there is legitimate worry that

could reduce the value of those properties,” he said. “The industry’s reaction suggests to me that they know there’s a problem there and they’re worried about it.”

The signs might have dissuaded Cristobal Anaya, 35, from moving into a Boyle Heights apartment building next to the 5 Freeway, where he opens his front door to an off-ramp, smells the brake dust and exhaust fumes and battles a “near constant infiltration of black dust and soot.”

“I like having the windows open when it’s nice out, but at the same time I don’t want to breathe in what’s outside,” Anaya said. “If I saw a city-sanctioned sign that said living here is hazardous to your health, I would have looked for somewhere else.”

In April 2016, Garcetti signed the Clean Up Green Up ordinance, aimed at protecting people in the city’s poorest, most polluted neighborhoods from environmental hazards. Even though there would be no warning signs on housing, the measure did require high-efficiency air filters in new units within 1,000 feet of a freeway. Asked whether people moving into new homes near freeways should be notified of the health risks, Garcetti spokesman Alex Comisar said: “The mayor believes we can do even more to protect residents ... he is open to new ideas in support of that effort.”

#6-u: Report: Proposed Permanent Supportive Housing Ordinance.

SUMMARY: Homelessness is a significant challenge facing the City of Los Angeles. To advance service-enriched housing for persons experiencing homelessness, the Department has drafted a Permanent Supportive Housing (PSH) ordinance. If adopted, it would establish a set of standardized criteria and definitions for PSH and remove regulatory barriers that impair the construction of new supportive housing.

BACKGROUND: According to the City’s Comprehensive Homeless Strategy, a total of 1,000 PSH units need to be constructed annually to house the City’s homeless population – a significant increase from the current annual supply of 300 units. To help meet these goals, the Los Angeles electorate adopted Measure HHH in November 2016, a voter initiative that will create \$1.2 billion in new funding over the next decade to construct PSH units. The voters also adopted Measure H in March 2017, a County-wide measure that will provide ongoing funding to support rent subsidies and services for PSH, among other homeless services.

The proposed ordinance implements the will of the voters by ensuring that public funds are efficiently utilized to facilitate the production of PSH units throughout the City. It consolidates planning approvals to cut down on the overall development timeline, while incorporating new standards intended to reflect the unique characteristics of PSH and enhance the overall design of the project.

KEY PROVISIONS ***Qualifying Projects***

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

- In order to be considered a Qualified PSH Project, all units are required to be affordable and a minimum of half of the total units would be restricted to persons who are homeless. PSH projects are required to be linked to onsite or offsite supportive services.
- Projects must also comply with the following requirements:
 - o Demonstrate that an appropriate level of Supportive Services will be provided onsite or offsite;
 - o Dedicate a 55-year affordability covenant;
 - o Ensure one-to-one replacement of any existing affordable units; and
 - o Post a public notice of the project application.

Process Improvements

- The proposed ordinance would streamline the approval process for Qualifying PSH projects, significantly reducing the average time it takes for a PSH developer to begin construction. To benefit from this process, projects must meet specific criteria and requirements. (See “Qualifying Projects”)
- The ordinance would increase the threshold for Site Plan Review for Qualified PSH projects to 120 units (200 units in Central City).

Zoning Compliance

- Qualified PSH Projects would be allowed in zones that allow a multifamily residential use (RD zone and less restrictive).
- All projects would need to adhere to the underlying zoning requirements, with the following exceptions:
 - o Given the smaller size of an average PSH unit, no minimum lot area per dwelling unit would apply in multifamily residential zones (R3 and less restrictive), while a minimum lot area of 500 square feet per unit would apply in the RD1.5 zone.
 - o Parking would not be required for any units restricted to the formerly homeless. Additional parking would be required to accommodate on-site supportive services staff.
 - o Areas to be used for supportive services and common areas would be excluded from the total allowable floor area (FAR) calculation.
 - o Conversion or replacement of existing Residential Hotels to PSH would be permitted in any zone, regardless of the use provisions of the underlying zoning.

Building Incentives

- Projects would be eligible to request additional concessions or incentives, which allow for modifications in development standards such as setback and open space requirements.
- The menu of incentives was developed to ensure that PSH projects are not out of scale with surrounding neighborhoods.

Performance Standards

- Projects would be required to be located in a High Quality Transit Area, as identified in the current Regional Transportation Plan (RTP/SCS).

- To ensure quality design, PSH projects would be required to adhere to a set of design standards such as façade transparency, building articulation, and street orientation requirements.
- Additional standards pertaining to unit amenities, on-site Supportive Service areas, and environmental mitigation are also included in the draft ordinance.

Public Facilities (PF) Zone

- To further the City’s strategy of utilizing City-owned land located in a PF zone for PSH, the ordinance would facilitate the development of joint public-private PSH projects that are compatible with the surrounding zoning.

FREQUENTLY ASKED QUESTIONS

What is permanent supportive housing?

PSH is a type of housing for the formerly or chronically homeless which incorporates supportive services such as mental health treatment, addiction therapy and vocational training. Integrating services with affordable housing provides formerly homeless individuals and families the ongoing help they need to remain housed and able to live independently. Like other affordable housing, PSH is designed to look like existing housing in the surrounding neighborhood. PSH primarily consists of apartments with a high percentage of single units in buildings with space for onsite case managers.

What is the current need for PSH?

According to a January 2017 report from the Los Angeles Homeless Services Authority (LAHSA), there are approximately 34,189 people experiencing homelessness in the City of Los Angeles, a number which grew by 20% since last year and has been increasing steadily. The vast majority of these individuals, approximately 25,237 (74%), have no access to homes. A significant number of homeless persons often experience multiple health issues, trauma, mental illness, and disability. Almost a quarter have substance abuse issues needing treatment while over a third have experienced domestic violence.

What approach did the Department take in developing the draft ordinance?

To better understand what types of PSH projects have been built in the City of Los Angeles, the Department assembled a database of all PSH projects which have been constructed in recent years. This database included information on project characteristics, as well as the types of entitlements requested. Additionally, the Department conducted site visits to PSH projects, spoke with PSH residents and convened a working group of PSH developers, architects and other experts to fully understand the particular needs of PSH projects and residents. Furthermore, Department staff wrote the draft ordinance in response to the adopted strategies that were referenced in the City’s Comprehensive Homeless Strategy.

Where can PSH projects be built in the City?

Per State law in California SB 2 (2007), PSH projects are required to be treated the same as any residential use in the same zone. This means that PSH projects can be built anywhere a multifamily residential building is allowed under the Zoning Code. The proposed ordinance does not change where PSH units are currently allowed in the city. To be eligible for project streamlining and the incentives provided by the draft ordinance, Qualified Permanent Supportive Housing Projects are required to be located near public transit.

How would PSH projects be different under the proposed ordinance?

The proposed ordinance would allow individual projects to incorporate additional units, given that PSH units are often designed for individuals and therefore are often much smaller than in typical housing projects. However, individual projects would be subject to the same height and floor area (FAR) limitations that would apply under the existing density bonus program, ensuring that buildings would be similar in scale to a typical affordable housing project that could be developed today. Based on the typical allowable floor area on available sites in the City, the majority of projects are expected to be between 30 and 75 units. For those that are located on larger sites that allow larger projects, projects utilizing this streamlined process would be limited to a maximum size of 120 units, or 200 units if located in the Greater Downtown Housing Incentive Area.

How will PSH project applications be processed?

Qualifying PSH projects will be eligible for an expedited public benefit application through the Department of City Planning's Priority Housing Project (PHP) Program. The goal of the PHP program is to provide priority case processing for housing projects that include affordable housing, in order to cut down on the overall timeline and cost of securing planning entitlements.

How will I know if a PSH project is proposed in my neighborhood?

In order to obtain approval from the Planning Department, developers of PSH projects will be required to demonstrate they have provided proper noticing to the community by posting a notice on the project site and mailing a notice to adjacent property owners and the City Council office with jurisdiction over the site.

Who do I contact with questions or comments?

Contact Cally Hardy at cally.hardy@lacity.org or (213) 978-1643. Comments are due **October 30**. Send comments to Planning Commission (cpc@lacity.org).

#6-v: Report: Affordable housing linkage fee

A key [Los Angeles City Council](#) committee Tuesday backed a plan for [a new fee on the construction](#) of single-family homes, offices, apartments and other developments, with the funds going to pay for affordable housing.

The linkage fee backed by the Planning and Land Use Management Committee would range from \$1 to \$15 a square foot, depending on the type of project and neighborhood.

The committee voted 5 to 0 to support the fee, which supporters say will help raise millions of dollars. L.A. faces a crippling housing shortage and homelessness crisis, putting pressure on lawmakers to find solutions.

"We're out of choices," Councilman Marqueece Harris-Dawson said at Tuesday's hearing. "It's a disastrous choice to do nothing."

The fee applies to new construction and varies by real estate market. For instance, home builders on the Westside — considered a high market — would pay higher fees, while developers in San Pedro would have lower fees.

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

The three market areas for commercial development have fees ranging from \$3 to \$5 a square foot, while the four residential development area have fees ranging from \$8 to \$15. Developers of smaller, multiunit residential buildings would face a \$1-a-square-foot charge in lower markets.

The market areas are defined within the city's Community Plan Areas, boundaries that help guide development.

Council members made several amendments to the ordinance during Tuesday's hearing, including a longer phase-in period. The full fee will not go into effect until a year after the council passes the ordinance.

Councilman [Curren Price](#) also sought a three-year exemption to the fee for commercial and industrial projects in a poverty-stricken area of his South L.A. district.

Hundreds of people packed into a downtown hearing, with both supporters and opponents jeering and clapping during the meeting.

Tim Piasky, chief executive of the Building Industry Assn. Los Angeles/Ventura Chapter, told council members the fee would "lower housing production, intensify L.A.'s already sky-high costs, push more Angelenos into poverty and increase homelessness on our streets."

Doug Smith, an attorney at pro bono law firm Public Counsel urged passage of the fee, telling the panel, "Our crisis requires it."

Officials say the fee is an attempt to help ease the strain on the rental market for lower-income people brought about by the construction of market-rate housing and other development.

Mayor [Eric Garcetti](#) introduced the proposal several years ago, and his appointees on the city Planning Commission this year backed a citywide fee of \$12 a square foot for residential development and \$5 a square foot for commercial development.

Amid council members' concerns about a "flat" citywide linkage fee and its effects on Los Angeles' poorer areas, new options for a geographic-based fee were introduced in a city report.

The report, released last week, also suggested the linkage fees wouldn't be passed on to renters and buyers. Instead, "costs associated with housing impact fees are either absorbed into land prices or reductions in developer profits, or some combination of the two," the report found.

Some developers dispute that assertion and argue housing costs will rise if the council passes the fee.

Following Tuesday's vote, the draft ordinance will return to the planning committee before going to the City Council. The proposal may also be heard before the city's Housing Committee, officials said.

In a statement after the vote, Garcetti called the linkage fee “a critical piece of our comprehensive strategy to combat the housing crisis.”

<http://www.latimes.com/local/lanow/la-me-ln-linkage-fee-vote-20170822-story.html>

#6-x: Report: Parking ratios

Changing the Way Downtown Parks

Stalls in Residential Buildings Cost Developers Tens of Thousands of Dollars Each. The System May Change in the Future

DTLA - Cranes may be the most visible signifier of change in Downtown Los Angeles, but from the street, another feature in the landscape looms large: parking podiums.

Thousands of parking stalls are being built amid the residential boom. Sometimes they are tucked away underground. More often the cars are stored above the street, in multi-story garages that often create an unsightly buffer between pedestrians and the residents above.

Unbeknownst to many people, those flat slabs of concrete are extremely expensive, regularly costing developers tens of thousands of dollars per stall. That is passed on to anyone renting an apartment or buying a condominium, regardless of whether you need two stalls or none at all.

How Parking Raises Housing Prices

City zoning rules demand that apartment buildings have minimum amounts of parking: A studio requires one space, one-bedrooms need 1.5 spaces, and two-bedrooms get two spots. These standards have shaped development across the city, and especially in dense Downtown.

While a parking stall is a sliver of space, the need to build ramps, entrances and exits, maintenance spaces and more means that the average parking stall actually is worth around 400 square feet of space, according to architect Simon Ha, a partner at the firm Steinberg. This means that an 800-square-foot apartment with a parking space effectively becomes a 1,200-square-foot rental.

“The most expensive part of a unit is the bathroom and kitchen, but parking is not far behind,” Ha said. “Building parking for an apartment can sometimes be as much as half the cost of building the unit itself.”

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

Based on recent projects, Ha estimates that above-grade parking (such as in a podium) can run about \$100 per square foot, while subterranean parking costs around \$180 per square foot because of the pricey excavation and shoring process. That adds up to \$30,000-\$40,000 a stall in a bigger complex. The price rises on more expensive projects built on tighter parcels of land.

These costs impact residents regardless of how many cars they have, or whether or not they even drive.

What Fuels Parking Construction?

Zoning rules have been used across the country to mandate parking development, and that mindset hasn't shifted much, despite new studies suggesting the parking minimums are "typically very overestimated," said Marlon Boarnet, chair of the Department of Urban Planning and Spatial Analysis at the University of Southern California.

"The minimums are especially too high in transit-oriented neighborhoods. You're essentially charging *everyone* for parking," Boarnet noted. "In a city with a serious affordable housing crisis, building a lot of parking that people have to pay for whether or not they need it is not a great idea."

Ironically, while many developers bemoan the costs incurred by parking requirements, others actually push parking as part of a project's bottom line.

Downtown's growth into a residential hub was kicked off by an adaptive reuse policy that allowed old office buildings to be transformed into lofts by easing many requirements, including relaxing the burden of adding dozens of parking stalls. Today, however, major national developers are building big Downtown complexes with the goal of luring residents from around the city — and those people bring their cars, Ha noted.

"They don't want to have to turn away any renters because they want two parking stalls," he said.

That may not make sense in a future with fewer cars, but many developers aren't in the long game — they're focused on the short-term, and market studies suggest that renters still want parking, Ha added. That means parking can be valuable when it comes time for a developer to flip a new project for a big profit.

The development community is slowly changing its mind about how much parking is needed in reality versus on paper — but "it's not quite there yet," said Jim Andersen, senior vice president at Trammell Crow Company, which is working on Downtown projects including La Plaza Cultura Village near Olvera Street.

"Investors, renters, lenders and everyone, including us as a developer, believes there is demand for that private, secure parking. That demand will never go away for good," Andersen said. "But in the old days, that meant building one stall per bedroom *and* sufficient visitor

parking. The ratio is starting to contract in a meaningful way, to less than one stall per bedroom.”

The Impact on Project Proposals

Sometimes, the perceived need for parking can kill a project. Andersen recalled a proposal for an apartment building in Santa Monica with no parking included.

“They couldn’t find an investor and partner. That was around three years ago. Today, it’s right next to the light rail [Expo Line]. Would it be built today? I think yes,” he said.

Los Angeles’ parking requirements have also imperiled projects designed to have very little or no parking. Small lots remain scattered around Downtown, but existing code makes those sites unfeasible for more modest developments, Ha said.

“If you take away the parking requirement, you’re going to see a lot more small-lot development with four or five stories,” Ha said.

The parking parameters may be shifting as the city pursues changes to the antiquated zoning code and the Downtown Community Plan. Currently, there is a proposal to remove parking requirements altogether in Downtown, and the feedback has generally been positive, said City Planner Bryan Eck. He anticipates requirements will at least be loosened in Downtown.

“We want to better manage resources, and open them up so parking can be better shared. An individual building with parking for uses in just that building, well, it’s parking that’s not being used,” Eck said. “Opening that up and creating new pricing schemes can change this problem.”

Another idea is centralizing parking, including by building or funding dense parking structures off-site rather than incorporating them into a residential project, as one garage could serve the inhabitants of several buildings. This may chafe residents used to having close and private access to their vehicle, but they can help people adapt to a more multi-modal urban lifestyle, USC’s Boarnet said.

“There’s a myth of L.A. people being hopelessly tied to their car that is fueling current trends to build parking, but we observe they’re very adaptive,” he said. “The biggest predictor of how much a household will drive is how many cars they own. If people move from two cars per household to one, there would simply be a large reduction in driving.”

Beyond removing parking minimums, a next step may be to push developers to “unbundle” the cost of parking from housing. Pricing it based on demand and showing people the true cost of car ownership could incentivize lifestyle changes, Boarnet said.

Trammel Crow Company’s Andersen is eager to see these shifts, and can picture a future Downtown with a high concentration of housing and a parking stock that’s “liberated,” with fewer private stalls and even building owners selling surplus parking to the public.

"It could be that, 5 or 10 years from now, we realize that we may have all the parking we need," he remarked.

http://www.ladowntownnews.com/news/changing-the-way-downtown-parks/article_62c9e588-8f47-11e7-b394-7f5a7f71ccae.html

#6-y: General Plan update (LA2040): Open Space Element

<https://www.ourla2040.org/survey>

<https://ourla.typeform.com/to/pLQ7XC>

- What do you value most about open space in Los Angeles and why?
 - What is your vision for open space in Los Angeles in the year 2040?
 - How would you describe your favorite open space area in the City of Los Angeles?
 - What criteria should we use in determining open space needs?
 - What criteria should we use in determining social / environmental justice for determining open space needs?
-

#6-bb: Report: Decrease in demand for office space.

Colliers U.S. Brokerage President Gives His Outlook For CRE

Colliers International President of U.S. Brokerage Marty Pupil has seen the ups and downs of the industry. While he sees challenges ahead in areas such as recruitment, he also sees a lot of opportunity arising through technology and retail disruption.

Pupil said there has been a big shift in office. There is less demand for office than 10 or 15 years ago. "Every job created in this cycle is generating almost 250 SF less of office demand, so in other words, the trend among all office users, traditional and tech, is do more with less," he said.

Office is using more tech, including becoming paperless in a lot of cases. Tech is also having an impact on industrial, with the impact of e-commerce helping lead to the birth of 1M SF distribution centers, according to Pupil. Amazon and e-commerce are driving the need for same-day delivery and food delivery options. "So technology has crept into being the big driver on the industrial side indirectly," Pupil said.

https://www.bisnow.com/national/news/economy/colliers-international-77957?rt=46142&utm_source=MorningBrief&utm_medium=email&utm_campaign=20170822_lo-s-angeles_morningbrief&be=jay%40amcalhousing.com

#6-cc: Report: Mobility - Cut-through traffic, traffic signal synchronization.

Los Angeles City Planning Needs to Focus on Place, Not Movement

July 31, 2017 10:50 am By [Jim Gilbert](#) [Leave a Comment](#)

I recently read an [interview](#) in Los Angeles Magazine with Vince Bertoni, L.A.'s new City Planning Director, and was disappointed by his comments on the five major changes coming to Los Angeles. One in particular caught my attention. He said: "Naturally, a lot of the rethinking revolves around transportation." In fact, three out of the five changes Bertoni identified as shaping Los Angeles were transportation related. None dealt with walking or place-based planning.

Rather than define community, neighborhoods, or places, the City's priorities are always based on how we move around. Residents of cities need transportation to survive, but it is always secondary to place. People don't visit New York to ride the subway or San Francisco to ride BART, but instead visit the many neighborhoods, districts, places, and buildings in those cities.

L.A.'s historic obsession with mobility has created a mass of perpetual movement. Throughout its brief history Los Angeles has spent billions on mobility, beginning with railroads, Henry Huntington's streetcar lines, and the freeways. We have spent even more resources on sustaining this infrastructure by expanding the amount of real estate required to accommodate cars (i.e. with parking lots and structures, road widening projects, left hand turn lanes, street dedication, signal synchronization, one-way streets, etc). We can no longer continue down this path.

As a native Angeleno I have seen the city's built environment deteriorate because of transportation infrastructure. When I was five years old I used to walk a mile home from school everyday using street trees to find my way. One day L.A. County decided to widen all the streets in East Los Angeles and remove all the parkways and street trees. Overnight the neighborhood became ugly – dominated by asphalt and cars.

As Angelenos we know traffic is going to get worse and the fixes are going to destroy our cherished landscape. I recently drove on the 405 Freeway through Westwood and the Sepulveda Pass and almost started to cry because the recently completed widening project butchered the hills. By scarifying our once bucolic landscapes, we've created a city of no there "there". The intersection of Vermont and Santa Monica looks and feels like the intersection of Moorpark and Laurel Canyon.

Angelenos are always looking for the panacea to solve congestion, and taxing themselves to fund solutions, such as with Measures M and R, and Propositions A and C. But with all this money we just create more congestion. We fight over parking, bike lanes, rail lines, and other transportation infrastructure rather than the shape, or experience, of our city. We're the ultimate nomads because our idea of good urban design is a food truck parked in a parking lot.

West Los Angeles Sawtelle Neighborhood Council
1645 Corinth Ave., Los Angeles, CA 90025
(310) 235-2070
www.WLASawtelle.org
Making a Difference in Your Neighborhood

Los Angeles is full of designers, artists, architects, and landscape architects who could enhance the experience of place in our city. Unfortunately, the power brokers have pushed them aside in favor of the engineers, forcing L.A. creative talents to develop fancy homes and gardens, and on occasion go after a few public projects.

How do the engineers shape the city? They dictate the function, shape, form, and experience of our public spaces, streets, and buildings. This process is similar to having an engineer design the interior of your home. The structure would be functional, but lacking in any special design sense that would distinguish it from a dorm room. Can you imagine the San Francisco Planning Department giving all its power to shape the city to SFMTA? That will never happen because San Franciscan's value place, and the planning department actively works to strengthen and create a sense of place in the city.

Placed-Based Planning

As a trained urban planner I always think about how the human body relates to physical spaces to find comfort and a sense of belonging, which are critical for cities. My MIT research focused on how Latinos use their bodies to define and create urban design in their community. The Latino landscape is defined by designing for activities and flows from both interior and exterior spaces. The human body becomes the texture and form that defines the public space in these communities and creates the experience.

Not that L.A. should feel like Mexico City or East Los Angeles, but it should be planned, designed and built as a city with experience of place rather than a perpetual merry-go-round of movement. Cities like Portland, Minneapolis, San Francisco and even San Diego have developed better neighborhoods, districts, and buildings because the priority is on place – not movement.

One day I was waiting at a bus stop on Hennepin Street in uptown Minneapolis, admiring an old one story neo-classic library across the street. Then I realized the newly constructed five or six story mixed use building behind it used the same color and texture. Similarly, the nearby transit center had that same color. This attention to context created a harmonious, relaxing place to be on the street and demonstrated that someone thought about the neighborhood's overall look and feel. In L.A. these buildings would have competing facades.

As we construct more multi-family buildings, enhance public transit infrastructure and develop a denser urban fabric it's time to reimagine our streets. We need to create an experience, a buzz of human activity and nature intertwined into a healing city for all.

Angelenos have to think outside their own personal spaces and create that same experience in the public sphere. L.A. is not a cozy, northern city. Rather, it's physically and socially a southern city like Rome, Madrid or Barcelona. We have to recognize that reality, embrace our place in the world and build a sustainable environment in which all those who live and work in Los Angeles can thrive.

#7: Motions: WRAC Land Use and Planning Committee

1. Sepulveda/Pico/Exposition station mixed-use project (approved 7-0-0): The City (Planning Dept. and/or DBS) shall provide the site plan in order to provide stakeholders an opportunity to comment on the design.
 - a. WRAC is concerned that area stakeholders have received no site plan for review, and no opportunity for community input has been provided as part of development of the site plan, even though construction sitework has begun. The City promised that stakeholders would have a chance to collaborate on design of the site plan, as part of its decision to allow the Planning Commission rush approval without a final site plan, prior to Mayor Villaraigosa leaving office.
2. Temporary offsite advertising signs on construction sites (approved 7-0-0): With regard to Council file CPC-2017-455-CA, no temporary offsite advertising signs shall be allowed on construction fencing and that other regulations should be imposed including paint color; openings provided every 50 ft. for police to peer in and deter crime; limiting signage to fences that face/front C zones; signs be allowed only on active construction sites (not on vacant sites that are being leased for car storage or construction staging for another site); maximum amount of signage limited to 6 sf of signage for every 50 ft.; and stringent graffiti cleanup. WRAC believes there is no public benefit to allow such signs all over the city when billboards are limited.
3. Open Space Element update of General Plan (approved 7-0-0): The Planning Dept. shall open all advisory group meetings, provide agendas and minutes, include public comment and release the membership and composition of the General Plan Elements updates' advisory working groups.
 - a. ReCodeLA Citizen's Zoning Advisory Committee should be the example used for the General Plan Elements updates. ReCodeLA's review work is a transparent process, and agendas and minutes are available. Meetings are open, and public comment is included when time permits.
4. Permit Streamlining Act compliance with deadlines (approved 7-0-0): The City shall take proactive, definitive measures to comply with State laws that establish time limits for entitlement approvals and shall advise Neighborhood and Community Councils. This includes, but is not limited to:
 - a. Creation of a new tracking/tagging system with deadline alerts.
 - b. The date of the CEQA determination shall be aligned with the entitlement determination.
 - c. The City shall ask all applicants to voluntarily extend the time line at time of application submittal.