



Department of City Planning

City Hall, 200 N. Spring Street, Room 525, Los Angeles, CA 90012

October 13, 2021

TO: City Planning Commission  
 FROM: Matthew Glesne, Senior City Planner

**CORRECTION TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2020-1365-GPA; CPC-2021-5499-GPA**

The following corrections are to be incorporated into the proposed Housing Element (Exhibit B of the staff recommendation report) to be considered at the City Planning Commission meeting of October 14, 2021, related to Item No. 7 on the meeting agenda.

**INSTRUCTIONS:** Modify Chapter 4 of the proposed plan, regarding the Inventory of Adequate Sites, as follows

Page 156: Revise Table 4.6 to reflect corrected expected development potential resulting from removal of additional residential hotel sites subject to the Wiggins Settlement Agreement and Development Guidelines, which results in an overall decrease of 17 units of expected unit potential on vacant and non-vacant sites, as shown below. Revise any relevant text and table references in Chapter 4 and related appendices where these numbers are cited, to reflect these modifications.

Table 4.6: Expected Unit Potential, Vacant and Underutilized Sites (Regression Analysis)

	Lower Income	Moderate Income	Above Moderate Income	Total Development Potential
Expected Unit Production	<u>16,955</u> 16,965	5,039	<u>20,770</u> 20,777	<u>42,764</u> 42,781

Page 174: Revise Table 4.17 to reflect corrected total development potential and associated shortfall (rezoning need) resulting from changes to Table 4.6 described above that result in an overall increase of 17 units to the RHNA rezoning need, as shown below. Revise any relevant text and table references in the draft plan where these numbers are cited to reflect these modifications.

Table 4.17: Summary of Residential Capacity Compared to 6th Cycle RHNA and Target Capacity by Income

	Lower Income Units	Moderate Income Units	Above Moderate Income Units	Total Units
RHNA Allocation	184,721	75,091	196,831	456,643
Target Capacity	203,193	86,355	196,831	486,379
Total Development Potential	<u>72,640</u> <del>72,650</del>	13,362	<u>144,944</u> <del>144,954</del>	<u>230,947</u> <del>230,964</del>
Shortfall	<u>130,553</u> <del>130,543</del>	72,993	<u>51,887</u> <del>51,880</del>	<u>255,432</u> <del>255,415</del>

**INSTRUCTIONS:** Modify Chapter 4 of the proposed plan, regarding the Rezoning Program Strategies and Key Assumptions, as follows:

Page 186: Revise first sentence of the description for list item 2, Commercial (C Zoned) Opportunity Corridors, as follows: “Commercial (C) zoned corridors in Higher Opportunity Areas may be rezoned to allow the densities generally allowed by all Commercial General Plan Land Use designations (1 unit per 400 feet of lot area) and mid-rise floor area ratios (3.0:1), with an affordable housing requirement.”

Page 189: Add the following text after the fourth sentence of the description for list item 2, R2/RD Zone Update: “For example, current rules incentivize the removal of existing parking for the existing units and prevent the creation of a second story. Backyard duplexes can be better facilitated through targeted zoning code amendments through this strategy.”

**INSTRUCTIONS:** Modify Chapter 4 of the proposed plan, regarding the inventory of Candidate Sites for Rezoning, as follows:

Page 192: Modify Table 4.19 as instructed below, to reflect additions, modifications, and removals from Appendix 4.7, as described below. Revise any relevant text references where these numbers are cited in Chapter 4 to reflect these modifications:

<b>Results from Rezoning Inventory Model</b>						
<b>Rezoning Strategy</b>	<b>Parcel Count</b>	<b>Very Low Income Units</b>	<b>Low Income Units</b>	<b>Moderate Income Units</b>	<b>Above Moderate Income Units</b>	<b>Total Units</b>
<b>Community and Neighborhood Planning (CPU)</b>	<u>33,749</u>	<u>90,473</u>	<u>90,473</u>	2,121	<u>449,572</u>	<u>627,638</u>
	<del>33,822</del>	<del>89,020</del>	<del>89,020</del>		<del>449,072</del>	<del>629,220</del>
<b>Residential Opportunity Corridors (OPP RC)</b>	<u>3,473</u>	<u>29,001</u>	<u>29,001</u>	0	<u>16,901</u>	<u>74,903</u>
	<del>3,477</del>	<del>29,093</del>	<del>29,093</del>		<del>17,419</del>	<del>75,606</del>
<b>Opportunity Avenues (OPP RC2)</b>	5,316	0	0	23,643	0	23,643
<b>Commercial Opportunity Corridors (OPP C)</b>	<u>667</u>	<u>1,194</u>	<u>1,194</u>	0	<u>2,859</u>	<u>5,248</u>
	<del>575</del>	<del>1,260</del>	<del>1,260</del>		<del>2,421</del>	<del>4,942</del>
<b>Transit Opportunity (TOPP C Corridor Areas)</b>	272	0	0	0	1,022	1,022
<b>TOC Expansion in Higher Opportunity Areas (TOC EXP)</b>	<u>11,792</u>	<u>27,811</u>	<u>27,811</u>	0	<u>94,780</u>	<u>150,402</u>
	<del>11,802</del>	<del>28,302</del>	<del>28,302</del>		<del>98,161</del>	<del>154,765</del>
<b>50% Density Bonus (DB50)</b>	<u>18,908</u>	<u>123,699</u>	<u>123,699</u>	250	<u>153,892</u>	<u>401,540</u>
	<del>18,925</del>	<del>123,796</del>	<del>123,796</del>		<del>154,165</del>	<del>402,007</del>

<b>Parking Zones (P)</b>	<u>1,032</u> 1,037	<u>1,978</u> 1,991	<u>1,978</u> 1,991	0	<u>780</u> 786	<u>4,736</u> 4,767
<b>Adaptive Reuse (ARO)</b>	<u>10,153</u> 10,270	<u>4,747</u> 4,843	<u>4,747</u> 4,843	<u>1595</u> 1,626	<u>32,039</u> 32,196	<u>43,128</u> 43,496
<b>Micro Unit Regional Center (MURC)</b>	<u>1,250</u> 1,263	<u>3,417</u> 3,437	<u>3,417</u> 3,437	43	<u>14,518</u> 14,738	<u>21,395</u> 21,654
<b>Accessory Dwelling Units (ADU)</b>	<u>48,797</u> 48,798	0	0	4,141	0	4,141
<b>R2/RD Zone Update (R2RD)</b>	<u>64,570</u> 64,575	0	0	<u>18,079</u> 18,080	0	<u>18,079</u> 18,081
<b>Affordable Housing Overlay (AHO)</b>	34,003 34,004	10,198	10,198	0	25,120	45,516
<b>Public Facility Zone (PF)</b>	<u>6,407</u> 6,409	<u>2,072</u> 2,313	<u>2,072</u> 2,313	0	<u>2,972</u> 3,109	<u>7,116</u> 7,736
<b>Faith-Based Owned Properties (FBO)</b>	<u>2,865</u> 2,879	<u>1,273</u> 1,274	<u>1,273</u> 1,274	0	<u>1,006</u> 1,008	<u>3,552</u> 3,557
<b>Grand Total</b>	<u>243,254</u> <b>243,587</b>	<u>295,863</u> <b>297,433</b>	<u>295,863</u> <b>297,433</b>	<u>49,872</u> <b>49,904</b>	<u>790,461</u> <b>799,668</b>	<u>1,432,059</u> <b>1,444,413</b>

**INSTRUCTIONS:** Modify Chapter 4 of the proposed plan, regarding Affirmatively Furthering Fair Housing Analysis of the Rezoning Program, as follows:

Page 213: delete footnote 11

~~[DELETED] 11. Note that these numbers are based on the September 15, 2021 Candidate Sites Inventory. As noted above, these numbers have been further refined. A future revision will update the figures in this section; however, it is not expected that the conclusions would substantially differ.~~

Page 221: Modify Table 4.38 as a result of changes to Appendix 4.7 as instructed below, and revise any relevant text references in Chapter 4 to reflect these modifications:

TCAC/HCD Opportunity Area	Percent of City's Census Tracts	Percent of Candidate Sites	Percent of Rezoned Development Potential	Percent of Lower-Income Rezoned Development Potential
Highest Resource	19%	<del>23%</del> 24%	<del>22%</del> 23%	29%
High Resource	15%	23%	<del>21%</del> 22%	27%
Moderate Resource	17%	<del>14%</del> 13%	12%	11%
Moderate Resource Rapidly Changing	5%	2%	2%	2%
Low Resource	28%	<del>18%</del> 17%	21%	<del>20%</del> 19%
High Segregation and Poverty	16%	<del>20%</del> 19%	20%	11%
Unknown	1%	1%	1%	1%

Direct Staff to revise analysis, reflected in Tables 4.32 through 4.37 and accompanying text in Chapter 4, and in Tables 4A-10 through 4A-21 in Appendix 4.4, to reflect edits to Inventory of Candidate Sites for Rezoning as described above.

**INSTRUCTIONS:** Modify pages 272 and 273 of Chapter 6 of the proposed plan, regarding the final sentence of the objective and program description for Program 21 as follows:

Objective: Adopt a rRevised Transportation Demand Management Ordinance (TDM) Ordinance including new requirements or incentives by 2022.

“... Enact an updated Transportation Demand Management (TDM) ordinance to require certain new development projects to implement strategies such as supporting transit, telecommuting, walking, carshare, neighborhood shuttles, parking management, and other strategies that reduce vehicle trips. Consider regulations or incentives to improve mobility access to housing for people with disabilities, beyond existing requirements, including through accessible bicycle and vehicle parking. Accommodate alternative mobility devices, including bicycles and scooters, in parking facilities... Prioritize parking for sustainable mobility modes, including private and shared bicycles and scooters, in

parking facilities. ~~Consider provision of discount parking passes, etc. for shared vehicles.~~  
Facilitate the use of electric cars, e-bikes, shared vehicles, and micro mobility devices.

**INSTRUCTIONS:** Modify page 286 of Chapter 6 of the proposed plan, regarding the objective for Program 43 as follows:

Objective: ...~~Study the provision of~~ Launch a historic rehabilitation grant program...

**INSTRUCTIONS:** Modify page 288 of Chapter 6 of the proposed plan, regarding the objective and program description for Program 45 as follows:

Objective: ...Monitor and enforce compliance with affordability covenants and accessibility covenants (LAHD)...

LAHD will continue to maintain a database of existing housing units citywide serving very low-, low- and moderate-income households, including the location, affordability expiration date, income level served and mechanism used to create the units. Ensure affordable units are occupied by tenants that income-qualify to live in the unit. Provide occupancy monitoring for the City's deed-restricted affordable and accessible housing stock. Track new construction, conversion, preservation affordability and accessibility covenants, and demolition of affordable housing units, including affordable housing production in relation to the City's Article 34 production targets. Create and monitor regulatory agreements and land use covenants for compliance with affordability and accessibility restrictions which have been produced with loans, grants and/or land use incentives/requirements. Monitor and report on identified assisted affordable housing at-risk of conversion annually through the Annual Progress Report. Involve property owners and residents of identified at-risk units in preservation efforts. Create non-financial strategies and support Citywide and inter-agency efforts to create strategies for preserving at-risk housing. Publish annual reports on the creation of accessible affordable housing, i.e. the Annual Progress Report on the Housing Element (APR). Adjust goals and program priorities in accordance with changing needs and resources. Facilitate reports that include information on the local and citywide affordable housing inventory.

**INSTRUCTIONS:** Modify page 298 of Chapter 6 of the proposed plan, regarding the first sentence of the description of Program 58, as follows:

Adopt implementation tools, such as form and frontage regulations, Community Plan Implementation Overlay districts zones and design standards, to guide new development, create objective standards, promote pedestrian oriented design, and acknowledge existing architectural context.

**INSTRUCTIONS:** Modify page 352 of Chapter 6 of the proposed plan, regarding Program 131 objective and program description, as follows:

### 131. Livable Communities Initiative

Objective: Secure ~~funding a grant~~ to identify opportunities. Coordinate with agencies to ensure effective responses to ~~state and federal, state, and regional~~ funding opportunities around efforts to holistically plan for housing, mobility and sustainability improvements.

Identify opportunities to advance a holistic ~~vision for concept of~~ livable, healthy, and sustainable communities along the City's transit-rich corridors utilizing mixed-use, mixed-income housing combined with opportunities to transform the street and public realm by adding or improving wide sidewalks, tree canopy, ~~outdoor at-fresco dining, bicycle infrastructure, transit shelters, bike lanes, and fast and frequent transit, and public seating and plazas.~~

Pursue ways to better integrate rezoning and community planning efforts with implementation of Mobility Plan 2035, by coordinating across agencies to identify mobility investment needs through LADOT's Mobility Investment Program and LACP's Community Plan Update Program, Planning for Stress-Free Networks as well as Metro's Transit Oriented Communities Policy. Develop a multi-agency funding strategy to prioritize investments where they are most needed, and at a scale to complete corridor-wide and network-level investments. Coordinate between agencies as part of a multi-agency funding strategy to fund investments where the city is targeting new housing at a scale to complete corridor-wide and network-level investments. Example strategies include applying for or grant application opportunities such as the Infill Infrastructure Grant (IIG) and the Affordable Housing Sustainable Communities (AHSC) programs (see Program 9), as well as potential significant new federal grants targeting housing-linked mobility and sustainability grants under consideration in the current budget reconciliation bill to fund investments where the city is targeting new housing at a scale to complete corridor-wide and network-level investments.

Explore other opportunities to proportionately leverage investments through land use development by linking mobility investment fees, such as the West LA Transportation Improvement and Mitigation (TIMP) Specific Plan and Coastal Transportation Corridor (TIMP) Specific Plan, and committing dedications, and improvements to the public right of way where such investments advance the goals of the Mobility Plan 2035 and provide safe, livable, and dignified space in the public realm. TDM etc. Consider a fee study to eExamine opportunities to link rezonings with desired transportation improvements, fees contributed towards completing needed transportation improvements, to ensure adequate public realm improvements and access to new housing through safe and well-connected pedestrian infrastructure. correction of transportation deficiencies identified through non-CEQA transportation analysis, and Also, promote corridor wide or network-

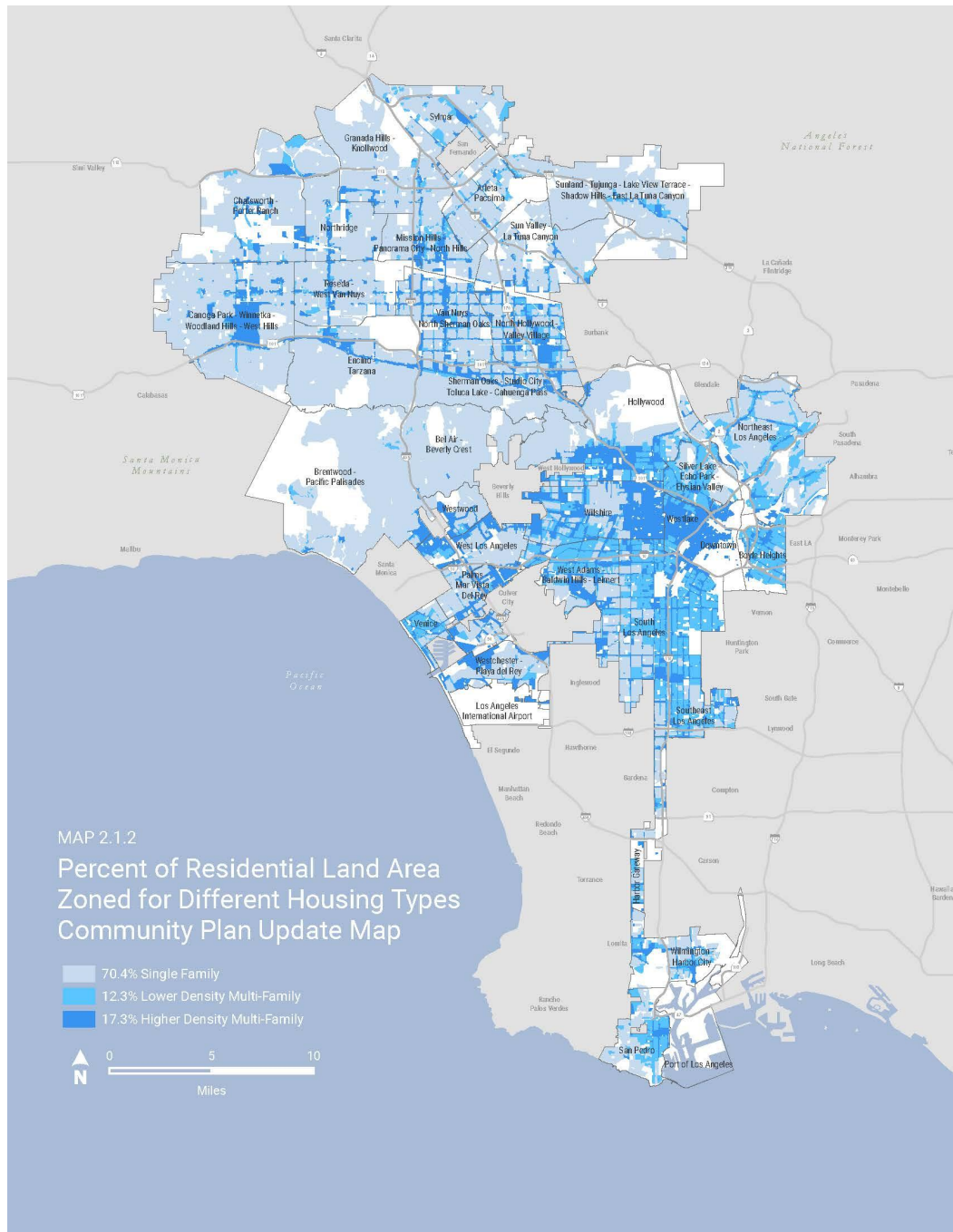
level mobility investment in the list of Transportation Demand Management (TDM) strategies programs for rezoning program areas, through citywide regulations, and/or neighborhood plan (like the LADOT Downtown Los Angeles Mobility Investment Plan), specific plans, LADOT's Mobility Investment Program, or such as the West LA Transportation Improvement and Mitigation (TIMP) Specific Plan, Coastal Transportation Corridor Specific Plan, and others.

**INSTRUCTIONS:** Make various modifications to correct typographical errors and other non-substantive text errors, as follows:

1. On page 3, Executive Summary, amend the Mayor's Office Acknowledgement section as follows: Claudia Monterrosa, Chief Housing Officer
2. In Chapter 1, correct graphical error at the bottom of page 99 that caused overlap of body text and footnote.
3. In Appendix 1.1, make the following corrections:
  - a. To maintain uniformity in the lowercase labeling of the race category "white," modify the following tables and chart by converting the capital "W" in "white" to a lowercase "w" in:
    - i. Page 1.1-17, Table 1.1.1 (Population Growth Rate of Race and Ethnicity - City of Los Angeles)
    - ii. Page 1.1-18, Chart 1.1.15 (Change in Race and Ethnicity Over Time - LA City)
    - iii. Page 1.1-29, Table 1.1.4 (Isolation Index); and
    - iv. Page 1.1-94, Table 1.1.10 (Back Rent Owed by Race/Ethnicity of ERAP Applicants)
  - b. On page 1.1-16, Chart 1.1.13: Correct data entry error by modifying chart to depict the correct Percentage of Total Persons Experiencing Homelessness (blue bar) for Latinx (33%) and Black/African American (38%)
  - c. On page 1.1-66, Chart 1.1.36: Correct data selection error by deleting extraneous unlabeled bar to the far right of the chart.
4. Make additional, non-substantive text edits as necessary to correct typographical errors.

**INSTRUCTIONS:** Correct Map 2.1.2 "Percentage of Residential Land Area," located on page 7 in Appendix 2.1. This map is missing information and the legend necessary to convey the percentage of all residential land zoned as Single Family (70.4% of all residential land), Lower Density Multi-Family (12.3% of all residential land), and Higher Density Multi-Family (17.3% % of all residential land) as was originally depicted in the Map of the same name included in Appendix 2.1 of the July Housing Element Draft. The corrected Map 2.1.2 provided below is to replace the current map on page 7 of Appendix 2.1.





**Instructions:** Modify Appendix 4.7 as follows:  
 Remove from the Candidate Sites for Rezoning listed properties included erroneously including parcels subject to the Wiggins Settlement, Residential Hotels, Homekey sites, and sites unlikely to develop such as street medians, museums, and other long-term uses. Modify capacities on listed publicly owned sites to avoid duplication with sites listed on Appendix 4.8. Add and modify listed sites near the Exposition/Sepulveda intersection, by applying the Opportunity Corridor (OPP C) incentives to NMU(EC)-POD zoned parcels. Parcels to be removed, modified, and added are listed below.