



PLANNING

LOS ANGELES CITY PLANNING DEPARTMENT | QUARTERLY NEWSLETTER

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PROPOSED WEINGART CENTER TOWERS

Move One Step Closer to Breaking Ground

In January 2019, the City Council approved the plans for a high-rise affordable housing project that will include a mix of permanent supportive and affordable family units. The plans call for 382 units of new housing, 378 of which will be set aside for households earning between \$36,550 and \$52,200.

This is the first of two ambitious high-rise developments from the Weingart Center, a human services organization that provides homeless individuals with the skills and resources to lead productive, self-sufficient lives. Located in Downtown's Skid Row, the Weingart Center's residential and community-based programs aim to break the cycle of homelessness.

A joint venture with Chelsea Investment Corporation, the project calls for 12- and 18-story buildings on a site bounded by San Pedro to the west and Crocker Street to the east. The site will include 25,498 square feet of floor area for onsite counseling and career services, as well as recreational facilities ranging from a library and fitness center to an entertainment lounge.

Joseph Wong Design Associates (JWDA) was retained by the Weingart Center and Chelsea Investment Corporation to develop the project's architectural plans. The high-rise will feature floor-to-ceiling glass walls on the ground floor and rooftop terraces. Landscape and hardscape design by AHBE Landscape Architects will enhance the pedestrian pathways, courtyard, and common open space.

The City Planning Commission approved the project's planning entitlements in November 2018. Among other planning approvals, the applicants requested a General Plan Amendment and Zone Change to build in an area zoned for industrial use, despite its increasing levels of affordable housing.

According to the Los Angeles Housing + Community Investment Department (HCID), the Weingart affordable housing project is one of 79 proposed projects funded by Measure HHH, a \$1.2 billion bond passed in 2016 to fund new supportive housing projects for homeless Angelenos. The first phase of construction is scheduled to commence by year's end, with a slated date of completion in 2021.

DIRECTOR'S MESSAGE

Vince Bertoni

The City of Los Angeles continues to grow, and with that growth comes the need for more housing – not only more units, but a broader array of housing options to meet evolving household types and sizes, and a greater variety of housing price points that people at all income levels can afford.

We must accommodate this residential development in a sustainable way that respects the collection of unique neighborhoods that characterizes Los Angeles, while at the same time ensuring residents a high quality of life, a vibrant economy, and access to jobs, open space, and urban amenities.

In keeping with these goals, the Los Angeles City Planning Department is focused on addressing issues related to affordability. At the same time, the Department is looking more broadly at housing production and preservation to ensure there is an adequate supply of ownership and rental housing that is affordable for people at all income levels.

The Housing Element of the City's General Plan, which provides the foundation for our citywide housing strategy, sets out four overarching goals for residents – renters and homeowners alike. Goal number one is about providing safe, healthy, and affordable housing through the production of new units and the preservation of existing ones. Meeting this goal means rapidly stepping up

[MESSAGE CONTINUED ON NEXT PAGE](#)



production in the face of Los Angeles's continuous population growth and the nationwide housing shortage.

This issue of the Department's Quarterly Newsletter highlights our efforts to address housing supply and affordability, which we have approached from a number of angles. The Transit Oriented Communities (TOC) Incentive Program, initiated in 2017, continues to produce much-needed affordable units in numbers we have not seen in years prior, both in terms of unit count and deeper affordability levels.

The City's Home-Sharing Ordinance also takes important steps to protect Los Angeles's housing stock by instituting new regulations that will prevent housing units from being taken off the market and used for full-time short-term rentals. In addition to these safeguard measures, the City of Los Angeles is leading the nation in the number of permitted Accessory Dwelling Units, providing faster, lower-cost solutions to Los Angeles's housing crisis through the introduction of a relatively new housing typology that is designed to provide middle-income households with more affordable housing options.

As a result of these and other initiatives, Los Angeles produced more housing in 2018 than in any of the previous 30 years – nearly 21,000 new permitted units. Our approaches are not only generating more housing, but more affordable housing. Last year, the City permitted 1,595 affordable units, a 63% increase compared to 2017.

The Department's work on housing is characteristic of its broader mission: creating and implementing equitable policies that serve all Angelenos.

A handwritten signature in black ink, appearing to read "Vince Bertoni".

Vince Bertoni



AFFORDABLE HOUSING UNITS ON THE RISE

New Housing Units Proposed Near Transit and Job-Rich Neighborhoods

Two years after its launch, the Transit Oriented Communities (TOC) Incentive Program has helped drive housing production, accounting for half of all discretionary units proposed across the City. Between September 2017 and June 2019, 20,051 new housing units have been proposed under the program – 20% of which are restricted affordable.

The largest share of affordable housing units proposed through TOC has been reserved for Extremely Low Income (ELI) households. A single-person household with an income less than \$21,950 or a four-person household making under \$31,300 would qualify as ELI. In creating the TOC Incentive Program, the Los Angeles City Planning Department prioritized creating additional housing opportunities for families who are rent-burdened and at the greatest risk of becoming homeless. Before the launch of the TOC Incentive Program, few ELI units appeared outside of supportive housing projects, because no program incentivized building for this income category.

Interest in the TOC Incentive Program remains strong, with growing numbers of projects utilizing its tier-based incentives and streamlined approvals process to build new housing. To qualify, mixed-use and residential projects must be located near high-quality transit and provide a specific set-aside of onsite affordable housing.

Based on the Department's analysis, the majority of projects that have taken advantage of the TOC Incentive Program have been located near job-rich neighborhoods in Central and West Los Angeles, including Wilshire Center, Koreatown, Hollywood, Westlake, Palms, and Playa Del Rey. However, neighborhoods in South Los Angeles, such as West Adams, have also proven popular. In general, TOC projects have supported the City's infill strategies, focusing new development opportunities closer to investments in transit and infrastructure as part of a more sustainable approach to housing Los Angeles's growing population.

In the coming weeks, the Department will issue an update to the TOC tier reference map, an informational resource intended to help applicants determine whether a project qualifies for the TOC Incentive Program. The revised map will account for changes in the transit system, such as changes to bus routes, as well as recent updates to the regional methodology for identifying transit stops. Moving forward, these updates will occur on a periodic basis. The revised maps will be made available on the Department's website.





CITY OF LOS ANGELES'S HOUSING PRODUCTION HITS 30-YEAR HIGH

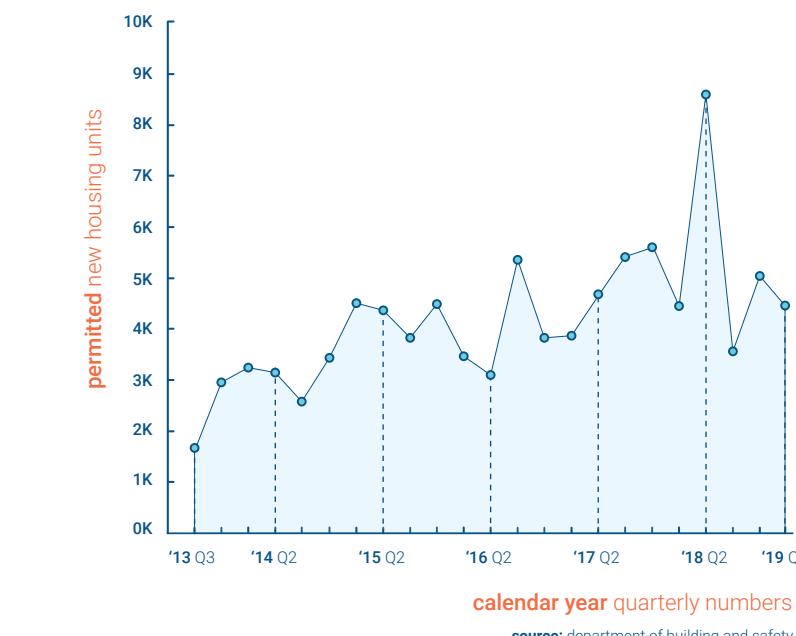
Exceeds Goal of Creating 100,000 New Housing Units by 2021

According to the City's latest annual progress report on housing data, Los Angeles produced more housing in 2018 than during any other year in over three decades. Nearly 21,000 new units received building permits from the City last year, a number that Los Angeles has not met – let alone exceeded – since 1986.

The latest data shows that Los Angeles has surpassed Mayor Garcetti's goal of permitting 100,000 units of new housing by 2021. More than 100,400 new housing units have already been permitted since July 1, 2013. On average, 4,183 units have been permitted each quarter since July 2013 – surpassing the Mayor's original quarterly goal of 3,125 units.

Contributing to the surge in building permits are Accessory Dwelling Units, which are being permitted at an average rate of 1,095 per quarter.

the path to 100,000
new housing units



4,183
Average units
permitted each
quarter

21,000
New units
permitted last
year

100,400+
New units
permitted since
July 1, 2013

source: department of building and safety



BACKYARD RESIDENCES HELP ADDRESS LOS ANGELES'S HOUSING SHORTAGE

New State Regulations Spur Housing Production Citywide

With the undersupply of housing in Los Angeles, Accessory Dwelling Units (ADUs) have become an important housing option for renters and homeowners. An ADU – also known as a granny flat or guest house – is a self-contained housing unit located on the same property as a single-family home. By design, ADUs are more affordable to build and rent than other housing units because they do not involve the purchase of land or major new infrastructure.

ADUs have accounted for 2,190 of the housing permits issued so far this calendar year, more than 20% of total housing permits. The scarcity of vacant lots and rising housing costs have made ADUs an attractive alternative for households that cannot afford to buy a single-family home or rent in many single-family neighborhoods. They have proven to be an attractive and affordable alternative housing option for students, the elderly, young couples, and countless others.

A 2017 change to California state law made it even easier to build ADUs, in addition to converting or repurposing existing space into an ADU. As a result, the number of ADU permits issued has increased steadily, from just 117 in 2016, to 4,155 in 2018. The total

number of ADU permits issued between 2017 and 2019 (to date) has soared to 8,664, an increase of more than 1,800% compared with the number of permits issued from 2014 to 2016, before State law changed.

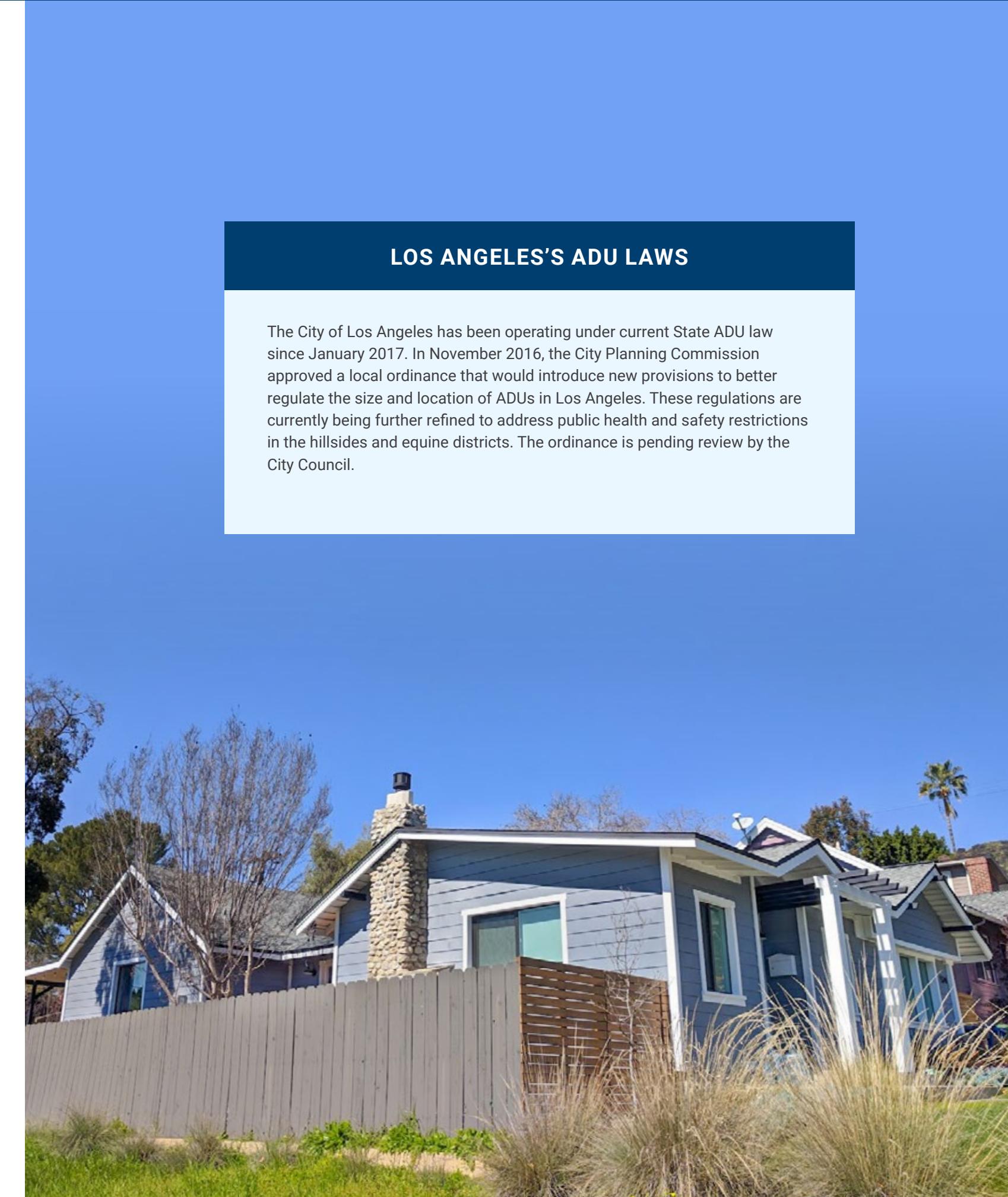
The vast majority of the ADU applications the City has processed – 81% – were for conversions or additions to existing buildings. The remaining 19% are for newly constructed units across various neighborhoods of Los Angeles.

The San Fernando Valley continues to emerge as the focal point for ADU production, with high levels of applications in Arleta, Pacoima, Sun Valley, North Hollywood, Reseda, and West Van Nuys.

According to the Terner Center for Housing Innovation at the University of California, Berkeley, the City of Los Angeles has seen the most dramatic spike in ADU applications of any large city in the State of California. The study notes that the number of ADU permits increased by nearly 25 times between calendar years 2016 and 2017.

LOS ANGELES'S ADU LAWS

The City of Los Angeles has been operating under current State ADU law since January 2017. In November 2016, the City Planning Commission approved a local ordinance that would introduce new provisions to better regulate the size and location of ADUs in Los Angeles. These regulations are currently being further refined to address public health and safety restrictions in the hillsides and equine districts. The ordinance is pending review by the City Council.





CITY OF LOS ANGELES LAUNCHES NEW HOME-SHARING PROGRAM

Imposes New Citywide Regulations to Protect Existing Housing Stock

The City Council adopted an ordinance to regulate Home-Sharing in Los Angeles, limiting short-term rentals (STRs) of 30 consecutive days or fewer per month to primary residences only. Given the rise in popularity of STRs for both local residents and travelers, the City Council asked the Los Angeles City Planning Department to prepare the regulatory framework for this new citywide policy.

While there may be benefits to home-sharing, STRs have also presented certain challenges for neighborhoods in which the number of short-term rental units has sharply increased. The City's new

Home-Sharing Program includes several key protections to tackle this issue and ensure that units are not removed from the housing market and converted into full-time, short-term rentals. Only primary residences can participate in the program, but provided that the space is approved for residential use, hosts may rent anything from a single room to an entire home. Properties subject to local rent stabilization are not eligible to participate in the Home-Sharing Program.

To register online, visit:
<http://bit.ly/LACityHomeSharing>

WHAT IS A PRIMARY RESIDENCE?

A primary residence is defined as an apartment unit or home where the host resides for more than six months of the year. If there are multiple units on a property, the primary residence is the unit in which the host resides. Proof of primary residence will be determined during registration and/or renewal.



NEW HOME-SHARING PROGRAM ENFORCEMENT

The Home-Sharing Ordinance prohibits any listing of a short-term rental without a valid home-sharing registration number or pending status registration number. Listing a short-term rental unit without a valid registration number, or being out of compliance with the ordinance, will trigger an initial notice of violation. If the party does not take immediate steps to comply under the terms of the Home-Sharing Program, the violation will result in a citation.

Before applying for home-sharing, applicants should also make sure that they have the following:



Photo Identification (ID)
A valid federal or State-issued photo ID such as a driver's license, State ID card, or passport.



Documentation of Primary Residence
Two separate types of documents must be provided.



Landlord Approval
If the host is a renter or lessee, a signed and notarized affidavit that approves the host's participation in home-sharing for that unit.

To report any concerns or complaints, contact the 24/7 complaint hotline at (213) 267-7788. After review, complaints will be sent to the appropriate City department.

ONLINE REGISTRATION

Applicants for the Home-Sharing Program must meet the eligibility requirements and provide the necessary documents to prove that their unit is a primary residence.

Filing the application and paying the application fee of \$89 will allow a host to rent a primary residence for up to 120 days in a calendar year, once the host receives a temporary registration number. Hosts who wish to rent a primary residence for more

than 120 calendar days will need to submit an application and pay an additional application fee for an extended Home-Sharing permit. Home-Sharing registration must be renewed annually and cannot be transferred or assigned.

For more information, visit planning.lacity.org/home-sharing or contact planning.home-sharing@lacity.org.



STAFF PROFILE

Matt Glesne

Matt Glesne is a City Planner in the Housing Policy Unit. He oversees citywide housing policies, including the General Plan's Housing Element, for the Los Angeles City Planning Department.

In the last three years, Matt led the charge in advancing new legislation that has helped the City produce new affordable housing units. Most notably, he drafted the Transit Oriented Communities (TOC) Incentive Program, which has accounted for a third of all housing units proposed since 2018. He also advised on the development of a citywide Permanent Supportive Housing Ordinance, which has standardized the criteria and process for both the review and approval of new supportive housing projects – reducing the time it takes to secure planning approvals from years to months. The State of California has since taken similar steps, modeling its statewide legislation to mirror efforts taken on the citywide level.

Additionally, Matt and his Unit have worked in recent years to protect the City's existing housing stock by developing new policies aimed at improving housing affordability. The Los Angeles City Council tasked him with establishing a regulatory framework for Home-Sharing. This new land use policy limits short-term rentals to primary residences only.

Matt also led the citywide charge to develop the Unpermitted Dwelling Unit Ordinance, which allows certain unpermitted housing units in multi-family zones to be legalized, provided they meet life-safety and affordability requirements. The program was designed to keep tenants in their homes and retain existing units.

Affordable housing has always interested Matt, in part because of its far-reaching effects and the role planners can play in incentivizing housing production. Prior to joining the Citywide Policy Unit in 2012, he worked in the Department's Office of Historic Resources.

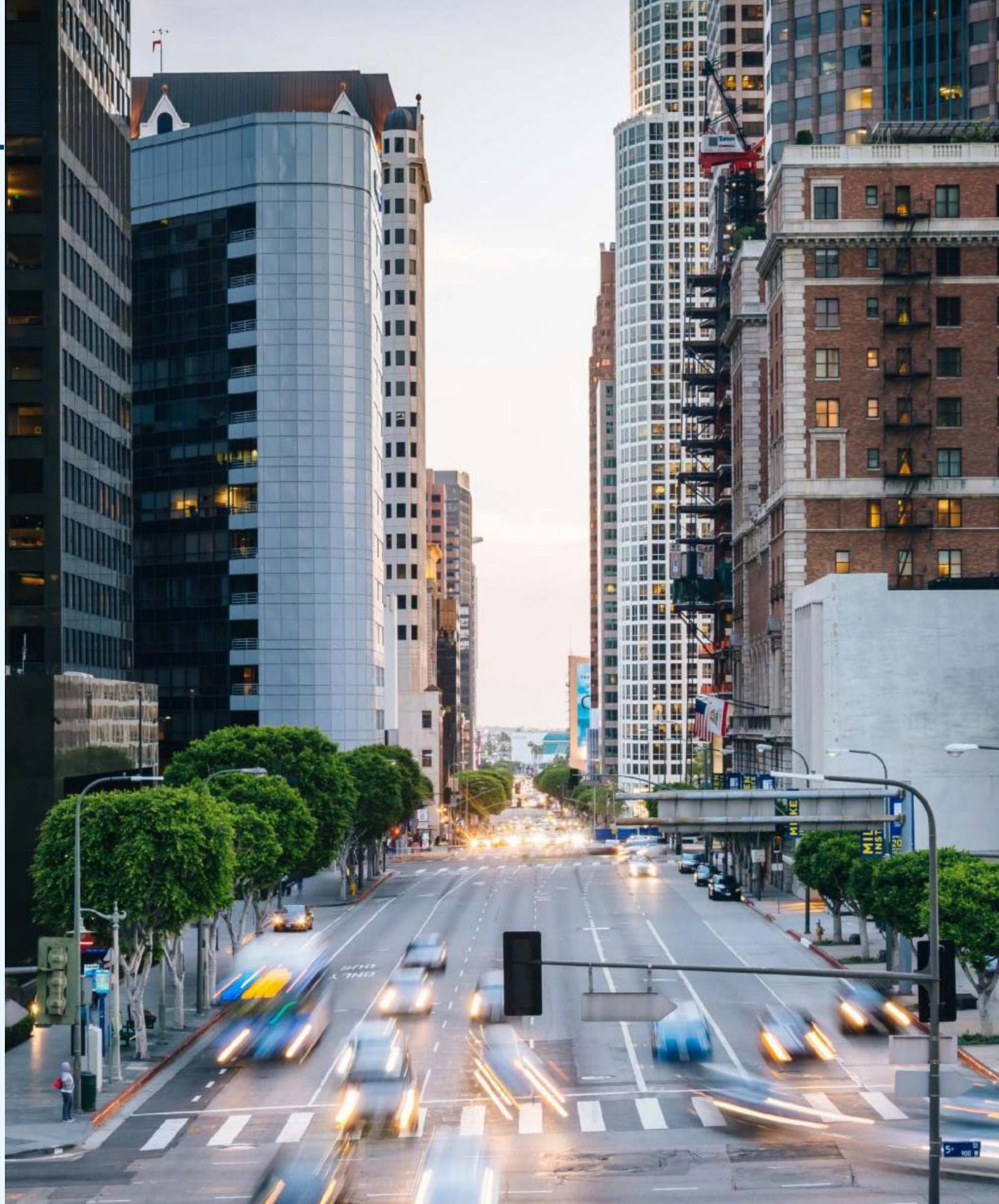
Matt is a native of Chicago, Illinois. He has a master's degree in Urban Planning and Policy from the University of Illinois, Chicago and a bachelor's degree in Urban and Regional Planning from the University of Illinois at Urbana-Champaign.

CITY PLANNING UPDATES

The Los Angeles City Planning Department recently released the draft policies for the [Downtown Community Plan \(DTLA 2040\)](#). The draft Plan introduces new housing opportunities across Downtown, along with new affordable units. In the coming months, the Department will be soliciting feedback on, and further refining the draft components, prior to releasing the draft Zoning later this fall.

The Los Angeles City Council approved the Department's updated thresholds for evaluating transportation-related impacts of a project. These changes are in response to State legislation, which requires all cities in California to adopt an updated framework for the California Environmental Quality Act (CEQA) analysis of transportation impacts, measured with [Vehicle Miles Traveled \(VMT\)](#). The updated transportation thresholds are accompanied by a more holistic range of potential mitigation measures for development projects that have been proven to reduce VMT and greenhouse gas emissions and promote sustainable development of housing and transportation networks.

The Los Angeles City Planning Department will be releasing an annotated version of the draft [Processes and Procedures Ordinance](#). The proposed ordinance reorganizes the rules for the Department's review of project applications in a more user-friendly format, relocating existing processes into one consolidated section of the Zoning Code. The Department will hold informational sessions this fall to provide additional opportunities for community members to learn more about the proposed changes.



DEVELOPMENT SERVICES CENTERS

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201 N. Figueroa St., 4th Fl
Los Angeles, CA 90012
(213) 482-7077

[Valley Public Counter](#)

6262 Van Nuys Blvd., 2nd Fl
Los Angeles, CA 91401
(818) 374-5050

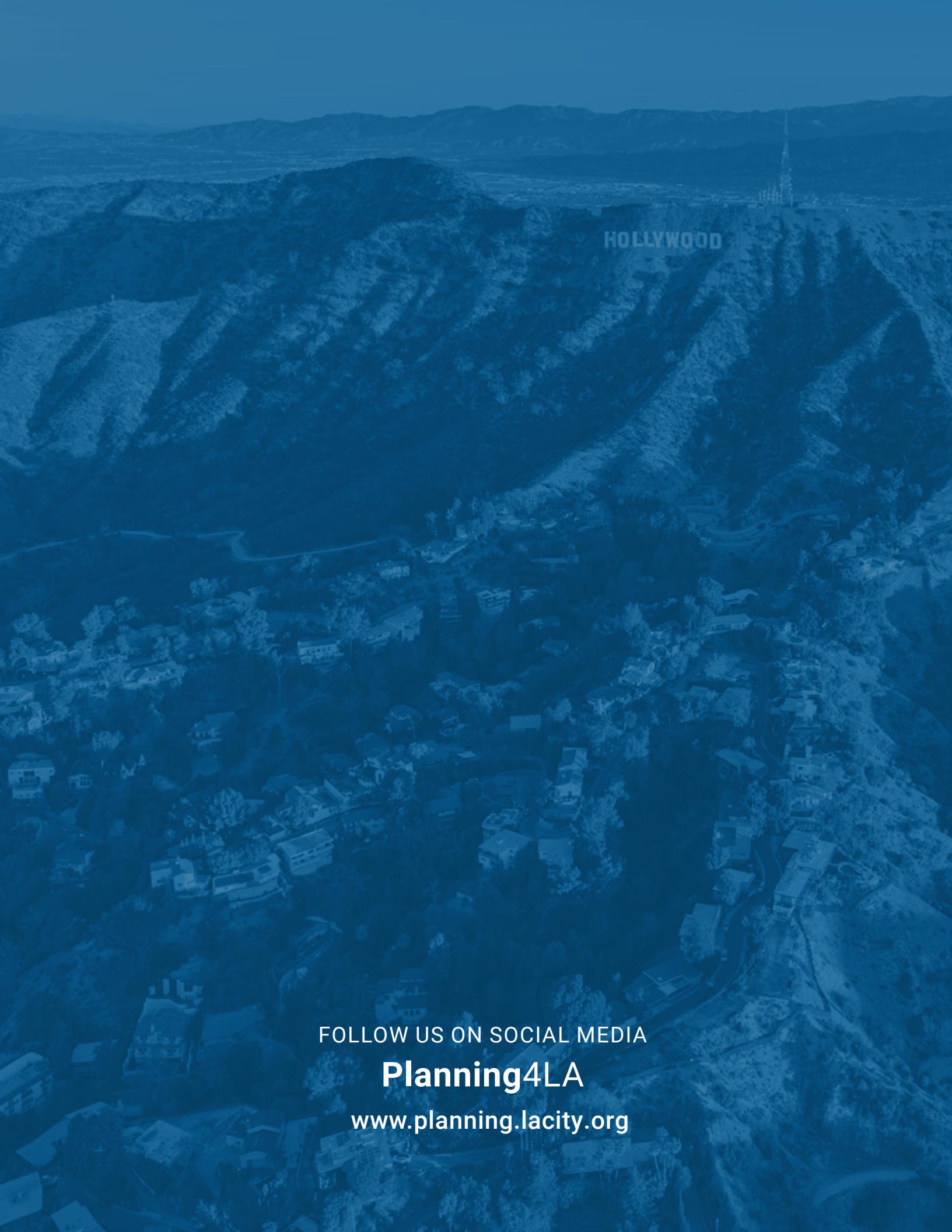
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1828 Sawtelle Blvd., 2nd Fl
Los Angeles, CA 90025
(310) 231-2901



This newsletter is published quarterly by the Los Angeles City Planning Department. Please contact Agnes Sibal-von Debschitz with questions, comments, or reprint requests: Agnes.Sibal@lacity.org | (213) 978-1015.

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An aerial photograph of the Hollywood Hills in Los Angeles, California. The iconic "HOLLYWOOD" sign is visible on a hillside. Below it, numerous houses and apartment complexes are built into the steep, green-covered hills. A winding road or railway track is visible on the right side.

HOLLYWOOD

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