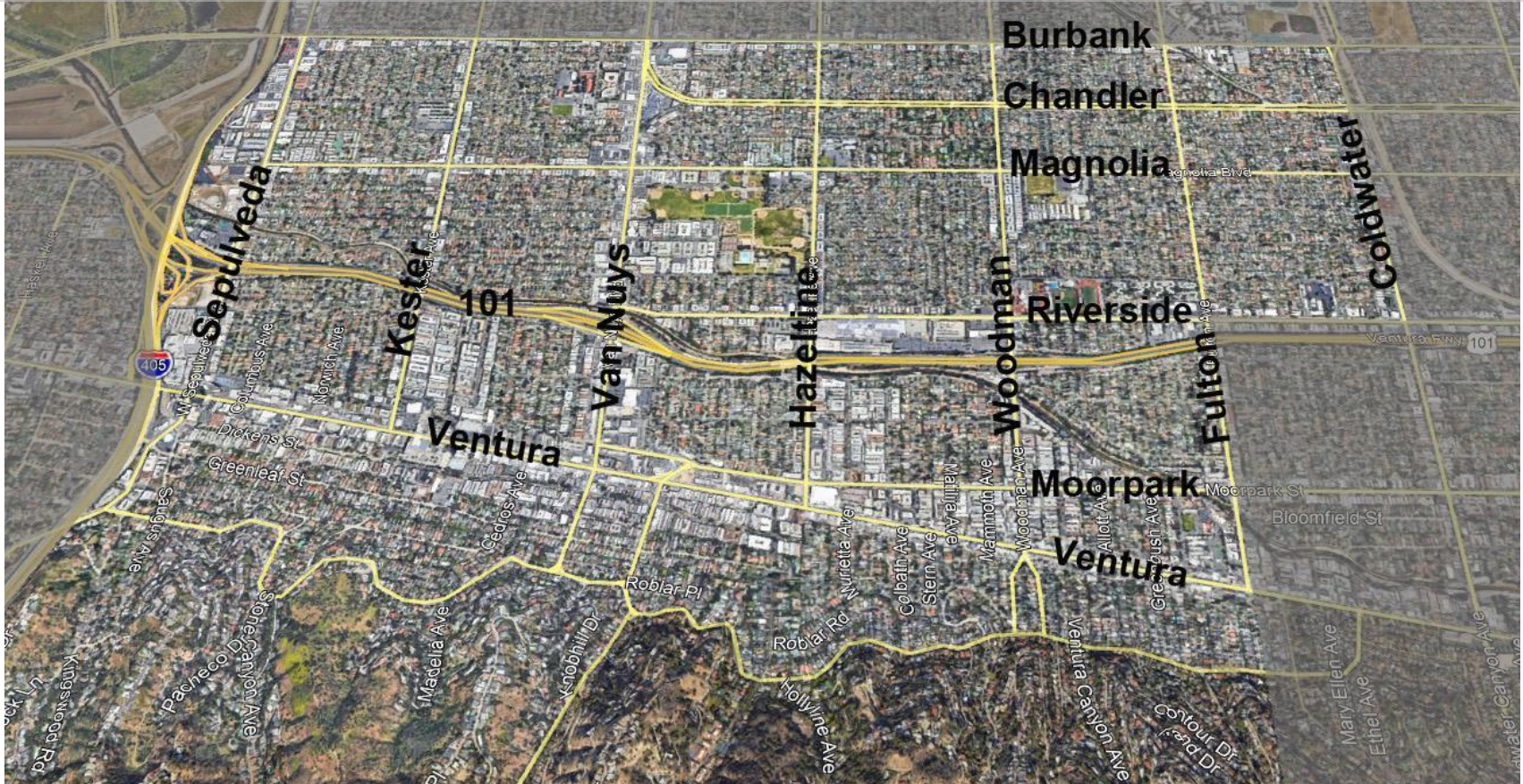


Sherman Oaks Vision Pursuing Equitable, Affordable Housing



COMMUNITIES NEED TO BE PLANNED, NOT LEGISLATED

Mission

Equitable, Affordable, Up-lifting Communities for ALL!

Everyone's Quality of Life is Important

Equitable, Affordable Housing

Goal:

Local jurisdictions have a toolkit of ideas & options to use for fulfilling their affordable housing goals, needs and objectives to use at their discretion.

The State funds the construction of affordable housing and implementation of programs to fulfill State mandates such as reduced minimum parking and its ramifications.

Communities maintain their character and are enhanced while providing equitable, affordable housing opportunities.

Equitable, Affordable Housing

Since the Great Recession:

- 100,000 per year have not been built because of the lack of State funding
- That equals one million units in the past decade.

Make Homeownership more Accessible

- The State is now supporting rental housing over ownership.
- For each middle income buyer that gets a “starter” home, it frees up a rental unit.

Topics

Financing

Entitlement

Density

Parking

Transit

Environment

State Responsibility

Financing

Current housing assistance:

Voucher systems,

Government entitlement bonuses,

Grants,

Tax-credits,

Low-cost financing.

Financing

Affordable Apartment Rents

www.kcrw.com/news/shows/greater-la/rent-safe-parking-olympics/housing-subsidies-middle-class

The California Statewide Communities Development Authority (CSCDA), is a joint powers authority that provides bond financing for public projects to more than 500 cities and counties around the state. The CSCDA purchases market-rate apartment buildings using bonds that are sold to investors, who get repaid through rental income and interest. Because the buildings are government-owned, they're exempted from property taxes. As tenants leave and leases expire, the apartments gradually turn over from market-rate to moderate-income. Whether the community benefits of that outweigh the lost tax revenue remains to be seen.

Jon Penkower, Managing Director

Financing

Affordable Home Ownership

Senator Bob Hertzberg: <https://www.dailynews.com/2021/03/07/california-must-invest-in-new-homeownership-bob-hertzberg/>

“It is time to flip the script and focus on turning renters into homeowners, who can build their own wealth over the long term. To have real, lasting impact, we need to think big- a \$25 billion dollar bond fund- with money from investors and not taxpayers. ...our new homes must be built in an environmentally sensitive manner as “in-fill” sustainable community strategy projects with significant community benefit, rather than create more 1950’s style sprawl. Moreover,...we will ensure that it benefits people of all races, ethnicities, creeds and sexual orientations.

Taking advantage of the below-market financing costs available to the State of California, we can leverage private funding for down-payment and other mortgage assistance through “silent second” mortgages – which would be repaid when homes are resold.

The time to act is now. The California Dream of homeownership should not die with the baby boomer generation.”

Tactics

Vacancies inventory/tax

Incentivize those earning higher than qualifying income to move out of low-income units

Funds for low income projects be used for construction costs, not soft costs

Require affordable units in projects requiring discretionary approval

Promote mixed-income inclusionary projects

Prevent lot flipping

Establish a living wage to offset housing costs

Include universal right of return

Entitlement

Establish the allowable capacity of housing within existing zoning

Establish an Inventory of Public Land in each Local Jurisdiction

Discretionary approval

Community Centric Development

Repeal Article 34 in the California Constitution (Requires low cost housing to be approved by voters)

Adaptive Reuse

Establish Community based “Vision” committees

Maintain CEQA

Entitlement

New developments must be more economically diverse. This means that the developers have to include some smaller homes, or starter homes. Example: 85% "larger detached townhomes" and 15 % slightly smaller units. The smaller ones cost less to build, therefore less to buy. They are to be earmarked for first time homeowners who pay their own mortgage, but who could apply for assistance with the down payment.

The people who buy these smaller homes have to promise to live in them and not rent them. If they move out within a certain time period, they are only allowed to increase the sales price by a fixed amount.

The owners of the smaller homes have the advantages of mortgage deduction, living in the same neighborhood as more affluent people, access to the same schools, etc.

In similar programs around the country, 15% was the maximum percentage that would make this program work financially.

They called these houses "moderately priced dwelling units" (**MPDUs**)

Density

Revisit RHNA numbers. Regional Housing Needs Allocation numbers determine how many new homes and their affordability for local jurisdiction's Housing Element.

Actual needs based on outflow of residents

Actual needs based on new telecommuting models

Encourage mixed-income housing

Encourage more affordable single family housing

Encourage job-housing proximity

Density

One Size Fits All Solutions erode existing efforts for local zoning and values.

Communities:

Communities are unique. They know where they can appropriately add density. solutions should be tailored to meet local needs.

Topography:

California has so many changes in topography and environmental conditions, no one solution can be appropriate for all.

Gentrification & Displacement:

Wealthier people move into poorer urban areas, typically displacing current inhabitants in the process

Density

CONCEPTS:

All Single Family Zone Developments have to conform to local zoning as of January 1, 2021.

NO mid-block lot splits

Duplex development must follow local zoning.

Lot split only end or corner lots, therefore all dwellings have direct street access

Duplex corner lots

Develop public parking areas with affordable housing above

Density

CONCEPTS:

Develop residential units in underutilized commercial centers/corridors

Work/housing/community retail livability balance

Micro units/ tiny houses

Co-living

Develop mixed income housing above freeways

Density Increase as Proposed by SB 9

To split a property, it has to be free of any loans. In California, loans are tied to the parcel.

Therefore, the typical homeowner needs to find another source of money to pay off their mortgage before splitting the lot.



House must be Demolished To Split the Lot

Typical Single Family Lot – Split Vertically

Construction costs are \$300 per square foot.

To build 3,200 S.F. the cost will be \$960,000.

This is not an affordable or simple process for the typical homeowner.

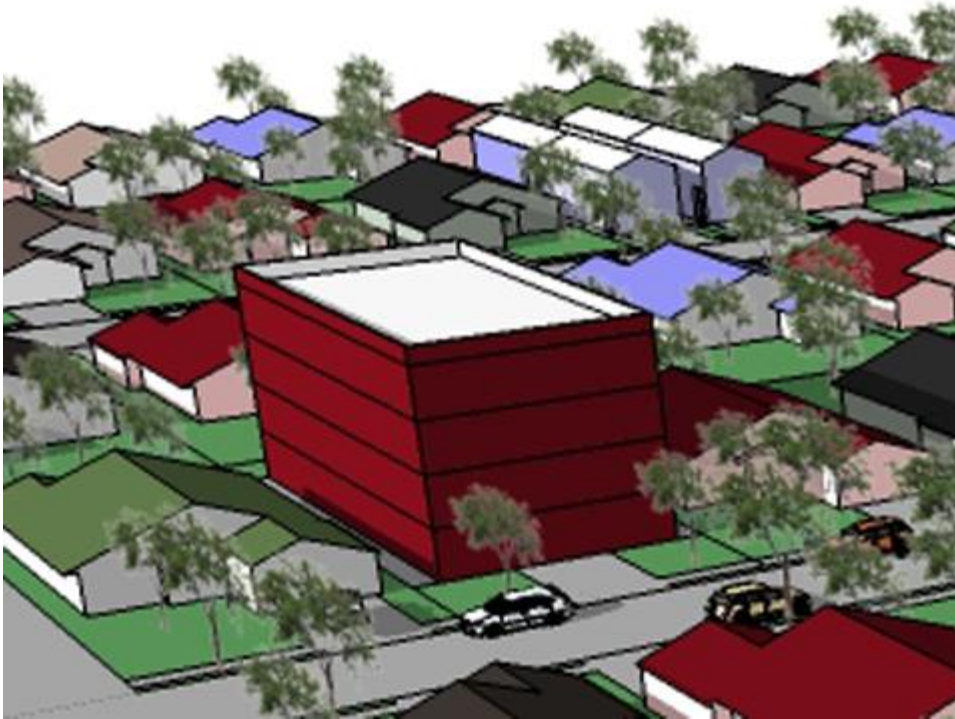


Split Lot, each new lot with two 800 S.F. units

Once a mortgage is paid off, homeowners need to obtain a \$1M construction loan, plus fees and costs to relocate for 12 to 18 months. How many typical homeowners will qualify?

SB 9 lot splitting is not for typical homeowners, but for developers.

Density Increase as Proposed by SB 10



NO AFFORDABLE UNITS

SB 10 allows 10 apartment units on a residential lot plus: *up to two accessory dwelling units and two junior accessory dwelling units per parcel that shall not count towards the total number of units when determining if the project may be approved ministerially or by right*



Existing Community



Community After SB 9 & SB 10 Developments No Environmental Review

SB 9 allows:

4 foot rear and side yard setback.

Loss of yards

Loss of trees
Loss of permeable surfaces.

No infrastructure improvements.

No Affordable Units

Minimal Parking

SB 10 Allows:

10 Unit Apartment Houses

No Affordable Units

Minimal Parking

Voter initiatives to be overturned by City Councils

Density Increase as Proposed by SB 9 & SB 10



Typical Neighborhood After SB 9 & SB 10

This is **NOT ACCEPTABLE**, even with local agency approval.

Density Concepts in Single Family Zones

At the discretion of Local Jurisdictions



Typical Neighborhood

Density Concepts in Single Family Zones

At the discretion of Local Jurisdictions



Typical Neighborhood with Mid-Block Duplexes (no ADU or JrADU)

All housing has to comply with existing single family zoning as per January 1, 2021 codes.

Density Concepts in Single Family Zones

At the discretion of Local Jurisdictions



Typical Neighborhood with Corner Lot Duplexes

All housing has to comply with existing single family zoning as per January 1, 2021 codes.

Density Concepts in Single Family Zones

At the discretion of Local Jurisdictions



Typical Neighborhood with Splitting of End Lots

All housing has to comply with existing single family zoning as per January 1, 2021 codes.

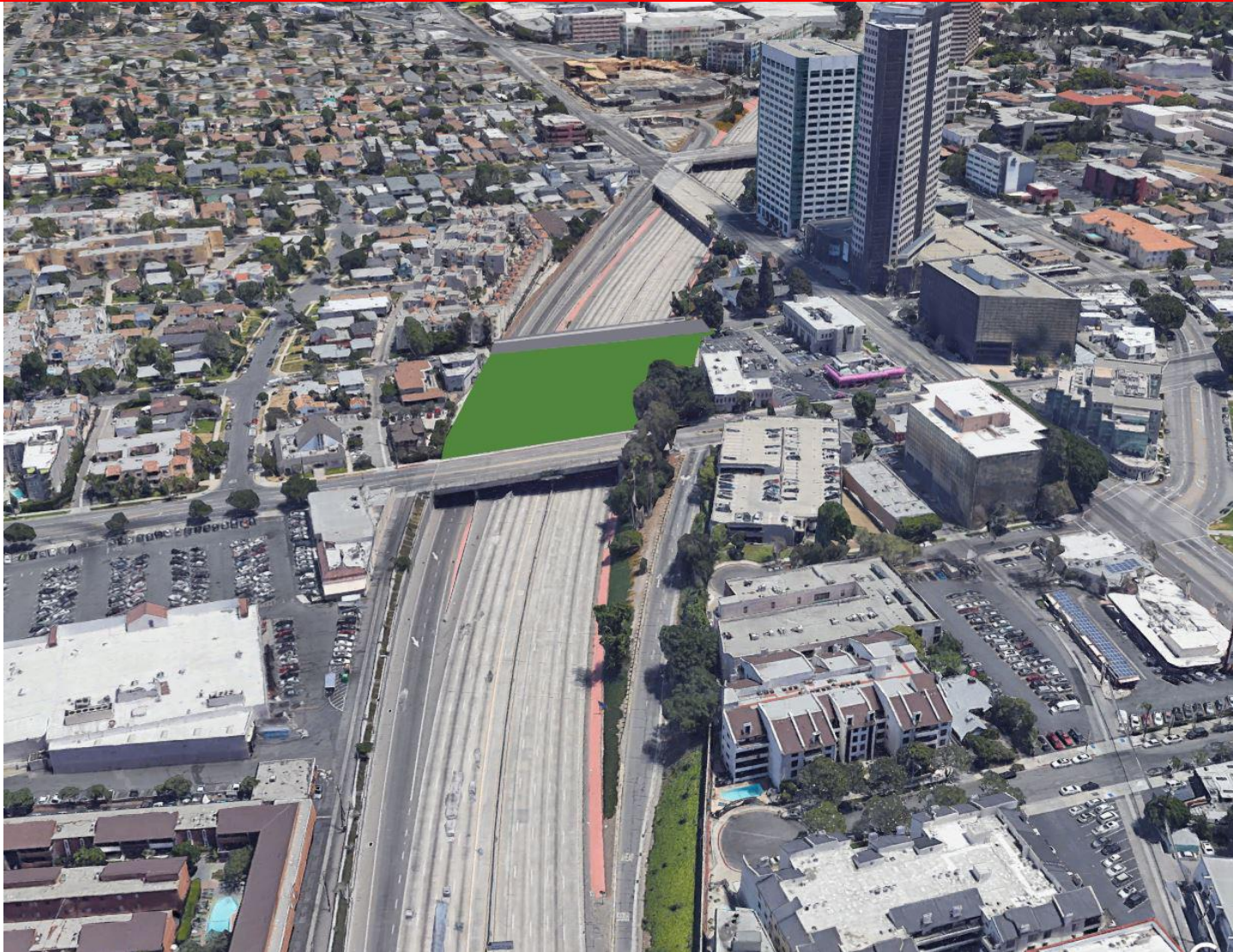
Smaller lot, smaller house, therefore less expensive.

Density Concepts where Freeway Location Allows



Freeways divided communities

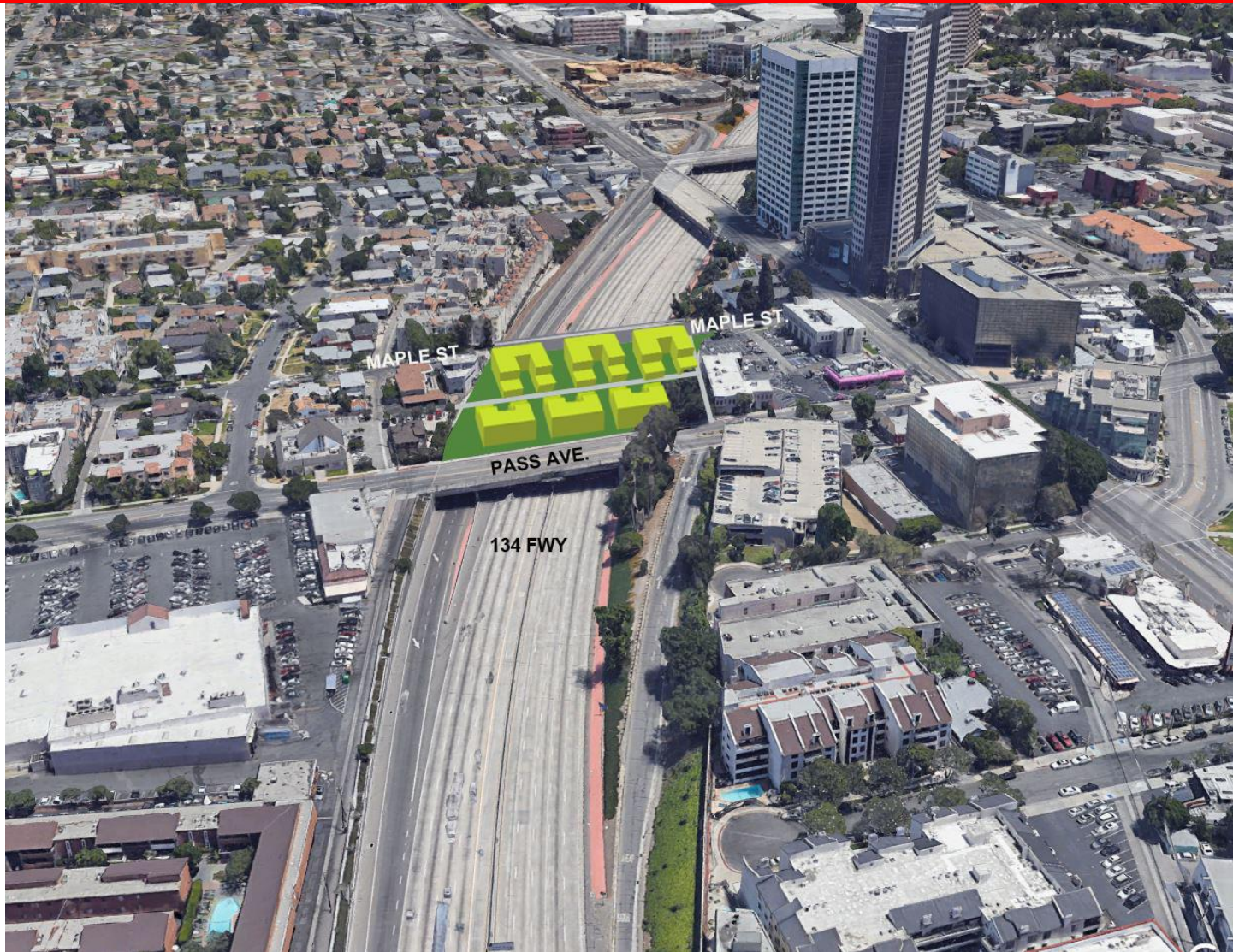
Density Concepts where Freeway Location Allows



Span freeways and reunite communities

Sherman Oaks Neighborhood Council
Vision Committee

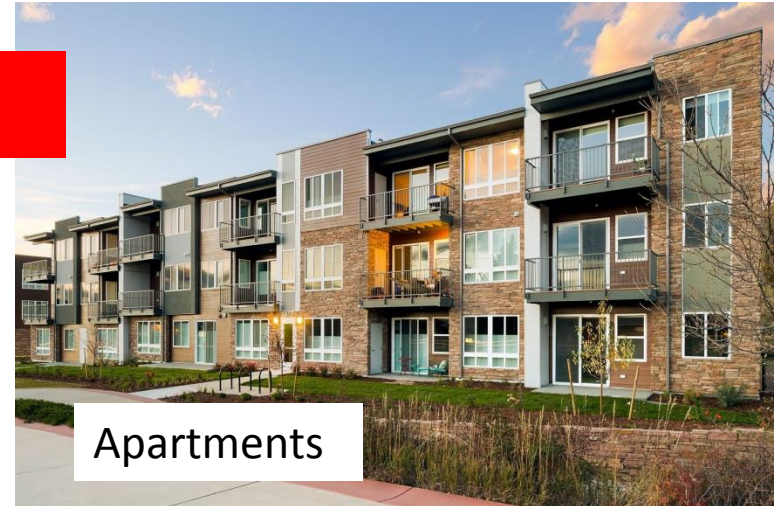
Density Concepts where Freeway Location Allows



Span freeways and build mixed income housing

Sherman Oaks Neighborhood Council
Vision Committee

Housing Types



Housing Types



Duplex

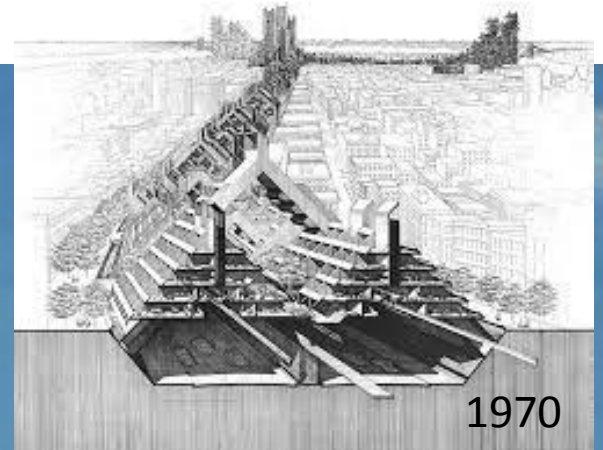


Small Lots

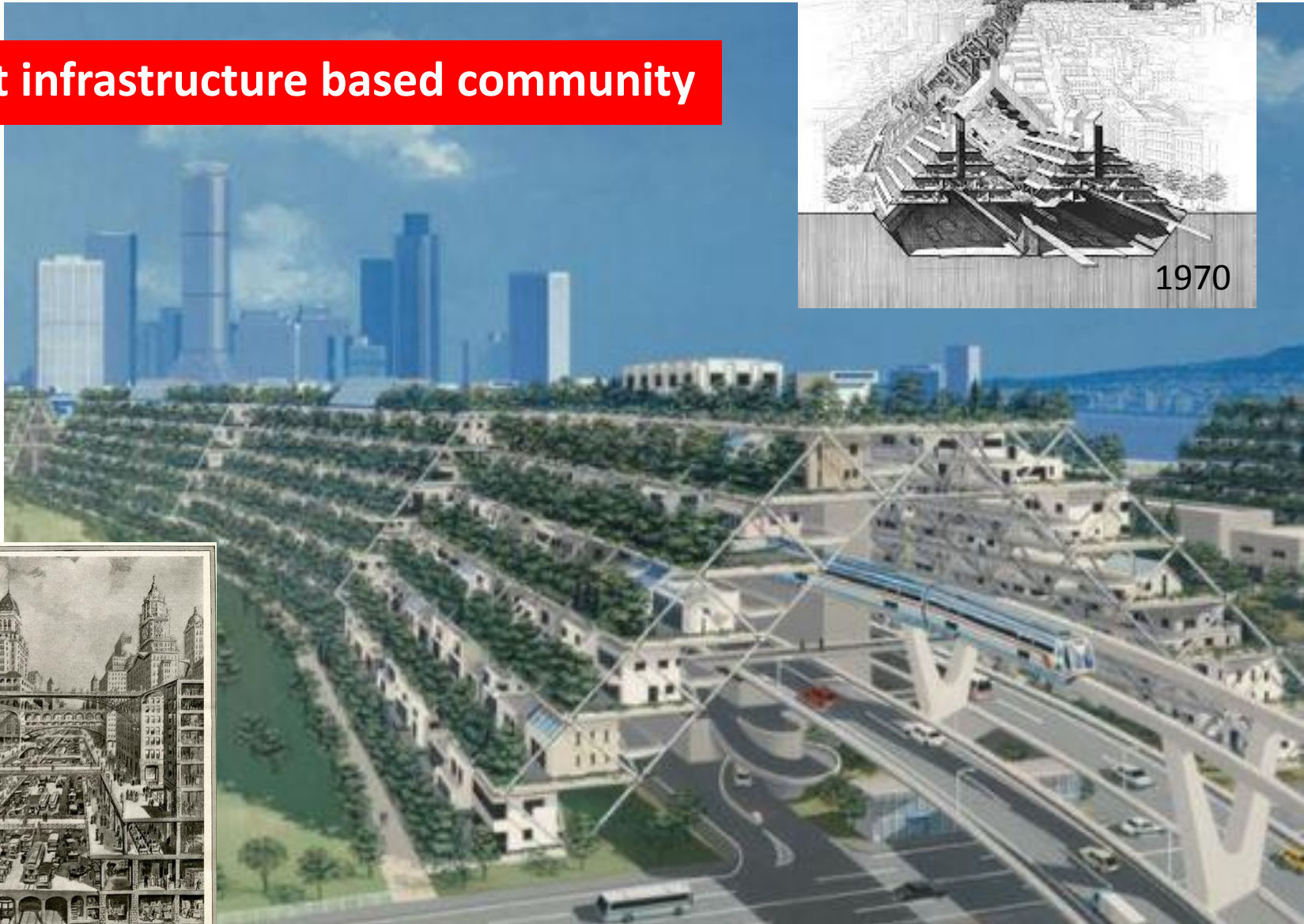


Duplex

Transit infrastructure based community



1913



Megastructures have been proposed for over a hundred years.
Maybe it's time to try it.

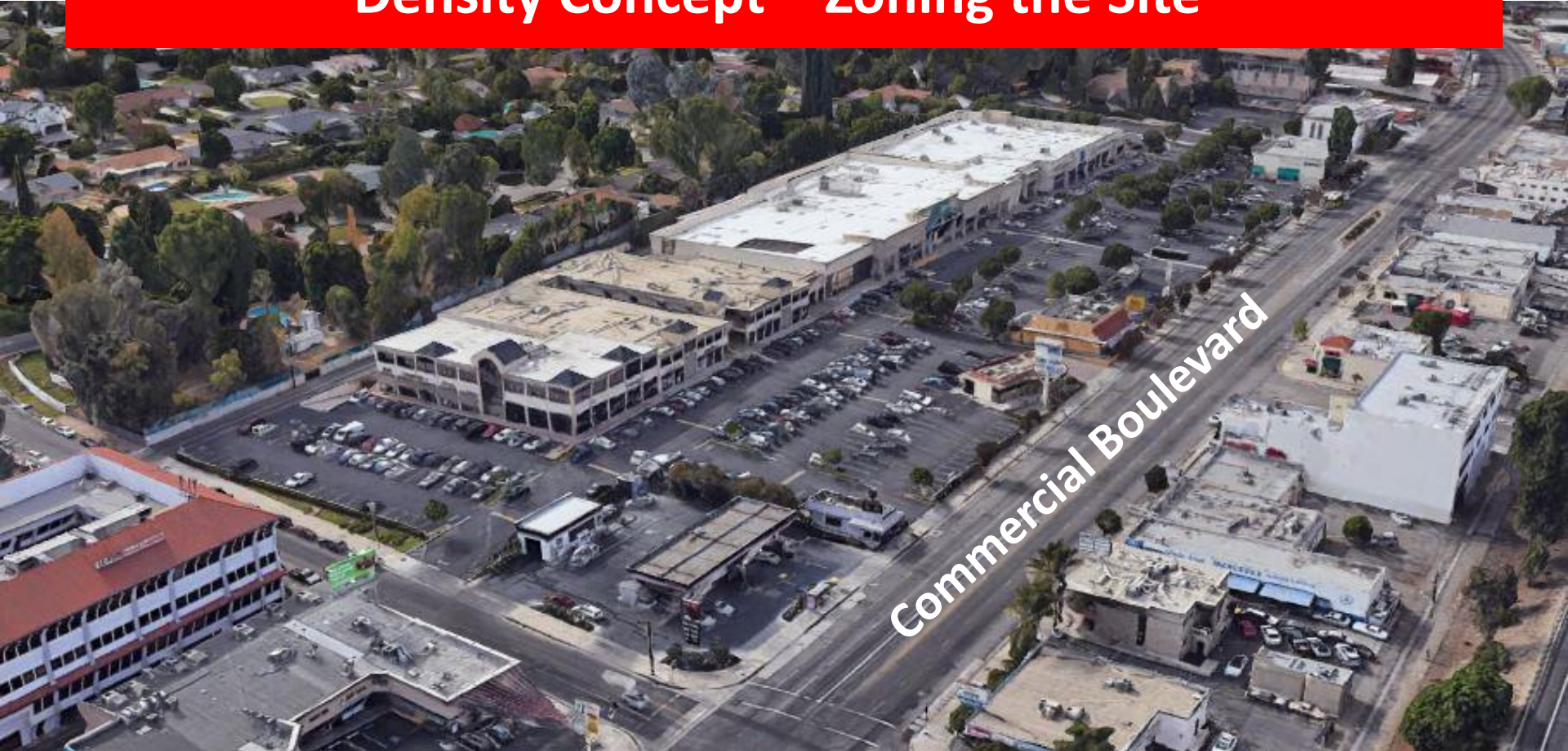
Incentivize the development of underutilized commercial corridors.



Here is where we can address economies of scale



Density Concept – Zoning the Site



9.5 Acre Retail Site

Density Concept – Zoning the Site

Commercial Boulevard

9.5 Acre Retail Site

Single Family Zone

Existing Retail Site

Sherman Oaks Neighborhood Council
Vision Committee

Density Concept – Zoning the Site



Mixed-Income Housing

Sherman Oaks Neighborhood Council
Vision Committee

Incentivize the development of commercial corridors

Create beautiful boulevards of offices, housing and local retail/dining.

Ventura Cahuenga Specific Plan Must Be Amended in Sherman Oaks



Rodeo Drive 45 Foot Height Limit



Ventura Blvd. 30 Foot Height Limit

- Establish 45 foot high cornice height to allow for mixed uses: retail, offices and/or housing
- Height measures from the high point along the public sidewalk/right of way.
- Allow an additional 15 feet in height for elevator and stair access to roof terraces and for rooftop shade/photovoltaic shade structures.

Optional Residential Formats



Creative multifamily living: Micro units

Optional Residential Formats



Creative multifamily living: Co-living units

Additional Concepts for Local Jurisdictions

Adaptive reuse and repurpose of office and retail space into housing.

Rehabilitate existing affordability housing.

Encourage homeownership: Smaller lots/smaller houses;
Affordable condos

Transportation network has to be improved.

Revise codes to allow additional height.

CalTrans land no longer required for projects to be used for affordable housing

Encourage first time homeownership

Parking

The Atlantic, May 2021

How Parking Destroys Cities

“Parking requirements attack the nature of the city itself, subordinating density to the needs of the car.”

Michael Manville, Associate urban-planning professor at the UCLA Luskin School of Public Affairs

Politicians and developers want to do away with required minimum parking standards. Parking is expensive, underground parking within multifamily develops is even more expensive.

But, currently there is no satisfactory, equitable alternative.

Concept:

Create community parking areas to accommodate citizens vehicles along with local, efficient, public transit.

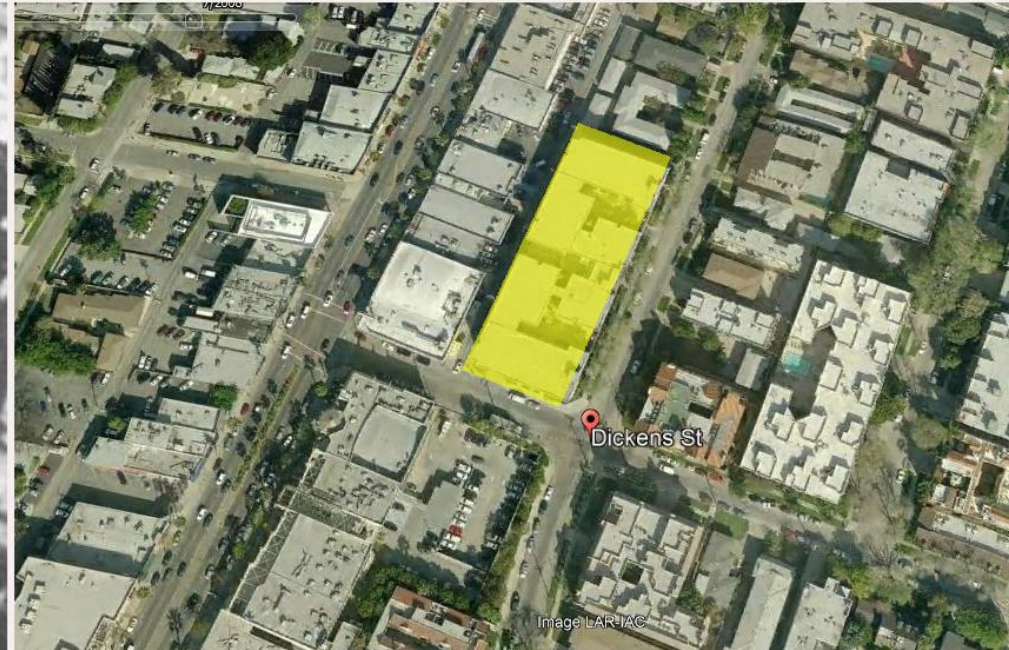
Parking

1985



Surface Public Parking

2010



Structured Public Parking below Affordable Housing

Publicly owned properties have to become part of the solution.

Parking



22 Opportunity Sites should contain Community Parking

Develop Publicly Owned Properties

Current Parking Lot for LA Metro Orange Line being used to store new cars for local dealerships.

© 2021 Google

There are miles of this in LA. Must be similar in many communities

Government agencies are not being part of the solution.

Develop Publicly Owned Properties



© 2021 Google

Sherman Oaks Neighborhood Council
Vision Committee
Government agencies are not being part of the solution.

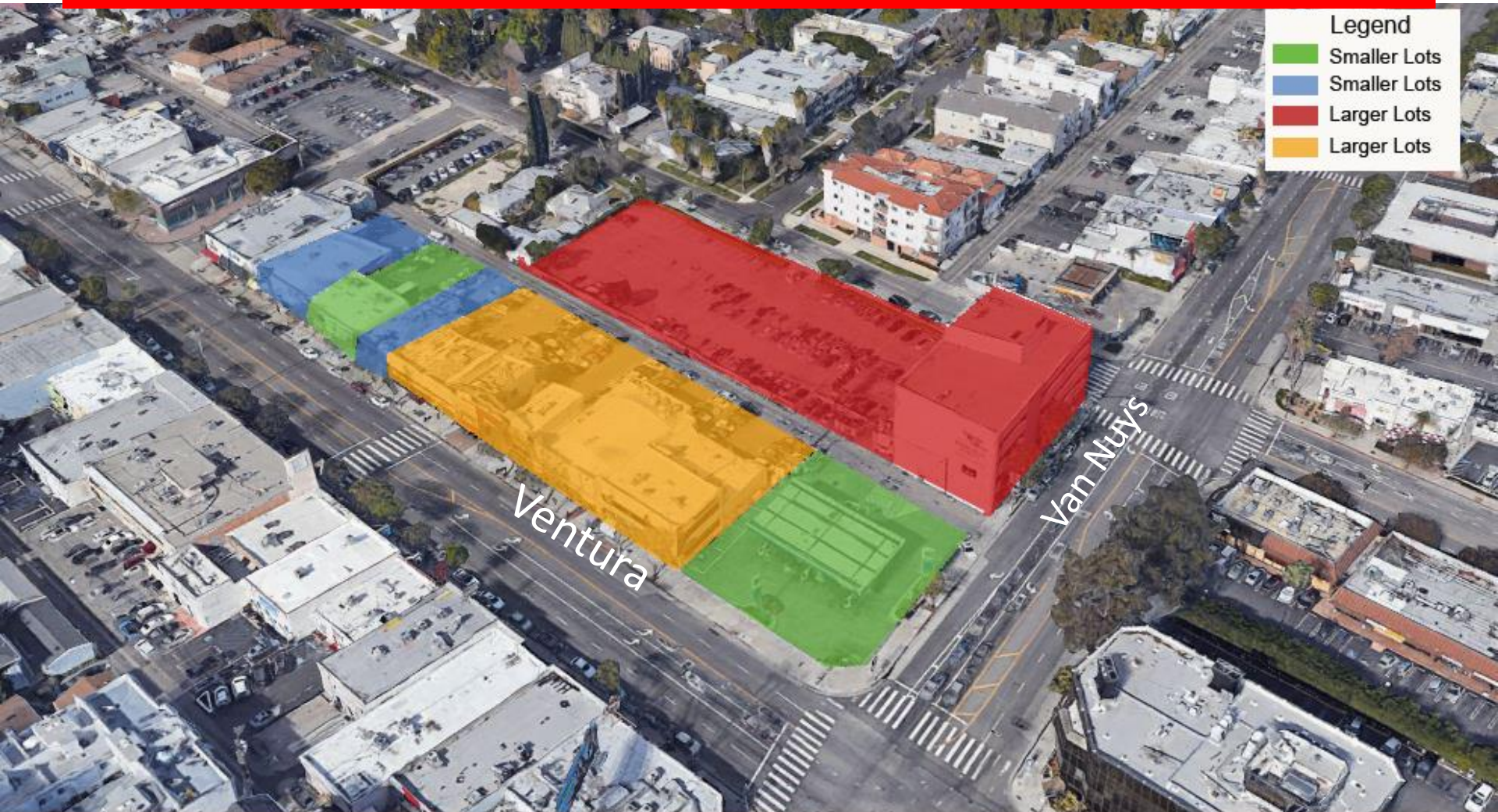
**The Specific Plan MUST be updated
to meet the challenges and provide opportunities**



Community Development Opportunities

Sherman Oaks Neighborhood Council
Vision Committee

The Specific Plan MUST be updated to meet the challenges and provide opportunities



Is There a Benefit to Transferring Air Rights from Small Lots to Larger Lots?

The Specific Plan MUST be updated to meet the challenges and provide opportunities



Community Parking...Public/Private development of parking venues.

Transit

Local transit - Local zero-fare shuttles

- To get from homes to community parking facilities

- To get from homes to shopping

- To get from homes to mass transit

Mass transit

- To get from neighborhood to work centers

Transportation networks have to be improved.

Transit



local transit will be required for “first mile/last mile” rides.
It must be convenient, friendly and run 24/7.

Environment

- Open space, light and air are the basic principles of zoning and must be protected.
- Trees and permeable surfaces, storm water retention are critical parts of California's environmental response.
- Our environment must be protected as our communities become more dense.
- Parks and other open space amenities are critical as our communities become more dense.
- CEQA must be maintained and enforced.

State Responsibility

State Funding for Community Parking

- Local jurisdictions reduce parking criteria.

State Funding for Community Transit

- Local jurisdictions establish transit lanes.

State Funding for Affordable Housing

- Local jurisdictions establish development locations and streamline approvals.

Conclusion

Working together we can identify *financing* alternatives, *entitlement* criteria, increased *density* concepts, *parking* alternatives and *transit* solutions that can give local jurisdictions the kit of tools they need to properly add equitable, affordable housing that works within the unique qualities of their community.

Our goal is not to stop housing but to promote good sound solutions that make winners of all of us.

COMMUNITIES NEED TO BE PLANNED, NOT LEGISLATED