ABUNDANT HOUSING LA

HOUSING FOR ALL
“High housing costs are burdening our leading employers, either by having to develop special hiring packages, or subsidizing transportation and relocation costs,”

Raphael Bostic, a USC Price School of Public Policy professor
Nearly 60 percent of employers surveyed cite the region’s high cost of living as impacting employee retention

75 percent cite housing costs specifically as an area of concern

64 percent of employers report that they include cost of living when negotiating hiring packages for high-level employees
Why can’t I find housing I can afford near my job?

Why is traffic so bad?

Why doesn’t this neighborhood have more shops and restaurants?

Why am I stuck driving to work?
I don’t like this shadow
Production Not Keeping Pace With Projected Need
180,000 new homes needed annually

Annual New Housing Permits 1955-2015

- Multifamily (2+ Units)
- Single Family

1955-1989
Average 205,000

2006-2015
Average 80,000
HOUSING UNITS BY YEAR BUILT,
CITY OF LOS ANGELES

87% of Housing
13% of Housing

Created by Abundant Housing LA
Data source: American Community Survey
AREA DESCRIPTION
Security Map of Los Angeles County

1. POPULATION:  a. Increasing Moderately Decreasing Static
   Business & professional men, executives, capitalists,
   b. Class and Occupation motion picture stars, etc. Income $3600 and upward
   c. Foreign Families 0 % Nationalities
   d. Negro 0 %
   e. Shifting or Infiltration None apparent or anticipated

AREA DESCRIPTION
Security Map of Los Angeles

1. POPULATION:  a. Increasing Slowly Decreasing Static
   Skilled artisans, laborers, white collar & WPA workers
   b. Class and Occupation Income $700-$2000
   c. Foreign Families 20 % Nationalities Japanese & Russians - Some Mexicans
   d. Negro 10 %
   e. Shifting or Infiltration of Japs and Negroes rapidly
“Local barriers to housing development have intensified, particularly in the high-growth metropolitan areas increasingly fueling the national economy.

The accumulation of such barriers – including zoning, other land use regulations, and lengthy development approval processes – has reduced the ability of many housing markets to respond to growing demand.”

Source: Barack Obama’s Housing Development Toolkit, September 2016
Los Angeles – Zoned Residential Capacity Over Time

- Population capacity: 10 million in 1960, 3.9 million in 1990, 4.3 million in 2010
- Actual population: 2.5 million in 1960, 3.5 million in 1990, 4.0 million in 2010

- 60% reduction in capacity

Source: Morrow (2016)
Problems in Outreach Process

Randomization vs self-selection

“Well, I guess we’re the control group.”

“About this new tax plan — I’d like to volunteer to be in the control group.”
Problems in Outreach Process

Self-selection, lack of guidance, and misinformation = NIMBYism
Inclusionary Zoning

Paseo Marina - Nearly 700 units, 10% affordable
Inclusionary Zoning

Emphasis on housing production with a focus on:

- Gives bonuses for 100% affordable units.
- Increases density districtwide (additional 0.5 FDR)
- Incentivizes most housing projects to include at least 30% affordable units.
- Requires between 20 and 30% of all units in a project to be affordable across a range of income levels.
- Increases the density in low-income areas.
- Adjusts density in Neighborhood Villages to ensure opportunity for new housing is greater.
- Encourages housing by discouraging the development of low-density housing projects.
# Inclusionary Zoning

### Housing Proposed Through TOC

<table>
<thead>
<tr>
<th></th>
<th>This Quarter</th>
<th>Last Quarter</th>
<th>% Change</th>
<th>2018 Year-End</th>
<th>2017 Year-End</th>
<th>% Change</th>
<th>Inception to Date*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Discretionary Cases</strong></td>
<td>46</td>
<td>45</td>
<td>2%</td>
<td>155</td>
<td>17</td>
<td>812%</td>
<td>172</td>
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<tr>
<td><strong>Market Rate Units</strong></td>
<td>2,026</td>
<td>2,120</td>
<td>-4%</td>
<td>6,803</td>
<td>589</td>
<td>1055%</td>
<td>7,392</td>
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<tr>
<td><strong>Affordable Units</strong></td>
<td>295</td>
<td>541</td>
<td>-45%</td>
<td>1,381</td>
<td>243</td>
<td>468%</td>
<td>1,624</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,321</td>
<td>2,661</td>
<td>-13%</td>
<td>8,184</td>
<td>832</td>
<td>884%</td>
<td>9,016</td>
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<tr>
<td><strong>By-Right Building Permits</strong></td>
<td>26</td>
<td>30</td>
<td>-12%</td>
<td>167</td>
<td>24</td>
<td>346%</td>
<td>131</td>
</tr>
<tr>
<td><strong>Market Rate Units</strong></td>
<td>772</td>
<td>801</td>
<td>-4%</td>
<td>2,902</td>
<td>634</td>
<td>358%</td>
<td>3,536</td>
</tr>
<tr>
<td><strong>Affordable Units</strong></td>
<td>118</td>
<td>157</td>
<td>-25%</td>
<td>451</td>
<td>302</td>
<td>49%</td>
<td>753</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>890</td>
<td>958</td>
<td>-7%</td>
<td>3,353</td>
<td>936</td>
<td>258%</td>
<td>4,289</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>3,211</strong></td>
<td><strong>3,619</strong></td>
<td><strong>-11%</strong></td>
<td><strong>11,537</strong></td>
<td><strong>1,768</strong></td>
<td><strong>553%</strong></td>
<td><strong>13,305</strong></td>
</tr>
</tbody>
</table>

* *Since October 2017*

**Unit counts are approximate; this information is not confirmed until permits are issued.**

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### Trends this Quarter:

The TOC program continues to perform strongly, with 46 new applications filed this quarter – a record high for the program since its inception in fall 2017. Moreover, 107 additional projects filed for pre-application review this quarter, a strong indicator that the program will continue to drive housing production in the months to come. TOC projects are trending toward a concentration in parts of the City well-served by transit and connected to job centers – neighborhoods including Wilshire Center-Koreatown, Hollywood, Palms, and West Los Angeles. As other types of housing entitlements have decreased in number or held steady, the escalation in TOC projects accounts for most of the 18% growth in housing units proposed from 2017 to 2018.

- **30%** of housing units for which entitlements were filed in 2018 were proposed through the TOC program.
- **40%** of TOC projects are by-right, meaning they can apply for building permits without City Planning review.
- **42%** of the nearly 2,400 affordable units are reserved for Extremely Low Income households.
Lack of housing, not new construction, is driving displacement

- California has the highest home prices of any state.
- Post-recession housing construction has been slow. From 2008 to 2017, an average of 73,000 new housing permits were issued per year – far lower than the average of 135,000 permits issued annually between 1991 and 2007.
- California has the nation’s second-lowest rate of homeownership and worst rate of rental housing overcrowdedness in the country.
- Housing costs for homeowners with mortgages are the second-worst in the nation, and housing costs for renters are the third-worst.
- The main driver for net out-migration appears to be high housing costs, since migration rates are highest for those at lower-wage levels. The vast majority of people who moved out of California were concentrated in lower-skilled, lower-paying fields — namely sales, transportation, and food preparation — which together accounted for a net outflow of more than 180,200 people from 2006 to 2016

Source: Growth Amid Dysfunction: California Migration, Current State of California Housing Market, and California Employment by Income – Beacon Economics
Housing Density is Environmentally Responsible

Build Out OR Build Up
Climate Change

“Collectively, cars and trucks account for nearly one-fifth of all US emissions, emitting around 24 pounds of carbon dioxide and other global-warming gases for every gallon of gas. About five pounds comes from the extraction, production, and delivery of the fuel, while the great bulk of heat-trapping emissions—more than 19 pounds per gallon—comes right out of a car’s tailpipe.” - Union of Concerned Scientists
space required to transport 60 people

car  bus  bicycle

(Poster in city of Muenster Planning Office, August 2001) Credit: PressOffice City of Munster, Germany
Goal: Support state-level CEQA reforms to make it easier to build homes in infill locations, which benefits the environment. Reforms can include more infill exemptions, changes to speed up the process, and more ways to show the positive impacts of adding homes in infill locations.
More housing means more livability

- More enjoyable places that you can walk around in
- Healthier businesses, with more foot traffic and employees living close to jobs
- Less car dependance
- Less traffic
- More diversity
No!
We don't need this massive development in such a congested area.

SM wants to build 150 MORE affordable units on parking structure site

If you want to know where up to $25 million of your money is going, and if you want to know why SMRR stays in control of Santa Monica for decades on end, destroying it, well, maybe you had better read how much they intend to spend to subsidize affordable housing a few blocks from the beach, yes, right near SM’s core. See today’s Santa Monica Daily Press article, below. And then, they want to put a homeless shelter right next to it!!! Yessir, right in the tourist zone.

Dear Members of the Venice Neighborhood Council,

The VCHC’s proposal is too tall, too dense, has too little parking, and is way out of character with Venice. It is extremely out of step with both the Venice Specific Plan and the desires of residents for Venice to remain a low-rise community. Approving its 45-foot height and almost no parking will set a dangerous precedent. Send it back to the drawing board!
Find out more and stay updated

abundanthonousingla.org