

WESTSIDE REGIONAL ALLIANCE OF COUNCILS

BEL AIR-BEVERLY CREST NEIGHBORHOOD COUNCIL
BRENTWOOD COMMUNITY COUNCIL
DEL REY NEIGHBORHOOD COUNCIL
MAR VISTA COMMUNITY COUNCIL
NEIGHBORHOOD COUNCIL OF WESTCHESTER-PLAYA
PACIFIC PALISADES COMMUNITY COUNCIL

PALMS NEIGHBORHOOD COUNCIL
SOUTH ROBERTSON NEIGHBORHOODS COUNCIL
VENICE NEIGHBORHOOD COUNCIL
WEST LA NEIGHBORHOOD COUNCIL
WESTSIDE NEIGHBORHOOD COUNCIL
WESTWOOD COMMUNITY COUNCIL
WESTWOOD NEIGHBORHOOD COUNCIL

Land Use and Planning Committee

Co-chairs: Marlene Savage, Sharon Commins

Agenda Sunday January 7, 2018,

Time: 9:00 - 10:30 am

Location: West LA Municipal Bldg.
1645 Corinth Ave.
Los Angeles, CA 90025

(Park in the rear lot, enter via the ramp on the west side of the building)

1. Welcome and introductions
2. **Guest Speaker Frank Lara LADBS**
3. Discussion items

- a. **WRAC LUPC MOTION OPPOSING SB 827 [WEINER]**

Whereas the City Charter-mandated Neighborhood Council system of Los Angeles, and the Community Councils of the City of Los Angeles, represent grass roots democracy,

Whereas the newly introduced California State Senate Bill 827 [Scott Weiner] as written constitutes a top down pen stroke planning measure which completely removes land use and planning authority within one half mile of high quality transit from jurisdictions and charter cities,

Whereas removal of said authority clearly abolishes local input into land use planning and therefore constitutes an attack upon local democracy, upon neighborhoods, and upon the Neighborhood Councils and Community Councils in the City of Los Angeles,

Whereas SB 827 as written trashes the density bonus and wage provisions of the JJJ TOC ordinance which were recently enacted by the people of Los Angeles--in good faith--in order to *guarantee* transit close housing opportunities would actually be available to working and low-income persons and families in the City of Los Angeles,

Whereas the lack of analysis of infrastructure and other costs associated with this pen stroke planning creates grave uncertainty that a local agency would be able to "*levy enough service charges, fees or assessments sufficient to pay for the program or level of service mandated by this act within the meaning of Section 17556 of the Government Code*",

Whereas, given the aforementioned lack of fiscal analysis, Section 6 of Article XIII B of the California Constitution "No reimbursement" clause is cited inappropriately in this legislation,

Therefore, the Westside Regional Alliance of Councils opposes SB 827 in its present form.

4. Adjourn



Jaap Weel 🇧🇪🇬🇧🇷🇪 @weel 7h

Replying to @pcohensf @dillon...

Fortunately SB827 is gonna extend urban zoning way into the heretofore exclusionary burbs. 85' height limits in a 1/4 mile corridor around El Camino all the way from Colma to SJC airport! 55' within 1/2mi around Atherton Caltrain and Rockridge BART!



Market Urbanism @Ma... 2h

SB 827 would have some very negative effects on some people in South LA, but it's the opposite of what @damienIsgoodmon is worried about – it would annihilate the equity that homeowners have built crenshawsubway.org/sb_827_must_be...



Market Urbanism

@MarketUrbanism

Following

Housing prices would start falling by year's end, and then go into freefall for a few years after that. Silicon Valley and LA's Westside would be unrecognizable within five years. Irvine and Walnut Creek would filter down to immigrant slums. Oakland was immediately degentrify

8:24 AM - 4 Jan 2018

1 Retweet 34 Likes



10 1 34



Tweet your reply



Market Urbanism @MarketUrbanism · Jan 4

Far-out sub/exurbs like Antioch and San Bernardino would empty out and become abandoned, like Rust Belt towns. The Central Valley would contract to just farms.

7 23



Market Urbanism

@MarketUrbanism

Replying to @RevClown @jrvanob and 3 ...

Nobody's going to tear down an apt bldg to build even an 85' bldg when half the single-family homes on the market in the state (delivered vacant!) will be potential development sites

6:58pm · 4 Jan 2018 · Twitter for iPhone



Luke Klipp The bill is actually more nuanced than that and MUCH more expansive. It includes anything with a quarter-mile of a "high-quality transit corridor," which is defined as any corridor with at least 15-minute frequency bus transit service. In LA, this covers the entirety of the central basin and most of the SF Valley and South Bay and Gateway Cities.

The half-mile transit-shed you show on the map is only for light- and heavy-rail stations, but the bill references "major transit stops." Therefore, your map is missing a TON since CA Public Resources Code Section 21064.3 defines a major transit stop as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." In LA we typically refer to our Rapid and Limited services as "major" bus routes.

the [TL;DR](#) version: this bill covers essentially ALL of LA. And it does not exempt HPOZs either.

Full text of the bill here:

<https://leginfo.legislature.ca.gov/.../billTextClient...>

"

SENATE BILL NO 827 WIENER TEXT:

Introduced by Senator Wiener(Principal coauthor: Senator Skinner)(Principal coauthor: Assembly Member Ting)January 03, 2018

An act to add Section 65917.7 to the Government Code, relating to land use.

SB 827, as introduced, Wiener. Planning and zoning: transit-rich housing bonus.

The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. This bill would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a high-quality transit corridor, as those terms are further defined. The bill would exempt a project awarded a housing opportunity bonus from various requirements, including maximum controls on residential density or floor area ratio, minimum automobile parking requirements, design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations, as provided.

The bill would declare that its provisions address a matter of statewide concern and apply equally to all cities and counties in this state, including a charter city.

By adding to the duties of local planning officials, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state.

Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

DIGEST KEY

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

BILL TEXT

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1.

The Legislature finds and declares that this act addresses a matter of statewide concern and shall apply equally to all cities and counties in this state, including charter cities.

SEC. 2.

Section 65917.7 is added to the Government Code, to read:
65917.7.

(a) As used in this section, the following definitions shall apply:

(1) "Block" has the same meaning as defined in subdivision (a) of Section 5870 of the Streets and Highways Code.

(2) "High-quality transit corridor" means a corridor with fixed route bus service that has service intervals of no more than 15 minutes during peak commute hours.

(3) "Transit-rich housing project" means a residential development project the parcels of which are all within a one-half mile radius of a major transit stop or a one-quarter mile radius of a high-quality transit corridor. A project shall be deemed to be within a one-half mile radius of a major transit stop or a one-quarter mile radius of a high-quality transit corridor if both of the following apply:

(A) All parcels within the project have no more than 25 percent of their area outside of a one-half mile radius of a major transit stop or a one-quarter mile radius of a high-quality transit corridor.

(B) No more than 10 percent of the residential units or 100 units, whichever is less, of the project are outside of a one-half mile radius of a major transit stop or a one-quarter mile radius of a high-quality transit corridor.

(4) "Major transit stop" has the same meaning as defined in Section 21064.3 of the Public Resources Code.

(b) Notwithstanding any local ordinance, general plan element, specific plan, charter, or other local law, policy, resolution, or regulation, a transit-rich housing project shall receive a transit-rich housing bonus which shall exempt the project from all of the following:

(1) Maximum controls on residential density or floor area ratio.

(2) Minimum automobile parking requirements.

(3) Any design standard that restricts the applicant's ability to construct the maximum number of units consistent with any applicable building code.

(4) (A) If the transit-rich housing project is within either a one-quarter mile radius of a high-quality transit corridor or within one block of a major transit stop, any maximum height limitation that is less than 85 feet, except in cases where a parcel facing a street that is less than 45 feet wide from curb to curb, in which case the maximum height shall not be less than 55 feet. If the project is exempted from the local maximum height limitation, the governing height limitation for a transit-rich housing project shall be 85 feet or 55 feet, as provided in this subparagraph.

(B) If the transit-rich housing project is within one-half mile of a major transit stop, but does not meet the criteria specified in subparagraph (A), any maximum height limitation that is less than 55 feet, except in cases where a parcel facing a street that is less than 45 feet wide from curb to curb, in which case the maximum height shall not be less than 45 feet. If the project is exempted from the local maximum height limitation, the governing height limitation for a transit-rich housing project shall be 55 feet or 45 feet, as provided in this subparagraph.

(C) For purposes of this paragraph, if a parcel has street frontage on two or more different streets, the height maximum pursuant to this paragraph shall be based on the widest street.

SEC. 3.

No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

