

# NEIGHBORHOODS IN TRANSITION PANEL

*LOCAL GOVERNMENT PERSPECTIVE*

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CITY OF LOS ANGELES

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# Outline

- ❑ Accommodating Growth
- ❑ Growth Trends
- ❑ CEQA as a Tool to Address Displacement
- ❑ Other Tools to Consider

# THE SITUATION

NEED TO ACCOMMODATE GROWTH

NEED TO RESPOND TO TRANSPORTATION INVESTMENTS

NEED TO REDUCE VMT

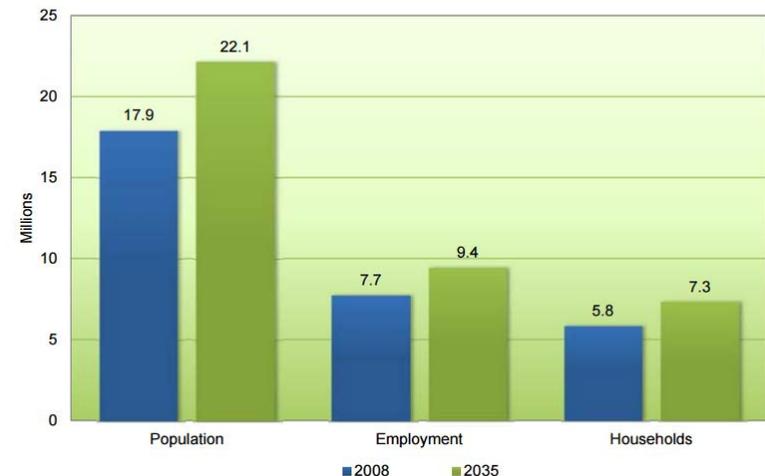
(IDEALLY, WITHOUT DISPLACEMENT)

# REGIONAL PLAN PROJECTS GROWTH

- SCAG 2012 RTP/SCS
  - Vision for regional growth based on four principles
    - Mobility, Livability, Prosperity and Sustainability
  - Vision to reduce per capita VMT



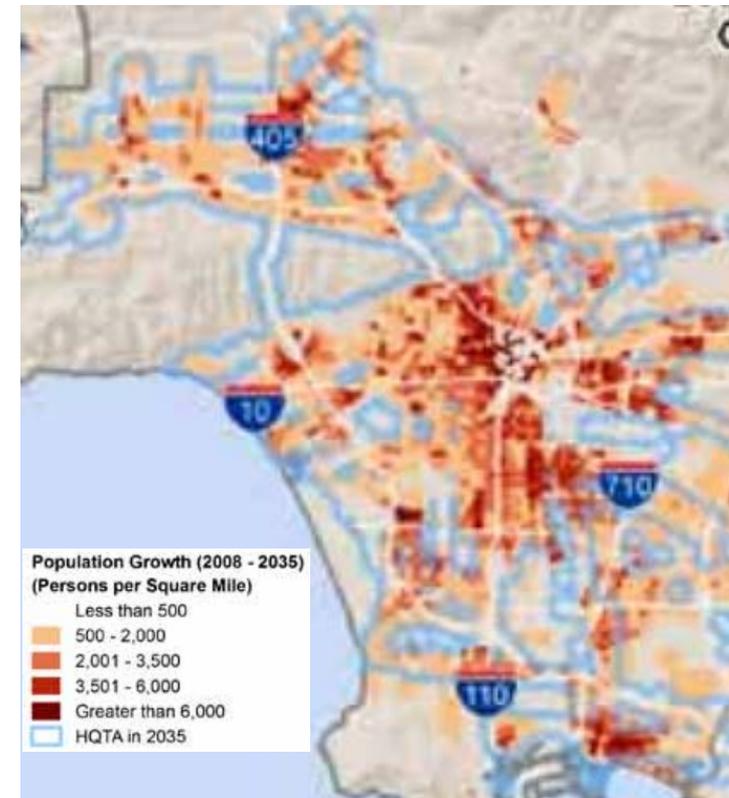
FIGURE 11 Population, Employment, and Households, SCAG Region, 2008 and 2035



# GROWTH IN THE CITY

County	City	Population			Households			Employment		
		2008	2020	2035	2008	2020	2035	2008	2020	2035
Los Angeles	Los Angeles	3,770,500	3,991,700	4,320,600	1,309,900	1,455,700	1,626,600	1,735,200	1,817,700	1,906,800

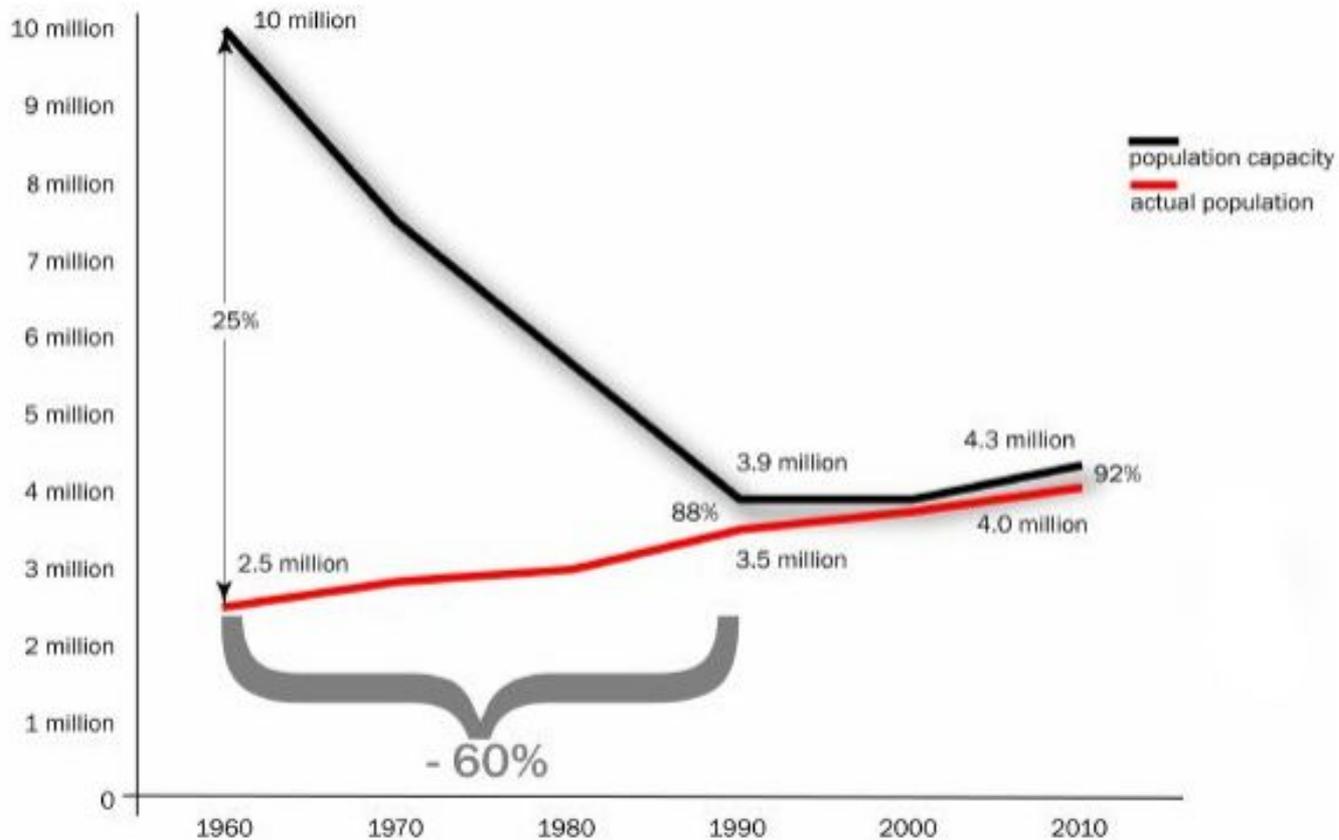
- SCAG 2012 – 2035 Growth Projections for the City of Los Angeles
- Population Growth +550,100
  - +4.5% from 2008
- Household Growth +316,700
  - +24% from 2008
- Employment Growth +171,600
  - +10% from 2008



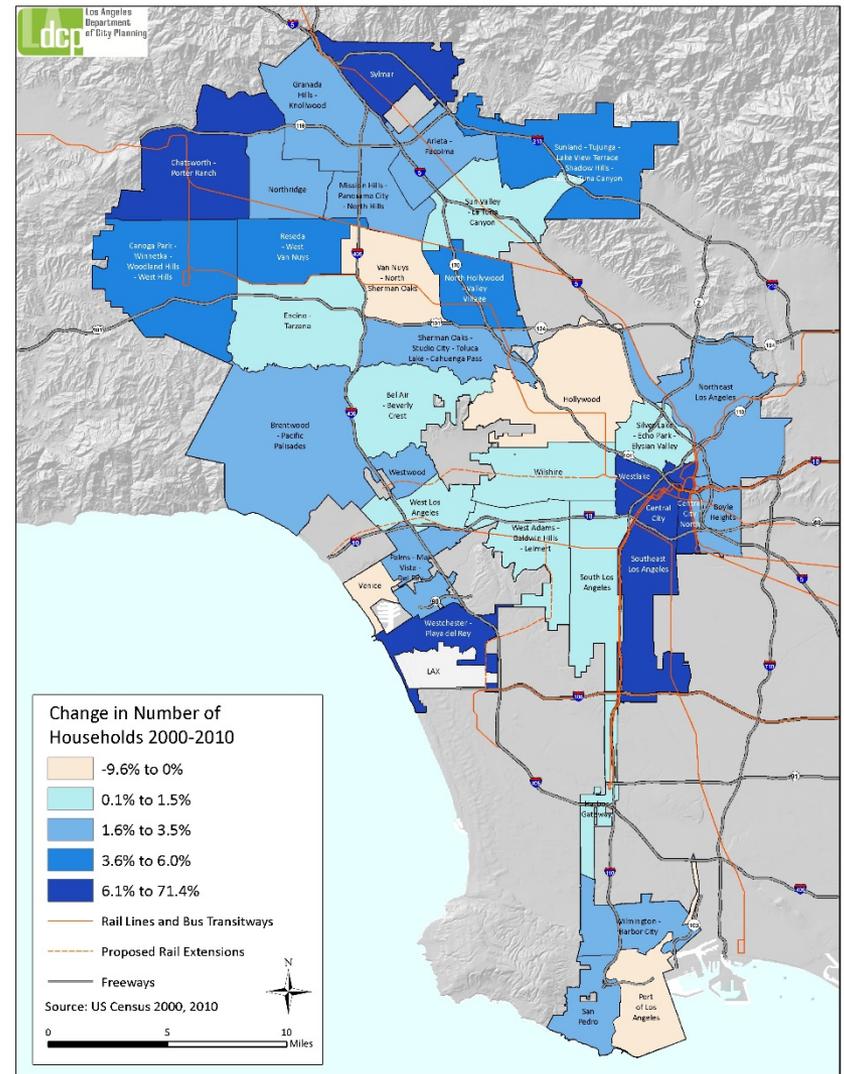
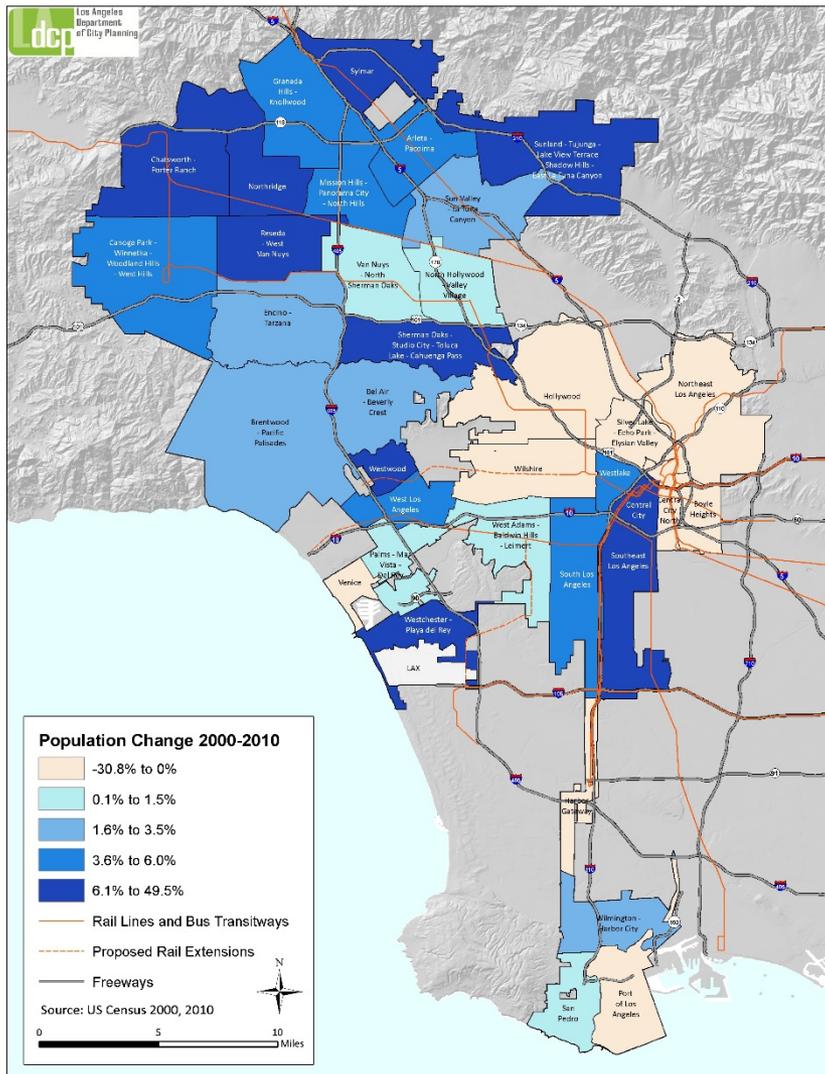


# LIMITED CAPACITY FOR GROWTH

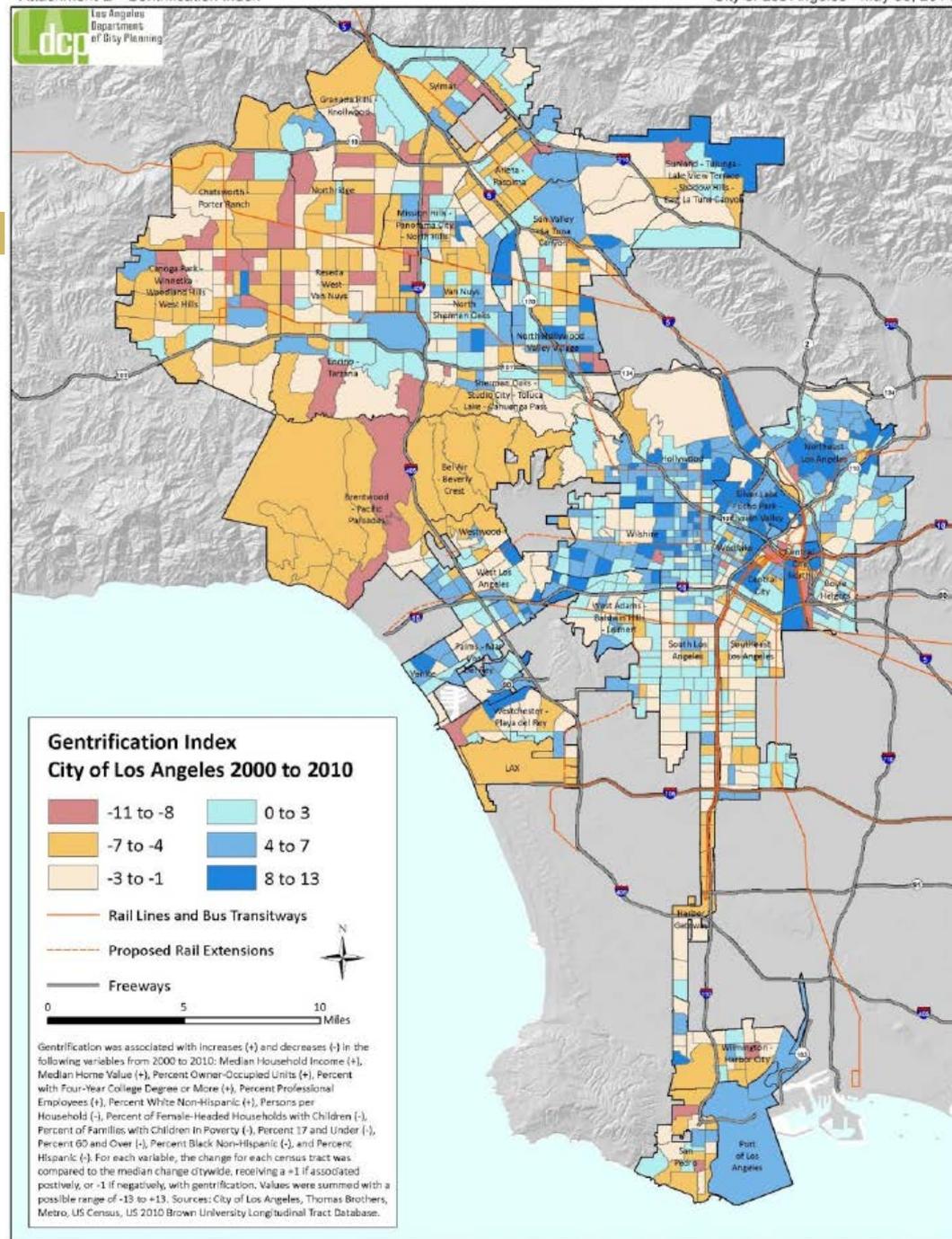
- Full-build-out capacity of zoning has shrunk in Los Angeles



# CONCENTRATED GROWTH PATTERN



# GENTRIFICATION INDEX



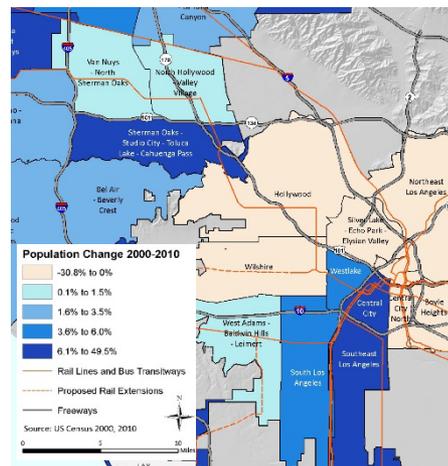


# CONSEQUENTIAL GEOGRAPHIES

- Need to accommodate growth (SCAG RTP/SCS)
- Need to acknowledge historic growth patterns
- Need to respond to transit investments
- Need to prevent displacement and protect communities
- Need to reduce city-wide VMT

## Population Projections

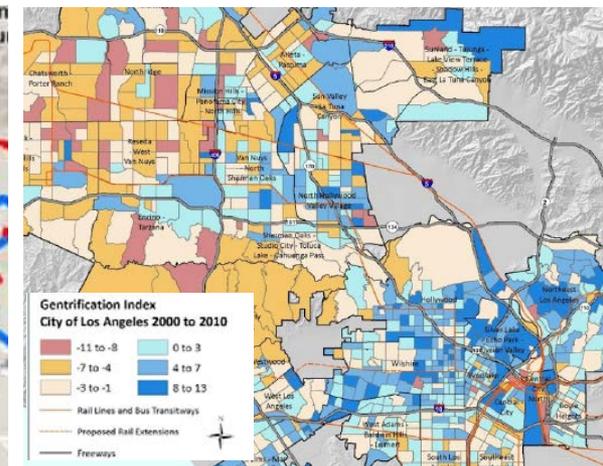
### Historic Growth



### Transportation



### Gentrification



# THE QUESTION

HOW CAN WE ADDRESS DISPLACEMENT WHILE RESPONDING TO TRANSIT INVESTMENTS AND REDUCING VMT?

Through CEQA?

Probably Not

# ROLE OF DISPLACEMENT IN CEQA

## □ Appendix G Thresholds

XIII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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# CITY CEQA GUIDLEINES

- The determination of significance with regard to impacts on housing shall be made on a case-by-case basis, considering the following factors:
  - The current and anticipated housing demand and supply of market rate and affordable housing units in the project area;
  - The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the proposed project, in terms of net loss of market-rate and affordable units;
  - The land use and demographic characteristics of the project area and the appropriateness of housing in the area; and
  - Whether the Project is consistent with adopted City and regional housing and population policies, such as the Framework and Housing Elements, HUD Consolidated Plan and CHAS policies, redevelopment plans, Rent Stabilization Ordinance, and the Regional Comprehensive Plan and Guide.

# LEGAL VULNERABILITY

- CEQA documents are targets of litigation
- To separate analysis of displacement from legal challenge, consider other types of studies and/or tools



# THE QUESTION

HOW CAN WE ADDRESS DISPLACEMENT WHILE RESPONDING TO TRANSIT IMPROVEMENTS AND REDUCING VMT?

Through other studies, policies, plans, regulatory tools?

*Maybe!*

# Other Tools

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- Nexus Study
- Development Agreements (Community Benefits Agreements)
- Zoning Tools

# 1. NEXUS STUDY

- Made in addition to an EIR to provide greater detail into aspects of community concern
- Duplicates some analysis and exceeds some analysis found in an EIR
- Infrastructure Gap Analysis

Housing Conditions

Employment Conditions

Parks and Recreation

Mobility and Parking

Public Infrastructure

Public Facilities and Services

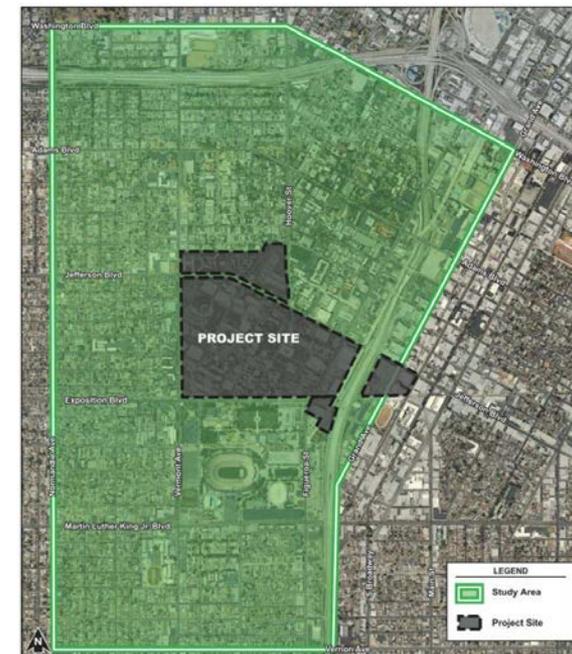
# USC NEXUS STUDY, 2011

- Socio-Economic comparisons of the study area to the city

	Nexus Area	Citywide
Annual Household Income	\$23,423	\$48,882
Households earning less than \$35,000	66%	38%
Population 18 and over with no high school diploma	52%	26%

- Overall Housing Finding: there will be **indirect household impacts** in the Nexus Study Area and outside the Nexus Study Area as a result of university expansion
- The project which included housing for students and faculty would have a beneficial rather than adverse impact

Average Monthly Rent



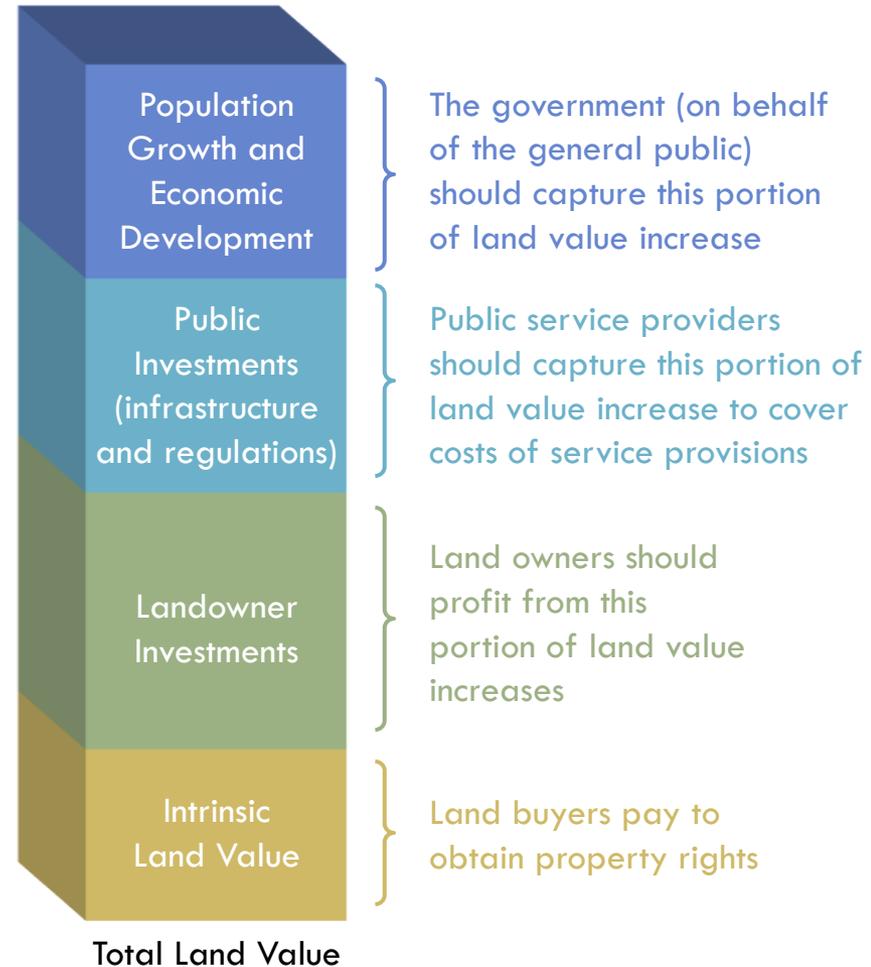
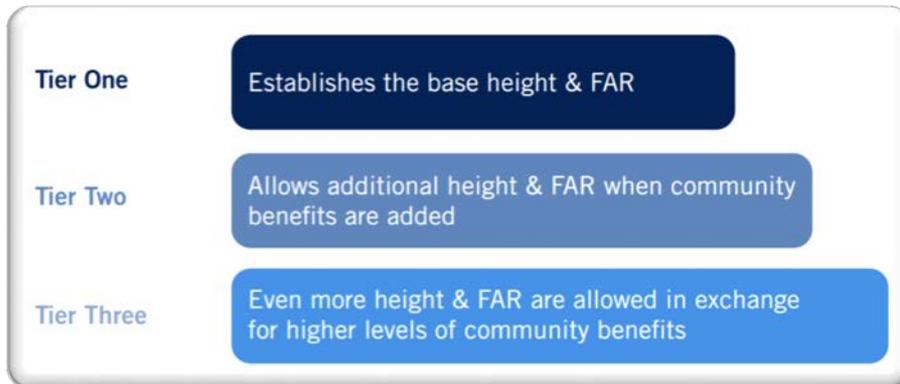
## 2. Development Agreements

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- Contract between City and Applicant.
- Can require benefits above and beyond those needed to mitigate impacts of the project.

# 3. VALUE CAPTURE ZONING

- Some land value is created by Government investments and regulations
  - ▣ The public should reap some benefits



# 4. HOUSING PRESERVATION/ PRODUCTION STRATEGIES

- Rent stabilization
- Inclusionary Zoning
- Density Bonus
- Housing Trust Fund
- Housing Benefit Fee  
(i.e. Linkage Fee)
- Condo Conversion  
Restrictions



Source: Washington Post, 2013 (Edited)

# Lessons Learned

# LESSONS LEARNED(ING)

- CEQA has limitations
  - Doesn't deal with gentrification
- Need to rely on other tools
  - Nexus Studies may have some potential, but they should be neutral processes
- Development Agreements are a means to obtain public benefits
- Land Use/Regulatory Tools
- Combine as many tools as possible!!

# NEED MORE TOOLS

## Available to City of Los Angeles

- State
  - ▣ Density Bonus
  - ▣ AB 2222 – No Net Loss
  - ▣ Cap and Trade Funds (AB 32)
- Local
  - ▣ Affordable Housing Trust Fund
  - ▣ Value Capture / Tiered Zoning
  - ▣ Rent Stabilization
  - ▣ Condo Conversion Restrictions

## Not Available

- Federal
- State
  - ▣ CRA
- Local
  - ▣ Inclusionary Zoning (in flux)
  - ▣ Commercial and Market-Rate Residential Linkages Fee

# THANK YOU

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