

WEINER BILL: SB 827

- GROWTH DOES NOT PAY FOR GROWTH – INFRASTRUCTURE: ROADS, SCHOOLS, WATER, SEWER, ETC.
- SUPPLY AND DEMAND DOES NOT WORK FOR HOUSING DEVELOPMENT IS BASED ON RETURN FOR INVESTMENT; WHEN RENTS DROP/SALES FALL OFF, DEVELOPERS STOP DEVELOPING.
- “ANTI-TRANSIT” BILL – COMMUNITIES WILL FIGHT BENEFICIAL TRANSIT BECAUSE IT WILL BRING WITH IT SB 827
- DOES AWAY WITH ALL DESIGN CRITERIA, SPECIFIC PLANS AND HPOZ’S
- NO MINIMUM PARKING WILL CREATE CHAOS ON OUR ALREADY CONGESTED STREETS

WHY WOULD WE ALLOW DENSITY WITHOUT DESIGN GUIDELINES?

PROPOSED SUGGESTIONS TO INCENTIVIZE HOUSING DEVELOPMENT

- **TAX CREDITS:** DELAYED TAXES-PAY CURRENT TAXES FOR 7 YEARS AFTER NEW CONSTRUCTION (INCENTIVIZE UNDERDEVELOPED PROPERTIES IN MULTIFAMILY ZONES)
- **MASS TRANSIT CONNECTING AFFORDABLE AREAS TO JOB CENTERS**
SECTION 8 HOUSING IS AFFORDABLE IN PALMDALE BUT THERE IS NO MASS TRANSIT TO JOBS IN LA.
- **INCLUSIONARY HOUSING OR FEES** (FEES BECAUSE LOW INCOME HOUSING DOES NOT WORK FOR CONDOS... HOA FEES)
- **CRA:** REESTABLISH COMMUNITY REDEVELOPMENT OR *SUSTAINABLE COMMUNITY INVESTMENT AUTHORITIES* TO FOCUS SOLUTIONS/OPPORTUNITIES
- **HOUSING/WORK PLACE ADJACENCY:** ENCOURAGE OFFICE DEVELOPMENT ALONG SIDE HOUSING DEVELOPMENT.
- **REMOTE PARKING (750'+) & CONTINUOUS SHUTTLES**
GOAL: REDUCE DEVELOPMENT COSTS & ENVIROMENTAL IMPACT
LAND BANK PARKING STRUCTURES (24/7 spaces)
ENHANCE BUS/SHUTTLE SERVICE (24/7)
INVEST IN PUBLIC/PRIVATE PARKING STRUCTURES VIA IN LIEU OF FEES
- **DESIGN:**
INCORPORATE "GUIDELINES TO ENHANCE LIVABILITY IN SHERMAN OAKS"
AS BASIS FOR DESIGN/IMPLIMENTATION OF HIGHER DENSITY WITHOUT COMPROMISING QUALTIY OF LIFE.

MOTION:

APPROVE PROPOSED SUGGESTIONS FOR A COORDINATED STATE, COUNTY AND CITY EFFORT TO INCENTIVIZE HOUSING DEVELOPMENT WHILE MAINTAINING COMMUNITY INPUT.