

How close to the freeway are you?



4531 Tujunga Ave, Los Angeles, CA 91602

220 feet

from a freeway

This location is within the 500-foot zone where traffic pollution is highest and most harmful to people's health. California air quality officials say homes should not be built here.



 <500 feet  500-1000 feet from a freeway

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13-1478

MOTION PLANNING & LAND USE MANAGEMENT

The Small Lot Subdivision Ordinance was enacted by the City of Los Angeles in 2004. The Small Lot Subdivision Ordinance is an innovative zoning tool that allows development of townhouse style homes on urban infill lots with commercial or multi-family residential zoning. In most cases, the density of a Small Lot Subdivision is much less than what an apartment or condominium developer could build.

Despite its advantages, over the last nine years, problems in the implementation of the Small Lot Subdivision Ordinance have come to light. In many cases, Small Lot Subdivisions have disrupted the character of existing neighborhoods. They are not compatible with nearby buildings and do not relate well to the street.

To solve this problem, the Director of Planning should update and improve the Small Lot Subdivision Guidelines. They are out of date and must be amended to reflect the reality of the Small Lot Subdivisions being built today. In addition, the Small Lot Subdivision Ordinance should be evaluated and amended if necessary to see if it contains provisions that make it difficult for Small Lot Subdivisions to fit in with existing neighborhoods.

I THEREFORE MOVE that the Department of Planning be instructed to update and improve the Small Lot Subdivision Guidelines.

I FURTHER MOVE that the Department of City Planning, with the assistance of the City Attorney, be instructed to evaluate the Small Lot Subdivision Ordinance and prepare any changes to the Ordinance that are necessary to ensure that future Small Lot Subdivisions are compatible with the neighborhood.

PRESENTED BY: _____



Tom LaBonge
Councilmember, 4th District

SECONDED BY: _____



ORIGINAL



MOTION

The Small Lot Subdivision Ordinance was approved by the City of Los Angeles in 2005 to provide fee-simple home ownership opportunities in the City and to promote residential infill development in multifamily and commercial zones. After more than 10 years of implementation, the Small Lot Subdivision Ordinance has been used extensively in the City and no more so than in eclectic and historic neighborhoods including Echo Park, Silver Lake and Venice.

Originally proposed as an alternative means to encourage additional for-sale housing opportunities for the burgeoning first-time home-buying market, it has often resulted in the development of high-end, luxury townhomes rather than for-sale housing that is more affordable. These new homes often replace older bungalows and cottages that are themselves more affordable for those with low and moderate incomes, often resulting in projects that are out of scale and lacking in character in comparison to their surroundings.

While the ordinance has created a new urban homeownership alternative to the traditional single-family home, it also brings a new set of spacial complexities that should be addressed by the Planning Department. For instance, projects face challenges brought on by neighborhood context, and the proximity of adjacent structures requiring thoughtful consideration about massing, height, and transitional space from the adjacent properties.

Additionally, particularly where the preservation of neighborhood character is specifically mentioned in both the Small Lot Subdivision Guidelines and the community plans, designing and configuring new homes to be compatible with the existing neighborhood context is of utmost importance.

I THEREFORE MOVE that the Council instruct the Planning Department to report within 60 days regarding potential updates to the Small Lot Subdivision Ordinance and Guidelines.

I FURTHER MOVE that the Council instruct the Planning Department to report on adaptive reuse incentives that could apply to existing bungalow courtyards, adaptive reuse and/or preservation incentives that could apply to existing residences on multi-family lots that have room for additional infill, and preservation or other incentives that could also create new homeownership opportunities that incentivize the maintenance of existing structures while adding more units.

I FURTHER MOVE that the Council instruct the Planning Department, with the assistance of the City Attorney, to report on concerns that the Small Lot Subdivision Guidelines cannot be enforced and report on how best to codify Guideline requirements, including private on-site trash collection for projects of four or more units and on-site guest parking.

I FURTHER MOVE that the Council instruct the Planning Department to report on creating a unique set of requirements that apply to small lot projects of 20 or more units to ensure that larger subdivisions result in quality urban design and sufficient project open space.

PRESENTED BY: *Mitch O'Farrell*
MITCH O'FARRELL
Councilmember, 13th District

PRESENTED BY: *Mike Bonin*
MIKE BONIN
Councilmember, 11th District

SECONDED BY: *[Signature]*
[Signature]

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Paul Krekonis
[Handwritten initials]

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JUL 1 2015

ORIGINAL

CD 2

Entitlement Applications Received by Department of City Planning 05/01/2016 to 05/14/2016

Application Date	Case Number	Address	CD#	Community Plan Area	Project Description	Request Type	Applicant Contact
05/03/2016	AA-2016-1558-PMEX	11725 W LAURELWOOD DR 91604	2	Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	A LOT LINE ADJUSTMENT TO CREATE AN APPROXIMATE 10,000-SQUARE-FOOT LOT FOR A HOUSE	PMEX-PARCEL MAP EXEMPTION	JAY HOFSTADTER (310)440-0523
05/04/2016	ENV-2016-1573-EAF	4531 N TUJUNGA AVE 91602	2	Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	VESTING TENTATIVE TRACT	EAF-ENVIRONMENTAL ASSESSMENT	THOMAS IACOBELLIS (818)366-9222
05/04/2016	VTT-74064-SL	4531 N TUJUNGA AVE 91602	2	Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	VESTING TENTATIVE TRACT	SL-SMALL LOT SUBDIVISION	THOMAS IACOBELLIS (818)366-9222
05/10/2016	ENV-2016-1651-CE	12905 W VENTURA BLVD 91604	2	Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	A CONDITIONAL USE PERMIT TO ALLOW THE SALE AND DISPENSING OF BEER AND WINE FOR ON-SITE CONSUMPTION IN CONJUNCTION WITH A REMODELED 2107SF RESTAURANT WITH A 463SF OUTDOOR PATIO	CE-CATEGORICAL EXEMPTION	FERNANDO J. DIAZ (213)627-7046
05/10/2016	ZA-2016-1650-CUB	12905 W VENTURA BLVD 91604	2	Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	A CONDITIONAL USE PERMIT TO ALLOW THE SALE AND DISPENSING OF BEER AND WINE FOR ON-SITE CONSUMPTION IN CONJUNCTION WITH A REMODELED 2107SF RESTAURANT WITH A 463SF OUTDOOR PATIO	CUB-Conditional Use Beverage-Alcohol	FERNANDO J. DIAZ (213)627-7046

case VTT-74064-SL
ENV-2016-1573-MND

case VTT-74064-SL
ENV-2016-1573-MND

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case VTT-74064-SL
ENV_2016-1573-MND



L.A. keeps building near freeways, even though living there makes people sick

Are you one of the 2.5 million Southern Californians already living in the pollution zone?

By TONY BARBOZA ([HTTP://WWW.LATIMES.COM/LA-BIO-TONY-BARBOZA-STAFF.HTML](http://www.latimes.com/la-bio-tony-barboza-staff.html))
AND JON SCHLEUSS ([HTTP://WWW.LATIMES.COM/LA-BIO-JON-SCHLEUSS-STAFF.HTML](http://www.latimes.com/la-bio-jon-schleuss-staff.html))

MARCH 2, 2017, 3 A.M.

1 dot = 1 person living within 1,000 feet of a freeway in 2010

For more than a decade, California air quality officials have warned against building homes within 500 feet of freeways.

And with good reason: People there suffer higher rates of asthma, heart attacks, strokes, lung cancer and pre-term births. Recent research (<http://envhealthcenters.usc.edu/infographics/infographic-living-near-busy-roads-or-traffic-pollution/references-living-near-busy-roads-or-traffic-pollution>) has added more health risks to the list, including childhood obesity, autism and dementia.

Yet Southern California civic officials have flouted those warnings, allowing a surge in home building near traffic pollution, according to a Los Angeles Times analysis of U.S. Census data, building permits and other government records.

In Los Angeles alone officials have approved thousands of new homes within 1,000 feet of a freeway — even as they advised developers (<https://www.documentcloud.org/documents/3478483-Los-Angeles-advisory-for-projects-within-1-000.html>) that this distance poses health concerns.



The city issued building permits for 4,300 homes near freeways in 2015 — more than in any year over the last decade — and signed off on an additional 3,000 units last year.

Public funds, including millions of dollars from California’s cap-and-trade program to cut greenhouse gas emissions, are going to developers to build new homes in freeway pollution hot spots.

The population near Los Angeles freeways is growing faster than elsewhere in the city as planners push developers to concentrate new housing near transportation hubs, convinced that increasing urban density will help meet state targets for greenhouse gas reductions.

More than 1.2 million people already live in high-pollution zones within 500 feet of a Southern California freeway, with more moving in every day. Between 2000 and 2010 — the most recent period available — the population within 500 feet of a Los Angeles freeway grew 3.9%, compared with a rate of 2.6% citywide.

Orsini

- 1,072-unit apartment complex
- Opened in three phases between 2004 and 2010
- 1-bedroom apartment rents for \$2,000 to \$2,500 a month
- Developer Geoffrey H. Palmer has built thousands of units near downtown L.A. freeways and plans more

Have you ever lived near a freeway?

[Tell us your story](#)



Los Angeles City Councilman José Huizar, who lives several hundred feet from Interstate 5, said freeway pollution is such an urgent and complex problem that he wants the city to establish buffer zones. He called for a “comprehensive, citywide study of development near freeways that would analyze all impacts of limiting development around freeways.”

Other elected officials and business groups argue that Los Angeles is so thoroughly crisscrossed by freeways that restricting growth near them is impractical and would hamper efforts to ease a severe housing shortage. In some cases, city officials are paving the way by re-zoning industrial land along freeways and other transportation corridors.

In an interview at a recent groundbreaking for a freeway-adjacent apartment project, Los Angeles Mayor Eric Garcetti said that he grew up near the 101 and 405 freeways and that many in his family had cancer.



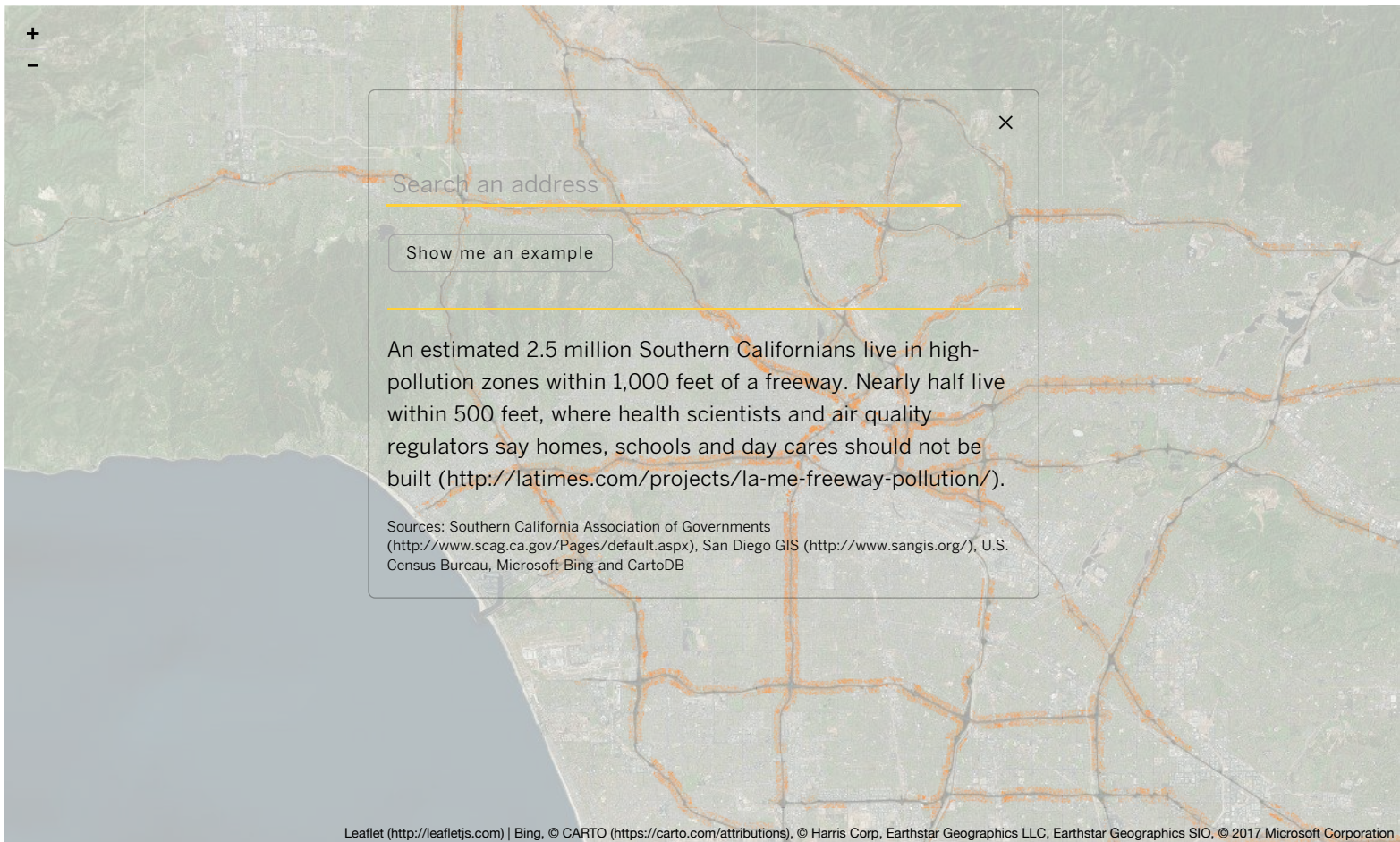
Mayor Eric Garcetti attends a groundbreaking ceremony for a 160-unit affordable apartment project next to the 110 Freeway in South Los Angeles. View more photos [☞ \(http://www.latimes.com/la-me-ln-freeway-building-pollution-pictures-photogallery.html\)](http://www.latimes.com/la-me-ln-freeway-building-pollution-pictures-photogallery.html)

But he said he opposes any restrictions on how many homes can be built near freeways and thinks that improving air-filtration, building design and tailpipe emissions are a better way to reduce risks to residents.

“I take this stuff very seriously, but I also know that in looking for housing we have a very constricted city,” he said.

Garcetti spokesman Carl Marziali noted that a prohibition on building within 1,000 feet of freeways, for example, would cover more than 10% of land currently zoned for residential construction in the city, from Westwood to Boyle Heights and San Pedro to Sherman Oaks. But proponents of stricter planning, including supporters of Measure S, a proposal on the March 7 ballot that would place new restrictions on development, have criticized city officials for approving what they term “black lung lofts.”

How close to the freeway are you?



Low rent and a location near shops and restaurants are what brought Jeremiah Caleb to an apartment on Beloit Avenue, where a sound wall is all that separates the 405 freeway from sleek new apartments and lofts advertising “good living.”

But life got worse for Jeremiah and his wife Angel soon after moving into that one-bedroom on the Westside of Los Angeles.

The couple began to struggle with bouts of coughing, sneezing and headaches. They kept the windows shut, yet a grimy, black film settled regularly over the furniture, counters and even their skin — a never-ending reminder of the vehicle exhaust and soot they were breathing just 100 feet from 14 lanes of traffic.

“We were constantly sick,” said Caleb, an actor in his 30s. The couple worried enough about dirty air that they put off having children. “We were desperate to leave, but we felt stuck. We just couldn’t afford it.”

Business groups have consistently opposed any suggestion of restricting development near heavy traffic.

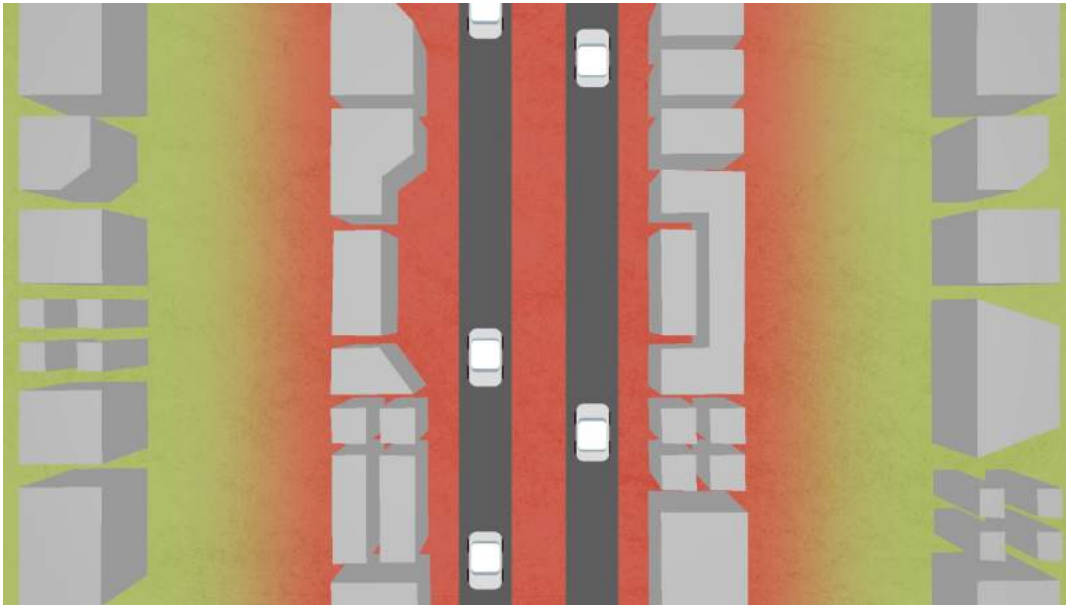
“Freeways are part of Los Angeles’ fabric and prohibiting housing by them is unrealistic,” said Carol Schatz, president of the Downtown Center Business Improvement District. She argues that such restrictions would

worsen the housing crisis and severely limit the ability to build housing near mass transit.

The Southern California Assn. of Governments, the regional planning agency for Los Angeles, Ventura, Orange, Riverside, San Bernardino and Imperial counties, has projected that the population within 500 feet of a freeway will increase by a quarter million people by 2035.

Rob McConnell, a professor of preventive medicine at USC who studies roadway pollution, is one of a number of health researchers who has advised city officials not to allow new housing that close to freeways.

“I tell them you’re going to make a lot of people sick,” McConnell said.



Scientists have long known that polluted air cuts lives short.

But pinpointing the harmful agents in traffic pollution is difficult because it’s a stew of ingredients including toxic combustion gases, microscopic soot particles, compounds from worn tires and dust from vehicle brake pads. Recent research has narrowed in on one component of special concern: ultra-fine particles, pollutants in freshly emitted vehicle exhaust that can be five to 10 times higher near traffic.

The invisible, chemical-laden specks are less than one-thousandth the width of a human hair — so tiny they are hard to capture with pollution controls or filters. Scientists suspect ultra-fine particles are able to pass through the lungs and into the bloodstream, where they may harm the heart, brain and other organs. Yet they remain unregulated by state and federal authorities.

That emerging science has raised concerns that decades of government regulations, aimed at curbing smog that builds up across vast urban areas, are not sufficiently tailored to the more localized problem of roadway pollution.



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Two years ago, state environmental officials concluded that diesel soot and other carcinogens in vehicle exhaust pose nearly three times the cancer risk previously thought.

In a long-term study (<https://healthstudy.usc.edu/>), USC researchers have for more than two decades measured the lung capacity of thousands of school children across Southern California. They found that children growing up near major roadways have higher rates of asthma and other respiratory illnesses, including deficits in lung function that can be permanent and lead to a lifetime of health problems.

Even in communities with cleaner air, such as Santa Maria near the Santa Barbara County coast, children living near traffic had the same lung function loss as those in Riverside and other smoggy inland areas, the scientists found.

Anthony Moretti, chairman of pediatrics at White Memorial Medical Center in Boyle Heights, said children who live close to freeways are among those who most frequently land in the emergency room struggling to breathe and in need of treatment for asthma and other respiratory diseases.

“These kids will come in four, five, six times over a six-month period, and clearly their environment is a factor,” he said. “I feel for these families because they suffer an undue burden of illness simply because of where they live.”



Dr. Anthony Moretti says children who live close to freeways are among those who most frequently arrive in the emergency room struggling to breathe and in need of inhalers and treatment for asthma and other respiratory diseases. (Mel Melcon / Los Angeles Times) View more photos <http://www.latimes.com/la-me-ln-freeway-building-pollution-pictures-photogallery.html>

Public health officials have long warned that traffic pollution can drift well over 1,000 feet from traffic — and more recent research suggests that it may waft more than a mile.

Yet it took lawsuits and a nationwide mandate from the U.S. Environmental Protection Agency to force Southern California air quality officials to begin regularly measuring pollution near Southern California freeways in 2014.

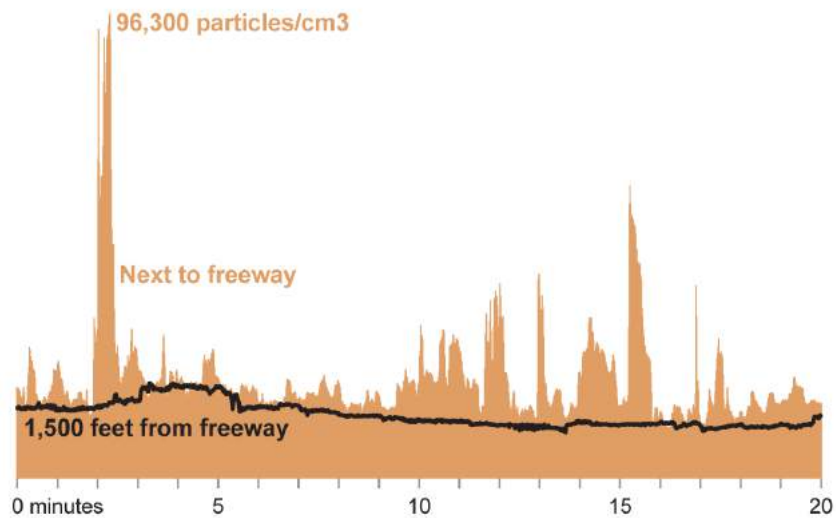
The first readings confirmed that people near freeways breathe higher levels of the exhaust gases nitrogen dioxide and carbon monoxide. Then, in 2015, the South Coast Air Quality Management District detected the region's highest concentrations of fine particulate matter at a new monitoring station 30 feet from the 60 Freeway in Ontario. The findings added compelling evidence that traffic emissions are piling on top of regional smog, hitting people near freeways with a double dose of pollution.

To learn more about the problem, The Times conducted air quality testing at sites where new housing is planned near Los Angeles freeways.

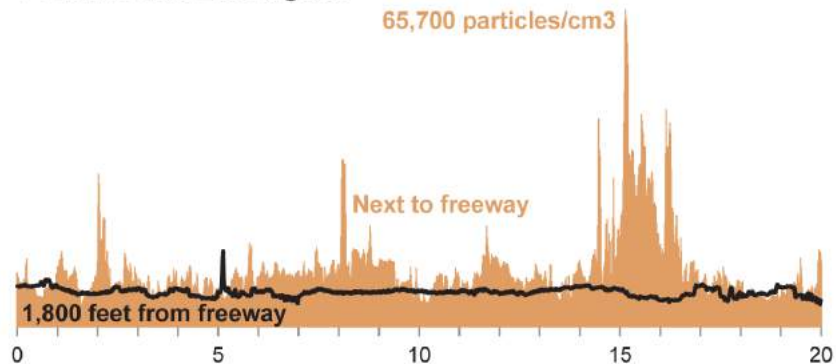
In August and September of 2015, reporters collected air samples at several locations using portable pollution sensors that detect ultra-fine particles, the microscopic pollutants in vehicle exhaust. One set of air samples was taken next to stretches of the 110 and 5 freeways and another set was taken 1,500 to 1,800 feet from the freeways.

Ultrafine particles spike near freeways

I-5 in Sun Valley



I-110 in South Los Angeles



Source: TSI P-Trak Ultrafine Particle Counter 8525 readings on Aug. 20, 2015 and Sept. 24, 2015. See the data ↗ (<http://www.latimes.com/local/lanow/la-me-ln-freeway-pollution-how-20170227-story.html>)

Pollution readings near the freeways were three to four times higher than in neighborhoods at a distance from traffic. Diesel trucks produced the most noticeable pollution, coughing out foul plumes of exhaust and soot that could be seen and smelled as pollution readings jumped.

Scientists at USC and the South Coast air district said the readings were consistent with their measurements near freeways.

One of the locations where reporters detected high pollution levels was next to a vacant lot along the 110 Freeway in South Los Angeles where two apartment buildings for low-income residents are being built.

The \$55-million Meta Housing Corp. project, which will bring 160 new housing units to the busy traffic corridor, is partly funded with money from pollution permits sold under the state's cap-and-trade program, among other state and local government subsidies.

Among the most visible and controversial projects that have raised traffic pollution concerns in Los Angeles are developer Geoffrey H. Palmer's massive Italianate apartment complexes overlooking downtown freeways. He has built thousands of units and is planning more.



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In interviews, current and past residents of Palmer's Orsini development, which hulks over the interchange of the 101 and 110 freeways, said they moved to the complex for its convenient downtown location. But many spoke of keeping windows closed to block noise and pollution, deploying house plants to soak up the bad air and constantly sweeping and dusting the fine black soot that seems to find its way onto every surface.

Felicia Gargani said her pet peeve was the grime that collected on her fourth-floor balcony that looked out over the freeway. "If you walk out there barefoot," she said, "your feet turn black."

Construction on the Orsini began more than a decade ago, before scientists grasped the extent of the health hazards of building so close to traffic.

In the years since, the South Coast air district has sent dozens of letters to cities sounding alarms about similarly risky home building proposals near freeways in Los Angeles and other communities across its four-county jurisdiction.

Il Villaggio Toscano

- Planned 325-unit apartment complex
- Approved in 2013 by the L.A. City Council over the objections of air quality officials
- Developer M. David Paul pledged to use enhanced air filters

🗨️ Tell us your freeway story



The air-quality agency reserved some of its strongest criticisms (<https://www.documentcloud.org/documents/3474688-Air-district-letter-on-Il-Villaggio-Toscano.html>) for developer M. David Paul’s 325-unit Il Villaggio Toscano project proposed near the 405-101 interchange in Sherman Oaks, urging Los Angeles city planners in 2011 to “reconsider placing new housing immediately adjacent to one of the busiest freeway intersections in Southern California.”

The city “is ignoring the abundant health science data that has come out over the past decade that demonstrates serious health consequences for those living near a freeway,” the air district’s Ian MacMillan wrote.



Motorists travel along the 101 Freeway in Hollywood. (Mel Melcon / Los Angeles Times) View more photos <http://www.latimes.com/la-me-ln-freeway-building-pollution-pictures-photogallery.html>



Everett Smith, a renter at the Orsini apartments, looks out from his balcony at rush hour traffic on the 101 and 110 freeway interchange in downtown Los Angeles. (Don Bartletti / Los Angeles Times)

The City Council approved the project unanimously in August 2013, with its backers pledging to use the highest-rated air filters.

Los Angeles officials now require all homes built near freeways to have air filtration systems that rate at least 13 on the industry's 16-point effectiveness scale.

California air regulators acknowledge that decades of strict vehicle emissions standards have slashed tailpipe emissions, and they say air quality along freeways will continue to improve as the state transitions to cleaner vehicles and fuels.

Health officials say that those mitigating steps are good, but that the only way to solve the problem is for city and county officials to stop residential building near freeways.

And that, say legal experts, is well within their authority.

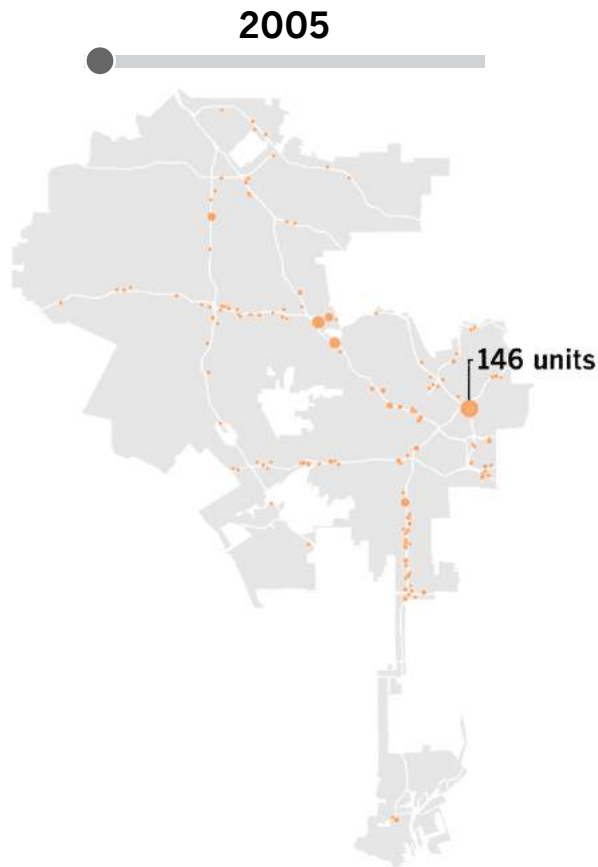
Planning experts cite a number of possible approaches to the public health problem.

Cities could re-zone areas near heavy traffic to exclude new residential development or change their general plans to prohibit such uses, planning experts say. Officials could adopt ordinances or moratoriums on new residential development. Or they could strengthen building standards — as they have for seismic reasons — forcing developers to design buildings in a way that reduces residents' exposure to polluted air.

“If there's a political will to protect people from this type of development then cities certainly know how to use zoning to accomplish that,” said James Kushner, an expert in land-use, development and urban planning at Southwestern Law School.

Thousands of homes approved near L.A. freeways

Use the slider to see where the city has issued building permits within a 1,000 feet of a freeway since 2005.



Sources: Los Angeles Department of Building and Safety, L.A. County Assessor, OpenStreetMap See the data ↗ (<http://www.latimes.com/local/lanow/la-me-ln-freeway-pollution-how-20170227-story.html>)

One of the only attempts at a ban on development occurred several years ago when the L.A. County Department of Public Health proposed language in the county's general plan to prohibit new housing within 500 feet of freeways, citing the adverse health effects. County planners ultimately rejected the idea.

The failure of such restrictions to gain traction has left some local officials wondering if the only way to keep cities from building more homes near freeways is through a state law.

One precedent is a 2003 law California passed prohibiting the construction of new public schools within 500 feet of freeways out of concern for children's health. But school districts have used exceptions in the law to keep building.

Meanwhile, the residential developments that are rising next to freeways continue to spread not just through the urban core, but across the region.

One of those new neighborhoods is Cedar Point, a subdivision of one and two-story houses in the San Bernardino County suburb of Chino. The



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development was built on land that had been re-zoned for housing in a special election paid for by a real estate company. It sits about 100 feet from the 60 Freeway.

More than 220,000 vehicles motor by each day on this major freight corridor, including some 27,000 big-rig trucks whose diesel engines cough out many times more harmful pollutants than cars.


In January 2015, the South Coast air district sent a letter (<https://www.documentcloud.org/documents/3477205-Air-district-letter-on-Chino-homebuilding.html>) to Chino officials warning that freeway pollutants would threaten the health of residents in the new homes.

A few months later, the building site swarmed with construction workers and heavy equipment.

Dennis Yates, former mayor of Chino who served more than 12 years on the region's air quality board, said that as mayor he encouraged the developer to put in higher-rated air filters, but acknowledged he "personally wouldn't live there."

Cedar Point

- 84 single-family homes in San Bernardino County suburb of Chino
- Built in 2015 along one of California's busiest diesel truck corridors
- 4-bedroom houses by Frontier Communities sell for around \$600,000

 Tell us your story



Among those who did move into one of Cedar Point's four-bedroom houses was Mike Sanchez, his wife and two young daughters.

Buying so close to traffic was a difficult decision, he said, but “one of the sacrifices we made to get into a new home.”

Back on the Westside of Los Angeles, Jeremiah Caleb, who spent years battling black road dust and illness while living in an apartment next to the 405, said he and his wife were relieved when she landed a nursing job — a second income that allowed them to move to a less-polluted neighborhood about a mile from any freeway.

Their health has improved, with their once-constant headaches and respiratory problems now a rarity.

“I can leave my doors open and I'm breathing fresh air all the time,” he said. “We got lucky. But for most people . . . They're stuck because that's what they can afford.”

How we reported the story

How we measured housing growth

Under the California Public Records Act, The Times obtained a database of building permits from the City of Los Angeles dating to 2005, the year state air quality regulators began warning against building near freeways.

3 Teen Girls Hit by Car When Walking Back to School in NoHo

POSTED 5:15 PM, JUNE 4, 2014, BY MELISSA PAMER AND MELISSA PAMER, UPDATED AT 08:59AM, JUNE 5, 2014



This is an archived article and the information in the article may be outdated. Please look at the time stamp on the story to see when it was last updated.

3 Girls Hospitalized After Being Hit by Car on Way to School

5

KTLA - Los Angeles



Three teenage high school students were injured, one critically, when a vehicle crashed them while they walked back to their campus in North Hollywood on Wednesday afternoon.



A Prius that hit three teen girls remained at the scene of an investigation in North Hollywood on June 4, 2014. (Credit: KTLA)

The collision between a Toyota Prius and the girls was reported at 1:37 p.m. in the 11400 block of Magnolia Boulevard (map), in a crosswalk near an off-ramp from the 170 Freeway.

“The collision was so intense that it caused the students to actually be launched into the intersection,” Leland Tang of the California Highway Patrol said.

The three teenage girls were being “rapidly treated” and will be taken to local hospitals, Erik Scott of the Los Angeles Fire Department said in an alert sent out shortly after the collision.

The victims were described as 14-year-old girls walking back from a park where they had P.E. class to return to nearby Oakwood School, where they were students, a witness on scene said. They were accompanied by other students and, possibly, an adult chaperone.

“Some other girls that were not hit by the vehicle, that had just cleared the crosswalk, they were screaming,” said Fernando Serna, who was three cars behind the crash. “Their screams were just terrifying.”

Two of the injured girls who were hit were “mobile,” but one girl was not, Serna said. He called 911.

The Fire Department was working with school staff to make proper notifications and was sending representatives to each hospital, Scott said.

One girl was in critical condition and the other two were in serious condition, authorities said.

The Prius, which remained on scene with a smashed windshield, hit a Nissan Altima after colliding with the teens, Tang said. He said the crash was not considered a hit-and-run.

The 48-year-old adult male driver was hospitalized in a condition that was not life threatening, Scott said in an update later in the afternoon.



An investigator takes a pictures of another vehicle that was involved in the crash. (Credit: KTLA)

The driver told investigators on scene that he had brake problems.

The Magnolia Boulevard and Burbank Boulevard on-ramps to the southbound 170 Freeway was expected to be closed for five hours amid the investigation, according to the CHP’s traffic incident log.

The SigAlert was canceled by 5:15 p.m., CHP said on Twitter.

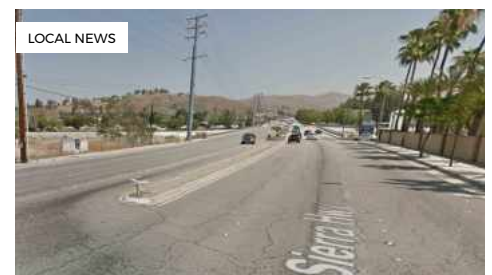
KTLA’s Kimberly Cheng and Jennifer Thang contributed to this article.



3 Teens Arrested for Allegedly

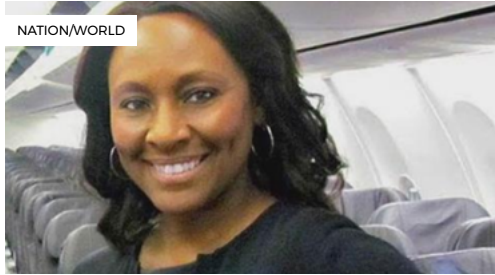


7-Year-Old Girl Killed, Mother



15-Year-Old Girl Fatally Struck in

Assaulting Middle School Student With Skateboard, Victim Knocked Unconscious at Riverside Park: Police



Critically Injured in Fullerton Multivehicle Crash: Police



Canvon Country Hit-and-Run; Driver Sought

Flight Attendant Used Secret Note to Save Teen Victim From Human Trafficking on Plane Bound for Bay Area

Statements From Family Members ID All Victims on Board During Fatal Riverside Plane Crash



Body Recovered From L.A. River Identified as Missing Teen Elias Rodriguez: Coroner's Office

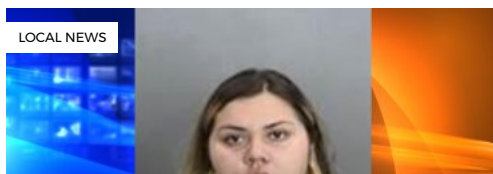
Middle School Students OK After Four-Vehicle South L.A. Crash Involving School Bus; 2 Drivers Hospitalized

Video Shows Anaheim Struggle Between Boy, 13, and Off-Duty LAPD Officer Who Fired Weapon; Officer on Administrative Leave



LAPD Investigating Young Man's Body Found on Island in L.A. River Amid Search for Missing Teen

Parents of Teen Seriously Injured in Crash Are Killed in Separate Head-on Collision on Way to Missouri Hospital

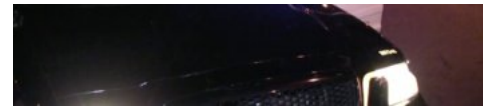




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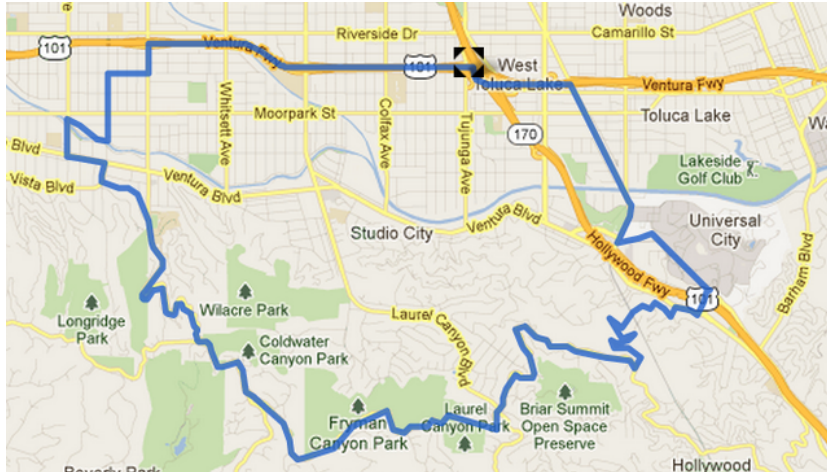


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AUGUST 23, 2012 | 10:27 PM



(<http://latimesblogs.latimes.com/.a/6a00d8341c630a53ef017c317178e1970b-pi>)

Police on Thursday night were investigating the death of a woman who was struck by multiple vehicles while riding a scooter in the Studio City area.

The woman was struck around 7:30 p.m. near Sarah Street and Tujunga Avenue (<http://projects.latimes.com/mapping-la/neighborhoods/neighborhood/studio-city/?q=Tujunga+Ave+&lat=34.1536959&lng=-118.3789666&g=Geocodify>), the Los Angeles Police Department said.

She was taken to a hospital, where she died of her wounds. She was believed to be between 18 and 20, Officer Sara Faden said.

No other details were immediately available.

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Good Samaritan electrocuted as husband watched, screaming (<http://latimesblogs.latimes.com/lanow/2012/08/good-samaritan-electrocuted-as-husband-watched-screaming.html>)

Body of missing 6-year-old boy pulled from river in Yosemite (<http://latimesblogs.latimes.com/lanow/2012/08/body-missing-6-year-old-boy-yosemite.html>)

-- Robert J. Lopez

twitter.com/LAJourno (<http://twitter.com/#!/lajourno>)

Map shows area where woman was struck by multiple vehicles. Credit: Times Mapping L.A.

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One solution to Southern California's housing crisis: building in tight spaces, small lots



MBK Homes is building a new home community in Anaheim. Dense single-family home communities are increasingly popping up and replacing strip malls and vacant lots. (Glenn Koenig / Los Angeles Times)



By **Andrew Khouri**

DECEMBER 23, 2016, 5:00 AM

In Santa Ana, not long ago, on a tired commercial stretch west of downtown, stood a church, a burnt-out motel and something harder to see: one key to alleviating the region's housing crisis.

It's on this now-graded site near the corner of 1st and Bristol streets where Olson Co. is constructing 62 residences expected to start in the low \$400,000s.

But the Seal Beach firm's Ventana Walk project isn't a traditional Southern California housing tract, nor is it the kind of massive multifamily complex that has been a perennial favorite of developers.

Instead, it's a bit of both: a tightly spaced "infill" development of town homes squeezed into just two and a half acres — making it an affordable housing option in a region where many young families can't afford to buy a traditional new home.

Much of today's residential development has been focused on city centers, such as in Los Angeles where thousands of apartments and condos aimed at young professionals are being built in towers mushrooming in downtown.

But experts say the regional housing shortage also needs to be addressed by building more infill developments in outlying communities, where many families might prefer a town home or small house to an urban high-rise.

"We can't fit everyone into downtown Los Angeles," said Hasan Ikhata, executive director of the Southern California Assn. of Governments, a planning agency that estimates the region needs at least 600,000 more housing units just to meet today's demand. "These types of housing developments become very important. They provide the variety of housing we need."

There's plenty of room for them in Los Angeles and surrounding counties, where an abundance of vacant lots, run-down warehouses and struggling strip malls could be redeveloped into the type of town home and mini single-family communities Olson and others are now constructing.

"We always seem to be demolishing something," said Scott Laurie, chief executive of Olson, which has about a dozen communities in the region under development.

In Los Angeles, town home-like developments have proliferated in recent years after the City Council passed an ordinance to encourage the development of small lots into mini subdivisions of houses only inches apart.

The "small lot" homes sell for top dollar in hip neighborhoods such as Venice, Silver Lake and Los Feliz, where homes in a recent project are starting above \$1 million.

But many of these recent infill developments are outside such areas as Los Angeles' Westside or Orange County's Newport Beach with pricey real estate. That's enabling builders to sell the homes in communities including Anaheim, Gardena and Van Nuys for \$400,000 to \$600,000 — somewhat affordable, at least by regional standards.

The median new home price in Orange County by comparison was \$934,250 in October. In L.A. County, the median was \$571,000 and would have been higher if sales of low-cost Antelope Valley tract homes weren't included, according to CoreLogic.

Often times, the projects are popping up in communities that have had little to no new housing for years.

TRI Pointe Homes, for example, is building more than 100 town homes on the site of a demolished El Monte car dealership. The Irvine builder expects to start the units in the mid-\$400,000s — similar in cost to its four-bedroom houses 30 miles east in San Bernardino County's master-planned Ontario Ranch.

Tom Grable, Southern California division president for TRI Pointe, expects the El Monte homes to go fast.

“You look at the San Gabriel Valley, there just aren't that many opportunities” for new homes, he said.

“Town homes in the \$400,000 range have their appeal.”

The prices make the developments popular with young families looking to own a new home but stay close to parents, jobs and entertainment.

Rick Fletcher, vice president of sales at Irvine-based MBK Homes, said half the buyers at its new Anaheim single family and town home community are under age 40.

That includes Jenn Trinh, 39, who this year purchased a \$480,000 three-bedroom town home at the community, where a motel once stood.

Trinh and her husband had previously owned a four-bedroom home in the Inland Empire. But they got into trouble in the recession, went through a short sale and moved back to Orange County, where they both grew up and worked.

By the time they rebuilt their credit and were ready to buy again, they decided to stay put — unwilling to make another long commute. In October, Trinh, her husband and two young children moved into their new town home across from a Brookhurst Street strip mall.

“I just wanted to be close to everything,” Trinh said. “I work in Fullerton. All my family is either in Anaheim or Garden Grove.”

Infill development has occurred for decades, but at a smaller scale, said Pete Reeb, a principal with John Burns Real Estate Consulting.

In previous hot markets, developers could more easily build sprawling master-planned housing tracts in Orange County, Santa Clarita and the Conejo Valley or turn a quick profit by constructing houses farther out in the Antelope Valley and Inland Empire for buyers willing to stomach a long commute

But land near the coast is now scarce, and in outlying areas of Riverside and San Bernardino counties, home prices remain below last decade's peak, while construction costs are higher, Reeb said.

That's made it harder for builders to make a profit, causing them to turn inward.

“I have been in the industry 30 years and it’s really only been in this cycle where the true kind of adaptive reuse, infill development, has really started to take off,” Reeb said.

KB Home is one builder that has long specialized in master-planned suburban housing tracts that’s turned toward infill production. Currently, the Westwood company is selling town homes around \$500,000 in Downey and Gardena, as well as small-lot homes in Van Nuys for the same price.

“There is just increasing demand,” said Glen Longarini, division president for Los Angeles and Ventura counties. “It’s a good spot to be for a builder.”

Economists have long said the chief culprit behind California’s affordability crisis is there isn’t enough homes for all the people who wish to live here.

But Richard Green, director of the USC Lusk Center for Real Estate, warned that even ramping up infill development won’t be a panacea for Southern California’s housing woes given the region’s diverse economy and attractive climate.

“But I think it would be less bad — I would even say a lot less bad,” Green said.

Getting even that far could be tough. Approvals for denser infill projects can be challenging, especially since the available land often borders traditional subdivisions that blossomed during the region’s great post-war boom.

Take Costa Mesa. The city, perched on a mesa east of the Balboa Peninsula, had become a hot spot for new dense single-family, town home and apartment communities.

But in November, residents fought back and overwhelmingly approved a ballot measure to require voter approval for certain large projects that need a zone or general plan change.

Jay Humphrey, a longtime resident who promoted the measure, said the community was concerned about traffic and out-of-character projects — such as three-story town homes with roof decks that loom over one-story houses.

“We have a city that is mostly built out and it has an infrastructure really set for significantly less dense housing,” said Humphrey, who waged a losing battle for a council seat.

Other cities have similar ballot-box zoning rules and at times residents have been accommodating.

That includes Monterey Park, where builder Olson paid \$80,000 to fund a 2014 special election in which voters narrowly approved its plan to build 80 homes on a nine-acre nursery site.

Last year, Olson held a weekend grand opening during which 400 people toured the single-family home community.

The homes sold briskly and when the last phase opened in September, Olson had lifted prices by about \$50,000 for the homes, which started between \$550,000 and \$668,000.

As of mid December, there was only one house left.

andrew.khour@latimes.com

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