

MOTION

State law requires the City of Los Angeles to update its Housing Element every eight years and demonstrate sufficient zoned capacity for housing—especially affordable housing. For the 2021–2029 planning cycle, the City was given a housing target of 456,643 new units, which we must accommodate for by 2029. According to Los Angeles City Planning, while some of this capacity is achievable by maintaining the status quo, there remains a shortfall of 255,432 units. This shortfall necessitates innovative planning tools and programs to meet our housing targets. For this reason, the City Council recently adopted Los Angeles’ most ambitious Housing Element to date.

The City’s 2021–2029 Housing Element outlines strategies that speak to the City’s diverse housing needs and goals around ending homelessness, producing more housing, expanding housing opportunities, and creating mixed-use, mixed-income neighborhoods across Los Angeles near jobs and transit. Some of these strategies will be included automatically in community plan updates, but many of the policy programs detailed in Chapter 6 of the Housing Element require City Council action to effectuate.

One key program is the Livable Communities Initiative (LCI), identified as Program 131 of the adopted Housing Element. As detailed in the Housing Element, “LCI is an opportunity to advance a holistic vision for livable, healthy, and sustainable communities along the City’s transit-rich corridors utilizing mixed-use, mixed-income housing combined with opportunities to transform the street and public realm by adding or improving wide sidewalks, tree canopy, outdoor dining, bicycle infrastructure, transit shelters, fast and frequent transit, and public seating and plazas.” LCI helps to implement critical “complete street” strategies in the City’s adopted Mobility Plan 2035; moreover, it encourages reinvestment and street activation across neighborhoods so that Angelenos have access to safe and enjoyable public spaces to walk, roll, and thrive.

The City’s current development regulations are confusing and restrictive, and often make it challenging to build much-needed housing. In the midst of a housing shortage and low vacancy rates in Los Angeles, where almost 60% of renters are cost-burdened, the LCI alongside other strategies identified in the Housing Element are an opportunity to holistically plan for green, affordable, and connected communities.

**I THEREFORE MOVE** that City Council direct Los Angeles City Planning, with assistance from the Department of Building and Safety, Los Angeles Department of Transportation, and other relevant departments, to report back within 180 days with strategies to establish the Livable Communities Initiative along suitable transit-rich corridors, or analogous Citywide regulations, that facilitates mid-scale development, promotes the creation of housing units where they do not currently exist, and creates or enhances existing commercial, mixed-use character. As part of its report, City Planning should consider by-right or administrative development and zoning standards to encourage mid-scale development, including, but not limited to:

- Waivers or reductions of setback, unit floor area, and other development standards;
- An inclusionary housing requirement to increase access to affordable housing;
- A minimum density requirement to promote multifamily, mixed-use development;
- Provisions to encourage greater lot density such as allowing for microunits, shared housing, or increasing floor area ratio (FAR) allowances;
- The elimination or reduction of parking minimums in “high quality transit areas” or “transit-rich areas”;
- Exclusions and/or mitigations for lots located within a Very High Fire Hazard Severity Zone (VHFHSZ), an identified historic district, or areas designated as open space; and
- Exclusions for projects that may result in the demolition of buildings subject to the Rent Stabilization Ordinance or the loss of covenanted affordable units.

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**I FURTHER MOVE** that, as part of this report back, City Council directs Los Angeles City Planning to develop a community-driven outreach and engagement strategy that will assist in informing the necessary maps and reports required to identify suitable transit-rich corridors that would benefit from the Livable Communities Initiative and complement existing rezoning efforts through the implementation of the Housing Element (2021–2029). This strategy should demonstrate adequate engagement and involvement with marginalized, historically underserved, and/or disadvantaged communities potentially impacted by the selection of suitable corridors.

**I FURTHER MOVE** that City Council direct Los Angeles City Planning, in coordination with City Planning's Urban Design Studio, to report back within 180 days on options for an administrative clearance procedure for projects eligible for the Livable Communities Initiative that outlines objective Design and Development Standards to ensure high quality, contextual design and compatibility with the vision of the Livable Communities Initiative outlined in Program 131 of the Housing Element (2021–2029).

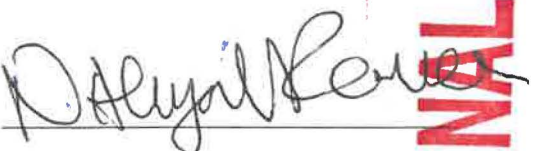
**I FURTHER MOVE** that City Council direct Los Angeles City Planning, Los Angeles Department of Transportation, the Department of Public Works, and the Economic Workforce Development Department, with assistance from the City Administrative Office and other relevant departments, to report back within 180 days with options to establish a streamlined, administrative review process that ensures projects eligible for the Livable Communities Initiative invest in public right-of-way amenities and infrastructure improvements in order to encourage transit ridership, pedestrian and cyclist safety, and placemaking.

**I FURTHER MOVE** that City Council direct the Economic Workforce Development Department and the City Administrative Office, with the assistance of Los Angeles City Planning, the Chief Legislative Analyst, and other relevant departments, to report back within 180 days on the feasibility of any new regulatory tools, fees, grants, and/or strategies that can help fund substantial public improvement projects along corridors identified by the Livable Communities Initiative; including, but not limited to: Social Impact Bonds, Community Revitalization and Investment Authorities (CRIAs), and/or Enhanced Infrastructure Financing Districts (EIFDs).

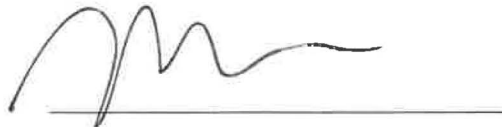
**PRESENTED BY:**



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**SECONDED BY:**



**ORIGINAL**