



HOUSE LA INITIATIVE

Councilmember Cedillo introduced six motions to address the housing crisis in Los Angeles under the **House LA Initiative**. In an effort to cut red tape and streamline building in Los Angeles, Councilmember Cedillo will offer bureaucratic relief in order to facilitate smart growth and maintain and increase affordability.

The Southern California Association of Governments' (SCAG) 2014-2021 Regional Housing Need Allocation Plan (RHNA) determines a need for 412,716 additional housing units in the 6-county region, with 82,002 of these units allocated to the City of Los Angeles. This need is divided among various income groups, including 20,427 for very-low income households, 12,435 for low-income households, and 13,728 for moderate-income households. This means a production rate of approximately 10,250 units/year (5,823 affordable/year).

From 2006-2014, on average, the Housing and Community Investment Department of Los Angeles (HCIDLA) financed 1,200 affordable housing units per year, at the peak of the CRA golden years. Due to crushing budget cuts and the CRA's dissolution, the HCIDLA can only commit to financing approximately 500 units per year in the new Housing Element (2014-2021).

The **House LA Initiative** includes:

- **Expansion of Expedited Processing Section in Planning**
 - Expedites the EIR process in the Planning Department, which could provide a 30%-50% time savings.
- **Site Plan Review Modifications**
 - Amends the site plan review ordinance, including the option to increase the threshold from 50 residential units, and re-examine the approval process as a strategy to increase the City's affordable housing production.
- **Permitting Micro Unit Housing**
 - Evaluates the Greater Downtown Housing Incentive Ordinance as a model to encourage the production of micro-units, the potential impact micro-units can have on our affordable housing needs, and the benefit of expanding this model to apply to other geographic areas of the City.
- **Deferring Fees**
 - Evaluates which 'use' fees could potentially be deferred and collected until the issuance of a Certificate of Occupancy for a residential development.
- **Expanding the Use of Shared Vehicles**
 - Permits the substitution of one shared vehicle for every 4 required parking spaces for residential or mixed-use buildings located on or within ¼ mile of a transit corridor.
 - Calls for vehicular parking regulatory reform with an analysis of strategies to reduce and/or eliminate parking requirements based on selected criteria, including but not limited to certain types of developments, specific zones and proximity to transit.
- **Facilitating Accessory Dwelling Units**
 - Identifies options for preserving unapproved second housing units, including measures utilized by other jurisdictions to preserve unapproved units.
 - Calls for an ordinance that prescribes a permit process to allow the development of Accessory Dwelling Units in accordance with Assembly Bill 1866-- encourages Accessory Dwelling Units by requiring cities to reduce or eliminate local barriers to their development.
- **Using City Owned Land As Sites for Affordable Housing**
 - Identifies city-owned properties that may be potential sites for the development of affordable housing.