

RESOLUTION

WHEREAS, an official position of the City of Los Angeles with respect to legislation, rules, regulations or policies, proposed to or pending before a local, state or federal government body or agency, must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and WHEREAS, the City of Los Angeles is leading the State of California in incentivizing multi-family development near transit through the passage of Measure JJJ, which was approved by the voters in November 2017; and

WHEREAS, Measure JJJ resulted in the creation of a city-wide program known as Transit Oriented Communities (TOC), which provides both allowances and additional incentives to build affordable housing if the project is within a half-mile of transit much like Senate Bill 10 (Wiener), introduced on December 7, 2020, as a successor to a prior bill, SB 50; and

WHEREAS, in April of 2019, the City Council voted to oppose SB 50, on the grounds that it would impose a one-size-fits-all response to the State's housing shortage that would undermine the efforts of the TOC program and compromise the integrity and character of the City's single-family neighborhoods; and

WHEREAS, SB 50 was amended in January of 2020 to allow local governments to submit their own housing plans, as long as they meet the goals of increasing housing density in a way that promotes sustainable transportation and affirmatively furthers fair housing, however SB 10 does not appear to contain this provision; and

WHEREAS, SB 10 may undermine the accomplishments and potential benefits of the City's current policies, in addition to decimating the City's single-family neighborhoods; and

WHEREAS, there is concern that SB 10's default program would incentivize the construction of market-rate housing and create millions of luxury units while requiring few, if any, affordable units; and

WHEREAS, SB 10 does not address some critical issues that have caused and exacerbated the housing crisis, the state's 1995 Costa Hawkins law, which restricts the ability of a local jurisdiction to expand affordability measures in rental units, and the prevalence of privately-owned vacant lots and housing units; and

WHEREAS, SB 10 projects have the potential to attract high-income people who don't necessarily use public transportation into newer luxury buildings adjacent to transit, bringing in more cars while providing insufficient parking;

NOW, THEREFORE, BE IT RESOLVED, with concurrence of the Mayor, that by adoption of this Resolution, the City of Los Angeles hereby includes in its 2021-2022 State Legislative Program its OPPOSITION to SB 10 (Wiener) which requires that cities allow midrise, medium-density housing on sites that are either within one-half mile of high-quality public transportation or within a jobs-rich, high-opportunity neighborhood close to key job centers without affordability requirements or sensitivity to the character of existing neighborhoods.

PRESENTED BY:



PAUL KORETZ, Councilmember, Fifth District

SECONDED BY:

PAUL KREKORIAN (verbal)
Councilmember, 2nd District

DEC 15 2020