

As the City of Los Angeles works to address a severe housing shortage and struggles in the small business community, the timely and efficient approval of new development is critical. As part of the building entitlement, permitting, and inspection process, utility-related processes—particularly those managed by the Los Angeles Department of Water and Power (LADWP)—can create delays and uncertainty that hinder housing production and exhaust small business resources.

Stakeholders have shared challenges related to LADWP's plan check, permitting, and inspection processes, including lengthy and unpredictable timelines, communication challenges, and site design requirements that significantly reduce developable area.

Specifically, applicants have cited the following challenges:

- No matter the size of a project, LADWP assigns an Electric Service Representative (ESR) who serves as the coordinating liaison between developers and internal LADWP teams. This structure virtually precludes direct communication between applicants and LADWP teams regarding specific issues and can inhibit timely problem solving;
- LADWP processes are often the longest City timelines in the development process, sometimes spanning multiple years;
- LADWP sometimes makes mid-process changes regarding the infrastructure expectations of developers, which leads to wasted time and resources;
- Permanent power is not scheduled for installation and energization until buildings are completely finished, which sometimes adds six to nine months to the building timeline and has ripple effects to other building system testing and inspection timelines for features such as elevators and fire pumps;
- When there is insufficient power capacity in a given area, applicants are saddled with paying for and building the infrastructure that benefits the entire area, a disproportionate burden; and
- Rules relating to overhead power lines, transformer staging areas that require large alleyways, and transformer right-of-way, which are not typical in other large cities, decrease developable area and result in poor urban design.

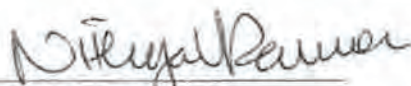
LADWP recently launched efforts intended to improve its development related processes and policies. Two programs of note include Project Powerhouse and the Fair Share program. Project Powerhouse streamlines access to electrical services for 100% affordable and permanent supportive housing developments in line with Mayor Karen Bass Executive Directive No. 1. The Fair Share program shares the cost of underground distribution line extensions in the public right-of-way among all customers who benefit, rather than saddling individual developers with disproportionate costs.

While these programs are excellent initiatives, it is necessary to take additional steps to support housing production. As LADWP plays a key role in enabling housing construction, a review of its development-related procedures is necessary to identify improvements that would support the City's housing goals while maintaining reliability, safety, and sustainability.


I THEREFORE MOVE that the Council direct the Los Angeles Department of Water and Power (LADWP), with assistance from relevant departments, to report back within 60 days on:

1. Existing approval, permitting, plan check, and inspection processes administered by LADWP for new developments;
2. Average and range of processing timelines, staffing levels, and coordination protocols for housing and small business utility work;
3. LADWP's use of technology in development processes, including digital submittals and application tracking, and ways to use these tools for greater transparency and accountability for developers and other City partners;
4. Identification of other jurisdictions whose process efficiency and urban design standards – particularly as it relates to transformer staging, location, and overhead power lines – are considered exemplary in the power industry, and ways to incorporate these standards into LADWP's work;
5. Opportunities to streamline LADWP's development-related processes to reduce delays and improve efficiency, including potentially expanding Project Powerhouse to all housing developments;
6. Strategies to improve interdepartmental coordination, timeline transparency, and communication with applicants; and
7. A mapping analysis of LADWP power capacity throughout the city overlaid with the areas of the city planned for the greatest density increases, and recommendations to fund infrastructure improvements in areas where there are power deficiencies relative to future potential growth.

PRESENTED BY:


NITHYA RAMAN
Councilmember, 4th District

SECONDED BY:


BOB BLUMENFIELD
Councilmember, 3rd District

ORIGINAL

JUL 01 2025



MOTION

PLANNING & LAND USE MANAGEMENT

State and local laws have made the construction of Accessory Dwelling Units (ADUs), Junior Accessory Dwelling Units (JADUs), and Movable Tiny Houses (MTHs) much more permissive and streamlined in recent years. Structures must comply with all applicable zoning, building, and residential codes. Eased development standards allow for many of these building types in any zone that allows for residential use by-right and where there is a proposed or existing dwelling unit on the lot. Additionally, parking is not required for new ADUs if they are located within a half-mile of public transit.

The Los Angeles Department of Building and Safety (LADBS) implemented the Standard Plan Program to provide interested parties a simplified permitting process for the design and construction of ADUs. The use of standard plans reduces the time required for plan check resulting in faster permit issuance. Under the Standard Plan Program, plans are designed by private licensed architects and engineers to accommodate various site conditions. Plans are then reviewed and pre-approved by LADBS for compliance with building, residential, and green codes.

Some of these approved plans include HCD-approved housing under state law, which is factory built housing that is pre-approved by state agencies for building code compliance and stamped prior to submission to LADBS. LADBS, in turn, is responsible for review of local scope—such as foundations, zoning, and site plan review. These homes are constructed in a factory, then transported to a site for assembly, and can offer substantial benefits, including lower construction costs, shorter development timelines, and overall efficiency, all while increasing the supply of housing. A smaller construction footprint also means a smaller carbon footprint, made all the more impactful through the use of energy-efficient and greener materials that provide a better life-cycle performance for these projects.

Unfortunately, there have been multiple examples of delays in the City's review and approval processes of HCD-approved plans. During an acute housing affordability and scarcity crisis, the City should do everything in its power to produce more housing to keep families, workers, seniors on a fixed-income, students, and others in Los Angeles.

I THEREFORE MOVE that the City Council instruct the Los Angeles Department of Building and Safety, in consultation with the Department of City Planning, Bureau of Engineering, and the Los Angeles Fire Department, and with requested input from HCD-listed firms that are part of the Standard Plan Program, to report back within 30 days on current departmental reviews, approvals, and permitting procedures for HCD-approved single family and ADU plans—including a proposal for an expedited process for projects utilizing HCD-approved building plans—and identification of barriers slowing down staff reviews and plan check approvals. This analysis should also include recommendations on enhancing and incentivizing HCD-approved construction for small-scale projects in the City of Los Angeles, including through expedited clearance processes to streamline permitting and the feasibility of establishing a separate, expedited process for HCD-approved and other state-certified plans upon application completeness.

PRESENTED BY:


NITHYA RAMAN

Councilmember, 4th District

SECONDED BY:


BOB BLUMENFIELD

Councilmember, 3rd District


JUL 01 2025

ORIGINAL

MOTION

The impersonation of local or federal agents—particularly individuals claiming to be from agencies such as Immigration and Customs Enforcement (ICE)—poses a serious and growing threat to public safety, civil rights, and community trust in Los Angeles. This danger is especially important now that the federal government has deployed hundreds of federal agents under the guise of public safety. These individuals who are masked, unbadged, or otherwise fail to identify themselves while exercising force or authority have led to copy-cat individuals and groups that have been impersonating legitimate law enforcement officers, adding to confusion, fear and anxiety across the City.

In many cases, victims are coerced into compliance under the false belief that the impersonator holds legitimate federal or law enforcement power. While impersonating a peace officer is a crime under California Penal Code §538d, the Los Angeles Municipal Code (LAMC) could be updated to improve the enforcement tools such as fines and penalties that protect residents from fraud, intimidation, and abuse of authority. This update should focus on the intent of the individual impersonating the officer, under the specific circumstances that a reasonable person would interpret that specific action as an official government activity.

The City Council should request a report from the City Attorney, which includes all possible LAMC codes that could be updated should a person be caught impersonating a federal, state, or local law enforcement agent, such as an Immigration and Customs Enforcement (ICE) or LAPD officer. Additionally, the City attorney should report on the City's ability to protect citizens from masked, non-uniformed or otherwise unidentified individuals.

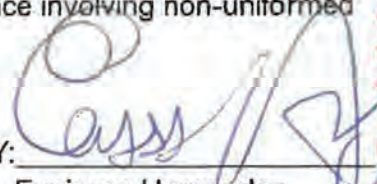
I THEREFORE MOVE that the City Council REQUEST the City Attorney to report with options that update and amend relevant sections of the Los Angeles Municipal Code in order to maximize any fines and fees associated with impersonating a federal, state, or local law enforcement agent, to intimidate or harass, threaten individual persons or property, or any other method that could be used by an individual to coerce a person or persons under the false pretense of being a public safety officer.

I FURTHER MOVE that the City Attorney be REQUESTED to report on the ability for the City to affirm a resident's right to request verifiable identification and legal authority during any detainment, search, or enforcement action, especially in any instance involving non-uniformed or unmarked individuals.

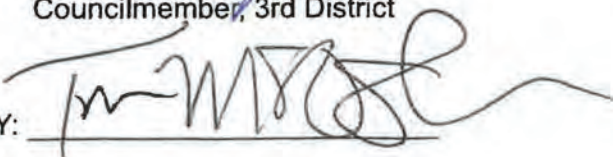
PRESENTED BY:


Bob Blumenfeld
Councilmember, 3rd District

PRESENTED BY:


Eunisses Hernandez
Councilmember, 1st District

SECONDED BY:



JUL 01 2025

ORIGINAL

Motion

The current presidential administration has repeatedly targeted LGBTQIA+ Americans through harmful and discriminatory policies. Some of these policies have been direct attacks—such as the ban on gender-affirming care for minors—while others, like proposed cuts to STD and HIV prevention programs, disproportionately harm LGBTQIA+ communities.

These attacks have been especially focused on the transgender community, with federal efforts to ban access to gender-affirming care, restrict legal recognition, and erase trans people from federal protections. These policies put transgender people – particularly trans youth – at increased risk of harm.

Here in Los Angeles, the effects are already being felt. The Children's Hospital of Los Angeles is scaling back its gender-affirming care program in anticipation of federal restrictions. Meanwhile, the County's Department of Public Health has notified 39 organizations that their contracts to provide STD and HIV prevention services will be terminated as of May 31, due to the Trump administration's plan to eliminate \$19 million in CDC grant funding.


These attacks have most acutely impacted transgender youth, queer people of color, and low-income LGBTQIA+ Angelenos—communities that are already marginalized and underserved.

I THEREFORE MOVE to direct the Chief Legislative Analyst in coordination with Civil and Human Rights & Equity Department and the Department on Disability to report to Council regarding the local impacts of federal policies targeting LGBTQIA+ people, including *but not limited to*:

- Access to gender-affirming care
- HIV and STD prevention and treatment services
- Housing and shelter access for LGBTQIA+ youth and adults
- Mental health support

This report should include recommendations on how the City can support LGBTQIA+ Angelenos in light of ongoing federal rollbacks.

PRESENTED BY:


HUGO SOTO-MARTINEZ
Councilmember, 13th District


YSABEL JURADO
Councilmember, 14th District

SECONDED BY:




JUL 01 2025

ORIGINAL

MOTION

PUBLIC WORKS

The City of Los Angeles currently lacks a comprehensive, multi-year plan for maintaining and developing infrastructure in the public right-of-way. The current process, as laid out in the City's Administrative Code Chapter 3, sections 5.43 and 5.44, requires an annual expenditure program be developed, led by the City Administrative Officer. Though there have been multiple efforts to amend the planning process – CF 21-0039, CF 23-0919, and Mayor Executive Directive 9, to name a few – additional streamlining, coordination, and planning is necessary to ensure the City's expansive infrastructure is safe, accessible, resilient, and world class; especially in anticipation of hosting a number of historic events and in response to an ever more unpredictable climate.

We have 10+ departments or bureaus that invest in, plan for, or maintain our public right-of-way. All departments are now operating with constrained budgets, focusing on delivering core services as opposed to long-term planning. In light of the FY 25/26 adopted budget, now is the time to reform the delivery of public right-of-way capital projects and to create a Capital Improvement Plan (CIP) for LA.

I THEREFORE MOVE that the City Council instruct the Bureau of Engineering, through engagement with the City Administrative Officer and other relevant departments, to report within 90 days with:

- An update on the Capital Improvement Plan process, currently led by the Capital Planning Steering Committee that was established in Mayor Bass' Executive Directive 9;
- A proposed capital projects intake process to reaffirm common standards about how capital projects are initiated, scoped, and reviewed by impacted departments who are tasked with either delivering projects, or receiving an improved facility once the project is complete;
- Recommendations on a revised process for project selection and prioritization, including how to use objective scoring to ensure capital projects are consistent with adopted City policy goals;
- Recommendations for revisions to Los Angeles Administrative Code Sections 5.43 and 5.44 needed to establish a Capital Improvement Plan process outside the annual budget process, including roles, responsibilities, and processes;

Presented by:

Katy Yaroslavy
KATY YAROSLAVSKY
Councilwoman, 5th District

Seconded by:

Dylan Raulo
Cesar
Ysabel

MA9
JUL 01 2025

ORIGINAL

MOTION

The Los Angeles City Council adopted several key ordinances associated with the City's Housing Element Rezoning Program earlier this year. Initiated by the Department of City Planning, the Citywide Housing Incentive Program (CHIP) Ordinance, the Housing Element Sites and Minimum Density Ordinance (HESMDO), and Resident Protections Ordinance (RPO), in effect as of February 11, 2025, were designed to help address the tremendous need for new housing supply, housing affordability at all income levels, and tenant protections citywide.

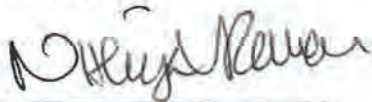
Early implementation of these ordinances has already shown some success. However, as is often the case with new legislation, there is room for improvement. While the Planning Department has been soliciting feedback on these ordinances, and will be initiating a targeted code amendment ordinance in the coming months to clean up and improve the CHIP Ordinance, some changes are immediately needed to enable greater housing production, and to meet the requirements of new state legislation.

I THEREFORE MOVE that the Council direct the Los Angeles Department of City Planning to report back within 60 days on providing a clear ministerial entitlement process for the following types of eligible mixed income and 100% affordable housing and mixed use projects that are currently subject to discretionary review processes provided the projects provide the requisite percentage of affordable housing to qualify for (1) enhanced development rights under the CHIP and (2) an exemption to the Project Review Ordinance:

- Projects located in overlay zones (e.g., Community Design Overlays, Community Plan Implementation Overlays) and Specific Plan areas;
- Projects that require CHIP or State Density Bonus Law waivers of development standards, in addition to on or off-menu incentives/concessions; and
- Ministerial projects otherwise made subject to discretionary review due to non-planning related approvals in urbanized areas, including but not limited to (i) haul routes for projects located in Bureau of Engineering Special Grading Areas that require the import/export of more than 1000 cubic yards of dirt and (ii) street tree removal permit approvals required by the Board of Public Works; and
- Projects that meet the goals of the CHIP in good faith but face unique challenges that constrain project feasibility and unduly incur discretionary review or preclude them from using CHIP entirely.

I FURTHER MOVE that the Los Angeles Department of City Planning Department, with the support of other relevant departments, report back with a detailed plan and specific recommendations regarding implementation of very recent amendments to the State Permit Streamlining Act as part of the 2025-2026 State Housing Budget Trailer Bills (Assembly Bill 130 and Senate Bill 130). These amendments, among other things, require ministerial entitlements for housing projects to be approved no later than 60 days from the date of a deemed complete application otherwise the project is deemed approved as a matter of law.

PRESENTED BY:



NITHYA RAMAN

Councilmember, 4th District

SECONDED BY:



BOB BLUMENFELD

Councilmember, 3rd District

ORIGINAL


JUL 01 2025

PLANNING & LAND USE MANAGEMENT

MOTION


On October 11, 2023, Assembly Bill 1033 (Ting, Chapter 752, Statutes of 2023) was chaptered into law, authorizing municipalities to adopt a local ordinance to allow accessory dwelling units (ADUs) to be sold or conveyed from the primary residence as condominiums.

Prior to AB 1033, State law provided that a local agency can allow an ADU to be sold or conveyed separately from the primary residence to qualified buyers, defined as persons and families of low or moderate income, only if specified conditions are met, including that the property was built or developed by a qualified nonprofit corporation; the property contains affordability restrictions on the sale and conveyance of the ADU or primary dwelling that ensure the ADU and primary dwelling will be preserved for low-income housing for 45 years for owner-occupied housing units and will be sold or resold to a qualified buyer; the buyer must use the ADU as their principal residence; and the buyer of the ADU is subject to a repurchase option that requires the qualified buyer to first offer the qualified nonprofit corporation to buy the ADU or primary dwelling if the buyer desires to sell or convey the property.


With the passage of AB 1033 and upon adoption of a local ordinance, local agencies can also allow the separate conveyance of the primary dwelling unit and ADU(s) as condominiums. Per AB 1033, the local ordinance must require that the process to establish the condominiums complies with both the Davis-Stirling Common Interest Development Act, which governs homeowners associations (HOAs), and the Subdivision Map Act, which governs the subdivision of property, as well as all objective requirements of a local subdivision ordinance. AB 1033 also requires written and recorded evidence that each lienholder consents to the establishment of the condominiums. AB 1033 mandates local agencies to provide notice to applicants for ADUs of these requirements.

I THEREFORE MOVE that the Council instruct the Planning Department, with the assistance of the City Attorney, to prepare and present an ordinance to implement AB 1033 (Ting, Chapter 752, Statutes of 2023), which authorizes local agencies to adopt a local ordinance to allow accessory dwelling units (ADUs) to be sold separately or conveyed from the primary residence as condominiums.

PRESENTED BY:


NITHYA RAMAN
Councilmember, 4th District

SECONDED BY:


BOB BLUMENFIELD
Councilmember, 3rd District

ORIGINAL


JUL 01 2025

MOTION

Sun Valley has long borne the burden of environmental injustice in the East San Fernando Valley. With its legacy of landfill operations, heavy industrial zoning, and clusters of auto-dismantling businesses situated alarmingly close to homes, parks, and schools, residents have faced sustained risks of air pollution, soil contamination, and elevated cancer and asthma rates. These harms are not new, and the community has never been silent about them.

The City Council formally recognized these disparities on July 20, 2005 by designating Sun Valley as an Environmental Justice Improvement Area with the adoption of Motion (Cardenas-Padilla, et.al), Council File No. 03-2529, to create a coordinated response. In 2008, the City issued Zoning Information (ZI) File No. ZI-2355 (Environmental Justice Improvement Area) to strengthen environmental oversight. This policy requires that certain land use applications in a delineated area of Sun Valley—particularly those near solid waste facilities, auto-dismantling sites, and heavy industrial operations—be referred for review to the now-defunct Environmental Affairs Department (EAD), as well as to the Fire Department's Risk Management Unit and the City Planning Department's Community Planning Bureau. The goal was to ensure that projects with new or changing use involving "industrial uses" would receive thorough environmental scrutiny, mitigation measures, and transparent public disclosure as part of the decision-making process.

Since the dissolution of the EAD in 2013, the responsibilities under ZI No.2355 have been informally distributed across several City departments, including the Department of Building and Safety (LADBS), the Department of City Planning, and the Department of Public Works. Yet, there remains no clear framework or reporting on how ZI No.2355 is currently enforced, how CEQA mitigation monitoring is tracked, or whether affected communities in Sun Valley are still being meaningfully included in these processes.

This issue is particularly urgent now, as the City prepares to release its updated report on the Clean Up Green Up (CUGU) program (Ordinance No.184246). ZI No.2355 overlaps significantly with CUGU in purpose and geography. Both policies are intended to confront environmental harm in historically overburdened neighborhoods—yet their coordination, effectiveness, and continued implementation remain unclear. Without a clear update, we risk undermining the City's stated commitments to environmental justice and racial equity.

I THEREFORE MOVE that the Council instruct the Planning Department, with assistance of the Department of Building and Safety, Department of Public Works (Bureau of Sanitation), in consultation with the City Attorney, to prepare a report with recommendations within 90 days on the current status of Zoning Information File ZI No.2355, including:

- which departments currently perform the functions originally assigned to the Environmental Affairs Department under ZI No.2355
- whether land use applications in Sun Valley are consistently being routed for environmental review under ZI No.2355, and if so, through what process
- how ZI No.2355 aligns with, overlaps, or diverges from the Clean Up Green Up Ordinance (Ordinance No. 184246), and how those programs can be better integrated
- recommendations for updating, revising, or replacing ZI No.2355 in the short-term to ensure it fulfills its original intent and remains enforceable under current City structures and environmental justice goals.



I FURTHER MOVE that the Council instruct the Planning Department to include in the report a historical review of land use projects within Sun Valley's designated Environmental Justice Improvement Area since 2008, including the number of projects reviewed under ZI No.2355, the mitigation measures adopted, any enforcement actions taken, and recommendations for strengthening future oversight in light of the forthcoming Clean Up Green Up update report.

PRESENTED BY: 

IMELDA PADILLA
Councilmember, 6th District

SECONDED BY: 

June 27, 2025

ORIGINAL

MOTION

Los Angeles faces an urgent housing shortage, made worse by a permitting process that is often duplicative, unpredictable, and misaligned with the City's stated housing goals. Applicants must navigate siloed departments, unclear requirements, and sequential reviews that create costly delays—even for ministerial projects.

Under the current structure, applicants begin at the Department of Building and Safety (LADBS) for Plan Check. While a Plan Check Engineer is assigned, that role does not currently coordinate cross-departmental input. Applicants must then seek separate clearances from City Planning, Water and Power, Housing, Fire, and the Bureaus of Engineering, Sanitation, and Street Services, among others—each with its own processes, interpretations, and often conflicting requirements. New demands are routinely introduced late in the process, driving further cost, delay, and frustration. This fragmented review structure significantly increases budget and schedule risk, and has been identified as a major contributor to the higher cost of multifamily development in Los Angeles compared to other jurisdictions. It is one of the factors cited in some lenders' and investors' decisions not to place capital in Los Angeles versus other jurisdictions perceived as offering more predictable processes.

Even during construction, applicants face fragmented oversight: separate inspectors for building systems, plumbing, electrical, and HVAC—without a mechanism to ensure consistency or coordination. While new interventions like BuildLA and the Development Services Bureau hold promise, their potential will not be realized without other process reforms.

Cities as diverse as San Diego, Long Beach, and Chicago have made excellent headway on this issue by offering applicants the option of a coordinated intake meeting early in the process. At these meetings, applicants engage all relevant departments at once. Requirements are identified, conflicts and issues are surfaced—and often resolved—and binding determinations are issued. These meetings reduce the likelihood of late-stage surprises and allow interdepartmental conflicts to be handled collaboratively rather than contentiously.

To facilitate the construction of more housing, including desperately needed affordable housing, we need to create a system that has clear, consolidated, dependable, and accountable processes, that undergird a culture of saying “yes” to new housing in Los Angeles.

I THEREFORE MOVE that the Los Angeles City Council instruct the Department of Building and Safety and City Planning, with support from relevant departments as needed, to create a single, comprehensive review process for projects that includes the following:

- A summary of the most successful examples of coordinated input processes from other jurisdictions that can serve as models for LA
- One coordinated plan check that incorporates all required department input;
- A clear and complete list of requirements provided at the outset;
- A process for collaboratively resolving conflicts arising from layered City requirements along with the applicant;
- Binding approvals and permit issuances valid for a reasonable timeframe, such that applicants are not subject to varying interpretations (i.e., “late hits”).

I FURTHER MOVE that Department of Building and Safety and City Planning report back within 60 days with a framework for offering optional coordinated intake meetings, modeled on successful efforts in peer cities, that would allow applicants to meet with all relevant departments early in the process on a voluntary basis to receive consolidated requirements and determinations, and surface interdepartmental issues before plan submittal.

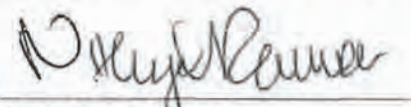


I FURTHER MOVE that the Department of Building and Safety report back within 60 days on establishing a “single inspector” model for projects—designating one lead inspector from pre-construction through final occupancy—to improve accountability and reduce contradictory directives.

I FURTHER MOVE that the Los Angeles City Council instruct the Department of Building and Safety, with support from relevant departments as needed, to report back within 60 days on recommendations on how to significantly reduce and consolidate the number of separate plan check clearances and condition types, which exceed 175.

I FURTHER MOVE that the Bureau of Engineering and the Department of Building and Safety, in coordination with any other relevant departments, report within 60 days on the current and potential capabilities of BuildLA to facilitate simultaneous reviews, consolidate departmental input, resolve conflicts early, including feedback from system users, and to provide transparency on departmental timelines and any delays.

PRESENTED BY:


NITHYA RAMAN
Councilmember, 4th District


BOB BLUMENFIELD
Councilmember, 3rd District

SECONDED BY:



ORIGINAL

JUL 01 2025

MOTION

PUBLIC WORKS

For too many years, the old Montgomery Ward site at Roscoe Boulevard and Tobias Avenue stood vacant—an empty reminder of Panorama City's lost retail glory and a magnet for blight. Today, a new mixed-use, transit oriented community can deliver new shops, public-facing open space, and living-wage construction and operations jobs for our working-class families. The project advances reinvestment in a corridor that has waited far too long for renewal.

The Bureau of Engineering (BOE) is working to record the final tract map based on the approved Vesting Tentative Tract Map No. 74315 for the property at 14665-14697 W. Roscoe Boulevard, 8300-8406 N. Cedros Avenue, and 8321-8413 N. Tobias Avenue. The map proposes to merge a narrow north-south alley—already fenced off for over two decades—between Lots 118-132 west and Lots 73-79 east of Tract 3018, and to build a new, safer east-west alley that improves circulation for neighbors, emergency responders, and service vehicles. The new alley will be located running east-west between Lot 79 and Lot 80 of Tract 3018.

To keep this long-awaited project on schedule, the developer must begin grading and foundation work before the final tract map records. This requires a revocable permit that allows temporary closure, gating, excavation, and reconstruction of the alley while guaranteeing the City's ability to restore the right-of-way if the project stalls.

I THEREFORE MOVE that BOE be authorized to issue a revocable permit to ICON Panorama, or its designee, subject to the satisfaction of the conditions for issuing such permit, to close, fence, occupy, demolish, excavate, and commence construction of permanent improvements in the public right-of-way along portions of Lots 118-132 (west of Cedros Avenue) and Lots 73-79 (east of the ICON Panorama site), corresponding to the pending recordation of the final tract map for this site, based on the approved Vesting Tentative Tract Map No. 74315 at 14665-14697 W. Roscoe Boulevard, 8300-8406 N. Cedros Avenue, and 8321-8413 N. Tobias Avenue.

I FURTHER MOVE that the permit be conditioned on ICON Panorama or its designee conducting the following:

- posting a bond or other financial guarantee, in an amount determined by the BOE, sufficient to restore the alley and all affected public improvements to their current condition should the development fail to record the final tract map or otherwise not be completed.
- Submitting and obtaining approval from the Bureau of Street Services and the Department of Transportation of an alley closure plan

PRESENTED BY :



IMELDA PADILLA

Councilmember, 6th District

SECONDED BY:



ORIGINAL


JUL 01 2025

RESOLUTION RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

WHEREAS, any 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 governmental body or agency must have first been adopted in the form of a Resolution by the City Council; and

WHEREAS, drunk drivers kill an average of 37 people each day in the United States; and

WHEREAS, a 2024 analysis has found that eight of the 10 cities with the worst driving under the influence (DUI) rates in the country are in California, with the City of Los Angeles ranked 3rd in DUIs per 100,000 drivers; and

WHEREAS, Ignition Interlock Devices (IIDs) are breathalyzers attached to a vehicle that require a motorist to blow into a mouthpiece prior to operating it, and if the individual's blood alcohol level is above the allowable limit, the vehicle will not start; and

WHEREAS, in 2016, SB 1046 (Hill) was adopted, which established an IID pilot program that requires a person who has been convicted of driving a motor vehicle under the influence more than once to install an IID for a specified period of time on any vehicles operate; and

WHEREAS, this legislation does not require the order of the installation of an IID for a first-time offender; and

WHEREAS, this legislation also includes a number of other provisions, including a variable fee schedule for individuals convicted of DUI that ensures the fees paid by a person are aligned with their income; and

WHEREAS, 35 other states and Washington D.C. require IIDs for first time offenders; and

WHEREAS, IIDs are much more effective at reducing drunk driving incidents, and 74 percent more likely to reduce repeat drunk driving incidents than other penalties; and

WHEREAS, AB 366 (Petrie-Norris and Ransom) would make permanent certain provisions of the SB 1046 Pilot Program, and require that an IID be required for a person's first criminal conviction for driving under the influence; and

WHEREAS, on May 4, 2025, 18-year old and Palisades resident Braun Levi was fatally struck by a drunk driver, whose license had already been suspended due to a prior drunk driving arrest; and

WHEREAS, a mandate for IIDs may have prevented this unspeakable tragedy;

NOW, THEREFORE, BE IT RESOLVED, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2025 - 2026 State Legislative Program SUPPORT for AB 366 (Petrie-Norris and Ransom), which would remove the discretion of courts to determine if a first-time driving under the influence offender must install an Ignition Interlock Device (IID) on every vehicle they operate, and makes permanent certain provisions of the IID pilot program currently in place.

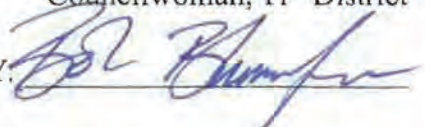
PRESENTED BY:



TRACI PARK

Councilwoman, 11th District

SECONDED BY:




JUL 01 2025

ORIGINAL

RESOLUTION

WHEREAS, any 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 governmental body or agency must have first been adopted in the form of a Resolution by the City Council; and

WHEREAS, 574 individuals are currently on California's death row; and

WHEREAS, California's death-penalty system is the largest in the country and is a symbol of the systemic injustice, racial bias, and irreparable harm many face in the State's justice system; and

WHEREAS, a 2012 National Research Council review of every modern deterrence study found that existing research does not support the claim that the death penalty provides a deterrent effect; and

WHEREAS, recent studies, including a 2024 Journal of Empirical Legal Studies article and a 2024 ACLU analysis, illustrate the persistent racial and socioeconomic bias in California capital charging, and sentencing; and


WHEREAS, California's death-penalty system has cost taxpayers well over \$4 billion since 1978—about \$184 million every year above the cost of permanent incarceration without parole—an alternative that is morally wrong and fiscally irresponsible; and

WHEREAS, many U.S. states have now abolished capital punishment outright, and while California is operating under a gubernatorial moratorium, almost 600 people still sit on the nation's largest death row; and

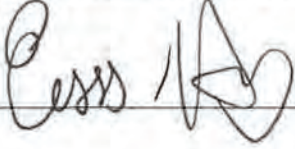
WHEREAS, continuing to maintain death sentences that cannot lawfully be carried out under the Governor's 2019 executive moratorium perpetuates an archaic, inequitable, and traumatic system that offers no added public-safety benefit, drains public resources, and contradicts Los Angeles' commitments to racial justice;

NOW, THEREFORE, BE IT RESOLVED that by adoption of this Resolution, the City of Los Angeles hereby includes in its 2025-26 State Legislative Program, support for the Governor of California to exercise his constitutional clemency authority to commute all California death-row sentences to terms of life imprisonment without the possibility of parole, or such lesser sentences as justice may require.

PRESENTED BY:


HUGO SOTO-MARTINEZ
Councilmember, 13th District

SECONDED BY:



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JUL 01 2025