

Contact Information

Neighborhood Council: PICO Neighborhood Council

Name: Brad Kane

Phone Number: [323-732-4857](tel:323-732-4857)

Email: bkane@kanelaw.la

The Board approved this CIS by a vote of: Yea(11) Nay(0) Abstain(5) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/14/2018

Type of NC Board Action: For

Impact Information

Date: 03/23/2018

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 18-0002-S13

Agenda Date: 03/14/2018

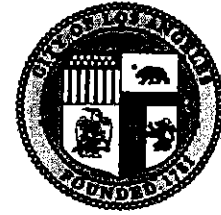
Item Number: 11(a)

Summary: The PICO NC supports the City of Los Angeles Resolution (file number 18-0002-S13)

Opposing SB 827.



P.I.C.O. NEIGHBORHOOD COUNCIL
5651 Pico Blvd #102, Los Angeles 90019
(323) 521.9080
www.piconc.com
EMAIL: info@piconc.com



PRESIDENT
Brad Kane

COMMUNICATIONS DIRECTOR
Rich Mannino

TREASURER
Agnes Copeland

OUTREACH CHAIR
Vacant

LAND USE CO-CHAIRS
David Dahlke
Hydee Feldstein

EDUCATION CHAIR
Sylvester Robertson

**To: Honorable Benjamin Allen, State Senator, California District 26
Holly J. Mitchell, State Senator, California District 30
Richard Bloom, Assembly Member, California District 50
Herb J. Wesson, Council President and Council Member, Los Angeles District 10
Paul Koretz, Los Angeles District 5**

**OPPOSITION to California Senate Bill 827 (SB 827) and
SUPPORT for Los Angeles City Council Resolution (CF 18-0002-S13)**

**Dear Senators Allen and Mitchell, Assembly Member Bloom, Council President Wesson, and
Council Member Koretz:**

**During the March 14, 2018 meeting of P.I.C.O. Neighborhood Council, attendees approved a
motion to OPPOSE California Senate Bill 827 (SB 827, Senators Wiener, Skinner and Hueso
and Assembly Member Ting), which would exempt residential development projects within a
½ mile radius of a major transit stop or a ¼ mile radius of a stop on a high-quality transit
corridor from a variety of existing controls related to height, density, floor area ratio,
parking, and design limitations.**

We oppose SB 827 for at least the following reasons:

- 1 LOCAL PLANNING IS NECESSARY.** The topic of land use is historically subject to local ordinance and governance for good reason. Land Use and zoning require careful planning to create not only enough housing but also enough services for the residents permitted in a given area for schools, police, fire, paramedics and other emergency personnel, light, power, gas, wastelines, open space and a host of other issues. This bill unacceptably jettisons all planning and leaves our cities with the burden of paying for services required.
- 2. THIS BILL DOES NOT REQUIRE A SINGLE UNIT OF ADDITIONAL HOUSING AND IS MORE ABOUT PERMITTING MCMANSIONS AND LUXURY CONDOMINIUMS BY DEVELOPERS.** This bill is not about better or denser land use or more housing. It applies to all property within the radius no matter what is actually built. This bill overrides all local regulation and automatically permits the building of overly large single family residences (adding 52 feet to current 33 feet of permitted height in R1 and R2 zones in Los Angeles and multiplying the current permitted floor area ratio in some residential zoning areas from approximately .45:1 or 3:1 to 3.25:1 or 4.5:1 for R1 or R2 parcels) without requiring a single unit of additional housing of any kind. In our neighborhood, we would expect to see development of enormous and overbuilt McMansions resume apace, free of all existing zoning restrictions and constraints. This bill could push out the working class and middle class from the housing market. The effect of this bill will be displacement of residents, gentrification and more homelessness in our city at least in the near and medium term.

3. THE DEFINITIONS FOR AND DISTANCE FROM TRANSIT RICH SITES ARE OVERREACHING. "Major Transit Stop" as defined in Public Resources Code section 210643 includes intersecting bus stops. There are almost no parcels of land within our entire neighborhood council that are not within a ½ mile of a Major Transit Stop since all of our neighborhoods are within a ½ mile of an intersecting bus stops (the east/west boulevards of Venice, Pico, and Olympic with the north/south avenues of La Brea, Fairfax and La Cienaga). We strongly object to removing the zoning and other limitations that have worked to keep our neighborhoods livable. There has been a substantial amount of construction and numerous apartment buildings in our neighborhood that were approved by our Neighborhood Council. Our members and residents have worked closely with a number of developments, ranging from 10 to 90 units to improve design, open space, setbacks and driveways in a manner that encourages good development and ameliorates the adverse effect of development on the livability and value of adjacent properties. We strongly object to empowering developers to simply ignore their neighbors and our neighborhood to build whatever they want which is what this bill permits.

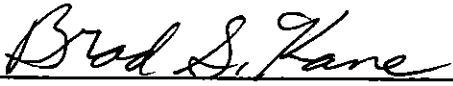
4. THIS BILL IS NOT ABOUT AFFORDABLE HOUSING. Upzoning along transit lines stops does not guarantee that transit riders will be able to afford what is built along those lines or that those who buy within a ½ mile of intersecting bus stops will use public transportation. To the contrary, the apartment buildings that have been built along Wilshire Boulevard are all luxury buildings and primarily luxury rentals with residents who keep their cars. The bus stops along Sunset Boulevard (which apparently were rescheduled to run in intervals greater than 15 minutes in December just before this bill was introduced) are surrounded by large luxury homes often on ¼ acre or more of land and the ridership consists largely of domestic workers heading to or from work or students heading to or from the beach. This bill does not require any contribution to inclusionary housing, to displaced residents, to open space or to city services by developers who are the windfall beneficiaries of billions of dollars of entitlements by fiat from the bill. It is simply a state mandated and state wide gift of billions of dollars in entitlements to developers.

5. THIS BILL IS THE OPPOSITE OF STATE EDUCATION AND HEALTHCARE STANDARDS. The proponents of this bill have said that it is like governing the provision of education and healthcare but that is a fallacy. In education and healthcare, the State regulates providers and sets minimums minimum necessary to provide quality education and care to citizens. Local governments are free to set higher standards on providers but may not set lower standards that would erode good education or good care. If the sponsors of SB 827 were serious about setting similar state standards for housing, they would have to put parameters around the providers (e.g. developers or applicants) and require minimums from them to qualify for good building construction practices, zoning and housing across our state. Unlike education or healthcare, this bill sets no standards and requires no minimums from the providers. Instead it is a complete abdication of the role of government in land use, planning, historic preservation and zoning in favor of "build, build, build" private for profit development.

Please, protect local authority related to land use and planning issues, vigorously OPPOSE SB 827 and encourage that the bill be withdrawn.

Sincerely,

P.I.C.O. Neighborhood Council

By: 
Brad Kane
President

**cc Secretary and Members of Senate Committee on Transportation and Housing
Council Members and Clerk of the City of Los Angeles**