

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

Neighborhood Council: Arleta Neighborhood Council

Name: Jesus Ramos

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The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(1) Ineligible(1) Recusal(0)

Date of NC Board Action: 05/18/2021

Type of NC Board Action: For

Impact Information

Date: 05/27/2021

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-0002-S21

Agenda Date:

Item Number:

Summary: Dear Councilmembers: We write to you to inform that the Arleta Neighborhood Council opposes State Senate Bill 10. SB 10 creates a new California Government Code Section 65913.5 whereupon Section 65913.5(a)(1) reads: "...a local government may pass an ordinance, to zone up to 10 units of residential density per parcel, at a height specified by the local government in the ordinance, if the parcel is located in one of the following: (A) A transit-rich area, (B) A jobs-rich area, (C) An urban infill site." The proposed bill articulates that "an ordinance adopted in accordance with this subdivision shall not constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code" (proposed Section 65913.5(a)(2)). While the words California Environmental Quality Act (CEQA) are not articulated explicitly in the proposed bill—Division 13, Section 21000, concerns the maintenance of quality environment for the people of the State of California. Hence, these types of developments are not subject to CEQA since they are not considered a "project." Since Metro's East San Fernando Valley Light Rail Transit is scheduled to begin construction in 2022 and is expected to be completed in 2027—SB 10 would significantly impact Arleta as proposed light-rail transit stations at Woodman Ave/Van Nuys Blvd and Van Nuys Blvd/Arleta Av will be imposed upon the community. Likewise, there are multiple street intersections with intersecting bus lines in the area and should SB 10 become law it will allow for densification that is contrary to the community's character and contrary to the reason homeowners chose to purchase property in the targeted geography...

Arleta Neighborhood Council

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Jesse Ramos, Home/Condo Rep
Jesus Torres, Community Based Rep
Christianna Hartwell, Business Owner Rep

CALIFORNIA



ARLETA NEIGHBORHOOD COUNCIL

Attention: Arleta NC
9300 Laurel Cyn.Bl., 2nd Floor
Arleta, CA 91331
www.arletanc.org

ARLETA NEIGHBORHOOD COUNCIL
Community Impact State

May 18, 2021

RE: Council File 21-0002-S21 - *In Opposition to State Senate Bill 10*

Dear Councilmembers:

We write to you to inform that the Arleta Neighborhood Council opposes State Senate Bill 10. SB 10 creates a new California Government Code Section 65913.5 whereupon Section 65913.5(a)(1) reads:

...a local government may pass an ordinance, to **zone up to 10 units of residential density per parcel**, at a height specified by the local government in the ordinance, if the parcel is located in one of the following: (A) A transit-rich area, (B) A jobs-rich area, (C) An urban infill site."¹

The proposed bill articulates that "an ordinance adopted in accordance with this subdivision shall not constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code" (proposed Section 65913.5(a)(2)). While the words California Environmental Quality Act (CEQA) are not articulated explicitly in the proposed bill—Division 13, Section 21000, concerns the maintenance of quality environment for the people of the State of California.² Hence, these types of developments *are not subject to* CEQA since they are not considered a "project."

Since Metro's East San Fernando Valley Light Rail Transit is scheduled to begin construction in 2022 and is expected to be completed in 2027—SB 10 would significantly impact Arleta as proposed light-rail transit stations at *Woodman Ave/Van Nuys Blvd* and *Van Nuys Blvd/Arleta Av* will be imposed upon the community. Likewise, there are multiple street intersections with *intersecting* bus lines in the area and should SB 10 become law it will allow for densification that is contrary to the community's character and contrary to the reason homeowners chose to purchase property in the targeted geography. See the land use map in Figure 1 below.

¹ http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB10

² https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&title=&part=&chapter=1.&article=

APPROVED
May 18, 2021

13 Yea 0 No 1 Absent 1 Abstain

In regards to a transit-rich area, a "transit-rich area" means a parcel within one-half mile of a major transit stop, as defined in Section 21064.3 of the Public Resources Code, or a parcel on a high-quality bus corridor" (proposed Section 65913.5(c)(3)). Division 13, Public Resources Code, Section 21064.3 defines that a "major transit stop," is "(a) an existing rail or bus rapid transit station" while subdivision (c) is "the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."³ The half-mile radii at both the proposed light-rail train stations and street intersections with intersecting bus routes in Figure 1 illustrate that Arleta is clearly overwhelmed by major transit stops as defined in the Public Resources Code.

Arleta is not a jobs-rich area but regarding "urban infill" proposed Section 65913.5(c)(4)(A) defines that it means, "a site that is a legal parcel or parcels located in a city if, and only if, the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau." Proposed Section 65913.5(c)(4)(C) defines it to also mean "a site that is zoned for residential use or residential mixed-use development, or has a general plan designation that allows residential use or a mix of residential and nonresidential uses..." Consequently, the two referenced clauses mean that in Arleta's case, given that it is completely urbanized, except for some open space dedicated to the region's infrastructure, all of the community's residential land uses are subject to this type of densification.

Finally, proposed Section 65913.5(d) maintains that "the Legislature finds and declares that ensuring the adequate production of affordable housing is a matter *of statewide concern* and **is not a municipal affair...**" This is an outright declaration that the State of California overrides local control.

Given the preponderance of the evidence, Senate Bill 10 grossly impacts Arleta and all communities and cities of the State of California. The Arleta Neighborhood Council opposes SB 10 and it requests that the City Council do the same and communicate with, but not limited to, county and state legislators to also oppose this bill.

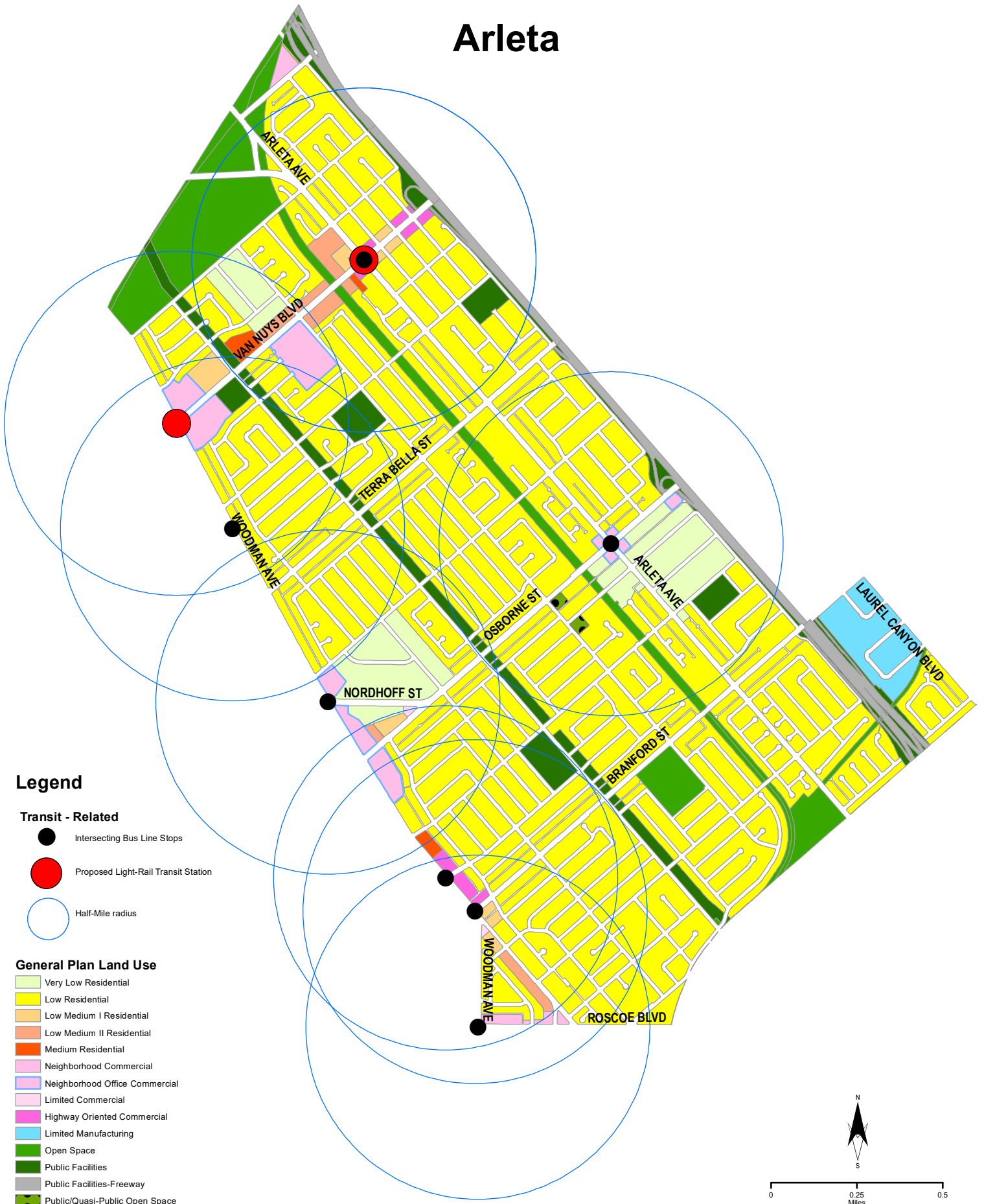
Respectfully,

The Arleta Neighborhood Council

3

https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&title=&part=&chapter=2.5.&article=

Arleta



Legend

Transit - Related

- Intersecting Bus Line Stops
- Proposed Light-Rail Transit Station
- Half-Mile radius

General Plan Land Use

- Very Low Residential
- Low Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- Neighborhood Commercial
- Neighborhood Office Commercial
- Limited Commercial
- Highway Oriented Commercial
- Limited Manufacturing
- Open Space
- Public Facilities
- Public Facilities-Freeway
- Public/Quasi-Public Open Space



0 0.25 0.5
Miles

Date: 5/3/2020

Figure 1. Arleta and half-mile radius of proposed major transit stop and existing intersecting bus routes