

Arleta Neighborhood Council

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ARLETA NEIGHBORHOOD COUNCIL

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

ARLETA NEIGHBORHOOD COUNCIL Community Impact Statement

May 18, 2021

RE: Council File: 21-0002-S18 - In *Opposition to State Senate Bill 9*

Dear Councilmembers:

We write to you to inform that the Arleta Neighborhood Council opposes State Senate Bill 9. SB 9 creates a new California Government Code Section 6582.21 whereupon Section 65852.21(a) reads "a proposed housing development containing two residential units *within a single-family residential zone* shall be considered *ministerially*, without discretionary review or a hearing, in zones where allowable uses are limited to single-family residential development..."¹

- Allows for 2 residential units to be considered ministerially without a hearing or discretionary review *in single-family zones*.
- California Environmental Quality Act (CEQA) *is not applicable* in these said ministerial developments according to the proposed bill
- Applicable to all cities including charter cities of which the City of Los Angeles is a charter city
- "*Off-street parking* of up to one space per unit, except that *a local agency shall not impose parking requirements* in either of the following instances: (A) The parcel is located within one-half mile walking distance of either a high-quality transit corridor, as defined in subdivision (b) of Section 21155 of the Public Resources Code², or a *major transit stop*, as defined in Section 21064.3 of the Public Resources Code." Section 21064.3 articulates that a "major transit stop" is (a) An existing rail or bus rapid transit station. Metro's **light-rail project is forthcoming** along Van Nuys Blvd in the communities of Pacoima, Arleta, Panorama City, and Van Nuys. So within a half-mile of a major transit station, should proposed developments of this type take place in single-family zoned neighborhoods, those property owners won't have to provide off-street parking because *on-street parking* will be allowed and existing non-speculative single-family owners would have to compete with *future tenants* where many of Arleta's neighborhoods already have congested inner streets with little to non-existent parking availability.

¹ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=20212020SB9

² https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&title=&part=&chapter=4.2.&article=

APPROVED

May 18, 2021

13 Yea 0 No 1 Absent 1 Abstain

- Proposed §65852.2 *does not require a permit by a local agency* for an accessory dwelling unit to be authorized under the proposed section and the authority contained in proposed Section 66411.7.

Metro's East San Fernando Valley Light Rail Transit project is scheduled to begin construction in 2022 and is expected to be completed in 2027 and there are two proposed light-rail stations (Arleta Av/Van Nuys Blvd and Woodman Av/Van Nuys Blvd) that will immediately impact Arleta's single-family neighborhoods that are closest to the transit line since they fall within the half-mile area of the proposed major transit stops. Additionally, there are multiple street intersections with intersecting bus lines in the community where SB 9 would also severely impact Arleta's suburban character and neighborhood composition as shown in Figure 1. A "Major Transit Stop" is defined within Division 13, Section 21064.3(a) and (c), respectively, of the Public Resources Code as "an existing rail or bus rapid transit station" and "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 attached map to this correspondence illustrates the half-mile radii at both the proposed light-rail train stations and street intersections with intersecting bus routes. Arleta is clearly overwhelmed by major transit stops as defined in the Public Resources Code.

The definition of two residential units is vague. Does it mean a main house and an accessory dwelling unit or potentially *two future fourplexes* sitting on a parcel where previously a single-family home existed?

Given the preponderance of the evidence, Senate Bill 9 as authored by State Senators Scott Weiner (D: San Francisco - Daly City), Toni Atkins (D: San Diego - San Pasqual Valley), Anna Caballero (D: Merced - Salinas - Kinsburg), Lena Gonzalez (D: Huntington Park - Long Beach), Mike McGuire (D: Crescent City - San Rafael), Susan Rubio (D: Alhambra-West Covina), and Assemblyman Robert Rivas (D: Gilroy-King City), grossly impacts Arleta and all communities and cities of the State of California. The Arleta Neighborhood Council opposes SB 9 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.

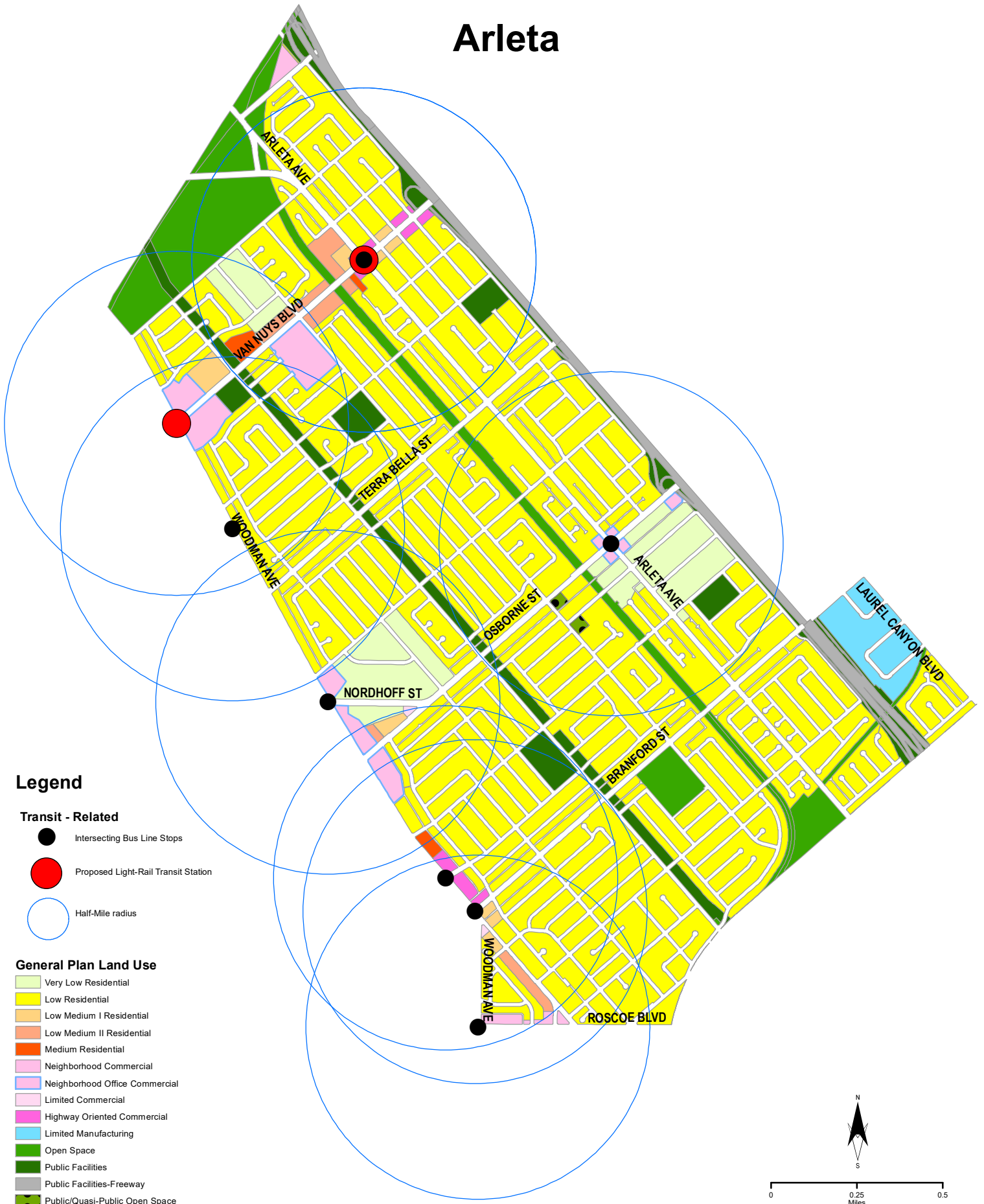
Opinions expressed in this Community Impact Statement are those of the Arleta Neighborhood Council and not necessarily those of the City of Los Angeles.

Respectfully,

The Arleta Neighborhood Council




³ https://leginfo.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