

ARLETA NEIGHBORHOOD COUNCIL: COMMUNITY IMPACT STATEMENT

May 4, 2020

Nury Martinez, City Councilmember
City of Los Angeles Council District 6
9300 Laurel Canyon Blvd, 2nd Floor
Sun Valley, CA 91331

RE: **Senate Bill 902**

Dear Councilmember Martinez:

We write to you to inform that the Arleta Neighborhood Council opposes State Senate Bill 902. SB 902 creates a new California Government Code Section 65913.3 whereupon Section 65913.3(b)(1) reads "a local government may pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances enacted by the jurisdiction, including restrictions enacted by a local voter initiative, that limit the legislative body's ability to adopt zoning ordinances, to zone any parcel for 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 is a "Use by right" which "means that the local government's review of the housing development may not require a conditional use permit, planned unit development permit, or other discretionary local government review or approval that would constitute a "project" for purposes of Division 13 (commencing with Section 2100) of the Public Resources Code" (*proposed California Government Code § 65913.3(6)(A)*) or lines 34 through 39 on page 6 of the PDF version). While the words California Environmental Quality Act (CEQA) are not articulated explicitly in the proposed bill **Division 13, Section 2100** concerns the maintenance of quality environment for the people of the State of California.² In other words, we gather that these types of developments are not subject to CEQA.

Furthermore, because Metro's East San Fernando Valley Light Rail Transit is scheduled to begin construction in 2022 and is expected to be completed in 2027, the entire Van Nuys Blvd corridor from San Fernando Rd in Pacoima to Aetna St (at Metro Orange Line) in Van Nuys falls within the half-mile area of a major transit stop as articulated in subparagraph (4) of paragraph (B) of subdivision (c) of SB 902 (or lines 14 through 16 on page 6 of the PDF version). Arleta would significantly be impacted by proposed stations at *Woodman Ave/Van Nuys Blvd* and *Van Nuys Blvd/Arleta Av*. Additionally, there are multiple street intersections with intersecting bus lines in the community where SB 902 would severely impact Arleta's suburban character and neighborhood composition as shown in Figure 1 below. 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

¹ https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB902

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

³ https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&title=&part=&chapter=2.5.&article=

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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.

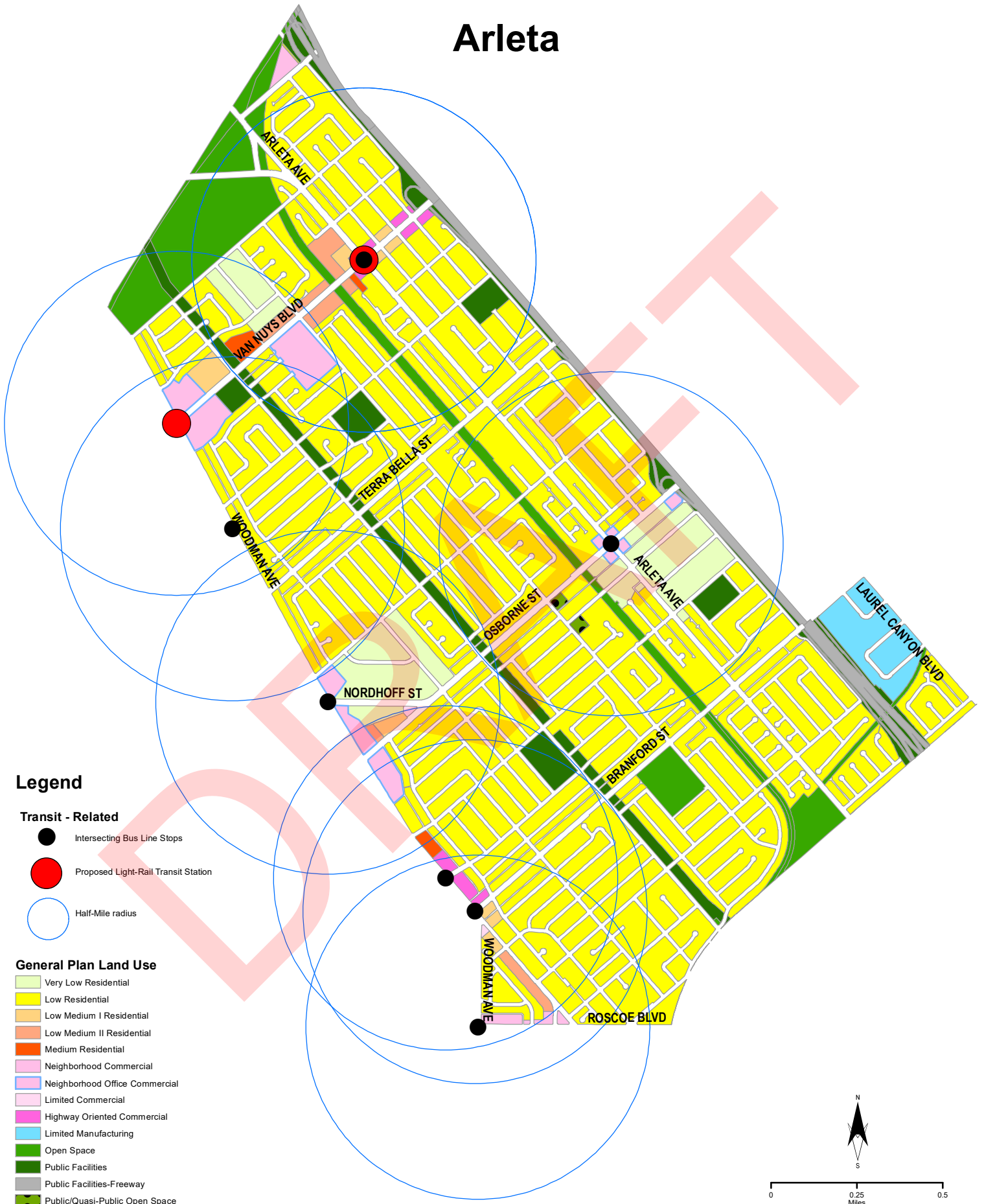
Given the preponderance of the evidence, State Senator Scott Weiner's Senate Bill 902 grossly impacts Arleta and all communities and cities of the State of California. The Arleta Neighborhood Council opposes SB 902 and it requests that the City Council do the same and communicate with, but not limited to, county and state legislators to also oppose this bill.

Respectfully,

The Arleta Neighborhood Council

DRAFT

Arleta



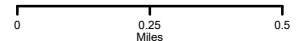
Legend

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



Date: 5/4/2020