

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

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The Board approved this CIS by a vote of: Yea(8) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/16/2021

Type of NC Board Action: Against

Impact Information

Date: 11/30/2021

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 21-0002-S106

Agenda Date:

Item Number:

Summary: Dear Council members, The Arleta Neighborhood Council supports Councilmember Paul Koretz's Resolution (Council File: 21-0002-S106) to oppose State Assembly Bill 1401 (2021-2022)1 that was introduced by Assemblywoman Laura Friedman and co-authored by Assemblyman Alex Lee and State Senators Nancy Skinner and Scott Weiner. AB 1401 indicates that Section 65863.2(a)(1), of the Government Code, will read: a county with a population of 600,000 or more, a public agency shall not impose a minimum automobile parking requirement, or enforce a minimum automobile parking requirement, on residential, commercial, or other development if the parcel is located within one-half mile of public transit...

ARLETA NEIGHBORHOOD COUNCIL

COMMUNITY IMPACT STATEMENT

RE: Council File - 21-0002-S106

Dear Council members,

The Arleta Neighborhood Council supports Councilmember Paul Koretz's Resolution (Council File: 21-0002-S106) to oppose State Assembly Bill 1401 (2021-2022)¹ that was introduced by Assemblywoman Laura Friedman and co-authored by Assemblyman Alex Lee and State Senators Nancy Skinner and Scott Weiner.

AB 1401 indicates that Section 65863.2(a)(1), of the Government Code, will read:

a county with a population of 600,000 or more, a public agency shall not impose a minimum automobile parking requirement, or enforce a minimum automobile parking requirement, on residential, commercial, or other development if the parcel is located within one-half mile of public transit.

This bill equates *public transit* as a "major transit stop" as defined in Section 21064.3 of the Public Resources Code² where:

"Major transit stop" means a site containing any of the following:

- (a) An existing rail or bus rapid transit station.
- (b) A ferry terminal served by either a bus or rail transit service.
- (c) 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.

Moreover, AB 1401:

- Does not mention nor incentivize affordable housing units on new developments.
- **Does not prohibit future tenants in such developments *from owning automobiles. So where are they going to park their automobiles?***
- **Does not mandate future tenants to only use: public transit, ridesharing services, walking, skateboards, bicycles, scooters, or other mediums of mobility other than the use of automobiles** since the developments would be within the half-mile radius of a major transit stop.
- Will undercut City of Los Angeles' Transit-Oriented Communities (TOC) program where a developer gets a waiver of parking requirements in exchange for a certain proportion of affordable housing units.³

¹ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB1401

² https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=21064.3.

³ <https://planning.lacity.org/odocument/39fae0ef-f41d-49cc-9bd2-4e7a2eb528dd/TOCGuidelines.pdf>

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- Will likely lead to a frenzied sell-off of single-family homes, displacement of tenants in existing apartment buildings and/or have a mixed neighborhood of towering apartments over single-family homes whose homeowners chose not to relocate or could not afford to go into another extended and larger mortgage elsewhere near present home, within the City of Los Angeles, within Los Angeles County, into another neighboring county, or elsewhere.

Arleta already has many of its single-family zoned neighborhoods without street parking space and that is due to a number of factors such as the unaffordability of housing, more family members remaining in the same household while acquiring private automobiles, the pandemic, working from home, loss of income, and other. See Figures 1, 2, 3 and 4.



Figure 1. 14300 block of Carl Street at Gullo Avenue in Arleta. No street parking spaces available. Date: October 24, 2021. Photo courtesy of Arleta Neighborhood Council.

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Figure 2. 14000 block of Terra Bella Street in Arleta. No street parking spaces available. Date: October 24, 2021. Photo courtesy of Arleta Neighborhood Council.



Figure 3. 9500 block of Woodman Avenue in Arleta. No street parking spaces available. Looking northwest towards Van Nuys Blvd. Date: October 24, 2021. Photo courtesy of Arleta Neighborhood Council.

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Figure 4. 14200 block of Filmore Street in Arleta. No street parking spaces available. Looking south on Woodale Avenue. Date: October 24, 2021. Photo courtesy of Arleta Neighborhood Council.

Metro's East San Fernando Valley Light-Rail (ESFV LRT) is projected to be ready in 2028.⁴ One only needs to look at North Hollywood's NoHo 14 complex (Figure 5) and West Adams' Cumulus Project⁵ (Figure 6) for proof that dense housing developments have been situated adjacent or in proximity to major transit—and more developments are underway as Metro is also considering new housing on its own property at the North Hollywood Metro Rail Station.⁶ *Can you imagine the surrounding neighborhoods if the new developments do not have parking with AB 1401 as law?*

⁴ <https://www.metro.net/projects/east-sfv/#latest-updates>

⁵ <https://urbanize.city/la/post/west-adams-la-cienega-jefferson-cumulus-construction-july-2021>

⁶ <https://urbanize.city/la/post/metro-wants-complete-10000-homes-agency-owned-land>

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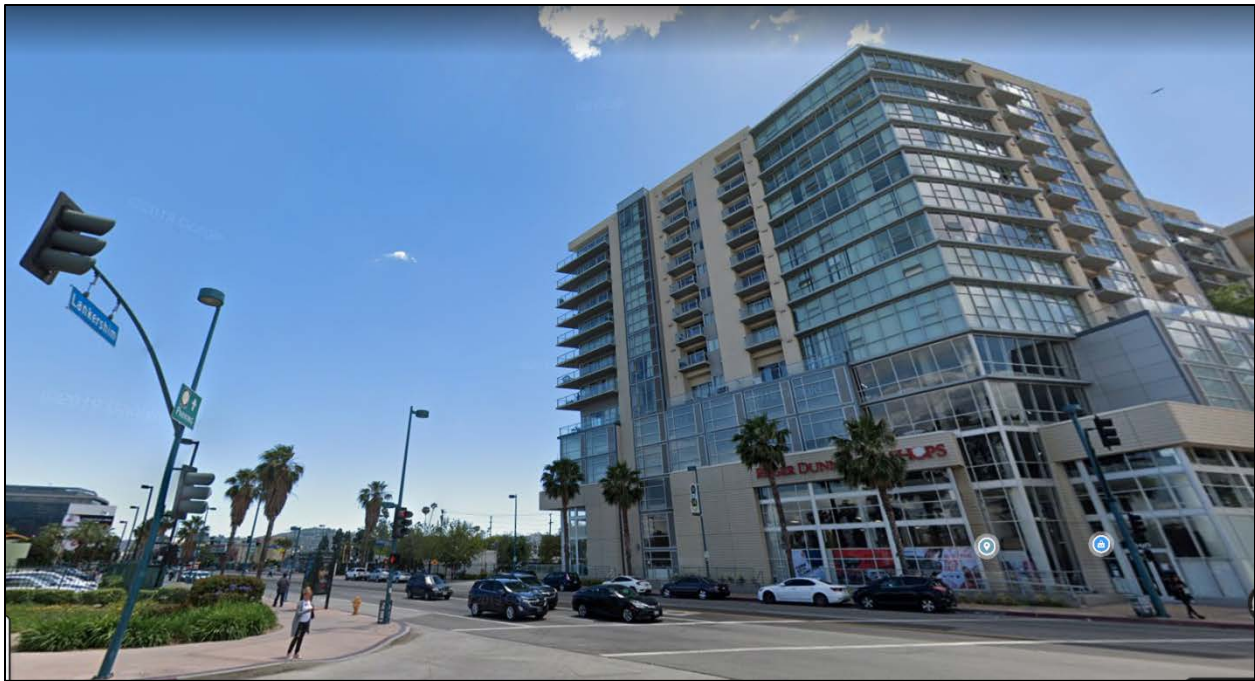


Figure 5. Housing complex at Lankershim Blvd and Cumpston Street adjacent to Metro B Line (formerly Red Line).
Copyright 2021 Google.



Figure 6. Major housing complexes at La Cienega Blvd and Jefferson Blvd adjacent to Metro E Line (Expo).
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The same will likely occur along the ESFV LRT's corridor. It is not clear if the new inventory of housing thus far, and forthcoming, include condominiums, are solely market-rate apartments, or some mixture of both. Figures 7 and 8 illustrate the ESFV LRT's corridor and the extent of the half-mile radii in Arleta from a major transit stop, respectively.

Lastly, state legislators from Northern California, San Diego, the Bay Area, and the Sacramento landscapes do not speak for the City of Los Angeles' taxpayers nor Los Angeles County. Equally disgraceful are the state legislators who do represent portions of the City of Los Angeles and Los Angeles County altogether that have completely capitulated to the northern California, San Diego, Bay Area, and Sacramento landscapes' state representatives' objectives and that of their patrons in the aforementioned geographies. These California regions are completely different from each other and this one-size fits all legislation from Sacramento is a suppression of the City of Los Angeles' voices (including that of other cities and counties) and injures private property within and outside the one-half mile of a major transit stop.

Given the preponderance of the evidence, AB 1401 grossly impacts Arleta and all communities and cities of the State of California. The Arleta Neighborhood Council opposes AB 1401 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.

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East San Fernando Valley Light Rail Transit Project Study Area



Figure 7. Metro's East San Fernando Valley Light Rail Transit project study area. Metro 2021.

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Figure 8

