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Your Community Impact Statement Submittal - Council File Number: 25-1083

1 message

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, kathy.schreiner@vnnc.org

Mon, Apr 20, 2026 at 10:14 AM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Van Nuys

Name: Kathy Schreiner

Email: kathy.schreiner@vnnc.org

The Board approved this CIS by a vote of: Yea(10) Nay(1) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/08/2026

Type of NC Board Action: Neutral Position

Impact Information

Date: 04/20/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-1083

City Planning Number:

Agenda Date:

Item Number:

Summary: The Van Nuys Neighborhood Council recognizes that Senate Bill 79 will significantly influence land use, housing production, and transit-oriented development within our community. Van Nuys is a major transit hub in the San Fernando Valley, and any state legislation affecting zoning near transit corridors will have direct and lasting impacts on our residents, small businesses, and public infrastructure. The Van Nuys Neighborhood Council also recognizes that Senate Bill 79 (SB) 79 may facilitate by-right development of mid-rise residential buildings—approximately 3 to 7 stories—within a ½-mile radius of major transit stops, including along Van Nuys Boulevard and Sepulveda Boulevard. While we support the

intent of increasing housing near high-quality transit, the Council has concerns that a uniform ½-mile application of increased density may not adequately reflect the varied conditions along these corridors. Without a calibrated framework, this approach could result in abrupt transitions in scale and intensity that are inconsistent with the existing urban fabric and surrounding neighborhoods. In alignment with Approach C and Option 1 (Corridor Transition Expansion), the Council supports a more phased and context-sensitive implementation. This should include a coordinated upzoning program that establishes clear transition zones, aligns density with transit capacity, and ensures compatibility with adjacent uses. Corridor-based planning should differentiate between high-intensity transit nodes and surrounding areas, allowing for graduated density and appropriate building form standards. By pairing delayed effectuation with a structured corridor transition strategy, SB 79 implementation can better balance housing production goals with neighborhood stability, infrastructure capacity, and cohesive urban design. However, the success of SB 79 in Van Nuys will depend on thoughtful implementation that prioritizes community stability, design quality, and equity. See CIS for details

2 attachments



Brief in support of VNNC CIS for CF 25-1083.pdf

239K



CIS_VNNC-CF 25-1083 re implementation of SB79.pdf

241K

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Van Nuys Neighborhood Council Brief IMPLEMENTATION OF SENATE BILL 79 (2025)

LA City Council File 25-1083

(Updated: April 3, 2026)

Why SB 79 Matters to Van Nuys

Van Nuys is one of the most transit-connected communities in the San Fernando Valley. Major transit hubs include:

- Los Angeles County Metropolitan Transportation Authority - Metrolink
- G Line (Van Nuys Station)
- Metrolink Ventura County Line
- East San Fernando Valley Light Rail Transit Project
- Sepulveda Transit Corridor
- Amtrak (Van Nuys Station)

However, the success of SB 79 in Van Nuys will depend on thoughtful implementation that prioritizes community stability, design quality, and equity. Particular attention must be given to issues of scale and compatibility, especially where transit-oriented development interfaces with existing single-family neighborhoods. Without appropriate transitions, increased density may

result in abrupt changes in building height, massing, and intensity that are inconsistent with the established character of these neighborhoods.

What are SB 79 benefits and concerns:

1. Reduce Traffic & Improve Air Quality

- More housing near transit can reduce long car commutes
- Supports bus, rail, biking, and walking

2. Strengthen the Urban Canopy

Urban canopy means trees, shade, landscaped sidewalks, green roofs, and cooling public spaces.

For Van Nuys this could include:

- More shade along Van Nuys Blvd
- Pocket parks and small plazas
- Public art integrated into shaded areas
- Cooler streets during extreme heat
- Use of Native trees allowing more space for shade.

This improves public health and supports community gathering.

3. Improve Design Through Form-Based Zoning

SB 79 along with city planning uses a **form-based zoning approach (New Zoning Code)**, focusing on:

- How buildings look and meet the street
- Active ground floors
- Pedestrian-friendly sidewalks
- Creates open space that is integrated with buildings

This allows density while still shaping a cohesive, walkable corridor.

4. Protect & Reuse Existing Buildings

Preserving and adaptively reusing historic or culturally significant buildings:

- Maintains neighborhood character
- Reduces demolition waste
- Strengthens small business continuity

5. Mobility Infrastructure Integration

Projects should support multimodal transportation systems by including:

- Secure bicycle parking and micromobility infrastructure
- E-bike charging stations
- Designated ride-share and taxi zones
- Reduced but strategically managed parking
- Provision of strategically located parking near transit stops to support first-mile/last-mile access for those who choose to use a motor vehicle, while minimizing spillover into adjacent residential neighborhoods

6. Van Nuys Neighborhood Council Should Advocate For: Inclusive Housing

Growth must serve:

- Families
- Seniors
- Working households
- Long-term residents
- No market rate units to be converted to luxury units.

Tools should include affordable housing requirements and anti-displacement protections.

7. Community Design Input

Establish:

- Early design workshops
- Advisory input on public space, shading, art, and building design
- Clear timelines to avoid delays but allow community voice and adjustments made.

8. Emergency Preparedness

Ensure:

- Clear fire and emergency vehicle access
- Flood mitigation and stormwater planning
- Public spaces that can function as emergency gathering areas

9. Support for Micro-Business and Local Entrepreneurship

Ensure micro-business viability:

- **Public Space Activation:** Design plazas and sidewalks to support temporary markets, cultural events, and local vendor.
- **Small Commercial Unit Requirements:** Encourage or require a percentage of ground-floor commercial spaces to be subdivided into smaller, affordable units rather than large-format retail only.
- **Adaptive Reuse Incentives:** Allow existing small buildings to convert into mixed-use without excessive regulatory burden.
- **Reduced Parking Requirements for Small Businesses:** Recognize proximity to transit and pedestrian activity.

Tools should include affordable rent, accessible business permit procedures and anti-displacement protections.

10. Open Space Creation and Public Realm Activation

Transit-oriented development should incorporate the creation of diverse and accessible open spaces that enhance quality of life, support climate resilience, and activate community life.

Implementation should:

- Integrate parks, parklets, community gardens, courtyards, plazas, and outdoor market spaces into new developments and corridor improvements
- Design open spaces to support community gathering, recreation, and informal social interaction
- Provide spaces that can accommodate pop-up vendors, local markets, and small-scale commercial activity
- Ensure accessibility, safety, and inclusive design for all users
- Incorporate shade, tree canopy, and climate-responsive design strategies to address urban heat

Well-designed open spaces contribute to the success of transit-oriented neighborhoods by creating active, livable environments that support both community well-being and local economic activity.

11. Neighborhood Transitions, Mobility, and Compatibility Standards

Implementation of SB 79 must include clear and enforceable standards to ensure compatibility between higher-density transit-oriented development and adjacent single-family neighborhoods, while addressing localized mobility and parking impacts.

Implementation should:

- Establish graduated height and density transitions (“step-downs”) from transit corridors to lower-scale residential areas
- Require context-sensitive building massing, setbacks, and lot coverage
- Incorporate buffering strategies such as landscaping, tree canopy, paseos, and open space
- Limit abrupt upzoning adjacent to single-family zones without transitional designations
- Encourage “missing middle” housing near neighborhood edges
- Address neighborhood-level mobility impacts, including traffic circulation, curb demand, and pedestrian safety
- Provide context-sensitive parking strategies to mitigate spillover into residential streets
- Incorporate transportation demand management (TDM), including transit incentives and micromobility
- Coordinate with street design, traffic calming, and infrastructure capacity

In Conclusion for Van Nuys

SB 79 will influence development near transit. The Neighborhood Council’s role is to ensure:

- Growth reduces traffic and pollution
- Streets are shaded and walkable
- Public art and culture are visible
- Existing buildings are respected
- Housing is inclusive
- Community voice remains part of the process

The Van Nuys Neighborhood Council emphasizes that density alone does not create community. Successful transit-oriented development requires intentional design, environmental responsibility, equity protections, open space integration, and meaningful community participation.

We support state efforts to address housing shortages and climate goals. However, we request that SB 79 implementation in Van Nuys reflect the unique character, diversity, and needs of our community while advancing sustainable and inclusive growth.

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Community Impact Statement

Van Nuys Neighborhood Council

Regarding Senate Bill 79 (SB 79)
Council File: 25-1083

Updated Final: 4-13-2026

The Van Nuys Neighborhood Council recognizes that Senate Bill 79 will significantly influence land use, housing production, and transit-oriented development within our community. Van Nuys is a major transit hub in the San Fernando Valley, and any state legislation affecting zoning near transit corridors will have direct and lasting impacts on our residents, small businesses, and public infrastructure.

The Council acknowledges the potential benefits of SB 79, including:

- Increased housing production near transit
- Reduced vehicle miles traveled and improved air quality
- Greater support for public transportation ridership
- Opportunities for walkable, mixed-use development

The Van Nuys Neighborhood Council also recognizes that Senate Bill 79 (SB 79) may facilitate **by-right development of mid-rise residential buildings—approximately 3 to 7 stories—within a ½-mile radius of major transit stops**, including along Van Nuys Boulevard and Sepulveda Boulevard.

While we support the intent of increasing housing near high-quality transit, the Council has concerns that a uniform ½-mile application of increased density may not adequately reflect the varied conditions along these corridors. Without a calibrated framework, this approach could result in abrupt transitions in scale and intensity that are inconsistent with the existing urban fabric and surrounding neighborhoods.

In alignment with **Approach C and Option 1 (Corridor Transition Expansion)**, the Council supports a more phased and context-sensitive implementation. This should include a coordinated upzoning program that establishes clear transition zones, aligns density with transit capacity, and ensures compatibility with adjacent uses. Corridor-based planning should differentiate between high-intensity transit nodes and surrounding areas, allowing for graduated density and appropriate building form standards.

By pairing delayed effectuation with a structured corridor transition strategy, SB 79 implementation can better balance housing production goals with neighborhood stability, infrastructure capacity, and cohesive urban design

However, the success of SB 79 in Van Nuys will depend on thoughtful implementation that prioritizes community stability, design quality, and equity. With [City Council File 25-1083](#), the Van Nuys Neighborhood Council urges that implementation include:

1. LA City Planning Report & Recommendation Letter in response to SB79 - dated Feb. 18, 2026

The VNNC supports **Approach C / Option 1 - Delayed Effectuation + New Upzoning Ordinance to Increase Capacity and Expand Eligibility to Delay, TOIA Expansion near existing rail Transit + Option 1:**

- **Approach C:** Delay citywide effectuation until a comprehensive upzoning program is adopted.
- **Option 1:** Include Corridor Transition (CT) expansion to ensure cohesive land use transitions
- **Option 2:** Expand Transit-Oriented Incentive Areas (TOIA) near operational rail transit

2. Inclusive Housing Productions and Protections

Recommend development must serve households of all income levels, ages, and backgrounds, with strong anti-displacement safeguards and family-sized unit requirements. **Relevant tools:** CHIP Ordinance and related housing incentives.

- 3. Urban Canopy and Public Realm Improvements**
Transit-Oriented Incentive Area (TOIA) should be required to incorporate parks, gardens, landscape structures, tree canopy expansion, climate-responsive architecture, public art integration, and accessible gathering spaces to address heat mitigation and community activation near transit stops. **Relevant frameworks:** Open Space Element, Landscape and Site Design Guidelines, Park Needs Assessment (RAP).
- 4. Mobility Infrastructure Integration**
Projects should include secure vehicle parking, bicycle parking, e-bike charging, designated ride-share and taxi zones, and reduced but well-managed parking to support multimodal access. **Relevant frameworks:** [Mobility Plan](#), [Vision Zero](#),
- 5. Preservation of Existing Built Environment and Historical Preservation**
Adaptive reuse and integration of culturally significant or existing structures should be prioritized to maintain neighborhood identity and reduce demolition waste. Relevant ordinance: [Van Nuys HPOZ](#), [Landscape and Site Design](#)
- 6. Emergency Preparedness and Infrastructure Capacity**
Increased density must be accompanied by clear emergency access routes, stormwater management planning, and coordination with fire and emergency services. [Emergency Management department](#)
- 7. Structured Community Participation**
The Neighborhood Council supports meaningful community engagement in the development of corridor design standards and implementation overlays. Community design input should shape design review process, while projects that meet those standards of by-right development, there should be accountability, transparency and overall vision.
- 8. Creating a Design Identity for Transit-Oriented Neighborhoods**
Establishing a strong design identity helps ensure that transit-oriented growth produces not only additional housing, but also meaningful and livable neighborhoods that residents can identify with and take pride in. **Relevant frameworks:** [Urban Design Studio Guidelines](#), [New Zoning Code](#), Design Review Strategy.
- 9. Small Business Opportunities and Economic Growth**
Transit-Oriented Incentive Areas under SB 79 must include strategies to create, support, and integrate small businesses – not just franchises – which are essential to the economic and cultural fabric of Van Nuys. At the same time, a balanced innovative economic development strategy should encourage growth of diverse employment – such as technology, digital media, and entertainment – that would reduce commuting distances and strengthen the local economy. **Relevant frameworks:** [LA Optimized](#), [Small business](#).

We support state efforts to address housing shortages and climate goals. We request that SB 79 implementation in Van Nuys reflect the unique character, diversity, and needs of our neighborhood while advancing sustainable and inclusive growth.

The Van Nuys Neighborhood Council is stating that housing density alone does not create community. Successful transit-oriented development requires intentional design and density, environmental responsibility, equity safeguards, open space, and structured community participation. It is also important to maintain affordability for renters and small business owners, along with opportunities for home ownership to support growth of equity.

Vote Count

Yes: 10

No: 1

Abstain: 0

Adopted by the Van Nuys Neighborhood Council on 4/8/26.

Signature

Kathy Schreiner

President, Van Nuys Neighborhood Council