



**CITY OF SANTA CLARITA
AGENDA REPORT**

CONSENT CALENDAR

CITY MANAGER APPROVAL: Ken Stripling

DATE: March 27, 2018

SUBJECT: STATE LEGISLATION: SENATE BILL 827

DEPARTMENT: City Manager's Office

PRESENTER: Masis Hagobian

RECOMMENDED ACTION

City Council adopt the Legislative Committee’s recommendation to oppose Senate Bill 827 (Wiener) and transmit position statements to Senator Wiener, Santa Clarita’s state legislative delegation, appropriate legislative committees, Governor Brown, and the League of California Cities.

BACKGROUND

Authored by Senator Scott Wiener (D-11-San Francisco), Senate Bill 827 restricts local authority regarding density, height, parking, and design standards related to specific residential developments near a transit stop or transit corridor.

Specifically, this bill:

1. Establishes a transit-rich housing project bonus, which the bill defines as a residential development project located within a one-half mile radius of a major transit stop or a one-quarter mile radius of a high quality transit corridor.
2. Exempts a transit-rich housing project from any local ordinance, resolution, or regulation related to the following:
 - a. Maximum controls on residential density or floor area ratio.
 - b. Minimum automobile parking requirements.
 - c. Any design standard that restricts the applicant’s ability to construct the maximum number of units consistent with any applicable building code.

3. Exempts a transit-rich housing project from any local ordinance, resolution, or regulation related to the height of the residential project and establishes the following height regulations:
 - a. If a project is within a one-quarter mile radius of a high-quality transit corridor or within a block of a major transit stop and is facing a street that is less than 45 feet wide from curb to curb, the maximum height limit is 55 feet.
 - b. If a project is within a one-quarter mile radius of a high-quality transit corridor or within a block of a major transit stop and is facing a street that is more than 45 feet wide from curb to curb, the maximum height limit is 85 feet.
 - c. If a project is within a one-half mile radius of a major transit stop, but does not meet the criteria in (a) or (b) of this section and is facing a street that is less than 45 feet wide from curb to curb, the maximum height limit is 45 feet.
 - d. If a project is within a one-half mile radius of a major transit stop, but does not meet the criteria in (a) or (b) of this section and is facing a street that is more than 45 feet wide from curb to curb, the maximum height limit is 55 feet.

Analysis

The attached map identifies five locations and three corridors within the City of Santa Clarita (City) that could be impacted if this bill is passed by the Legislature and signed into law. The City's three existing Metrolink stations (Via Princessa, Santa Clarita, and Newhall) and one future station (Vista Canyon) are all "major transit" stops, as it is defined in the bill. Therefore, potential developers interested in building a residential development within a one-half mile radius of the three locations would be exempt from local ordinances related to residential density, height, parking and design standards.

Additionally, staff identified three "high-quality transit" corridors within the City, as it is defined in the bill. Potential developers interested in building a residential development within a one-quarter mile radius of the following three corridors would be exempt from local ordinances related to residential density, height, parking and design standards:

1. Soledad Canyon Rd./Valencia Blvd. (*beginning at the Santa Clarita Metrolink station and ending at McBean Pkwy.*)
2. Lyons Ave. (*beginning at Railroad Ave. and ending at Wiley Canyon Rd.*)
3. Newhall Ave. (*beginning at Lyons Ave. and ending at Sierra Highway*)

The City currently has policies in place related to design standards and residential development standards on parking, height, and open space of multifamily residential developments. If this bill is implemented, the following standards in the City's Unified Development Code will no longer

apply to developments built within the prescribed distance of the five identified major transit stops and three high-quality transit corridors in the City:

1. Buildings and structures exceeding two stories or thirty-five feet in height, whichever is more restrictive, require approval of a conditional use permit.
2. Open space to be provided based on the size of **each residential unit**, as follows:
 - a. Studio units - two hundred square feet of open space;
 - b. One bedroom units - three hundred square feet of open space;
 - c. Two bedroom units - four hundred square feet of open space; and
 - d. Single family detached/townhome units - six hundred fifty square feet of open space
3. A fully enclosed garage or a minimum of two hundred fifty cubic feet of lockable, enclosed storage **per unit**.
4. A minimum distance of ten feet between all main residential buildings.
5. Recreational facilities, including:
 - a. Landscaped park-like quiet area;
 - b. Children’s play area;
 - c. Family picnic area; and
 - d. Swimming pool with cabana or patio cover

Senate Bill 827 was introduced on January 3, 2018 and was referred to the Senate Committee on Transportation and Housing on March 1, 2018.

The City Council Legislative Committee met on March 19, 2018, and recommends that the City Council adopt an “oppose” position for Senate Bill 827.

ALTERNATIVE ACTION

1. Adopt a “neutral” position on Senate Bill 827
2. Adopt a “support” position on Senate Bill 827
3. Take no action on Senate Bill 827
4. Refer Senate Bill 827 back to the Legislative Committee
5. Other action, as determined by the City Council

FISCAL IMPACT

The resources required to implement the recommended action are contained within the City of Santa Clarita's adopted FY 2017-18 budget.

ATTACHMENTS

SB 827 - Bill Text

SB 827 - Map