



Your Community Impact Statement Submittal - Council File Number: 19-0002-S145

1 message

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

Tue, Nov 11, 2025 at 3:35 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 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: North Westwood

Name: Connor Webb

Email: connornwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/05/2025

Type of NC Board Action: Neutral Position

Impact Information

Date: 11/11/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 19-0002-S145

City Planning Number:

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council (NWWNC) supports the Sepulveda Transit Corridor (STC) with an on-campus UCLA Station located at UCLA Gateway Plaza, near the center of campus, as described in the STC Draft Environmental Impact Report (DEIR). Gateway Plaza is the symbolic center of the UCLA community, providing convenient pedestrian access to all on-campus facilities and events, making it an ideal station location. However, UCLA recently suggested in a letter to LA Metro that an alternative campus station location at Gayley Avenue and Strathmore Drive be considered for the STC. The NWWNC opposes changes to the location of the UCLA Station to any location that has not been studied and analyzed by Metro in accordance with CEQA. The relatively few stakeholders that may experience temporary disruption during construction at Gateway Plaza pales in comparison to the tens of thousands of daily riders who would be negatively impacted by an inferior station location for decades or centuries to come. For example, the proposed alternative station location at Gayley Avenue and Strathmore Avenue places significant portions of campus outside of the standard 0.5 mile radial catchment area. Additionally, UCLA constructed the Engineering VI building adjacent to Gateway Plaza in 2018 without excessively disrupting nearby research or hotel operations at the Meyer Renee Luskin Conference Center. If disruption to nearby research or hotel operations was justified for that project—which had far less benefit to UCLA students and staff compared to the STC project—then a station at Gateway Plaza should be fully supported. In summary, the potential project delays and negative impacts to future riders associated with an alternative campus station location are not justified, and therefore the NWWNC continues to support the STC heavy rail alternatives with a station at UCLA Gateway Plaza.

 **CIS_STC UCLA Station Location.pdf**
167K



- COMMUNITY IMPACT STATEMENT -

Council File: [19-0002-S145](#)

Title: Los Angeles County Metropolitan Transportation Authority (Metro) / Sepulveda Transit Corridor Project / Transit Feasibility Study

Position: Neutral

Summary:

The North Westwood Neighborhood Council (NWWNC) supports the Sepulveda Transit Corridor (STC) with an on-campus UCLA Station located at UCLA Gateway Plaza, near the center of campus, as described in the STC Draft Environmental Impact Report (DEIR). Gateway Plaza is the symbolic center of the UCLA community, providing convenient pedestrian access to all on-campus facilities and events, making it an ideal station location.

However, UCLA recently suggested in a [letter to LA Metro](#) that an alternative campus station location at Gayley Avenue and Strathmore Drive be considered for the STC. The NWWNC opposes changes to the location of the UCLA Station to any location that has not been studied and analyzed by Metro in accordance with CEQA.

The relatively few stakeholders that may experience temporary disruption during construction at Gateway Plaza pales in comparison to the tens of thousands of daily riders who would be negatively impacted by an inferior station location for decades or centuries to come. For example, the proposed alternative station location at Gayley Avenue and Strathmore Avenue places significant portions of campus outside of the standard 0.5 mile radial catchment area.

Additionally, UCLA constructed the Engineering VI building adjacent to Gateway Plaza in 2018 without excessively disrupting nearby research or hotel operations at the Meyer Renee Luskin Conference Center. If disruption to nearby research or hotel operations was justified for that project—which had far less benefit to UCLA students and staff compared to the STC project—then a station at Gateway Plaza should be fully supported.

In summary, the potential project delays and negative impacts to future riders associated with an alternative campus station location are not justified, and therefore

the NWWNC continues to support the STC heavy rail alternatives with a station at UCLA Gateway Plaza.