

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(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/22/2023

Type of NC Board Action: For

Impact Information

Date: 04/06/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: On 3/22/23 the NoHo NC voted unanimously to support this motion. Please see attached for more details.



PASSED 13-0-0 on 03/22/23

Council File: [22-1476](#)

Title: Highway Dedication / Waiver of Dedication and/or Improvement (WDI) Process / Administrative Findings / Street Design Standards / Los Angeles Municipal Code Section 12.37

Position: SUPPORT

Summary:

The NoHo Neighborhood Council is in full support of ending street widening and automatic street dedications.

As the City’s own recent plans attest, wider roads make the City more dangerous, polluted, congested, and costly to maintain:

- The City’s Mobility Plan 2035 states that “wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term.”

- The Complete Street Design Guide explains that “when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion.”

Requiring developers to spot widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting. In the cases of some smaller “missing middle” projects, the added cost may render the development infeasible. Spot widening also directly contradicts the City’s own housing goals as it reduces the amount of housing that can be built on a lot, even after density bonuses, due to the reduction in buildable area.

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President	Vice President	Secretary	Treasurer	Sgt. At Arms		
Maria Sosyan	James Askew	Katy Go	Jillian Burgos	Jeffrey Brown		
Laura Barrero Andrea Ciannavei	Paula June Cantu Ken Dorfman	Hunter Gibson Adam Goldberg	Hannah Jaeger Wendy Kheel	Landon Popadic Logan Rees	Jo Ann Rivas Allan Salinas	Frankie Smith



Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our climate change efforts.

Spot widening also creates streets designed for drivers, not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across.

We are particularly encouraged by the motion’s emphasis on pedestrian safety by “minimizing crossing distance” and “promoting curb extensions.” In the same way that the Mobility Plan defines the ideal roadway width for each type of street, the report requested by this motion should include the ideal pedestrian crossing distance for each type of street. These crossing distances would serve as guidelines for when curb extensions and other pedestrian safety measures should be required improvements for developers.

Finally, spot widening leads to poorly designed, incoherent streets. The city’s streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it.



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