



clerk CIS <clerk.cis@lacity.org>

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## Your Community Impact Statement Submittal - Council File Number: 24-0600

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

Sat, Jun 8, 2024 at 12:55 PM

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 Councils 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](mailto:empowerla@lacity.org).

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

### Contact Information

Neighborhood Council: Reseda

Name: Jamie York

Email: [jamiery@resedacouncil.org](mailto:jamiery@resedacouncil.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: 05/20/2024

Type of NC Board Action: For if Amended

### Impact Information

Date: 06/08/2024

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 24-0600

City Planning Number:

Agenda Date:


Item Number:

Summary: As the City plans its budget for the upcoming fiscal year, the Reseda Neighborhood Council encourages our city leaders to prioritize the implementation of Council File: 24-0131 (Measure HLA) in the upcoming fiscal years. This measure, approved by over 65% of LA voters in March, serves as a reminder of the support for the City's own Mobility Plan 2035, which will optimize and safeguard our streets by providing access to dedicated infrastructure for mobility alternatives. Some examples of this initiative may include protected micro-mobility (bike) lanes, pedestrian-oriented crosswalks, public seating, street trees, and sidewalk and transit upgrades, particularly along major business corridors. Please see attached document for full statement and exhibits. Please note, while this statement was originally intended

for council file 24-0131 at our May meeting we also voted to file this statement to the budget with a position of support if amended.

Ref:MSG10490004

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 **Council File 24-0131 measure hla final.pdf**  
2511K



**JAMIE YORK**  
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**KARLA ESCOBAR**  
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**ANDRES PERKINS**  
**JIMMY REYES**  
**GOLZAR SEPEHRI**  
**ADRIAN GALLARDO**

**Support for [Council File: 24-0131](#)**

(Tier I and II Protected Bicycle Lanes / Parking Space Removal / Vehicle Travel Lane Removal /  
Bicycle Enhanced Network / Transit Lane Enhanced Network / Neighborhood Enhanced  
Network / Measure HLA)

As the City plans its budget for the upcoming fiscal year, the Reseda Neighborhood Council encourages our city leaders to prioritize the implementation of [Council File: 24-0131](#) (Measure HLA) in the upcoming fiscal years. This measure, approved by over 65% of LA voters in March, serves as a reminder of the support for the City's own [Mobility Plan 2035](#), which will optimize and safeguard our streets by providing access to dedicated infrastructure for mobility alternatives. Some examples of this initiative may include protected micro-mobility (bike) lanes, pedestrian-oriented crosswalks, public seating, street trees, and sidewalk and transit upgrades, particularly along major business corridors.

For Reseda, the current plan includes:

- An enhanced pedestrian network along Reseda Blvd and Sherman Way, with shorter segments along Roscoe Blvd, Saticoy St, Vanowen St, Victory Blvd, Wilbur Ave, and Lindley Ave.
- Protected bike lanes on Sherman Way, in addition to those of Reseda Blvd and White Oak Ave; A unified bike path along the entire LA River and Aliso Creek
- Peak-hour bus lanes along Reseda & Roscoe Blvds, and transit enhancements for Sherman Way (like shelters & lighting for stops, timeboards, bus islands)
- Traffic slowing measures to non-arterial (neighborhood) streets, including avenues of Vanalden, Etiwanda, Lindley, Zelzah, and Shirley, as well as Strathern, Valerio, Hart, and Kittridge Streets, which aim to prevent speeding street redesigns that control traffic. This can include extended crosswalks, widened sidewalks, curved streets, and traffic circles (roundabouts). With an emphasis on pedestrian & cyclist protection, these developments will make our neighborhood streets more livable for those living around them, and safer for all road users passing through. Additionally, several of these streets are next to elementary schools and childcare facilities, but are prone to speeding because of their inappropriate designs.
- Vehicle traffic enhancements to Victory Blvd, which can look like technology upgrades and restrictions to street parking & turns in key areas and times to help decongest major thoroughfares that are usually blocked by car storage.

Such improvements would modernize Reseda and revitalize our central business district. Many of our stakeholders lack access to adequate transportation alternatives, having to rely on late, infrequent buses stuck in traffic, intimidating bike rides next to speeding drivers on wide roads, or traversing slim, cracked sidewalks to reach their destination.

Those driving often feel they have no other choice, regularly spending hundreds of dollars in their vehicle's maintenance and unintentionally contributing to the congestion, loud noise, and smog that plague our city. Street safety concerns, car dependency, and a lack of adequate transportation & nearby housing options have long been cited by stakeholders as reasons for not spending more time in our business district.

This issue has been present and unresolved since Sherman Way's Pacific Electric rail line, which offered an easy-access, low-cost, and one-seat service into Downtown, ended service. Although it was imperfect, its replacement with motorcoaches operating in increasingly heavy traffic — as they still do today — and large parking lots has left people without the privilege of an automobile or the ability to afford its upkeep in a second class status, and made car ownership a necessity for most. This loss, coupled with the explicit encouragement of exclusive automobile use and ill-planned suburban sprawl, has had a terrible impact on our downtown economy, and the health, wellbeing, independence, choice of transportation, and ability to access key destinations.

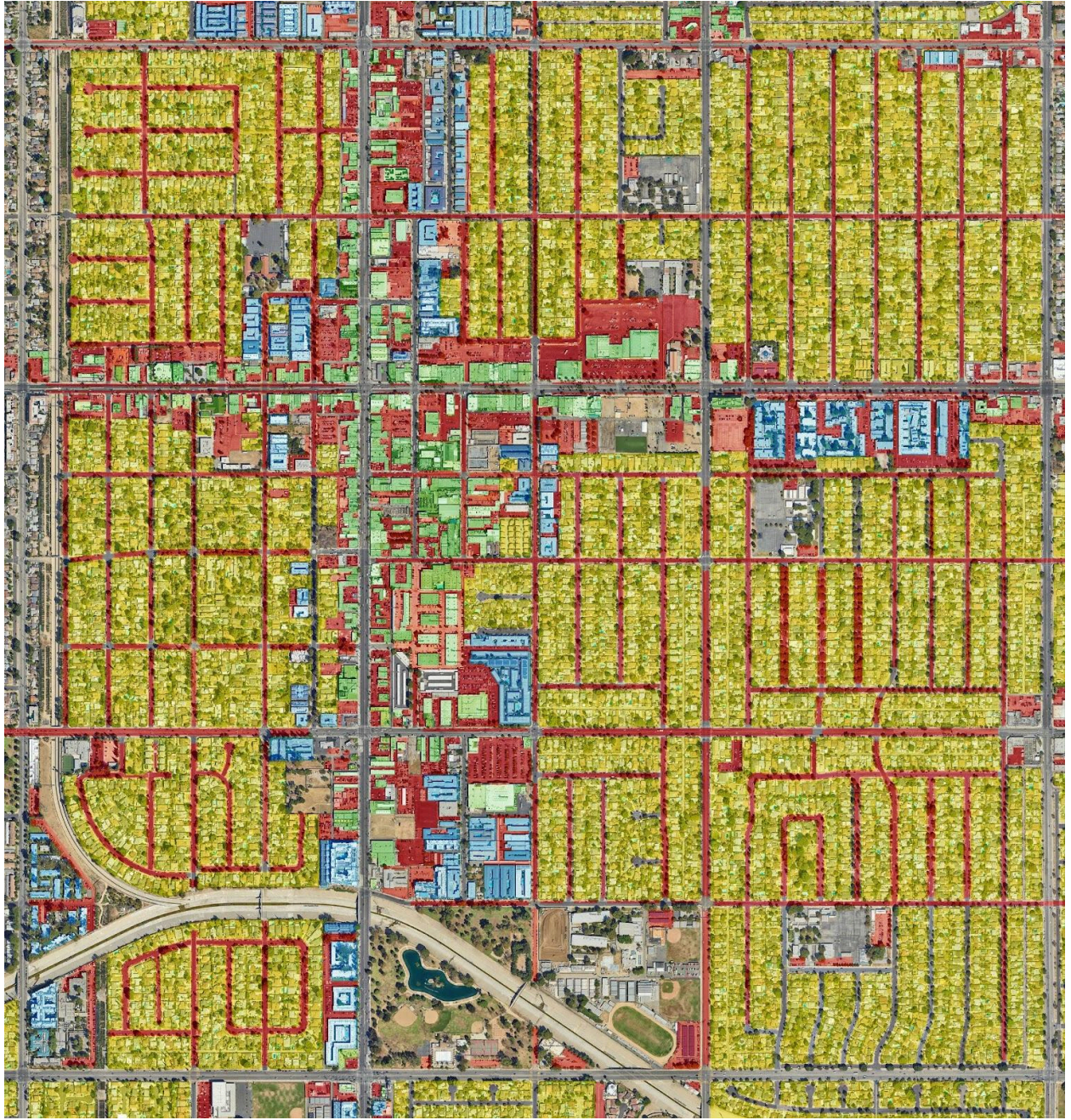
Here is a map of the southeast portion of Reseda (Wilbur to White Oak + Saticoy to Victory.) that helps visualize how much space is used for cars.

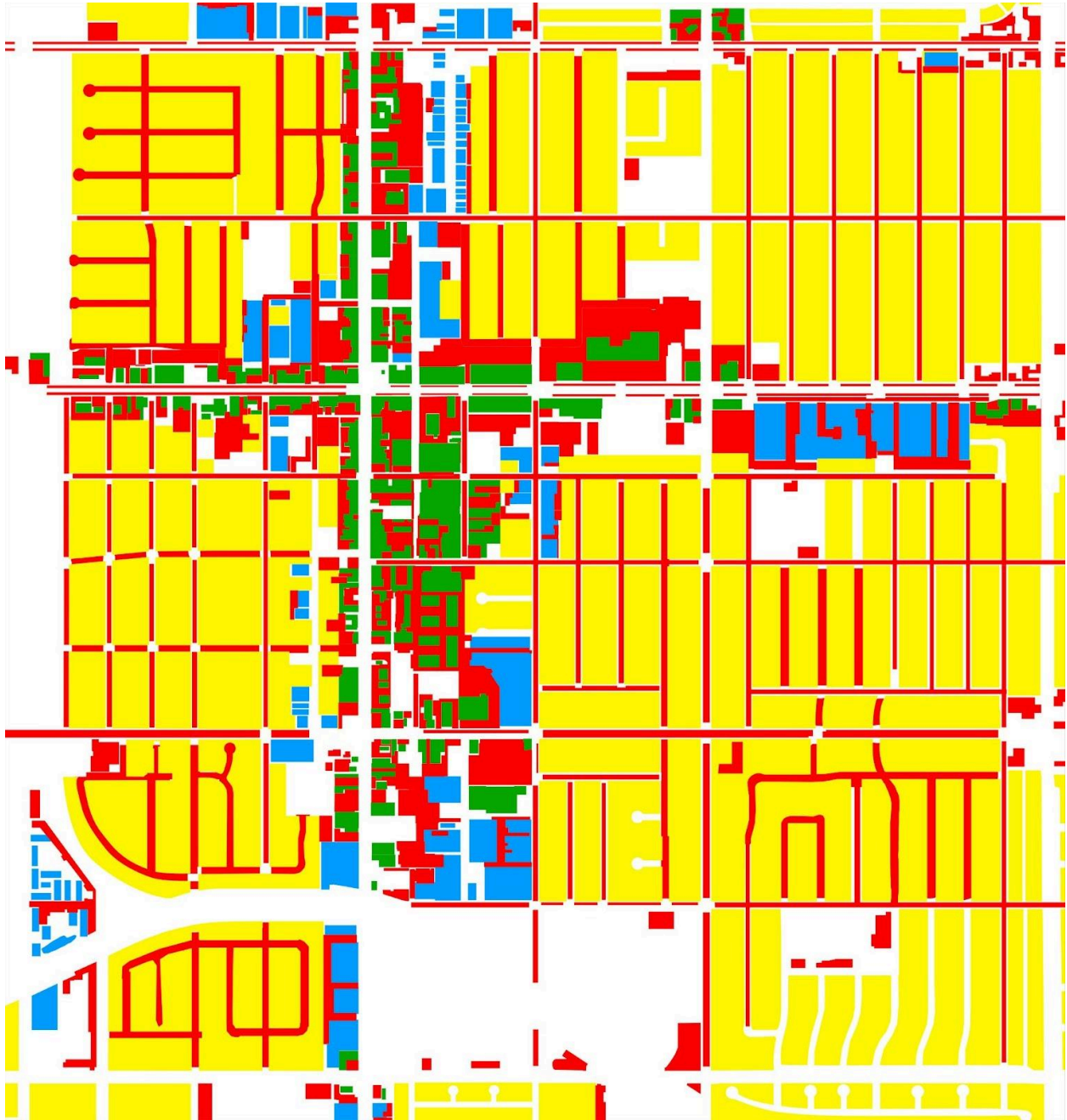
Red - Car storage (Parking lots, street parking, etc)

Green - Businesses

Blue - Multi-family housing

Yellow - Single Family housing





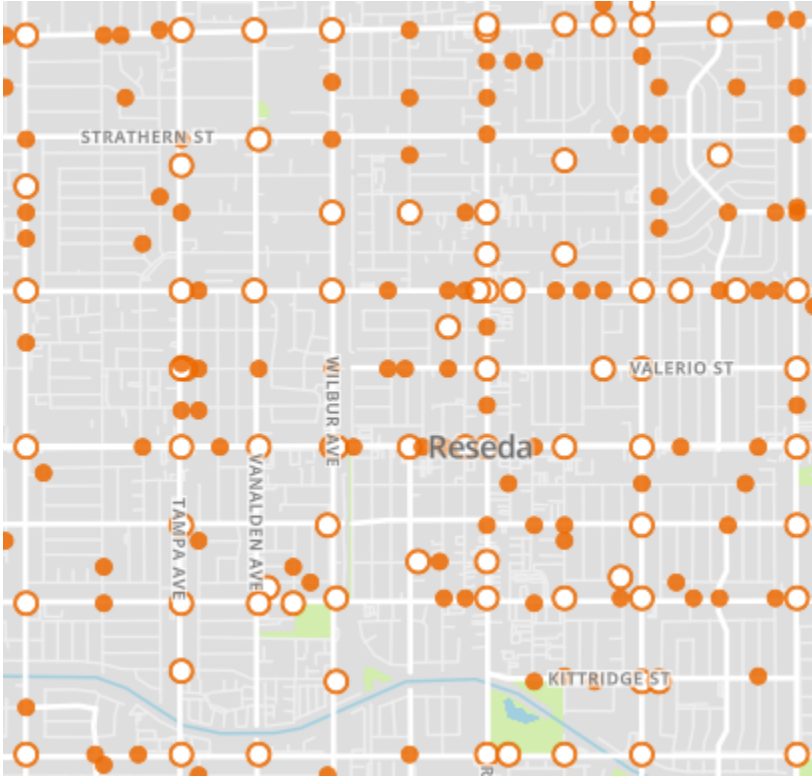
Despite having the skeleton of a walkable area from its days as a streetcar neighborhood, specifically in and around the business district, Reseda’s potential for further development has been hindered by the need to rely on the automobile for traveling to & from here. The lack of proper public transportation, cycling, and pedestrian networks has fueled a (perceived) need for

public parking, taking away valuable land that should be used for the dense, multi-family housing needed to revitalize our community. It has also been responsible for the demolition of tens of historic buildings, business losses, and increasing rents over the years, as the land used for parking does not generate revenue while still being taxed. Foot traffic is also impeded by the costs associated with cars, meaning our economic growth, which is reliant on automobile ownership, will remain stagnant until serious changes to our transportation systems and land use are made.

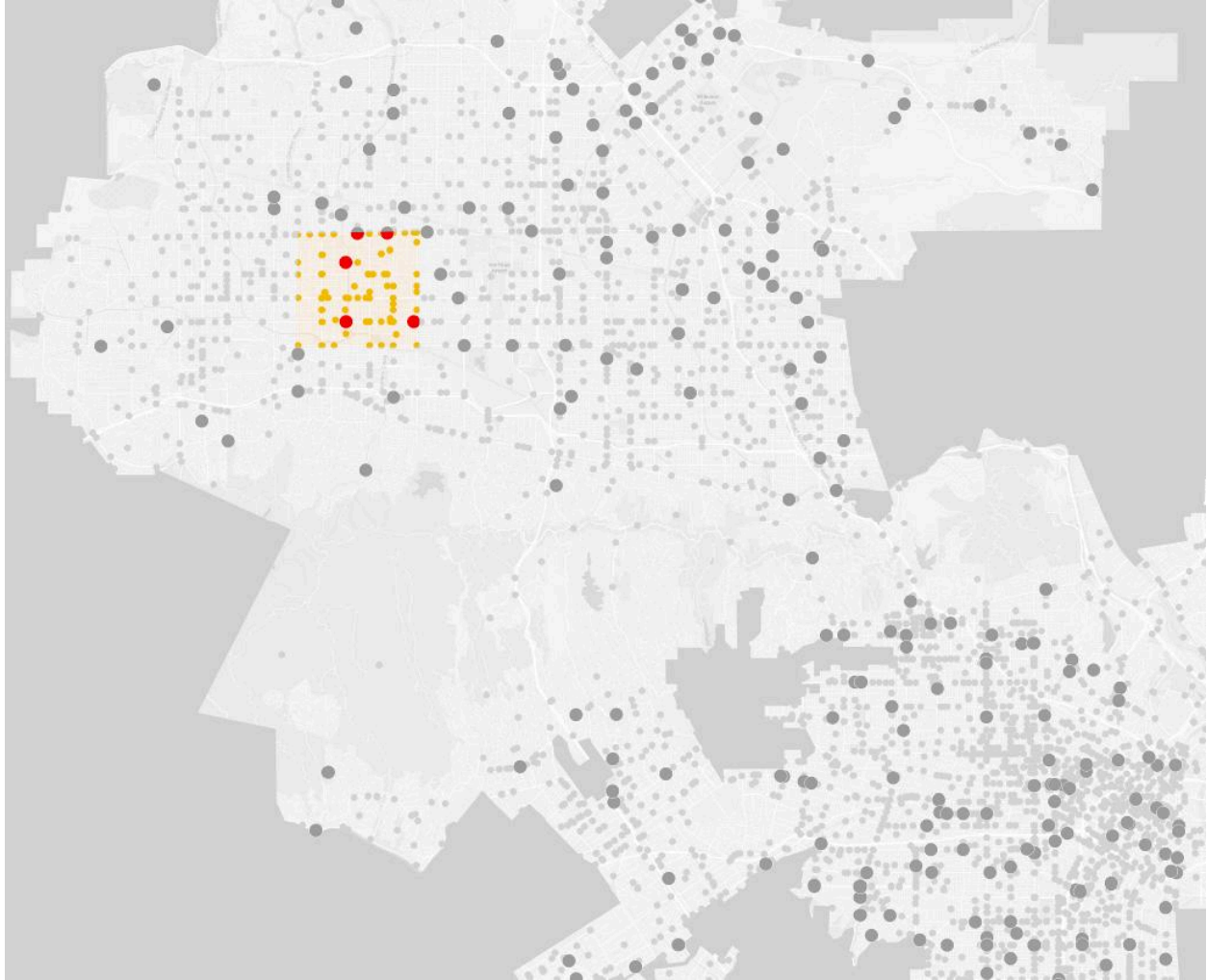
Additionally, the City's streets encourage speeding — conscious or not — because they allow for the comfort and space to do so. Many of Reseda's roadways are built similar to highways, but rely on signage to "control" speeds. For example, on Victory Blvd., by Reseda Park between Reseda Blvd & Lindley Ave, the speed limit is 45 MPH until a section by the One Generation 25 MPH Senior Zone. Nevertheless, motorists constantly speed through the area, never slowing down as required. This behavior is related to the number & width of lanes and the size of sidewalks & crosswalks. The current method of speed management is clearly ineffective and further traffic calming measures should be taken to ensure the safety of our most vulnerable stakeholders. Besides the park & senior center, there are several schools, businesses, community centers, and a well-frequented bike lane.

The sad reality is that most of us live by dangerous roadways like these, which kill hundreds, seriously injure thousands, and cost millions of taxpayer dollars annually from property damage. The carnage also affects our children, with car accidents being the leading cause of death for

children in LA County. The map below shows the number of car crashes there were in Reseda within the last year (as of April 2024).



This next one shows the crashes in 2023 that resulted in injury (orange) and crashes that were fatal (red).



What's more is our large thoroughfares, expansive surface parking lots, and short, low-density housing/buildings are contributing to the rising heat seen these past years. This trend will only continue and worsen over time, slowly turning the neighborhood and region into an unlivable one. The maps below show information about Reseda's projected heat index



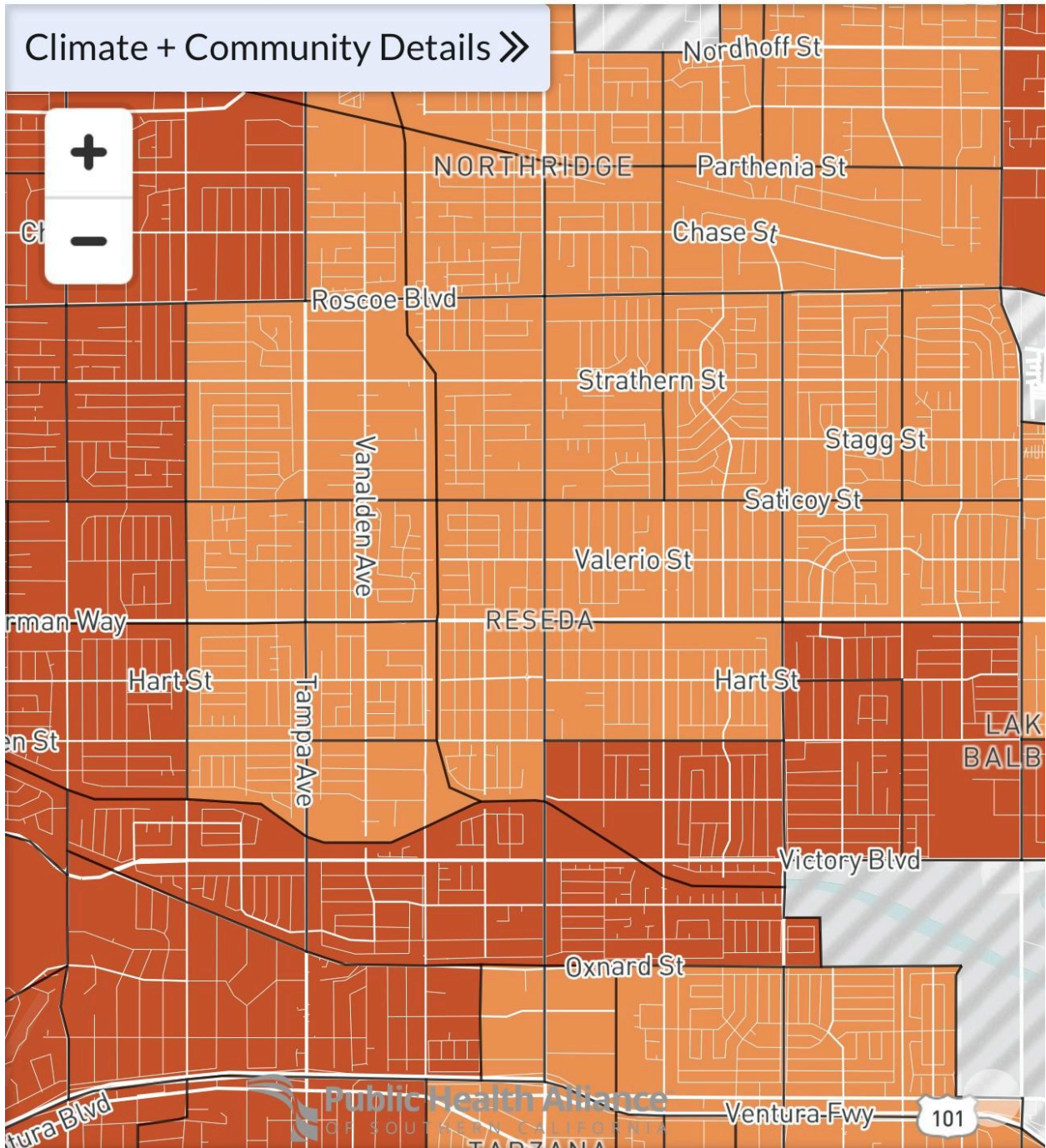
# California Healthy Places Index: Extreme Heat Edition



Tools »

🔍 Enter a location...

Climate + Community Details »

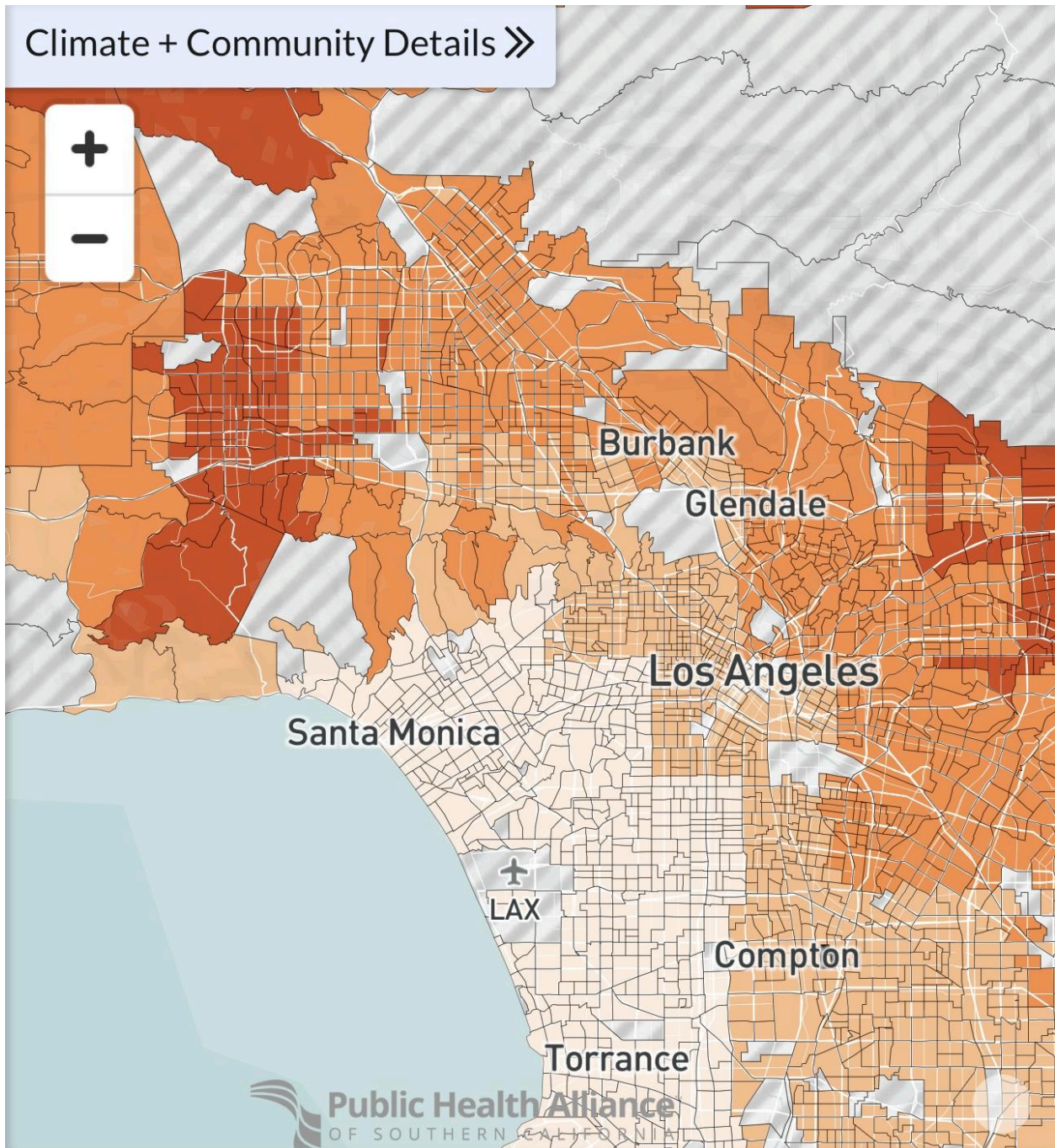


## Extreme Heat: Days Above 90 degrees F (2035 - 2064)

Percentile Ranking

More days

*Heat map of Reseda.*



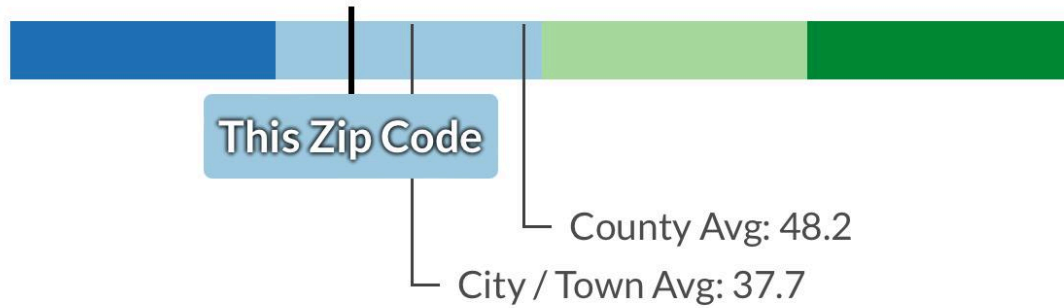
*Heat map of all of Los Angeles, including Reseda, and other cities in the area/county.*

# California Healthy Places Index

## Score: 32.1 percentile

Value: -0.256

Less → More healthy conditions



**This Zip Code has healthier community conditions than 32.1% of other California Zip Codes.**

*Stats specifically for the 91335 ZIP Code.*

## Climate Resilience

A healthy community is a resilient community. Both environmental exposures and community conditions influence how climate change will impact neighborhoods. Communities with healthier conditions (higher HPI score) such as tree canopy, healthy housing, economic security and transportation are better positioned to prepare, respond and recover from extreme heat events. Place matters—a resilient community is a healthy community.

## 91335

County > City / Town > Zip Code      Population: 81,824  
Los Angeles > Los Angeles > 91335

	Days Above 90°F	HPI
State	79.9 days	N/A
County	74.4 days	48.2
City / Town	64.3 days	37.7
Zip Code	124.3 days	32.1

*Information about how “Healthy Places” are determined and how our neighborhood/ZIP Code is ranked.*

<https://heat.healthyplacesindex.org>

Providing safe, useable alternatives to driving will:

- Decrease the amount of injuries & deaths on our roadways; the heat, and air & noise pollution; and wait times for transit users & pedestrians
- Prioritize equitable transportation, especially for lower income families, disabled individuals, adolescents, seniors, and other disadvantaged groups
- Safeguard streets in residential areas and around schools
- Encourage exercise and active mobility
- Improve traffic safety, and road conditions & efficiency
- Reduce congestion — more options means less cars (traffic), benefiting those that need to drive
- Reduce demand/need for parking (lots), which isolates & distances businesses and prevents the necessary density needed for the revitalization of our business district
- Encourage a happier, safer community. As said by Dr. Marco te Brommelstroet, professor of Urban Mobility at the University of Amsterdam, “The way in which we travel influences how we behave and ultimately who we are. You are alone in your car, convinced of the logic that you have the right of way, because you want to minimize your disutility.” The psychological effects of constant driving (car-dependency) and congestion may have devastating consequences on the security of our stakeholders, their mental & physical health, and their property.

- Speed up emergency response times
- Better connect stakeholders with Reseda and the rest of the City
- Compliment the upcoming opening of the Reseda Theater and Skating Facility on Sherman Way — which is included in the plan’s Bike Enhanced Network — and the existing Reseda Blvd bike lane
- Allow for efficient transport of visitors and tourists in/out of our neighborhood, particularly with upcoming the World Cup in 2026 and Olympics in 2028
- Beautify our streetscapes

Reseda has the potential to be an example to the rest of the San Fernando Valley and Los Angeles of how a neighborhood can be multifunctional, pleasant to be in, and keep everyone safe. For these reasons, the Reseda Neighborhood Council stands with the majority of voters in support of Council File 24-0131 and encourages its prioritization & expedition.

This community impact statement was passed in a Brown Act compliant meeting on May 20, 2024 with a vote of 10 yes, 1 no, 0 abstain, and 0 recused.