



clerk CIS <clerk.cis@lacity.org>

## Your Community Impact Statement Submittal - Council File Number: 25-0002-S19

1 message

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

Thu, Apr 3, 2025 at 6:46 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 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 resolution 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](mailto:empowerla@lacity.org).

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

### Contact Information

Neighborhood Council: North Westwood

Name: Jacob Wasserman

Email: [jacobnwwnc@gmail.com](mailto:jacobnwwnc@gmail.com)

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

Date of NC Board Action: 04/02/2025

Type of NC Board Action: Against

### Impact Information

Date: 04/04/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-0002-S19

City Planning Number:

Agenda Date:

Item Number:

Summary: NWWNC supports SB 79, which seeks to encourage transit-oriented development by requiring upzoning of land near rail stations and rapid bus lines and asks that the bill be added to the City 2025-2026 State Legislative Program in support. The NWWNC also asks the California legislature and our state legislators to approve SB 79, and asks the City Council to advocate for it. Upzoning land near transit stations is essential for promoting sustainable development, reducing traffic congestion, and addressing housing shortages. By allowing for higher-density residential and mixed-use developments in these areas, cities can accommodate more people within walking distance of transit, reducing reliance

on cars and lowering emissions. This approach not only improves affordability by increasing the housing supply, but also encourages vibrant, walkable communities where residents have easy access to jobs, shops, and services without needing a car. Additionally, upzoning near transit stations maximizes the return on investment in public transportation infrastructure. When more people live and work near transit, ridership increases, generating more revenue for transit agencies and making systems more financially sustainable. It also encourages economic growth by attracting businesses and amenities to these well-connected areas, which in turn leads to increased property values and higher tax revenues for local governments. In an era of fiscal crisis for Los Angeles, the effects of blocking this revenue opportunity would be dire for the City. This economic growth provides an opportunity to leverage enhanced infrastructure financing districts to transit projects with a portion of the future tax revenue, expediting the build-out of a world-class transit system. For example, an EIFD could be utilized for building the Sepulveda Transit Corridor. By strategically upzoning transit-adjacent land, we can create more inclusive, efficient, and environmentally friendly urban environments.

Ref:MSG12157663



**CIS\_City Advocacy for SB 79.pdf**

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- COMMUNITY IMPACT STATEMENT -

Council File: [25-0002-S19](#)

Title: SB 79 (Wiener) / State Zoning Standards / Train Stations / Major Bus Stops / 7-Story Multifamily Housing / Municipality Exemption / Housing Element

Position: Against

California Senate Bill: [SB 79](#)

Title: Planning and Zoning: Housing Development: Transit-Oriented Development.

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) supports SB 79, which seeks to encourage transit-oriented development by requiring upzoning of land near rail stations and rapid bus lines and asks that the bill be added to the City of Los Angeles 2025-2026 State Legislative Program in support. The NWWNC also asks the California legislature and our state legislators to approve SB 79, and asks the Los Angeles City Council to advocate for it.

Upzoning land near transit stations is essential for promoting sustainable development, reducing traffic congestion, and addressing housing shortages. By allowing for higher-density residential and mixed-use developments in these areas, cities can accommodate more people within walking distance of public transit, reducing reliance on cars and lowering greenhouse gas emissions. This approach not only improves affordability by increasing the housing supply, but also encourages vibrant, walkable communities where residents have easy access to jobs, shops, and services without needing a car.

Additionally, upzoning near transit stations maximizes the return on investment in public transportation infrastructure. When more people live and work near transit, ridership increases, generating more revenue for transit agencies and making systems more financially sustainable. It also encourages economic growth by attracting businesses and amenities to these well-connected areas, which in turn leads to

increased property values and higher property and sales tax revenues for local governments. In an era of fiscal crisis for Los Angeles, the effects of blocking this revenue opportunity would be dire for the City.

This economic growth provides an opportunity to leverage enhanced infrastructure financing districts (EIFDs) to transit projects with a portion of the future tax revenue, expediting the build-out of a world-class transit system. For example, an EIFD could be utilized for building the Sepulveda Transit Corridor, a project that will benefit all North Westwood Stakeholders.

By strategically upzoning transit-adjacent land, we can create more inclusive, efficient, and environmentally friendly urban environments within Los Angeles.