



clerk CIS <clerk.cis@lacity.org>

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

2 messages

LA City SNow <cityoflaprod@service-now.com>

Thu, May 22, 2025 at 1:09 PM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: lahd-hdb-ahcstaff@lacity.org, Clerk.CIS@lacity.org, cdower@midcitywest.org, CPC@lacity.org

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 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: Mid City West

Name: Chris Dower

Email: cdower@midcitywest.org

The Board approved this CIS by a vote of: Yea(15) Nay(7) Abstain(2) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/20/2025

Type of NC Board Action: Against

Impact Information

Date: 05/22/2025

Update to a Previous Input: No

Directed To: Affordable Housing Commission, City Planning Commission, City Council and Committees

Council File Number: 25-0002-S19

City Planning Number:

Agenda Date:

Item Number:

Summary: 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 The Mid City West Neighborhood Council(MCWNC) SUPPORTS SB 79 as it would quickly legalize substantial quantities of housing near the new purple line stations in our community that are due to open this year and building more housing near transit will

increase ridership and therefore OPPOSES 25-0002-S19. Additionally MCWNC suggests that SB 79 up zoning could be leveraged to increase the yield of an EIFD for the purpose of building the K-Line North Extension more quickly.

 **CIS 25-0002-S19.pdf**
200K

LAHD AHC Staff <lahd-hdb-ahcstaff@lacity.org>
To: cdower@midcitywest.org
Cc: Clerk.CIS@lacity.org

Thu, May 22, 2025 at 1:57 PM

Good Day Chris Dower,

We have received your Community Impact Statement by the Mid City West Neighborhood Council. This statement will be shared at the next meeting of the Affordable Housing Commission.

Best Regards.

[Quoted text hidden]



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2023 - 2025**

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May 20, 2025

PASSED

15 YES, 7 NO, 2 ABSTAIN

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 Mid City West Neighborhood Council (MCWNC) 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 MCWNC 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 K Line North Extension, a project that will benefit all Mid City West Stakeholders.

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

Sincerely,

Mid City West Neighborhood Council