



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1083

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

Mon, Mar 9, 2026 at 4:37 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.

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

Contact Information

Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: sailasya.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 12/03/2025

Type of NC Board Action: For

Impact Information

Date: 03/09/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-1083

City Planning Number:

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council supports this motion to understand and work towards fixing the many special and one-off conditions that unduly restrict housing growth in Los Angeles. There are likely hundreds of different Q, T, and D conditions that restrict development beyond base zoning in various ways, at geographies as small as a single parcel, across Los Angeles. A Q condition generally restricts uses; a D condition restricts heights, lot coverage, etc.; and a T condition adds support for public infrastructure to a development. For one, getting data on their scope, numbers, and impact is a necessary first step, which the motion calls for. Not only do these conditions limit housing development, they also create confusion for the public in understanding zoning in their area, as they are often only

accessible on decades-old files by request. In our district, a number of Q and D conditions exist (atop the North Westwood Village Specific Plan and Westwood Village Specific Plan) that limit housing or commercial density beyond base zoning. For instance, one Q condition restricts housing in the North Village to “one dwelling unit for every 800 square feet of lot area” (with exceptions); another D condition restricts floor area ratios throughout Westwood Village. The housing crisis is dire, and any steps to both ease it and regularize zoning in the City are therefore welcomed.

 **CIS_ Special Zoning Conditions.pdf**
155K



- COMMUNITY IMPACT STATEMENT -

Council File: [25-1083](#)

Title: Impacts of SB 79 (Wiener) / Comprehensive Report / City Infrastructure and Utility Systems

Position: Against unless Amended

Summary:

The North Westwood Neighborhood Council opposes delaying implementation of SB 79. We are in a dire housing crisis, and allowing for more housing capacity in our immediate area and across high-resource areas of Los Angeles will relieve pressure on housing markets.

We cannot allow students to sleep in cars, unable to afford housing, while land near UCLA, one of the state's largest job and educational centers, bans even modest multifamily housing.

While legally allowed, the proposed delays to implementing SB 79 in various areas will only prolong unaffordability. This is especially true of station areas which already partially meet the required SB 79 density/zoning thresholds. The law does allow for delayed implementation in these areas if City Council chooses, but we oppose this. While the SB-79-eligible areas around stations in our district do have some multifamily development, this is in fact a great reason to *accelerate* SB 79 incentives in a demonstrably density-supportive area, not delay them.

NWWNC supports SB 79, which encourages transit-oriented development by requiring upzoning of land near rail stations and rapid bus lines. 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. Upzoning near transit stations also maximizes the return on investment in public

transportation infrastructure. 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.



- COMMUNITY IMPACT STATEMENT -

Council File: [25-1258](#)

Title: Tentative (T), Qualified (Q), and Development Limitation (D) Classification Interpretations / Analysis and Regulation / Development Capacity / Community Plan Updates

Position: For

Summary:

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Not only do these conditions limit housing development, they also create confusion for the public in understanding zoning in their area, as they are often only accessible on decades-old files by request.

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The housing crisis is dire, and any steps to both ease it and regularize zoning in the City are therefore welcomed.