



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1083 - Agenda Item Number: 18

1 message

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

Sun, Oct 19, 2025 at 7:36 PM

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

To: lahd-hdb-ahcstaff@lacity.org, Clerk.CIS@lacity.org, Tiffany.Prescott@hacla.org, Jasmin.SanLuis@lacity.org, lauren.nwwnc@gmail.com

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: Lauren Wagner

Email: lauren.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(12) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 10/08/2025

Type of NC Board Action: Against Unless Amended

Impact Information

Date: 10/20/2025

Update to a Previous Input: No

Directed To: City Council and Committees, Affordable Housing Commission, Housing Authority of the City of Los Angeles, Board of Transportation Commissioners

Council File Number: 25-1083

City Planning Number:

Agenda Date: 10/08/2025

Item Number: 18

Summary: The North Westwood Neighborhood Council (NWWNC) opposes council file 25-1083, unless amended to remove the request for a confidential report from the City Attorney regarding potential legal challenges to SB 79 all

requests for plans to delay effectuation of SB 79. The 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. The city should not threaten to spend taxpayer money on wasteful litigation, especially in opposition to policies that would help address our city's housing, mobility, and decarbonization goals.



CIS_ SB 79 Impacts.pdf
69K



- 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 (NWWNC) opposes council file 25-1083, unless amended to remove the request for a confidential report from the City Attorney regarding potential legal challenges to SB 79 all requests for plans to delay effectuation of SB 79.

The 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. The city should not threaten to spend taxpayer money on wasteful litigation, especially in opposition to policies that would help address our city's housing, mobility, and decarbonization goals.