

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

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The Board approved this CIS by a vote of: Yea(19) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 01/05/2023

Type of NC Board Action: For

Impact Information

Date: 02/21/2023

Update to a Previous Input: Yes

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date: 02/21/2023

Item Number: 1

Summary: The United Neighborhoods of the Historic Arlington Heights, West Adams and Jefferson Park Communities Neighborhood Council (UNNC) supports ending automatic street dedications; we express strong support for Council File 22-1476 and urge you to pass it. Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our climate change efforts. Spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it. For example, many properties along Jefferson Boulevard are historic and will never be redeveloped. Thus, the spot widening required by default for new construction will result in a permanent hodgepodge. Neighborhoods are more beautiful and pleasant when the street wall is in a consistent plane -- our default rules should allow this, not defy it. Finally, as the City's own recent plans attest, wider roads make the City more dangerous, polluted, congested, and costly to maintain: The City's Mobility Plan 2035 states that "wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term." The Complete Street Design Guide explains that "when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion." Please pass Council File 22-1476 and keep our neighborhoods beautiful and safe.