

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](mailto: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(13) Nay(0) Abstain(0) Ineligible(3) Recusal(0)

Date of NC Board Action: 03/17/2022

Type of NC Board Action: For

#### Impact Information

Date: 07/13/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 15-0719-S19

Agenda Date:

Item Number:

Summary: support



**south robertson  
neighborhoods council**

City of Los Angeles Certified Neighborhood Council

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Honorable Paul Koretz  
5<sup>th</sup> Council District  
City of Los Angeles  
200 N. Spring Street, Suite 440  
Los Angeles, CA 90012

Honorable Herb Wesson  
10<sup>th</sup> Council District  
City of Los Angeles  
200 N Spring Street, Suite 420  
Los Angeles, CA 90012

July 13, 2022

Re: Support for adoption of Council File CF 15-0719-SI9.

Dear Councilmembers:

The South Robertson Neighborhoods Council supports reforming and strengthening the City's transportation demand management (TDM) ordinance. We support the adoption of Council File CF 15-0719-SI9.

The current TDM ordinance is outdated and largely ineffective, with a limited set of TDM options, limited coverage of types of development, and limited mechanisms for monitoring, evaluation, and enforcement. A new TDM ordinance should instead include a range of context-specific, research-backed options to reduce single-occupancy driving and its attendant health and safety consequences and to account for burdens imposed on the transportation system. A new TDM ordinance should also ensure that new developments are implementing measures and incentives to try and reduce the number of car trips taken by commuters, in order to prevent traffic and congestion burdens from being passed on to local communities. This council file as written would achieve that aim, and we encourage its adoption

We are particularly supportive of the various alternative modes of transportation that would be encouraged, such as bike share, electric mobility devices, and micro mobility. The existing TOM ordinance was first implemented in the 1990's and has largely not been updated. During that time Los Angeles has begun a mobility revolution with new technologies to provide alternatives to driving, has begun developing a full rail network throughout Los Angeles County, and the COVID 19 crisis has sparked a revolution in remote work and flex work schedules. The city has also implemented new laws



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encouraging development along major transit and traffic corridors that require a stronger TDM ordinance in order to reduce their impact on traffic and congestion.

We highly encourage the city to ensure strong enforcement and verification moving forward, as well as more regular updates to reflect new and emerging technologies. We also encourage the city to ensure that the ordinance is enforced and interpreted in a way to ensure that the mitigation measures taken by developments are accessible and utilized by commuters on site, for example ensuring that on-site childcare claimed as part of the TDM incentives is cost- accessible to commuters on site, and that physical infrastructure is convenient and accessible as a safe commute option. We also strongly support bicycle incentives for developments near public stations, as it could provide a crucial first/last mile link for everyday commuters.

Sincerely,

*Michael W. Lynn*

President  
South Robertson Neighborhoods Council

[President@soronc.org](mailto:President@soronc.org)



# Motion to draft a Community Impact Statement supporting Council File CF: 15-0719-S19 to strengthen and update the City of Los Angeles' Transportation Demand Management System, and to submit a letter to Council Districts 5 and 10 urging support.

**Agenda Item:** GB 031722-15  
**Date:** March 17, 2022  
**Proposed By:** Transportation Committee  
**Include motion in Consent Agenda?** Yes

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## Background

The City of Los Angeles implemented a Traffic Demand Management (TDM) ordinance in 1993, which requires new developments to take measures to try and reduce the number of car trips by providing incentives and alternatives to commuters and visitors. The ordinance has largely not been updated since its original draft, and in that time new technologies and zoning requirements have been implemented. Council File CF-15-0719-S19 aims to update the ordinance, strengthen it by including more development types under the ordinance, and requiring more stringent enforcement.

## Proposed Motion

Submit the attached Community Impact Statement of support, and attached letter of support to the Council District 5 and Council District 10 offices.

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## Considerations

**Committee review:** Votes For: 6 Against: 0

### Arguments for:

The TDM program provides incentives for commuters to utilize methods other than single-occupancy vehicles, without hard mandates or bans

### Arguments against:

Maybe Los Angeles traffic and local neighborhoods can handle additional commuters by car



The TDM program aims to relieve traffic and congestion burdens on local communities

The city's current TDM ordinance was originally drafted in 1993, and has largely not been updated since to reflect new technologies and realities.