

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(12) Nay(1) Abstain(2) Ineligible(0) Recusal(15)

Date of NC Board Action: 04/03/2019

Type of NC Board Action: Against

Impact Information

Date: 05/02/2019

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 19-0002-S39

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council supports Senate Bill 58 and opposes this resolution. We believe each community should be empowered to set alcohol service policies that serve their needs, rather than have the state of California continue its across-the-board criminalization of all alcohol sales after 2am that it adopted following the repeal of prohibition. There's no strong evidence that later last calls would diminish public health and safety. It would mean that hardworking angeleños could start their nights out later, and finish their nights in well-regulated establishments with licensed professionals tasked with ensuring their safety, as opposed to underground parties. When all bars are forced to close at the same time, this can actually make road conditions more dangerous in communities with high concentrations of clubs like West Hollywood. This is because everyone leaving at the same time creates a traffic surge and also a surge in demand for Ubers making them hard to get in a timely manner. This can encourage intoxicated drivers to try to drive home on their own while there are countless people on the road. If we're worried about people staying after 2, drinking excessively, and then driving, then let them stay until 4 am when the bar has thinned out enough for bar tenders to make sure they get a cab, when the traffic surge is over and it's easy to get an uber, and when if they do drive there are few other cars on the road for potential collision and it's easier for law enforcement to screen for signs of impaired driving. If this pilot is done right, enough revenue can be diverted to law enforcement and healthcare to make our communities healthier and safer at night. And Angelenos would finally be able to enjoy the occasional fun late nights New Yorkers and residents of other states have long enjoyed. We think this will strengthen the vibrancy of our communities and doubt there will be a downside. The only way to find out is to give the pilot a try.