

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(10) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/01/2023

Type of NC Board Action: For

Impact Information

Date: 03/01/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council supports ending street widening and automatic street dedications. The City's own 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." Requiring developers to spot-widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting. The added cost may render some smaller "missing middle" projects infeasible. Spot widening converts greenery to impermeable asphalt. Mature trees often have to be removed, frustrating our climate change efforts. Spot widening also creates streets designed for drivers not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across. We are particularly encouraged by the motion's emphasis on pedestrian safety by "minimizing crossing distance" and "promoting curb extensions." The report should include ideal pedestrian crossing distances for each type of street, as guidelines for when curb extensions and other pedestrian safety measures should be required of developers. Finally, spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned at a broader scale, 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.



- COMMUNITY IMPACT STATEMENT -

Council File: [22-1476](#)

Title: Highway Dedication / Waiver of Dedication and/or Improvement (WDI) Process / Administrative Findings / Street Design Standards / Los Angeles Municipal Code Section 12.37

Position: Support

Summary:

The North Westwood Neighborhood Council supports ending street widening and automatic street dedications.

The City's own 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."

Requiring developers to spot-widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting. The added cost may render some smaller "missing middle" projects infeasible.

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We are particularly encouraged by the motion's emphasis on pedestrian safety by "minimizing crossing distance" and "promoting curb extensions." The report should include ideal pedestrian crossing distances for each type of street, as guidelines for when curb extensions and other pedestrian safety measures should be required of developers.

Finally, spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned at a broader scale, 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.