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## Your Community Impact Statement Submittal - Council File Number: 92-0318-S1

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LA City SNow <cityoflaprod@service-now.com>  
Reply-To: LA City SNow <cityoflaprod@service-now.com>  
To: Clerk.CIS@lacity.org, sailasya.nwwnc@gmail.com

Mon, May 11, 2026 at 10:41 AM

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 enable by the to 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 rResolution 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 Councils 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](mailto:empowerla@lacity.org).

\*\*\*\*\* This is an automated response, please DO NOT reply to this email. \*\*\*\*\*

### Contact Information

Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: [sailasya.nwwnc@gmail.com](mailto:sailasya.nwwnc@gmail.com)

The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/08/2026

Type of NC Board Action: Neutral Position

### Impact Information

Date: 05/11/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 92-0318-S1

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached community impact statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [92-0318-S1](#)

Title: WESTWOOD VILLAGE STREETScape DESIGN CONCEPT

Position: Neutral

### **Priority Resurfacing and Improvements on Tiverton Avenue**

The North Westwood Neighborhood Council requests that Tiverton Avenue from Le Conte Avenue to Lindbrook Drive be resurfaced as soon as possible. The current condition is unacceptable and creates an unsafe condition for all users, especially cyclists and scooter users, due to numerous potholes, cracks, and deep longitudinal grooves (**Figure 1**). The dangerous condition also exposes the city to serious risk of liability. With liability payouts by the city at a historic high, this issue must be addressed. If expedited concrete repaving is not feasible, we ask that this street be considered for conversion to an asphalt surface.

We also request that a contraflow or two-way protected bicycle lane be added on the one-way segment of Tiverton Avenue from Weyburn Avenue to Lindbrook Drive. Tiverton Avenue could offer a lower-stress active transportation route to access destinations in Westwood Village and to connect between the UCLA campus and points south. North of Le Conte Avenue, UCLA has a low-stress class I multiuse path connecting lower Tiverton to Upper Tiverton and the rest of campus (**Figure 2**). However, there is a stark contrast in safety south of Le Conte and improvements are desperately needed. In addition to dangerous pavement conditions, portions of Tiverton Avenue and Glendon Avenue just south of it are on the City's High-injury Network.

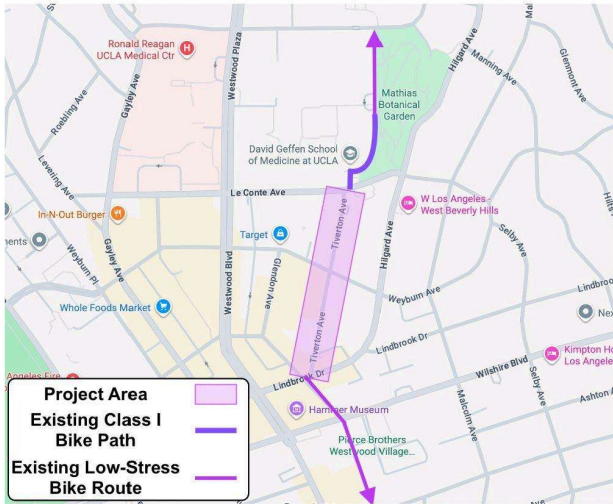
The concrete island on Tiverton Avenue just south of Weyburn Avenue conveniently can already serve as a modal filter without modification. The island is separated from the west side of the street by a stretch of pavement well-sized to serve as a bicycle lane (**Figure 3**). In other words, with only the existing infrastructure, bicycles traveling south could pass to the right of the concrete island, while cars would not be able to continue south. Meanwhile, the counterflow or two-way bicycle lane could be added without sacrificing most street parking, simply by moving the existing street parking on the west side of Tiverton Avenue into the current roadway (**Figure 4**). Ideally,

improved bicycle facilities could also be added north of Weyburn, but this may require parking removal along one curb.

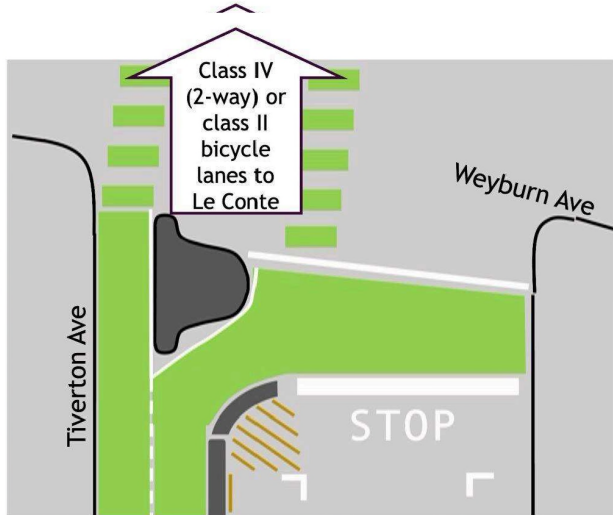
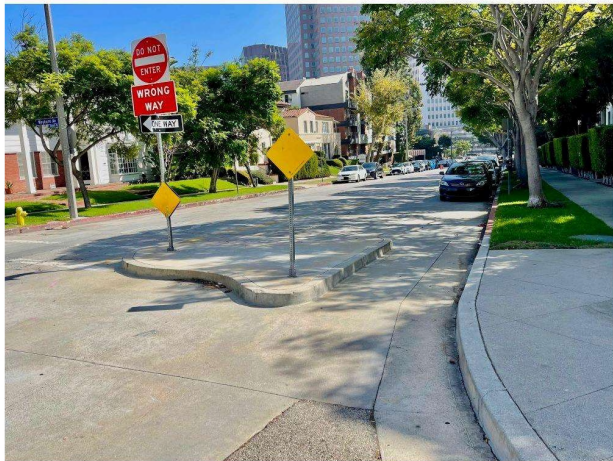
In doing so, we would also request that “Except Bikes”/“Bicycles Exempted” signs be added to the no entry signs on Tiverton Avenue at Weyburn Avenue (visible here: <https://maps.app.goo.gl/PuaLHaK2pjSqZuJB9>) and that a safe connection at Tiverton Avenue/Lindbrook Drive/Glendon Avenue intersection be added, such as a bicycle signal.



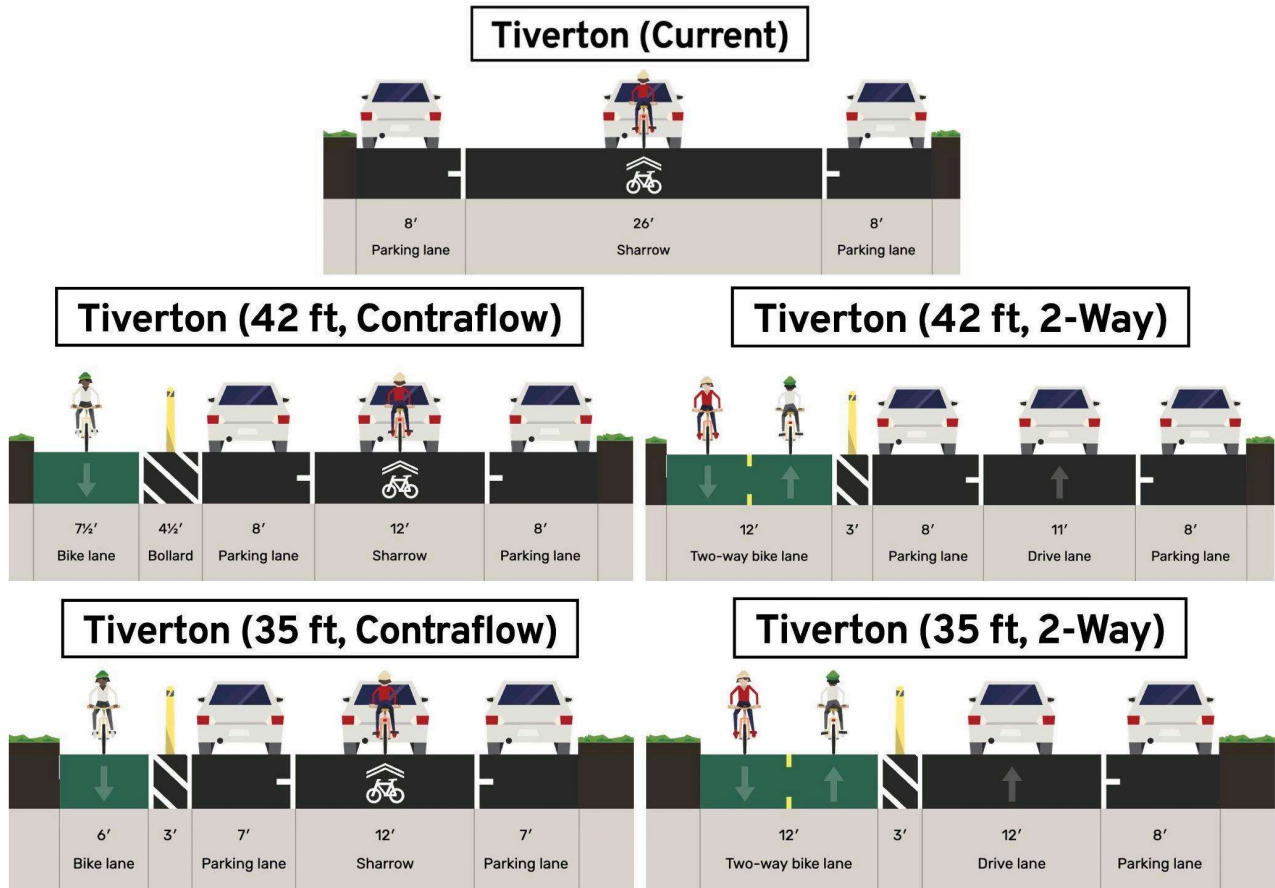
**Figure 1.** Tiverton Avenue pavement is in very poor condition, including numerous potholes and longitudinal grooves/ridges that can trap narrower bicycle and scooter tires, posing a serious safety threat.



**Figure 2.** Tiverton connects the only lower-stress bike route into Westwood to a Class I Path on campus.



**Figure 3.** Existing concrete island diverter includes space for a contraflow or two-way bike lane.



**Figure 4.** A contraflow or two-way bike lane can be added by shifting parking from the western curb.