



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-0930

1 message

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, kay.hartman@palmsnc.la

Thu, Oct 9, 2025 at 3:51 PM

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 enabled by the 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 resolution 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 Council's 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.

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

Contact Information

Neighborhood Council: Palms

Name: Kay Hartman

Email: kay.hartman@palmsnc.la

The Board approved this CIS by a vote of: Yea(6) Nay(1) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 10/01/2025

Type of NC Board Action: For if Amended

Impact Information

Date: 10/09/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-0930

City Planning Number:

Agenda Date:

Item Number:

Summary: The Palms supports the City Council motion directing LADOT to study the potential for wider bike lanes that can also serve as emergency vehicle access routes, provided the motion is amended to ensure it does not slow down bike lane implementation. We agree that wider bike lanes bring multiple benefits: they improve safety and comfort for riders, and they could provide valuable flexibility for emergency vehicles in congested situations. However, we are concerned that requiring additional width could limit the installation of bike lanes in corridors where right-of-way is already constrained. We urge the City to consider wider bike lanes where there are no other alternatives for emergency vehicles,

while maintaining the ability to implement standard 5-foot bike lanes when that is the only available option. Emergency vehicles can use center turn lanes and bus lanes where applicable. Wider bike lanes are great, but we cannot let the perfect be the enemy of the good when it comes to urgently needed bicycle infrastructure.