



clerk CIS <clerk.cis@lacity.org>

## Your Community Impact Statement Submittal - Council File Number: 25-1232

1 message

**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, Mar 9, 2026 at 3:54 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](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(11) Nay(1) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 01/07/2026

Type of NC Board Action: For

### Impact Information

Date: 03/09/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-1232

City Planning Number:

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council (NWWNC) supports Council File 25-1232 to create a Smart Loading Zone Pilot program using curb-management tools like digital permits, sensors, and automated enforcement in the public right-of-way. On our commercial streets in Westwood, the few existing loading zones are often occupied by long-term parking, leaving delivery drivers without legal, convenient places to stop. As a result, freight and deliveries routinely block bike lanes, bus stops, crosswalks, and vehicle travel lanes, posing a threat to safety and worsening congestion. Smart loading zones can improve this situation, with clearly signed short-term loading that is priced, time-limited, and

enforced consistently without requiring constant in-person enforcement. Similar programs in cities like Pittsburgh have resulted in a 70% increase in space turnover and 60% decrease in average park duration. In short, more vehicles are using these zones and for less time. Smart loading zones can make our streets safer, more reliable, and more efficient by reducing double-parking, cutting idling and emissions, and increasing space availability, all while generating new city revenue, supporting small businesses and delivery workers, and protecting vulnerable road users. As part of the implementation of this program, we ask that additional loading zones are added in Westwood. Therefore, the NWWNC urges City Council to support this motion and move forward with implementing smart loading zones throughout Los Angeles.

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 **Item #7 \_ CIS\_ Smart Loading Zones.pdf**  
156K



- COMMUNITY IMPACT STATEMENT -

Council File: [25-1232](#)

Title: Smart Loading Zone Pilot Program / Automated Enforcement / Public-Right-of-Way

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) supports Council File 25-1232 to create a Smart Loading Zone Pilot program using curb-management tools like digital permits, sensors, and automated enforcement in the public right-of-way.

On our commercial streets in Westwood, the few existing loading zones are often occupied by long-term parking, leaving delivery drivers without legal, convenient places to stop. As a result, freight and deliveries routinely block bike lanes, bus stops, crosswalks, and vehicle travel lanes, posing a threat to safety and worsening congestion.

Smart loading zones can improve this situation, with clearly signed short-term loading that is priced, time-limited, and enforced consistently without requiring constant in-person enforcement. [Similar programs in cities like Pittsburgh](#) have resulted in a 70% increase in space turnover and 60% decrease in average park duration. In short, more vehicles are using these zones and for less time.

Smart loading zones can make our streets safer, more reliable, and more efficient by reducing double-parking, cutting idling and emissions, and increasing space availability, all while generating new city revenue, supporting small businesses and delivery workers, and protecting vulnerable road users. As part of the implementation of this program, we ask that additional loading zones are added in Westwood.

Therefore, the NWWNC urges City Council to support this motion and move forward with implementing smart loading zones throughout Los Angeles.