



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, chase.puskar@lofeliznc.org

Mon, Dec 22, 2025 at 1:01 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: Los Feliz

Name: Chase Puskar

Email: chase.puskar@lofeliznc.org

The Board approved this CIS by a vote of: Yea(21) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 12/16/2025

Type of NC Board Action: For if Amended

Impact Information

Date: 12/22/2025

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 Los Feliz Neighborhood Council supports Council File 25-1232, which directs LADOT to report on implementing a Smart Loading Zone or comparable curb-management program. The concept is sound. Unregulated loading activity blocks transit lanes, bike lanes, sidewalks, and intersections. The result is predictable: unsafe conditions and a curb system that simply does not work. Support hinges on one point. This program only matters if the enforcement mechanism is real. The City has a long record of piloting good ideas that never scale because enforcement is weak, data collection is inconsistent, and curb rules are treated as optional. Smart Loading Zones will only improve safety and

reliability if LADOT commits to firm, automated, and continuous enforcement. We request the following amendments: 1. Clear enforcement standards - LADOT must define the enforcement method, cadence, responsible unit, technology used, and escalation process. Enforcement cannot be left vague. 2. Implementation timeline - The report must include a concrete deployment timeline with milestones for pilot launch, evaluation, and expansion. 3. Performance metrics - The program must track and publicly report measurable outcomes such as reductions in double-parking, transit lane blockages, bike lane intrusions, and emergency vehicle delays. 4. Parking zone public access - All curbs and parking zones established under this program must be available for public use. In the event any aspect of the program utilizes private access or control, it must be strictly limited in both scope and time. 5. Data and transparency - LADOT should publish curb-use data and enforcement activity in an open format so Neighborhood Councils and community groups can evaluate performance. 6. Scalability plan - The report must identify what resources LADOT needs for citywide expansion if the pilot meets its performance goals. 7. Smart Loading Zones can meaningfully improve street safety and mobility... (continued in PDF)



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Devin Homsey

- COMMUNITY IMPACT STATEMENT -

Council File: [25-1232](#)

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

Position: Support if Amended

Summary:

The Los Feliz Neighborhood Council supports Council File 25-1232, which directs LADOT to report on implementing a Smart Loading Zone or comparable curb-management program. The concept is sound. Unregulated loading activity blocks transit lanes, bike lanes, sidewalks, and intersections. The result is predictable: unsafe conditions and a curb system that simply does not work.

Support hinges on one point. This program only matters if the enforcement mechanism is real. The City has a long record of piloting good ideas that never scale because enforcement is weak, data collection is inconsistent, and curb rules are treated as optional. Smart Loading Zones will only improve safety and reliability if LADOT commits to firm, automated, and continuous enforcement.

We request the following amendments:

1. Clear enforcement standards - LADOT must define the enforcement method, cadence, responsible unit, technology used, and escalation process. Enforcement cannot be left vague.
2. Implementation timeline - The report must include a concrete deployment timeline with milestones for pilot launch, evaluation, and expansion.
3. Performance metrics - The program must track and publicly report measurable outcomes such as reductions in double-parking, transit lane blockages, bike lane intrusions, and emergency vehicle delays.
4. Parking zone public access - All curb and parking zones established under this program must be available for public use. In the event any aspect of the program utilizes private access or control, it must be strictly limited in both scope and time.

5. Data and transparency - LADOT should publish curb-use data and enforcement activity in an open format so Neighborhood Councils and community groups can evaluate performance.
6. Scalability plan - The report must identify what resources LADOT needs for citywide expansion if the pilot meets its performance goals.
7. Smart Loading Zones can meaningfully improve street safety and mobility. They only work with disciplined enforcement and a clear commitment to implementation. With these amendments, this motion becomes a practical step toward a functional curb management system.

The Los Feliz Neighborhood Council urges adoption of the motion with the amendments listed above.

PASSED 21 - 0 - 0