



July 25, 2011

Via E mail [councilman.rosendahl@lacity.org](mailto:councilman.rosendahl@lacity.org)

Councilmember Bill Rosendahl  
200 N. Spring Street  
Los Angeles, CA 90012

Re: PPCC Opposes Rosendahl Motion to Allow the City of Los Angeles to Issue Permits for On-Street Parking in Front of Residential Driveways / Continued Consideration by City Transportation Committee on Wednesday, July 27, 2011 at 2:00 PM.

Dear Councilmember Rosendahl:

The Land Use Committee of the Pacific Palisades Community Council has unanimously voted to oppose your Motion, seconded by Councilmember Koretz on October 22, 2010, that instructs the City to examine the benefits of using a local permit process to allow residents to park in front of their driveways (the "Motion"). The Board of PPCC has not yet been able to vote on this because of its summer schedule.

This matter, which recently came to our attention, advocates an exemption to the California State Vehicle Code ("CVC") be implemented as a way to increase residential parking supply. We overwhelmingly oppose this because on-street parking in front of driveways:

- 1 Is wholly opposite to the primary reason the CVC does not allow the same, i.e., emergency vehicles must be able to park out of the way of street traffic. There is no rational basis to prioritize increased residential parking supply over the safety of a single Los Angeles resident or a first-responder;
- 2 Will not only restrict three-point turns, it will eliminate the space for a car to get out of the way of an oncoming vehicle.
- 3 Ignores the fact that many streets, such as the Alphabet Streets in the Palisades, often have room for only one car to pass and the escape is into the open space in front of driveways. This problem is magnified with construction vehicles, dumpsters and large vehicles parked on our neighborhood streets.
- 4 Fails to consider safety on streets with busy traffic such as Sunset Boulevard. Kids who walk to Palisades High School or need to get to bus stops would have to walk out onto Sunset Blvd to pass where cars are allowed to block driveways and sidewalks
- 5 Says nothing about limits on how many vehicles a homeowner can put onto the street. What happens when 4, 5, 6, 7, or 8 cars are stacked tandem in a driveway and additional cars are parked on the street directly behind or surrounding those cars? Such instances would be unsafe, unsightly and frankly unfair to those homeowners who choose to maintain expected density and characteristics of low-density residential zones.

Date: 7-27-11

Submitted in Trans Committee

Council File No: B. 10-1673

Post Office Box 1131, Pacific Palisades, California 90272, [PacPaliCC@aol.com](mailto:PacPaliCC@aol.com), [www.PP90272.org](http://www.PP90272.org)

Item No.: 5

Deputy: [Signature]

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We recall that this issue had been raised previously in the context of “pilot” areas such as Venice and Mar Vista. We would encourage you to consider withdrawing the Motion, not only because it presents a safety concern, but also because it goes against stated public policies of encouraging mass transportation, bikes and “green”. The answer to overcrowding and insufficient parking in the City of Los Angeles is not to make it easier to have more cars. Rather, we should honor the density and character of our residential neighborhoods as dictated by zoning and infrastructure while searching for alternative ways to accommodate pressure on the City’s housing and parking supply.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in purple ink that reads "Janet Turner" followed by a stylized flourish.

Janet Turner, Chairman  
Pacific Palisades Community Council  
310-573-0382

Chris Spitz, LUC Chair

CC: City Council Transportation Committee, Whitney Blumenfeld, Joaquin Macia, John Gregory, Norm Kulla