


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: May 11, 2012

TO: The Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Bill Rosendahl, Chair, Transportation Committee

FROM: Jaime de la Vega, General Manager
Department of Transportation 

SUBJECT: **EXPANSION OF PREFERENTIAL PARKING DISTRICT NO. 64 IN THE CENTRAL HOLLYWOOD AREA OF LOS ANGELES**

SUMMARY

This report recommends the expansion of Preferential Parking District No. 64 within the Central Hollywood area of Council Districts 4 and 13. (C.F. 96-1047 & 02-1992)

RECOMMENDATIONS

1. FIND that the expansion of Preferential Parking District (PPD) No. 64, pursuant to Los Angeles Municipal Code (LAMC) Section 80.58.d, is exempt from the California Environmental Quality Act (CEQA) as a Class 1, Categorical Exemption, under Article III.1.a.3 of the 2002 Los Angeles City CEQA Guidelines.
2. ADOPT the attached RESOLUTION amending the boundaries of PPD No. 64, pursuant to Section B.13 of the Council's April 16, 1996 "Rules and Procedures for Preferential Parking Districts," (PPD Rules) to include the residential area generally bounded in a clockwise fashion by the following:
 - Franklin Avenue between Highland Avenue and Cahuenga Boulevard;
 - Cahuenga Boulevard between Franklin Avenue and Sunset Boulevard;
 - Sunset Boulevard between Cahuenga Boulevard and Highland Avenue;
 - Highland Avenue between Sunset Boulevard and Franklin Avenue.
3. AUTHORIZE the following parking restrictions for use in all residential street in PPD No. 64:
 - a) "2 HOUR PARKING 8AM – 6PM; NO PARKING 6PM - 8AM; VEHICLES WITH DISTRICT No. 64 PERMITS EXEMPT"
 - b) "2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT No. 64 PERMITS EXEMPT"
4. INSTRUCT the Los Angeles Department of Transportation (LADOT) to initiate the necessary procedures for the preparation and sale of parking permits to residents within the new boundaries of PPD No. 64, as described in

Recommendation No. 2 above, and as specified in Section 80.58 of the LAMC and that PPD No. 64 be administered pursuant to the PPD Rules as adopted by the City Council.

5. DIRECT the LADOT to prepare a Notice of Exemption reflecting the Council's actions under Recommendation No. 2 above and file such notice with the City and County Clerks within ten working days of the City Council's action.

DISCUSSION

The Preferential Parking Program is set forth in Section 80.58 of the LAMC. It provides for the establishment or expansion of a ppd by resolution of the City Council, upon recommendation by the LADOT, and authorizes the Department to promulgate rules and procedures to implement the City's Preferential Parking Program, which must be approved by the City Council. Establishment or expansion of a ppd is initiated by a request from a representative of the affected neighborhood group or by the area's Councilmember. However, the area must meet the criteria set forth in the PPD Rules adopted by the City Council before establishment or expansion may be allowed.

Section B.12 of the PPD Rules approved by the City Council on April 16, 1996, allows the LADOT to recommend revisions to a preferential parking district's boundaries provided the following conditions are met:

1. Submittal and verification of petitions requesting such action signed by the residents living in at least two-thirds of the dwelling units comprising not less than 50 percent of the developed frontage on a minimum of four blocks.
2. Determination by the Department that at least 75 percent of the legal on-street parking spaces are occupied on a minimum of two blocks.
3. Determination by the Department that at least 25 percent of the legal on-street parking spaces are occupied by vehicles registered to non-residents on a minimum of four blocks within the proposed district.
4. A public hearing has been conducted for the purpose of receiving comments on the preliminary findings and recommendations of the Department.

Residents of the area designated as a ppd may purchase special parking permits. Vehicles bearing such permits are exempt from the preferential parking restrictions posted within the district for which the permit was issued. The exemption only applies to the preferential parking regulations on those signs, not to regulations of a general nature that may have been installed for traffic movement or street cleaning purposes.

PPD No. 64 was established by Council Resolution (File 96-1047) on July 24, 1996, and expanded by Council Resolution (File 02-1992) on October 23, 2002, and consists of the residential area generally bounded clockwise by the following (see attached map):

- Centerline of Sunset Boulevard between Highland Avenue and Cahuenga Boulevard;

- Centerline of Cahuenga Boulevard between Sunset Boulevard and Santa Monica Boulevard;
- Centerline of Santa Monica Boulevard between Cahuenga Boulevard and Hudson Avenue;
- West side of Hudson Avenue between Santa Monica Boulevard and Lexington Avenue;
- South side of Lexington Avenue between Hudson Avenue and Highland Avenue;
- Centerline of Highland Avenue between Lexington Avenue and Sunset Boulevard.

At this time, 24 of the approximately 81 blocks that make up PPD No. 64 are posted with the "2 HOUR PARKING 8 AM TO 6 PM; NO PARKING 6 PM TO 8 AM; VEHICLES WITH DISTRICT NO. 64 PERMITS EXEMPT" restriction.

APPLICATION

On August 25, 2004, LADOT staff held an informal meeting with the petition organizers, community leaders, and the City Council office to discuss and identify alternative solutions other than preferential parking, as well as to discuss the proposed boundaries and to review the parking restriction available for the expansion of PPD No. 64. At the meeting, it was concluded that the parking problem was primarily caused by patrons of the Kodak Theatre, various clubs in the area, restaurants, night clubs, the Walk of Fame and tourist in general. The group also concluded that the only alternative available to provide immediate relief to the residents of this area was to pursue the expansion of PPD No. 64. The construction of additional off-street parking structures or leasing off-street parking lots to provide additional parking supply in this immediate area were not considered feasible. On October 28, 2009, additional residents, along the south side of Franklin Avenue, who were suffering from the same parking issues as well as being impacted due to overflow parking from PPD No. 99 to the north, requested inclusion to the expansion of PPD No. 64. These residents submitted 2 additional petitions for their respective streets. The new petition process changed the time line for the PPD study.

The LADOT received a letter in support of an expansion study for PPD No. 64 on April 18, 2007, from Councilmember Eric Garcetti, 13th District. In addition, LADOT received communication from the Hollywood Hills West Neighborhood Council recommending the expansion to address the spillover parking from the surrounding ppds as well as intrusive parking from the businesses on Hollywood and Highland. The letter indicated that no permanent or temporary solution was available other than preferential parking and that the residents of Hollywood and Highland were seeking immediate relief through the assistance of both Council Districts 4 and 13.

In electing to expand PPD 64, the residents provided petitions for 2 blocks in the neighborhood immediately south of PPD No. 99. The following 8 blocks submitted petitions representing more than 67 percent of household units covering more than 50 percent of the developed frontage on each block:

1. Selma Avenue between Highland Avenue and McCadden Place;
2. Selma Avenue between Las Palmas Avenue and McCadden Place;
3. Selma Avenue between McCadden Place near Highland and McCadden Place

- jog near Las Palmas;
4. Las Palmas between Selma Avenue and Sunset Boulevard;
 5. Cassil Place between Selma Avenue and Sunset Boulevard;
 6. South side of Franklin Avenue between Grace Avenue and Wilcox Avenue;
 7. South side of Franklin Avenue between Whitley Avenue and Cherokee Avenue;
 8. South side of Franklin Avenue between Cherokee Avenue and Las Palmas Avenue.

Subsequent to the analysis and verification of the submitted petitions, the Department identified a proposed expansion area for PPD No. 64 bounded as follows:

- Franklin Avenue between Highland Avenue and Cahuenga Boulevard;
- Cahuenga Boulevard between Franklin Avenue and Sunset Boulevard;
- Sunset Boulevard between Cahuenga Boulevard and Highland Avenue; and
- Highland Avenue between Sunset Boulevard and Franklin Avenue.

Although the District will include commercial establishments within its boundaries, preferential parking restrictions would only be posted on residential blocks and only residents of the designated area would be able to purchase permits that would exempt them from the proposed preferential parking restrictions.

PARKING ANALYSIS

On May 1, 2009, a parking impact study was conducted at night between the hours of 8 pm to 1 am, with the results of the study showing that streets in the area were impacted by non-residents and qualified the process to advance to the public hearing level for further discussion. The day of the week and time of day of the parking study were based on the applicant's estimate of when the neighborhood parking intrusion problem was the most severe.

When determining the percentage of vehicles from outside the area that impacted parking for the residents within the proposed PPD, vehicles registered to residents within the same zip code, and on a street with the same name as any of the street names within the four blocks of the petitioned area were considered "resident" vehicles. Vehicles registered on a street name more than four blocks away from the petitioned core area, or out of the same zip code were considered as "non-resident" vehicles. Although only 2 street segments are needed, the following six blocks satisfied the parking study criteria:

- McCadden Place between Selma Avenue and Sunset Boulevard;
- Hawthorn Avenue between McCadden Place and Highland Avenue;
- Las Palmas Avenue between Selma Avenue and Sunset Boulevard;
- Selma Avenue between Cherokee Avenue and Cassil Place;
- Cassil Place between Selma Avenue and Sunset Boulevard; and
- Selma Avenue between Cassil Place and Schrader Boulevard.

PUBLIC HEARING

The Public Hearing concerning the expansion of PPD No. 64 was conducted from 7 pm to 9 pm on Wednesday, April 27, 2011, at the Selma Elementary School, Multi-Purpose Room, 6611 Selma Avenue, Los Angeles. Mr. Kartik Patel, Transportation Engineer, LADOT, served as the Hearing Officer and prepared a report of the events and concerns expressed by the public at the hearing. A copy of the report is attached.

Approximately 100 people attended the hearing. Each person was given an agenda for the meeting, a copy of the preliminary report with boundary map, an information packet about preferential parking, a card to indicate a desire to speak at the meeting, and an opinion card to vote for or against expansion of the District. Mr. Kartik opened the meeting and discussed the rules and procedures for the hearing. He explained that any individual who wanted to speak needed to fill-out and hand the completed Speaker Card to one of the three Parking Permits Division representatives before the comment period concluded.

Felix Valde presented general information regarding the Preferential Parking Program, including the fees for purchase of permits and information regarding the history of the expansion including the steps completed and the final necessary steps before it can be expanded.

Felix Valde and Tamara Martin answered general questions about the Preferential Parking Program, and specific questions about the proposed expansion of District No. 64, including why the area was recommended for expansion from the beginning of the process. The floor was then opened to comments from the public. This portion of the hearing was recorded and 27 persons submitted cards requesting to speak. Three people spoke against the expansion of the district. Sixteen people spoke in support of the expansion. One comment was neutral and 7 people left before they could speak.

At the end of the hearing, 84 ballot cards were turned in indicating preference FOR or AGAINST expansion of the District and restrictions desired. Seventy nine people submitted cards indicating that they supported the expansion of the district. Three people submitted cards against the expansion, with 2 favoring the expansion of PPD 99 instead.

PUBLIC COMMENT PERIOD

During the 30-day period following the public hearing, LADOT received a total of 418 letters, faxes and e-mails from Los Angeles residents concerned about the expansion of the proposed district. 172 of the items of correspondence were against the expansion. 246 were in support. Several respondents preferred the expansion of PPD No. 99. No items were received after the public comment period had closed. Many of the residents in support of the expansion attended the hearing and had also submitted ballots in favor and/or made positive comments. The majority of the people who opposed the expansion did not attend the hearing.

Many of the residents who live within existing PPD 64 submitted comments in opposition to the expansion of the District believing that it will become "too large" to

manage. The primary mission of preferential parking is to reduce or eliminate intrusive parking and the City is already managing physically larger ppds including PPD No's 26, 37 and 31. LADOT has determined that by maintaining the current boundaries of the expansion area, all the streets impacted will be included. The comments, letters and emails received in support of the expansion constitute overwhelming support, considering that the residents, who submitted comments in opposition, live within the existing boundaries of PPD 64.

PROPOSED PARKING REGULATIONS

The residents of the proposed expansion area petitioned for "NO PARKING 6 PM TO 8 AM NIGHTLY; 2-HOUR PARKING 8 AM TO 6PM, DAILY; VEHICLES WITH DISTRICT NO. 64 EXEMPT" restriction; which is one of two restrictions currently authorized for existing PPD No. 64. It should be noted that it is City Council policy not to authorize resident-only parking on streets adjacent to commercial establishments because of the short-term parking needs of businesses. Generally, one or two-hour parking is provided on such streets with an exemption for residents with permits.

ENVIRONMENTAL REVIEW

Staff in the City's Department of Transportation, Parking Permit Division, has conducted an analysis and investigation of the proposed permit parking district and has concluded that, under the State CEQA guidelines, the changes are subject to a Class I Categorical Exemption under § 15301 of the State CEQA Guidelines because changes in parking restrictions for this district are operational and will not expand the existing use of the streets or change parking demand. Furthermore, displacement of other vehicles is expected to be minimal.

The preliminary report was made available for review at the Francis Howard Goldwyn Hollywood Regional Library, 1623 North Ivar Avenue, Hollywood, CA 90028. The review period ceased at 5 PM on May 25, 2011, and the comment period expired on May 27, 2011.

FISCAL IMPACT STATEMENT

The sale of Preferential Parking permits within the expanded area of PPD No. 64 will cover the cost of implementation and administration of the expanded District. Residents within the expansion area have requested the removal of parking meters that are installed adjacent to apartment buildings on Cassil Place, Selma Avenue, and Las Palmas Avenue. A field investigation revealed that only 2 meters (SH920 and SH922) could be removed without impacting commercial properties. The average loss of revenue will be \$2,000 each annually. The removal study was initiated by the Meter Planning Operation Division of the Department. The City will gain additional revenue from the issuance of parking citations to violators of the expanded District's parking restrictions.

CONCLUSION

Based upon field investigations, analysis of the public hearing comments, written submittals, and input from the residents, the Department has determined that on-street parking in this residential area is adversely affected by non-resident parkers. Although there were many residents within the existing PPD that opposed the expansion, only a few had attended the hearing and already have parking options that can address the parking impact caused by the surrounding businesses. The majority of residents within the affected streets were in favor of the expansion. Therefore, LADOT recommends an expansion area to the maximum allowable boundaries. The Department recommends that the Council amend by Resolution the boundaries of PPD No. 64 to include the residential area bounded in a clockwise fashion by:

- Franklin Avenue between Highland Avenue and Cahuenga Boulevard;
- Cahuenga Boulevard between Franklin Avenue and Sunset Boulevard;
- Sunset Boulevard between Cahuenga Boulevard and Highland Avenue; and
- Highland Avenue between Sunset Boulevard and Franklin Avenue.

PPD No. 64 would still be subject to all other terms and conditions of the original Resolution including the authorization to use either of the approved PPD No. 64 parking restrictions on residential frontage within the proposed expansion.

The expansion of PPD No. 64 is in agreement with the provisions of Section B.12 of the Council-approved PPD Rules. The residents of the proposed district are being adversely affected by non-resident on-street parking and are therefore entitled to relief from conditions associated with this problem.

The expansion of PPD No. 64 will allow the residents a better opportunity to park near their homes while controlling the intrusion by non-resident parkers. Indirect benefits to the residential area will be a reduction of noise and litter. The newly enlarged PPD No. 64 will be enforced by the existing LADOT Traffic Officers assigned to the area.

Attachments

- Resolution
- PPD No. 64 Expansion Maps
- Hearing Officer's Report

RESOLUTION

EXPANSION OF PREFERENTIAL PARKING DISTRICT NO. 64 IN THE CENTRAL HOLLYWOOD AREA OF LOS ANGELES AND SETTING NEW BOUNDARIES

WHEREAS, the Los Angeles City Council, initially by Ordinance No. 152,722, effective September 2, 1979, amended several times, and most recently revised by, Ordinance No. 180,059, adopted by the Council on August 30, 2008, provided for the establishment of Preferential Parking Districts by Resolution of the Council, under Section 80.58 of the Los Angeles Municipal Code (LAMC); and

WHEREAS, on July 24, 1996, the Council adopted a Resolution establishing Preferential Parking District (PPD) No. 64 and expanded it on October 23, 2002, through Council File 02-1992 consisting of the residential area generally bounded by the centerline of Sunset Boulevard, the centerline of Wilcox Avenue, the north side of DeLongpre Avenue, centerline of Cole Avenue, the centerline of Santa Monica Boulevard, the west side of Hudson Avenue, the south side of Lexington Avenue, and the centerline of Highland Avenue; and

WHEREAS, residents within the area of the city generally bounded on the north by the centerline of Franklin Avenue, on the east by the centerline of Cahuenga Avenue, on the south by the centerline of Sunset Boulevard, and on the west by the centerline of Highland Avenue have petitioned the LADOT to be added to the PPD No. 64; and

WHEREAS, the Department has made the determination that the petitions represent residents living in more than two-thirds of the dwelling units comprising not less than 50 percent of the developed frontage of four blocks; and

WHEREAS, LADOT has conducted parking studies which indicate that four blocks in the proposed expansion area have a parking occupancy of more than 75 percent of the available legal parking spaces, with more than 25 percent of the available legal parking spaces being occupied by vehicles registered to non-residents of these areas, thus meeting and exceeding the criteria set forth in Section B.12 of the "Rules and Procedures for Preferential Parking Districts"; and

WHEREAS, a public hearing was held on Wednesday, April 27, 2011, at the Selma Elementary School, Room 6611, Selma Avenue, Los Angeles, California, which was attended by interested residents and business people from the area, and the Public Hearing Report, completed on March 13, 2012, details the events of said hearing; and

WHEREAS, the Department of Transportation has determined that the signatures submitted represent at least two-thirds of the dwelling units on the residential portions of the following blocks; which is sufficient to warrant the installation of the requested preferential parking restriction signs upon Council approval of this resolution:

- Selma Avenue between Highland Avenue and McCadden Place;

- Selma Avenue between Las Palmas Avenue and McCadden Place;
- Selma Avenue between McCadden Place near Highland and McCadden Place jog near Las Palmas;
- Las Palmas between Selma Avenue and Sunset Boulevard;
- Cassil Place between Selma Avenue and Sunset Boulevard;
- South side of Franklin Avenue between Grace Avenue and Wilcox Avenue;
- South side of Franklin Avenue between Whitley Avenue and Cherokee Avenue;
- South side of Franklin Avenue between Cherokee Avenue and Las Palmas Avenue.

NOW THEREFORE BE IT RESOLVED, by the Council of the City of Los Angeles, that the Resolution adopted by the Council on July 24, 1996, establishing PPD No. 64, be hereby amended to revise the boundaries of PPD No. 64 to include the residential area generally bounded clockwise by the following:

- Franklin Avenue between Highland Avenue and Cahuenga Boulevard;
- Cahuenga Boulevard between Franklin Avenue and Sunset Boulevard;
- Sunset Boulevard between Cahuenga Boulevard and Highland Avenue;
- Highland Avenue between Sunset Boulevard and Franklin Avenue.

BE IT FURTHER RESOLVED, that upon approval of PPD No. 64 through the adoption of this Resolution, the Department of Transportation be authorized to post, or remove, the following preferential parking restrictions on any of the blocks within the District, without further actions by the City Council, upon receipt and verification of requisite petition(s) or as provided for in the adopted "Rules and Procedures for Preferential Parking Districts.":

- a) "2 HOUR PARKING 8AM – 6PM; NO PARKING 6PM - 8AM; VEHICLES WITH DISTRICT NO. 64 PERMITS EXEMPT"
- b) "2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 64 PERMITS EXEMPT"

BE IT FURTHER RESOLVED, that upon approval of the expansion of PPD No. 64 through the adoption of this Resolution, "2 HOUR PARKING 8AM – 6PM; NO PARKING 6PM - 8AM; VEHICLES WITH DISTRICT NO. 64 PERMITS EXEMPT" signs be posted on the residential portions on both sides (unless noted):

- Selma Avenue between Highland Avenue and McCadden Place;
- Selma Avenue between Las Palmas Avenue and McCadden Place;
- Selma Avenue between McCadden Place near Highland and McCadden Place jog near Las Palmas;
- Las Palmas between Selma Avenue and Sunset Boulevard;
- Cassil Place between Selma Avenue and Sunset Boulevard;
- South side of Franklin Avenue between Grace Avenue and Wilcox Avenue;
- South side of Franklin Avenue between Whitley Avenue and Cherokee Avenue;

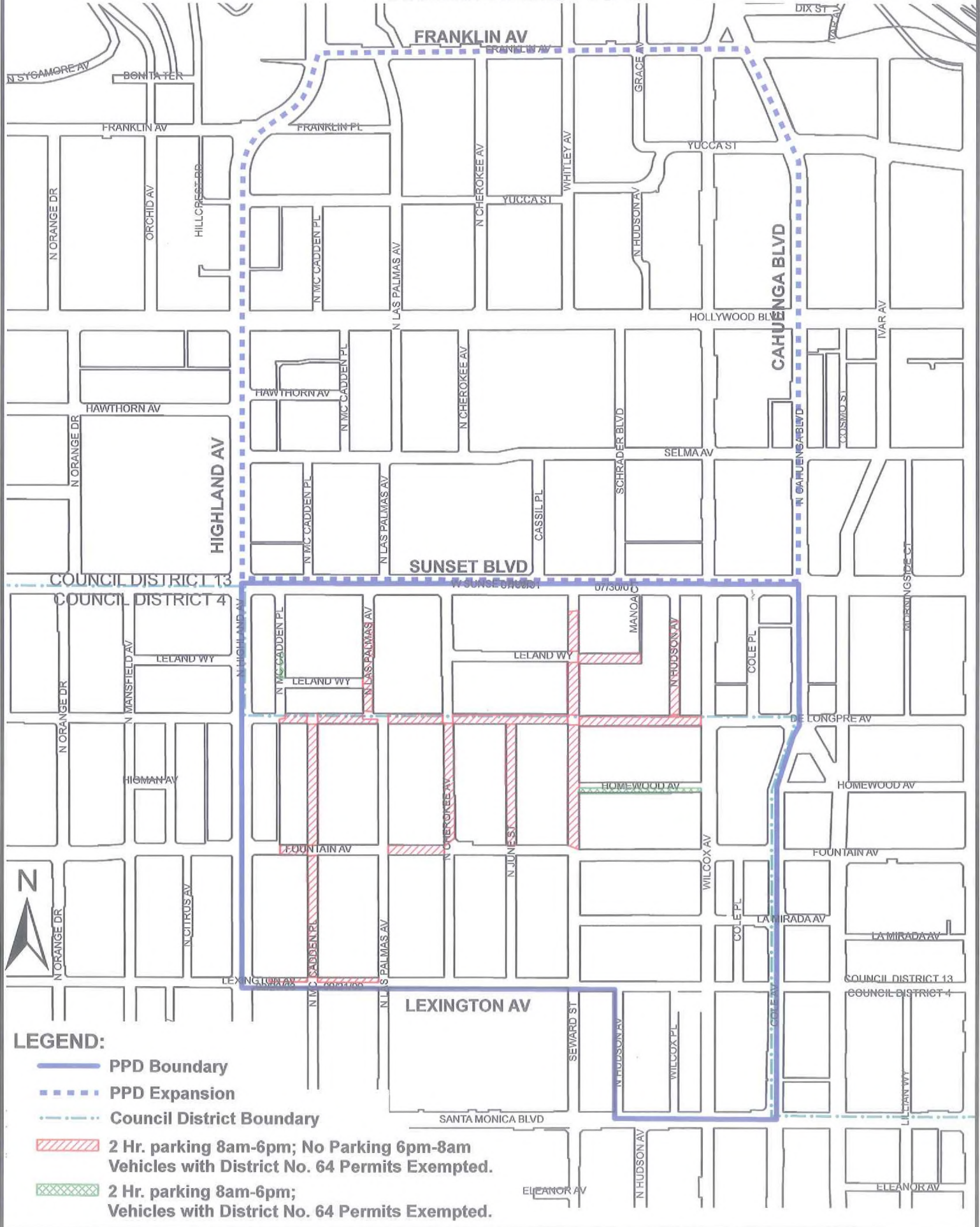
- South side of Franklin Avenue between Cherokee Avenue and Las Palmas Avenue.

BE IT FURTHER RESOLVED, that all other terms and conditions of the Resolution dated July 24, 1996, establishing PPD No. 64 remain unchanged; and

BE IT FURTHER RESOLVED, that DOT be directed to prepare a Notice of Exemption and file such notice with the City and County Clerks' within ten working days of the City Council's action.

PREFERRED PARTIAL PARKING DISTRICT NO. 64

COUNCIL DISTRICT 4 & 13



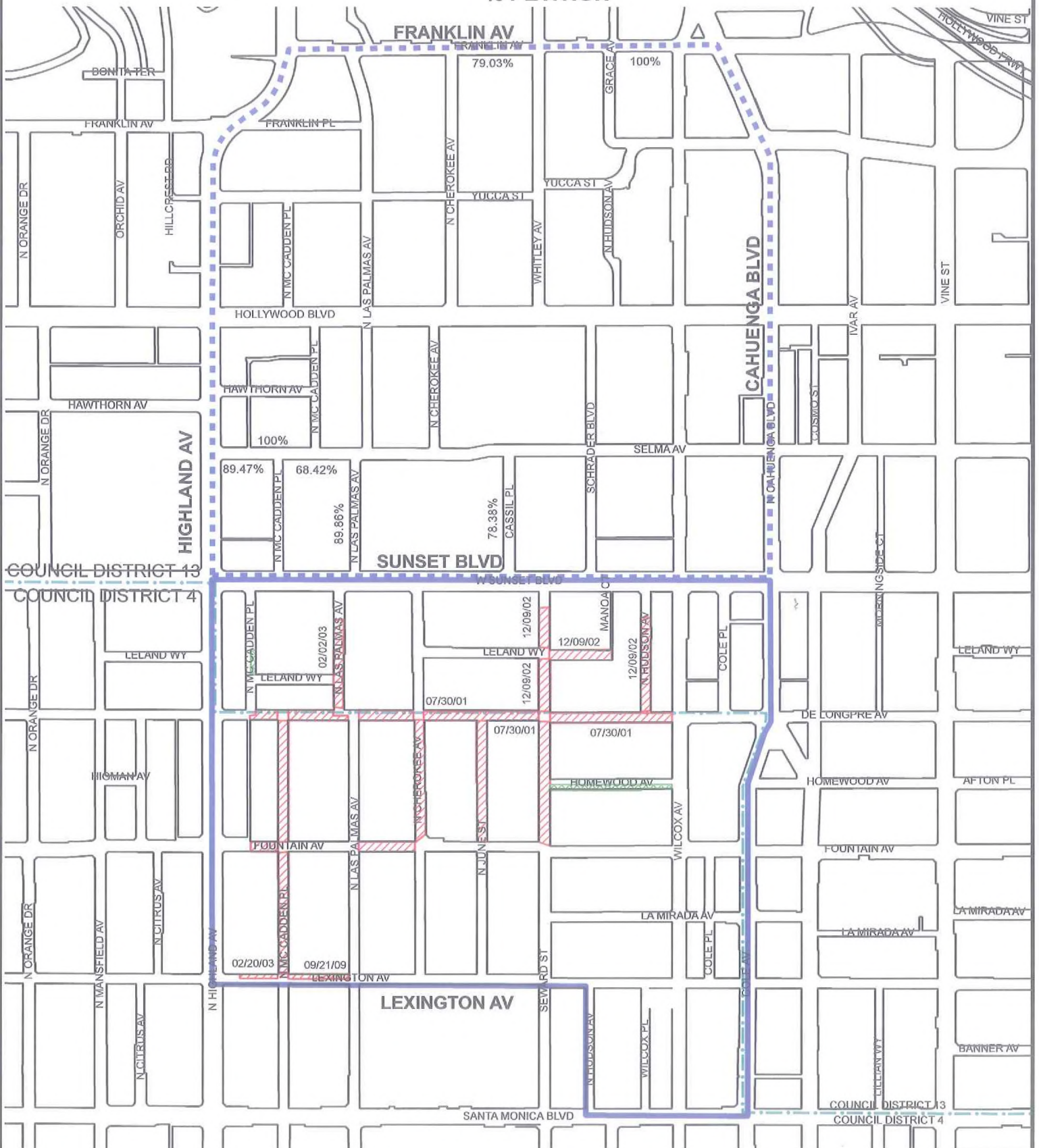
LEGEND:

- PPD Boundary
- PPD Expansion
- Council District Boundary
- 2 Hr. parking 8am-6pm; No Parking 6pm-8am
Vehicles with District No. 64 Permits Exempted.
- 2 Hr. parking 8am-6pm;
Vehicles with District No. 64 Permits Exempted.

PREFERENTIAL PARKING DISTRICT NO. 64

COUNCIL DISTRICT 4 & 13

% PETITION



LEGEND:

——— PPD Boundary

- - - - - PPD Expansion

- - - - - Council District Boundary

▨▨▨▨▨ 2 Hr. parking 8am-6pm; No Parking 6pm-8am
Vehicles with District No. 64 Permits Exempted.

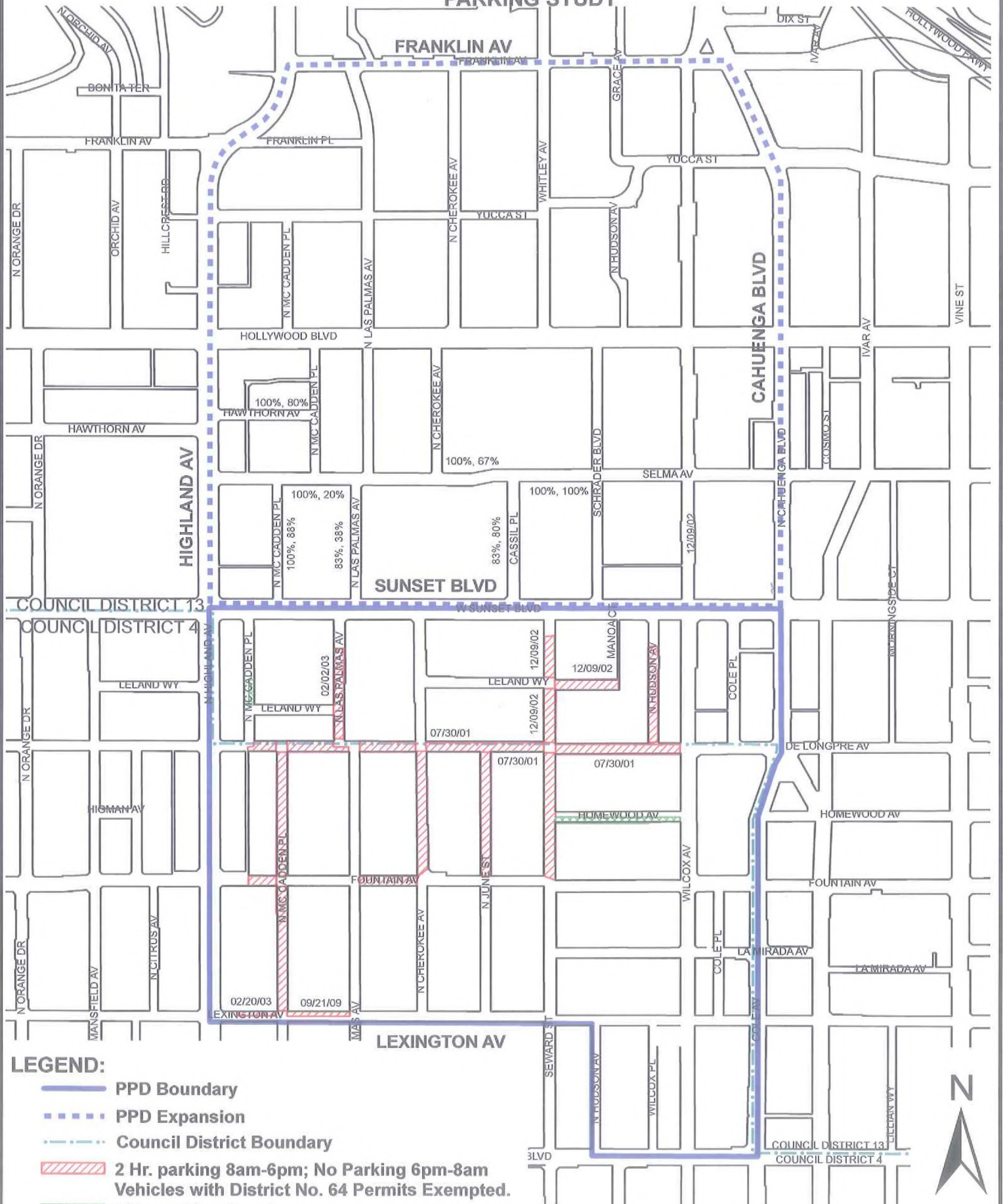
▩▩▩▩▩ 2 Hr. parking 8am-6pm;
Vehicles with District No. 64 Permits Exempted.



PREFERENTIAL PARKING DISTRICT NO. 64

COUNCIL DISTRICT 4 & 13

PARKING STUDY



LEGEND:

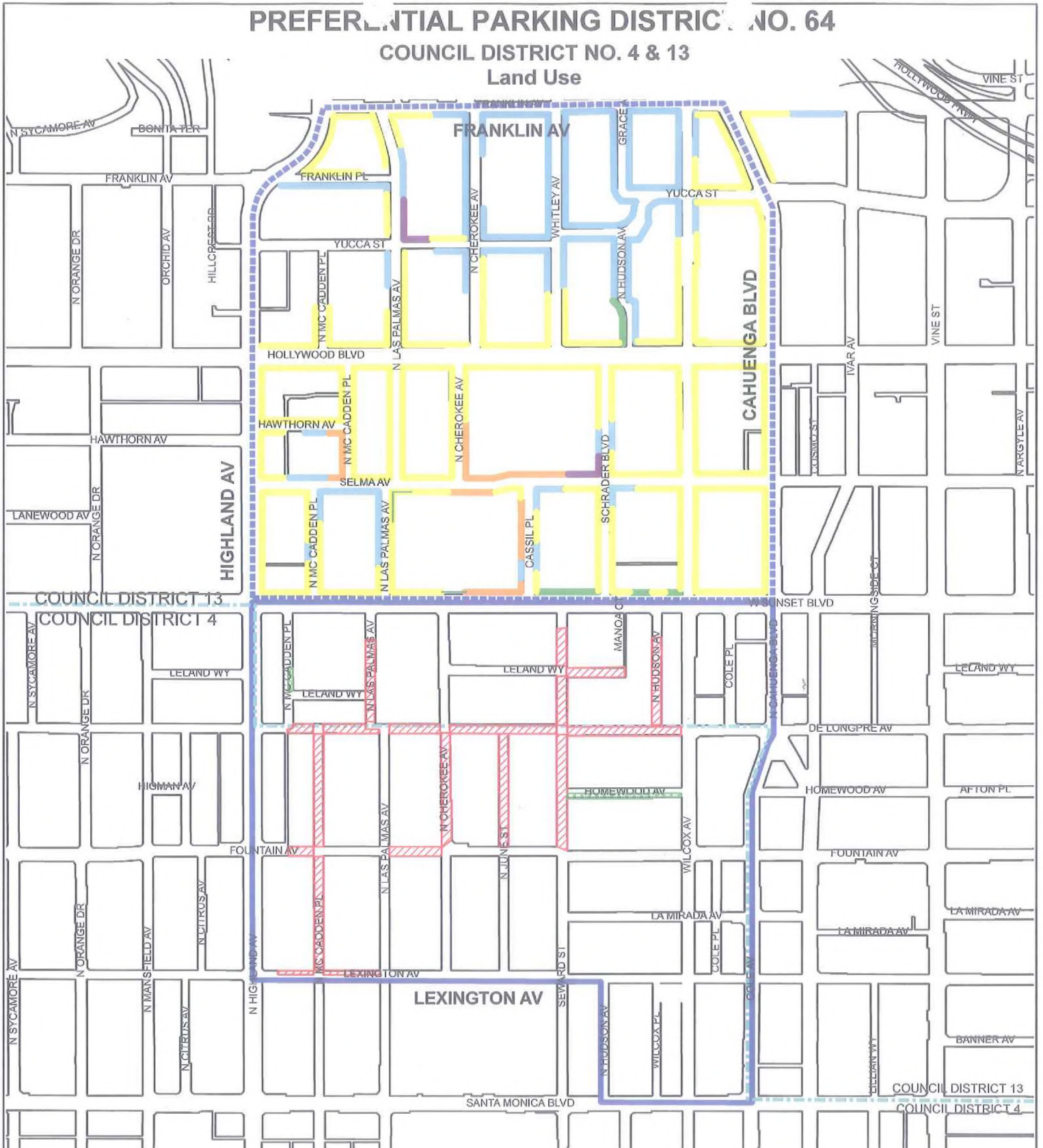
- PPD Boundary
- - - PPD Expansion
- · - · - Council District Boundary
- 2 Hr. parking 8am-6pm; No Parking 6pm-8am
Vehicles with District No. 64 Permits Exempted.
- 2 Hr. parking 8am-6pm;
Vehicles with District No. 64 Permits Exempted.



PREFERENTIAL PARKING DISTRICT NO. 64

COUNCIL DISTRICT NO. 4 & 13

Land Use



LEGEND:


- PPD Boundary
- - - Expansion
- - - Council District Boundary
- 2 Hour Parking 8 am - 6 pm; No Parking 6 pm - 8 am; Vehicles with District no. 64 permits exempted.
- 2 Hour Parking 8 am - 6 pm daily; Vehicles with District no. 64 permits exempted.
- Residential
- Commercial
- Mix Use
- Park
- School
- Church



**CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION**

Date: March 13, 2012

To: Jaime de la Vega, General Manager
Department of Transportation

From: 
Kartik Patel, Transportation Engineer
East Valley District Office

Subject: Recommendation of Hearing Officer on the Proposed Expansion of Preferential Parking District No. 64 boundaries, within the Central Hollywood area, Council Districts No. 13 and 4, and the Department of Transportation's Hollywood-Wilshire District, to include the residential street segments within an area bounded by Highland Avenue, Franklin Avenue, Cahuenga Boulevard and Sunset Boulevard in the City of Los Angeles.

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REQUEST AND RECOMMENDATION

The Department has received a request to expand Preferential Parking District No. 64 in the residential area currently bounded by the street segments at the East side of Highland Avenue between Sunset Boulevard and Franklin Avenue. South side of Franklin Avenue between Highland Avenue and Cahuenga Boulevard, West side of Cahuenga Boulevard between Franklin Avenue and Sunset Boulevard, and both sides of Sunset Boulevard between Cahuenga Boulevard and Highland Avenue, in the City of Los Angeles (Appendix A).

Council File 96-1047 for Establishment of PPD 64 (July 24, 1996):
Bounded by the street segments of the North side of DeLongpre Avenue, centerline Cole Avenue, the centerline of Santa Monica Boulevard the west side of Hudson Avenue, the South side of Lexington Avenue, and the centerline of Highland Avenue.

Council File 02-1992 for first Expansion of PPD 64 (October 23, 2002):
Bounded by the street segments of the centerline of Sunset Boulevard, the centerline of Wilcox Avenue, the North side of DeLongpre Avenue, the centerline of Cole Avenue, the centerline of Santa Monica Boulevard, the west side of Hudson Avenue, the south side of Lexington Avenue, and the centerline of Highland Avenue.

Hearing Officer's Recommendation:

Designate: The residential area bounded by the east side of Highland Avenue between Sunset Boulevard and Franklin Avenue. South side of Franklin Avenue between Highland Avenue and Cahuenga Boulevard, West side of Cahuenga Boulevard between Franklin Avenue and Sunset Boulevard, and both sides of Sunset Boulevard between Cahuenga Boulevard and Highland Avenue as the new boundaries of the expanded Preferential Parking District No. 64 (Appendix A).

Approve: The posting of the following restrictions on residential frontage anywhere within the proposed district, wherever residents have properly petitioned for these preferential parking control as outlined in Section 80.58 of the Los Angeles Municipal Code (LAMC).

**"NO PARKING 6 PM TO 8 AM NIGHTLY; 2-HOUR PARKING 8 AM TO 6PM,
DAILY; VEHICLES WITH DISTRICT NO. 64 EXEMPT "**

SUMMARY OF PUBLIC HEARING

The Public Hearing concerning the expansion of Preferential Parking District No. 64 was conducted from 7 p.m. to 9 p.m. on Wednesday, April 27, 2011, at the Selma Elementary School, Multi-Purpose Room 6611 Selma Avenue, Los Angeles, CA 90028. As persons entered, they were given an agenda for the meeting, a copy of the preliminary report with the boundary map, an information packet about preferential parking, a card to indicate a desire to speak at the meeting, and an opinion card to vote for or against expansion of the District.

As Hearing Officer, I, Kartik Patel, Transportation Engineer, opened the meeting and discussed the rules and procedures for the hearing. Next, Mr. Felix Valde, Management Analyst for the Parking Permits Division, introduced the Department staff, discussed the enabling ordinance, the traffic surveys that qualified the proposed Preferential Parking District for the Public Hearing, the procedures for adoption, the fee structure for permit issuance, study procedures and related matters.

Approximately 94 persons attended the hearing. Felix Valde also provided background information regarding Preferential Parking District No. 64 as well as a view of the boundary Map. The steps that had been completed in the expansion of PPD 64 were also discussed as well as the final steps that would be necessary before it can be expanded.

Felix Valde answered general questions about the Preferential Parking Program, and specific questions about the proposed expansion of District No. 64, including why the area was recommended for expansion from the beginning of the process. Tamara Martin also answered general questions regarding the PPD process. The floor was then opened to comments from the public. This portion of the hearing was recorded and 27 persons submitted cards requesting to speak. 3 persons spoke against the expansion of the district and 16 persons spoke in support of the preferential parking district's expansion. One comment was neutral and 7 people left before they could speak.

At the end of the hearing, 84 ballot cards were turned in indicating preference FOR or AGAINST expansion of the District and restrictions desired, if any. 79 persons submitted cards indicating that they supported the expansion of the district. 3 persons submitted cards against expanding the preferential parking district although two cards were submitted that favored the expansion of PPD 99 instead.

POST HEARING COMMENTS

During the 30-day period following the public hearing, LADOT received a total of 418 letters, petitions, faxes, phones and e-mails from Los Angeles residents concerned about the expansion of the proposed district. 172 of the items of correspondence were against the expansion of PPD 64 while 246 were in support. Several respondents preferred the expansion of PPD #99 instead. No items were received after the public comment period had closed. The majority of the people opposed did not attend the hearing and submitted addresses from within the existing boundaries of PPD 64. Their primary concern was that residents and commercial businesses would get permits that would allow them to park in an area that already has limited parking spaces and by increasing the boundaries it would double the size of the district making it ineffective. The majority of the 19 emails against the district were generated from streets closest to the expansion area with almost half of the emails coming from the 6500 Block of Leland Way alone. There were no other emails from Las Palmas Avenue and only 2 from Seward Street. It is apparent that several of the people who opposed the expansion were not familiar with the information that was distributed at the Public Hearing since businesses would not be allowed to purchase permits and that PPD's only restrict intrusive parking and does not create or guarantee parking spaces. There were 8 emails received that were FOR the expansion of PPD 64. Half of the responding emails in favor of the expansion came from of residents who attended the Public Hearing.

Our office also received 4 phone calls total: 2 were FOR the expansion and 2 were AGAINST.

There were 2 separate petitions submitted during the comment period. Both were delivered through standard mail. One of the petitions was signed by 147 residents who were already living within the existing PPD #64 and opposed the expansion (although their location was an expansion area itself in 2002). The majority of the signers did not attend the hearing and were concerned with the residents to the North of their location using their area for parking. A 2nd petition was submitted by a resident, which was done on official LADOT petitions and signed to "Establish" a district. Unfortunately, there are no other records on file when the petitions were originally submitted so the exact date is unknown. However, the petitions were signed by 234 residents who were in favor of establishing a Preferential Parking District (there were no other documents referring to an expansion to PPD #99). The petitions covered 5 separate street segments: 2 segments of Cherokee Avenue, Whitley Avenue, Grace Avenue and Franklin Avenue which does not meet the minimum requirement of 6 segments for the establishment of a district and none of them were signed by more than 67% of the residents (only 30-40% signed per street segment). Therefore, the petitions would not have been valid enough to begin the expansion process and can only be counted toward the overall number in favor of an expansion.

There were 7 letters submitted via US Postal Service regarding the expansion of PPD 64. Four of them were not in favor of the expansion and wanted to see the expansion of Preferential Parking District 99 instead or an entirely new District created. Most of the concerns were that the district would encompass too many commercial properties and that the expansion itself is larger than the perimeters of the existing district which would make it harder for the residents to park. In addition, the validity of issuance of permits was also questioned. Considering the primary function of a Preferential Parking District is to limit intrusive (non-residential) parking, the concerns of the residents cannot be addressed with a PPD alone. Preferential Parking Districts do not guarantee parking or create new parking spaces nor can PPD be used as a boundary to exclude regular multi-residential properties from residents living within apartments designated as "commercial". Other factors such as zoning and development must be taken into account when addressing parking impact. One letter was submitted which preferred to have PPD 99 expanded instead of PPD 64 for the area by Franklin Avenue. In addition, LADOT will be considering the removal of parking meters adjacent to residential properties on streets segments to be posted with a Preferential Parking restriction and the re-design of red curb for additional spaces.

HEARING OFFICER'S COMMENTS

The Preferential Parking Program is set forth in Section 80.58 of the Los Angeles Municipal Code. It provides for the establishment of Preferential Parking District by Resolution of the City Council, upon recommendation by the Department of Transportation, and authorizes the Department to establish parking regulations for a preferential parking district. The establishment and expansion of a preferential parking

district are each initiated by a Letter of Intent and a letter of support from the Councilmember or from the Neighborhood Council. However, the area must meet the criteria set forth in the enabling ordinance.

Residents of the area designated as a preferential parking district may purchase special parking permits. Vehicles bearing such permits are exempt from the preferential parking restrictions posted within the district for which the permit was issued. The exemption applies only to the preferential parking regulations on those signs, not to regulations of a general nature that may have been installed for traffic movement or street cleaning purposes.

The Department of Transportation received valid petitions requesting the expansion to the existing Preferential Parking District 64. Residents of the following six (6) blocks (2 more than required) within the above mentioned residential area submitted qualifying petitions to the Department of Transportation:

1. Selma Avenue between Highland Avenue and McCadden Place
2. Selma Avenue between McCadden Place and Las Palmas Avenue
3. Las Palmas Avenue between Selma Avenue and Sunset Boulevard
4. Cassil Place between Sunset Boulevard and Selma Avenue
5. Southside of Franklin Avenue between Cherokee Avenue and Whitley Avenue
6. Southside of Franklin Avenue between Grace Avenue and Wilcox Avenue

The petitions received represent more than 67 percent of household units on both sides of the street and cover more than 50 percent of the developed frontage of more than four blocks of the residential neighborhood, which is the minimum number of blocks required for expanding a District.

On May 1, 2009, a parking impact study was conducted at night between the hours of 8:00 pm to 1:00 am with the results of the study showing that streets in the area were impacted by non-residents. The day of week and time of day of the parking study were based on the applicant's estimate of when the neighborhood parking intrusion problem was the most severe. To satisfy the criteria of the parking study, at least two blocks had to have at least 75 percent of the legal parking spaces occupied, and at least 25 percent of the legal parking spaces occupied by vehicles registered to non-residents. The address of the vehicle's registered owner, determined through the Department of Motor Vehicles, was used as the criterion for determining residents or non-residents status.

For the purpose of determining the percentages of vehicles from outside the area that were impacting the parking availability of residents within the proposed Preferential Parking District, vehicles registered to residents within four blocks of the petitioned area were considered "resident" vehicles. Vehicles registered more than four blocks away from the petitioned core area were considered as "non-resident" vehicles. On the map showing the "maximum allowable boundaries" of the Preferential Parking District No. 64

expansion, vehicles registered to residents within two blocks of the boundaries were considered as "resident" vehicles.

The following 6 blocks had both a minimum of 75 percent of the parking spaces occupied and a minimum of 25 percent of the parked vehicles on those blocks registered to non-residents:

1. Hawthorn Avenue between Highland Avenue and McCadden Place
2. Las Palmas Avenue between Selma Avenue and Sunset Boulevard
3. McCadden Place between Selma Avenue and Sunset Boulevard
4. Selma Avenue between Cherokee Avenue and Cassil Place
5. Cassil Place between Selma Avenue and Sunset Boulevard
6. Selma Avenue between Cassil Place and Schrader Boulevard

The residents of the proposed district have petitioned in writing for the installation of the following preferential restrictions:

**"NO PARKING 6 PM TO 8 AM NIGHTLY; 2-HOUR PARKING 8 AM TO 6PM,
DAILY; VEHICLES WITH DISTRICT NO. 64 EXEMPT "**

It should be noted that it has been City Council practice not to authorize resident-only parking on streets adjacent to commercial establishments because of the short-term parking needs of businesses. Generally, one-hour or two-hour on-street parking is provided on such streets with an exemption for residents with valid permits. Preferential parking restrictions are not to be posted in front of any commercial locations. Preferential parking restrictions may be approved for school or church locations if requested by the school or church officials and the residents of the blocks involved. Other existing parking restrictions approved and installed for safety, mobility needs, or street cleaning, will continue in these areas.

ENVIRONMENTAL REVIEW

On December 30, 2009, the State adopted new CEQA Guidelines, which became effective on March 18, 2010. The City of Los Angeles, under its 2002 CEQA Guidelines, adopted and incorporated the State CEQA Guidelines and all future amendments and additions as adopted by the State. See City CEQA Guidelines, Section 2, Article I.

The State CEQA Guidelines, contained in Title 14 of the California Code of Regulations, Division 6, Chapter 3, Sections 15300-15332, sets forth projects which "do not have a significant effect on the environment, and . . . are declared to be categorically exempt from the requirement for the preparation of environmental documents." Under Section 15301 for "existing facilities", "operation, repair, maintenance, permitting, . . . or minor

alteration existing public or private structures, [or] facilities. . . involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. . . . fall within Class 1 [Categorical Exemption]. The key consideration is whether the project involves negligible or no expansion of an existing use." Section 15301.c. specifies "Existing highways and streets, sidewalks." on the list of projects that fall under the Class 1 Categorical Exemption.

Furthermore, it has been determined that parking constitutes a social, not an environmental, impact. The fact that residents of a posted block will get preferential parking is not an environmental effect. Inadequate parking is generally a social and not an environmental impact Under CEQA. See Appendix G, State CEQA Guidelines, Environmental Checklist Form, Section XVI and related December 2009 Final Statement of Reasons, which explicitly removed assessment of the parking impact criteria:

http://ceres.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf

The Staff in the City's Department of Transportation, Parking Permit Division, has conducted an analysis and investigation of this boundary amendment for this existing permit parking district and has concluded that under the State CEQA guidelines the changes are subject to a Class I Categorical Exemption under § 15301 of the State CEQA Guidelines because changes in parking restrictions for this district are operational and will not expand the existing use of the streets or change parking demand. Further, displacement of other vehicles is expected to be minimal.

The LADOT staff also determined that the exceptions to the categorical exemption for cumulative impact, significant effect, scenic highway, hazardous waste site or historical resource do not apply to this district. See 2002 City CEQA Guidelines, Article III, 1.a.3.

The initial report was made available for review at the Francis Howard Goldwyn Hollywood Regional Library, 1623 North Ivar Avenue, Hollywood, CA 90028, (323) 856-8260. The review period ceased at 5 PM on May 25, 2011.

CONCLUSION

The results of the parking studies indicate that the expansion of a Preferential Parking District for this residential area is justified. Based on the surveys conducted by the Department of Transportation, on street parking in this residential area has been adversely impacted by non-resident parking within this proposed district. The purpose for the expansion of this district is to limit intrusion of non-residential and commuter parking and to enhance the quality of life within the residential neighborhood. District residents who choose to purchase permits will be exempted from the preferential parking restrictions. The use of permits will give residents a better opportunity to park near their homes. The indirect benefits to the residential neighborhood will be the preservation of normal uses of residential properties, and in some cases the additional parking restrictions may help reduce noise and litter.

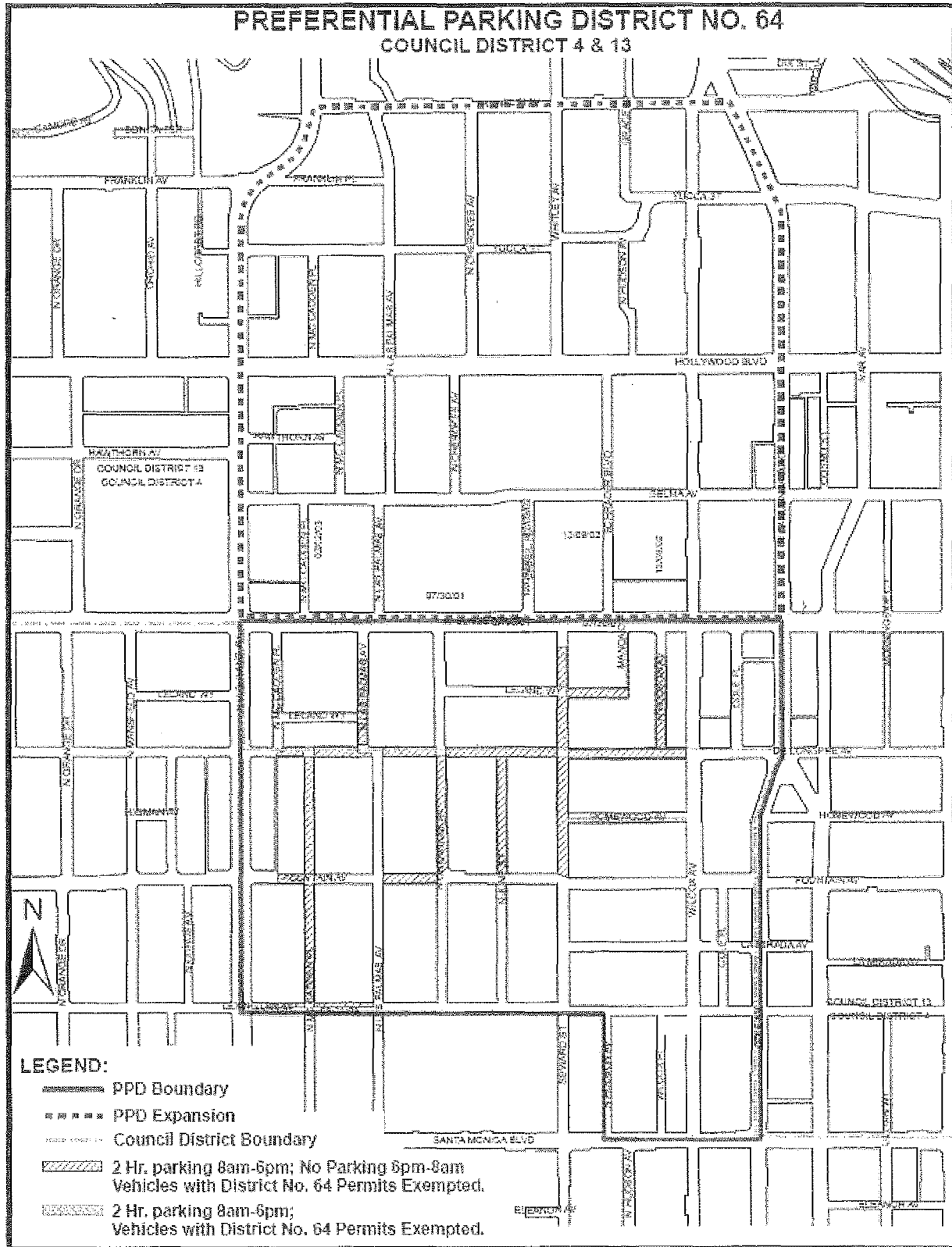
Therefore, based upon data obtained from the studies conducted by the Department and the review of the comments made at the public hearing, it is the recommendation of this Department that Preferential Parking District 64, be expanded and that the added boundaries of the District should be the residential area, bounded by the east side of Highland Avenue between Sunset Boulevard and Franklin Avenue. South side of Franklin Avenue between Highland Avenue and Cahuenga Boulevard, West side of Cahuenga Boulevard between Franklin Avenue and Sunset Boulevard, and both sides of Sunset Boulevard between Cahuenga Boulevard and Highland Avenue.

The expansion of this Preferential Parking District is in compliance with the provisions of Section 80.58 of the Los Angeles Municipal Code, and with the Council-approved Rules and Procedures for Preferential Parking Districts. The residents are being adversely affected by nonresident on-street parking demand and are therefore entitled to relief from conditions associated with this problem. The following parking restriction will best serve the needs of the residents and the businesses in this proposed preferential parking district:

**“NO PARKING 6 PM TO 8 AM NIGHTLY; 2-HOUR PARKING 8 AM TO 6PM,
DAILY; VEHICLES WITH DISTRICT NO. 64 EXEMPT ”**

When posted on the residential streets these restrictions will keep employees of several businesses, valet cars and non-residential vehicles from parking all day or from parking during the evening hours, depending on the restriction preferred by the residents of each block. It should be noted that if the City Council approves the proposed expansion of Preferential Parking District No. 64, it will be necessary for residents to submit petitions to the Department informing the Department of the Preferential Parking restriction that they wish posted on their block. Only those blocks that submit the required petitions, requesting specific parking restrictions that have been approved by City Council, can be posted with Preferential Parking restrictions. Residents must sign the petitions, with at least a two-thirds majority of the residential dwelling units covering fifty percent or more of the residential frontage within the block requesting the restriction.

APPENDIX A PROPOSED BOUNDARIES



**APPENDIX B
COMMENTS DURING THE PUBLIC HEARING FOR THE PROPOSED EXPANSION
OF PREFERENTIAL PARKING DISTRICT NO. 64
CENTRAL HOLLYWOOD AREA OF LOS ANGELES
ON APRIL 27, 2011, AT THE SELMA ELEMENTARY AUDITORIUM**

- Neutral Merge 99 & 64. Look North of Hollywood
- Yes Money can't pay for lot - reuse bldg.
- Yes Revenue to city - stop abandoned cars
- Yes Blocked driveways
- Yes Parking strategy - free pkg leads to single pkg. Less pollution opt out by not getting gigs.
- Yes Environmental concerns, quality of life, searching for spots improving.
- No Consider a different district zone. Selma has 12 loading zones – convert them to meters
- Yes Apt. on Franklin Pl. Cleaners gone - loading zone. Hollywood/Highland Shuttle.
- Yes Hollywood/Highland impacting residents. Annex to 99 instead.
- Yes Favors a district but not an expansion – split it with a new district at Hollywood
- Yes Spent 5yrs struggling with parking. Re-zone.
- LEFT
- LEFT
- Yes Do it!
- LEFT
- LEFT
- LEFT
- LEFT
- Yes We need this & condolences to Michelle
- Yes Expanding 64 should be done. Now re-zone north of Franklin

LEFT

- Yes Asking about meters & loading zones. Parking in Hollywood problem on Cherokee & Yucca. Parking lot is \$120/month. Parking more expediant by extending 64.
- No 33 yrs. Nice bldg on Yucca. Parks are vacant – will be difficult to get a space (even w/ permit). Paying "Rent" to park on street - City is strapped for cash. Favors a district - but the need their own. Existing 64 is already a district & has different needs, commercial properties can forge stickers. District will still have club & bar fight, it doesn't end.
- Yes/No
- Yes 30-40 minutes looking for parking. Walk 4-blocks to park.
- Yes Do something for us - help us out!

APPENDIX D



RECEIVED
MAY 24 2011
PREFERENTIAL PARKING SECTION

**PETITION IN OPPOSITION TO THE
EXPANSION OF
PREFERENTIAL PARKING
DISTRICT 64**

We, the undersigned, who reside in the current Preferential Parking District 64 hereby, petition the Department of Transportation NOT to expand Preferential Parking District.

This petition circulated by: Rodney D. Bródís

NAME & SIGNATURE	ADDRESS	APT.#	DAYTIME PHONE NO. WITH AREA CODE
Print: <u>RODNEY D. BRÓDIS</u> Sign: <u>[Signature]</u>	1439 N. HUDSON AVE	6	323 962 2900 *
Print: <u>VERALD Z. GRAY</u> Sign: <u>[Signature]</u>	1441 3/4 N. HUDSON		323 962 6700
Print: <u>BILL SMEDDEN</u> Sign: <u>[Signature]</u>	1439 N. HUDSON AVE.	3	323-229-8004
Print: <u>BRUCE LASSEN</u> Sign: <u>[Signature]</u>	1439 N. HUDSON AVE	2	(323) 307-0073
Print: <u>ANITA HAEGELE</u> Sign: <u>[Signature]</u>	1439 N. Hudson	1	323-4699927
Print: <u>WILVA JENKINS</u> Sign: <u>[Signature]</u>	1425 n. hudson		832-692-4228
Print: <u>VINNY QUINLAN</u> Sign: <u>[Signature]</u>	425 N. HUDSON		818-200-2560
Print: <u>[Signature]</u> Sign: <u>[Signature]</u>	1421 HUDSON	7	(323) 269-7629
Print: <u>ROBERT TAYLOR</u> Sign: <u>[Signature]</u>	1415 N. HUDSON AVE	L	(213) 279-3802

This petition form was NOT provided by the Department of Transportation. For information on the Preferential Parking Program, please call our office at (213) 473-8260

APPENDIX E

04/18/2007 09:42 FAX 213 391 3386

LAC DNH

@001

04/18/2007 WED 10:09 FAX 323 78 1296 GLASSBELL PR, FIELD OFFICE

001/001



ERIC GARCETTI
COUNCILMEMBER
PRESIDENT, LOS ANGELES CITY COUNCIL

Assigned to RHC on 4/19/07
RECEIVED
APR 18 2007
BY: PREFERENTIAL PARKING SECTION

April 18, 2007

Ms. Gloria J. Jeff
General Manager
Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

Dear Ms. Jeff:

RE: REQUEST FOR PREFERENTIAL PARKING DISTRICT

By this letter, I am requesting the Department of Transportation to begin the process of studying the potential of a Preferential Parking District. The boundaries are Las Palmas Avenue between Sunset Blvd. & Selma Ave., Selma Avenue from Las Palmas Ave. to McCadden Ave., and Selma Avenue from McCadden Ave. to Highland Ave., and McCadden Avenue between Sunset Blvd. to Selma Ave. The coordinator of this community effort is Kevin Atteberry, a resident of the area.

The Neighborhood Council has agreed to the expansion of parking district 64. If you have any questions, please contact Joseph Bernardo of my staff at (323) 957-4500.

Thank you for your prompt attention to this matter.

Sincerely,

ERIC GARCETTI
Council Member, 13th District

C Brian Gallagher, LADOT East Valley Operations Division, Stop 723

**PREFERENTIAL PARKING DISTRICT
LETTER OF INTEREST FORM**

Please complete this form and submit as an attachment to a formal letter of support from the Neighborhood Council, Homeowners' Association, or your councilmember for which a Preferential Parking District (PPD) is desired. The proposed PPD must consist of at least 6 street segments. Mail the completed form and letter of support to:

Department of Transportation
On Street Parking Programs Section
P.O. Box 514507
Los Angeles, CA 90051-2507

COUNCIL DISTRICT:	Tom LeBong's District 4
APPLICANT (i.e., CONTACT) NAME:	(Please print) Arlene Flores - Nick Todaro
MAILING ADDRESS:	6650 FRANKLIN AVE APT. 204 HOLLYWOOD, CA. 90028
DAYTIME PHONE:	323) 961-6012 OR (323) 469-9582 <small>Montecito Apt.</small>
ORGANIZATION supporting the request for a Preferential Parking District:	Montecito Apartments (110 residential units) Las Palmas Senior Citizen Center 1820 Las Palmas
HOW MANY households does this organization represent?	110 APTS.
WHA T parking problems are you having that necessitate a Preferential Parking District?	People park + walk to the many establishments all around + on Hollywood Blvd. + Hollywood Blvd. Come back after 2 AM, big crowds talking loud. They park their cars on Franklin
WHA T is the cause of the problem? <small>also cause building close parking space although spaces</small>	The build-up of Hollywood Highland Complex and the addition of 615 or so more businesses places stores, restaurants, nightclubs, markets etc. Hollywood Blvd
WHA T is the problem? Specify at least six street segments (a street segment consists of both sides of a street from one intersecting street to the next intersecting street):	1. LAS PALMAS 2. CHEROKEE 3. WHITLEY HEIGHTS 4. WHITLEY AVE 5. HIGHLAND 6. GRACE <small>(For more than 6 street segments, provide a map)</small>

I understand that the residents of a Preferential Parking District will be required to purchase Preferential Parking permits (to offset the administrative costs of this program).

Arlene Flores
(Signature)

November 3, 2009
(Date)

TO Tina
4/28/04

Please fill out and return to:
Preferential Parking
411 N. Vermont Ave 2nd Floor
Los Angeles, California 90004

RECEIVED
APR 28 2004
BY: PREFERENTIAL PARKING
SECTION

Council District 4, 13
PP District No. (If applicable) _____

I, Brian Dyer, hereby request a petition of a preferential parking district. I understand that residents in the District reimburse the City for the administrative costs associated with the District by purchasing annual permits, visitor permits, and quest permits.

I am making this request on behalf of the Hollywood Hills West Neighborhood Council.

Hollywood Hills West Neighborhood Council represents approximately 750 households whose common interest pertains to Home Owners, Tenants, Landlords and Business Owners.

Hollywood Hills West Neighborhood Council's mailing address is:

7095 Hollywood Blvd. #1004
Hollywood, CA 90028

Hollywood Hills West Neighborhood Council's daytime telephone number is:

323-969-1314.

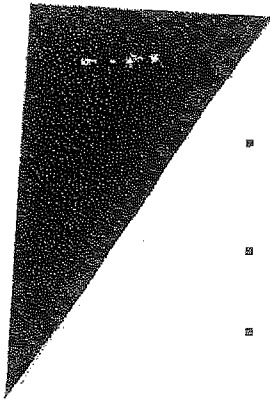
I am requesting the petition for a preferential parking district because the residential area is having the following problems:

- * Businesses in the area are using residential parking for their employee use .
- * Residents have difficulty finding parking during all hours of the day and night.

These conditions are caused by:

- * The erosion of existing parking by new or extended red zones being established
- * The Hollywood and Highland development increasing traffic into the area, and people using street parking instead of paid parking
- * The recent development of nightclubs in or alongside the Yucca corridor traveling south on Cahuenga from Franklin to Sunset Boulevard, and Hollywood Boulevard from Cahuenga to Highland, bringing traffic into the area and patrons using existing residential parking instead of paid parking
- * The change of parking spaces into passenger loading zones for said nightclubs

March 13, 2012



- The hosting of theatrical and award events at Hollywood and Highland necessitating the removal of parking on Franklin and nearby streets to facilitate traffic along with the closure of Hollywood Boulevard
- Filming along Hollywood Boulevard necessitating the removal of parking on Franklin and nearby streets to facilitate traffic
- Events hosted on Hollywood Boulevard, such as the Halloween festival, Santa Clause Lane parade, and Luna festival, which bring increased traffic and demand for parking, while at the same time removing parking along the Boulevard for the festival
- The summer event season which concentrates programs at the Hollywood Bowl, John Anson Ford, Kodak Theatre, Pantages and Henry Ford bringing increased traffic and demand for non-pay parking

The continued development of Hollywood Boulevard with night clubs and restaurants and the expected construction of the Hollywood and Vine project by the Legacy group will also compound the problem which is currently growing.

The area impacted by vehicles from outside the community is located South of Franklin Avenue and North of Hollywood Boulevard between Cahuenga and Highland.

Signed *[Signature]* Date 4/20/04

RECEIVED
APR 28 2004
BY: PREVENTENTIAL PARKING
SECTION

Felix Valde,

4-21-11

RECEIVED

APR 27 2011

PREPARED BY

Yes, this area needs Permit parking for Residents. There is not ^{enough} parking for people who live here.

yes on PPD 64

Thank you,

Erik Kloiber



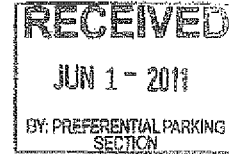
1800 Grace Ave
#26

LA CA 90028

Luke Rooney
1817 Ivar Ave., Apt. 207
Los Angeles, CA 90028
rooneyL@usa.net
310-428-5853

May 25, 2011

PPD 64 exp Comments c/o Felix Valde
Department of Transportation
555 Ramirez St, Space 315
Los Angeles, CA 90012



Dear Mr. Valde,

I strongly oppose the expansion of PPD 64 unless it includes the 1800 block of Ivar. Currently it does not include this block, which will make parking a nightmare for the residents here.

I have written to ask several times, and once asked you in person: What can we do to make sure that the 1800 block of Ivar Ave is included in the expansion of Preferential Parking District 64? No answer has been forthcoming.

But this residential block is continuous with the neighborhood included in the proposed 64, and is not naturally a part of any other neighborhood. My very real concern is that the expansion of 64 if it excludes Ivar will ratchet already tight competition for parking on my street to unbearable levels.

I am doubly disturbed because, since meeting you, I have received a letter from the Department of City Planning Environmental Review Unit, which proposes the construction of huge skyscrapers around the Capitol Records building. These new buildings, on the 1700 block of Ivar and on Vine, are sure to exacerbate the traffic and parking disaster on the 1800 block. A bad situation will become unbearable.

So all I'm asking for from you is fairness: Let's attach the 1800 block of Ivar to PPD 64. Simple enough, and it will give the residents here a fighting chance when they get home from work (especially on Friday night). I can get you whatever signatures you need. Just advise me what you need me to do.

Lastly, I want to register a complaint: I learned about the proposed expansion only by blind chance when I spotted a flyer on the ground three blocks from my apartment. Please: the city should take better steps than this to inform its citizens of civic developments that are going to affect their day-to-day lives.

Thank you,

Luke Rooney

March 13, 2012

May 25, 2011

PPD 64 EXP
Mr. Felix Valde
Department of Transportation
444 Ramirez Street Space 315
LA. CA. 90012

Dear Mr. Valde,

I am a third generation owner of the property at 1425 and 1427 N. Hudson Avenue and 6511 and 6512 Leland Way, Hollywood CA. 90028.

Please help us to protect the rentability and stability of our neighborhood.

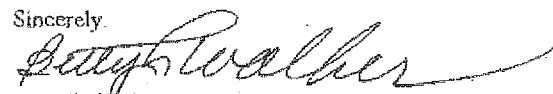
Our area includes so many old apartment complexes and properties with multiple dwellings with very limited parking spaces. Most of the residents and tenants have two and three vehicles.

In the evaluation and determination of this Expansion Proposal, please consider what is truly fair to the people involved. Please do not grant something to one group that so negatively impacts and jeopardizes another neighborhood, which is primarily residential.

I do oppose the expansion of PPD 64 and think that the establishment of a new District or combination with PPD 99 would be a better alternative with less negative impact.

Thank you for your thoughtful consideration of this matter.

Sincerely,



Betty L. Walker
PO Box 1450
Studio City, CA 91613

RECEIVED
MAY 26 2011
PREFERENTIAL PACE
SECTION

RECEIVED
MAY 13 2011
CONFIDENTIAL
SECTION

Both my wife and I were unable to attend the April 27th hearing concerning the expansion of residential parking. We are both strongly in favor of this expansion and would like our names added to the petition.

Thank you,
Michael Watson
Erin Watson

RECEIVED
MAY 13 2011
CONFIDENTIAL
SECTION

The Neighborhood, Hollywood, California

APPENDIX F PUBLIC MEETING AGENDA

AGENDA FOR PUBLIC HEARING EXPANSION OF PREFERENTIAL PARKING DISTRICT NO. 64 IN THE CENTRAL HOLLYWOOD AREA OF LOS ANGELES

LOCATION: Selma Elementary School, Multi-Purpose Room
6611 Selma Avenue
Los Angeles, CA 90028

DATE & TIME: 7 PM TO 9 PM, April 27th, 2011

1. **INTRODUCTION AND DISCUSSION OF HEARING RULES AND PROCEDURES** (7:00 – 7:10)
Hearing Officer – Kartik Patel, Transportation Engineer, DOT, East Valley District Office
2. **PRELIMINARY REPORT ON THE EXPANSION OF PREFERENTIAL PARKING DISTRICT NO. 64** (7:10 – 7:20)
Felix Valde - Management Analyst II, DOT Office of Parking Management and Regulations, Parking Permits Division
3. **QUESTIONS AND ANSWERS** (7:20 – 7:50)
This time will be used only for question about the proposed Preferential Parking District or the Preferential Parking District policies. Save comments and arguments for/against this proposal for the "Public Comment Period" that follows.
4. **PUBLIC COMMENT PERIOD** (7:50 – 8:50)
Those who wish to speak must fill out a BLUE CARD as soon as possible, and place them on **THE TABLE AT THE FRONT OF THE ROOM**. Speakers will be invited to speak in the order that their blue cards are received. Try to limit comments to material or issues that have not already been covered, allowing as many people as possible to present their opinions and ideas. There is a time limit of 2 minutes per comment person.
5. **HEARING ADJOURNS AT 9:00 PM**

Opinion cards (YELLOW CARD) must be returned to a department of Transportation Staff member by the end of the meeting. Written comments may also be submitted to the Department of Transportation within 30 days of this hearing. Address written comments by May 27, 2011 to:

PPD 64 exp Comments c/o Felix Valde
Department of Transportation
555 Ramirez Street, Space 315
Los Angeles, CA 90012-2962

Written comments may also be e-mailed to LADOT.PrefParking@lacity.org

OTHER USEFUL TELEPHONE NUMBERS:

PREFERENTIAL PARKING SECTION	(213) 473-8260
PARKING ENFORCEMENT, HOLLYWOOD AREA	(323) 913-4460
PARKING ENFORCEMENT, RADIO DISPATCH ROOM	(213) 485-4184
LADOT, HOLLYWOOD-WILSHIRE DISTRICT OFFICE	(323) 957-6843
COUNCIL MEMBER TOM LABONGE 4 TH COUNCIL DISTRICT	(323) 957-6415
COUNCIL MEMBER ERIC GARCETTI 13 TH COUNCIL DISTRICT	(323) 957-4500

**APPENDIX G
PUBLIC NOTIFICATION**

NOTICE OF PUBLIC HEARING

EXPANSION OF PREFERENTIAL PARKING DISTRICT NO. 64

The City of Los Angeles Department of Transportation will be conducting a Public Hearing for the purpose of answering questions and accepting comments on the preliminary findings and recommendations of the Department regarding the expansion of Preferential Parking District No. 64 in the Central Hollywood area of Los Angeles. The Department has established the "Maximum Allowable Boundaries" of the proposed expansion of the Preferential Parking District No. 64 to be the residential street segments at the east side of Highland Avenue between Sunset Boulevard and Franklin Avenue, South side of Franklin Avenue between Highland Avenue and Cahuenga Boulevard, West side of Cahuenga Boulevard between Franklin Avenue and Sunset Boulevard, and both sides of Sunset Boulevard between Cahuenga Boulevard and Highland Avenue, in the City of Los Angeles. (see map below).

Since the residents of at least 4 segments within the above-mentioned area have submitted petitions for the expansion of Preferential Parking District No. 64, the Department will accept input from the residents and non-residents in the area to determine whether the proposed maximum-allowable boundaries are acceptable or need to be reduced, and to get a general idea of the level of community support for this proposal. The parking restrictions for the expanded area will remain the same as within the existing District No. 64.

Upon Council adoption of the expansion of Preferential Parking District No. 64, residents of the expanded area will be able to purchase up to three Annual Permits for \$34.00 per vehicle per year. Visitor Permits are also available for \$22.50 each, renewable every four months, with a maximum of two per household. An unlimited number of one-day Guest Permits are also available to residents for \$2.50 each per day. Although any residents of the District are eligible to purchase permits, Preferential Parking restrictions will only be posted on those blocks where the residents have submitted petitions requesting the signs, and where the signatures represent at least 67 percent of the residences. Permits are NOT required to park on street segments within the District that are not posted with "District No. 64 Permit Exempt" Preferential Parking restrictions. Vehicles with Disabled Persons license plates/placards are exempt, and do not require permits. For further information, call the Parking Permits Division of the Department of Transportation at (213) 473-8260.

Time/Place of Public Hearing:

**7:00 PM to 9:00 PM,
Wednesday, April 27, 2011
Selma Elementary School
Multi-Purpose Room
6611 Selma Avenue
Los Angeles, CA 90028**

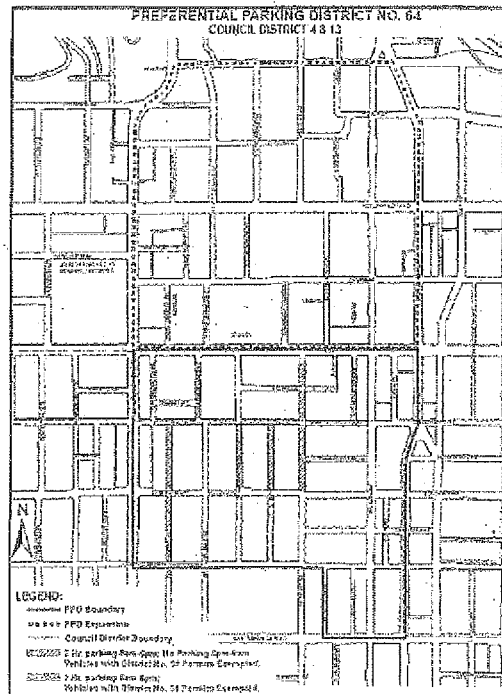
Written comments will also be accepted on this matter, in case you cannot attend the hearing.

Written comments must be received by:

May 27, 2011

Address written comments to:

PPD 64 exp Comments c/o Felix Valde
Department of Transportation
555 Ramirez Street, Space 315
Los Angeles, CA 90012
Fax: (213) 473-8271
Email: LADOT.PrefParking@lacity.org



(When required)
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 ~ SINCE 1888 ~
 915 E FIRST ST, LOS ANGELES, CA 90012
 Mailing Address: P.O. Box 64026, Los Angeles, California 90054-0026
 Telephone (213) 229-5300 / Fax (213) 229-5481

This space for the stamp only
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 2011 APR 13 AM 9:26
 CITY CLERK
 BY _____ DEPUTY

Julia Amanti
 CITY OF LA, CITY CLERK, ADMIN SER
 200 N SPRING ST ROOM 395
 LOS ANGELES, CA - 90012

DJ#: 2078921

**NOTICE OF PUBLIC HEARING
 FOR EXPANSION OF PREFERENTIAL
 PARKING DISTRICT NO. 64.**
 The City of Los Angeles, Department of Transportation will be conducting a Public Hearing for the purpose of answering questions and accepting comments on the preliminary findings and recommendations of the Department regarding the expansion of Preferential Parking District No. 64 in the Central Hollywood area of Los Angeles. The street segments proposed to be within the corridors of Preferential Parking District No. 64 are to be the residential street segments of the east side of Highland Avenue between Sunset Boulevards and Franklin Avenue, south side of Franklin Avenue between Highland Avenue and Calvoza Boulevard, West side of Calvoza Boulevard between Franklin Avenue and Sunset Boulevard, and both sides of Sunset Boulevard between Calvoza Boulevard and Highland Avenue.
 Time/Place of Public Hearing 7:00 PM to 9:00 PM, Wednesday, April 27, 2011, Salina Elementary School, Multi Purpose Room, 8511 Salina Avenue, Los Angeles, CA 90028. Written comments will also be accepted on this matter in case you cannot attend the hearing.
 Written comments must be received by May 27, 2011. Address written comments to: PPD 64000 Comment c/o Felix Valle, Department of Transportation, 555 Ramirez Street, Space 315, Los Angeles, CA 90012. Fax (213) 473-8271. Email: LADOT_PrefParking@doty.org, 4/12/11 DJ-2078921#

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
 County of Los Angeles) ss

Notice Type: GPN - GOVERNMENT PUBLIC NOTICE

Ad Description: Expansion of Preferential Parking District No. 64

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the LOS ANGELES DAILY JOURNAL, a newspaper published in the English language in the city of LOS ANGELES, county of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 04/26/1954, Case No. 599,382. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

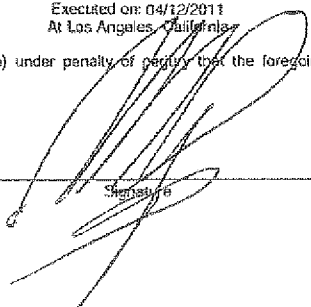
04/12/2011

ROUTE SLIP

TO Felix Valle
 FROM Julia
 DATE 4-14-11

Executed on: 04/12/2011
 At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.



Stop 735.04
 Space 315 DOT

FORM 502.2

