

RESOLUTION

ESTABLISHMENT OF TEMPORARY PREFERENTIAL PARKING DISTRICT NO. 157 B AND CONSOLIDATION AND CONVERSION OF PREFERENTIAL PARKING DISTRICTS NO. 157 AND NO. 157 B IN THE SHERMAN OAKS AREA OF LOS ANGELES AND SETTING NEW BOUNDARIES

WHEREAS, the Los Angeles City Council, by Ordinance No. 152,722, effective September 2, 1979, was revised by Ordinance No. 157,425, effective March 18, 1983 amended by Ordinance No. 161,414, effective July 26, 1986, and further revised by Ordinance No. 171,029, effective June 1, 1996, provided for the establishment and expansion of Preferential Parking Districts by Resolution of the Council in each case, under Section 80.58 of the Los Angeles Municipal Code (L.A.M.C.); and

WHEREAS, pursuant to LAMC Section 80.58.k, the Los Angeles Department of Transportation (LADOT) promulgated "Rules and Procedures for Preferential Parking Districts", was revised by Ordinance No. 177,845, effective September 30, 2006, the most recent amendment was by Ordinance No. 180059, adopted by the Council on August 30, 2008, which further updated the Permit fees; and

WHEREAS, pursuant to LAMC Section 80.58, the Council adopted a Resolution establishing Temporary Preferential Parking District (TPPD) No. 157 on August 3, 2012; and

WHEREAS, the LADOT has determined that residents within the area of east side Coldwater Canyon Avenue between Addison Street and Riverside Drive; the south side of Addison Street between Coldwater Canyon Boulevard and Alcove street; and La Maida Street between Coldwater Canyon Avenue and Alcove Avenue were unintentionally excluded from the formation of TPPD No. 157.

WHEREAS, the LADOT received a letter dated October 31, 2013, from Councilmember La Bonge's office in support of the expansion of this district within this neighborhood to address spillover parking from Whole Foods Grocery Store and other local businesses, which occurs daily and nightly resulting in the residents being unable to find parking within their own community.

WHEREAS, the LADOT has conducted several parking studies which indicate that four blocks in the proposed consolidation and conversion 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, July 30, 2014, at the Sherman Oaks / East Valley Adult Center, 5060 Van Nuys Boulevard, Sherman Oaks, California, 91423, which was attended by interested residents and business people from the area, and the Public Hearing Report, completed on September 10, 2014, details the events of said hearing; and

NOW THEREFORE BE IT RESOLVED, that TPPD No. 157b be established to include the residential area generally listed as follows:

- South side of Addison Street between Coldwater Canyon and Alcove Avenue
- La Maida Street between Coldwater Canyon Avenue and Alcove Avenue
- East side of Coldwater Canyon Avenue between Riverside Drive and Addison Street (2 block segment)

BE IT FURTHER RESOLVED, that upon approval of the establishment, that TPPD No. 157 & TPPD 157b be consolidated into TPPD 157 and that the consolidated District be converted into PPD 157 which pursuant

to Section B.13 of the "Rules and Procedures of Preferential parking Districts," to include the residential area generally listed as follows:

- South side of Addison Street between Coldwater Canyon and Alcove Avenue
- Alcove Avenue between La Maida Street and the northerly end of Alcove Avenue
- La Maida Street between Coldwater Canyon Avenue and Riverside Drive
- Bluebell Avenue between La Maida Street and northerly end of Bluebell Avenue
- East side of Coldwater Canyon Avenue and Riverside Drive and Addison Street

BE IT FURTHER RESOLVED, that upon approval of PPD No. 157 through the adoption of this Resolution, the Department of Transportation be authorized to post, or remove, the following preferential parking restrictions on all blocks except the east side of Coldwater Canyon Boulevard within the District, without further actions by the City Council, upon receipt and verification of valid petition(s) or as provided for in the adopted "Rules and Procedures for Preferential Parking Districts".

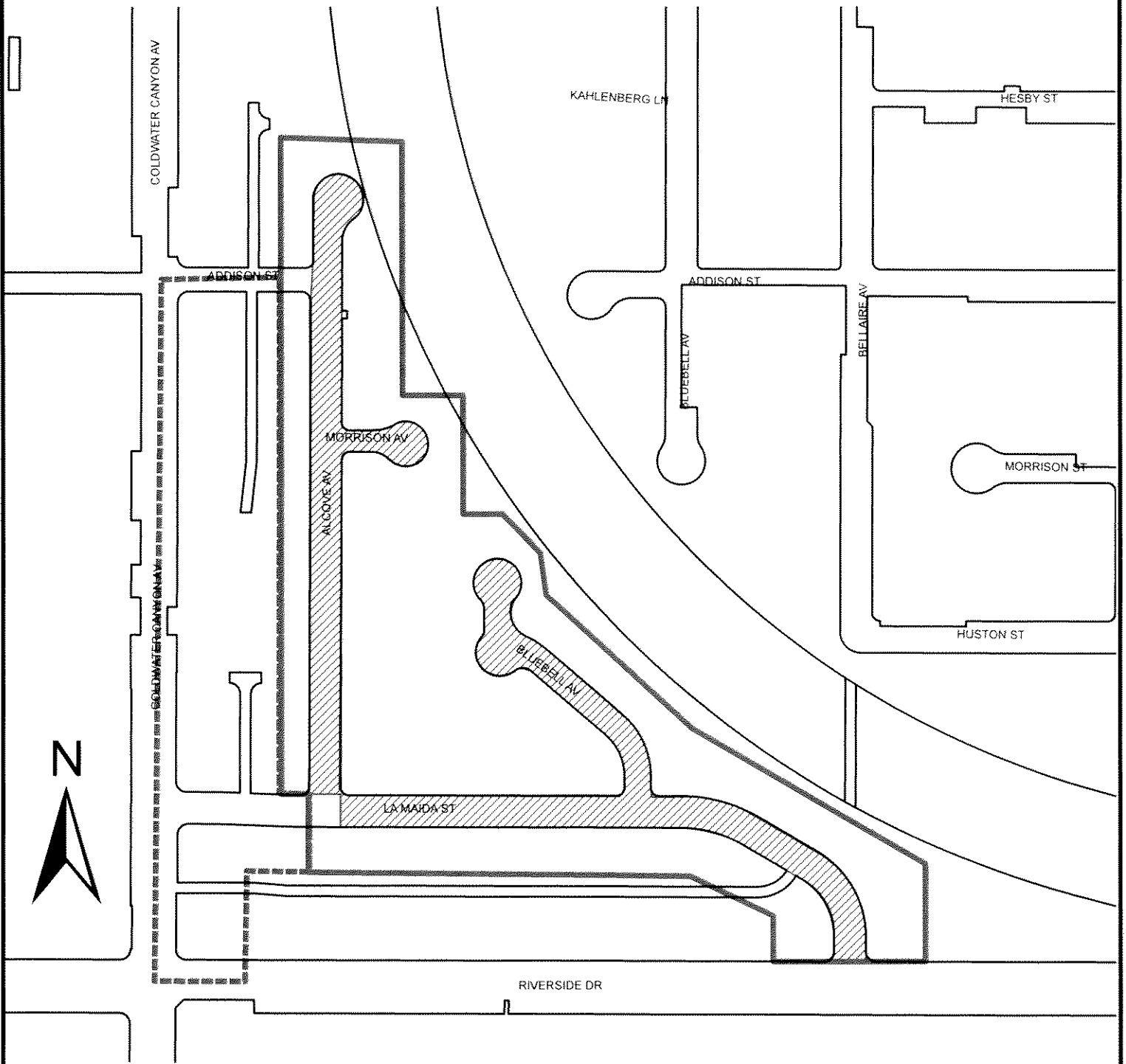
- "NO PARKING 6 PM TO 8 AM, 2 HOUR PARKING 8 AM to 6 PM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT."
- "NO PARKING 11 PM TO 8 AM, 2 HOUR PARKING 8 AM to 11 PM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT."
- "NO PARKING 6 PM TO 7 AM, 1 HOUR PARKING 7 AM to 6 PM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT."
- "2 HOUR PARKING 8 AM to 10 PM; VEHICLES WITH NO. 157 PERMITS EXEMPT."

BE IT FURTHER RESOLVED, that upon approval of the consolidation and conversion of PPD No. 157 through the adoption of this Resolution, signs with the restriction: "NO PARKING DAILY 11 PM TO 8 AM, 2 HOUR PARKING 8 AM to 11 PM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT" is the only restriction that may posted on the following residential portion (unless noted):

- East side of Coldwater Canyon between Addison Street and Riverside Drive (2 block segment)

PROPOSED PREFERENTIAL PARKING DISTRICT NO. 157 EXPANSION

COUNCIL DISTRICT 4



LEGEND:

- PPD Boundary
- Proposed PPD Expansion Boundary

- No Parking 6pm - 7am; 1 Hr. Parking 7am - 6pm; Vehicles W/Dist. #157 Permits Exempted
- No Parking 6pm - 8am; 2 Hr. Parking 8am - 6pm; Vehicles W/Dist. #157 Permits Exempted
- No Parking 11pm - 8am; 2 Hr. Parking 8am - 11pm; Vehicles W/Dist. #176 Permits Exempted
- 2 Hr. Parking 8am - 10pm Daily; Vehicles W/Dist. #176 Permits Exempted



CITY COUNCIL OF THE CITY OF LOS ANGELES

TOM LABONGE
COUNCILMEMBER 4TH DISTRICT

ROOM 480, CITY HALL
LOS ANGELES, CA 90012
(213) 485-3337
FAX (213) 624-7610

Michelle Cayton
Los Angeles Department of Transportation
Parking Permits Division
555 Ramirez Street, Space 315
Los Angeles, CA 90012


Dear Ms. Cayton:

As the representative for the people of the Fourth District, one of my top priorities is to make our neighborhoods safe and pleasant places to live.

The area to the west of Coldwater Canyon Avenue and to the north of Riverside Drive has become overwhelmed with parked cars, illegally dumped cars, and potentially criminal activity over the last year and a half.

Partly as a result of an adjacent temporary preferential parking district, and primarily as a result of nearby commercial and multi-family residential uses, the neighborhood that can best be defined as proposed preferential parking district 176 is the best solution we have to a challenging problem.

I ask that LADOT expeditiously create Preferential Parking District 176 adjacent to and separate from the existing Preferential Parking District 157.

Sincerely,


TOM LABONGE
COUNCILMEMBER, FOURTH DISTRICT



**CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION**

Date: September 10, 2014

To: Seleta J. Reynolds, General Manager
Department of Transportation

From: Ray Lau, Transportation Engineer
Metro Construction Division

Subject: Recommendation of Hearing Officer on the Proposed Expansion and Conversion of Preferential Parking District No. 157 within the Sherman Oaks Area, to include a subset of specific residential street segments within an area bounded by the South side of Addison Street between Coldwater Canyon Avenue and Alcove Avenue, East side of Coldwater Canyon Avenue between Addison Street to Riverside Drive, and La Maida Street between Coldwater Canyon Avenue to Alcove Avenue

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REQUEST AND RECOMMENDATION

Request: Establishment and Conversion of Preferential Parking District No. 157 in the residential area generally bounded East side of Coldwater Canyon Avenue, South side of Addison Street, La Maida Street and Riverside Drive. (Appendix A)

Hearing Officer's Recommendation:

Designate: Residential portions to include area bounded in a clockwise fashion by the following: East side of Coldwater Canyon Avenue, South side of Addison Street, La Maida Street and Riverside Drive as the new boundaries for expanding and converting Preferential Parking District No. 157.

Approve: The posting of "1 HOUR PARKING 7 AM – 6 PM; NO PARKING DAILY 6 PM – 7 AM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT"; "2 HOUR PARKING 8 AM to 6 PM, NO PARKING DAILY 6 PM to 8 AM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT"; 2 HOUR PARKING 8 AM – 11:00 PM; NO PARKING DAILY 11 PM – 8 AM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT"; 2 HOUR

PARKING DAILY 8 AM – 10 PM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT”.

To protect the access to Whole Foods Grocery Store as well as surrounding local businesses it is requested that 2 hour parking be enforced.

It is requested that “2 HOUR PARKING 8 AM to 11 PM, NO PARKING DAILY 11 PM TO 8 AM be posted on the following streets:

- East side Coldwater Canyon Avenue between Riverside Drive and Addison Street

SUMMARY OF PUBLIC HEARING

The Public Hearing concerning the expansion and conversion of Preferential Parking District No. 157 (PPD No. 157) for the Sherman Oaks Area of Council District No. 4 was conducted from 6:00 p.m. – 8:30 p.m. on Wednesday, July 30, 2014, at the Sherman Oaks / East Valley Adult Center, 5060 Van Nuys Boulevard, Sherman Oaks, CA 91423. As persons entered, they were given an agenda for the meeting, a copy of the Preliminary Report including an information packet about the preferential parking program, a card to indicate a desire to speak at the meeting, and an opinion card to vote for or against the expansion of the District currently assigned.

The hearing opened with an introduction from Michelle Cayton, Management Analyst II for the Department of Transportation. As Hearing Officer, I, Ray Lau, Meter Planning & Maintenance Transportation Engineer, followed the introduction with explanation of the rules and procedures for the hearing. Next, Tommy Newman introduced the Department staff. Tamara Martin and Felix Valde, Management Analyst II for the Parking Permits Division, discussed the enabling ordinance, the traffic surveys that qualified the proposed expansion and conversion of Preferential Parking District No. 157, the procedures for the expansion and conversion of the Preferential Parking District, the fee structure for permit issuance, study procedures and related matters.

Approximately 16 persons attended the hearing. Michelle Cayton, Felix Valde and Tamara Martin, answered general questions about the Preferential Parking Program, and specific questions about the proposed expansion of PPD No. 157.

Then the floor was opened to comments from the public. This portion of the hearing was recorded and eight people submitted cards requesting to speak. Of these eight, five persons spoke in support of the preferential parking district; two persons spoke against the establishment of the district, and one person declined to speak or had left the hearing when their name was called.

At the end of the hearing, 15 cards were turned in indicating preference FOR or AGAINST expansion of the District and restrictions requested, if any. A total of 14 cards indicated that they supported the District, 1 card was submitted opposing the District.

During the 30-day public comment period following the public hearing, LADOT received nine letters and e-mails, from Los Angeles residents and business owners with comments concerning the expansion and conversion of PPD No. 157. One email was received after the public comment period ended. A total of seven of the correspondences were in support of the expansion and conversion of PPD No. 157 and one was against the proposed establishment and 1 letter wanted more information on the proposed expansion and conversion of the Preferential Parking District.

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. Under the City Council's Rules and Procedures for Preferential Parking Districts, the Department of Transportation may recommend preferential parking district's boundaries be established by the resolution that established the District:

- Upon receipt and verification of a petition signed by the residents of two-thirds of the dwelling units comprising not less than fifty percent of the developed frontage on a minimum of six blocks; and
- When it is determined that more than 75 percent of the legal on-street parking spaces on a minimum of two blocks are occupied by resident and non-resident vehicles; and
- More than 25 percent of the legal on-street parking spaces are occupied by non-resident motor vehicles on a minimum of four blocks within the proposed district; and
- After conducting a public hearing for the purpose of receiving comments on the preliminary findings and recommendations of the Department.

Residents of the area designated as a Preferential Parking District may purchase special parking permits for use by the legal residents and their guests. Vehicles bearing such permits are exempted 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, traffic safety, or street cleaning purposes.

Residents of the following nine blocks submitted qualifying petitions to the Department of Transportation requesting the expansion and conversion of the boundaries of PPD No. 157:

1. Alcove Avenue between Addison Street and Dead End
2. Alcove Avenue between Addison Street and Morrison Street
3. Alcove Avenue between Morrison Street and La Maida Street
4. Bluebell Avenue between La Maida Street and Dead End

5. East side of Coldwater Canyon Avenue between Addison Avenue and La Maida Street
6. La Maida Street between Alcove Avenue and Bluebell Avenue
7. La Maida Street between Bluebell Avenue and Riverside Drive
8. La Maida Street between Coldwater Canyon Avenue and Alcove Avenue
9. Morrison Street between Alcove Avenue and Dead End

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 six blocks of the residential neighborhood. A block is defined as a street segment between two street intersections, or between an intersection and a dead end, or where the hundred block” of the house numbers changes for long street segments.

Several parking studies were conducted with the results of the studies showing that the 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 what 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. The first study was conducted on Thursday, October 08, 2009, between the hours of 10:00 am to 1:30 pm. The second parking study was conducted on Thursday, April 11, 2013, between the hours of 9 AM TO 11 AM. The final parking study was conducted on Wednesday, April 24, 2013, between the hours of 6:00 PM to 11:00 PM. To satisfy the criteria of the parking study, at least four blocks should 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 in at least four blocks. 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. The license plate surveys were conducted during a weekday based on input from the applicant when the parking problem in the neighborhood was most severe, as well as the hours that preferential parking restrictions were requested on the submitted petitions.

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 six blocks of the petitioned area were considered “resident” vehicles. Vehicles registered more than six blocks away from the petitioned core area, and outside of the existing boundaries of Proposed Expansion and Conversion of PPD No. 157 were considered as “non-resident” vehicles. On the map showing the “maximum allowable boundaries” of the proposed Expansion and Conversion PPD No. 157, vehicles registered to residents within four blocks of the boundaries were considered as “resident” vehicles.

The following six 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. South side of Addison Street between Coldwater Canyon Avenue and Alcove Avenue

2. East side of Coldwater Canyon Avenue between Addison Street and La Maida Street
3. East side of Coldwater Canyon Avenue between La Maida Street and Riverside Drive
4. La Maida Street between Coldwater Canyon Avenue and Alcove Avenue
5. La Maida Street between Alcove Avenue and Bluebell Avenue
6. La Maida Street between Bluebell Avenue and Riverside Drive

The results of the field check and the parking impact studies confirmed that the parking problems experienced by the petitioning residents occur during the weekday hours. Residents on blocks that lack sufficient off-street parking, find it very difficult to find parking for themselves and their guests.

The residents of the proposed district have petitioned in writing for the installation of the following preferential parking restrictions; which are the four parking restrictions that have been authorized for use in Proposed Expansion and Conversion of PPD No. 157:

- “2 HOUR PARKING 8 AM to 6 PM, NO PARKING DAILY 6 PM to 8 AM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT.”
- “2 HOUR PARKING 8 AM to 11 PM, NO PARKING DAILY 11 PM to 8 AM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT.”
- “1 HOUR PARKING 7 AM to 6 PM, NO PARKING DAILY 6 PM to 7 AM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT.”
- “2 HOUR PARKING 8 AM to 10 PM DAILY; VEHICLES WITH NO. 157 PERMITS EXEMPT.”

It should be noted that it has been City Council practice to not authorize resident-only parking on streets adjacent to commercial establishments due to short-term parking needs of the 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. Other existing parking restrictions approved and installed for safety, mobility needs, or street cleaning, will continue in these areas.

The Department received letters and testimony from the residents and business owners in the surrounding area expressing their support and opposition to establishment of preferential parking being instituted in this neighborhood. Persons who support preferential parking cite the following:

- Lack of sufficient parking in the area due to overcrowding.
- Parking taken away by mechanics that live in the area or operate in the commercial area who store vehicles on the street.
- Many businesses do not have sufficient parking and their employees and clients park in the residential neighborhood.
- Many apartment buildings lack off-street parking and residents have nowhere else to park.

Persons who are against the proposed Preferential Parking District cite the following:

- Preferential Parking Districts only create hostilities among neighbors
- Permits are too expensive, and as taxpayers we should not have to buy permits to park on a public street.
- The local businesses worry that their clients will not have anywhere to park and it will result in a decline in business.

ENVIRONMENTAL REVIEW

In compliance with the requirements of the California Environmental Quality Act, an initial study was prepared to assess the potential environmental impacts of this project. No significant impacts are anticipated and no mitigation measures are required. No comments concerning environmental matters have been received by LADOT.

CONCLUSION

The results for the parking studies as well as field investigations indicate that the establishment of a Preferential Parking District is warranted. 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.

Therefore, based on both the data obtained from the studies conducted by the Department and the review of the comments made at the public hearing and comments received during the 30 day comment period, it is the recommendation of this Department that the expansion and conversion of Parking District No. 157 be converted and that the new boundaries of the District should be the residential area, bounded in a clockwise fashion by the following:

- Addison Street between Coldwater Canyon and Alcove Avenue
- Alcove Avenue between La Maida Street and the northerly end of Alcove Avenue
- La Maida Street between Alcove Avenue and Riverside Drive
- Bluebell Avenue between La Maida Street and northerly end of Bluebell Avenue
- East side of Coldwater Canyon Avenue between Riverside Drive and Addison Street

(See Appendix "A")

Appendix "A" PROPOSED BOUNDARIES

