

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL MEMORANDUM

DATE: May 8, 2015

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

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

SUBJECT: **ESTABLISHMENT OF TEMPORARY PREFERENTIAL PARKING DISTRICT (TPPD) 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 (C.F. 12-1068)**

**SUMMARY**

This report recommends the establishment of TPPD 157b, consolidation of TPPD 157 and TPPD 157b into one District and conversion of TPPD No. 157 and No. 157b into PPD 157.

**RECOMMENDATION**

1. FIND that the establishment of TPPD No. 157b the consolidation of TPPD No. 157b into PPD 157 and conversion of PPD 157 into a Permanent PPD, 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 (Article III, Section 1.a.3) of the 2002 Los Angeles City CEQA Guidelines)
2. ADOPT the attached RESOLUTION establishing the boundaries of TPPD No. 157b 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 La Maida Street
  - East side of Coldwater Canyon Avenue between La Maida Street and Addison Street
3. ADOPT the attached RESOLUTION consolidating the boundaries of TPPD No. 157 and TPPD No. 157b into permanent PPD 157, pursuant to Section B.13 of the "Rules and Procedures for Preferential Parking Districts," to include the residential area generally listed as follows:
  - South side of Addison Street between Coldwater Canyon Avenue 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 between Riverside Drive and Addison Street
4. AUTHORIZE that the only restriction authorized for use on the east side of Coldwater Canyon Avenue between Riverside Drive and Addison Street is "2 HOUR PARKING 8 AM – 11 PM, NO

PARKING 11 PM TO 8 AM, VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT” and that posting of the restriction cannot take place until LADOT receives valid petitions.

5. AUTHORIZE the following restrictions for all other streets in PPD No. 157 upon receipt and approval of requisite petitions.
  - a. “NO PARKING 6 PM TO 8 AM, 2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT.”
  - b. “NO PARKING 11 PM TO 8 AM, 2 HOUR PARKING 8 AM TO 11 PM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT.”
  - c. “NO PARKING 6 PM TO 7 AM, 1 HOUR PARKING 7 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 157 PERMITS EXEMPT.”
  - d. “2 HOUR PARKING 8 AM TO 10 PM; VEHICLES WITH NO. 157 PERMITS EXEMPT.”
6. 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 boundaries of Preferential Parking District No. 157, as specified in Section 80.58 of the LAMC.
7. DIRECT the LADOT, upon Council adoption of the Resolution establishing, consolidating, and converting the District, to post, or remove, the authorized parking restrictions upon receipt and verification of the valid petitions without further actions by the City Council.

## DISCUSSION

The Preferential Parking Program is set forth in Section 80.58 of the LAMC. It provides for the establishment, conversion, and consolidation of a Preferential Parking District (PPD) by Resolution of the City Council, upon recommendation by the Department of Transportation, 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, expansion, or consolidation of a PPD is initiated by a request from a representative of the affected area neighborhood group or by the associated Councilmember. However, the area must meet the criteria set forth in the “Rules and Procedures for Preferential Parking Districts” (PPD Rules) adopted by the City Council.

Several parking studies were conducted with the results of the studies showing that the streets in the area were impacted by non-residents vehicles 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 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 four blocks of the petitioned area were considered "resident" vehicles. Vehicles registered more than four blocks away from the petitioned core area, and outside of the proposed boundaries of PPD No. 157 were considered as "non-residents" vehicles. On the map showing the "maximum allowable boundaries" for the proposed establishment, conversion and consolidation of PPD No. 157; vehicles registered to residents within two blocks of the boundaries were considered as "resident" vehicles.

## **BACKGROUND**

The LADOT received a letter from the Sherman Village Homeowners Association dated December 4, 2008, requesting establishment of a PPD. Based on that paperwork and support of the Councilmember for the area at that time TPPD 157 (C.F. 12-1068) was established on August 3, 2012

After Redistricting LADOT received communication from Councilmember Tom LaBonge's office requesting to expand TPPD No. 157 to administratively correct the boundary to include residents unintentionally excluded with the formation of the original District.

October 31, 2013, LADOT received the formal letter from Councilmember LaBonge's office received by LADOT on October 31, 2013, in support of the expansion within this neighborhood, to address spillover parking from the Whole Foods Grocery Store and other local businesses, which occurs daily and nightly and results in the residents being unable to find parking within their own community. No permanent or temporary solution is available other than preferential parking.

The conversion and consolidation of TPPD No.157 and TPPD No. 157b into PPD No. 157 into PPD No. 157, pursuant to 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 as the change is not anticipated to substantially change the current use of the streets

## **COORDINATION**

On October 31, 2013, the LADOT received a letter from Councilmember Tom LaBonge supporting the conversion and consolidation of a preferential parking district in the Sherman Oaks Area of Los Angeles (see attached letter). LADOT staff has worked with staff from the 4<sup>th</sup> Council District on this request, and have collaborated with them to determine what recommendations would be appropriate for this District. At the public hearing conducted on December 17, 2013, the vast majority of participants supported the conversion and consolidation of PPD No. 157 (see attached Hearing Officer's Report).

## **FISCAL IMPACT STATEMENT**

Revenue from the sale of permits will cover the cost of implementing and administering PPD No. 157. Should vehicles be found in violation of the posted restrictions citations issued may result in some increase to the General Fund.

## **CONCLUSION**

LADOT received several complaints that the original boundaries of TPPD No. 157 excluded a number of streets which ultimately left the residents with few or no parking options.

The previous Council District was in favor of establishing a TPPD although LADOT received enough petitions to support establishment of a Permanent District and all streets demonstrated substantial non-resident impact through passing a parking study. With redistricting LADOT received communication from Councilmember Tom LaBonge's office requesting that LADOT review the original circumstances for establishing Temporary PPD No. 157.

Based on field investigations, analysis of the public hearing, written submittals, and input from the residents, the LADOT has determined that on-street parking in this residential area is adversely affected by non-resident parkers. Therefore, the LADOT recommends that the Council establish the boundaries of TPPD No. 157b, consolidate TPPD No. 157b into TPPD No. 157, consolidate the Districts into a standard Preferential Parking District No. 157. The new boundaries of the District should be the residential area, bounded in a clockwise fashion by the following:

- Southside 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 between Riverside Drive and Addison Street

The conversion and consolidation of PPD No. 157 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.

SJR:DBA:mdc

Attachments:

- Resolution
- PPD Maps
- Request Letter Councilmember Tom LaBonge
- Hearing Officer's Report