

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

DATE: May 21, 2014

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

FROM:  Jon Kirk Mukri, General Manager  
Department of Transportation

SUBJECT: **AMENDMENT OF LOS ANGELES MUNICIPAL CODE TO  
ACCOMMODATE SPECIAL EVENTS (CF #13-1327)**

**SUMMARY**

This report recommends the adoption of a draft Ordinance that amends the Los Angeles Municipal Code (LAMC) Section 41.20 to authorize the Bureau of Street Services to issue an annual Special Event permit to a recurring Special Event, as defined in LAMC Section 41.20.1 (a)(9), as long as the Special Event occurs at a minimum of 12 times during the one-year permit period. In addition, this Ordinance amends LAMC Section 80.08.6 to authorize the use of temporary "Parking Permitted" regulations; amends Division L of Chapter VIII of the LAMC to add Section 80.58.2 to authorize the designation of certain streets in a Special Event permit for the exclusive parking privilege of motor vehicles participating in the Special Event; amends LAMC Section 80.76.2 to add newly created Section 80.58.2 as a civil penalty; and amends LAMC Section 89.60 to add newly created Section 80.58.2 to the schedule of parking penalties.

**RECOMMENDATIONS**

1. FIND that there are numerous Special Events that occur throughout the City of Los Angeles; where street closures are not necessary, but where the need exists to designate specific on-street parking spaces for vehicles participating in the Special Event or to provide temporary, alternate parking for those directly impacted by the additional parking demands generated by the Special Event.
2. FIND that the City of Los Angeles is currently losing out on potential meter revenue that is lost when parking spaces with parking meters are taken out of operation to the general public during Special Events; whether to accommodate the needs of the Special Event to keep the street clear of all parked vehicles, or to designate specific on-street parking spaces for vehicles associated with the Special Event.
3. FIND that there are certain Special Events that do not require street closures,

and for which Special Events permits are not currently issued; where vehicles arrive at the desired parking spaces hours before the event to reserve the parking space needed at the time of the event, thus eliminating potential on-street parking spaces for adjacent businesses and residents during the hours preceding the event.

4. FIND that the unrestricted parking of vehicles in the residentially developed neighborhoods adjacent to Dodger Stadium is causing traffic congestion, is resulting in a detriment to the public welfare from complaints associated with a significant increase in the number of parked vehicles during Dodger Stadium events including blocked driveways, excessive noise at night after the games, excessive litter and consumption of alcohol in vehicles, and is interfering with timely emergency vehicle access to and from the streets and residences in these neighborhoods for both Police and Fire Departments.
5. FIND that events at major sports and entertainment venues, including Dodger Stadium, are defined as a Special Event by LAMC Section 41.20.1, and that the policy for Special Events at these venues, is specified in LAMC Section 41.20.1.(c).
6. FIND that certain Special Events are of a recurring nature, and occur on a weekly basis throughout the year, or more, and that it would be more cost efficient to issue one annual permit for events that occur at a minimum of 12 times per one-year permit period.
7. FIND that the posting of temporary or permanent "Special Event, No Parking, Except by Permit" or "Tow Away, Special Event, No Parking, Except by Permit" signs would provide for the needed Special Event parking during the days and hours of the Special Events for vehicles with Special Events permits, and would make it unnecessary for vehicles associated with the events to park in those same spaces hours before the Special Event, thus creating a more efficient use of the available curb space for parking.
8. FIND that there may be streets or locations where authorized signs are in place giving notice that stopping or standing is prohibited, but where temporary conditions or Special Events may exist; where permitting on-street parking on a temporary basis will not detrimentally affect the public welfare, and where the Department of Transportation may determine that unrestricted parking during this temporary period will not result in an unusual hazard to life or property, or unusual congestion or impedance to traffic movement.
9. FIND that the removal of beach access parking, even on a temporary basis, or for a Special Event, within the defined limits of the Coastal Zone may require that a Coastal Zone Permit be obtained from the City and/or the California Coastal Commission before any Special Event Parking signs can be authorized and installed.

10. PRESENT AND ADOPT the accompanying ORDINANCE that amends the Los Angeles Municipal Code (LAMC) Section 41.20 to authorize the Bureau of Street Services to issue an annual Special Event permit to a recurring Special Event, as defined in LAMC Section 41.20.1 (a)(9), as long as the Special Event occurs at a minimum of 12 times during the one-year permit period. In addition, this Ordinance amends LAMC Section 80.08.6 to authorize the use of temporary "Parking Permitted" regulations; amends Division L of Chapter VIII of the LAMC to add Section 80.58.2 to authorize the designation of certain streets in a Special Event permit for the exclusive parking privilege of motor vehicles participating in the Special Event; amends LAMC Section 80.76.2 to add newly created Section 80.58.2 as a civil penalty; and amends LAMC Section 89.60 to add newly created Section 80.58.2 to the schedule of parking penalties.
11. AUTHORIZE the Department of Transportation to post any of the following signs upon issuance of a Special Events permit from the Bureau of Street Services:
  - a. "Tow Away, No Parking, (days/hours to be specified), Vehicles with Permit Exempted, Special Event"
  - b. "No Parking, No Parking, (days/hours to be specified), Vehicles with Permit Exempted, Special Event"
  - c. "Tow Away, No Parking Anytime, Vehicles with Permit Exempted, Special Event Only"
  - d. Any other signs determined to be necessary by the Department of Transportation, that prohibit stopping, parking, or standing of vehicles during Special Events; which may or may not include "Tow Away" restrictions, and which may or may not specify days and hours of the Special Event, and which may or may not allow exemptions by vehicles with permits.
12. AUTHORIZE the Department of Transportation to post "Temporary, Parking Permitted, (days/hours specified)" signs where the signs have been requested in writing from the Council Office that represents the affected street where the signs will be posted, and only where the Department of Transportation has evaluated that location to confirm that the temporary allowance of parking is not expected to result in any unusual hazard to life or property, or unusual congestion or impedance to traffic movement.
13. INSTRUCT the Department Of Transportation to develop and establish the necessary procedures and conditions required for the Department's approval of permit requests for the posting and removal of Special Event Vehicle parking signs, including the methodology for the calculation of the "Parking Meter Usage Fee".

## **DISCUSSION**

On October 4, 2013, Council considered a Motion (Englander-Bonin) relative to authorizing a special events pilot program for the weekly Granada Hills Food Truck Event. The Motion states that the City's Special Events Ordinance does not provide provisions to enable City departments to respond quickly and efficiently to a single City service request, such as a lane closure or a posting of restricted parking. The Motion instructed the City Attorney to prepare an Ordinance, in close consultation with the Bureau of Street Services and the Department of Transportation, to amend the Special Events Ordinance (Ordinance 180,081), to specifically allow food truck event organizers and other groups to apply for the establishment of parking regulations for regularly held events where just reserved on-street parking, but no street closure, is a component of their event.

## **BACKGROUND**

The "Special Event Ordinance", Ordinance No. 180881, is set forth in Section 41.20 of the Los Angeles Municipal Code, and has been in effect since October 26, 2009. It provides for the closures of streets, special events permits, permit application process, permit fees and charges, conditions for granting permits, and other details related to the issuance of Special Events permits. During the first few years of operation, it has become apparent that the Ordinance did not include any provisions for special events where a street closure was not required. In addition to off-street construction and filming; which require special provisions for reserved parking, there are a number of events that occur citywide where the roadway is not closed, but where reserved parking is necessary for vehicles associated with that event.

In recent years, organized food truck events have become very popular in the City. During these events, the roadway remains open, and the food trucks park in available curbside parking spaces, selling food to their customers from the sidewalk. While the on-street parking spaces are usually open to all on a first come-first serve basis, the necessity to secure parking for the food truck events; which usually occur in the evenings, has led to food truck operators using "scout vehicles" to park in the majority of the on-street parking spaces early in the morning in order to reserve those spaces for food trucks that will be arriving later in the evening. This has deprived the public of the efficient use of the available curb space that the parking spaces were originally intended to provide.

The City's inability to effectively regulate parking for food truck events is creating issues among food truck vendors and local businesses. The friction sometimes escalates to become a public safety issue when the food truck vendors' attempts to organize and self-regulate are unsuccessful. An example of a food truck event is Chatsworth Street between White Oak Avenue and Zelzah Avenue, on Friday evenings, in Granada Hills.

Under California Vehicle Code, Section 22507, "local authorities may, by ordinance or resolution, prohibit or restrict the stopping, parking, or standing of vehicles, including,

but not limited to, vehicles that are six feet in height (including any load thereon) within 100 feet of an intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day. The ordinance or resolution may include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued a permit or permits that exempt them from the prohibition or restriction of the ordinance or resolution. With the exception of alleys, the ordinance or resolution shall not apply until signs or markings giving adequate notice thereof have been placed. A local ordinance or resolution adopted pursuant to this section may contain provisions that are reasonable and necessary to ensure the effectiveness of a preferential parking program.”

The City already has the following policies in place that can be used as a basis to authorize similar elements proposed to be included in the Special Events Ordinance:

- Allowing permits to be obtained for Special Events
- Allowing filming projects and off-street construction projects to reserve on-street parking spaces
- Allowing permits for regularly recurring events, such as Farmers’ Markets, to be issued on an annual basis, and for permanent signs to be posted and enforced for Farmers’ Market Special Events
- Allowing permits to be displayed in order to be exempt from parking restrictions, such as the Preferential Parking District, Overnight Parking District, and Oversize Parking District programs
- Allowing parking spaces to be reserved, such as the City’s “Carshare Program” (Council File No. 08-1798)
- Allowing a “Parking Meter Usage Fee” and methodology for calculating the fee in order to recover lost potential parking meter revenue during the periods when the parking spaces and parking meters were taken out of operation to serve a special interest, from the recently adopted “Valet Parking Ordinance” (Council File No. 09-0206).

The changes to the “Special Events Ordinance” including LAMC Section 41.20, will combine different parts from all these existing policies to create a hybrid policy that allows organizers of Special Events, where a roadway closure is not necessary, but where only reserved parking is needed, to formally apply for Special Events permits and Special Event Permit Parking, in order to have the Department of Transportation post “Tow Away, No Parking, (days/hours to be specified), Vehicles with Permit Exempted, Special Event”, or similar signs, that will reserve the necessary parking spaces for the exact days and times of the event.

The parking signs will legitimize the parking restrictions in effect, as well as make it clearer to all motorists. It is anticipated that the parking signs will also help free up the parking spaces in the event area to business and residential parking, prior to the event, since “scout cars” will no longer be necessary. The existing Special Events Permit rules will still apply, regarding the affected Council Offices’ and other departments’

responsibilities for notifying the Bureau of Street Services of any objections to, or conditions required for, the issuance of a permit for a Special Event. An additional condition necessary for the granting of permits has been added, related to identifying the number of parking spaces requested, and number of parking meters removed from operation, so that the City can recover lost meter revenue due to the event, following the recently adopted "Parking Meter Usage Fee" methodology used in the Valet Parking Ordinance from April 19, 2013.

In LAMC Section 41.20.1.(c), the types and levels of municipal service provided for events at major venues, including but not limited to Staples Center, Coliseum, Dodger Stadium, Hollywood Bowl, and Greek Theatre, and for major awards and other similar events, shall be determined and provided solely within the discretion of the City. Applicable fees and charges, including salary costs, for services, equipment and materials shall not be subsidized or waived unless otherwise provided by contract. Should a venue or event Sponsor wish to ensure that certain types and levels of services will be provided for the purposes of an event, they can execute a contract with the City to provide payment to the City to provide additional defined services. The Sponsor of any event that involves the use of, or has a direct or indirect impact on, public property or facilities, or that requires a higher level of public safety services or municipal services than normally provided by the City, shall be responsible for obtaining all necessary permits, and for payment of costs for all such services. This suggests that the Sponsors of these events would be able to obtain Special Event Parking signs for the areas impacted by their events, in order to provide temporary parking relief during the events.

An amendment to LAMC Section 80.76.2 to add newly created Section 80.58.2 as a civil penalty; and an amendment of LAMC Section 89.60 to add newly created Section 80.58.2 to the schedule of parking penalties is necessary for enforcement purposes. The suggested first time violation penalty for parking in a Special Event Parking space without a permit is proposed as \$150; which is the same as parking in an anti-gridlock space. For both special event parking and anti-gridlock zones, there is a zero-tolerance requirement, since just one vehicle parked illegally would have an adverse impact on the integrity of the zone, and may result in safety issues. The step increases of 30 percent for subsequent violations within the same 12 months are equivalent to other step increases in penalties for violations of other sections in Chapter VIII.

In addition to Special Events, there are a number of smaller events, fund raisers, grand openings, open houses and back-to-school nights at schools, and other types of non-recurring events that occur occasionally on streets where "No Parking" signs are posted. In most instances, the parking on these streets was prohibited for crime prevention reasons, or for other reasons where allowing parking on a permanent basis was determined to be detrimental to the public welfare, rather than because the street was too narrow to safely allow parking without blocking two-way traffic on the street, or causing congestion, or for other driver safety reasons. There is already a LAMC Section 80.08.6 that allows the Department of Transportation to place signs to temporarily prohibit parking on streets where it is normally allowed, in order to

accommodate these types of events. The proposed amendment to this section will allow the Department to do the opposite, by posting "Temporary Parking Permitted" signs to temporarily allow parking on streets where it is usually prohibited. If the Council Office, or Captain of the Los Angeles Police Department, that represents the area determines in writing that allowing parking during an isolated event will not be a detriment to the public welfare for that area, and if the Department of Transportation determines that there is no technical reason related to traffic safety or congestion that would preclude parking from being allowed during the event, then the conditions that justified the prohibition of parking on a permanent basis no longer exist for this temporary period, and it should be acceptable to temporarily allow parking for that same period, as long as signs are posted so that all drivers, and parking enforcement officers understand that parking is allowed, and for what days and times. The Department of Transportation's Special Traffic Control Division shall be the office responsible for receiving requests for "Temporary Parking Permitted" signs, coordinating with the Council Offices and Department of Transportation District Offices, and then receiving fees and posting/removing the temporary signs. The same fees that apply to the posting of temporary "No Parking" signs will also apply to temporary "Parking Permitted" signs.

#### **COORDINATION**

The City Attorney's Office has worked closely with the Department of Transportation, the Bureau of Street Services, and staff from Council Districts 1, 5, 13, 11, and 12, to prepare a Draft Ordinance offering solutions to the concerns that Councilmember Englander had related to food truck events in his district, as well as to some other related issues that the Department has been working with Councilmember Koretz to resolve related to temporary parking signs in the 5<sup>th</sup> Council District, and for on-going special event parking issues in the residential neighborhoods adjacent to Dodger Stadium that the Department has been collaborating with Councilmember O'Farrell, Councilmember Cedillo, and the Dodgers to address.

#### **FISCAL IMPACT STATEMENT**

Revenue from the sale of permits will cover the additional cost of implementing, administering, and enforcing the Special Event Parking signs, as well as the "Temporary Parking Permitted" signs. For recurring events that occur more than 12 times per 12-month permit period, the Department of Transportation will provide permanent, metal Special Event Parking signs; which become more cost effective than the repeated weekly posting and un-posting of temporary pressboard type signs as the number of postings increases. The one time posting (and maybe un-posting) of permanent metal signs will also be much less labor intensive, and free up existing staff to post signs for other non-recurring projects. The Department of Transportation will conduct a cost analysis to determine the number of Special Events where the posting of permanent metal signs is more cost effective than the weekly posting of temporary signs, in order to identify when the permanent signs should be used for recurring events that happen less than 12 times per 12-month permit period. The City will gain additional Special

Parking Meter Revenue Fund revenue from having the Bureau of Street Service charge a "Parking Meter Usage Fee" to recover the lost potential parking meter revenue when Special Event permits are issued that result in the temporary prohibition of parking or prohibition except by Special Events Permits, in any parking meter zone. Furthermore, the City may gain additional General Fund Revenue from the issuance of parking citations to violators of the Special Event Parking restrictions.

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Report SpecialEventsOrdinance14c

Attachments:

Draft Ordinance