

RESOLUTION

ESTABLISHMENT OF PREFERENTIAL PARKING DISTRICT NO. 176 IN THE SHERMAN OAKS AREA OF COUNCIL DISTRICT 4

WHEREAS, the establishment of Preferential Parking Districts is an effective tool in restricting excessive numbers of nonresident vehicles from parking in residential neighborhoods; and

WHEREAS, the residents within the Sherman Oaks Area near Whole Foods Foods are bearing the brunt of the increased parking demand from businesses throughout the proposed Preferential Parking District; which is adversely impacting the residents ability to park in front of their homes; and

WHEREAS, the Los Angeles Department of Transportation (LADOT) 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 on more than six blocks; and

WHEREAS, LADOT has conducted parking studies which indicate that seven blocks in the proposed establishment area have a parking occupancy that meets and exceeds the criteria set forth in Section C.5 of the "Rules and Procedures for Preferential Parking Districts," and

WHEREAS, a public hearing was held on Tuesday, December 17, 2013, 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 was completed on April 08, 2014, detailing the events of said hearing; and

WHEREAS, the LADOT has determined that the signatures submitted represent at least two thirds of the dwelling units on residential portions of the following blocks; which is sufficient to warrant the installation of "No Parking 6 PM to 7 AM, 2 Hour Parking 7 AM to 6 PM" upon Council approval of this resolution:

- Addison Street between Coldwater Canyon Avenue and Morse Avenue
- Addison Street between Morse Avenue and Ethel Avenue
- Morse Avenue between Addison Street and Huston Street
- Huston Street between Morse Avenue and Van Noord Avenue
- Van Noord Avenue between Huston Street and dead end north of Huston Street
- La Maida street between Van Noord Avenue and dead end west of Van Noord Avenue

NOW, THEREFORE BE IT RESOLVED, that the City Council, pursuant to LAMC Section 80.58.d, hereby establishes PPD No. 176 to include the residential area generally bounded clockwise by the following:

- Both sides of Coldwater Canyon Avenue between Magnolia Avenue and Addison Street
- North side of Addison Street between Coldwater Canyon Avenue and Alcove Avenue
- West side of Coldwater Canyon Avenue between Addison Street and Riverside Drive
- North side of Riverside Drive between Coldwater Canyon Avenue and the point at which the west curb of Morse Avenue would intersect the North curb of Riverside Drive
- Both sides of Van Noord Avenue between Riverside Drive and Huston Street

- Both sides of Huston Street between Van Noord Avenue and Ethel Avenue
- Both sides of Ethel Avenue between Huston Street and Addison Street
- Both sides of Addison Street between Ethel Avenue and Coldwater Canyon Avenue; and

BE IT FURTHER RESOLVED, that upon approval of PPD No. 176 through adoption of this Resolution, the LADOT be authorized to post, or remove "2 HOUR PARKING 8 AM TO 11 PM; NO PARKING DAILY 11 PM TO 8 AM" signs as the only authorized restriction for use on the following 2 blocks within the District, without further action 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:"

- West side Coldwater Canyon Avenue between Riverside Drive and Addison Street
- West side of Van Noord Avenue between Riverside Drive and La Maida Street

BE IT FURTHER RESOLVED, that upon approval of PPD No. 176 through the adoption of this Resolution, the LADOT be authorized to post, or remove the following preferential parking restrictions on any of the remaining blocks within the District, without further action 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" (unless noted):

- a) "NO PARKING 6 PM – 7 AM, 1 HOUR PARKING 7 AM – 6 PM; VEHICLES WITH DISTRICT NO. 176 EXEMPT"
- b) "NO PARKING 6 PM – 7 AM, 2 HOUR PARKING 7 AM – 6 PM; VEHICLES WITH DISTRICT NO. 176 PERMITS EXEMPT"
- c) "NO PARKING 11 PM – 8 AM, 2 HOUR PARKING 8 AM – 11 PM; VEHICLES WITH DISTRICT NO. 176 EXEMPT"
- d) "2 HOUR PARKING 8 AM – 10 PM; VEHICLES WITH DISTRICT NO. 176 EXEMPT"

BE IT FURTHER RESOLVED, that the LADOT be directed to take the appropriate steps to prepare, issue, and require payments for permits from the residents of PPD No. 176 in accordance with Section 80.58 of the LAMC.






PROPOSED PREFERENTIAL PARKING DISTRICT NO. 176

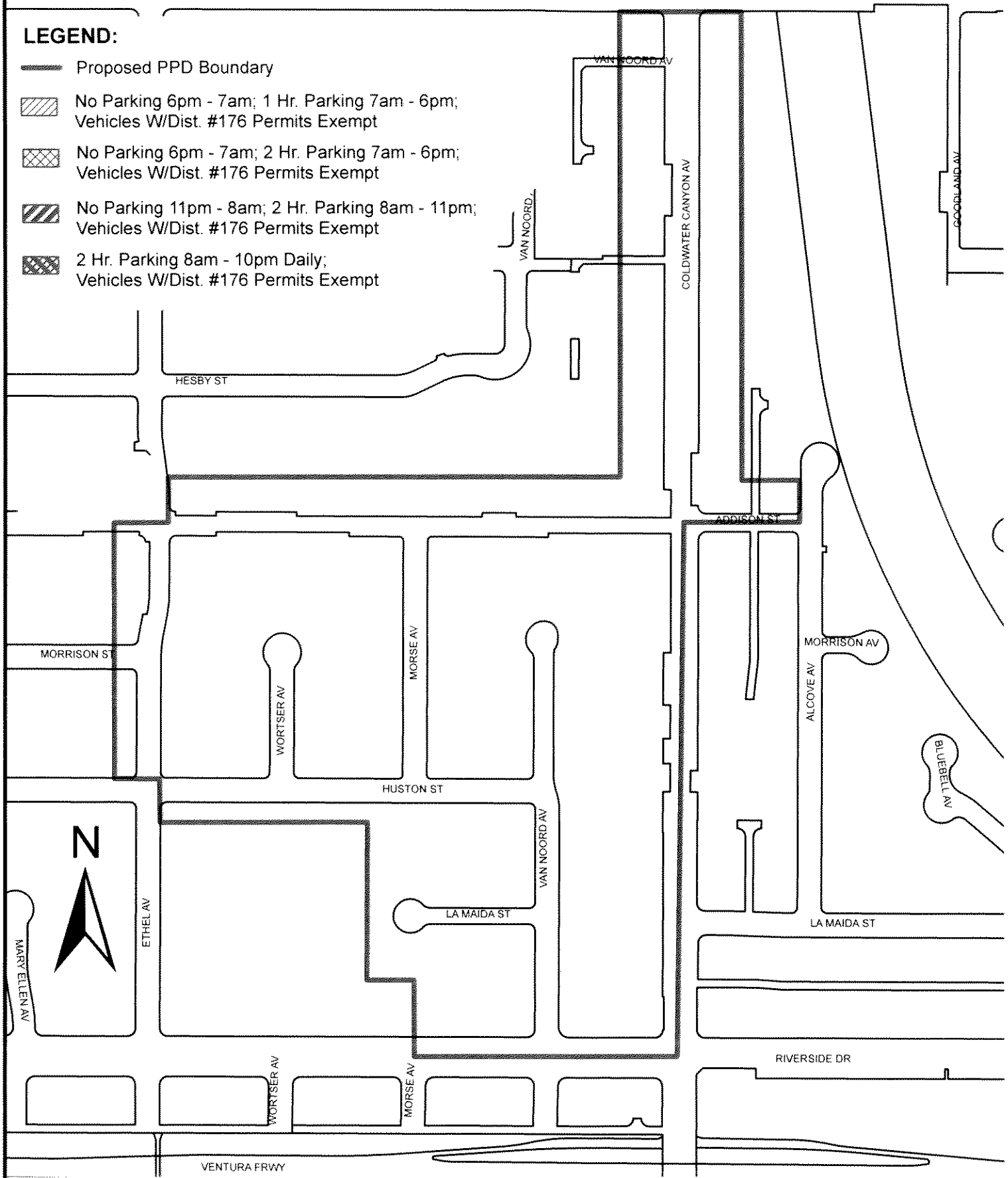
COUNCIL DISTRICT 4

PROPOSED

MAGNOLIA BLVD

LEGEND:

-  Proposed PPD Boundary
-  No Parking 6pm - 7am; 1 Hr. Parking 7am - 6pm; Vehicles W/Dist. #176 Permits Exempt
-  No Parking 6pm - 7am; 2 Hr. Parking 7am - 6pm; Vehicles W/Dist. #176 Permits Exempt
-  No Parking 11pm - 8am; 2 Hr. Parking 8am - 11pm; Vehicles W/Dist. #176 Permits Exempt
-  2 Hr. Parking 8am - 10pm Daily; Vehicles W/Dist. #176 Permits Exempt





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) 624-7810

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: April 08, 2014

To: Jon Kirk Mukri, General Manager
Department of Transportation

From:  Ray Lau, Transportation Engineer
Parking Meter Division

Subject: Recommendation of Hearing Officer on the Proposed Establishment of Preferential Parking District No. 176 within the Sherman Oaks Area, to include a subset of specific residential street segments within an area bounded by Magnolia Boulevard, Coldwater Canyon Boulevard, Addison Street, Riverside Drive and Ethel Avenue

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REQUEST AND RECOMMENDATION

The Department received a request to establish Preferential Parking District No. 176 in the residential area generally bounded Magnolia Boulevard, Coldwater Canyon Boulevard, Addison Street, Riverside Drive and Ethel Avenue. (Appendix A)

Hearing Officer's Recommendation:

Designate: The area bounded by the limits indicated above to be Preferential Parking District No. 176.

Approve: The posting of "1 HOUR PARKING 7 AM – 6 PM; NO PARKING 6 PM – 7 AM; VEHICLES WITH DISTRICT NO. 176 PERMITS EXEMPT"; "2 HOUR PARKING 8 AM to 6 PM, NO PARKING DAILY 6 PM to 8 AM; VEHICLES WITH DISTRICT NO. 176 PERMITS EXEMPT"; 2 HOUR PARKING 8 AM – 11:00 PM; NO PARKING 11 PM – 8 AM; VEHICLES WITH DISTRICT NO. 176 PERMITS EXEMPT"; 2 HOUR PARKING 8 AM – 10 PM; VEHICLES WITH DISTRICT NO. 176 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:

- Coldwater Canyon Avenue between Riverside Drive and Addison Street
- West side of Van Noord Avenue between Riverside Drive and La Maida Street

SUMMARY OF PUBLIC HEARING

The Public Hearing concerning the establishment of Preferential Parking District No. 176 (PPD No. 176) for the Sherman Oaks Area of Council District No. 4 was conducted on December 17, 2013, 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 Tamara Martin, 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 establishment of Preferential Parking District No. 176, the procedures for the establishing an existing Preferential Parking District, the fee structure for permit issuance, study procedures and related matters.

Approximately 45 persons attended the hearing. Tamara Martin and Felix Valde, answered general questions about the Preferential Parking Program, and specific questions about the proposed establishment of PPD No. 176.

Then the floor was opened to comments from the public. This portion of the hearing was recorded and 13 people submitted cards requesting to speak. Of these thirteen, seven persons spoke in support of the preferential parking district; three persons spoke against the establishment of the district, one person spoke but did not indicate a clear preference, and one person declined to speak or had left the hearing when that person's name was called.

At the end of the hearing, 28 cards were turned in indicating preference FOR or AGAINST establishment of the District and restrictions requested, if any. A total of 23 cards indicated that they supported the District, 5 cards were submitted opposing the District.

During the 30-day public comment period following the public hearing, LADOT received ten letters and e-mails, from Los Angeles residents and business owners with comments concerning the establishment of PPD No. 171. A total of three of the correspondences were in support of the establishment of PPD No. 171 and six were against the proposed establishment and 1 letter wanted more information on the proposed 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 six blocks submitted qualifying petitions to the Department of Transportation requesting the establishment of the boundaries of PPD No. 176:

1. Addison Street between Coldwater Canyon Avenue and Morse Avenue
2. Addison Street between Morse Avenue and Ethel Avenue
3. Morse Avenue between Addison Street and Huston Street
4. Huston Street between Morse Avenue and Van Noord Avenue
5. Van Noord Avenue between Huston Street and Dead End north of
6. La Maida Street between Van Noord Avenue and Dead End west of

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.

On Wednesday, April 24, 2013, between 6 PM to 11:00 PM, a parking study was conducted; with the results of the study showing that the streets in this area were impacted by non-residents, and warranting the process to proceed forward to the public hearing. 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 PPD No. 176 were considered as "non-resident" vehicles. On the map showing the "maximum allowable boundaries" of proposed PPD No. 176, vehicles registered to residents within four blocks of the boundaries were considered as "resident" vehicles.

The following seven 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. Coldwater Canyon Avenue between Magnolia Boulevard and Addison Street
2. West side of Coldwater Canyon Avenue between Riverside Drive and Addison Street
3. Addison Street between Coldwater Avenue and Morse Avenue
4. Van Noord Avenue between Huston Street and Dead End north of
5. Van Noord Avenue between La Maida Street and Huston Street
6. West side of Van Noord Avenue between Riverside Drive and La Maida Street
7. North side Riverside Drive between Van Noord Avenue and Morse Avenue

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 PPD No. 176:

- "2 HOUR PARKING 8 AM to 6 PM, NO PARKING DAILY 6 PM to 8 AM; VEHICLES WITH DISTRICT NO. 176 PERMITS EXEMPT."
- "2 HOUR PARKING 8 AM to 11 PM, NO PARKING DAILY 11 PM to 8 AM; VEHICLES WITH DISTRICT NO. 176 PERMITS EXEMPT."
- "1 HOUR PARKING 7 AM to 6 PM, NO PARKING DAILY 6 PM to 7 AM; VEHICLES WITH DISTRICT NO. 176 PERMITS EXEMPT."
- "2 HOUR PARKING 8 AM to 10 PM DAILY; VEHICLES WITH NO. 176 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. There were close to 50 comments received for residents and non-residents.

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. Therefore, a Negative Declaration has been prepared and will be proposed to be adopted by the City Council as part of the Department of Transportation report, if the report recommends the establishment of the boundaries of Preferential Parking District No. 176. The initial study was made available for review at the Sherman Oaks Martin Pollard Branch, 14245 Moorpark Street, Sherman Oaks, CA 91423-2722, (818) 205-9716. The review period ended on Thursday, January 16, 2014. 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 Preferential Parking District No. 176 be established by the boundaries Magnolia Boulevard, Coldwater Canyon Avenue, North side of Addison Street, North side Riverside Drive and Ethel Avenue (See Appendix "A")

Appendix "A" PROPOSED BOUNDARIES

