

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: June 1, 2016

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 PREFERENTIAL PARKING DISTRICT NO. 179 IN THE HOLLYWOOD
DELL AREA OF LOS ANGELES**

SUMMARY

This report recommends the establishment of Preferential Parking District (PPD) No. 179 within the Hollywood Dell area of Council District 4.

RECOMMENDATIONS

1. FIND that the establishment of PPD No. 179, 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 accompanying RESOLUTION establishing the boundaries of PPD No. 179, pursuant to Section B.13 of the Council's April 16, 1996 "Rules and Procedures for Preferential Parking Districts," to include the residential blocks enumerated below:
 - East side of Cahuenga Boulevard between Cahuenga Terrace and Yucca Street
 - Cahuenga Terrace between Cahuenga Boulevard and San Marco Drive
 - Pilgrimage Terrace between dead end and Cahuenga Terrace
 - San Marco Drive between Cahuenga Boulevard and Lorenzo Drive
 - Odin Street between Cahuenga Boulevard and Holly Drive
 - La Granada Drive between Odin Street and Holly Drive
 - Holly Drive between Bryn Mawr Drive and Dix Street
 - Fink Place between Holly Drive and Fink Street
 - All of Fink Street from end to end
 - Primrose Avenue between Holly Drive and Willetta Avenue
 - Crest Way between dead end and Willetta Avenue
 - Willetta Avenue between Primrose Avenue and Crest Way
 - Dix Street between Cahuenga Boulevard and Ivar Avenue
 - Ivar Avenue between Dix Street and Vedanta Terrace
 - Franklin Avenue between Cahuenga Boulevard and Vedanta Terrace

3. AUTHORIZE the following parking restrictions for use in all residential street in PPD No. 179:
 - "NO PARKING 8PM TO 6AM; DIST. #179 PERMITS EXEMPT"
 - "2 HOUR PARKING 8AM TO 12AM; NO PARKING 12AM TO 8AM; DIST. #179 PERMITS EXEMPT"
 - "2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6PM; DIST. #179 PERMITS EXEMPT"
 - "2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6AM; DIST. #179 PERMITS EXEMPT"
 - "NO PARKING 7PM TO 7AM; DIST. #179 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 boundaries of PPD No. 179, as described in Recommendation No. 2 above, and as specified in Section 80.58 of the LAMC and that PPD 179 be administered pursuant to the "Rules and Procedures for Preferential Parking Districts" 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, set forth in Section 80.58 of the LAMC, allows establishment of PPDs by City Council Resolution upon recommendation by LADOT.

Establishment must comply with the City Council approved "Rules and Procedures for Preferential Parking Districts" (PPD Rules) promulgated by the Department. The PPD Rules were approved by City Council on April 16, 1996.

To establish a PPD, LADOT must receive a request from a representative of the affected neighborhood group or by the area's Councilmember. The area must also meet the criteria set forth in the PPD Rules before establishment can be allowed.

Section C of the PPD Rules requires that for establishment, a proposed PPD must:

1. Be at least two curb miles or six blocks; and
2. Have submitted valid petitions requesting establishment signed by the residents living in at least two-thirds of the dwelling units comprising of not less than 50 percent of the developed frontage on the blocks; and
3. Have an excessive parking impact showing:
 - a. That at least 75 percent of the legal on-street parking spaces are occupied; and
 - b. That at least 25 percent of all the legal on-street parking spaces on at least four blocks within the proposed district are occupied by vehicles registered to non-residents.

4. Have a public hearing conducted for the purpose of receiving comments on the preliminary findings and recommendations of the Department.

Once a PPD is established, residents of the area designated as a PPD may purchase special parking permits to exempt vehicles with those permits from preferential parking restrictions posted within the district for which the permit was issued.

The exemption does not apply to any other parking restriction such as street cleaning, red zones, commercial vehicle restrictions, 72 hour time limit or general restrictions that may have been installed for traffic movement.

Application

On November 2, 2005, the Hollywood Dell Civic Association submitted a letter of support requesting the creation of a new PPD; soon thereafter PPD No. 99 was established nearby. The residents were seeking relief from spillover and intrusive parking from the Hollywood Bowl, the Kodak Theater, the Ford Amphitheater, as well as the businesses on Highland Avenue.

During the Hollywood Bowl season, spillover occurs for each performance and with it brings non-residents who use the streets of this neighborhood as a picnic, party, and cheap parking area. The impact of those non-resident vehicles on show days results in the residents being unable to find parking within their own community.

While alternatives have been explored, including placing Traffic Enforcement personnel at the entrance to this residential enclave, no other permanent or temporary solution has been found that could provide relief to these residents. The residents of this area have sought relief through the assistance of the Hollywood Dell Civic Association.

On August 3, 2011, LADOT staff met with Council District 4 staff and the sponsoring residents to review the petitioning process, explain the Preferential Parking Program and discuss the timeline for the establishment of permanent PPD No. 179.

Options such as a temporary PPD were discussed, but were not pursued because the five block maximum size would exclude many residents from the minimal on-street parking available in the area. The better solution was an expansion of PPD No. 99 or the formation of a completely new permanent district.

Because a review of the restrictions authorized for PPD 99 revealed that those did not meet the needs of these area residents, LADOT and the residents concluded that the best alternative available was to pursue the establishment of a new PPD.

The residents easily exceeded the six block petitioning minimum when they submitted petitions from following blocks, which represented more than 67 percent of household units on both sides of the street and covered more than 50 percent of the developed frontage on each block:

- Holly Drive between Primrose Avenue and Deep Dell Place
- Lorenzo Drive between San Marco Drive and dead end
- Dix Street between Cahuenga Boulevard and Holly Drive passed
- La Granada Drive between Holly Drive and Odin Street

- Willetta Avenue between Crest Way and North intersection of Ivarene Avenue
- Willetta Avenue between Primrose Ave and South intersection of Ivarene Avenue
- Willetta Avenue between Crest Way and South intersection of Ivarene Avenue
- Crest Way between Willetta Avenue and dead end
- Cahuenga Terrace between Cahuenga Boulevard and Pilgrimage Terrace
- Cahuenga Terrace between Pilgrimage Terrace and San Marco Drive
- Fink Street (both segments)
- El Contento Drive between Alcyona Drive and the end of the 2200 North block

A block is defined as a street segment between two street intersections, or between an intersection and a dead-end, or in long blocks with a change in the “hundred block” of house numbers. Each “hundred block” is considered separate.

Parking Analysis

LADOT staff conducted the parking study during one of the Hollywood Bowl events on Friday, November 9, 2012, between the hours of 6 PM and midnight and determined 100% of the parking on the 24 streets listed below was utilized.

The non-resident impact exceeded the 25% threshold, ranging from 33.33% to 100% on those blocks. The impact by non-residents was adequate for the establishment process to advance to the public hearing level for further discussion.

The following 24 blocks satisfied the parking study criteria:

- Cahuenga Boulevard between 101 Freeway and Odin Street
- Cahuenga Boulevard between Dix Street and 101 Freeway
- Cahuenga Boulevard between Odin Street and Cahuenga Terrace
- Cahuenga Boulevard between Yucca Street and Franklin Avenue
- Cahuenga Terrace between Cahuenga Boulevard and Pilgrimage Terrace
- Cahuenga Terrace between San Marco Drive and Pilgrimage Terrace
- Dix Street between Ivar Avenue and Holly Drive
- Dix Street between Holly Drive and Cahuenga Boulevard
- Franklin Avenue between Cahuenga Boulevard and Ivar Avenue
- Holly Drive between Dix Street and 101 Freeway Overpass
- Holly Drive between Primrose Avenue and Odin Street
- Holly Drive between Fink Place and La Granada Drive
- Holly Drive between 101 Freeway and Primrose Avenue
- Holly Drive between La Granada Drive and Bryn Mawr Drive
- Holly Drive between Odin Street and Fink Place
- Ivar Avenue between Dix Street and Vedanta Terrace
- Ivar Avenue between Franklin Avenue and Dix Street
- Ivarene Avenue between Vine Street and Willetta Avenue
- Primrose Avenue between Willetta Avenue and Vine Street
- Primrose Avenue between Holly Drive and Willetta Avenue
- San Marco Drive between Cahuenga Terrace and Lozenzo Drive
- San Marco Circle between Dead End and San Marco Drive

- Vine Street between Primrose Avenue and Ivarene Avenue
- Vine Street between Primrose Avenue and Vine Way

In making the determination of whether vehicles were “resident” or “non-resident” vehicles, “resident” vehicles were defined as those registered to residents on any of the blocks in the establishment area plus the two block extension beyond the petition area. “Non-resident” vehicles were registered anywhere outside of the two block buffer.

Public Hearing

A public hearing concerning the establishment of PPD No. 179 was conducted from 7 PM to 9 PM on Wednesday, October 16, 2013, at the Cheremoya Avenue Elementary School Auditorium, 6017 Franklin Avenue, Los Angeles, California 90028.

The hearing events were recorded. Kartik Patel, LADOT Transportation Engineer, served as the Hearing Officer and prepared a report of the events and concerns expressed by the public at the hearing. (A copy of Mr. Patel’s report is attached.)

Each of the 157 attendees signed in and received an agenda for the meeting, a copy of the preliminary report with boundary map, an information packet about preferential parking, a speaker card, and a ballot card to vote for or against the establishment of the District.

Mr. Patel opened the meeting and discussed the rules and procedures for the hearing. He explained the purpose and use of the speaker card and advised participants wishing to speak to give the speaker card to one of the Parking Permits Division representatives before the comment period concluded.

Mr. Felix Valde presented general information and answered questions regarding: the permit costs, the Preferential Parking Program, and the facts supporting establishment of a PPD, the current status of the establishment, the possible modification of boundaries, and the final steps needed to establish PPD No. 179.

The floor was then opened to comments from the public. At the end of the hearing, 165 ballot cards were turned in indicating preference “For” or “Against” establishment of the District and restrictions desired, if any. The results for the speaker card and the ballots are reflected below:

Hearing Results	Number of Cards Received	For	Against	Neutral	No Response When Called
Speaker Cards	50	18	20	1	11
Ballot Cards	165	65	100		
Counter Petition			2		

Public Comment Period

During the 30-day period following the public hearing, LADOT received a total of 341 letters, petitions and e-mails from Los Angeles residents concerned about the proposed District. The chart below reflects the raw numbers, but is silent on the fact that most of those who e-mailed had attended the public hearing and were heard as part of the public hearing.

The primary concern for those residents in opposition was that the parking situation is not as bad as what the neighborhood council led them to believe and that the parking study was not an accurate reflection.

When geographically mapped, the majority of those opposed to establishing the District and who had attended the hearing lived at addresses in the proposed boundaries of PPD No. 179. However, a smaller opposition group came from Ivar Avenue and Vine Street area just outside of the proposed boundaries.

30 Day Comment Period	Written Comments Received	For	Against	Untimely
E-mails	53	13	35	5
Letters	27	3	24	
Counter-Petitions	2		2	
Petitions Withdrawn	1		1	
Total Written Comments	336	100	231	5

One of the petitions was signed by 36 residents who were living within the proposed boundaries. A second set of counter-petitions, in the form of form letters opposing the District’s establishment, were submitted by a different resident also within the proposed boundaries.

Submission of the form letters dropped support on the affected blocks below the 67% threshold for establishment and/or posting for those blocks. Consequently, those blocks will be withdrawn from the proposal to establish a PPD.

Once the opposition was mapped out, it was clear that the majority of the residents opposed to the establishment of the District lived in areas furthest from the impacted core area and that there is adequate support within that core to establish a smaller district.

The chart below shows the strength of support in favor of establishment within the truncated boundaries. The boundary change will eliminate four blocks that originally petitioned for establishment; only one of which continued to support establishment, but is too distant for inclusion in the new District to be practical. The remaining three streets subsequently submitted valid counter-petitions to withdraw from the District.

Modified Boundary	For	Against
	62	41

Proposed Parking Restrictions

The residents of the proposed establishment area petitioned for all of the following restrictions:

- **“NO PARKING 8PM TO 6AM; DIST. #179 PERMITS EXEMPT ”**
- **“2 HOUR PARKING 8AM TO 12AM; NO PARKING 12AM TO 8AM; DIST. #179 PERMITS EXEMPT”**
- **“2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6PM; DIST. #179 PERMITS EXEMPT”**
- **“2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6AM; DIST. #179 PERMITS EXEMPT”**
- **“NO PARKING 7PM TO 7AM; DIST. #179 PERMITS EXEMPT”**

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

The staff of the LADOT Parking Permits Division 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 and minimal displacement of other vehicles is expected.

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.)

Public Notice and Review Period

On or about October 2, 2013, notice of the time, place and general subject matter of the public hearing was published in the Daily Journal. The preliminary report was made available for review at the Francis Howard Goldwyn Hollywood Regional Library, 1623 North Ivar Avenue, Hollywood, California 90028, (323) 856-8260. The review period ended on November 4, 2013.

Conclusion

In compliance with the provisions of Section 80.58 of the LAMC, the PPD Rules, and based upon parking survey data and resident and stakeholder input received during the comment period and at the public hearing, LADOT recommends the establishment of PPD No. 179, with the reduced boundaries set forth in Recommendation No. 2 to provide relief from excessive non-resident parking impact in this area.

FISCAL IMPACT STATEMENT

The sale of PPD permits within the established area of PPD No. 179 will cover the cost of implementation and administration of the established PPD. The City may gain additional revenue from the issuance of parking citations to violators of the established district's parking restrictions.

SJR:KH:fv

Attachments:

- Resolution
- PPD No. 179 Map
- Hollywood Dell Request Letters
- Hearing Officer's Report (w/ Public Comments)

RESOLUTION

ESTABLISHMENT OF PREFERENTIAL PARKING DISTRICT NO. 179 IN THE HOLLYWOOD DELL AREA OF LOS ANGELES

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 of Preferential Parking Districts by Resolution of the Council in each case, under Section 80.58 of the Los Angeles Municipal Code (LAMC); 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, the residents within the Hollywood Dell Area near the Hollywood Bowl are bearing the brunt of the increased parking demand also from the Kodak Theater, the Ford Amphitheater, as well as the businesses on Highland Avenue throughout the proposed Preferential Parking District; which is adversely impacting the residents ability to park in front of their homes; and

WHEREAS, the 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, the LADOT has conducted parking studies which indicated that 24 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 C of the "Rules and Procedures for Preferential Parking Districts"; and

WHEREAS, a public hearing was held on Wednesday, October 16, 2013, at the Cheremoya Avenue Elementary School Auditorium, 6017 Franklin Avenue, Los Angeles, CA 90028, which was attended by 157 residents and business people from the area, and the Public Hearing Report, completed on February 10, 2015, details 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 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.

- Cahuenga Terrace between Pilgrimage Trail and Cahuenga Boulevard
- Cahuenga Terrace between Pilgrimage Trail and San Marco Drive
- La Granada Drive between Holly Drive and Odin Street
- Holly Drive between Bryn Mawr Drive and La Granada Drive
- Holly Drive between La Granada Drive and Fink Place
- Holly Drive between Fink Place and Odin Street
- Holly Drive between Odin Street and Primrose Avenue
- Fink Street between dead end (North) and Fink Place

- Fink Street between dead end (South) and Fink Place
- Dix Street between Cahuenga Boulevard and Holly Drive
- Willetta Avenue between Primrose Avenue and Ivarene Avenue
- Willetta Avenue between Ivarene Avenue (South) and Crest Way
- Crest Way between dead end and Willetta Avenue

NOW THEREFORE BE IT RESOLVED, by the Council of the City of Los Angeles, that the resolution be adopted by the Council, establishing Preferential Parking District No. 179 to include the residential area greatly impacted, enumerated below:

- East side of Cahuenga Boulevard between Cahuenga Terrace and Yucca Street;
- Cahuenga Terrace between Cahuenga Boulevard and San Marco Drive;
- Pilgrimage Terrace between dead end and Cahuenga Terrace;
- San Marco Drive between Cahuenga Boulevard and Lorenzo Drive;
- Odin Street between Cahuenga Boulevard and Holly Drive;
- La Granada Drive between Odin Street and Holly Drive;
- Holly Drive between Bryn Mawr Drive and Dix Street;
- Fink Place between Holly Drive and Fink Street;
- All of Fink Street;
- Primrose Avenue between Holly Drive and Willetta Avenue;
- Crest Way between dead end and Willetta Avenue;
- Willetta Avenue between Primrose Avenue and Crest Way;
- Dix Street between Cahuenga Boulevard and Ivar Avenue;
- Ivar Avenue between Dix Street and Vedanta Terrace;
- Franklin Avenue between Cahuenga Boulevard and Vedanta Terrace.

BE IT FURTHER RESOLVED, that upon approval of Preferential Parking District No. 179 through the adoption of this Resolution, the LADOT 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".

- "NO PARKING 8PM TO 6AM; DIST. #179 PERMITS EXEMPT "
- "2 HOUR PARKING 8AM TO 12AM; NO PARKING 12AM TO 8AM; DIST. #179 PERMITS EXEMPT"
- "2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6PM; DIST. #179 PERMITS EXEMPT"
- "2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6AM; DIST. #179 PERMITS EXEMPT"
- "NO PARKING 7PM TO 7AM; DIST. #179 PERMITS EXEMPT"

BE IT FURTHER RESOLVED, that upon approval of Preferential Parking District No. 179 through the adoption of this Resolution, the LADOT be authorized to post or remove "NO PARKING 8PM TO 6AM; DIST. #179 PERMITS EXEMPT" on the following residential portions on both sides without further action by the City Council:

- Cahuenga Terrace between Pilgrimage Trail and Cahuenga Boulevard
- Cahuenga Terrace between Pilgrimage Trail and San Marco Drive

- Willetta Avenue between Primrose Avenue and Ivarene Avenue
- Willetta Avenue between Ivarene Avenue (South) and Crest Way
- Crest Way between dead end and Willetta Avenue
- La Granada Drive between Holly Drive and Odin Street

BE IT FURTHER RESOLVED, that upon approval of Preferential Parking District No. 179 through the adoption of this Resolution, the LADOT be authorized to post or remove "2 HOUR PARKING 8AM TO 12AM; NO PARKING 12AM TO 8AM; DIST. #179 PERMITS EXEMPT" on the following residential portions on both sides without further action by the City Council:

- Holly Drive between Bryn Mawr Drive and La Granada Drive
- Holly Drive between La Granada Drive and Fink Place
- Holly Drive between Fink Place and Odin Street
- Fink Street between dead end (North) and Fink Place
- Fink Street between dead end (South) and Fink Place

BE IT FURTHER RESOLVED, that upon approval of Preferential Parking District No. 179 through the adoption of this Resolution, the LADOT be authorized to post, or remove, "2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6AM; DIST. #179 PERMITS EXEMPT" on the following residential portion on both sides without further action by the City Council:

- Holly Drive between Odin Street and Primrose Avenue

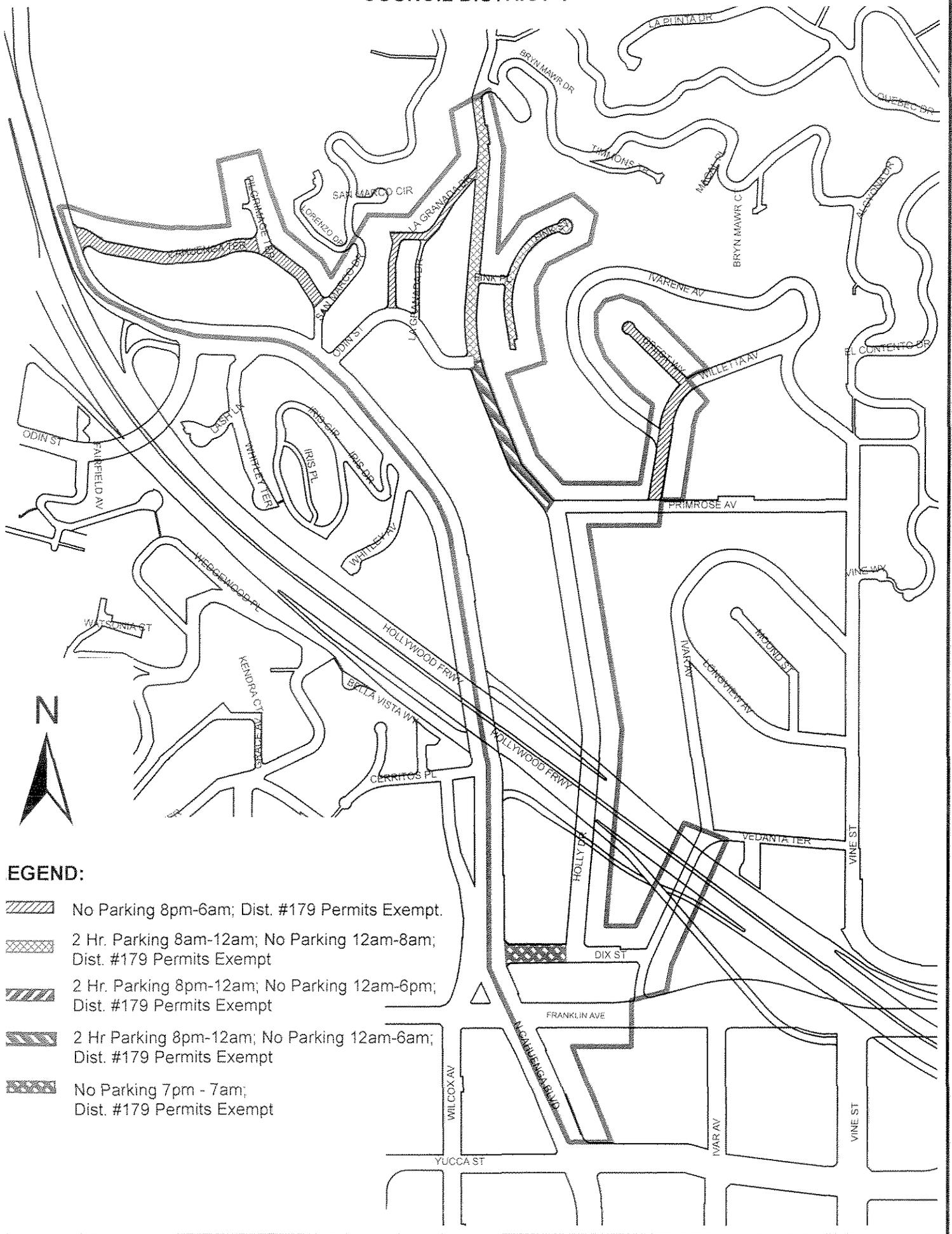
BE IT FURTHER RESOLVED, that upon approval of Preferential Parking District No. 179 through the adoption of this Resolution, the LADOT be authorized to post or remove "No Parking 7PM – 7AM; DIST. #179 PERMITS EXEMPT" on the following residential portion on both sides without further action by the City Council:

- Dix Street between Cahuenga Boulevard and Holly Drive

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

PREFERENTIAL PARKING DISTRICT NO. 179

COUNCIL DISTRICT 4



LEGEND:

-  No Parking 8pm-6am; Dist. #179 Permits Exempt.
-  2 Hr. Parking 8am-12am; No Parking 12am-8am; Dist. #179 Permits Exempt
-  2 Hr. Parking 8pm-12am; No Parking 12am-6pm; Dist. #179 Permits Exempt
-  2 Hr. Parking 8pm-12am; No Parking 12am-6am; Dist. #179 Permits Exempt
-  No Parking 7pm - 7am; Dist. #179 Permits Exempt



August 3, 2011

LA Council District 4 Office
Department of Transportation
Attn: Sharon Shapiro, Tamara
Los Angeles City Hall
200 North Spring Street, Room 480
Los Angeles CA 90012

RE: Proposed Preferential Parking District in the Hollywood Dell

Dear Sharon & Tamara:

The Hollywood Dell Civic Association, which represents 1,100 residences in the Hollywood Dell, is in complete support of implementing a Preferential Parking District for the affected streets in our neighborhood (see map enclosure). Required block signatures (obtained prior to the 2011 city-wide moratorium) have been submitted to DOT, and we formally request an immediate solution to this acute parking and neighborhood safety issue.

Every night our streets are clogged with visitors to nearby clubs, restaurants and theatres looking for "free" parking in Hollywood. Along with the nuisance of the accompanying noise and congestion, we have seen an increase in vandalism, theft, burglaries, drug dealing and prostitution along the streets of the Dell where there is a significant infiltration from these nearby venues. The "squeezed" nature of certain streets (without sidewalks) has also created a hazard to parents and children, of which there has been a great increase over the last decade in the Hollywood Dell.

Another major problem occurs as a result of two large venues virtually on our doorstep – The Hollywood Bowl and The Ford Theatre. Many patrons park on our streets and walk to these sites, in order to avoid paying for parking. The Bowl has something at its location every night of the week from June through September. Our residents come home from work and can't find parking on their own street.

As a neighborhood association, we have a CRIME PREVENTION & NEIGHBORHOOD SAFETY Committee. One of the objectives of this committee is to partner with our Los Angeles Police Department to identify areas where criminal activity is occurring and find solutions. We have the endorsement and support of our SLO, Officer Maggie Dillard for taking this much-needed step to limit parking in the Dell.

Establishing a preferential parking district, and requiring a resident permit for overnight parking, is part of an overall strategy to make our neighborhood safer for its residents. We are seeking the support of our CD4 Office and DOT in expediting this matter.

Thank you in advance for your support of this very important matter for our neighborhood.

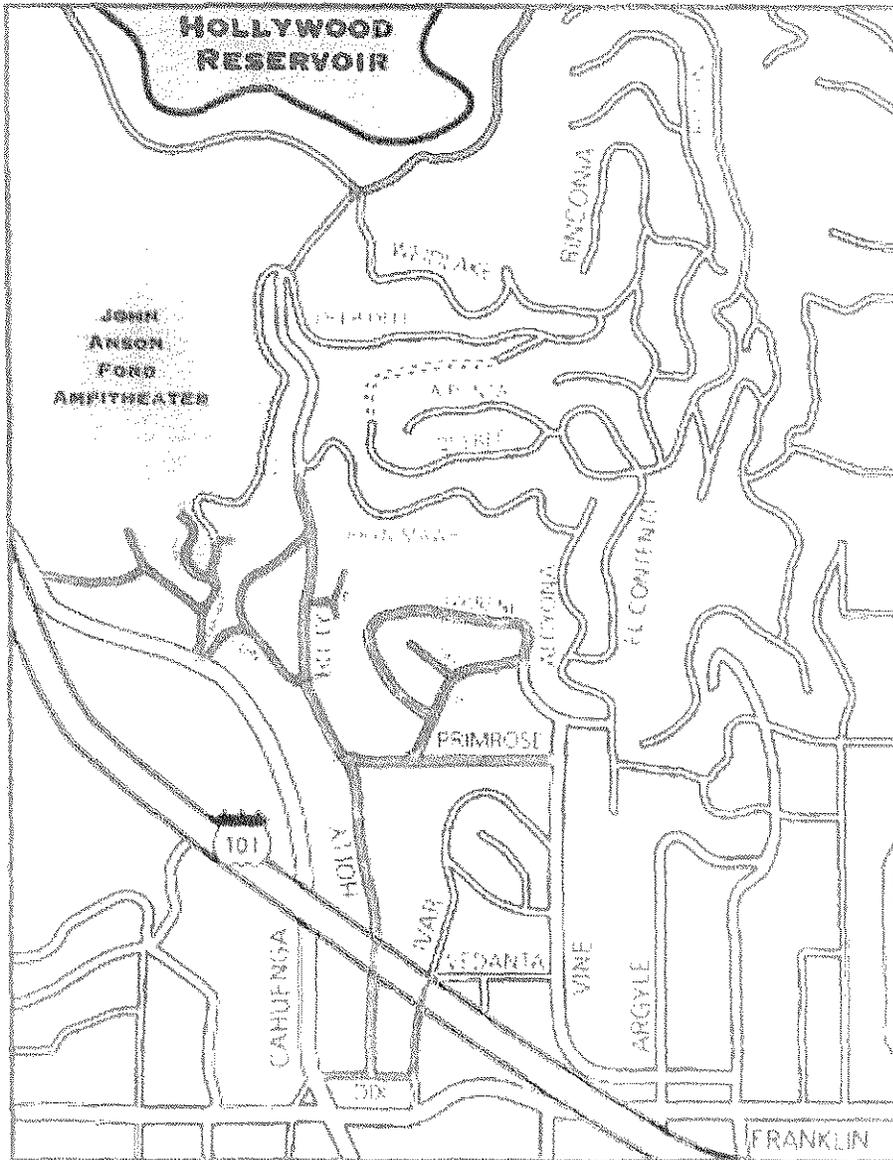
Patti Negri
HDCA President

Terri Gerger
HDCA Treasurer

Justin Walker
HDCA Vice President

Alexa Iles Skarpelos
HDCA Secretary

PROPOSED PREFERENTIAL PARKING DISTRICT
COUNCIL DISTRICT NO. 4



AFFECTED HOLLYWOOD DELL STREETS
(INDICATED IN RED ON MAP)

- Cahuenga Terrace
- Pilgrimage Trail
- Lorenzo Drive
- San Marco Drive (from Cahuenga to San Marco Circle)
- San Marco Circle
- La Granada Drive
- Odin Street
- Holly Drive (from Dix to Bryn Mawr)
- Fink Street
- Fink Place
- Primrose Avenue (from Holly Drive to Vine Street)
- Willetta Street
- Crest Way
- Ivarene Avenue
- Dix Street
- Ivar (from Dix to Vedanta)



Hollywood Dell – High Priority PPD Street List (rev. 2) – 7/21/11

Street list:

Dix (from Cahuenga to Ivar)
Holly (from Dix to Bryn Mawr)
Primrose (from Holly to Vine)
Willetta (from Primrose to Ivarene)
Ivarene (loop)
Crest Way
Odin (from Cahuenga to Holly)
La Granada
Cahuenga Terrace (from Cahuenga south to Cahuenga north)
San Marco Drive (from Cahuenga Terrace past San Marco Circle)
San Marco Circle
Lorenzo
Fink Street
Ivar (from Dix to Vine)

Questions:

1. What are the various restriction option-packages? (Whitley Heights PPD 99 is a great guide)
2. Are violators ticketed or towed?
3. What is the typical patrol schedule vis-a-vis posted hours?
4. Per Dell accepted signature pages, what additional signatures are needed for permanent status?
5. Is there any benefit to obtaining temp status first (i.e. adjustment after the first year)?
6. What are the costs to each household for permit (guest passes extra)?
7. How do residents obtain permits each year? Online option?
8. Permit not required if neighbors simply park in garage and don't want permit?



Terri Gerger

President, Hollywood Dell Civic Association

Ph: (323) 466-3875 email: tgerger@pacbell.net

Ms. Frances Banerjee
Interim General Manager
City of Los Angeles Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

Dear Ms. Banerjee:

RE: REQUEST FOR PREFERENTIAL PARKING DISTRICT FOR HOLLYWOOD-DELL
NEIGHBORHOOD

On September 25, a Public Hearing was conducted for a proposed Preferential Parking District No. 99 in the Whitley Heights area to address the parking problems caused by the Hollywood Bowl and the numerous nightclubs adjacent to this area, which has an east boundary of Cahuenga Avenue. The Hollywood-Dell Neighborhood, bounded on the west by Cahuenga Avenue, the south by Franklin Avenue, the east by Vine Avenue and Creston Avenue, and on the north by Weidlake Drive shares these same parking problems. In addition, the streets of our neighborhood are used as a layover zone for limos and valet parking for nightclubs south of Franklin Avenue, and as parking lots during the daytime for the adjacent businesses on Cahuenga Avenue and near Franklin Avenue that have insufficient off-street parking of their own.

The residents of the Hollywood-Dell Neighborhood have experienced the daily and nightly intrusion of vehicles attempting to park in the neighborhood, and are unable to find parking or access their driveways. This is especially problematic in our neighborhood where most of the streets are hilly, curved and without street lighting or sidewalks; which makes walking several blocks home at night even more of a problem. This situation resulted in an excessive parking impact upon the residents of this street, from which immediate relief was sought.

There does not seem to be any other permanent or temporary solution to this problem other than the establishment of a Preferential Parking District. We are requesting parking restrictions identical to those requested by the Whitley Heights Neighborhood: "NO PARKING 6 PM to 8 AM NIGHTLY; 2 HR PARKING 8 AM to 6 PM DAILY; VEHICLES WITH DISTRICT ### PERMITS EXEMPTED"; which would provide the residents with better opportunities to find overnight parking next to their homes, and would still allow short term parking during the daytime for visitors and customers of nearby businesses. The residents of this neighborhood have indicated that they would be willing to purchase permits in order to be exempt from these parking restrictions.

I request that the Department of Transportation proceed with the investigation process for this Preferential Parking District. If you have any questions, please contact me at (323) 466-3875.

Thank you for your consideration of this matter.

Sincerely,



TERRI GERGER
President
Hollywood-Dell Civic Association

cc: Brian Gallagher, Dept. of Transportation, 6262 Van Nuys Bl, Ste. 320,
Van Nuys, CA 91401

Tom LaBonge, 4th Council District, Attn: Rory Fitzpatrick,
City Hall Room 480, 200 N. Main Street, Los Angeles, CA 90012

**CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION**

Date: February 10, 2015

To: Seleta Reynolds, General Manager
Department of Transportation

From: Kartik Patel, Transportation Engineer
East Valley District Office

Subject: **Establishment of Preferential Parking District No. 179
boundaries, within the Hollywood Dell Area**

Table of Contents

Request and Recommendation	Page 1
Summary of Public Hearing	Page 2
Hearing Officer's Comments	Page 4
Environmental Review	Page 7
Conclusion	Page 8
Appendix A (Proposed Map Prior to Hearing)	Page 10
Appendix B (Summary of public hearing comments)	Page 11
Appendix C (Final Map)	Page 15

REQUEST AND RECOMMENDATION

The Department has received a request to establish Preferential Parking District No. 179 in the residential area to include the following street segments: East side of Cahuenga Boulevard between Yucca Street and Cahuenga Terrace, Cahuenga Terrace between Cahuenga Boulevard and San Marco Drive, Pilgrimage Terrace between Cahuenga Terrace and dead end North of Cahuenga Terrace, San Marco Drive between Cahuenga Boulevard and Holly Drive, Lorenzo Drive between San Marco Drive and dead end West of San Marco Drive, San Marco Circle between San Marco Drive and dead end East of San Marco Drive, Odin Street between Cahuenga Boulevard and Holly Drive, La Granada Drive between Odin Street and Holly Drive, Holly Drive between Dix Street and and Deep Dell Place, Deep Dell Place between Holly Drive and Weidlake Drive, Fink Place between Fink Street and Holly Drive, Fink Street between dead end South and dead end North of Fink Place, Ivarene Avenue between Willetta Avenue (South intersection) and Alcyona Drive, Crest Way between dead end North of Willetta Avenue and Willetta Avenue, Willetta Avenue between Primrose Avenue and Ivarene Avenue (North intersection), La Rocha Drive between Deep Dell Place and Quebec Drive, Quebec Drive between La Rocha Drive and Creston Drive, Bryn Mawr Drive between Holly Drive and Alcyona Drive, Timmons Trail between dead end and Bryn Mawr Drive, Macal Place between dead end and Bryn Mawr Drive, Bryn Mawr Court between dead end and Bryn Mawr Drive, Alcyona Drive

between dead end and Primrose Avenue, El Contento Drive between Quebec Drive (by La Punta Drive) and Alcyona Drive, Rinconia Drive between Grape Place and Quebec Drive, Primrose Avenue between Holly Drive and Vine Street, Vine Street between Vine Way and Ivarene Avenue, Dix Street between Cahuenga Boulevard and Ivar Avenue, Ivar Avenue between Franklin Avenue and Vedanta Terrace, Franklin Avenue between Cahuenga Boulevard and Ivar Avenue (Appendix A).

Hearing Officer's Recommendation

Establish: The residential area bounded by the east side of Cahuenga Boulevard between Cahuenga Terrace and Yucca Street. Cahuenga Terrace between Cahuenga Boulevard and San Marco Drive, Pilgrimage Terrace between dead end and Cahuenga Terrace, San Marco Drive between Cahuenga Boulevard and Lorenzo Drive, Odin Street between Cahuenga Boulevard and Holly Drive, La Granada Drive between Odin Street and Holly Drive, Holly Drive between Bryn Mawr Drive and Dix Street, Fink Place between Holly Drive and Fink Street, all of Fink Street, Primrose Avenue between Holly Drive and Willetta Avenue, Crest Way between dead end and Willetta Avenue, Willetta Avenue between Primrose Avenue and Crest Way, Dix Street between Cahuenga Boulevard and Ivar Avenue, Ivar Avenue between Dix Street and Vedanta Terrace and Franklin Avenue between Cahuenga Boulevard and Vedanta Terrace as the boundaries of the established Preferential Parking District No. 179 (Appendix A).

Approve: The posting of any of the existing restrictions on any street in PPD No. 179 or the establishment area above, except where such posting is not currently allowed for health, safety or welfare reasons.

SUMMARY OF PUBLIC HEARING

The Public Hearing concerning the establishment of Preferential Parking District No. 179 was conducted from 7 p.m. to 9 p.m. on Wednesday, October 16, 2013, at the Cheremoya Avenue Elementary School, Auditorium, 6017 Franklin 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 establishment 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 157 persons signed the hearing roster as they entered the Auditorium. Felix Valde also provided background information regarding Preferential Parking District No. 179 as well as a view of the boundary Map. The steps that had been completed in the establishment of PPD 179 were also discussed as well as the final steps that would be necessary before the final report is submitted.

Felix Valde answered general questions about the Preferential Parking Program, and specific questions about the proposed establishment of District No. 179, including why the area was recommended for establishment from the beginning of the process. The floor was then opened to comments from the public. This portion of the hearing was recorded and 50 persons submitted cards requesting to speak. 20 persons spoke against the establishment of the district and 18 persons spoke in support of the preferential parking district. One comment was neutral and 11 people left before they could speak or did not respond when called. (See Appendix B)

At the end of the hearing, 165 ballot cards were turned in indicating preference FOR or AGAINST establishment of the District and restrictions desired, if any. 65 persons submitted cards indicating that they supported the establishment of the district. 100 persons submitted cards against establishing the preferential parking district.

POST HEARING COMMENTS

During the 30-day period following the public hearing, LADOT received a total of 341 letters, petitions and e-mails from Los Angeles residents concerned about the proposed district. 231 of the items of correspondence were against the establishment of PPD 179 while 100 were in support. 5 emails were received after the public comment period had closed but were not comments or opinions. The majority of the people opposed attended the hearing and submitted addresses from within the proposed boundaries of PPD 179. Their primary concern was that the parking situation is not as bad as what the Neighborhood Council led them to believe and that the parking study was not an accurate reflection. A majority of the correspondence against the district were generated from streets within the proposed establishment area with another group coming from the area of Ivar Avenue and Vine Street that was outside of the boundaries. There were 13 emails received that were FOR the proposed establishment of PPD 179 and 35 against. In addition, there were 27 letters submitted via US Postal Service regarding the establishment of PPD 179. Only three were in favor of the Parking District and 24 were against. A majority of the responding emails came from of residents who attended the Public Hearing.

There were 2 separate counter-petitions submitted during the hearing and an additional 2 counter-petitions submitted during the comment period. Both were either delivered through standard mail or FedEx. One of the petitions was signed by 36 residents who

were living within the proposed boundaries. Many of residents who oppose the District attended the hearing and voted accordingly. A 2nd set of counter-petitions were submitted by a resident who lived next door to one of the original petition circulators. His method was in the form of letters individually signed by each resident opposing the establishment of the district. This effectively drops the percentage requirement below the 67% for those blocks, which will be withdrawn from the proposal to establish a Parking District.

The majority of the residents opposed to the establishment of the district where from areas closest to the boundaries or streets not covered, which are the furthest points from the impacted core area. However, when the opposed street segments are removed from the district, the numbers drop to 62 For the District and 41 Against. The boundary change is significant since 3 streets that had originally petitioned to be in the district submitted counter-petitions to withdraw. A fourth street can no longer be included as parking restrictions cannot be posted there and the nearest posted permit restricted street would be over 3 blocks away, thus making it impractical for inclusion.

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 establishment of Preferential Parking District 179. Residents of the following seventeen (17) blocks (11 more than required) within the above mentioned residential area submitted qualifying petitions to the Department of Transportation:

1. Cahuenga Terrace between Pilgrimage Trail and Cahuenga Boulevard
2. Cahuenga Terrace between Pilgrimage Trail and San Marco Drive
3. Lorenzo Drive West of San Marco Drive*
4. La Granada Drive between Holly Drive and Odin Street
5. Holly Drive between Bryn Mawr Drive and Deep Dell Place*
6. Holly Drive between Bryn Mawr Drive and La Granada Drive

7. Holly Drive between La Granada Drive and Fink Place
8. Holly Drive between Fink Place and Odin Street
9. Holly Drive between Odin Street and Primrose Avenue
10. Fink Street between dead end (North) and Fink Place
11. Fink Street between dead end (South) and Fink Place
12. Dix Street between Cahuenga Boulevard and Holly Drive
13. Willetta Avenue between Primrose Avenue and Ivarene Avenue
14. Willetta Avenue between Ivarene Avenue (South) and Crest Way
15. Willetta Avenue between Crest Way and Ivarene Avenue (North)*
16. Crest Way between dead end and Willetta Avenue
17. 2200 blk of El Contento Drive between Alconya Drive and Quebec Drive

**Street segments submitted counter-petitions or letters requesting removal from district after the public hearing.*

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 Friday, November 9, 2012, between the hours of 6 PM and Midnight 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. 179 establishment, vehicles registered to residents within two blocks of the boundaries were considered as "resident" vehicles.

A minimum requirement of 6 blocks are needed that have 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. A total of 24 blocks satisfied the parking study criteria:

- Cahuenga Boulevard between 101 FWY and Odin Street
- Cahuenga Boulevard between Dix Street and 101 FWY

- Cahuenga Boulevard between Odin Street and Cahuenga Terrace
- Cahuenga Boulevard between Yucca Street and Franklin Avenue
- Cahuenga Terrace between Cahuenga Boulevard and Pilgrimage Terrace
- Cahuenga Terrace between San Marco Drive and Pilgrimage Terrace
- Dix Street between Ivar Avenue and Holly Drive
- Dix Street between Holly Drive and Cahuenga Boulevard
- Franklin Avenue between Cahuenga Boulevard and Ivar Avenue
- Holly Drive between Dix Street and 101 FWY Overpass
- Holly between Primrose Avenue and Odin Street
- Holly Drive between Fink Place and La Granada Drive
- Holly Drive between 101 FWY and Primrose Avenue
- Holly Drive between La Granada Drive and BrynMawr Drive
- Holly Drive between Odin Street and Fink Place
- Ivar Avenue between Dix Street and Vedanta Terrace
- Ivar Avenue between Franklin Avenue and Dix Street
- Ivarene Avenue between Vine Street and Willetta Avenue
- Primrose Avenue between Willetta Avenue and Vine Street
- Primrose Avenue between Holly Drive and Willetta Avenue
- San Marco Drive between Cahuenga Terrace and Lozenzo Drive
- San Marco Circle between Dead End and San Marco Drive
- Vine Street between Primrose Avenue and Ivarene Avenue
- Vine Street between Primrose Avenue and Vine Way

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

- **“NO PARKING 8PM TO 6AM; EXCEPT BY PERMIT ”**
- **“2 HOUR PARKING 8AM TO 12AM; NO PARKING 12AM TO 8AM; EXCEPT BY PERMIT”**
- **“2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6PM; EXCEPT BY PERMIT”**
- **“2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6AM; EXCEPT BY PERMIT”**
- **“NO PARKING 7PM TO 7AM; EXCEPT BY PERMIT**

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 ended on November 4, 2013.

CONCLUSION

The results of the parking studies indicate that the establishment 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 establishment 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.

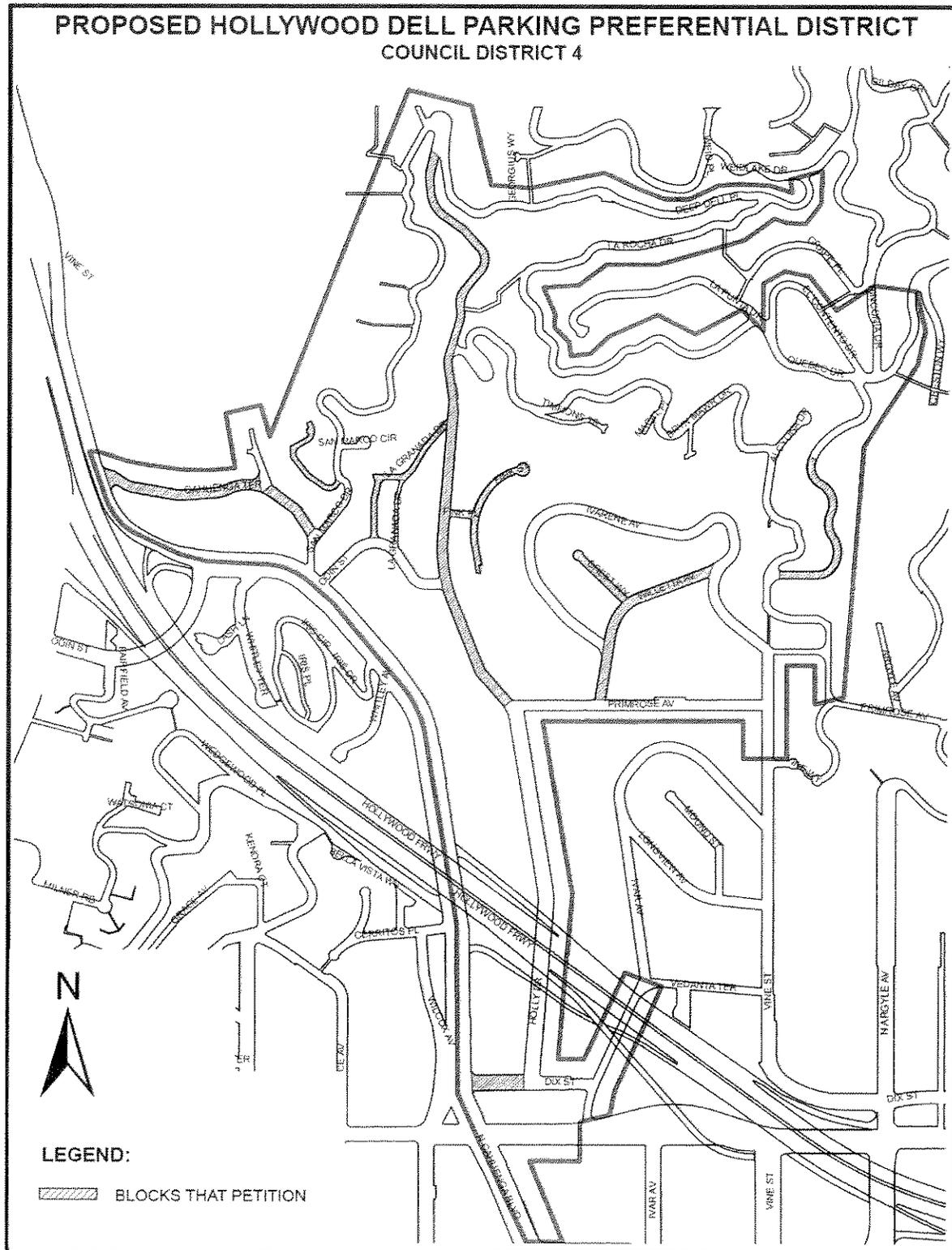
Therefore, based upon data obtained from the studies conducted by the Department and the review of the comments made at the public hearing, it is the recommendation of this Department that Preferential Parking District 179, be established and that the reduced boundaries of the District should be the residential area, bounded by the east side of Cahuenga Boulevard between Cahuenga Terrace and Yucca Street, Cahuenga Terrace between Cahuenga Boulevard and San Marco Drive, Pilgrimage Terrace between dead end and Cahuenga Terrace, San Marco Drive between Cahuenga Boulevard and Lorenzo Drive, Odin Street between Cahuenga Boulevard and Holly Drive, La Granada Drive between Odin Street and Holly Drive, Holly Drive between Bryn Mawr Drive and Dix Street, Fink Place between Holly Drive and Fink Street, all of Fink Street, Primrose Avenue between Holly Drive and Willetta Avenue, Crest Way between dead end and Willetta Avenue, Willetta Avenue between Primrose Avenue and Crest Way, Dix Street between Cahuenga Boulevard and Ivar Avenue, Ivar Avenue between Dix Street and Vedanta Terrace and Franklin Avenue between Cahuenga Boulevard and Vedanta Terrace.

The establishment 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. Therefore, the following parking restrictions will best serve the needs of the residents and the businesses in this proposed preferential parking district:

- **“NO PARKING 8PM TO 6AM; EXCEPT BY PERMIT ”**
- **“2 HOUR PARKING 8AM TO 12AM; NO PARKING 12AM TO 8AM; EXCEPT BY PERMIT”**
- **“2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6PM; EXCEPT BY PERMIT”**
- **“2 HOUR PARKING 8PM TO 12AM; NO PARKING 12AM TO 6AM; EXCEPT BY PERMIT”**
- **“NO PARKING 7PM TO 7AM; EXCEPT BY PERMIT**

When these restrictions are posted on the residential streets, they will keep several businesses, Hollywood Bowl attendees and non-residential vehicles from parking all day or 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 establishment of Preferential Parking District No. 179, 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 PRIOR TO THE PUBLIC HEARING



**APPENDIX B
 COMMENTS AT THE PUBLIC HEARING FOR THE PROPOSED ESTABLISHMENT
 OF PREFERENTIAL PARKING DISTRICT NO. 179
 IN THE HOLLYWOOD DELL AREA OF LOS ANGELES
 ON OCTOBER 16, 2013, AT THE CHEROMOYA AVENUE ELEMENTARY SCHOOL
 AUDITORIUM**

For	Need nighttime restrictions. Can't find parking and wants to work. Problem with night clubs/Cahuenga/prostitution
For	Block Captain. Passed info activities (good/bad) Not impossible to find parking but extended season + added cars + houses used for reality TV has impacted us. Increasing problems - reservations about PPD program but doesn't see situation getting any better.
Against	Astonished neighbors wanted PPD. Lived here since '78. Always been able to find a space even with Bowls or parties going on. Questioned the study and doesn't see a need for it. If friends/relatives drops by it adds an increased burden.
Against	Bottom line - street belongs to all of us. Meter maids will be 24/7 and not a welcome sight to neighborhood - Only residents will get ticketed.
Against	Appalled at the suggestion of permit parking. Busiest bowl night, no one has a parking issues on her street. Cousin on Willetta also has no problems. Least number of spaces on Ivarene (with trash cans out) 49 spaces. No more Gov't regulations. Streets belong to everyone. Abandoned vehicles get removed. Fighting crime does not fall into the jurisdiction of Parking Officers. Could not find any studies showing PPD's have any effect on crime. Quoted Rita Robinson "...not designed to reduce crime"
	No Show
For	Main issue - leave house for dinner and then park 4-5 blocks away. Vice called 3-4x month, finds condoms in backyard. People petitioned to fix the streets that want to be fixed. Don't vote down our ability to park on our street.
For	VP Hollywood Dell - will not say anything to sway - you're either "for" or "against". Publically thank DOT staff - block captains CD4
	No Show
Against	Lived on 1800 blk of Ivar. Awful time of parking - was in favor but cannot endorse it now. Would love a solution but will make it significantly worse for the 45 tenants in his bldg.
For	President Hollywood Dell Civic Association (thrilled) on both sides. Our problem is not bowl or club parking - really concerned about "Millennium" parking which will be happening. Employees were told that they can park anywhere and shuttle will pick them up. Probably park in their neighborhood (39 story bldg) - scary. No street sweeping and cars below will start parking towards the Bowl. Calls Enforcement on vehicles parked longer than 72 hours. If your street is not included, don't vote it down.
	No Show
For	Currently no problems with parking and has garage. Some neighbors do not - have converted garages or driveways not deep enough. Seen club people - concerned about casing neighborhood. Suspicious vehicles starting to show up. Thieves coming in. Advantages outweigh disadvantages.
For	Prepared statement: Lived in neighborhood 15 years. Parking was ok - years gone on and now bowl, clubs and cars have become a problem. Originally the problem was blocks away and will get worse. Hope to reach a compromise or a solution that meets in the middle that everyone agrees to. Invested in neighborhood for 15 years.
For	Neighbors voted down. Bowl is not a problem yet. Phenomenon: party houses that are rented out. 2 cars stolen in front of their house and 1 vandalized (took their time: cut cable to battery). Someone cased the house to know that. People spending the night in their cars (beat up white van). Neighbor put sign on his car "we're watching you" and it left. Friendly hooker used the area.
For	Lived there since 1985. No problems until 2000 - friends on Wilcox (PPD) and they like it. If

	majority of people on a block wants parking restrictions, they should be able to have them. People that don't want it won't get it. Her street really needs it. Democratic process. Don't mind it if you need parking or not. Permit only needed from midnight to 6am.
For	Circulated petitions on Holly & neighbor to Brent Hess. Met a lot of people. Lived 3 years without PPD and 7 years with in PPD 115. Pros/Cons: Hassle for guest and residents and cost. After PPD was installed, more parking available - overall better quality of life. Its not permanent...
For	Lived on Holly since 1995. Frequently, seen people swap cars out - using storage. Also people using it like a park n' ride.
Against	Lived in Whitley Heights and wanted PPD. Then was cited about \$600 with her permits. Quality of life wasn't that good - go out with friends and you need a permit if they want to come over for a drink. Very expensive and no spontaneity. Still rare to be able to park in front of your house.
Against	Upper Holly. Question - Went to Bryn Mawr and residents were opposed. Obtained 7 signatures out of 14 for 50%. DOT to take a look at the petitions (letters).
Against	Holly Drive Upper. Haven't had a parking issue - taking account our petitions and do not agree with it.
Against	Lived in neighborhood for over 20 years. I don't need gov't asking for more money and it's not solving the problem
Against	Living on Primrose for over 17 years. Sympathizes with the residents having the parking problems. Biggest issue is should change the 72 hour it takes to remove a vehicle. Spaces will still be there and occupied so won't affect that at all.
Against	Live on Cahuenga - impacted 7 days. Our street is not getting restrictions. Multiple family have multiple cars - not using their garages on purposes. Talking about privatizing public streets. When there's crime on the street you call the police not Parking Enforcement.
For	20 year resident - worked with City Council and multiple neighborhood Councils. Community problem and members are asking for help. We're a community. First thing he did was get stop signs installed and people were mad at him. Got speed bumps on Holly after a girl was killed. Change is difficult, inconvenient but don't fool yourself - it's a crime issue. Drunk driver taking you out is a crime. Don't think about your own world, think about your neighbors and community and protect what you have. Encourage you to give a little bit and to be more flexible and that it's for the overall benefit of the community. If it doesn't work, you can change it.
Against	Live at corner of Primrose/Vine. Used to live in other parts of the City and knows crappy parking. Every time it happened he dealt with it. Infamous story about the prostitute & John will happen anywhere since it's happening in a car. Millennium project hasn't even broken ground yet - wait and see what impact that will have. Doesn't like the idea of having 9 different signs which requires a calculus degree.
Against	Living three years at the "epicenter". Works strange hours and comes home at 2am and has never had a problem and never parked less than a block from his house. Hollywood bowl only runs 3 months out of the year (crowd yells "6 months"). Clubs are more than 1/2 mile away so he's never seen a valet. If you have a driveway, I'd love to park in it if you're not going to use it.
Against	Addressing symptoms and not the causes. Hollywood Bowl needs to be addressed by the leadership. I've lived in permit parking areas before and it's prohibitive & bad. It's onerous and creates animosity in the neighborhood. Need to start a dialogue and for community to come together. I do not agree that the people who will not be getting permits cannot vote against it. It's porous and not well thought out (or clear to me). Would like to see statistics on crime and if it would be solved by Permit Parking.
	No show
For	Family has been living on La Granada Drive for over 70 years. In favor for restrictive parking at night because cannot find parking due to the elongated Hollywood Bowl season. Baby sitter cannot find parking, not smart for her to park as far as she has to. Every day she has to think or strategize whether she should go out and loose her spot. People are sitting and watching us - people storing their cars on the street. Already touched on the burglary problems. Constantly picking up bottles and trash (drug paraphernalia) and sees condoms. Loitering and unsavory activity being done clandestinely in cars nearby noise, riff-raff and urine all close to her son's

	bedroom window.
	No Show
	No Show
For	(read a statement from neighbor) Marked difference in parking between event/non-event nights. Lot of people around very difficult to park, guests must park blocks away. People are parking from adjacent Districts because they know the area is not permitted.
Against	What to think about - where does all the money go? Fees will go up. Property taxes and now has more expenses. Lived in other districts - they sort of liked it but didn't like having to pay to park. Became more of a chore. Money more for taxes - over time will affect it and think about money aspect.
Against	Resident of the Dell for over 25 years. Mindful is a very seriously flawed solution. If you don't do something now it will come further up the block. This is not a solution, it's squeezing the problem further up the hill. We don't own the streets - no right to park in front of our house. Privilege not a right. Shouldn't have to exclude others to buy our way in
For	Lived there for 20+ years and has only seen the parking situation deteriorate. Storing cars, Bowl parking - it's not a perfect solution and wasn't crazy about it originally. There are blocks not affected they are free to vote this down. Not fair for those not affected to infringe on our ability to enact a solution.
Against	Our street is not really affected by it but feels for those that are. Doesn't like anecdotal evidence or conjecture that doesn't get to the root of the problem. Doesn't feel that a few streets should affect the whole district. End of the day don't want to pay \$500 a year to park in front of my house. Lived in other districts and was cited for forgetting to display permit.
Against	Lived on Ivar for almost 30 years. Very opposed to permit parking but less opposed to the ones with inability to park on their own blocks. Started to research the issues beyond anecdotal. Talked to LADOT stored cars will not get vehicles taken away faster. Might be ok for random burglaries but will not prevent major robberies. Not a bowl problem, Hollywood has a liquor problem. Millennium will not have parking for staff.
For	Live on one of the closest streets to Hollywood Bowl that's our major problem. Season keeps getting longer (event on the night of the hearing). So I'm wondering what my parking will be like when I get home. Has a huge impact. Followed some Bowl employees after the event. Don't worry about Millennium, the surrounding businesses are already not providing for their employees. Abandoned cars would be cited immediately - won't be towed but owner wont park b/c they don't want to get a ticket. Different areas have their own set of problems and willing to try something new.
Neutral	Building manager at South Ivar. No one wants more government - a problem - sounds like corporate externalization, build a bunch of buildings and not provide employee parking. It's a problem, gov't designed to deal with that. Convenience is profitable - by making it more convenient to park in front of your house. My question: (Who has a printer?) Why \$2 for a guest pass? Friend that can design a website/log on and print own guest passes. Inconvenience is structural - trying to solve this areas problem with West Hollywood's solution. Analyze situation here: is very different than the ones living outside of the Sunset Strip. Find something that everyone can agree upon. Whatever it is please amend it to include the block of Ivar (they are the buffer)...
Against	Block captain - one of the few streets that have a red marking on there (map). We don't have a parking problem; we signed petitions for 2 reasons: didn't want to be the one street in the area that didn't have signs and to protect it and also wanted to support our friends, our neighbors in those areas that do have a problem. Ironically, the streets around us haven't gotten permitted. According to the impact study, they have a problem and we don't - so suggest to neighbors to submit a new petition opting out which we can do. Inclination had been and still may be to vote for, support the areas that need the help. Concern about the "I" dotting and "T" crossing. For example, my wife and I go on vacation we have one more car than we have room in the garage and right now we have no problem because our streets are not patrolled. If streets are patrolled, every time we go on vacation we have to garage a car or get parking tickets. I don't know if it's guest or visitors, the 24 hour thing? BTW: 8AM to 8AM is a more sensible 24 hours period than

	midnight. Don't know what we're going to do but there are a lot of flaws in the system.
	No Show
For	Lived on Vine Street on/off for 15 years. Parking seasonally, not just Bowl, is a problem for us. Neighbors on Holly park on Vine - getting worse (than it was in the 90's). We should do this, don't know too many dissatisfied people in the neighborhood where the median price of a home is at least a \$1 million, don't know why anyone's upset over a \$34 annual parking. I get ticketed now, if you park illegally, they're already there. Neighbor was towed for parking illegally. Already have a high red-flag whatever. If you're illegally parked now they come now. This is not a government initiative its a neighborhood initiative and we should support our neighbors.
Against	Live on Dix, not a good idea for our neighbors. Once implemented, everyone has the opportunity to receive the permits but friends coming into town or a family member or... 'vacation' I don't have a million bucks or a million dollar house not many of us here do and for you to be inconvenienced as a tax payer and American citizen living in your neighborhood paying rent to have to buy...pay for parking on a public street makes no sense I already pay enough taxes - I'm sure we all do to have to be able to park on the street for free. There has to be another way alternative that we can come to, maybe another meeting or conclusion to solve all our woes. I live on that street and I haven't seen too much prostitution but walk dog with a flashlight and if there's any problems, they are addressed quickly and people normally leave. So parking issues saying they're there parking, I have a neighbor with 6 cars, they leave and move one car and when that car leaves they park another car there. Those people are the hindrance that we're talking about in the neighborhood who are keeping us living the life that we want to. It's not the individuals that want to come into the clubs that are crazy etc. It's the individuals having multiple cars who are not being considerate of their neighbors. It's as simple as that.
Against	Lived on Holly between Primrose and Odin. Husband and I have lived there for over 30 years. Hollywood can be a pain in the butt but its charming and part of the reason it makes the neighborhood really appealing. I don't like permit parking anywhere. Keeps me from going to a lot of neighborhoods, restricts you more and more to just being within your own neighborhood, reduces spontaneity and certainly creates a problem with having anyone coming over. Certain bits of streets it would be a critical thing but don't think it's a particular issues except on some bowl nights.
For	Lives on Dix Street half a block from Cahuenga. We do have a big parking problem. We have employees and staff from a Crepe place on the corner of Franklin and Cahuenga that are parking on our street. People from the Yoga studio who feel that employees should park over there and not pay for parking. I understand other people who live on their streets - we're not asking you to sign a petition for your street. We're asking you to support us so at least Dix Street will have Preferential Parking, because right now if I go to my street there is not one parking space on it. Guarantee it - I parked at 6pm and walked over here because if I go home right now, there won't be any parking on my street and Lower Holly. Everyone over there knows that. If you don't live there, you don't know it. It's true guys believe us.
Against	...serious issues should be dealt with through the LAPD... Criminals are punishing you, not your neighbors. Prior to living in this neighborhood which I love dearly, I love this neighborhood - I lived in an area with permit parking and it is not the \$35 for the permit. You will get tickets, your friends will get tickets you can plan on it allow it in the budget you will get tickets, life happens, you take a nap, having a good conversation...a ticket will happen for you and your friends you can count on it. The only people that will benefit from that are people benefitting from parking tickets. Lot of friends like coming to my home and my neighborhood and meter maids frankly are not welcome.
	Random comment about Millennium project and Del Association meetings
	Random comment; solution is that people should clear out their garage and it would create about 30-40% more parking space. Point is people need to clear out their garage - another yelled out "Dream on" and reason that they do that is to rent out the space....illegal bread and breakfast...
	5 No Shows

APPENDIX D

Nov. 12, 2013

Dear Mr. VAIDE,

Here is the original signed Petition to Remove for Willetta we e-mailed you on 11/11/13. We have also included our diagram of the street.

Please e-mail us to let us know you received original by mail.

Sincerely,



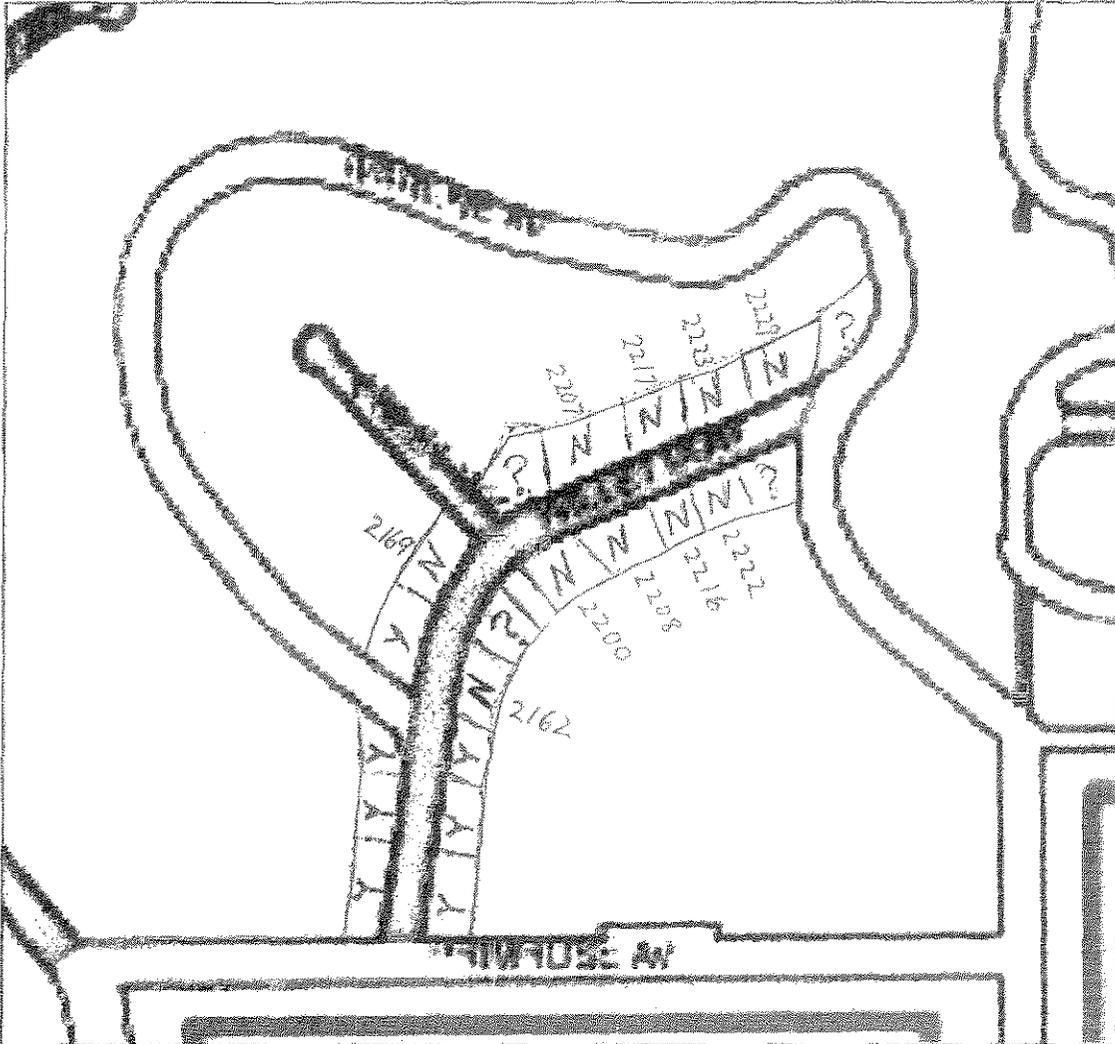
e-mail: mercuryind@aol.com

2217 Willetta Ave.

323 460-3788

PETITION CIRCULATED BY GUILLERMO AND LOUISE BENITEZ ^{NOV. 2013}
ACCOMPANYING DIAGRAM WITH PETITION FOR REMOVAL FROM
PPD NO. 179

VIEW OF WILLETTA AVE BETWEEN PRIMROSE AVE AND IVARENE
WHICH HAS BEEN RED LINED FOR PREFERENTIAL PARKING



THE NUMBER OF RESIDENCES SHOWN ON THIS DRAWING REPRESENT
THE RESIDENCES MARKED "N" DO NOT WANT PREFERENTIAL PARKING
ON WILLETTA AVE.

THE NUMBER OF RESIDENCES SHOWN MARKED "Y" WANT
PREFERENTIAL PARKING ON WILLETTA AVE.

Sep 27, 2012

Felix —

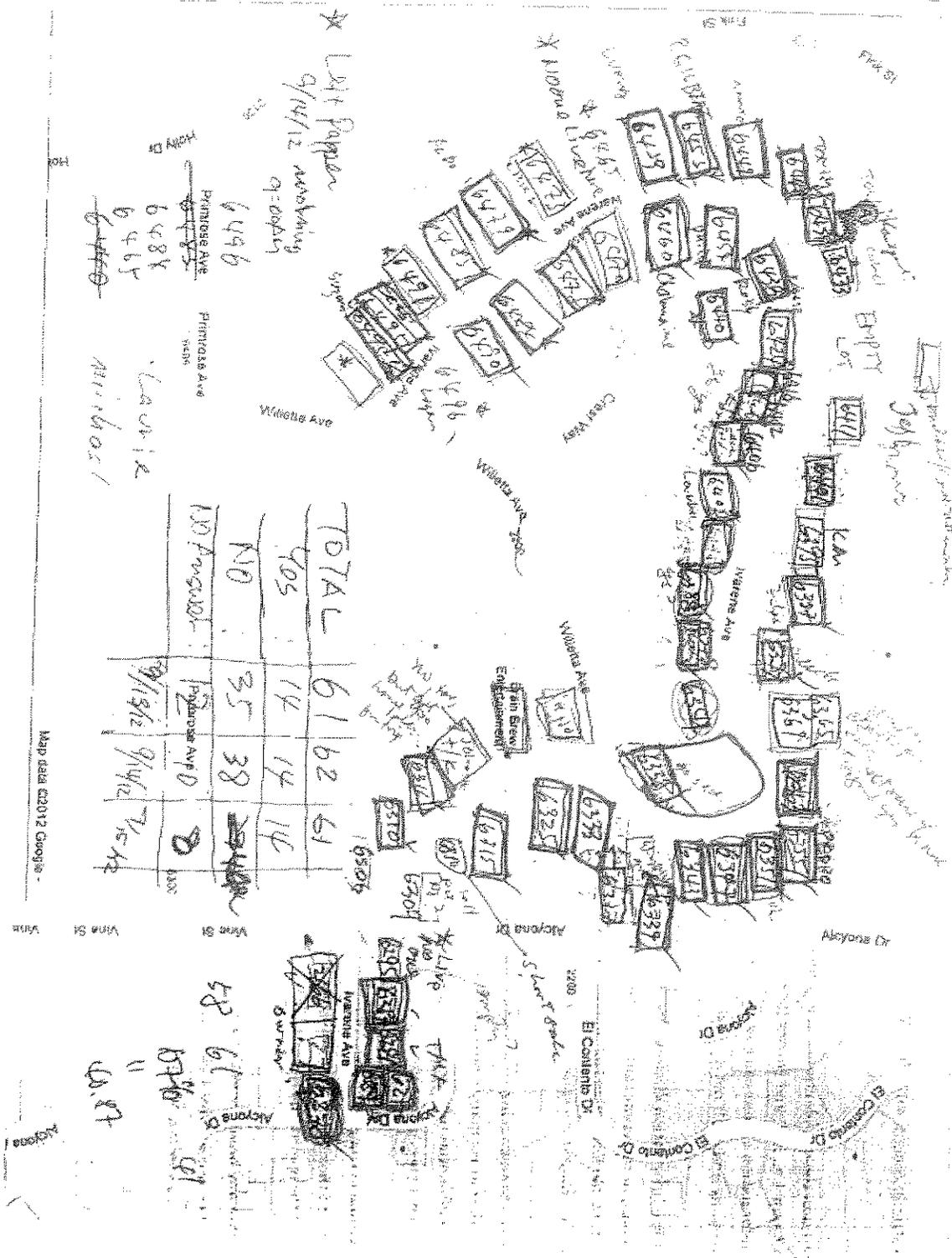
Thank you for your assistance regarding the proposed preferential parking district in the Hollywood Bell,

Here is a petition with the required 67% of residents on Doreene Ave approving the permits on our street for the permits. As you can see, several residents decided to change their opinions about this matter.

I appended a map done by one of our neighbors who was the principal organizer in the past few weeks.

Please let us know if you have any questions.

Thank
Laurie Palko & neighbors



Petition Opposing Establishment of Preferential Parking on Ivarene Avenue

We the under-signed, oppose the establishment of a Preferential Parking District on Ivarene Avenue at this time. Ivarene is a quiet walking street with no adjoining commercial districts or obvious problems with commuter parking. This measure is likely to adversely impact our quality of life and the very nature of Ivarene Avenue. We do not want it and do not wish to assume any financial responsibility for it.

Name (printed and signed) _____ Address _____ Date _____

D. J. ... 1778 ... 1/15/12

(Sample of a Letter Received Against the Establishment of PPD 179)

APPENDIX E



Terri Gerger
President, Hollywood Dell Civic Association
Tel: (323) 494-4070 Email: tgerger@hpdell.net

Ms. Frances Banerjee
Interim General Manager
City of Los Angeles Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

Dear Ms. Banerjee:

RE: REQUEST FOR PREFERENTIAL PARKING DISTRICT FOR HOLLYWOOD-DELL NEIGHBORHOOD

On September 25, a Public Hearing was conducted for a proposed Preferential Parking District No. 99 in the Whitley Heights area to address the parking problems caused by the Hollywood Bowl and the numerous nightclubs adjacent to this area, which has an east boundary of Cahuenga Avenue. The Hollywood-Dell Neighborhood, bounded on the west by Cahuenga Avenue, the south by Franklin Avenue, the east by Vine Avenue and Creston Avenue, and on the north by Weidlake Drive shares these same parking problems. In addition, the streets of our neighborhood are used as a layover zone for limos and valet parking for nightclubs south of Franklin Avenue, and as parking lots during the daytime for the adjacent businesses on Cahuenga Avenue and near Franklin Avenue that have insufficient off-street parking of their own.

The residents of the Hollywood-Dell Neighborhood have experienced the daily and nightly intrusion of vehicles attempting to park in the neighborhood, and are unable to find parking or access their driveways. This is especially problematic in our neighborhood where most of the streets are hilly, curved and without street lighting or sidewalks; which makes walking several blocks home at night even more of a problem. This situation resulted in an excessive parking impact upon the residents of this street, from which immediate relief was sought.

There does not seem to be any other permanent or temporary solution to this problem other than the establishment of a Preferential Parking District. We are requesting parking restrictions identical to those requested by the Whitley Heights Neighborhood: "NO PARKING 6 PM to 8 AM NIGHTLY; 2 HR PARKING 8 AM to 6 PM DAILY; VEHICLES WITH DISTRICT ### PERMITS EXEMPTED"; which would provide the residents with better opportunities to find overnight parking next to their homes, and would still allow short term parking during the daytime for visitors and customers of nearby businesses. The residents of this neighborhood have indicated that they would be willing to purchase permits in order to be exempt from these parking restrictions.

I request that the Department of Transportation proceed with the investigation process for this Preferential Parking District. If you have any questions, please contact me at (323) 466-3875.

Thank you for your consideration of this matter.

Sincerely,

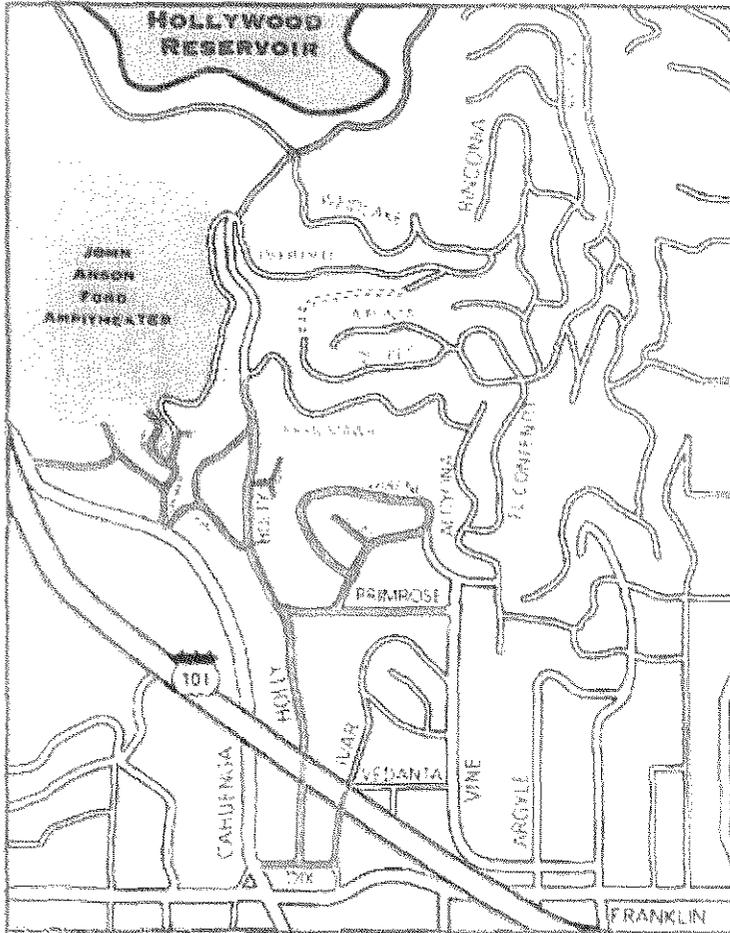


TERRI GERGER
President
Hollywood-Dell Civic Association

cc: Brian Gallagher, Dept. of Transportation, 6262 Van Nuys Bl. Ste. 320,
Van Nuys, CA 91401

Tom LaBonge, 4th Council District, Attn: Rory Fitzpatrick,
City Hall Room 480, 200 N. Main Street, Los Angeles, CA 90012

PROPOSED PREFERENTIAL PARKING DISTRICT
COUNCIL DISTRICT NO. 4



AFFECTED HOLLYWOOD DELL STREETS
(INDICATED IN RED ON MAP)

- Cahuenga Terrace
- Pilgrimage Trail
- Lorenzo Drive
- San Marco Drive (from Cahuenga to San Marco Circle)
- San Marco Circle
- La Granada Drive
- Odin Street
- Holly Drive (from Dix to Bryn Mawr)
- Fink Street
- Fink Place
- Primrose Avenue (from Holly Drive to Vine Street)
- Willelta Street
- Crest Way
- Ivarene Avenue
- Dix Street
- Ivar (from Dix to Vedanta)



August 3, 2011

LA Council District 4 Office
Department of Transportation
Attn: Sharon Shapiro, Tamara
Los Angeles City Hall
200 North Spring Street, Room 480
Los Angeles CA 90012

RE: Proposed Preferential Parking District in the Hollywood Dell

Dear Sharon & Tamara:

The Hollywood Dell Civic Association, which represents 1,100 residences in the Hollywood Dell, is in complete support of implementing a Preferential Parking District for the affected streets in our neighborhood (see map enclosure). Required block signatures (obtained prior to the 2011 city-wide moratorium) have been submitted to DOT, and we formally request an immediate solution to this acute parking and neighborhood safety issue.

Every night our streets are clogged with visitors to nearby clubs, restaurants and theatres looking for "free" parking in Hollywood. Along with the nuisance of the accompanying noise and congestion, we have seen an increase in vandalism, theft, burglaries, drug dealing and prostitution along the streets of the Dell where there is a significant infiltration from these nearby venues. The "squeezed" nature of certain streets (without sidewalks) has also created a hazard to parents and children, of which there has been a great increase over the last decade in the Hollywood Dell.

Another major problem occurs as a result of two large venues virtually on our doorstep – The Hollywood Bowl and the Ford Theatre. Many patrons park on our streets and walk to these sites, in order to avoid paying for parking. The Bowl has something at its location every night of the week from June through September. Our residents come home from work and can't find parking on their own street.

As a neighborhood association, we have a CRIME PREVENTION & NEIGHBORHOOD SAFETY Committee. One of the objectives of this committee is to partner with our Los Angeles Police Department to identify areas where criminal activity is occurring and find solutions. We have the endorsement and support of our SLO, Officer Maggie Dillard for taking this much-needed step to limit parking in the Dell.

Establishing a preferential parking district, and requiring a resident permit for overnight parking, is part of an overall strategy to make our neighborhood safer for its residents. We are seeking the support of our CD4 Office and DOT in expediting this matter.

Thank you in advance for your support of this very important matter to our neighborhood.

Patti Negri
HDCA President

Terri Geger
HDCA Treasurer

Justin Walker
HDCA Vice President

Alexa Ees Skarpelos
HDCA Secretary

www.hollywooddell.com



Hollywood Dell – High Priority PPD Street List (rev. 2) – 7/21/11

Street list:

Dix (from Cahuenga to Ivar)
Holly (from Dix to Bryn Mawr)
Primrose (from Holly to Vine)
Willetta (from Primrose to Ivarene)
Ivarene (loop)
Crest Way
Odin (from Cahuenga to Holly)
La Granada
Cahuenga Terrace (from Cahuenga south to Cahuenga north)
San Marco Drive (from Cahuenga Terrace past San Marco Circle)
San Marco Circle
Lorenzo
Fink Street
Ivar (from Dix to Vine)

Questions:

1. What are the various restriction option-packages? (Whitley Heights PPD 99 is a great guide)
2. Are violators ticketed or towed?
3. What is the typical patrol schedule vis-a-vis posted hours?
4. Per Dell accepted signature pages, what additional signatures are needed for permanent status?
5. Is there any benefit to obtaining temp status first (i.e. adjustment after the first year)?
6. What are the costs to each household for permit (guest passes extra)?
7. How do residents obtain permits each year? Online option?
8. Permit not required if neighbors simply park in garage and don't want permit?

www.hollywoodell.com

APPENDIX F PUBLIC MEETING AGENDA

AGENDA FOR PUBLIC HEARING ESTABLISHMENT OF PREFERENTIAL PARKING DISTRICT NO. 179 IN THE HOLLYWOOD DELL AREA OF LOS ANGELES

LOCATION: Cheremoya Avenue Elementary School, Auditorium
6017 Franklin Avenue
Los Angeles, CA 90028

DATE & TIME: 7 PM TO 9 PM, Wednesday, October 16, 2013

1. **INTRODUCTION AND DISCUSSION OF HEARING RULES AND PROCEDURES (7:00 – 7:10)**
Hearing Officer – **Kartik Patel**, Transportation Engineer, DOT, Research and Support Section
2. **PRELIMINARY REPORT ON THE ESTABLISHMENT OF PREFERENTIAL PARKING DISTRICT NO. 179 (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 questions about the proposed Preferential Parking District or the Preferential Parking District policies. All questions must be directed to City Staff only. 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. LADOT's decision will be based on your statements; therefore, all comments must be directed towards City Staff only. There is a time limit of 2 minutes per comment.
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 Friday, November 15, 2013 to:

PPD 179 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

ESTABLISHMENT OF PREFERENTIAL PARKING DISTRICT NO. 179

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 establishment of Preferential Parking District No. 179 in the Hollywood Dell area of Los Angeles. The Department has established the "Maximum Allowable Boundaries" of the proposed establishment of the Preferential Parking District No. 179 to be the residential street segments: East side of Caluenga Boulevard between Yucca Street and Caluenga Terrace, Caluenga Terrace between Caluenga Boulevard and San Marco Drive, Pilgrimage Terrace between Caluenga Terrace and dead end North of Caluenga Terrace, San Marco Drive between Caluenga Boulevard and Holly Drive, Lorenzo Drive between San Marco Drive and dead end West of San Marco Drive, San Marco Circle between San Marco Drive and dead end East of San Marco Drive, Odin Street between Caluenga Boulevard and Holly Drive, La Granada Drive between Odin Street and Holly Drive, Holly Drive between Dix Street and Deep Dell Place, Deep Dell Place between Holly Drive and Weidlake Drive, Fink Place between Fink Street and Holly Drive, Fink Street between dead end South and dead end North of Fink Place, Ivarene Avenue between Willetta Avenue (South intersection) and Alcyona Drive, Crest Way between dead end North of Willetta Avenue and Willetta Avenue, Willetta Avenue between Primrose Avenue and Ivarene Avenue (North intersection), La Rocha Drive between Deep Dell Place and Quebec Drive, Quebec Drive between La Rocha Drive and Creston Drive, Bryn Mawr Drive between Holly Drive and Alcyona Drive, Timmons Trail between dead end and Bryn Mawr Drive, Macal Place between dead end and Bryn Mawr Drive, Bryn Mawr Court between dead end and Bryn Mawr Drive, Alcyona Drive between dead end and Primrose Avenue, El Contento Drive between Quebec Drive (by La Punta Drive) and Alcyona Drive, Rinconia Drive between Grape Place and Quebec Drive, Primrose Avenue between Holly Drive and Vine Street, Vine Street between Vine Way and Ivarene Avenue, Dix Street between Caluenga Boulevard and Ivar Avenue, Ivar Avenue between Franklin Avenue and Vedanta Terrace, Franklin Avenue between Caluenga Boulevard and Ivar Avenue (See attached map).

Since the residents of at least 6 segments within the above-mentioned area have submitted petitions for establishment of Preferential Parking District No. 179, 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.

Upon Council adoption of the establishment of Preferential Parking District No. 179, residents of the area will be able to purchase up to the following numbers and types of permits: three Annual Permits for \$34.00 per vehicle per year, Visitor Permits are also available for \$22.50 each, renewable every four months and 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. 179 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 PM to 9 PM,
Wednesday, October 16, 2013
Cheremoya Avenue Elementary School
6017 Franklin 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:
Monday, November 15, 2013

Address written comments to:
PPD 179 est 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



CITY OF LOS ANGELES
REQUEST FOR OFFICIAL NOTICES ADVERTISING
NOTE: ADVERTISING REQUEST MUST BE APPROVED BY CITY CLERK

DEPARTMENT: Transportation

ROOM#: 555 Ramirez Street, Space #315, Los Angeles, CA 90012

MAIL STOP #: 735-04

Requestor: Felix Valde

Date Submitted: October 1, 2013

Phone: (213) 473-8260/8266

Fax: (213) 473-8271

Second Contact: Tamara Martin

Description of Advertisement: (Public Hearing)

Ad Format: In Column Display w/ border & logo Shoot to fit (must be clear copy)

Ad Location: Legal Classified Metro/Main News

Note: Unless mandated otherwise, only the **FIRST** printing of an official notice is paid from the Official Notices account by the City Clerk, Administrative Services Division. Official Notices must be in-column format and the location must be in the legal section of the official notices publication or in a section where it is most cost-effective.

Name of Newspaper
Daily Journal

Publication Date
October 2, 2013

(Must be single printing unless mandated otherwise)

E-MAIL REQUESTS TO: Office of the City Clerk, Council & Public Services Division
Attn: Julia.Amanti@lacity.org,
cc: Maria.Vizcarra@lacity.org
200 N. Spring St. Room 395
Mail Stop 160
(213) 978-1139
* Please call if you do not receive a response.

For official publications, the requestor will receive an advertiser proof (on multiple run publications) on the date of first publication and/or declaration of publication (on one-time notices) on the date of last publication.

For standard publication requests, please submit request to City Clerk no later than 3:00 pm, two days prior to publication date. For next day publication requests, the submission deadline is 8:30 a.m. of the day prior to the publication date.

For discretionary notices, please contact newspaper for placement. Cost for placing discretionary notices is paid by the requesting department.

City Clerk Approval: _____
Revised 7/10

NOTICE OF PUBLIC HEARING FOR ESTABLISHMENT OF PREFERENTIAL PARKING DISTRICT NO. 179. 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 establishment of Preferential Parking District No. 179 in the Hollywood Dell area in Los Angeles. The street segments proposed to be within the boundaries of Preferential Parking District No. 179 to be the residential street segments: East side of Cahuenga Boulevard between Yucca Street and Cahuenga Terrace, Cahuenga Terrace between Cahuenga Boulevard and San Marco Drive, Pilgrimage Terrace between Cahuenga Terrace and dead end North of Cahuenga Terrace, San Marco Drive between Cahuenga Boulevard and Holly Drive, Lorenzo Drive between San Marco Drive and dead end West of San Marco Drive, San Marco Circle between San Marco Drive and dead end East of San Marco Drive, Odin Street between Cahuenga Boulevard and Holly Drive, La Granada Drive between Odin Street and Holly Drive, Holly Drive between Dix Street and Deep Dell Place, Deep Dell Place between Holly Drive and Weidlake Drive, Fink Place between Fink Street and Holly Drive, Fink Street between dead end South and dead end North of Fink Place, Ivarene Avenue between Willetta Avenue (South intersection) and Alcyona Drive, Crest Way between dead end North of Willetta Avenue and Willetta Avenue, Willetta Avenue between Primrose Avenue and Ivarene Avenue (North intersection), La Rocha Drive between Deep Dell Place and Quebec Drive, Quebec Drive between La Rocha Drive and Creston Drive, Bryn Mawr Drive between Holly Drive and Alcyona Drive, Timmons Trail between dead end and Bryn Mawr Drive, Macal Place between dead end and Bryn Mawr Drive, Bryn Mawr Court between dead end and Bryn Mawr Drive, Alcyona Drive between dead end and Primrose Avenue, El Contento Drive between Quebec Drive (by La Punta Drive) and Alcyona Drive, Rinconia Drive between Grape Place and Quebec Drive, Primrose Avenue between Holly Drive and Vine Street, Vine Street between Vine Way and Ivarene Avenue, Dix Street between Cahuenga Boulevard and Ivar Avenue, Ivar Avenue between Franklin Avenue and Vedanta Terrace, Franklin Avenue between Cahuenga Boulevard and Ivar Avenue.

Time/Place of Public Hearing: 7 PM to 9 PM, on October 16, 2013, at the Cheremoya Avenue Elementary School located at 6017 Franklin Avenue, Los Angeles, California 90028. Written comments will also be accepted on this matter in case you cannot attend the hearing.

Written comments must be received by Monday, November 15, 2013. Address written comments to: PPD 179est Comment 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.

