

CATEGORICAL EXEMPTION, TRANSPORTATION COMMITTEE REPORT and RESOLUTION relative to the conversion of Temporary Preferential Parking District (TPPD) No. 10 to Preferential Parking District (PPD) No. 10.

Recommendations for Council action:

1. FIND that:
 - a. The overflow of parking associated with vehicles from the densely populated area immediately east of the 405 Freeway cause adverse parking impacts on the adjacent residential blocks from which the residents deserve immediate relief.
 - b. The conversion of TPPD No. 10 to PPD No. 10 and its expansion, 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, under Article III.1.a.3 of the 2002 Los Angeles City CEQA Guidelines.
2. ADOPT the accompanying Resolution to convert TPPD No. 10 to PPD No. 10 and expand its boundaries, pursuant to the City Council's November 6, 2018 *Rules and Procedures for Preferential Parking Districts*, which currently includes the following blocks:
 - a. Tupper Street between Gloria Avenue and Haskell Avenue
 - b. Haskell Avenue between Tupper Street and Nordhoff Street
 - c. Nordhoff Street between Haskell Avenue and Gloria Avenue
 - d. Gloria Avenue between Nordhoff Street and Tupper Street
 - e. Expansion to include the streets within the residential area bounded by both sides of the block (unless specified otherwise):
 - i. Tupper Street between Haskell Avenue and the dead end west of the 405 Freeway
 - ii. Aqueduct Avenue between Tupper Street and Rayen Street
 - iii. Rayen Street between Aqueduct Avenue and the dead end west of the 405 Freeway
 - iv. Aqueduct Avenue between Rayen Street and Chase Street

- v. Chase Street between Aqueduct Avenue and the dead end west of the 405 Freeway
 - vi. Aqueduct Avenue between Chase Street and the dead end south of Chase Street
 - vii. Chase Street between Aqueduct Avenue and Haskell Avenue
 - viii. Haskell Avenue between Nordhoff Street and Roscoe Boulevard
3. AUTHORIZE the following parking restrictions for use on the residential portions of all streets in PPD No. 10:
 - a. NO PARKING 8 AM TO 5 PM SCHOOL DAYS; VEHICLES WITH DISTRICT NO. 10 PERMITS EXEMPT
 - b. 2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 10 PERMITS EXEMPT
 - c. NO PARKING 6 PM TO 8 AM, 2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 10 PERMITS EXEMPT
 - d. NO PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 10 PERMITS EXEMPT
 - e. NO PARKING 6 PM TO 8 AM; VEHICLES WITH DISTRICT NO. 10 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 PPD No. 10, as specified in Section 80.58 of the LAMC.
5. DIRECT the LADOT to:
 - a. Post or remove the authorized parking restrictions in the residential area enumerated in Recommendation No. 3, except for areas where parking is currently prohibited in the interest of traffic flow or public safety.
 - b. Post or remove the authorized parking restrictions upon receipt and validation of petitions containing signatures from at least 75 percent of the dwelling units, covering more than 50 percent of the developed frontage on a street segment requesting installation or removal of the parking restrictions set forth in Recommendation No. 4, after the conversion of this TPPD to a PPD by the City Council, without further action by the City Council.

Fiscal Impact Statement: The Board of Transportation Commissioners (Board) reports that revenue from the sale of permits will cover the cost of implementing, administering,

and enforcing PPD No. 10. Violations of the posted parking restrictions may result in citation fines deposited into the General Fund.

Community Impact Statement: None submitted.

Summary:

On August 3, 2021, your Committee considered a June 10, 2021 Board Report and Resolution relative to the conversion of TPPD No. 10 to PPD No. 10. According to the Board, on June 14, 1983, Council adopted TPPD No. 10 (Council File No. 82-1773) to provide relief for residents from the adverse impact from visitors of the adjacent businesses who monopolized the on-street parking and prevented residents from parking near their homes. At the time of its establishment, the Los Angeles Department of Transportation (LADOT) issued a moratorium on new PPDs due to a staff shortage, which limited the option to create a larger, more desirable permit parking district. The *Rules and Procedures for Preferential Parking Districts* approved by Council on November 6, 2018, allows the LADOT to recommend the expansion of a PPD provided all the procedures are followed, and the Program Criteria are found to be generally satisfied. Parking is currently allowed; therefore, the expansion of this PPD falls within the Class 1 Categorical exemption of section 15301(c) of the State CEQA Guidelines and of the 2002 City CEQA Guidelines, Article III.1.a.3.

On November 30, 2018, the LADOT received a letter from Councilmember Mitchell Englander, and on April 23, 2021, LADOT received a letter from Councilmember John Lee requesting the conversion of TPPD No. 10 to PPD No. 10 and expansion of its boundaries to include the residential area enumerated in Recommendation No. 3 above. The letters indicated that the overflow of parking associated with vehicles from the densely populated areas immediately east of the 405 Freeway caused adverse parking impacts on the adjacent residential blocks from which the residents deserved immediate relief. Residents who reside in CD 6 and CD 7 have more restrictive parking signs that are causing their residents to monopolize the on-street parking in the residential portions of CD 12 that currently have less restrictive parking restrictions posted. Councilmember John Lee, LADOT, and the North Hills West neighborhood residents believe the conversion of TPPD No. 10 to PPD No. 10, and its expansion would provide parking relief to the residents of the area.

Residents of the blocks listed below provided signed petitions. A block is defined as a street segment between two intersecting streets. The following petitions represent at least 75 percent of dwelling units on both sides of the street, covering more than 50 percent of the developed frontage on each block:

- Haskell Avenue between Nordhoff Street and Rayen Street
- Haskell Avenue between Rayen Street and Parthenia Street

- Haskell Avenue between Parthenia Street and Napa Street
- Haskell Avenue between Napa Street and Chase Street

After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the recommendations contained in the LADOT report and detailed in the above recommendations. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

COUNCILMEMBER VOTE

BONIN:	YES
KORETZ:	YES
BUSCAINO:	ABSENT

ARL
8/3/21
CD 12

-NOT OFFICIAL UNTIL COUNCIL ACTS-