


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCEPPD No. 31 Expansion  
CD 13

DATE: July 16, 2010

TO: The Honorable City Council  
c/o City Clerk, Room 395, City Hall  
Attention: Honorable Bill Rosendahl, Chair, Transportation CommitteeFROM:  Rita L. Robinson, General Manager  
Department of Transportation**SUBJECT: EXPANSION OF PREFERENTIAL PARKING DISTRICT NO. 31 IN THE  
EAST HOLLYWOOD AREA OF LOS ANGELES AND AMENDMENT OF  
BOUNDARIES C.F. 87-1812****RECOMMENDATIONS** for Council action:

1. CONSIDER the attached Addendum and Negative Declaration dated October 30, 2009 (ND No. **TR-519-09**) and FIND that the proposed expansion of Preferential Parking District No. 31 will not have a significant effect on the environment, pursuant to the City's 2002 California Environmental Quality Act (CEQA) Guidelines, and is in compliance with the California Environmental Quality Act of 1970.
2. ADOPT the accompanying RESOLUTION amending the boundaries of Preferential Parking District No. 31, pursuant to Section B.13 of the Council's April 16, 1996 "Rules and Procedures for Preferential Parking Districts", to include the residential area generally bounded in a clockwise fashion by the following:
  - Western Avenue between Fountain Avenue and Santa Monica Boulevard,
  - Fountain Avenue between Western Avenue and Vermont Avenue,
  - West side of Vermont Avenue between Fountain Avenue and Santa Monica Boulevard,
  - North side of Santa Monica Boulevard between Vermont Avenue and Western Avenue
3. AUTHORIZE either of the following approved PPD No. 31 parking restrictions on residential frontage within the expanded portion of PPD No. 31:
  - a) "2-HOUR PARKING 8 AM TO 6 PM, DAILY; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"
  - b) "2-HOUR PARKING 8 AM TO 6 PM, DAILY; NO PARKING 6 PM TO 8 AM, NIGHTLY; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"

4. INSTRUCT the DOT to initiate the necessary procedures for the preparation and sale of parking permits to residents within the new boundaries of Preferential Parking District No. 31, as described in Recommendation No. 2 above, and as specified in Section 80.58 of the L.A.M.C. and that Preferential Parking District 31 be administered pursuant to the "Rules and Procedures for Preferential Parking Districts" as adopted by the City Council.
5. DIRECT the Department of Transportation prepare a Notice of Determination reflecting the Council's actions under Recommendation No. 2 above and file such notice with the City and County Clerks within five working days of the City Council's action.

#### **DISCUSSION:**

The Preferential Parking Program is set forth in Section 80.58 of the Los Angeles Municipal Code. It provides for the establishment or expansion of a Preferential Parking District (PPD) by Resolution of the City Council, upon recommendation by the Department of Transportation, and authorizes the Department to promulgate rules and procedures to implement the City's Preferential Parking Program, which must be approved by the City Council. Establishment or expansion of a PPD is initiated by a request from a representative of the affected neighborhood group or by the area's Councilmember. However, the area must meet the criteria set forth in the "Rules and Procedures for Preferential Parking Districts" (PPD Rules) adopted by the City Council before establishment or expansion may be allowed.

Rules and procedures approved by the City Council require that, to be eligible for establishment of a PPD, petitions requesting such action be signed by the residents living in at least two-thirds of the dwelling units comprising not less than 50 percent of the developed frontage within the proposed area of not less than six full blocks or two curb miles, whichever is smaller. They also require that parking surveys be undertaken by the Department to determine if parking is significantly impacted by non-resident parkers. The surveys must find that, on a minimum of four blocks in the proposed district, at least 25 percent of the legal parking spaces are occupied by vehicles registered to non-residents.

For an expansion of an existing PPD, the rules and procedures require that the same percentage of residents on four full blocks of the proposed expansion area petition. Further, at least two blocks must show that at least 25 percent of the legal parking spaces are occupied by vehicles registered to non-residents.

Residents of the area designated as a PPD 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 only applies 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.

PPD No. 31 was established by Council Resolution on January 6, 1988, and consists of the residential area generally bounded clockwise by the following (see attached map):

- Sunset Boulevard between Western Avenue and Vermont Avenue
- Vermont Avenue between Sunset Boulevard and Fountain Avenue
- Fountain Avenue between Vermont Avenue and Western Avenue
- Western Avenue between Fountain Avenue and Sunset Boulevard

The existing Preferential Parking District No. 31 has two approved restrictions:

- a) "2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"
- b) "2 HOUR PARKING 8 AM TO 6 PM; NO PARKING 6 PM TO 8 AM; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"

At this time, 6 of the approximately 46 blocks that make up PPD No. 31 are posted with Preferential Parking Restriction "b" above (for clarity, the signs actually read "NO PARKING 6 P.M. TO 8 A.M.; 2 - HOUR PARKING 8 A.M. TO 6 P.M.; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPTED"). No blocks are currently posted with Preferential Parking Restriction "a".

Section B.12 of the "Rules and Procedures for Preferential Parking Districts" approved by the City Council on April 16, 1996, allows the DOT to recommend revisions to a preferential parking district's boundaries provided the following conditions are met:

1. Submittal and verification of petitions requesting such action signed by the residents living in at least two-thirds of the dwelling units comprising not less than 50 percent of the developed frontage on a minimum of four blocks.
2. Determination by the Department that at least 75 percent of the legal on-street parking spaces are occupied on a minimum of two blocks.
3. Determination by the Department that at least 25 percent of the legal on-street parking spaces are occupied by vehicles registered to non-residents on a minimum of four blocks within the proposed district.
4. A public hearing has been conducted for the purpose of receiving comments on the preliminary findings and recommendations of the Department.

#### The Application

On August 9, 2007, the Department of Transportation received a letter of support for the establishment of a new Preferential Parking District for the area adjacent to PPD 31 and Overnight Parking District 531, from Councilmember Eric Garcetti, 13<sup>th</sup> District as well as a Letter of Interest Form submitted by Mr. Doug Haines from the East Hollywood Neighborhood Council.

On February 12, 2008, staff from Los Angeles Department of Transportation held an informal meeting with the petition organizers, community leaders, and the City Council office to discuss and identify alternative solutions other than creation of a new Preferential Parking, as well as to discuss the proposed boundaries and to review the parking

restriction available for the expansion of Preferential Parking District No. 31. At the meeting, it was concluded the parking problem was primarily caused by patrons of the local businesses, abandoned vehicles and neighboring schools. Moreover, the group concluded that expanding PPD 31 would better serve the community than to form a new district in that expansion allowed resident's vehicles to park throughout the larger district boundaries and resulted in less segmentation of parking.

The group concluded that the only alternative available to provide relief to the residents of this area was to pursue the expansion of Preferential Parking District No. 31. The construction of additional off-street parking structures or leasing off-street parking lots to provide additional parking supply in the immediate area are not feasible options at this time.

In electing to expand PPD 31, the residents had already provided petitions for more than four blocks in the neighborhood immediately south of PPD No. 31. A block is defined as a street segment between two intersecting streets. The following seven blocks submitted petitions representing more than 67 percent of household units on both sides of the street and covering more than 50 percent of the developed frontage on each block:

1. La Mirada Avenue between Western Avenue and Serrano Avenue
2. La Mirada Avenue between Serrano Avenue and Hobart Boulevard
3. Serrano Avenue between La Mirada Avenue and Lexington Avenue
4. Virginia Avenue between Serrano Avenue and Hobart Boulevard
5. Hobart Boulevard between Lexington Avenue and Virginia Avenue
6. Virginia Avenue between Hobart Boulevard and Kingsley Drive
7. Lexington Avenue between Berendo Street and New Hampshire Avenue

Subsequent to the analysis and verification of the submitted petitions, the Department identified a proposed expansion area for PPD No. 31 bounded as follows:

- Fountain Avenue between Western Avenue and Vermont Avenue
- Vermont Avenue between Fountain Avenue and Santa Monica Boulevard
- Santa Monica Boulevard between Vermont Avenue and Western Avenue
- Western Avenue between Santa Monica Boulevard and Fountain Avenue

On September 21, 2009, a meeting was held in Council District Thirteen by the East Hollywood Neighborhood Council from 7:00 p.m. to 9:00 p.m. with DOT staff and Council District No. 13 staff to discuss the proposed expansion of PPD 31 with interested members of the public.

Although the District boundaries include commercial establishments, preferential parking restrictions would only be posted on residential blocks and only residents of the designated area would be able to purchase permits that would exempt them from the proposed preferential parking restrictions.

### Parking Analysis

The Department of Transportation conducted parking impact studies within the proposed expansion area on December 6, 2008. A license plate survey was done in the late morning hours. The address of the vehicle's registered owner, determined through the Department of Motor Vehicles database, was used as the criterion for determining resident or non-resident status. Nine of the blocks where parking studies were conducted met the qualifying criteria (at least 75 percent of spaces occupied with at least 25 percent of the spaces occupied by non-residents) to revise the boundaries of the Preferential Parking District.

The majority of the parking problems experienced by the petitioning residents occur during the daytime hours and the evening hours. The non-resident vehicles appear to belong to employees, customers, and visitors, who work and shop in the area. However, some vehicles appear to have been abandoned in the area. Field investigations carried out by the Department provided evidence of high parking demand. In general, residents who do not have sufficient off-street parking find that it is very difficult for them and their guests to park on the street under the present circumstances.

### The Public Hearing

The Public Hearing concerning the proposed expansion of Preferential Parking District No. 31 was conducted on November 12, 2009 at the Kingsley Elementary School Auditorium, 5200 Virginia Avenue, Los Angeles, CA. Ray Lau, Transportation Engineer for the Department of Transportation, 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. Lau's report is attached.)

Approximately 120 persons attended the hearing. The attendees were each provided a copy of the Agenda, the Preliminary Report, a Speaker Card and an Opinion Card. Mr. Lau opened the meeting and explained the rules and procedures for the hearing. He explained that any individual who wanted to speak needed to fill-out and hand the completed Speaker Card to one of the three Parking Permits Division representatives before the comment period concluded.

Mr. Yadi Hashemi presented general information regarding the Preferential Parking Program, including the fees for purchase of permits. Ms. Cayton provided information regarding the history of the expansion.

While some of the speakers indicated support for the district, others stated opposition about having to pay for parking. At the end of the hearing, however, attendees returned voting cards indicating preference FOR or AGAINST expansion of the District and restrictions desired, if any. Thirty-three persons submitted cards indicating that they supported expansion of the district. Twelve persons submitted cards in opposition to expanding the preferential parking district.

### The Public Comment Period

A 30-day period followed the November 12, 2009 public hearing. LADOT received a total of forty letters and e-mails from Los Angeles residents concerned about the expansion of

the proposed district. Five of the items of correspondence (12.5%) were against the expansion of Preferential Parking District and thirty-five (87.5%) were in support of the proposed expansion of the Preferential Parking District. Two items were received after the comment period concluded.

#### Proposed Parking Regulations

The residents of the proposed expansion area petitioned for a "NO PARKING 6PM TO 8AM NIGHTLY; 2-HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT" restriction; which is one of the two restrictions currently authorized for existing PPD No. 31. 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.

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.

#### Environmental Clearance

Prior to establishing the original PPD No. 31, the Council found that formation of the proposed 46-block district would not have a significant effect on the environment and adopted the Negative Declaration dated January 6, 1988 (ND No. 87-070). Upon the determination to expand this district and additional Negative Declaration dated October 30, 2009 was prepared (TR 519-09). In compliance with the requirement of California Environmental Quality Act (CEQA), both studies assessed the potential environmental impacts of this expansion project. No significant impacts are anticipated and no mitigation measures are required. Comment period expired on December 14, 2009. As noted above forty written comments were received; thirty-five (87.5%) supported the expansion. Five (12.5%) opposed the expansion. Two additional comments were received after the comment period closed.

#### FISCAL IMPACT STATEMENT:

The sale of Preferential Parking permits within the expanded area of Preferential Parking District No. 31 will cover the cost of implementation and administration of the expanded Preferential Parking District. The City may gain additional revenue from the issuance of parking citations to violators of the expanded District's parking restrictions.

#### CONCLUSION:

Based upon field investigations, analysis of the public hearing comments, written submittals, and input from the residents, the Department has determined that on-street parking in this residential area is adversely affected by non-resident parkers. Therefore,

the Department recommends that the Council amend by Resolution the boundaries of Preferential Parking District No. 31 to include the residential area bounded in a clockwise fashion by:

- Sunset Boulevard between Western Avenue and Vermont Avenue
- Vermont Avenue between Sunset Boulevard and Santa Monica Boulevard
- Santa Monica Boulevard between Vermont Avenue and Western Avenue
- Western Avenue between Santa Monica Boulevard and Sunset Boulevard

The revised PPD No. 31 would still be subject to all other terms and conditions of the original Resolution including the authorization to use either of the approved PPD No. 31 parking restrictions on residential frontage within the proposed expansion.

The expansion of PPD No. 31 is in agreement with the provisions of Section B.12 of the Council-approved "Rules and Procedures for Preferential Parking Districts". The residents of the proposed district are being adversely affected by non-resident on-street parking demand and are therefore entitled to relief from conditions associated with this problem.

The expansion of PPD No. 31 will allow the residents a better opportunity to park near their homes while controlling the intrusion by non-resident parkers. Indirect benefits to the residential area will be a reduction of noise and litter. The newly enlarged Preferential Parking District No. 31 will be enforced by the existing DOT Traffic Officers assigned to the area.

After Council approves the amending Resolution, the DOT will proceed with the posting of signs, implementing preferential parking regulations upon submittal of valid petitions by the residents as specified in the Council's "Rules and Procedures for Preferential Parking Districts".

YH:tlm  
S: PPD 31 Expansion

**Attachments:**

Resolution  
PPD No. 31 Expansion Maps  
Hearing Officer's Report  
PPD No. 31 Expansion Public Comments  
CEQA Documents

## RESOLUTION

### EXPANSION OF PREFERENTIAL PARKING DISTRICT NO. 31 IN THE EAST HOLLYWOOD AREA OF LOS ANGELES AND SETTING NEW BOUNDARIES

**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; and

**WHEREAS**, pursuant to LAMC Section 80.58, on January 6, 1988, the Council adopted Negative Declaration No. 87-070 filed on May 12, 1987 and a Resolution establishing Preferential Parking District No. 31 consisting of the residential area generally bounded clockwise by the centerlines of the following:

- Sunset Boulevard between Western Avenue and Vermont Avenue
- Vermont Avenue between Sunset Boulevard and Fountain Avenue
- Fountain Avenue between Vermont Avenue and Western Avenue
- Western Avenue between Fountain Avenue and Sunset Boulevard

**WHEREAS**, pursuant to LAMC Section 80.58.k, the Department of Transportation promulgated "Rules and Procedures for Preferential Parking Districts", the most recent amendment of which the Council adopted on May 20, 2003; and

**WHEREAS**, residents within the area of the city generally bounded on the north by the centerline of Fountain Avenue, on the east by the centerline of Vermont Avenue, on the south by the centerline of Santa Monica Boulevard, and the west by the centerline of Western Avenue have petitioned the DOT to be added to the Preferential Parking District No. 31; and

**WHEREAS**, the Department 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 of seven blocks; and

**WHEREAS**, the Department has conducted parking studies which indicate that seven 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 B.12 of the "Rules and Procedures for Preferential Parking Districts"; and



**WHEREAS**, a public hearing was held on November 12, 2009 at the Kingsley Elementary School Auditorium, 5200 Virginia Avenue, Los Angeles, California, which was attended by interested residents and business people from the area, and the Public Hearing Report, completed on June 17, 2010, details the events of said hearing.

**WHEREAS**, the Department of Transportation 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:

- La Mirada Avenue between Western Avenue and Serrano Avenue
- La Mirada Avenue between Serrano Avenue and Hobart Boulevard
- Serrano Avenue between La Mirada Avenue and Lexington Avenue
- Virginia Avenue between Serrano Avenue and Hobart Boulevard
- Hobart Boulevard between Lexington Avenue and Virginia Avenue
- Virginia Avenue between Hobart Boulevard and Kingsley Drive
- Lexington Avenue between Berendo Street and New Hampshire Avenue; and

**NOW THEREFORE BE IT RESOLVED**, by the Council of the City of Los Angeles, that the resolution adopted by the Council on January 6, 1988, establishing Preferential Parking District No. 31, be hereby amended to revise the boundaries of Preferential Parking District No. 31 to include the residential area generally bounded clockwise by the following:

- Sunset Boulevard between Western Avenue and Vermont Avenue
- Vermont Avenue between Sunset Boulevard and Fountain Avenue
- Santa Monica Boulevard between Vermont Avenue and Western Avenue
- Western Avenue between Fountain Avenue and Sunset Boulevard

**BE IT FURTHER RESOLVED**, that upon approval of Preferential Parking District No. 31 through the adoption of this Resolution, the Department of Transportation 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".

1. "2 HOUR PARKING 8 A.M. TO 6 P.M.; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"
2. "2 HOUR PARKING 8 A.M. TO 6 P.M.; NO PARKING 6 P.M. TO 8 A.M.; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"

**BE IT FURTHER RESOLVED**, that upon approval of Expansion of Preferential Parking District No. 31 through the adoption of this Resolution, signs with the restriction: "2 HOUR PARKING 8 A.M. TO 6 P.M.; NO PARKING 6 P.M. TO 8 A.M.; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT" be posted on the residential portions on both sides of:

- La Mirada Avenue between Western Avenue and Serrano Avenue
- La Mirada Avenue between Serrano Avenue and Hobart Boulevard
- Serrano Avenue between La Mirada Avenue and Lexington Avenue
- Virginia Avenue between Serrano Avenue and Hobart Boulevard
- Hobart Boulevard between Lexington Avenue and Virginia Avenue
- Virginia Avenue between Hobart Boulevard and Kingsley Drive
- Lexington Avenue between Berendo Street and New Hampshire Avenue

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





**BE IT FURTHER RESOLVED**, that all other terms and conditions of the Resolution dated January 6, 1988, establishing Preferential Parking District No. 31 remains unchanged.

# PREFERENTIAL PARKING DISTRICT NO. 31 EXPANSION

COUNCIL DISTRICT 13



## LEGEND:

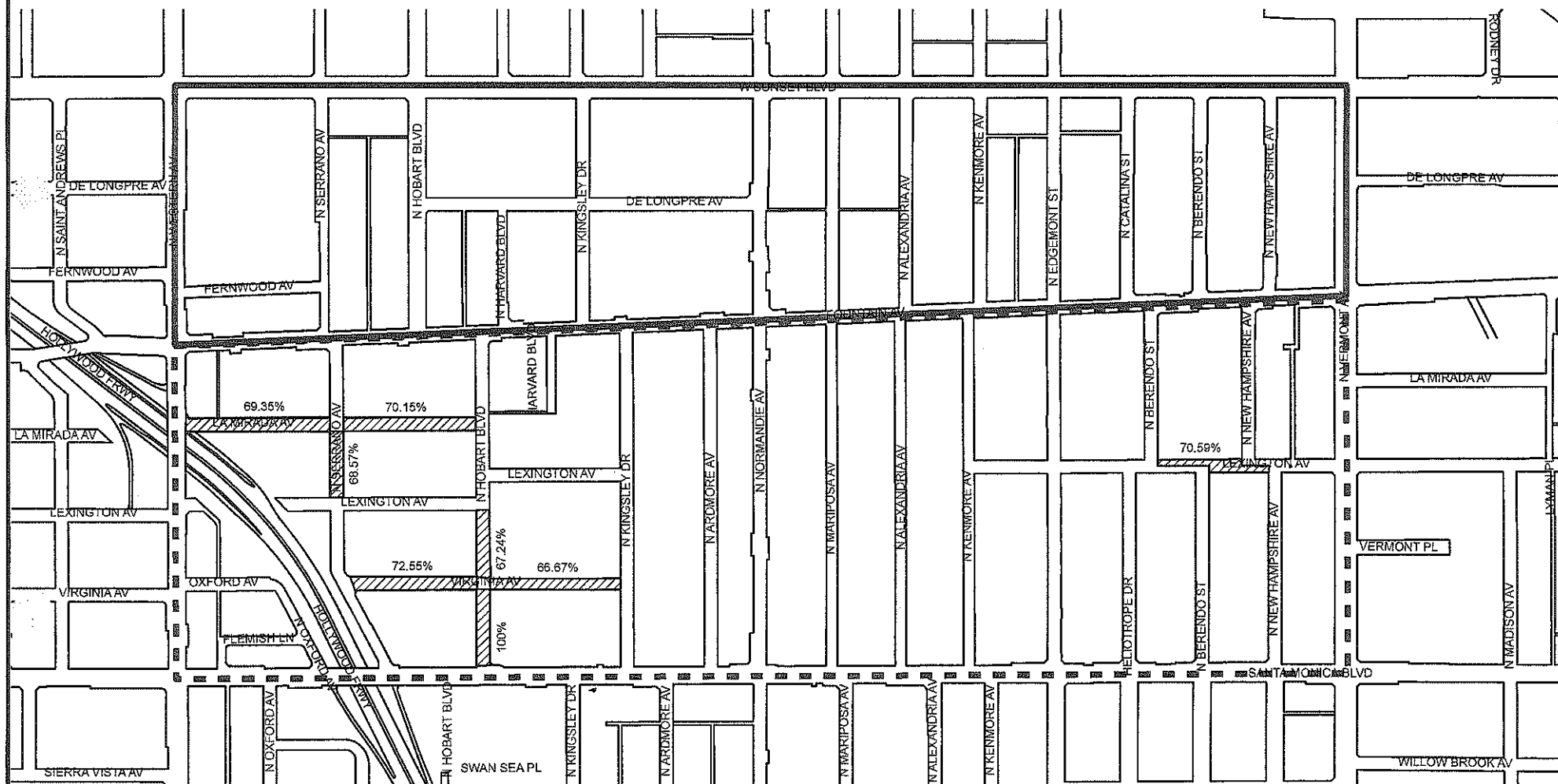
-  Existing PPD 31 Boundary
-  Proposed PPD 31 Expansion
-  No Parking 6pm to 8am; 2 Hr. Parking 8am to 6pm; Vehicles with District No. 31 permits exempted.
-  2 Hr. Parking 8am to 6pm; Vehicles with District No. 31 permits exempted.



# PREFERENTIAL PARKING DISTRICT NO. 31 EXPANSION

## COUNCIL DISTRICT 13



### (% PETITION)



#### LEGEND:

- Existing PPD 31 Boundary
- - - Proposed PPD 31 Expansion
- ▨ Block that Petitioned

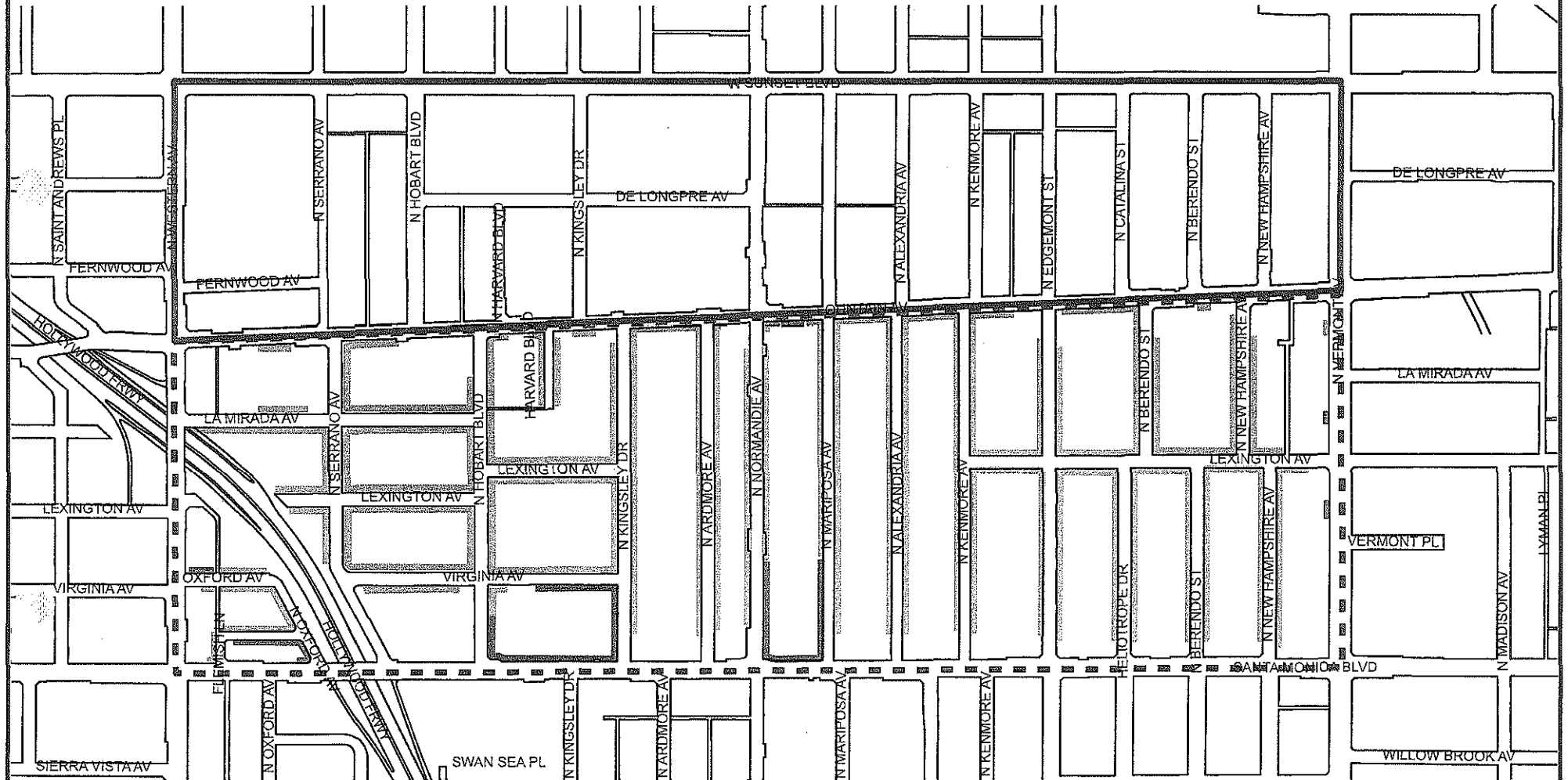
**(Parking Impact Study - %Occupancy & % Non-Residents)**

-  Existing PPD 31 Boundary  
 Proposed PPD 31 Expansion  
 Block that Petitioned



# PREFERENTIAL PARKING DISTRICT NO. 31 EXPANSION

## LAND USE MAP



### LEGEND:

- |  |                           |  |             |
|--|---------------------------|--|-------------|
|  | Existing PPD 31 Boundary  |  | Residential |
|  | Proposed PPD 31 Expansion |  | School      |
|  | Mix Use                   |  | Church      |
|  | Commercial                |  |             |

**CITY OF LOS ANGELES  
DEPARTMENT OF TRANSPORTATION**

**RECOMMENDATION OF HEARING OFFICER  
PROPOSED PREFERENTIAL PARKING DISTRICT NO. 31  
East Hollywood Area**

**Council District No. 13**

**Department of Transportation District: Hollywood-Wilshire**

Date: June 17, 2010

To: Rita L. Robinson, General Manager  
Department of Transportation

From:  Ray Lau, Transportation Engineer  
Bureau of Parking Operations, Meter Operation Division

Request From: Area Residents

Subject Request: Expansion of Preferential Parking District No. 31, within the East Hollywood area of Los Angeles, bounded in a clockwise fashion by:

Western Avenue on the west, Fountain Avenue on the north,  
Vermont Avenue on the east, and Santa Monica Boulevard on the south

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## **REQUEST AND RECOMMENDATION**

**Subject:** Expansion of Preferential Parking District No. 31 in the residential area currently bounded by Western Avenue on the west, Sunset Boulevard on the north, Vermont Avenue on the east, and Fountain Avenue on the south. The new boundaries will include, in a clockwise fashion, the area defined by Western on the west, Fountain Avenue on the north, Vermont Avenue on the east and Santa Monica Boulevard on the south (Appendix A).

### **Hearing Officer's Recommendation:**

**Designate:** Western Avenue on the west, Sunset Boulevard on the north, Vermont Avenue on the east, and Santa Monica Boulevard on the south as the new boundaries of the expanded Preferential Parking District No. 31 (Appendix A).

**Approve:** The posting of the following restrictions on residential frontage anywhere within the proposed district, wherever residents have properly petitioned for these preferential parking control as outlined in Section 80.58 of the Los Angeles Municipal Code (LAMC).

- "2-HOUR PARKING 8 AM TO 6 PM, DAILY; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"
- "2-HOUR PARKING 8 AM TO 6 PM, DAILY; NO PARKING 6 PM TO 8 AM, NIGHTLY; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"

## **SUMMARY OF PUBLIC HEARING**

The Public Hearing concerning the expansion of Preferential Parking District No. 31 was conducted from 7:30 p.m. to 9:30 p.m. on Thursday, November 12, 2009 at the Kingsley Elementary School, 5200 Virginia Avenue. As persons entered, they were given an agenda for the meeting, a copy of the preliminary report including 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 expansion of the District.

As Hearing Officer, I, Ray Lau, Transportation Engineer, opened the meeting and discussed the rules and procedures for the hearing. Next, Mr. Yadi Hashemi, Senior Transportation Engineer of the Parking Permits Division, introduced the Department staff, discussed the enabling ordinance, the traffic surveys that qualified the proposed Preferential Parking District, the procedures for adoption, the fee structure for permit issuance, study procedures and related matters.



Approximately 120 persons attended the hearing. Michelle Cayton, Project Manager, presented a Power Point Presentation which provided background information regarding Preferential Parking District No. 31 as well as Petition Validation Map, Parking Study Map and a Land Use Map. The PowerPoint presentation also covered the steps that had been completed in the expansion of PPD 31 and indicated the steps that would be necessary to complete before PPD 31 could be expanded.

Mr. Yadi Hashemi and Michelle Cayton answered general questions about the Preferential Parking Program, and specific questions about the proposed expansion District No.31, including why this area was recommended for expansion to PPD 31 rather than for establishment of a new district. Then the floor was opened to comments from the public. This portion of the hearing was recorded and 14 persons submitted cards requesting to speak. Of these 14, 6 persons spoke against the expansion of the district and 5 persons spoke in support of the preferential parking district's expansion.

At the end of the hearing, cards were turned in indicating preference FOR or AGAINST expansion of the District and restrictions desired, if any. Thirty-three persons submitted cards indicating that they supported the district. Twelve persons submitted cards against expanding the preferential parking district.

During the 30-day period following the public hearing, LADOT received a total of forty letters and e-mails from Los Angeles residents concerned about the expansion of the proposed district. Five of the items of correspondence were against the expansion of Preferential Parking District and thirty-five were in support of the proposed expansion of the Preferential Parking District. Two items were received after the public comment period had closed and were not considered.

### **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 a new preferential parking district; however, in light of the proximity to the existing Preferential Parking District 31, the residents changed the focus to request expansion of Preferential Parking District 31 instead. Residents of the following seven (7) blocks within the above mentioned residential area submitted qualifying petitions to the Department of Transportation requesting the creation of Preferential Parking District No. 31:

1. La Mirada Avenue between Western Avenue and Serrano Avenue
2. La Mirada Avenue between Serrano Avenue and Hobart Boulevard
3. Serrano Avenue between La Mirada Avenue and Lexington Avenue
4. Virginia Avenue between Serrano Avenue and Hobart Boulevard
5. Hobart Boulevard between Lexington Avenue and Virginia Avenue
6. Virginia Avenue between Hobart Boulevard and Kingsley Drive
7. Lexington Avenue between Berendo Street and New Hampshire Avenue

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 four blocks of the residential neighborhood, which is twice the minimum number of blocks required for expanding a District.

The Department of Transportation conducted a parking impact study within the proposed District on December 6, 2008 between 10:00 a.m. and noon. The conditions that must be met to satisfy the qualifying requirements of the parking impact studies are that at least 75 percent of the legal parking spaces on qualifying blocks are occupied, and at least 25 percent of the legal parking spaces are occupied by vehicles registered to non-residents in at least four blocks. The address of the vehicle's registered owner, determined through the Department of Motor Vehicles, was used as the criterion for determining residents or non-residents status. The day of the week and the time of day of the parking study were based on the applicant's estimate of when the neighborhood parking intrusion was most severe. In this case, nine blocks met the criteria for the expansion of a District.

The results of the field checks and the parking impact studies confirmed that the parking problems experienced by the petitioning residents occur during the daytime hours. The "non-residents vehicles" were defined as those not appearing to belong to residents of the 76 block expansion area. The residents who do not have sufficient off street parking find that is very difficult for them and their guests to park on the street during the day under the present circumstances.

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

- "2-HOUR PARKING 8 AM TO 6 PM, DAILY; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"
- "2-HOUR PARKING 8 AM TO 6 PM, DAILY; NO PARKING 6 PM TO 8 AM, NIGHTLY; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"

At the public hearing, the residents did not submit comments on parking restrictions.

It should be noted that it has been City Council practice to not 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**

In compliance with the requirements of the California Environmental Quality Act, an initial study was prepared to assess the potential environmental impacts of this project. No significant impacts are anticipated and no mitigation measures are required. Therefore, a Negative Declaration is proposed to be adopted by the City Council. The initial study was made available for review at the Cahuenga Library, 4591 Santa Monica Boulevard, Los Angeles, CA 90029. The review period ended December 14, 2009. No comments concerning environmental matters have been received by LADOT.

### **CONCLUSION**

The results of the parking studies indicate that the expansion 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 expansion 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 31, be expanded and that the new boundaries of the District should be the residential area, bounded by Western Avenue on the west, Sunset on the north, Vermont Avenue on the east, and Santa Monica Boulevard on the south.

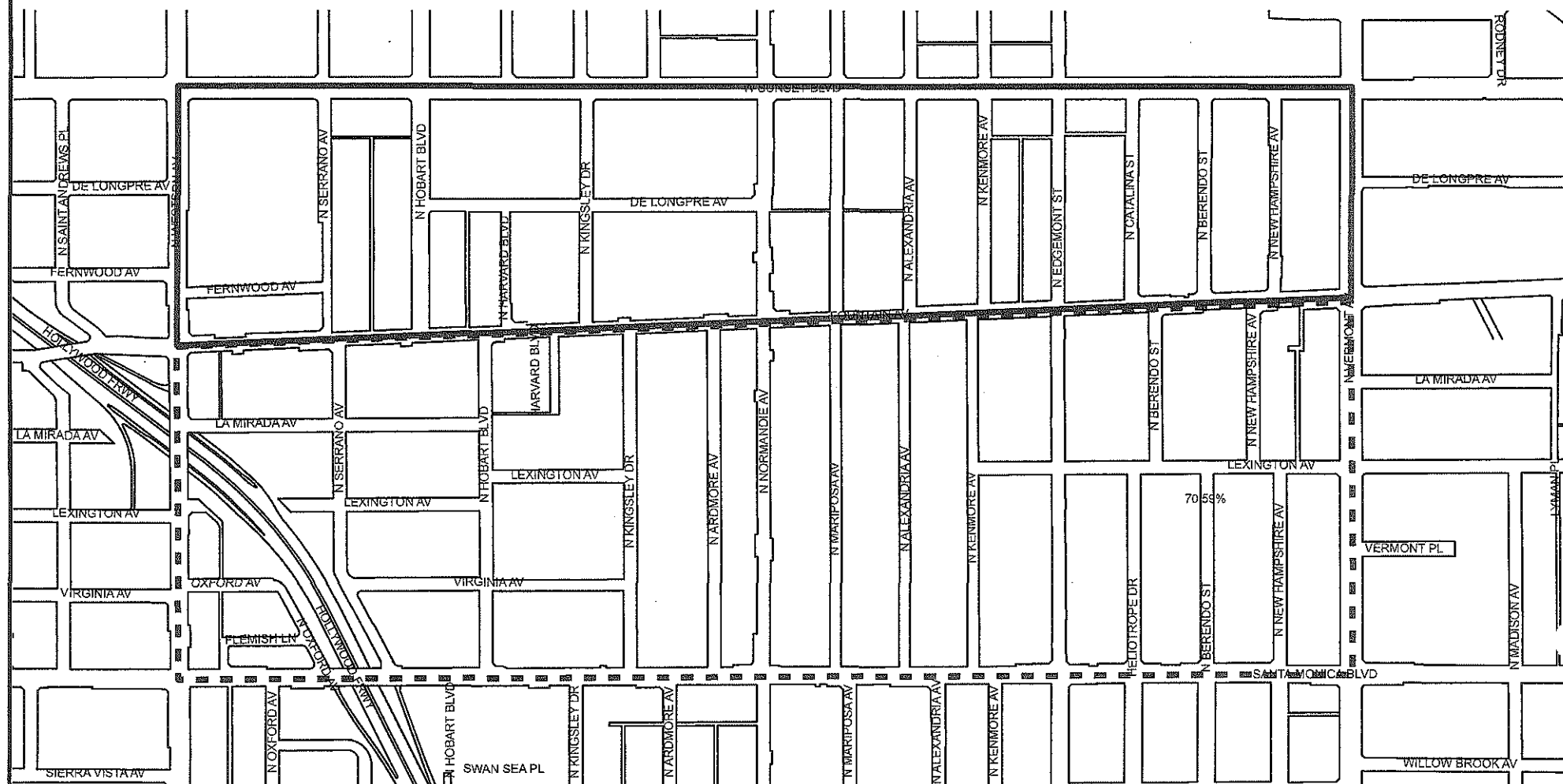
The expansion of this Preferential Parking District is in compliance with the provisions of Section 80.58 of the Los Angeles Municipal Code, and with the Council-approved Rules and Procedures for Preferential Parking Districts. The residents are being adversely affected by nonresident on-street parking demand and are therefore entitled to relief from conditions associated with this problem. The following parking restriction will best serve the needs of the residents and the businesses in this proposed preferential parking district:

- "2-HOUR PARKING 8 AM TO 6 PM, DAILY; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"
- "2-HOUR PARKING 8 AM TO 6 PM, DAILY; NO PARKING 6 PM TO 8 AM, NIGHTLY; VEHICLES WITH DISTRICT NO. 31 PERMITS EXEMPT"





When posted on the residential streets these restrictions will keep employees, mechanics working on cars, delivery trucks of old furniture, mobile concession stands and non-residential vehicles from parking all day or from parking 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 expansion of Preferential Parking District No. 31, 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**

**PREFERENTIAL PARKING DISTRICT NO. 31 EXPANSION**  
**COUNCIL DISTRICT 13**



**LEGEND:**

-  Existing PPD 31 Boundary  
 Proposed PPD 31 Expansion  
 No Parking 6pm to 8am; 2 Hr. Parking 8am to 6pm;  
Vehicles with District No. 31 permits exempted.  
 2 Hr. Parking 8am to 6pm;  
Vehicles with District No. 31 permits exempted.



**APPENDIX B****COMMENTS DURING THE PUBLIC HEARING FOR THE PROPOSED  
PREFERENTIAL PARKING DISTRICT NO. 31  
EAST HOLLYWOOD AREA OF LOS ANGELES  
ON NOVEMBER 12, 2009, AT THE KINGSLEY ELEMENTARY SCHOOL**

FOR	No parking 6pm-8am, 2 hr parking 6pm-8am, vehicles with district 31 permit exempt
AGAINST	No Comment
FOR	No Comment
AGAINST	No Comment
AGAINST	No Comment
AGAINST	No Comment
AGAINST	2 hrs for non permit 8am-6pm, 6pm-8am permit only
AGAINST	No Comment
FOR	No Comment
FOR	None
FOR	No Comment
FOR	No Comment
FOR	No Comment
FOR	No Comment
FOR	No Comment
FOR	2 hr parking 8am-6pm, no parking 6pm to 8am, vehicles with district No. 31 exempt
FOR	No Comment
FOR	As applied

FOR	As applied
FOR	No Comment
FOR	Free parking property owners, also what happen to apt owners with limited parking?
FOR	No Comment
FOR	No Comment
FOR	No Comment
FOR	No Comment
AGAINST	No Comment
AGAINST	None
FOR	No Comment
FOR	No Comment
AGAINST	No Comment
FOR	No parking 6pm-8am, 2hr 8am-6pm permits exempt
FOR	No Comment
AGAINST	Enforce the existing "no parking more than 72 hours" law
FOR	No Comment
FOR	No parking 6pm-8am, 2 hr parking 8am-6pm
AGAINST	Whoever owns a house, let them apply for permits, whoever does not like should be free to be against it, the law should not be for all
AGAINST	The street belongs to everybody must not have big restrictions
FOR	No Comment
FOR	Manager of 30 units, they all want for preferential parking, no parking 6pm-8am and 8am-6pm except with permits
FOR	Virginia Ave between Hobart and Kingsley
FOR	No Comment



FOR No Comment

FOR No Comment

FOR As Applied

FOR No Comment

NO.	NAME	ADDRESS	APT. NO.	FOR/AGAINST	EMAIL/MAILED LETTER	DATE
1	Suzan Comostiles	1120 N. New Hampshire Ave.		FOR	Email	11/6/2009
2	Jessica Kroeber	De Longpre/Harvard		AGAINST	Email	11/6/2009
3	Jerry Arbogast	1134 N. Heliotrope Drive		FOR	Email	11/11/2009
4	Tigran Panossian	5426 La Mirada Avenue		FOR	Letter	11/21/2009
5	Leticia Panossian	5426 1/2 La Mirada Avenue		FOR	Letter	11/21/2009
6	Mariros Misyidzhyan	5407 La Mirada Avenue		FOR	Email	11/23/2009
7	Mark Westerdale	N/A		AGAINST	Email	11/24/2009
8	Yuko Staton	5425 Santa Monica Blvd		FOR	Email	11/24/2009
9	Sharon Dwyer	1157 N. Ardmore Avenue		FOR	Email	12/3/2009
10	Stephen Sachs	Fountain Theatre		AGAINST	Letter	12/8/2009
11	Bob Hariri	5425 Santa Monica Blvd	202	FOR	Letter	12/10/2009
12	Rafael Inoc	5425 Santa Monica Blvd	203	FOR	Letter	12/10/2009
13	Theresa Acquire	5425 Santa Monica Blvd	204	FOR	Letter	12/10/2009
14	David Sterling	5425 Santa Monica Blvd	205	FOR	Letter	12/10/2009
15	Eduardo Guizado	5425 Santa Monica Blvd	206	FOR	Letter	12/10/2009
16	Erick Crespo	5425 Santa Monica Blvd	208	FOR	Letter	12/10/2009
17	Madeline Swartz	5425 Santa Monica Blvd	301	FOR	Letter	12/10/2009
18	Dwayne Tucker	5425 Santa Monica Blvd	302	FOR	Letter	12/10/2009
19	Amy Fulton	5425 Santa Monica Blvd	303	FOR	Letter	12/10/2009
20	Skyler Robinson	5425 Santa Monica Blvd	304	FOR	Letter	12/10/2009
21	Daniel Galsworth	5425 Santa Monica Blvd	305	FOR	Letter	12/10/2009
22	Veronica Smith	5425 Santa Monica Blvd	306	FOR	Letter	12/10/2009
23	Annie Gimás	5425 Santa Monica Blvd	307	FOR	Letter	12/10/2009
24	Lana Carter	5425 Santa Monica Blvd	308	FOR	Letter	12/10/2009
25	David Stevens	5425 Santa Monica Blvd	309	FOR	Letter	12/10/2009
26	Joseph Tierney	5425 Santa Monica Blvd	310	FOR	Letter	12/10/2009
27	Jeremy Craven	5425 Santa Monica Blvd	401	FOR	Letter	12/10/2009
28	Jordan Phoenix	5425 Santa Monica Blvd	402	FOR	Letter	12/10/2009
29	Deniz Ari	5425 Santa Monica Blvd	405	FOR	Letter	12/10/2009
30	Sacha Ferreira	5425 Santa Monica Blvd	406	FOR	Letter	12/10/2009
31	Brenton Wimberly	5425 Santa Monica Blvd	407	FOR	Letter	12/10/2009

32	Kimberly Eddy	5425 Santa Monica Blvd	408	FOR	Letter	12/10/2009
33	Nicola Scott	5425 Santa Monica Blvd	409	FOR	Letter	12/10/2009
34	Glen McDougal	5425 Santa Monica Blvd	410	FOR	Letter	12/10/2009
35	Oscar Garcia	5421 - 5455 Flemish Lane		FOR	Letter	12/10/2009
36	Crystal Bryan	New Hampshire Avenue		FOR	Email	12/10/2009
37	Jada Sharp	1118 N. New Hampshire Avenue		FOR	Letter	12/11/2009
38	Aiisa Gulko	1183 1/2 New Hampshire Avenue		FOR	Email	12/13/2009
39	Jeanne Reynolds	5156 Fountain Avenue		AGAINST	Email	12/14/2009
40	Karen Johnson	1426 N. Edgemont St	11	AGAINST	Email	12/14/2009
41	David Palacios	1141 N. Alexandria Avenue			Email after the comment period	12/15/2009
42	Eric Fromm	1114 N. New Hampshire Avenue	1		Faxed after the comment period	12/15/2009

# NOTICE OF PUBLIC HEARING

## EXPANSION OF PREFERENTIAL PARKING DISTRICT NO. 31

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 expansion of Preferential Parking District No. 31 in the East Hollywood area of Los Angeles. The Department has established the "Maximum Allowable Boundaries" of the proposed expansion of the Preferential Parking District No. 31 to be east side of Western Avenue between Fountain Avenue and Santa Monica Boulevard, south side of Fountain Avenue between Western Avenue and Vermont Avenue, west side of Vermont Avenue between Fountain Avenue and Santa Monica Boulevard, and north side of Santa Monica Boulevard between Western Avenue and Vermont Avenue (see map below).

Since the residents of at least 4 segments within the above-mentioned area have submitted petitions for the expansion of Preferential Parking District No. 31, 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. The parking restrictions for the expanded area will remain the same as within the existing District No. 31.

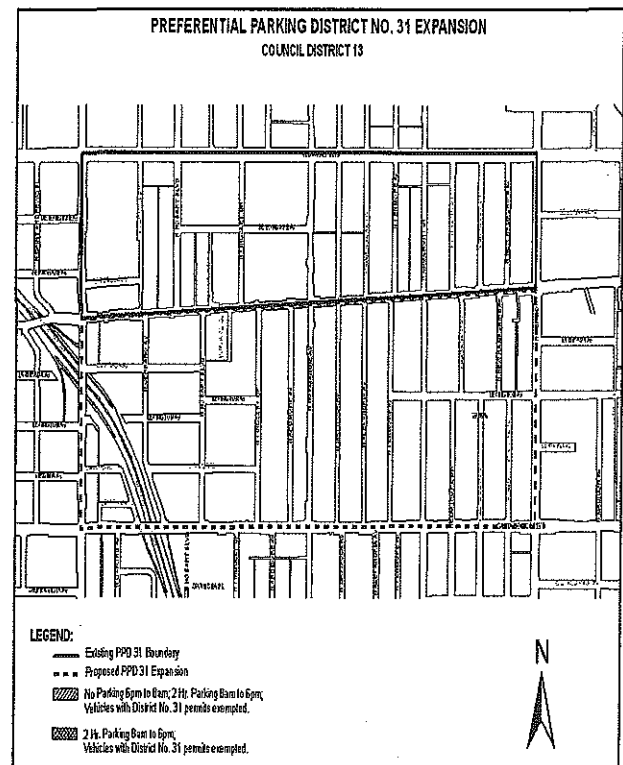
Upon Council adoption of the expansion of Preferential Parking District No. 31, residents of the expanded area will be able to purchase up to three Annual Permits for \$34.00 per vehicle per year. Visitor Permits are also available for \$22.50 each, renewable every four months, with a maximum of two per household. 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. 31 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:

**7:30 PM to 9:00 PM,  
Thursday, November 12, 2009  
Kingsley Elementary School  
Auditorium  
5200 Virginia Avenue  
Los Angeles, CA 90029**

**Written comments will also be accepted on this matter, in case you cannot attend the hearing.**  
Written comments must be received by December 14, 2009. Address written comments to:

PPD 31exp Comments c/o Michelle Cayton  
Department of Transportation  
555 Ramirez Street, Space 315  
Los Angeles, CA 90012  
Fax: (213) 473-8271  
Email: [LADOT.PrefParking@lacity.org](mailto:LADOT.PrefParking@lacity.org)



(When required)

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**LOS ANGELES DAILY JOURNAL**

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Mailing Address: P.O. Box 54026, Los Angeles, California 90054-0026  
Telephone (213) 229-5300 / Fax (213) 229-5481

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Julia Amanti  
CITY OF LA, CITY CLERK, ADMIN SER  
200 N SPRING ST ROOM 395  
LOS ANGELES, CA - 90012

DJ#: 1727503

**NOTICE OF PUBLIC HEARING FOR  
EXPANSION OF PREFERENTIAL  
PARKING DISTRICT NO. 31**

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 expansion of Preferential Parking District No. 31 in the area of East Hollywood of Los Angeles. The additional street segments proposed to be within the expanded boundaries of Preferential Parking District No. 31 will include all blocks bounded in a clockwise fashion by Vermont Avenue between Fountain Avenue and Santa Monica Boulevard, Santa Monica Boulevard between Vermont Avenue and Western Avenue, Western Avenue between Santa Monica Boulevard and Fountain Avenue, Fountain Avenue between Western Avenue and Vermont Avenue.

**Time/Place of Public Hearing 7:30 PM to 9:00 PM, Thursday, November 12, 2009, Kingsley Elementary School Auditorium, 5200 Virginia 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 December 14, 2009. Address written comments to: PPD 31exp Comment c/o Michelle Cayton, Department of Transportation, 555 Ramirez Street, Space 315, Los Angeles, CA 90012, Fax (213) 473-8271 Email: LADOT.PrefParking@lacity.org.

10/30/09

DJ-1727503#

**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

State of California )  
County of Los Angeles ) ss

Notice Type: GPN - GOVERNMENT PUBLIC NOTICE

Ad Description: Expansion of Preferential Parking District No. 31

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the LOS ANGELES DAILY JOURNAL, a newspaper published in the English language in the city of LOS ANGELES, county of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 04/26/1954, Case No. 599,382. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

10/30/2009

Executed on: 10/30/2009  
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature



\* A 0 0 0 0 0 1 4 0 7 9 7 8 \*

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CITY OF LOS ANGELES  
CALIFORNIA

Rita L. Robinson  
GENERAL MANAGER



DEPARTMENT OF  
TRANSPORTATION  
555 Ramirez Street, Space 315  
LOS ANGELES, CA 90012-2962

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NOV 05 2009

LOS ANGELES, COUNTY CLERK

Antonio Villaraigosa  
MAYOR

October 30, 2009

(213) 473-8260 AX (213) 473-8271	Certified by Date: OCT 30 2009	City Clerk's Office	DOCUMENT FILED
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NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

- Project Title:** Expansion of existing Preferential Parking District No. 31 in the East Hollywood area of Los Angeles
- Project Location:** Residential area immediately south of Preferential Parking District No. 31, including the following street segments: east side of Western Avenue between Fountain Avenue and Santa Monica Boulevard, south side of Fountain Avenue between Western Avenue and Vermont Avenue, west side of Vermont Avenue between Fountain Avenue and Santa Monica Boulevard, north side of Santa Monica Boulevard between Western Avenue and Vermont Avenue
- Project Description:** Expansion of the existing Preferential Parking District (No. 31) to prevent parking in a residential neighborhood by non-resident vehicles for more than two hours between 8 AM and 6 PM, and for any time period between 6 PM and 8 AM, and to make parking more available for the residents and their guests who purchase and display permits exempting them from these restrictions.

In compliance with the requirements of the California Environmental Quality Act, an initial study has been prepared to assess the potential environmental impacts of this project. **No significant impacts are anticipated and no mitigation measures are required.** Therefore, a Negative Declaration is proposed to be adopted by the Los Angeles City Council.

This notice is intended to give interested parties an opportunity to comment on the environmental study. The initial study is available for review at the following library:

Cahuenga Library  
4591 Santa Monica Boulevard  
Los Angeles, CA 90029-2962  
(323) 664-6418

Mon & Wed: 10:00 AM – 8:00 PM  
Tues & Thur: 12:00 PM – 8:00 PM  
Fri & Sat: 10:00 AM – 6:00 PM  
Closed Sunday

A copy may also be obtained by calling Imelda Perez or Michelle Cayton at (213) 473-8260.

Comments must be received in writing by 5:00 p.m. on December 7, 2009. All comments will be entered into the record and submitted with the environmental documents to the City Council for adoption of the negative declaration and approval of the project.

Send comments to:

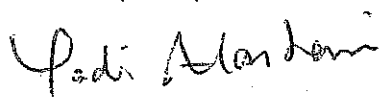
"PPD 31exp Comments" c/o Michelle Cayton or email  
Department of Transportation  
555 Ramirez Street, Space 315  
Los Angeles, CA 90012-2962  
Fax: (213) 473-8271  
Email: LADOT.PrefParking@lacity.org

Signature: Yoshi Markson

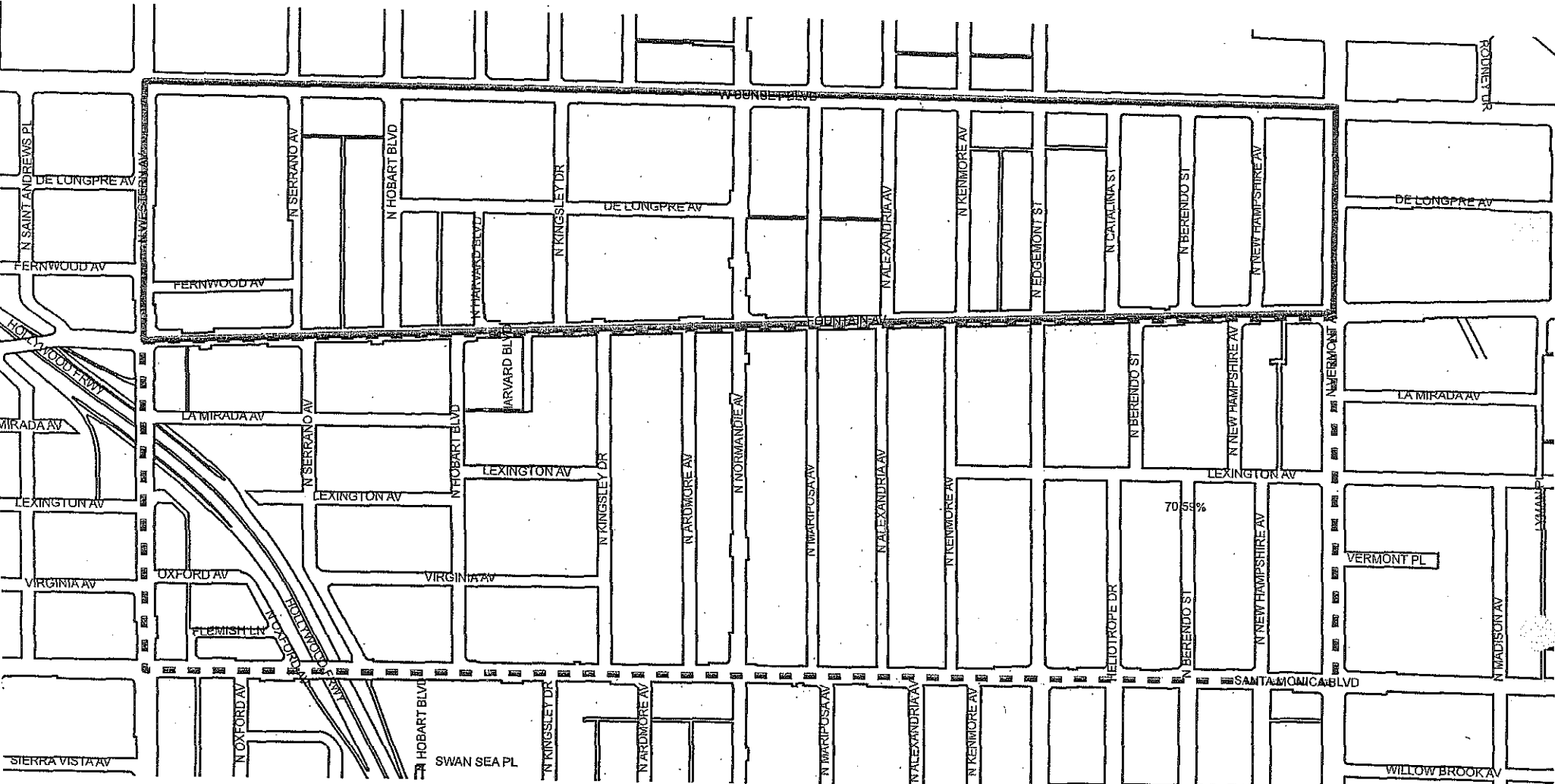
Title: Senior Transportation Engineer Date: October 30, 2009

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**NEGATIVE DECLARATION**





(Article V - City CEQA Guidelines)

<b>LEAD CITY AGENCY</b> LOS ANGELES CITY DEPARTMENT OF TRANSPORTATION		<b>COUNCIL DISTRICT</b> 13
<b>PROJECT TITLE</b> Expansion of existing Preferential Parking District No. 31 in the East Hollywood area of Los Angeles		<b>CASE NO.</b> TR 519-09
<b>PROJECT LOCATION</b> Residential area immediately south of Preferential Parking District No. 31, including the following street segments: east side of Western Avenue between Fountain Avenue and Santa Monica Boulevard, south side of Fountain Avenue between Western Avenue and Vermont Avenue, west side of Vermont Avenue between Fountain Avenue and Santa Monica Boulevard, and north side of Santa Monica Boulevard between Western Avenue and Vermont Avenue		
<b>PROJECT DESCRIPTION</b> Expansion of the existing Preferential Parking District No. 31 to prevent parking in a residential neighborhood by non-resident vehicles for more than two hours between 8 AM and 6 PM, and for any time period between 6 PM and 8 AM, and to make parking more available for the residents and their guests who purchase and display permits exempting them from these restrictions.		
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b> N/A		
<b>FINDING:</b>  The Transportation Department of the City of Los Angeles has proposed that a negative declaration be adopted for this project.  The Initial Study indicates that no significant impacts are anticipated and no mitigation measures are required by this project's implementation.  This action is based on the project description above.		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
<b>THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.</b>		
<b>NAME OF PERSON PREPARING THIS FORM</b> Yadi Hashemi	<b>TITLE</b> Senior Transportation Engineer	<b>TELEPHONE NUMBER</b> 213-473-8260
<b>ADDRESS</b> 555 Ramirez Street, Space 315 Los Angeles, CA 90012	<b>SIGNATURE (Official)</b> 	<b>DATE</b> 10/30/09

**COUNCIL DISTRICT 13**



**LEGEND:**

-  Existing PPD 31 Boundary  
 Proposed PPD 31 Expansion  
 No Parking 6pm to 8am; 2 Hr. Parking 8am to 6pm;  
Vehicles with District No. 31 permits exempted.  
 2 Hr. Parking 8am to 6pm;  
Vehicles with District No. 31 permits exempted.







The California Environmental Quality Act

## Appendix G

### Environmental Checklist Form

1. **Project title:**  
Expansion of existing Preferential Parking District No. 31 in the East Hollywood area of Los Angeles
2. **Lead agency name and address:**  
Department of Transportation  
555 Ramirez Street, Space 315  
Los Angeles, CA 90012
3. **Contact person and phone number:**      Yadi Hashemi (213) 473-8260  
Michelle Cayton (213) 473-8260
4. **Project location:**  
Residential area immediately south of Preferential Parking District No. 31, including the following street segments: east side of Western Avenue between Fountain Avenue and Santa Monica Boulevard, south side of Fountain Avenue between Western Avenue and Vermont Avenue, west side of Vermont Avenue between Fountain Avenue and Santa Monica Boulevard, north side of Santa Monica Boulevard between Western Avenue and Vermont Avenue
5. **Project sponsor's name and address:**      Department of Transportation  
555 Ramirez Street, Space 315  
Los Angeles, CA 90012
6. **General plan designation:** \_\_\_\_\_ 7. **Zoning:** R3-1, R4-1, C2-1
8. **Description of project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)  
Expansion of the existing Preferential Parking District (No. 31) to prevent parking in a residential neighborhood by non-resident vehicles for more than two hours between 8 AM and 6 PM, and for any time period between 6 PM and 8 AM, and to make parking more available for the residents and their guests who purchase and display permits exempting them from these restrictions.
9. **Surrounding land uses and setting:** Briefly describe the project's surroundings:  
Generally bounded on the north by existing Preferential Parking District No. 31, consisting of a mixture of single family and multi-family residential units and commercial buildings, on the east by Vermont Avenue business corridor, on the south by Santa Monica Boulevard business corridor and on the west by Western Avenue business corridor. Within the proposed expansion area of Preferential Parking District No. 31 are mostly, single family and multi-family residential

dwelling units, Kingsley Avenue Elementary School, and a business corridors along Vermont Avenue, Santa Monica Boulevard and Western Avenue (which will not be posted with permit only restrictions).

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.) None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |                                                        |                                                             |                                                 |
|--------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality            |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils          |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            | <input type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing     |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |                                                 |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Yadi Hashemi

Signature

October 30, 2009

Date

Yadi Hashemi, P.E.

Printed Name

LADOT

For

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
- a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance

## SAMPLE QUESTION

Issues:

	Potentially Significant Impact	Less Than Significant With Mitigation <u>Incorporated</u> <del>Incorporation</del>	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |                                                                                                                                                                                                                                                |                          |                          |                          |                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?                                                                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?                                                                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |                                                                                                                                                                                                                                                                                             |                          |                          |                          |                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?                                                                                                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?                                                                                                                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people?                                                                                                                                                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IV. BIOLOGICAL RESOURCES -- Would the project:

- |                                                                                                                                                                                                                 |                          |                          |                          |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- |                                                                                                                                                                                                                                                                      |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?                                                                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

V. CULTURAL RESOURCES -- Would the project:

- |                                                                                                                |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VI. GEOLOGY AND SOILS -- Would the project:

- |                                                                                                                                                                                                                                                                                        |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking?                                                                                                                                                                                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction?                                                                                                                                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides?                                                                                                                                                                                                                                                                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil?                                                                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?                                                                                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- |                                                                                                                                         |                          |                          |                          |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|



- |                                                                                                                                                                                                                                                                  |                          |                          |                          |                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                                                                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                                                                                                                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- |                                                                                                                                                                                                    |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?                                                                                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- |                                                                                                                                                                                                                                                                           |                          |                          |                          |                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?                                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality?                                                                                                                                                                                                                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?                                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?                                                                                                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?                                                                                                                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

#### IX. LAND USE AND PLANNING - Would the project:

- |                                                                                                                                                                                                             |                          |                          |                          |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community?                                                                                                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

☐ ☐ ☐ ☒

X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

☐ ☐ ☐ ☒

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

☐ ☐ ☐ ☒

XI. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

☐ ☐ ☐ ☒

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

☐ ☐ ☐ ☒

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ ☐ ☐ ☒

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ ☐ ☐ ☒

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐ ☐ ☐ ☒

f) For a project within the vicinity of a private airstrip, would the project expose people residing

☐ ☐ ☐ ☒

or working in the project area to excessive noise levels?

## XII. POPULATION AND HOUSING -- Would the project:

- |                                                                                                                                                                                                           |                          |                          |                          |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?                                                                                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## XIII. PUBLIC SERVICES

- |                                                                                                                                                                                                                                                                                                                                                                                                                             |                          |                          |                          |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Fire protection?                                                                                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection?                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools?                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks?                                                                                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities?                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## XIV. RECREATION

- |                                                                                                                                          |                          |                          |                          |                                     |
|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

XV. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-----------------------------------------------------------------------------------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

- |                                                                                                                                                                                                                                   |                          |                          |                          |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?                                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?                                                                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?                                                                                                                                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

#### XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                          |                          |                          |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of                                                                                                                                                                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

other current projects, and the effects of probable future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☐☐☐☒

Attachment to Negative Declaration  
Evaluation of Potential Impacts

Project Title: Expansion of Preferential Parking District No. 31 in the East Hollywood area of Los Angeles

Case No. TR-509-09

XV. TRANSPORTATION/TRAFFIC

- f) The project will not change the total amount of parking available within and adjacent to the project area. The project will however, redistribute existing on-street parking so that there is a greater concentration of resident vehicles parked within the project area and a greater concentration of non-resident vehicles parked outside the area.





State of California – The Natural Resources Agency  
DEPARTMENT OF FISH AND GAME  
Environmental Review and Permitting  
1416 Ninth Street, Suite 1260  
Sacramento, CA 95814  
[www.dfg.ca.gov](http://www.dfg.ca.gov)

ARNOLD SCHWARZENEGGER, Governor  
JOHN MCCAMMAN, Director



## CEQA Filing Fee No Effect Determination Form

**Applicant Name:** City of Los Angeles

**Date Submitted:** July 20, 2010

**Applicant Address:** Department of Transportation, Parking Permits Division, 555 Ramirez Street, Space 315, Los Angeles, California 90012, Mail Stop: 735-04

**Project Name:** Expansion of Existing Preferential Parking District No. 31 in the East Hollywood Area of Los Angeles

**CEQA Lead Agency:** City of Los Angeles, Department of Transportation

**CEQA Document Type:** (ND, MND, EIR) Negative Declaration

**SCH Number and/or local agency ID number:** TR 519-09

**Project Location:** Residential area immediately south of Preferential Parking District No. 31, including the following street segments: east side of Western Avenue between Fountain Avenue and Santa Monica Boulevard, south side of Fountain Avenue between Western Avenue and Vermont Avenue, west side of Vermont between Fountain Avenue and Santa Monica Boulevard; north side of Santa Monica Boulevard between Western Avenue and Vermont Avenue.

**Brief Project Description:** Expansion of an existing Preferential Parking District (No. 31) to prevent parking in a residential neighborhood by non-resident vehicles for more than two hours between 8 AM and 6 PM, and for any time period between 6 PM and 8 AM, and to make parking more available for residents and their guests who purchase and display permits exempting them from these restrictions.

**Determination:** Based on a review of the Project as proposed, the Department of Fish and Game has determined that for purposes of the assessment of CEQA filing fees [F&G Code 711.4(c)] the project has no potential effect on fish, wildlife and habitat and the project as described does not require payment of a CEQA filing fee. This determination does not in any way imply that the project is exempt from CEQA and does not determine the significance of any potential project effects evaluated pursuant to CEQA.

Please retain this original determination for your records; you are required to file a copy of this determination with the County Clerk after your project is approved and at the time of filing of the CEQA lead agency's Notice of Determination (NOD). If you do not file a copy of this determination with the County Clerk at the time of filing of the NOD, the appropriate CEQA filing fee will be due and payable.

Without a valid No Effect Determination Form or proof of fee payment, the project will not be operative, vested, or final and any local permits issued for the project will be invalid, pursuant to Fish and Game Code Section 711.4(c)(3).

DFG Approval By: Leslee Newton-Reed Date: 8-3-2010

Title: Environmental Scientist

CALIFORNIA DEPT. OF FISH AND GAME  
SOUTH COAST REGION  
4949 VIEWRIDGE AVENUE  
SAN DIEGO, CA 92123-1662

*Conserving California's Wildlife Since 1870*