FORM GEN.160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

PPD No. 85
CD 5 ✓

DATE: January 18, 2005

TO: The Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Antonio Villaraigosa, Transportation Committee

FROM: Wayne K. Tanda, General Manager
Department of Transportation

SUBJECT: ESTABLISHMENT OF PREFERENTIAL PARKING DISTRICT NO. 85 NEAR THE INTERSECTION OF PICO AND ROBERTSON BOULEVARDS IN COUNCIL DISTRICT 5 AND MODIFICATION OF THE PARKING METER RATE

RECOMMENDATIONS for Council action:

1. FIND that the establishment of Preferential Parking District No. 85 will not have a significant impact on the environment, pursuant to the City's Environmental Guidelines and in compliance with the California Environmental Quality Act; that the Negative Declaration reflects the independent judgement of the lead agency, City of Los Angeles; and that the documents constituting the record of proceedings are in the custody of the City Clerk and in the files of the Department of Transportation (DOT) in the custody of the Preferential Parking Section; and ADOPT Negative Declaration (ND No. TR 037-04) filed on January 30, 2004.

2. PRESENT AND ADOPT the accompanying RESOLUTION establishing Preferential Parking District No. 85 pursuant to Section 80.58 of the Municipal Code; which will include the residential area bounded:

   On the north by the City limits north of Whitworth Drive; on the east by the centerline of Robertson Boulevard; on the south by the south side of Airdrome Street between Robertson Boulevard and Livonia Avenue and by the centerline of Airdrome Street between Livonia Avenue and Oakhurst Drive; and on the west by the east side of Oakhurst Drive, the south side of Cashio Street and the east side of Doheny Drive.

3. PRESENT AND ADOPT the attached draft ORDINANCE, subject to City Attorney approval as to form and legality, to change the meter rate in Sub-Zone I of the Pico-Robertson Parking Meter Zone from "50¢ per hour" to "$0.50 per hour for each of the first three hours and $0.50 for an additional seven hours".

TRANSPORTATION
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4. AUTHORIZE the following parking restrictions for use in all of Preferential Parking District No. 85 except as noted:

   a. "2-HOUR PARKING 8 AM TO 6 PM, MONDAY THROUGH FRIDAY; VEHICLES WITH DISTRICT NO. 85 PERMIT EXEMPTED"

   b. "2-HOUR PARKING 8 AM TO 6 PM; MONDAY THROUGH SATURDAY; VEHICLES WITH DISTRICT NO. 85 PERMIT EXEMPTED"

   c. "2-HOUR PARKING 8 AM TO 6 PM; NO PARKING 6 PM TO 8 AM; VEHICLES WITH DISTRICT NO. 85 PERMIT EXEMPTED" (NOTE: may not be used within one block of Pico or Robertson Boulevards if the prohibition conflicts with normal business hours of nearby businesses)

   d. "NO PARKING 5 PM TO 7 AM; VEHICLES WITH DISTRICT NO. 85 PERMIT EXEMPTED" (NOTE: may not be used within one block of Pico or Robertson Boulevards if the prohibition conflicts with normal business hours of nearby businesses)

5. INSTRUCT the Department of Transportation to initiate the necessary procedure for the preparation and sale of parking permits to residents within Preferential Parking District No. 85, as specified in section 80.58 of the L.A.M.C.

6. Require that Preferential Parking District No. 85 be administered pursuant to the "Rules and Procedures for Preferential Parking Districts " as adopted by the City Council.

7. DIRECT the Department of Transportation to prepare a Notice of Determination reflecting the Council's actions under Recommendation No. 1 above and file such notice with the City and County Clerks within five working days of the City Council's action.

FISCAL IMPACT STATEMENT:

There are currently over 100 preferential parking districts citywide that require a staff of approximately 19 DOT employees to: 1) process requests for new districts and modifications to existing districts, 2) install and maintain signs, and 3) enforce the preferential parking restrictions. The total cost of the Preferential Parking Program during FY 2004-05 is estimated at $2.5 million. Approximately $1.2 million in General Fund revenue is anticipated to be received from the annual sale of over 192,000 Preferential Parking Permits, which will reimburse the City for only 48 percent of the cost of implementation, enforcement and administration of the Preferential Parking Program citywide. A proposal to increase preferential parking permit fees to a level

sufficient to fully recover the costs of operating the Preferential Parking Program will be presented in a separate report.

If the Council approves the Department's proposed permit fee increases, the additional cost of implementing, enforcing and administering Preferential Parking District No. 85 will be covered by the revenue from the sale of permits for the District. Furthermore, the City may gain additional General Fund revenue from the issuance of parking citations to violators of the District's parking restrictions.

The Special Parking Revenue Fund (SPRF) will fund the cost of implementing the proposed meter rate change. The SPRF revenue impact of the proposal to lower the rate to park longer than three hours would be somewhat offset by the additional revenue from the increased number of meters installed in the area. The City may also gain additional General Fund revenue from the issuance of parking citations at the newly-installed parking meters.

DISCUSSION:

The Preferential Parking Program is set forth in Section 80.58 of the Los Angeles Municipal Code. It provides for the establishment of a Preferential Parking District 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. A preferential parking district study is initiated by a request from a representative of the affected neighborhood group or the associated Councilmember. However, the area must meet the criteria set forth in the "Rules and Procedures for Preferential Parking Districts" adopted by the City Council.

Rules and procedures approved by the City Council require that, to be eligible for the establishment of a Preferential Parking District, 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 on at least six full blocks or two curb miles, whichever is smaller. They also require that parking surveys be undertaken by the Department to determine parking impact. The surveys must find that, on a minimum of four blocks in the proposed district, at least 75 percent of legal parking spaces are occupied and at least 25 percent of legal parking spaces are occupied by vehicles registered to non-residents.

Residents of the area designated as a preferential parking district may purchase special parking permits. Vehicles bearing such permits are exempted from the preferential parking restrictions posted within the district for which the permit was issued. The exemption applies only to the preferential parking regulations on those signs, not to regulations of a general nature that may have been installed for traffic movement or street cleaning purposes.

The Application

Residents of six blocks within the residential area southwest of the intersection of Pico and Robertson Boulevards submitted petitions to the Department of Transportation on May 9, 2002, requesting the creation of Preferential Parking District No. 85. Department of Transportation (DOT) staff determined that the petitions from only four blocks met the eligibility criteria of the "Rules and Procedures for Preferential Parking Districts". DOT staff informed the petitioners of this deficiency and gave them an opportunity to submit additional signatures and/or blocks in order to satisfy the six-block minimum requirement. On August 26, 2002, DOT received additional petitions. After reviewing the additional petitions, the Department determined that the following six blocks had submitted qualifying petitions (i.e., which represented more than two-thirds of the household units comprising not less than 50 percent of the developed frontage on the block):

- Saturn Street between Livonia Avenue and Alley west of Robertson Boulevard
- Cashio Street between Livonia Avenue and Alley west of Robertson Boulevard
- Horner Street between Livonia Avenue and Alley west of Robertson Boulevard
- Pickford Street between Livonia Avenue and Alley west of Robertson Boulevard
- Key Street between Livonia Avenue and Alley west of Robertson Boulevard
- Airdrome Street between Livonia Avenue and Alley west of Robertson Boulevard

The six blocks that submitted qualifying petitions met the neighborhood support criteria of the Rules And Procedures and made the requested District eligible for further consideration. Subsequent to the analysis and verification of the submitted petitions, the Department identified the maximum permissible boundaries of a potential District (see attached map) bounded by on the north by the City limits north of Whitworth Drive, on the east by Robertson Boulevard, on the south by Airdrome Street, and on the west by Oakhurst Drive and Doheny Drive. 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. The potential District would also include the frontage adjacent to Canfield Elementary School; however the posting of any preferential parking restrictions on the side of the street adjacent to the school would need to be approved by the Los Angeles Unified School District.

The residents of the qualifying blocks in the proposed district petitioned for installation of the following preferential parking restrictions:

1. "2-Hour Parking 8 AM to 6 PM, Monday Through Saturday, Vehicles with District No. 85 Permit Exempted"

2. "2-Hour Parking 8 AM to 6 PM; Monday Through Friday; Vehicles with District No. 85 Permit Exempted."

Parking Analysis

The Department of Transportation conducted parking impact studies within the proposed District on October 16, 2003. To be eligible for further consideration, the parking impact studies must find that, on a minimum of four blocks in the proposed district, at least 75 percent of legal parking spaces are occupied and at least 25 percent of legal parking spaces are occupied by vehicles registered to nonresidents. The address of the vehicle's registered owner, determined through the Department of Motor Vehicles, was used as the criterion for determining resident or non-resident status. The license plate surveys were done during daytime hours. Seven blocks met the criteria described above for creation of a Preferential Parking District.

Field investigations carried out by the Department provided evidence of high parking demand during daytime hours. The non-resident vehicles appear to belong to the employees of nearby businesses. 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 during the day under the present circumstances.

Public Hearing

A Public Hearing concerning proposed Preferential Parking District No. 85 was conducted on February 4, 2004, at the Robertson Recreation Center, 1641 Preuss Road, Los Angeles, CA 90035. At least 227 people attended the hearing. The hearing was recorded and 44 persons submitted cards requesting to speak. Of these 44, 15 persons spoke in support of the preferential parking district; and 29 persons spoke against the establishment of the district. At the end of the public hearing, attendees returned a total of 220 voting cards indicating preference "FOR" or "AGAINST" creation of the District and parking restrictions desired, if any. Eight-five persons submitted cards indicating that they supported the district, and 135 cards were turned in with votes against the district.

During the 30-day period following the public hearing, the Department of Transportation received a total of 133 written comments. Of these, 107 written comments, mostly from businesses, were in opposition to the establishment of a preferential parking district; and 26 were in favor of the district. Additionally, the Department received 189 signatures in support of the proposed Preferential Parking District.

Development of a Comprehensive Parking Management Plan

After the public hearing, the Department of Transportation received a letter from the South Robertson Neighborhood Council, requesting the establishment of a task force to address parking issues with area residents and business owners. On May 20, 2004, staff from the Department of Transportation attended a meeting with the task force; and, at the end of the meeting, the Department agreed to implement various measures to alleviate the employee parking problem in conjunction with the establishment of the proposed preferential parking district.

One of the main solutions that was presented and discussed at the meeting is the conversion of a certain number of parking meters from short term parking to long term parking to accommodate for parking of the employees of the businesses. Also, LADOT staff recommended the installation of new meters at unmetered locations, to maximize the supply of long term parking

On July 30, 2004, the Department of Transportation received a letter from the South Robertson Neighborhood Council endorsing the establishment of the Preferential Parking District No. 85, with the following limitations:

1. Exclude three blocks on Canfield Avenue, Durango Avenue, and Crest Avenue between Pickford Street and Airdrome Street from the proposed District and include Canfield Elementary School within the Preferential Parking District boundaries.

2. Add metered parking spaces at all locations that can be identified between Pico Boulevard and the parallel alleys to the north and the south, and between Robertson Boulevard and the parallel alley to the west.

3. Establish $.25 per hour parking meters at all parking spaces between the alleys and Pico Boulevard and Robertson Boulevard. This would require either changing the meter rate in Sub-Zone I of the Pico-Robertson Parking Meter Zone from $.50 per hour to $.25 per hour or further subdividing Sub-Zone I to encompass only the side street meters with a lower rate of $0.25 per hour.

4. Review the plan outlined above six months after its implementation.

After considering input from the community, the Neighborhood Council and the Council office, the Department recommends including Canfield Avenue, Durango Avenue, and Crest Avenue between Pickford Street and Airdrome Street in PPD No. 85 in anticipation of potential parking spillover to these blocks if preferential parking restrictions are implemented on nearby blocks. However, the choice of whether or not to have preferential parking restrictions will remain with the residents. The residents of these blocks will never

have preferential parking restrictions installed unless at least two-thirds of the dwelling units on a block petition the Department to have the signs installed.

Although the Principal of Canfield Elementary School spoke against their inclusion within the District, the Department has recommended that they be included based on the recommendation of the South Robertson Neighborhood Council and the Rules for Preferential Parking Districts, which would allow the school to purchase visitor passes for the employees of the school, thereby mitigating the impact of the PPD on the school.

In response to Item #3 in the letter received from the South Robertson Neighborhood Council, the Department of Transportation believes that modification of the existing meter rate instead of an across-the-board reduction would be a more effective solution. The idea was to create low cost, metered parking spaces on the side streets off Pico and Robertson Boulevards with a ten-hour parking time limit to address the long-term parking needs of employees. Since the meter rate in Sub-Zone I of the Pico-Robertson Parking Meter Zone is currently $0.50 per hour, parking for ten hours would cost $5.00. Lowering the meter rate in the area to $0.25 per hour would reduce the cost for ten hours of parking to $2.50, but it would also lower the rate on the heavily used meters along Pico and Robertson Boulevards. The Department recommends instead that the meter rate in Sub-Zone I be changed to $0.50 per hour for each of the first three hours and $0.50 for an additional seven hours. With this rate, it would only cost $2.00 to park for ten hours at the meters located on the side streets while retaining the existing $0.50 per hour rate at the meters along Pico and Robertson Boulevards.

The Department has prepared the attached draft ordinance to amend Subsection 20 of Section 88.00 of the Los Angeles Municipal Code to reflect this recommended rate adjustment. On January 13, 2005, the Board of Transportation Commissioners approved the proposed meter rate change and forwarded a recommendation to the City Council that they adopt the ordinance implementing the rate change.

Proposed Preferential Parking Restrictions

At the public hearing, residents did not submit specific comments on the parking restrictions requested by the petitioners. The Department has reviewed the residents' requested "2-hour parking except by permit" restrictions and found that they are consistent with the Council-approved Rules and Procedures for Preferential Parking Districts, which require that the proposed restrictions "allow one or two hour parking for non-resident vehicles, where prohibition of parking would adversely impact contiguous commercial areas and no reasonable parking alternatives are available".

Based on comments from the representatives of Canfield Elementary School, the Department of Transportation has included a nighttime parking prohibition, "NO PARKING 5 PM TO 7 AM, VEHICLES WITH DISTRICT NO. 85 PERMIT EXEMPTED", among the recommended preferential parking restrictions. The hours of this restriction would allow

the frontage of the Canfield Elementary School to be designated a preferential parking area at night and on weekends only without restricting parking during school hours.

Based on comments received at the public hearing, the Department also recommends the inclusion of a 2-hour preferential parking restriction daily between 8:00 a.m. and 6:00 p.m. and a nightly parking prohibition between 6:00 p.m. and 8:00 a.m. This restriction, due to the parking prohibition beginning at 6:00 p.m., could not be implemented within one block of either Pico or Robertson Boulevards if it conflicted with the normal business hours of the adjacent commercial establishments.

Those blocks whose residents submitted qualifying petitions will have their requested preferential parking restriction signs installed as soon as the Council adopts the resolution establishing PPD No. 85. Preferential parking restriction signs will not be installed on any other residential street blocks within PPD No. 85 until the Department receives a petition, requesting the removal of an existing time-limit restriction and/or the installation of an authorized preferential parking restriction, signed by residents representing at least two-thirds of the dwelling units on the block.

Environmental Review

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 City Council. The initial study was made available for review at the Robertson Library, 1719 S. Robertson Boulevard, Los Angeles, CA 90035 .The review period ended on March 4, 2004. No comments concerning environmental matters have been received by LADOT.

COORDINATION:

On July 30, 2004, the Department of Transportation received a letter (see attached letter) from the South Robertson Neighborhood Council endorsing the establishment of Preferential Parking District No. 85. The letter recommends the establishment of the long term parking for the employees within the proposed boundaries and that the boundaries be redrawn to include Canfield Elementary School. The Department of Transportation staff have also worked with staff from Council District 5 on this request, and have collaborated with them to determine what recommendations would be appropriate for this District. During the process, staff coordinated with the neighborhood council, council office, residents, and the businesses community in drafting a comprehensive solution to the problems that might arise as a result of the creation of this Preferential Parking District. If successful, this district will be used as a model for future locations where commercial and residential communities co-exists.

CONCLUSION:

Based upon field investigations, analysis of the public hearing comments, written submittals, input from the residents and the South Robertson Neighborhood Council, the Department has determined that on-street parking in this residential area is adversely impacted by non-resident parkers. Therefore, the Department recommends that the City Council take the following actions to address the parking problems in the vicinity of the intersection of Pico and Robertson Boulevards:

1. Establish Preferential Parking District No. 85 by adopting the attached Resolution.

2. Modify the parking meter rate in Sub-Zone I of the Pico-Robertson Parking Meter Zone by Ordinance to allow parking for up to ten hours for only $2.00 to address the long-term parking needs of employees.

3. Authorize DOT to install additional parking meters, wherever feasible, between Pico Boulevard and the parallel alleys to the north and the south, and between Robertson Boulevard and the parallel alley to the west in Sub-Zone I of the Pico-Robertson Parking Meter Zone.

The establishment of this preferential parking district is in agreement with the provisions of Section 80.58 of the Municipal Code, and with the Council-approved Rules and Procedures for Preferential Parking Districts. These residents are being adversely affected by non-resident on-street parking demand and are therefore entitled to relief from conditions associated with this problem.

AEW:BRG:Aj
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Attachments

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)

DOCUMENT FILED
City Clerk's Office
File 10-037-04
Certified by
Date JAN 30 2004

LEAD CITY AGENCY	COUNCIL DISTRICT
LOS ANGELES CITY DEPARTMENT OF TRANSPORTATION	5

PROJECT TITLE	CASE NO.
Preferential Parking District No.85 in the Southwest quadrant of Robertson Bl and Pico Bl in West Los Angeles.	TR 037-04

PROJECT LOCATION
Residential area bounded by the City Limit north of Whitworth Drive on the north, Robertson Boulevard on the East, Airdrome Street on the south, and Doheny Drive & Oakhurst Drive on the west.

PROJECT DESCRIPTION
Establishment of a Preferential Parking District to prevent long-term parking by non-residents and provide parking availability for residents and their guests.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
N/A

FINDING:

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 apparent which might result from 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.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER	
Azzam Jabsheh	Transportation Engineer	323-913-4612	
ADDRESS Suite 500 221 No. Figueroa Street, Los Angeles, CA 90012	**SIGNATURE (Official)** Alan E. Willis, Principal Transportation Engineer A E Willis		**DATE** 01/30/04

LADOT PARKING SOLUTION Fax:323-913-4661 Nov 16 2004 08:55 P.03

RESOLUTION

ESTABLISHING PREFERENTIAL PARKING DISTRICT NO. 85 NEAR THE INTERSECTION OF PICO AND ROBERTSON BOULEVARDS IN WEST LOS ANGELES AND SETTING THE BOUNDARIES THEREOF AND THE APPLICABLE PARKING RESTRICTIONS

WHEREAS, the establishment of Preferential Parking Districts is a very effective tool in restricting excessive numbers of non-resident vehicles from parking in residential neighborhoods; and

WHEREAS, the neighborhood located near the intersection of Pico Boulevard and Robertson Boulevard is bearing the brunt of increased parking demand by employees of nearby businesses, which is adversely impacting the residents' ability to access their property or park in front their own homes; and

WHEREAS, residents within the area of the City generally bounded on the north by the City limits north of Whitworth Drive; on the east by the centerline of Robertson Boulevard; on the south by the south side of Airdrome Street between Robertson Boulevard and Livonia Avenue and by the centerline of Airdrome Street between Livonia Avenue and Oakhurst Drive; and on the west by the east side of Oakhurst Drive, the south side of Cashio Street and the east side of Doheny Drive have submitted signed petitions to the Department of Transportation in favor of establishing a Preferential Parking District; and

WHEREAS, the Department of Transportation has determined that the signatures submitted represent at least 67 percent of the dwelling units on the residential portions of the following blocks, covering at least 50 percent of the developed frontage on each block:

- Saturn Street between Livonia Avenue and Alley west of Robertson Boulevard
- Cashio Street between Livonia Avenue and Alley west of Robertson Boulevard
- Horner Street between Livonia Avenue and Alley west of Robertson Boulevard
- Pickford Street between Livonia Avenue and Alley west of Robertson Boulevard
- Key Street between Livonia Avenue and Alley west of Robertson Boulevard
- Airdrome Street between Livonia Avenue and Alley west of Robertson Boulevard

WHEREAS, the Department has conducted parking studies which indicate that the impacted areas 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 the criteria set forth in Section C.5 of the "Rules and Procedures for Preferential Parking Districts" adopted by the City council on May 20, 2003; and

WHEREAS, a public hearing was held on February 4, 2004, at the Robertson Recreation Center, 1641 Preuss Road, Los Angeles, CA 90035; which was attended by interested residents and business people from the area, and the Public Hearing Report, completed on November 1, 2004, details the events of said hearing; and

WHEREAS, the Los Angeles City Council, by Ordinance No. 152,722, effective September 2, 1979, as revised by Ordinance No. 157,425, effective March 18, 1983, and amended again by Ordinance No. 161,414, effective July 26, 1986, and 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.

NOW, THEREFORE BE IT RESOLVED, that the City Council, pursuant to Los Angeles Municipal Code Section 80.58 establishes Preferential Parking District No. 85 within the area of the City generally bounded on the north by the City limits north of Whitworth Drive; on the east by the centerline of Robertson Boulevard; on the south by the south side of Airdrome Street between Robertson Boulevard and Livonia Avenue and by the centerline of Airdrome Street between Livonia Avenue and Oakhurst Drive; and on the west by the east side of Oakhurst Drive, the south side of Cashio Street and the east side of Doheny Drive; and

BE IT FURTHER RESOLVED, that upon approval of Preferential Parking District No. 85 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":

a. "2-HOUR PARKING 8 AM TO 6 PM, MONDAY THROUGH FRIDAY; VEHICLES WITH DISTRICT NO. 85 PERMIT EXEMPTED"

b. "2-HOUR PARKING 8 AM TO 6 PM; MONDAY THROUGH SATURDAY; VEHICLES WITH DISTRICT NO. 85 PERMIT EXEMPTED"

c. "2-HOUR PARKING 8 AM TO 6 PM; NO PARKING 6 PM TO 8 AM; VEHICLES WITH DISTRICT NO. 85 PERMIT EXEMPTED" (NOTE: may not be used within one block of Pico or Robertson Boulevards if the prohibition conflicts with normal business hours of nearby businesses)

d. "NO PARKING 5 PM TO 7 AM; VEHICLES WITH DISTRICT NO. 85 PERMIT EXEMPTED" (NOTE: may not be used within one block of Pico or Robertson Boulevards if the prohibition conflicts with normal business hours of nearby businesses)

BE IT FURTHER RESOLVED, that the Department of Transportation be directed to take the appropriate steps to prepare, issue and require payments for permits from the residents of Preferential Parking District No. 85 in accordance with Section 80.58 of the L.A.M.C. and the Rules and Procedures adopted by the City Council for Preferential Parking Districts.

I CERTIFY THAT THE FOREGOING RESOLUTION WAS ADOPTED BY THE COUNCIL OF THE CITY OF LOS ANGELES AT ITS MEETING OF FEB 09 2005 BY A MAJORITY OF ALL ITS MEMBERS.

FRANK T. MARTINEZ
CITY CLERK
BY
DEPUTY

ORDINANCE _____

An Ordinance amending Section 88.00 of the Los Angeles Municipal Code to change the meter rate for Sub-Zone I of the Pico-Robertson Parking Meter Zone.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Subdivision (a) of Subsection 20 of Section 88.00 of the Los Angeles Municipal Code is amended by deleting the rate of "50¢ per hour" and inserting the rate of "$0.50 per hour for each of the first three hours and $0.50 for an additional seven hours".

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

FRANK T. MARTINEZ, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

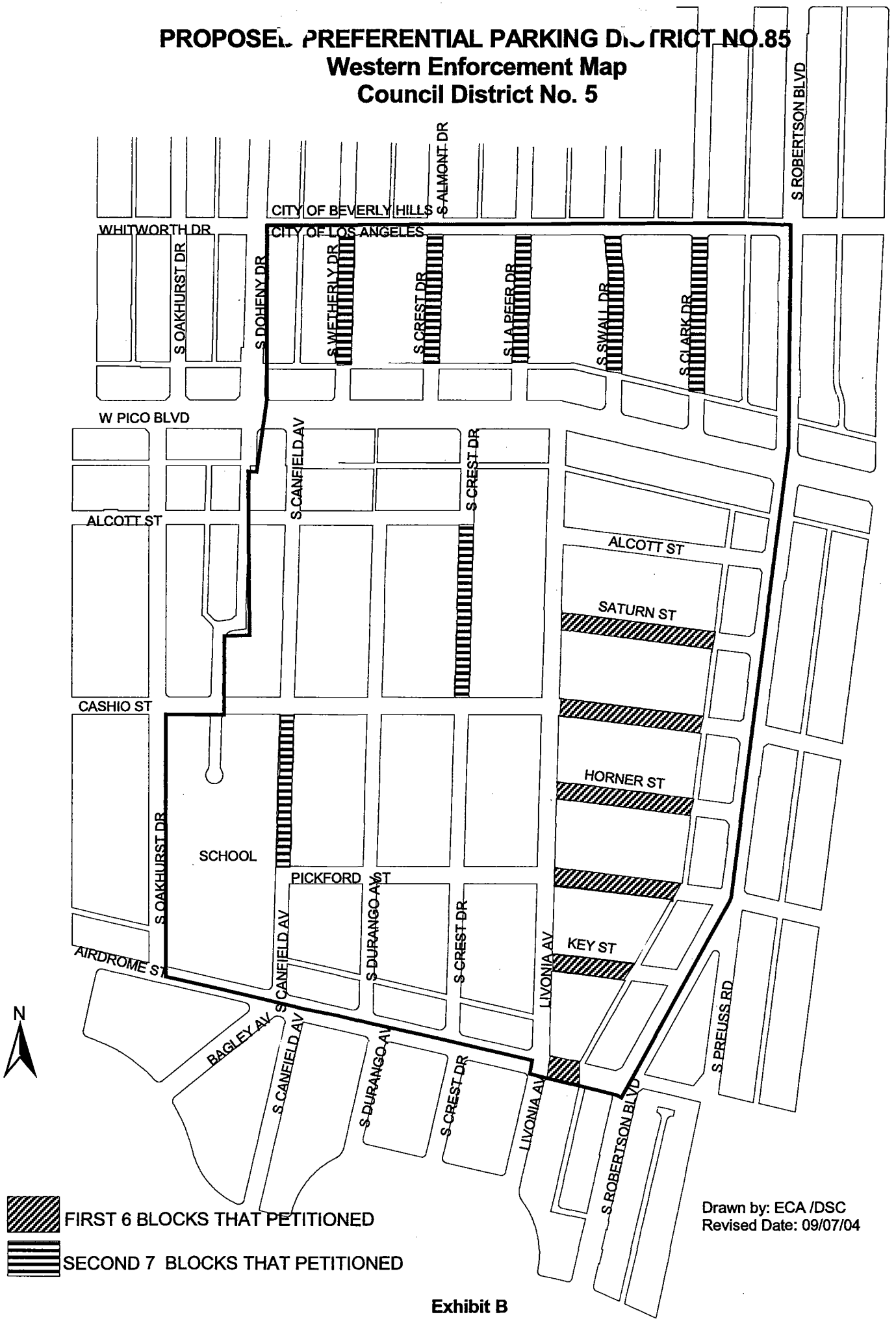
ROCKARD J. DELGADILLO, City Attorney

By _____
SHELLEY I. SMITH
Assistant City Attorney

Date: _____

File No. _____

PROPOSED PREFERENTIAL PARKING DISTRICT NO.85
Western Enforcement Map
Council District No. 5



Drawn by: ECA /DSC
Revised Date: 09/07/04

Exhibit B