



City Clerk Council and Public Services &lt;clerk.cps@lacity.org&gt;

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**Fwd: CF # 19-0942 ... 08-28-2019 LA Transportation Committee meeting ... Objections to Agenda Item 14 (CF 19-0942) attached to email ... Please add to Council File ...**

1 message

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**John White** <john.white@lacity.org>  
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Aug 28, 2019 at 7:31 AM

Please attach this email and accompanying letter to CF 19-0942 as a communication from the public.

----- Forwarded message -----

From: **Ziggy Kruse** <ziggykruse2005@yahoo.com>

Date: Tue, Aug 27, 2019 at 11:04 PM

Subject: RE: CF # 19-0942 ... 08-28-2019 LA Transportation Committee meeting ... Objections to Agenda Item 14 (CF 19-0942) attached to email ... Please add to Council File ...

To: John White <john.white@lacity.org>

Cc: Ziggy Kruse <ziggykruse2005@yahoo.com>, Bob Blue <camarobob@hotmail.com>, Norman Beil <normanbeil@mac.com>, nury.martinez@lacity.org <nury.martinez@lacity.org>, Council Member Koretz <paul.koretz@lacity.org>, mike.bonin@lacity.org <mike.bonin@lacity.org>, City of Los Angeles <councilmember.bonin@lacity.org>

Dear Mr. White:

Attached please find our Objection letter to Item 14 of the LA Transportation Committee Meeting of 08-28-2019.

Please add the document to Council File # 19-0942 prior to the Committee Meeting, and please provide a copy to the committee members.

Please let me know that you have received this email and the attached document.

Also, please don't hesitate to contact me if you have any questions. Thank you for all your help.

Sincerely,  
Ziggy Kruse  
213-458-2173

--  
John A. White  
Legislative Assistant  
Transportation Committee  
Trade, Travel, and Tourism Committee  
(213) 978-1072





**2019-08-27\_Objections to PPD 292\_LA Transportation Committee Mtg\_08-28-2019\_Item 14.pdf**  
3436K

Ziggy Kruse and Robert Blue  
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Los Angeles, CA 90049  
(213-458-2173)

[bob.blue@live.com](mailto:bob.blue@live.com)

[ZiggyKruse2005@yahoo.com](mailto:ZiggyKruse2005@yahoo.com)

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Wednesday, August 27, 2019

VIA EMAIL only

City of Los Angeles'  
Transportation Committee  
200 N. Spring Street  
Los Angeles, CA 90012

RE: Objections to the proposed Preferential Parking  
District in the Brentwood Glen Neighborhood (PPD 292),  
**CF # 19-0942** (Agenda Item 14), 08-28-2019 Los Angeles  
Transportation Committee Meeting Agenda

Dear Committee Members:

We are residents within the area of the proposed Preferential Parking District No. 292 (PPD 292), which is located within the Brentwood Glen neighborhood in West Los Angeles. We are opposed to the establishment of the PPD 292 in Brentwood Glen.

Brentwood Glen is located South of Sunset Boulevard and West of the San Diego Freeway (405). Today, Brentwood Glen is home to about 500-plus dwellings consisting mostly of single-family homes, with some duplexes, triplexes, and multiple-unit apartments.

One of us has lived at the same location since 1992 and one of us works from home. Neither one of us have ever experienced a shortage of public parking along the blocks surrounding our home at any time.

Before going into the Background of how the PPD 292 was introduced to the Brentwood Glen neighbors and why many of those who originally signed the Petition to support the PPD and then later had their names removed from the support, we would like to take this opportunity to raise our objections to PPD 292 (Agenda #14, CF 19-0942), the LA Transportation Committee Meeting, and the LADOT Staff Report.

**Objection to Recommendation 1:**

Staff Report states "*FIND that University of California Los Angeles (UCLA) students and other non-residents cause adverse*

*parking impacts on the adjacent residential blocks from which the residents deserve immediate relief."*

There is no evidence provided by either the Brentwood Glen Association (BGA), Council District 11 or LADOT that UCLA students or other non-residents are parked at any of the streets listed in the report.

Staff failed to provide the Committee with any evidence that any of the streets within the proposed PPD boundaries are being "adversely" impacted by either UCLA students or other non-residents who park their vehicles in this area.

In fact, the only "evidence" LADOT and CD 11 received with a the 03/22/2018 email from BGA Board President Cori Solomon, which included an undated letter from the BGA requesting the support to establish the PPD. (**Exhibit 1**)

**Objection to Recommendation 2:**

Staff report states "FIND that the establishment of PPD No. 292, pursuant to Los Angeles Municipal Code (LAMC) Section 80.58.d, is **exempt** from the California Environmental Quality Act (CEQA) as a **Class 1 Categorical Exemption**, under **Article 111.1.a.3 of the 2002 Los Angeles City CEQA Guidelines.**" [*bold for emphasis added*]

**1) The finding is not applicable to PPDs, as the Exemption stated above in Article III.1.a.3 does not apply to PPDs**

Staff appears to have simply copied and pasted a CEQA guideline from previous Staff reports to quench the thirst of accomplishment by citing a section of the guideline that does not apply. (**Exhibit 2**)

Staff refers to Article III.1.a.3 of the City of Los Angeles Environmental Quality Act Guidelines, which were adopted July 31, 2002 and which states:

**Article III: Categorical Exemptions**

**1. Classes of Categorical Exemptions**

**a. Class 1. Existing Facilities.**

**3) Operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, storage areas, parking lots, aircraft parking areas, wharves, railroads, runways, taxiways, navigable**

*waterways, bridle trails, service roads, fire lanes and golf-cart paths, except where the activity will involve removal of a scenic resource including but not limited to a stand of trees, a rock outcropping or an historic building.*

This section does clearly not apply to the PPD, but it is referred to in the Staff Report, which the Council Members and the Public rely on.

**2) Failure to Explain Why CEQA does not apply**

When reading the Staff's findings, it becomes crystal clear that the City failed in general to explain to the Public why CEQA would not apply.

Based on a recent push by Los Angeles' City Officials, Los Angeles is moving forward with a "Mobility Plan" that would encourage members of the public to use public transportation in order to reduce greenhouse gas emissions and eliminate unnecessary usage of vehicles.

In fact, sections 3.3 **Land Use Access and Mix**, 3.4 **Transit Services** and 3.5 **Multi-Modal Features** all encourage the use of public transportation. 3.4 states: *Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services. (Exhibit 3)*

It continues to state that "Transit services, whether buses, trains, commuter shuttles, or paratransit, offer a mobility alternative for residents, employees, students and visitors who either do not have access to, or prefer not to use, a car."

However, in the case of the proposed PPD 292 the LADOT is willing to impact the 4 (four) METRO bus #602 stops along Church Lane, starting at Sunset / Church, continues down to Church / Joffre, Church / Homedale and Church / Farlin by implementing PPD #292 parking restrictions. (**Exhibit 6**)

Furthermore, LADOT's own "parking study" shows that parking spaces were occupied at or near the bus stops for the METRO #602 along Church Lane between Sunset and Montana.

We have personally witnessed commuters park their vehicles at or near the bus stops and then utilize the METRO #602 bus to head

into the Westwood area. None of them parked their vehicles for "days at end".

The LA Mobility Plan encourages residents, employees, students and visitors to use Public Transportation and yet LADOT and the BGA / proponents of the PPD 292 want to restrict parking on those transit-oriented portions of Church Lane in order to have a vast "turn-over" of parking, hopefully resulting in parking directly in front of their home.

However, this would result in fewer riders of the METRO, as they may as well just drive to their respected destinations. This will then also result in more vehicles on the road, adding to traffic, traffic congestion and greenhouse gas emissions.

With that in mind, the above-mentioned facts trigger a CEQA review.

#### **Objections to Staff's "Discussion" portion in Report**

Staff writes about letters received from Council Member Bonin, and that these letters "... indicate that residents of the area are experiencing difficulty finding available on-street parking on their blocks due to UCLA students and other non-residents parking in the neighborhood."

LADOT, Council District (CD 11) and BGA / Proponents have not provided any evidence that it is difficult to find on-street parking due to student or other non-resident parking within the proposed PPD 292 boundaries.

The only letter that was submitted to that fact came from BGA Board President Cori Solomon, who emailed Council Member Bonin's office with the request to help establish the PPD. Her email included a one-page, undated letter that in part states the following:

"First, we get UCLA and Archer School students parking on our streets. The neighboring community of Westwood Hills has limited parking, so the students who cannot park in that area come over to our area and leave their cars for days and weeks on end, making it hard to park on our streets." (**Exhibit 1**)

There is absolutely No Evidence that UCLA students park their vehicles for "days and weeks on end". No independent investigation

was ever conducted by the City to substantiate this baseless statement by the BGA's Board President, Cori Solomon.

CD 11 staff as well LADOT staff failed to provide any evidence whatsoever to support the proponents' claim that UCLA, Archer Students or any other Non-residents park their vehicles for an extended period of time on any of the streets located within the proposed area of PPD 292.

**Background on how the PPD was initiated and introduced to the Brentwood Glen neighborhood:**

On or around March 2018 we noticed an announcement on "NextDoor", which is an online platform for local and immediate surrounding neighborhoods. The announcement was in regard to the proposal to establish a Preferential Parking District, and it was posted by the president of the BGA. [**Exhibit 4**]

This announcement included a survey via "SurveyMonkey". This was the only outreach done by the group of people who spearheaded the effort to establish the PPD in the Brentwood Glen area.

This was the start of a very long back and forth of pro-and-con comments on the same platform, resulting in insults of neighbors, threats to members of the community and no real solution to the false claim of a parking problem.

In fact, the "SurveyMoney" survey was the only one ever used by the Proponents of the PPD. As many online postings, "Surveymonkey" only reached a small number of residents. However, there is no scientific evidence that only residents within the proposed boundaries of the PPD 292 "signed" the online petition since this information was kept secret. The BGA was asked several times to please provide more information of the results, but never complied with the requests.

When a member of the community questioned the BGA president about the survey, her reply was *"There was only one question: "Are you in favor of Preferential Parking in the Brentwood Glen?" There were two boxes for people to vote, one with yes and the other with no. That was the extent of the survey."*

From what we believe to be true, this was the extend of BGA's outreach to the community.

However, there was one very unusual meeting that was "organized" by the BGA in order to inform the community about the PPD, and answer questions that may come up. This meeting took place in the shadow of darkness in the parking lot of The Village Church.

Members of the community were asked to sit in the dark, listen to LADOT staff answer questions, and have CD 11 representative Lisa Cahill almost call off the meeting because she didn't like some of the questions asked by the opponents.

With little to no outreach done by the BGA to the community it fell upon the residents to conduct their own research on what a Preferential Parking District is, what the requirements are and what purpose it serves.

A number of our community members started to look up the Rules and Procedures and realized that in order to establish a PPD in any neighborhood, a Letter of Support by the Local Council Office must be submitted to the Los Angeles Department of Transportation (LADOT). This then will trigger the LADOT to provide pre-printed "blank" signature petition sheets to the proponents of the PPD in order to solicit support.

Once the Petition-Signature gatherers stopped at our house, we told them that we are not interested in signing the petition. BGA President Cori Solomon and Board Member Yoram Tal first asked if we had an issue with parking on our street. When we answered "No" they persisted to ask about other parking problems surrounding us. Instead of listening to our issues, they pushed very hard to get us to sign in favor of something we were against by using a "guilt trip" in support of our neighbors' efforts.

The BGA clearly has a one-sided agenda and is not representing the entire community. *(Link to YouTube video showing BGA Board Members gathering signatures: <https://youtu.be/QWNPC w89VY>)*

Furthermore, even though CD 11 believes that the BGA represents the Brentwood Glen neighborhood and speaks for the community, the BGA has a conflict in falsely claiming to represent all neighbors:

- The BGA does not operate its Association in the open
- The BGA will not share their bylaws, monthly meeting minutes and financial reports with the public, and

- BGA's monthly meetings are by invitation only, and they are held in private homes, and those meetings are not open to the public.

Later we found out that this type of "pressure" to sign the petitions was repeatedly used by those who gathered the signatures in favor of the PPD 292. Some of our neighbors were approached in their driveways ready to leave for work. Others were told that if they didn't sign the petition, and their street wouldn't qualify for the PPD, then all of the cars that couldn't park on the PPD noticed streets would now park on their street.

Furthermore, we submitted a Public Records Act Request under Government Code Section 6250 to the LADOT in regard to all Signature Petitions related to the proposed PPD 292.

When we finally, after a prolonged waiting period, received the requested documents, they were Heavily Redacted. All of the names and signatures, as well as street addresses were blacked out. (Excerpts are attached as **Exhibit 5**)

This denied Opponents their due process rights and unfairly prevented them from challenging the process of obtaining a PPD. The opportunity to verify the validity of the petitions was basically erased.

By withholding this information to some members of the public the LADOT violated the California Public Records Act (CPRA). The PPD would take away a public benefit from members of the neighborhood and the general public.

Needless to say, the BGA / Proponents had full access to the unredacted petitions sheets as they were the ones gathering the information.

We brought this to the attention of the LADOT commissioners during our public comments at the February 14, 2019 LADOT Commission meeting, as well as the LADOT commission meeting on August 8, 2019.

At one point, and instead of exercising his independent and objective judgement, Commissioner Eisenberg publicly directed us to go to the Councilmember for the District (CD 11) to voice our concerns. However, the Councilmember, through his staff, has

demonstrated a bias toward the proponents of the PPD, while making it harder for opponents to be given equal treatment.

This was a signal to us that even the commission, who is supposed to oversee the Department, instead surrendered their oversight responsibilities to the CD 11. (*link to entire public comments by Ziggy Kruse and Robert Blue, 02-14-2019: <https://youtu.be/afv9WiN1u2w>*)

Nevertheless, the time that passed hindered us to move swiftly forward with any complaints or objections, as well as gathering of Counter Petition Signatures. We were unable to verify the validity of the petition sheets and the process of collecting the signatures.

Council Member Bonin's office submitted letters to the LADOT in support of the PPD being established. These letters were part of the Staff Report for the 08-08-2019 Commission meeting, and are now part of this committee meeting.

However, these "Bonin Support" letters are based on falsehoods presented by the BGA. The BGA had sent an email with an undated request for support to CD 11, in which BGA points to the UCLA, Archer Students, as well as construction crews using up parking spots in the Brentwood Glen neighborhood. (**Exhibit 1**)

Council Member Bonin's letters states "The neighbors in this community are experiencing a regular onslaught of student and employee related parking in their neighborhood."

This statement was based on the undated letter from the BGA, as well as numerous re-writes and edits with input from Ms. Solomon.

We found out about this when we submitted another CPRA request directly to CD 11 and were presented with numerous documents. These documents included a series of draft letters of support from Councilmember Bonin. It shows that these drafts were given exclusively to proponent Cori Solomon for her review and feedback.

The Bonin Support letter have no basis for the false statements made.

Lastly, the Staff Report to this Committee fails to inform the Council Members that several members of the Brentwood Glen

Objections PPD 292  
Transportation Committee  
Mtg.8-8-19, Agenda Item 14  
CF: 19-0942

Page 9 of 9

community emailed CD 11 Staff Lisa Cahill, as well as LADOT, in opposition to the proposed PPD.

For the convenience of the Council Members, we have included these email correspondences with this submission. (**Exhibit 7**)

**Conclusion:**

Based on the above provided information, this Transportation Committee should either table Item 14 in order to gather more detailed and accurate information other than the misrepresentation of facts by CD 11, the BGA and LADOT staff.

The accompanying Staff Report to the Committee is misleading and inaccurate as it states a 2002 CEQA guideline that does not apply to the PPD (Article 111.1.a.3 of the 2002 Los Angeles City CEQA Guidelines).

However, since the Council Members and the General Public rely on the Staff Report it is prudent that the Item be table or postponed until the Staff Report can be corrected.

Sincerely,

*Robert Blue & Ziggy Kruse*

Cc: Council Member Mike Bonin, Chair  
Council Member Nury Martinez  
Council Member Paul Koretz

**(Exhibits: 1 - 7)**

Exhibit 1

Exhibit 1





Sign Up for Mike's Email Updates



**BRENTWOOD GLEN**  
ASSOCIATION

Con Solomon  
President

Dear Councilman Bonin,

Christina Dunlop

The Brentwood Glen would like to pursue obtaining a Preferential Permit Parking District (PPD) in our community. Our issues with parking in our community are threefold

Mitch Feinman

Kathy Foley

Let me provide a little background about the Brentwood Glen. Our community is made up of somewhere between 400 and 500 homes. Most of the homes were built in the 1930s and 1940s. About 80% of our community relies on street parking because the homes in this area have small garages that cannot fit two cars. Also many houses have narrow driveways that are too short or too narrow to fit cars. As a result street parking is critical.

David Heldman

Judy Meadow

Mary Pringle

First, we get UCLA and Archer School students parking on our streets. The neighboring community of Westwood Hills has limited parking, so the students who cannot park in that area come over to our area and leave their cars for days and weeks on end, making it hard to park on our streets. Archer School students park in our community, and then are picked up by the Archer School bus at the corner near the church and then are dropped off there in the afternoon. Often our residents complain that these students block their driveways.

Rob Reinis

Jacqui Rosen

Teri Solomon

Yoram Tal

Next, we have the hotel employees parking on our streets as well as the taxis that want to pick up hotel customers. The hotels should be providing a zone for taxis and Uber drivers. This too prevents access to parking, and it will get worse when our neighbors north of Sunset on Church Lane get a no parking zone in front of the Museum Heights and across from the Angelano Hotel.

Finally, construction crews from out of the area park on Church Lane and have vans come to pick up people, take them to a job site in Bel Air as well as drop them off all day long. Currently two different construction sites are having people park on our streets. They litter all over our streets. We are constantly picking up after them since we know the city does not have the resources to clean up the area.

For those of us who cannot utilize our garages, it is forcing us to park several blocks away, which in this day and age with a heightened crime is a safety issue. It is also bringing people into the area that might well be the cause of the increased home and car thief in the area.

As a side note, we have another issue that affects parking on our streets. We have homeless people living in cars, vans and RVs parking in our neighborhood. They leave litter and often block our driveways.

I would appreciate your supporting the Brentwood Glen by helping us establish a PPD that includes parking restrictions to 2 hours from 8am - 6pm Monday through Friday and providing a letter to the proper authorities to get the process started.

We would appreciate your prompt attention to this matter.

Sincerely,

Con Solomon  
President  
Brentwood Glen Association

Exhibit 2

Exhibit 2

**CITY OF LOS ANGELES**  
**ENVIRONMENTAL QUALITY ACT GUIDELINES**

**Adopted : July 31, 2002 - CF# : 02-1507**

**Section 1.** Articles II, IV through VI, and VIII through X of the 1981 City CEQA Guidelines are hereby repealed.

**Section 2.** Article I of the City CEQA Guidelines is hereby amended to read as follows:

“Article I. INCORPORATION OF **STATE CEQA GUIDELINES**

The City hereby adopts as its own City CEQA Guidelines all of the State CEQA Guidelines, contained in title 15, California Code of Regulations, sections 15000 et seq, and incorporates all future amendments and additions to those guidelines as may from time to time be adopted by the State.”

**Section 3.** Article III of the City CEQA Guidelines is hereby renumbered as Article II and is amended to read as follows:

**“ARTICLE II: EXEMPTIONS**

1. General Rule and General Exemption.

These Guidelines apply generally to discretionary actions by City agencies which may have a significant effect on the environment. However, where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not covered by CEQA and these Guidelines do not apply.<sup>1</sup>

2. Exempt Activities.

The following activities are exempt from the requirements of CEQA and these Guidelines:

a. Emergency projects, such as:

- 1) Projects undertaken, carried out, or approved by a City agency to maintain, repair, restore, demolish or replace property or facilities damaged or destroyed as a result of a disaster in a disaster-stricken area for which a state of emergency

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<sup>1</sup> A form that may be used for this general exemption is attached as Exhibit J.

- s. Projects for the development of a regional transportation improvement program or the state transportation improvement program.
- t. Zone change ordinances initiated by the City for the purpose of complying with Section 65860 (d) of the California Government Code, provided that the zone change provides for the least intensive use category allowed by the applicable provisions of the General Plan of the City of Los Angeles.”

**Section 4.** Article VII of the City CEQA Guidelines is hereby renumbered as Article III and reads as follows:

**“ARTICLE III: CATEGORICAL EXEMPTIONS ARTICLE III CATEGORICAL EXEMPTIONS**

**1. Classes of Categorical Exemptions.**

The Secretary for Resources has provided a list of classes of projects which he has determined do not have a significant effect on the environment and which are therefore exempt from the provisions of CEQA. The following specific categorical exemptions within such classes are set forth for use by Lead City Agencies, provided such categorical exemptions are not used for projects where it can be readily perceived that such projects may have a significant effect on the environment.

**a. Class 1. Existing Facilities.**

Class 1 consists of the operation, repair, maintenance or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing.

- 1) Interior or exterior alterations involving remodeling or minor construction where there be negligible or no expansion of use.
- 2) Operation, repair, maintenance or minor alteration of existing facilities of both investor and publicly owned utilities, electrical power, natural gas, sewage, water, and telephone, and mechanical systems serving existing facilities, including alterations to accommodate a specific use.
- 3) Operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, storage areas, parking lots, aircraft parking areas, wharves, railroads, runways, taxiways, navigable waterways, bridle trails, service roads, fire lanes and golf-cart paths, except where the activity will involve removal of a scenic resource including but not limited to a stand of trees, a rock outcropping or an historic building.

- 4) Restoration or rehabilitation of deteriorated or damaged structures, facilities or mechanical equipment and systems to meet current standards of public health, safety and environmental protection.
- 5) Additions to existing structures provided that the addition will not result in an increase of more than:
  - a) 50 percent of the floor area of the structures before the addition or 2,500 square feet, whichever is less; or
  - b) 10,000 square feet of:
    - i. The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and
    - ii. The area in which the project is located is not environmentally sensitive.
- 6) Addition of safety, security, health or environmental protection devices for use during construction or for in conjunction with existing structures, facilities or mechanical equipment, or topographical features (including navigational devices).
- 7) New copy on existing on and off-premise signs.
- 8) Maintenance of existing landscaping, native growth, water supply reservoirs; and brush clearance for weed abatement and fire protection (excluding the use of economic poisons as defined in Division 7, Chapter 2, California Agricultural Code).
- 9) Maintenance of fish screens, fish ladders, wildlife habitat areas, artificial wildlife waterway devices, streamflows, springs and waterholes, and stream channels (clearing of debris) to protect fish and wildlife resources, lakes and reservoirs.
- 10) Division of existing multiple family rental units into condominiums or stock cooperatives.<sup>6</sup>
- 11) Demolition and removal of individual small structures listed in this subdivision except where the structures are of historical, archaeological or architectural significance:
  - a) Single-family residences not in conjunction with the demolition of two or more units;
  - b) Motels, apartments, and duplexes designed for not more than four dwelling units of not in conjunction with the demolition of two or more such structures;

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<sup>6</sup> A multiple family rental unit is “existing” when the Department of Building and Safety has issued a certificate of occupancy.

Exhibit 3

Exhibit 3

### 3.3 Land Use Access and Mix:

**P**romote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

While the quality of the streetscape plays a large part in someone's decision to walk or not, so too does the proximity of the most commonly frequented neighborhood destinations such as supermarkets and schools. A community with a mix of uses clustered close together makes it much easier for someone to accomplish a number of daily errands by walking or bicycling. Better still is when these uses are clustered around a transit station, offering people the opportunity to easily take care of errands on their way to work or home, without having to go out of the way.

Neighborhoods with frequent, reliable transit seven days a week are the ideal

place to cluster uses and services so that area residents, students, and/or employees can complete a number of errands within a single walk or bike trip. Likewise, it makes sense for land uses situated near major transit stops to be of the intensity and type that they attract a high number of transit riders. A major transit stop adjacent to a cluster of single family homes on 5,000 square-foot lots or larger is not going to generate the same number of riders as a regional destination such as museum, university/college, shopping, office, or apartment complex. The greatest benefits of transit accrue when the greatest number of potential riders can be located within easy access of the transit service.

#### TOD Corridors

Transit-oriented development (TOD) planning has been a tool used by cities to promote the development of areas that have a mix of housing, jobs, and local services. However TOD refers to more than just the properties immediately adjacent to stations; the corridors themselves can be planned as destinations and job centers that add value to the area. Investing in elements such as first-and-last mile strategies, pedestrian-friendly street infrastructure, and bicycle parking increases the appeal and walkability of transit corridors. Corridors linked to transit have the capacity to accommodate greater densities of residential and commercial uses, while increasing access to transit connections.



## 3.4 Transit Services:

**P**rovide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Transit services, whether buses, trains, commuter shuttles, or paratransit, offer a mobility alternative for residents, employees, students and visitors who either do not have access to, or prefer not to use, a car.

The costs of car ownership are large. In addition to the cost of the vehicle itself, one must also factor in the costs of fuel, maintenance, parking, and insurance. As a result, a number of households in the City cannot afford to own a car or choose not to. Others may feel compelled to own a car and consequently are forced to cut back on things such as housing, food, and health care.

Compared to a private vehicle, transit is more affordable. However, in order for it to be a viable alternative, it should be reasonably reliable, efficient, convenient, safe, and comfortable. The more that our regional transit system meets this description, the better it will serve its existing customer base, and the more it will succeed at attracting new riders (especially those not driven by economic necessity). When private vehicles are no longer considered to be a necessity, the cost of living decreases and quality of life improves for everyone.

### 3.5 Multi-Modal Features:

Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

While many of our daily trips can be well served by transit, it is rare that one’s origin and destination are both located directly adjacent to a transit stop. In transportation planning, the issue of how to make these connections at the beginning and end of each journey is known as the “first-mile, last-mile” problem. As a comparison, a typical vehicle trip across the City involves driving on the freeway for most of the distance, but using local streets at the beginning and end. Similarly, a trip that utilizes a train to cover the largest leg of a journey may include a bike ride to reach the train station and a walk to reach the final destination.

A wide variety of solutions have been developed to meet first-mile, last-mile needs of transit users. The options run the gamut from simply enhancing the public realm around transit stations to encourage walking (sidewalks, street trees, street lights, wayfinding), to providing racks for bicycles on buses and trains, as well as supporting bicycle share programs, taxis, car shares, and high-frequency local shuttle service. By providing a robust array of options, a variety of different needs can be accommodated, greatly increasing the number of destinations reachable by transit.



Exhibit 4

Exhibit 4



Cori Solomon, Brentwood Glen



## Preferential Parking

Over the years many residents have inquired about Preferential Parking. Of late the parking situation in the Brentwood Glen has gotten much worse. The issues are students from UCLA, hotel employees and out of area construction workers parking on our streets. We also have homeless people parking in cars, vans, and RV in our community.

Currently, our adjacent neighbors, Westwood Hills have preferential parking bringing the students to our area and the now it appears that North Church Lane in front Museum Heights and across from the Angeleno Hotel are looking at "no parking anytime." If this occurs, we will have even more hotel employees parking on our streets.

Many of us would like to park in front of our homes for safety and security reasons especially those with disabilities.

The Brentwood Glen Board is looking into creating a Preferential Parking District (PPD). We are considering restrictions that limit parking: 2 hours Monday – Friday 8 am – 6 pm. There will be no restrictions from 6 pm – 8 am weeknights or anytime on the weekends. Permit holders are exempt. Annual permits cost \$34 per person with up to 3 per household. Visitor Permits are \$22.50 for four months. Daily permits are \$2 each.

The process requires us getting to agree that this is a valid need for our community. To obtain a PPD at least six consecutive blocks must sign up for this. A petition goes to each block, and 75% of the block must approve. The city allows only one signature per household.

If you want a copy of the Preferential Parking rules and procedures or have questions, please email [bga90049@gmail.com](mailto:bga90049@gmail.com). Otherwise please take the Preferential Parking Survey. Please make sure you take the survey by March 18th.

<https://www.surveymonkey.com/r/39LTK7V>

7 Mar 18 · Brentwood Glen in General

Exhibit 5

Exhibit 5

100 S. Main St.  
Los Angeles, CA



## Document Request Response

<b>To:</b> Ziggy Kruse	<b>From:</b> LADOT Risk Management Div. – Records Management Section
<b>Phone:</b> 213-458-2173	<b>Pages:</b> 30
<b>e-mail:</b> ziggykruse2005@yahoo.com	<b>Date:</b> December 20, 2018
<b>Re:</b> Preferential Parking Dist. #292	<b>cc:</b> LADOT Risk Management Div. – Records Management Section

Ms. Kruse,

The attached thirty (30) documents are provided to you in response to your 11-15-18 document request. Segments of the document have been redacted in accordance with Government Code 6254(f) and 6255. Again, the copy cost is \$0.10 per page.

Thank you.

LADOT – Risk Management Division



### PETITION TO ESTABLISH A PREFERENTIAL PARKING DISTRICT

Only one signature per dwelling unit will be counted. At least three-fourths (3/4) of the dwelling units on the block must sign to qualify for posting of restrictions.

We, the undersigned, who reside on BELOIT AVENUE, between FARLIN STREET and ELDERWOOD STREET, hereby petition the Los Angeles Department of Transportation to establish a Preferential Parking District which includes our block and to post our block with the authorized preferential parking restriction, subject to approval of the City Council:

**"2 HOUR PARKING 8 AM - 6 PM, MONDAY THRU FRIDAY; VEHICLES WITH DISTRICT NO. 292 PERMITS EXMPT"**

We understand that at least 51 percent of the dwelling units on the block must purchase an Annual or Visitor Permit or the preferential parking restrictions will be subject to removal. We have read, understand, and agree to the "Establishment of Preferential Parking District Information Sheet" accompanying this petition.

Permit Fees: Annual \$34.00 each (3 Maximum), Visitor \$22.50 each (2 Maximum), Guest \$2.50 (25 Daily Maximum)

PETITIONS MUST BE RETURNED BY: **JANUARY 26, 2019**

This petition circulated by: CORI SOLOMON

NAME & SIGNATURE	ADDRESS	APT.#	DAYTIME PHONE NO. WITH AREA CODE
Print KRISTINA DIAZ	[REDACTED]		[REDACTED]
Sign <i>Kristina Diaz</i>	[REDACTED]		
Print Jason Kogan	[REDACTED]		[REDACTED]
Sign <i>Jason Kogan</i>	[REDACTED]		
Print Stefanie Epstein	[REDACTED]		[REDACTED]
Sign <i>Stefanie Epstein</i>	[REDACTED]		
Print Beth Freedman	[REDACTED]		[REDACTED]
Sign <i>Beth Freedman</i>	[REDACTED]		
Print <i>Maria TAYLOR</i>	[REDACTED]		[REDACTED]
Sign	[REDACTED]		
Print AIRBNB	[REDACTED]		
Sign	[REDACTED]		
Print			
Sign			
Print			
Sign			

This petition form was provided by the Los Angeles Department of Transportation. For information on the Parking Permits Program, please call our office at (213) 473-8260.



### PETITION TO ESTABLISH A PREFERENTIAL PARKING DISTRICT

Only one signature per dwelling unit will be counted. At least three-fourths (3/4) of the dwelling units on the block must sign to qualify for posting of restrictions.

We, the undersigned, who reside on BELOIT AVENUE, between DENAIR STREET and CASHMERE STREET, hereby petition the Los Angeles Department of Transportation to establish a Preferential Parking District which includes our block and to post our block with the authorized preferential parking restriction, subject to approval of the City Council:

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PETITIONS MUST BE RETURNED BY: **JANUARY 26, 2019**

This petition circulated by: <u>CORI SOLOMON</u>			
NAME & SIGNATURE	ADDRESS	APT.#	DAYTIME PHONE NO. WITH AREA CODE
Print <u>RUTH H. LOEB</u>	[REDACTED]		[REDACTED]
Sign <u>[Signature]</u>	[REDACTED]		[REDACTED]
Print <u>[REDACTED]</u>	[REDACTED]		[REDACTED]
Sign <u>[REDACTED]</u>	[REDACTED]		[REDACTED]
Print <u>[Signature]</u>	[REDACTED]		[REDACTED]
Sign <u>ERIN HUDSON</u>	[REDACTED]		[REDACTED]
Print <u>JOHN BRICE</u>	[REDACTED]		[REDACTED]
Sign <u>[Signature]</u>	[REDACTED]		[REDACTED]
Print			
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Sign			

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We, the undersigned, who reside on ELDERWOOD STREET, between BELOIT AVENUE and CHURCH LANE, hereby petition the Los Angeles Department of Transportation to establish a Preferential Parking District which includes our block and to post our block with the authorized preferential parking restriction, subject to approval of the City Council:

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PETITIONS MUST BE RETURNED BY: **JANUARY 26, 2019**

This petition circulated by: LOREI SOLOMON

NAME & SIGNATURE		ADDRESS	APT.#	DAYTIME PHONE NO. WITH AREA CODE
Print	JENNIFER LABATTE	[REDACTED]		[REDACTED]
Sign	[Signature]	[REDACTED]		[REDACTED]
Print	Nelly Lindsay	[REDACTED]		[REDACTED]
Sign	[Signature]	[REDACTED]		[REDACTED]
Print	Michiko Nakano	[REDACTED]		[REDACTED]
Sign	[Signature]	[REDACTED]		[REDACTED]
Print	Kristina Diaz	[REDACTED]		[REDACTED]
Sign	[Signature]	[REDACTED]		[REDACTED]
Print	Bathanna P. Waddell	[REDACTED]		[REDACTED]
Sign	[Signature]	[REDACTED]		[REDACTED]
Print	Rochelle Renaud	[REDACTED]		[REDACTED]
Sign	[Signature]	[REDACTED]		[REDACTED]
Print	Elyse Rosenfield	[REDACTED]		[REDACTED]
Sign	[Signature]	[REDACTED]		[REDACTED]
Print	[REDACTED]	[REDACTED]		[REDACTED]
Sign	[REDACTED]	[REDACTED]		[REDACTED]

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PETITIONS MUST BE RETURNED BY: JANUARY 26, 2019

This petition circulated by: CORI SOLOMON & KORAM TAL

NAME & SIGNATURE	ADDRESS	APT.#	DAYTIME PHONE NO. WITH AREA CODE
Print Lisa Kellman Sign <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
Print [Redacted] Sign [Redacted]	[Redacted]	[Redacted]	[Redacted]
Print <i>[Signature]</i> Sign [Redacted]	[Redacted]	[Redacted]	[Redacted]
Print David S. Larson Sign <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
Print: <i>[Signature]</i> Sign <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
Print <i>[Signature]</i> Sign <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
Print [Redacted] Sign [Redacted]	[Redacted]	[Redacted]	[Redacted]
Print VACANT Sign Resident	[Redacted]	[Redacted]	[Redacted]

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We, the undersigned, who reside on MONTANA AVENUE, between BELOIT AVENUE and CHURCH LANE, hereby petition the Los Angeles Department of Transportation to establish a Preferential Parking District which includes our block and to post our block with the authorized preferential parking restriction, subject to approval of the City Council:

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PETITIONS MUST BE RETURNED BY: **JANUARY 26, 2019**

This petition circulated by: <u>VANESSA GUBIN</u>			
NAME & SIGNATURE	ADDRESS	APT.#	DAYTIME PHONE NO. WITH AREA CODE
Print <u>Michelle Lavitt</u>	[REDACTED]	[REDACTED]	[REDACTED]
Sign <u>Michelle Lavitt</u>	[REDACTED]	[REDACTED]	[REDACTED]
Print [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Sign [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Print <u>Leslie Lerner</u>	[REDACTED]	[REDACTED]	[REDACTED]
Sign <u>Leslie Lerner</u>	[REDACTED]	[REDACTED]	[REDACTED]
Print	[REDACTED]	[REDACTED]	[REDACTED]
Sign	[REDACTED]	[REDACTED]	[REDACTED]
Print <u>VACANT</u>	[REDACTED]	[REDACTED]	[REDACTED]
Sign <u>[Signature]</u>	[REDACTED]	[REDACTED]	[REDACTED]
Print <u>VACANT</u>	[REDACTED]	[REDACTED]	[REDACTED]
Sign <u>RESIDENT</u>	[REDACTED]	[REDACTED]	[REDACTED]
Print	[REDACTED]	[REDACTED]	[REDACTED]
Sign	[REDACTED]	[REDACTED]	[REDACTED]
Print	[REDACTED]	[REDACTED]	[REDACTED]
Sign	[REDACTED]	[REDACTED]	[REDACTED]

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Exhibit 6

Exhibit 6

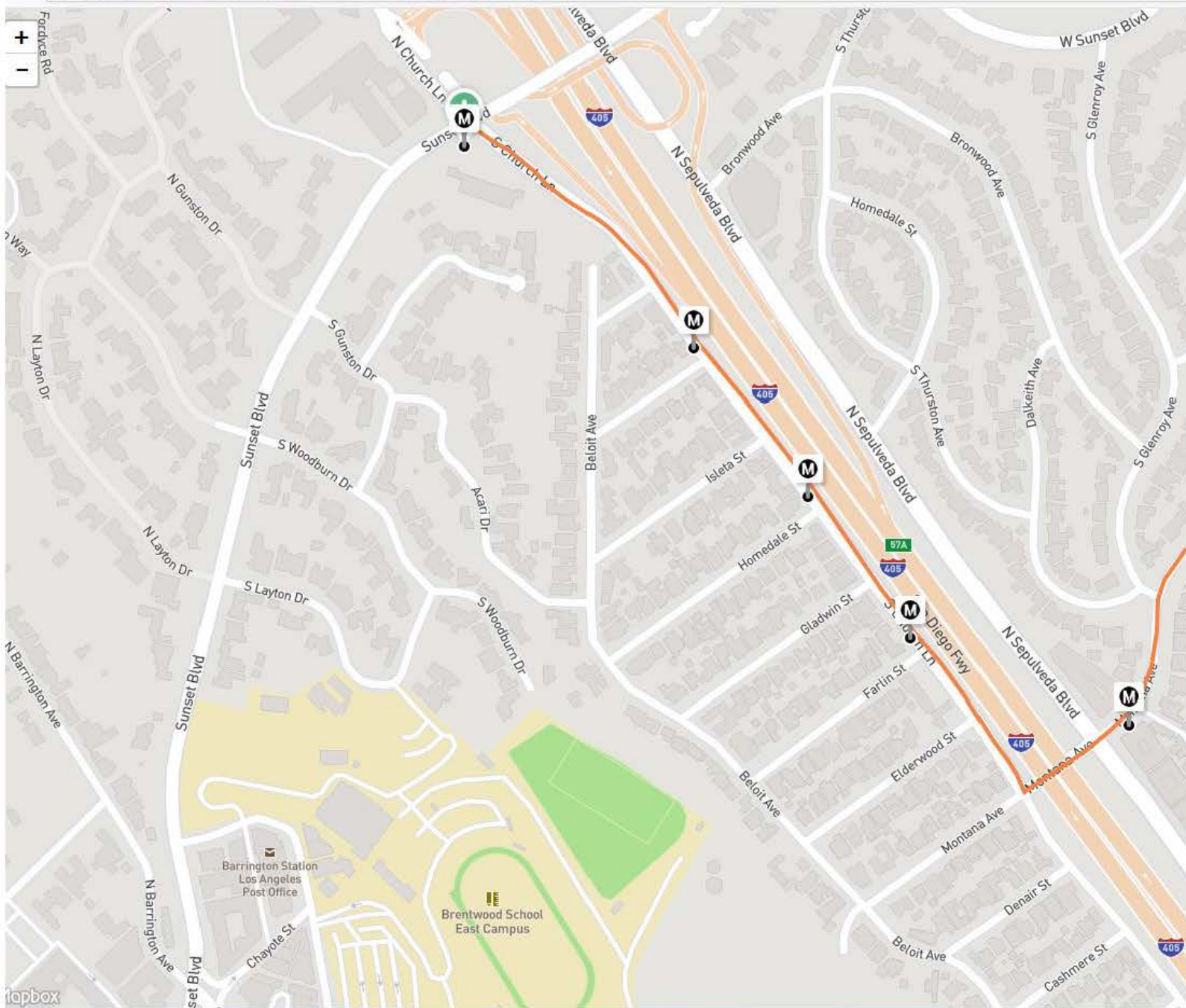


Exhibit 7

Exhibit 7



Lisa Cahill &lt;lisa.cahill@lacity.org&gt;

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## The MOST preferential parkers are disabled veterans

10 messages

Norman Bell

Sat, Oct 6, 2018 at 3:15 PM

To: Cori Solomor

Cc: Tal · Lisa Cahill &lt;lisa.cahill@lacity.org&gt;, councilmember.bonin@lacity.org, Carla Malden

With today's story in the LA. Times about the VA falling behind in construction of housing for homeless Vets, we must pay particular attention to the special rights disabled veterans have in preferential parking districts.

### CHAPTER 9. Stopping, Standing, and Parking [22500 - 22526] ( Chapter 9 enacted by Stats. 1959, Ch. 3. )

**22511.5.** (a) (1) A disabled person or **disabled veteran displaying special license plates** issued under Section 5007 or a distinguishing placard issued under Section 22511.55 or 22511.59 **is allowed to park for unlimited periods** in any of the following zones:

(A) In any restricted zone described in paragraph (5) of subdivision (a) of Section 21458 or **on streets upon which preferential parking privileges** and height limits have been given pursuant to Section 22507.

Currently, if a homeless disabled veteran took up residence in a van in front of your house, you could have him towed. That's not the case if we become a preferential parking district. The folks in Sacramento say that disabled vets can park for "unlimited periods" in preferential parking districts. That supersedes any municipal laws. With what's going on at the VA, we would be a prime target for an influx of homeless vets in cars and vans. If Brentwood Glen remains unpreferential, the same homeless and disabled vets will go to the neighborhoods where they have the most rights... neighborhoods with PPDs.

---

 Lisa Cahill <lisa.cahill@lacity.org>

Sat, Oct 6, 2018 at 6:33 PM

To: Eric Bruins &lt;eric.bruins@lacity.org&gt;, Aron Thompson &lt;aron.thompson@lacity.org&gt;

Bcc: Mike Bonin &lt;mike.bonin@lacity.org&gt;

Hi Aron and Eric,

Will you please give me your assessment of this? Norman is opposed to PPD, and his logic seems a bit flawed, but perhaps I am not following. I defer to you both. Let me know so I can relay to the community. Much thanks!

[Quoted text hidden]



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## Brentwood Glen Permit Parking

1 message

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**Eileen**

Mon, Oct 22, 2018 at 8:55 PM

To: councilmember.bonin@lacity.org

Cc:

Dear Councilmember Bonin,

I am writing to voice my opposition to preferential parking in my neighborhood of Brentwood Glen. I don't believe the proposal was communicated to the residents fairly; the extent of the problem was exaggerated and the negatives of a PPD were largely ignored or minimized. A thorough and robust study of the problem would likely show no need for permit parking. It is not the panacea it is purported to be.

Please do not be fooled by a few vocal proponents. It is said that the squeaky wheel gets the grease, but PPD is bad for the Glen and would only serve a handful of residents inconveniencing the rest with permits, passes, signs Etc.

Personally, I believe it is difficult and expensive enough to work and to go to school in West Los Angeles without throwing up additional barriers and fines to those just looking to park their cars for a few hours a day.

Thank you,  
Eileen Smoot



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## Brentwood Glen PPD

1 message

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**Michael Rescorla**

To: councilmember.bonin@lacity.org,

, Melanie Schoenberg Rescorla

Mon, Oct 22, 2018 at 3:52 PM

Dear Councilmember Bonin,

I am one of your constituents. I reside in Brentwood Glen and am a professor at UCLA. I write with regard to the proposal that Brentwood Glen adopt PPD. I assume that you are familiar with the proposal and also with the opposing website

[www.savebrentwoodglen.org](http://www.savebrentwoodglen.org)

I am unaffiliated with this website, but I am in full agreement with the viewpoint expressed on it. I believe that the website presents many important facts that were not made known to Brentwood Glen residents by those seeking to institute PPD. I also believe that the case for PPD has frequently (perhaps inadvertantly) been animated by scare tactics and misinformation. For example, many residents of Brentwood Glen may have signed the petition for PPD without realizing that Archer students and UCLA personnel would be entitled to parking permits.

Because the process has been marred by misinformation and omitted information, I believe that it has been fundamentally unfair. I also believe that a shift to PPD would have a seriously negative impact upon the neighborhood with few if any compensating benefits.

I respectfully request that you take any action you deem appropriate to intervene in this process so as to address the aforementioned concerns.

Thank you very much for your consideration.

Sincerely,  
Michael Rescorla



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## Brentwood Glen PPD

1 message

**Rachel White**

To: councilmember.bonin@lacity.org

Cc:

Tue, Oct 23, 2018 at 3:48 PM

Dear Councilman Bonin,

I'm writing to express my strong opposition to preferential parking in the neighborhood of Brentwood Glen. I drive the streets of Brentwood Glen at all hours of the day. There is ALWAYS parking within 100 - 200 feet, at most, of one's destination. While, on occasion, residents may find themselves unable to park in front of their own home, it is not a chronic issue. Moreover, guaranteed parking on a public street in front of one's home is not a right any amount of tax dollars entitles one to. Converting Brentwood Glen into a PPD is unwarranted at this time. It would be an ineffective solution at best. Further, the petition process has been deeply flawed, one-sided, and misleading.

There are lots of cars parked on the streets of The Glen because we, the residents, own lots of cars. And many, if not most of, our driveways and garages are not utilized for their intended purposes. While some cars likely belong to "outsiders", it is not to a level that chronically and deeply compromises the quality of life for even a quorum of residents. On multiple occasions since the PPD has been proposed it has been suggested that we mark our own cars to get an accurate sense of the number of "outsider" cars in the neighborhood, before proceeding with the process. This common-sense idea has been repeatedly ignored, perhaps because its results are unlikely to support the initiative. Those against the PPD are convinced that its implementation will have minimal impact on the total number of cars on our streets.

Brentwood Glen's PPD initiative has been fueled by a small but vocal group. They do not represent the majority of The Glen, as parking is not an issue for the vast majority of The Glen's residents. The board claims to be impartial and informative, but has failed to honestly study the issue or present a well-rounded picture of living in a PPD, while simultaneously encouraging a false narrative. New advocates have been lured to the cause with false promises of "more parking", "improved security", and an opportunity to "keep the riffraff out". (One block that supports the PPD is united by the opportunity to spite a specific neighbor with "too many cars".) I am certain a PPD will woefully under deliver on the promise of "more parking". The idea that occasional parking patrol will serve as a crime deterrent is laughable, when even the police and security companies are slow to respond to valid reports of criminal activity. Lastly, I do not consider budget-conscious UCLA students or hourly hotel workers to be riffraff, and I am opposed to unnecessarily complicating their lives.

If / when the city performs an honest audit of The Glen's streets, you will find a PPD is unjustified. Please do not waste more of the city's limited time and resources on this unwarranted initiative, but rather, focus your office on effective solutions for actual problems.

Sincerely,  
Rachel White

PS. I picked-up and planted four of the shade trees made available through your office last year and am looking forward to seeing them grow. Thank you.



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**NO vote for PPD (permit parking) in Brentwood Glen.**

1 message

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**Mimi Bardet**

Tue, Oct 23, 2018 at 10:38 AM

To:

, councilmember.bonin@lacity.org

Hi BGA & Save BG.org & Councilmember Mike Bonin,

I am a NO vote for permit parking/ PPD parking in the Brentwood Glen.

I am a long time Brentwood Glen resident/homeowner. (1960-1970 and 1975-present)

I can't attend the meeting on Wednesday. I think the meeting time of 5:30pm is not a good start time for many that work "regular" business/office hours.

It would be nice if a summary of the meeting was sent out in email, post, or flyer.

Thanks,

Mimi Bardet



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## Brentwood Glen PPD

1 message

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**Nathan Locke**

Wed, Oct 24, 2018 at 11:37 AM

To: councilmember.bonin@lacity.org

Councilman Bonin:

I'm a resident on Bolas street in Brentwood Glen. The issue of whether or not to make our neighborhood a preferential parking district is heating up and we've got passionate neighbors getting upset on both sides. My question is whether or not your office can shed some light on the "parking occupancy study" that takes place as part of this process. There is conflicting information online on this. Almost no matter how I read the details of this parking occupancy study it appears to me that Brentwood Glen does not even close to qualify. The guidelines posted that seem to be what people believe the most is that when this study takes place 85% of all available parking spots must be occupied on at least 4 of the blocks in the PPD. I've driven around the Glen many many times now on different days and at different times to count cars and our neighborhood is never even close to this threshold. So if the city follows the letter of the law on this occupancy study I don't think the Glen qualifies and I'd rather see this debate shut down than to have more neighbors turning against each other.

Feel free to NOT make this a top priority because I see it all as a bit petty but trying to help squash a debate that has some neighbors very very upset.

Thanks,  
Nate Locke



**Preferential Parking Petition**

2 messages

**Cockrum, Bill**

Thu, Oct 25, 2018 at 9:03 AM

To: , "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>

Thank you all for your work on this idea especially Councilman Mike Bonin's Office and his wild Deputy, Lisa Cahill and the City Employees as well. And, thank you for your work on some other matters concerning Brentwood Glen but not this Parking Petition.

I am communicating these thoughts by email which seems the only communication your group prefers.

The idea of circulating a Petition to the City based upon a 80/20 vote on a 'monkey' survey with only 200 responses (a number of which may be repeats) from 525 residents is really not wise, thoughtful, or representative.

First, I believe your Brentwood Glen Association Board members are not elected by all residents in a vote. I wonder if you really represent us all and well on this issue.

Second, pressuring any block captains to solicit votes in favor of your Petition is really a step over the line of trust and responsibility never mind fiduciary duty.

Third, the inconvenience to residents (never mind the senseless cost of having to use either email or physical appearance to get permits from the City) to park a resident's car on the street is attacking a freedom we all currently enjoy and/or anticipating a problem that currently does not exist on a substantial majority of the streets in Brentwood Glen.

May I suggest you consider holding an election with candidates for your positions.

Second, may I suggest that your create a ballot petition in hard copy (many of your residents do not want or use a computer to answer a 'survey monkey' from you!) delivered to each residence asking for a response which includes the materials supplied by the Save Brentwood Glen Organization. And then a follow up tabulation and communication of results to each residence.

I request a response to this email be sent to all residents by hard copy as well as email to all residences.

Bill Cockrum

**Lisa Cahill**

Thu, Oct 25, 2018 at 10:59 AM

To: <councilmember.bonin@lacity.org>  
, Councilmember Bonin

Hi Bill---

So nice talking with you today. And thanks for the apology re: "wild". Although, like I said, it has been a highlight of my morning to be a wild deputy instead of a field deputy...sounds like a fun job.

I will reflect the suggestions you made to LADOT. Our office takes no stand on PPD's, we simply support what the community wants (or doesn't want) and make sure that we can do what we did at the annual meeting and at last night's meeting which is to bring in city dept staff to answer questions the community may have about the PPD. I cannot speak to the community process, but I hope that the official city petition is more clear to everyone who attended the meeting.

I will check on the ADA ramps for you and get that information to you as soon as I have an update. I will also have our Constituent Advocate connect with you regarding sidewalk repair program. If there is anything else needed, please let me know. We're here to help.

Best---Lisa

On Thu, Oct 25, 2018 at 10:12 AM Cockrum, Bill < > wrote:

Sent from Prof Bill's iPad

Begin forwarded message:



---

## Parking in front of your own driveway Section 22507.2.

1 message

Norman Beil <

Fri, Oct 26, 2018 at 12:23 PM

To: councilmember.bonin@lacity.org

Cc: Lisa Cahill <lisa.cahill@lacity.org>

Dear Councilmember Bonin:

Ever since my wife and I were robbed at gunpoint (and I was pistol whipped) late at night on our street, if there is not a space relatively close to our house, we park blocking our own driveway —not blocking the sidewalk. My understanding was that unless the homeowner calls to complain about someone else's car, the car will not be ticketed.

The other night at a PPD forum with the LADOT, I learned for the first time that "if your neighbor doesn't like you" he can call and have your car ticketed and towed. (And, because the meeting was well-attended, now every grouchy neighbor (or kids pulling pranks) know they can drive around the neighborhood having cars towed willy-nilly.)

So I asked about the state law (Section 22507.2.) that allows a person to get a permit to park in front of their own driveway. The person from the LADOT had no idea what I was talking about.

Can the LADOT implement Section 22507.2? It would seem to have multiple benefits: People who need to park right in front of their house would know that they always have a "reserved" place to park. It would allow better utilization of street parking, freeing up space on the block for the benefit of all concerned. The City gets added revenue by selling these driveway permits to people all over the city. The publicity announcing such a permit will make people aware that parking in front of their own driveway is an option they may not have previously considered.

Now that I know that I can be ticketed for parking in front of my own driveway, I have a dilemma. Do I risk getting a ticket and being towed, or do I brave the unlit streets of my neighborhood?

I encourage you to consider implementing 22507.2

Thank you,

-Norman Beil



City Clerk Council and Public Services &lt;clerk.cps@lacity.org&gt;

---

**Fwd: Submission for Council File No. 19-0942, Please upload attached file**

1 message

---

**John White** <john.white@lacity.org>

Wed, Aug 28, 2019 at 7:32 AM

To: City Clerk Council and Public Services &lt;clerk.cps@lacity.org&gt;

Please attach this email and accompanying letter to CF 19-0942 as a communication from the public.

----- Forwarded message -----

From: **Bob Blue** <camarobob@hotmail.com>

Date: Tue, Aug 27, 2019 at 10:57 PM

Subject: Submission for Council File No. 19-0942, Please upload attached file

To: [john.white@lacity.org](mailto:john.white@lacity.org) <[john.white@lacity.org](mailto:john.white@lacity.org)>

Cc: Ziggy Kruse <[ziggykruse2005@yahoo.com](mailto:ziggykruse2005@yahoo.com)>

Hello Mr. White,

Please upload the attached PDF file for Council File No. 19-0942, for the Proposed Preferential Parking District (PPD) No. 292 in the Brentwood Glen Neighborhood.

Thank you,  
Bob Blue

--

John A. White

Legislative Assistant

Transportation Committee

Trade, Travel, and Tourism Committee

(213) 978-1072



**Submittal for CF No 19-0942\_Nextdoor-Brentwood Glen, Posts, PPD-292, Includes BGA and neighbors responses, August, October, 2018.pdf**

1438K

Search Nextdoor



(/inbox/)



Home (/news\_feed/)



Brentwood Glen (/neighborhood\_feed/)



Map (/map/)

### Neighborhood



Businesses (/recommendations?is=nav\_bar)



For Sale & Free (/for\_sale\_and\_free/?init\_source=more\_menu)



Offers New (/offers?is=nav\_bar)



Events (/events/)



Real Estate (/real-estate?is=sidebar)



Crime & Safety (/crime\_and\_safety/)



Lost & Found (/lost\_and\_found)



Documents (/documents/)



General (/general/)

### Groups



All groups (2) (/groups/?is=nav\_menu)

### Topics



All Topics New (/channels/?is=nav\_menu)

### Directories



Neighbors (/directory/)




Pets (/pet\_directory)



Public Agencies (/agency/feed/)

Help (/help/) · Guidelines (/neighborhood\_guidelines/#guidelines) · Privacy (/privacy/#privacy)  
About (/about\_us/) · Jobs (/jobs/) · Press (/press/) · Blog (https://blog.nextdoor.com)

© 2019 Nextdoor

 Cori Solomon (/profile/158258/), Brentwood Glen



## Preferential Parking

(/inbox/)

(/news\_feed/?post=89402835)

As many already know we have moved forward very successful with our Preferential Parking Petitions. We have 81 signatures to date and our first full block has signed on for Preferential Parking.

Thank you to all that have already signed the petition. If you have not signed and want to please contact [BGA90049@gmail.com](mailto:BGA90049@gmail.com) (<mailto:BGA90049@gmail.com>).

If you live on Montana and want to sign the petition we will be available for signatures at 11372 Montana this Sunday, August 19th from 4 -5. Others wishing to sign are welcome to stop by but please send us and email so we can make sure we have your blocks petition with us.

For those who do not know the details here they are:

### 1. Preferential Parking:

Of late the parking situation in the Brentwood Glen has gotten much worse. Currently, our adjacent neighbors, Westwood Hills have Preferential parking bringing the UCLA students to our area to park. We also have hotel workers parking on our streets as well as Archer students that park and catch the bus to the school in front of the church. We also have homeless people parking in cars, vans, and RV in our community. Finally, we have construction workers parking wherever they want.

Many of you expressed interest in making the Brentwood Glen a Preferential Parking district (PPD) due to the lack of daytime parking on many of our streets. Based on survey we conducted (with 80% of the respondents in support of PPD) at the beginning of the year we have moved forward with the city. We now have the Petitions for signature. The PPD restrictions would be 2 hours parking, Monday - Friday 8 am to 6 pm only. Permit holders are exempt. There will be no restrictions from 6 pm – 8 am weeknights or anytime on the weekends. Annual permits cost \$34 per person with up to 3 per household. Visitor Permits are \$22.50 for four months. Daily permits are \$2 each. Obtaining the permits can all be done online at: [https://prodpci.etimspayments.com/pbw/include/laopm/preferential\\_permit.htm](https://prodpci.etimspayments.com/pbw/include/laopm/preferential_permit.htm) ([https://prodpci.etimspayments.com/pbw/include/laopm/preferential\\_permit.htm](https://prodpci.etimspayments.com/pbw/include/laopm/preferential_permit.htm))

We are beginning the Petition signature process, so if you are in agreement, we would like to get your signature (one signature per household) prior to our annual meeting. Send us an email, and one of our team will come by with your block's petition and get your signature. Please email [bga90049@gmail.com](mailto:bga90049@gmail.com) (<mailto:bga90049@gmail.com>), and we will set up an appointment to get your signature and let you know who is bringing the petition by.

The petitions are done block to block, if the blocks on either side of you choose to have preferred parking than everyone is going to park on your street.

Please do not hesitate to contact us.



The Brentwood Glen Preferential Parking Team

(/inbox/)

Christina Dunlop, Vanessa Gubin, Pamela Halle, Yoram Tal and Cori Solomon

16 Aug 18 · Brentwood Glen in General (/general/)



Thank



Reply



12



71



**Andrea Mansfield** (/profile/22863129/), Brentwood Glen · 17 Aug 18



Hi Cori -

Are people finding / is the need so great, especially during business hours? Aren't the majority of people at work? I have always found the evenings to be a greater parking issue.

For the hours of 8am - 6pm, it seems more trouble and cost than it's worth...

A few things that seem deterrents:

-For a family of 3 - that is about \$100 a year

-What about the 4th+ family members?

-Then it's over \$60 a year to have just 1 Visitor pass.

-And the bother of obtaining \$2 day pass if necessary...

Just some thoughts...

Thank

Reply



7



**Andrea Mansfield** (/profile/22863129/), Brentwood Glen · 17 Aug 18



Also - it seems to me more prudent to wait and see if, in fact, the other streets taking on the restriction actually causes the non restricted streets any problem. If so, at that point, action can be taken.

Thank

Reply



3

R

**Rachel White** (/profile/11840236/), Brentwood Glen · 17 Aug 18



Adding to the financial ramifications Andrea pointed out.....think about when you've visited friends who live in PP zones. You find parking, go to their house, ask for a visitor's pass, go back to your car. When your visit is over, they run down the street after you to collect it - because you've forgotten about the pass but to them it's gold. And that's just for social visits.

What about the nannies, gardeners, handymen, cleaning crews, home health care workers, and all the other people we hire to make our homes and lives better? Do we do the PP pass do-si-do with all of them? Every time they come? What if we're not home? Do we expect them to remember to return our precious guest passes? If they get a ticket, whose responsibility is that? How many tickets does it take for a pool man or pest control person to not need the gig you're offering.

And when we throw parties? We have to purchase and print and distribute day passes.....?

Is this really necessary and worth it?

Thank Reply

😊 6

A

**Andrea Mansfield** (/profile/22863129/), Brentwood Glen · Edited 17 Aug 18



Great additional factors - Agreed

Thank Reply

😊 2

**C** **Cori Solomon** (/profile/158258/), Brentwood Glen · 17 Aug 18 ▼



First of all 80% of our survey showed that people want preferential parking. This is coming through with the amount of interest we are getting and the signatures we have already gotten. The problems are during the day not at night. **It is hotel workers, Archer Students and UCLA students that are causing the problems during the day.**

Please note it will not effect parties. It is only from 8 am to 6 pm weekdays. There are no restrictions at night or on the weekend. Most people have parties on the weekends so it will be easy to park.

There will be 2 hour parking everyday without permit. This will allow for Gardeners and pool person to work at your home.

The way the parking works is that you get as many streets as you can at one time and they must be consecutive streets. If we get it for the south end of the Glen and later you want it on Gladwin or Farlin, it will never happen unless you get the blocks in between.

The cost of the permits are a small price to pay considering the benefit of being able to park in front of your house.

Yes this is change but it is for the positive as most people feel this way.

Thank Reply 😊 6

**A** **Andrea Mansfield** (/profile/22863129/), Brentwood Glen · 17 Aug 18 ▼

**What about a 4th+ family member with a car who is not allowed a permanent permit?**

Also, since people Will actually be able to park for 2 hrs, and so often don't adhere to the time limit, adding another hour+, especially in a tucked away neighborhood like Brentwood Glen, then we are only protected by this restriction for maybe a third of what we are paying for as well as hassling with the permits.

Thank Reply 😊 2

 **Terry Maxwell** (/profile/2623748/), Brentwood Glen · 17 Aug 18 ▼

**I live on Montana and I am against this. I do feel like it will be way more trouble than it's worth. I rarely cannot find parking near my home and most of the time I'm parked in front of my own house. My pet peeve is when people take two spots!!**

**Thank** Reply 😊 5

**A** **Andrea Mansfield** (/profile/22863129/), Brentwood Glen · Edited 17 Aug 18 ▼

Absolutely... Agreed!

Thank Reply 😊 2

**D** **Dorothy Siegel** (/profile/27062820/), Brentwood Glen · 17 Aug 18 ▼

If the Archer students are parking here then it seems to me we should take it up with Archer. What bus do they take from the church? (/inbox/)

Thank      Reply 😊 3



**M** **Michelle Easterson** (/profile/8883777/), Brentwood Glen · 17 Aug 18 ▼

I think PP is a great idea and I will sign up ASAP. For years we have watched as people drive into Brentwood Glen and park their cars and then get into a waiting Uber or waiting friends car, treating the Glen like a parking lot. We have also seen people take luggage out and place it in another car and drive off. It is well known that guest of both the Luxe & Angeleno Park their cars here to avoid paying the valet parking fees. We also see the Hotel Angeleno and Luxe vans driving in and out of the Glen daily dropping off employees and guests who are parked here.

Not to mention the UCLA students and the hotel employees and the people who work on Sepulveda who park in the Glen.

Clearly if 80% of the people in the Glen are interested there is a need. For those not interested let everyone who wants a parking space park on their blocks.

Thank      Reply 😊 8

**C** **Christina Dunlop** (/profile/10575489/), Brentwood Glen · 17 Aug 18 ▼

All valid points however it is not just Archer students. It is UCLA students that park in our neighborhood for 5 days when they go on vacation since they can park for free in our neighborhood/unrestricted or UCLA students that drop off their cars in BG and take Birds to campus on a weekly basis, Hotel employees that park all day, Construction workers who park their cars in the neighborhood and then get picked up by vans to work on projects outside of the Glen. We have tried to take it up with UCLA, construction teams, Luxe hotel, etc but it all falls on deaf ears. I think we can all agree that residents should have priority and be able to park in front and/or close proximity to their house.

Thank      Reply 😊 3

**A** Andrea Mansfield (/profile/22863129/), Brentwood Glen · Edited 17 Aug 18 ▼  
 I understand what you mean - I'd just like to really weigh it out and make  
 as informed decision as possible... (/inbox/)



I wonder if the examples you mentioned above, During the weekday hours, are a regular and common occurrence for most? My experience has been that much of the activity you mention, especially regarding the Angelino Hotel, and people leaving their cars for extended periods of time, takes place in the evening and on the weekends.

The 80% in favor, I imagine is public info. I'd be curious to see where the majority of people who would like this restriction are located to see if a more specific issue could be addressed without the need to require approval from the neighborhood as a whole. I'd like to be able to keep current with the stats, as this does impact me. Where would I be able to access this info?

Thank Reply 😊 4

**A** Andrea Mansfield (/profile/22863129/), Brentwood Glen · Edited 17 Aug 18 ▼  
 Hmm... It's a tough one - It seems the question is... not theoretically or based on principle, but Realistically, which presents less convenience, how it is now, or how the restriction will affect us (costs, rules and requirements)


Thank Reply

**J** Julie Allan (/profile/15517552/), Brentwood Glen · 17 Aug 18 ▼  
 I live on Beloit. Do not have a driveway. Have parked in the street in front for 11 yrs with no problem. I'm on a fixed social security income. Does this mean I'll have to pay for parking and the parking of my guests in front of my own place? I am not in favour as you can imagine. I hope I'm not the only person who resents having this foisted on me.

Thank Reply 😊 5

**A** Andrea Mansfield (/profile/22863129/), Brentwood Glen · 17 Aug 18 ▼  
 Looks like a good old fashioned town hall meeting, chalkboard and chalk, and Pros and Cons list from neighbors who all love their neighborhood and see that they all want the best for it, is in order! : )

Thank Reply 😊 3

 Michelle Easterson (/profile/8883777/), Brentwood Glen · 17 Aug 18 ▼  
 It's people parking during the DAY between 8:00-6:00. North of Montana is where most of the hotel employees park. Every single day. 7 days a week.

Thank Reply 😊 3

**A** Andrea Mansfield (/profile/22863129/), Brentwood Glen · 17 Aug 18 ▼  
 Would you say it's enough people regularly that it interferes with your streets parking? Enough to deal with the parking fees and passes... (/inbox/) which could be a hassle? : /  
 Thank Reply



**J** Julie Allan (/profile/15517552/), Brentwood Glen · 17 Aug 18 ▼  
 Hi. I live north of Montana. As I said, in 11 yrs I've never had trouble parking during the day or at night. The thought of having to pay to park in front of where I live is very distressing.  
 Thank Reply 😊 4

**A** Andrea Mansfield (/profile/22863129/), Brentwood Glen · Edited 17 Aug 18 ▼  
 I do agree with that.  
 Thank Reply 😊 2

**A** Andrea Mansfield (/profile/22863129/), Brentwood Glen · 17 Aug 18 ▼  
 I love all this input - it really is helpful!  
 Thank Reply 😊 1

**J** Jaime Offenberger (/profile/2909739/), Brentwood Glen · 17 Aug 18 ▼  
 I am NOT in favor of preferential parking permits, in principle and practicality. I am interested to know who makes up this 80% -- it is hard for me to imagine 80% of the residents of BG are severely impacted on a daily basis, by non-resident all-day parking. If the local hotels are directing their employees and guests to park here we should take it up with them or the city. They should be able to accommodate their workers without impacting local communities. I rarely have a problem parking in front of my own home and when i do, it is because my neighbors are parked there. Permits are an unnecessary expense and an inconvenience.  
 Thank Reply 😊 7

**A** Andrea Mansfield (/profile/22863129/), Brentwood Glen · 17 Aug 18 ▼  
 Completely agree.  
 Thank Reply 😊 2

**J** Jaime Offenberger (/profile/2909739/), Brentwood Glen · 17 Aug 18 ▼  
 I just read the original post again -- 80% of respondents, were in favor... not 80% of residents. So we have no idea how many BG residents are impacted and in favor of PP? I agree, PP may be beneficial for specific sections of specific streets, or specific residents without driveways or garages -- but the decision to restrict even one street, will impact the entire neighborhood.  
 Thank Reply 😊 4

S

Steve Garai (/profile/15522223/), Brentwood Glen · 17 Aug 18

The 3 car limit is not sufficient. That being said, if more residents and visitors would be courteous enough to park such that they do not take up two spaces, that would help a lot. (inbox/)

Also, many do not use their driveways, garages, or carports, which adds to the parking pressures on the streets.

Thank Reply

 4

R

Rachel White (/profile/11840236/), Brentwood Glen · Edited 17 Aug 18

Jaime, the 80% refers to survey respondents from a survey sent out in March. It does not refer to 80% of all BG residents. The survey was promoted via Nextdoor and the BG newsletter. Those who don't have access to those mediums probably didn't vote. (Per Nextdoor, only 56% of the Glen's 675 households are on Nextdoor.) I know people who saw the survey mentioned but didn't vote because they weren't interested, which skews the data too. If you send out a poll asking what kind of ice cream should be served, and the lactose intolerant don't reply, it doesn't mean everyone wants ice cream. (If you put this survey on Nextdoor, you'd probably get reamed for not having more consideration for the lactose intolerant, or the cows.)

The survey in March was to gauge interest. What matters are the petitions they're working on now. In order to get preferential parking permits, each individual block needs 75% of homes on the block to sign the petition FOR preferential parking. As I understand it, an individual block is Montana b/t Church and Beloit. Montana west of Beloit is a separate block. Beloit b/t Montana and Denair is another block, etc. The city will implement preferential parking restrictions if a minimum of six consecutive blocks seek them, and will only expand to adjacent blocks. (I'm not sure what happens if two non-adjacent clusters of 6+ blocks within the Glen vote for preferential parking.)

This initiative is being spearheaded by an enthusiastic group of supporters who believe this will improve our neighborhood. They are quick to share its benefits. Those who oppose this measure should be equally forthright about communicating its disadvantages so our neighbors are fully informed before signing.

Thank Reply

 4

**A** Andrea Mansfield (/profile/22863129/), Brentwood Glen · 17 Aug 18 ▼



This is true.

Regarding the 4+ driving family members, does anyone know the answer <sup>(/inbox/)</sup> as to what they are to do? I think that is a big factor, coming from a family with 4 driving adults.

And yes! When making a decision like this, it seems worthwhile to "start at home" - heck, it may even bring neighbors closer working together?! Look around, even on your own block, so many (most?!) people do not use their driveways, ports and garages. I am just curious what the reason is? If it is for a small convenience that inconveniences other neighbors, it would certainly be a shame for this to be a part of the problem.

Thank [Reply](#) 😊 1

**A** Andrea Mansfield (/profile/22863129/), Brentwood Glen · 17 Aug 18 ▼

Rachel - thank you for the great info! It seems like the most fair and accurate way to fairly present this info would be to give Everyone in the Glen an opportunity to turn in their vote by passing out a flyer with detailed instructions as to getting their vote heard... Any ideas?? The flyer delivery would cost very little compared to the costs of the restricted pkg. for everyone.

Thank [Reply](#) 😊 2


**R** Rachel White (/profile/11840236/), Brentwood Glen · 17 Aug 18 ▼

Andrea, I don't think the 'no' votes need to be documented as part of the process. The city only cares about receiving a certain number of 'yes' votes per block. But the 'no's should still participate in the dialog. So, when you see your neighbors, ask them if they've heard of this and what they think. Share your concerns to provide another perspective. Share that you're voting no and what your rationale is for doing so. Hear what issues they are experiencing that are leading them to vote yes, and point out - if applicable - that the parking restrictions may not be a cure. (Or, that even if PP cures that specific issue, the negatives may still outweigh.)

Also, there are a lot of reasonable explanations why people aren't using their driveways and garages. In many instances, it's an issue of size - our 90-foot long, 1940s driveways are simply too narrow for today's cars. Or, with families of 3 - 4 people living in a 1500 sq ft bungalow, their garage is full of stuff, with no room for cars.

As for the families with four+ drivers / cars, you're limited (by permits) to three cars on the street. Maybe a couple of the cars can be parked in the driveway / garage. ;)

Thank [Reply](#) 😊 1

 Michelle Easterson (/profile/8883777/), Brentwood Glen · 17 Aug 18 ▼

I wonder if PP will effect the real estate market in the Glen? Could that be an issue?

(/inbox/)

Thank      Reply 😊 1



A Andrea Mansfield (/profile/22863129/), Brentwood Glen · Edited 17 Aug 18 ▼

I'm not sure how it would... what are your thoughts?

The only thing I can think of is that getting all the info out to Everyone and getting the True majority count, either way, would be of essence and would support our neighborhood in general, as it will be the main voice of the neighborhood.

I'm definitely not opposed to changing my view... just based on the info I know and my experience living in the glen, it appears to me that the negative elements of Restricted Pkg. outweigh the benefits.

I love this neighborhood (I imagine we all do!) and have no doubt that whatever the decision is, we will all be fine and get back to enjoying our daily lives : )


Thank      Reply 😊 1

A Andrea Mansfield (/profile/22863129/), Brentwood Glen · 17 Aug 18 ▼

And Rachel - Your point is well taken - I spoke (wrote) a bit hastily - You are absolutely right about older small garages and bigger cars these days, and yes, the years of "things" that accumulate that we may not want in our Living Room or Bedroom but don't quite want to throw away : /

Thank you for your explanation - it brings better understanding and compassion : )

Thank      Reply 😊 1

 Deborah Breen (/profile/15982096/), Brentwood Glen · Edited 19 Aug 18 ▼

I rarely have to park more than a car, perhaps two, away from the front of my house on the northern end of Beloit. Luxe using our streets during large events is annoying, but is infrequent. I agree with Andrea that everyone should be informed of the problem and the proposed solution, and that it is appropriate to get a complete count -- yea or nay. Though parking is not a problem for me, I do care about problems my neighbors experience.

Thank      Reply 😊 3

J James Larry Roth (/profile/8381994/), Brentwood Glen · 19 Aug 18 ▼

Will the Los Angeles parking Authority be patrolling our streets and how often

Thank      Reply 😊 1

**J** Jaime Offenberger (/profile/2909739/), Brentwood Glen · 19 Aug 18 ▼

Oh yes. They will be here all the time to enforce the preferential parking restrictions. And i'm sure looking for other parking violations big and small: (/inbox/)

- expired registration sticker
- parking too far from curb
- parking in front of your driveway
- having your car in your driveway and extending inches over the sidewalk
- parking in front of your home (even with a PP permit) more than 72 consecutive hours...

Thank      Reply 😊 6



**M** Marcia King (/profile/14922806/), Brentwood Glen · 20 Aug 18 ▼

I had no idea this was going on until I had dinner with a couple of neighbors. I think there should be something mailed out or a flyer put in all the mailboxes so you are getting a clear picture of how many yes votes and no votes from the neighborhood as a whole. Several people have raised important drawbacks to PP. I am not in favor.

Thank      Reply 😊 4

A Andrea Mansfield (/profile/22863129/), Brentwood Glen · Edited 20 Aug 18



Hi Cori -

(/inbox/)

Please advise...

There is a responsibility of those proposing PP to FULLY INFORM ALL CONCERNED with unbiased info, established by a non Brentwood Glen expert. ACTION IS NECESSARY before a misleading, inaccurate and irrelevant discussion of numbers and percentages is presented to the Brentwood Glen Neighbors. The "80% in favor", is actually 80% of the few people who know about this - many (or all?) who are Proposing it!

The current calculated numbers have no right to be put into place until ALL NEIGHBORS ARE INFORMED in THE MOST EFFECTIVE MANNER OF REACHING PEOPLE - DOOR TO DOOR FLYERS. Many senior citizens who have lived here for over 30 years - much longer than most of us - do not have access to emails and this website. Not SENDING ALL NEIGHBORS A FLYER, is knowingly excluding them and omitting them from their fair right to vote (or not, but at least to be given the opportunity). Until this is done - no tally is accurate.

It is NOT the neighbors responsibility to pass around the word and hope people hear about it. It is the responsibility of those bringing forth this impactful proposition.

Please assure this neighborhood that you will proceed with this request to make sure due process occurs - We ALL deserve that - No valid argument could deny this.

Thank Reply

😊 5

 Terry Maxwell (/profile/2623748/), Brentwood Glen · 20 Aug 18

I agree that there needs to be some kind of door to door information handed out. I believe there are many in the neighborhood who are not aware that this is even going on and I think it's really important that all neighbors get to vote, not just those in favor of pp.

Thank Reply

😊 2



Julie Weiss (/profile/8641677/), Brentwood Glen · 20 Aug 18



I would like to thank Cori and the committee for their extraordinary efforts. I personally do not have a driveway and though I live on a corner and should have ample street parking, at least twice a week I cannot park in front of my home. This is due to household help, construction workers and neighbors having an excessive number of cars. (inbox/)

As permits will only be required M-F for guests staying more than 2 hours during the day, it should not be a large imposition. However, this decision is being made individually by each street. The poll was taken to assess interest. For a street to obtain permit parking, a certain percentage of residents must physically sign the application which is effectively a door to door survey.

If you and your neighbors are comfortable with your street's parking situation, it is your choice to abstain. However, please allow each neighbor to make a choice that suits their situation.

Thank      Reply

😊 6



Cori Solomon (/profile/158258/), Brentwood Glen · Edited 20 Aug 18



Andrea: I understand you are upset about this as are many others in the neighborhood. I messaged you last Friday privately so I could personally explain everything to you but you chose not to contact me. (inbox/)

I first want to give you the background of how this came about. Many homeowners in the community do not feel the board looks out for the needs of the community. We are not the same community we were 20 years ago. About 6 months ago several younger members of the neighborhood came forward and told us how they had issues with parking. Others over the years have wanted a Patrol or better street lighting. Some things the board cannot do because we are not a gated community or a condo association. We do not have the funds to do those things. When the neighbors approached us about Preferential Parking we decided to do a general online survey just to see if we should move forward. We announced this to those who get the eblast and to through NextDoor on numerous occasions and told people if they wanted the information that the city gave to us to email me and I would provide it, which I did when asked. We gave people about a month to respond. After a month, 80 percent of 200 residents responded in favor, the board felt that whether the board was for preferential parking or not we must move forward with what the community wants. The next step is getting those people who agree with Preferential Parking to sign the petition.

During the survey process, I learned about the parking issues caused by Archer girls parking on several of our streets to catch the bus to the school. I also just learned this past weekend that Archer parents are entering the church parking lot to drop off their kids to catch the bus. They are doing this without permission from the church. That is not fair to the church and they have had to take measures to stop this.

Before I go further with our plans, this is not the first time that the Brentwood Glen has tried to obtain Preferential Parking. Someone who has lived in the Brentwood Glen since 1969 told me it was the 4th time but in the past the restrictions were far worse. When meeting with the city about the process my team picked a plan that was the least restrictive to the community. My team felt that Preferential Parking that allowed people to park for two hours without permit from 8am - 6 pm without a permit and with no restrictions at night or on the weekends allows our residents to have friends over or have parties without worrying about permits. In actuality one can park from 4 pm to 10 am without worrying about a permit.


I myself was not originally for the preferential parking but it is not about what I want, it is what the majority of the community wants and as President I want to do what the community wants.

One potential benefit could be that if we have parking enforcement patrolling the community it might prevent some of the crime that occurs during the day.


**S** Stefanie Epstein (/profile/3499522/), Brentwood Glen · 20 Aug 18 ▼  
 Thank you for everything you do for our neighborhood, Cori. To you and the other volunteers. You put a lot of hours into the community, and you do it for free, to make our neighborhood the best it can be. (inbox/)

Thank      Reply 😊 6



 Deborah Breen (/profile/15982096/), Brentwood Glen · 20 Aug 18 ▼  
 Are any of the team members neutral or opposed to PP?

Thank      Reply 😊 3

 Deborah Breen (/profile/15982096/), Brentwood Glen · Edited 23 Aug 18 ▼  
 Thank you Andrea! I completely agree with your latest post and those of others expressing support for informing everyone in the Glen. THIS SHOULD BE DONE NOW!

80% of 200 respondents (160 respondents) doesn't inform us of how the majority of the community feels and what it wants.


I will volunteer (hopefully with others) to distribute flyers door-to-door.

Cori, thank you and the other members of the committee for all your time and efforts on behalf of the Glen! I look forward to hearing from you.

Thank      Reply 😊 3

**C** Christina Dunlop (/profile/10575489/), Brentwood Glen · 20 Aug 18 ▼  
 Just thought I would clarify so there is no confusion on how petitions work....signing the petitions is a YES vote and not signing the petition is a NO vote.

Thank      Reply 😊 2

 Andrea Mansfield (/profile/28240520/), Brentwood Glen · Edited 21 Aug 18 ▼  
 Cori - Yes - thank you for all you do for Brentwood Glen!

This specific issue I do feel strongly about because it does directly impact all of us. I specifically did not call you to discuss because I felt there might be others who are needing and wanting more info and I wanted to keep the dialogue public so they could benefit as well. Your response was very detailed and informative... and much appreciated. I do still feel that it's important that this topic be presented by a Non BG, unbiased expert not tainted by opinion. Please let me know if this can be the case.

Thank      Reply 😊 2

**L** Liz Lutsky (/profile/5861547/), Brentwood Glen · 22 Aug 18 ▼  
 Driving down Beloit during the day is like playing a game of Tetris but with cars. It's definitely gotten worse over the past year.

Thank      Reply 😊 1



Terry Maxwell (/profile/2623748/), Brentwood Glen · Edited 23 Aug 18



Just on a side note, I think one of the things that is also adding to the parking problems is that they keep converting single family houses into multi family dwellings without considering parking. In the years I have lived here the increase in parking problems has coincided with a new duplex or triplex opening. The UCLA students have always parked here. (I also get that there is nothing we can do about the multi family dwellings)

Just a thought.

Thank Reply

😊 2



Jaime Offenberger (/profile/2909739/), Brentwood Glen · 23 Aug 18



Your photos prove nothing.

Thank Reply

😊 1



Kathy Foley (/profile/8983430/), Brentwood Glen · 23 Aug 18



**Hello BG NEIGHBORS!!**

**I strongly support and agree with Andrea Mansfield's idea, "I do still feel that it's important that this topic be presented by a Non BG, unbiased expert not tainted by opinion".**

**As a BG Board member and long time resident have felt from the very beginning of this "permit parking" investigation that it has NOT been unbiased or impartial, but rather tainted by the loud voices of certain residents to whom it impacts the most, which I understand and feel for their inconvenience and annoyance. However, as a former market researcher, I know from experience that the wording of any survey can easily obtain a desired result. Therefore, and because of the overall impact this "permit parking" will have on ALL the residents in the BG I would vote for and strongly support the cost to have a professional unbiased survey Conducted and Verified so that all 500 residents in the BG understand all the issues and are given an equal opportunity to express their opinion before it's too late. I know and appreciate how hard the board and other volunteers are working on this issue, but for this to really be a fair and unbiased survey it must be done by a fair and unbiased professional without a stake in the game.**

Thank Reply

😊 7



Benjamin Lu (/profile/13514738/), Brentwood Glen · 23 Aug 18



I noticed that on Glenroy (Westwood Hills side, pictured above) the parking restriction is "No Parking 8am - 6pm", which is more easily enforced than the "2 hours is ok" that our neighborhood is pursuing. Are we confident that parking enforcement will be diligent in coming by and marking cars for potential violations frequently each day? If not, one of the main supporting arguments for PPD could be voided.

Thank Reply

😊 4

**E** Elissa Siegel (/profile/2951983/), Brentwood Glen · 23 Aug 18 ▼  
 FYI, the photos taken today on Montana will probably look different when  
 UCLA fall session starts late Sept (/inbox/)  
 Thank      Reply 😊 3



**K** Kathy Foley (/profile/8983430/), Brentwood Glen · 23 Aug 18 ▼  
 Clearly we need a solution and full community involvement to propose  
 the best plan. Keep up the conversation.  
 Thank      Reply 😊 4

**D** Deborah Breen (/profile/15982096/), Brentwood Glen · 23 Aug 18 ▼  
 Cori, I've been looking forward to your response to requests for "full  
 community involvement," an "unbiased survey by an unbiased  
 professional without a stake in the game" and notification of the proposed  
 PP via door-to-door flyers. Is there a problem?  
 Thank      Reply 😊 2

**A** Ann Sarafian (/profile/13452136/), Brentwood Glen · 23 Aug 18 ▼  
 My parents live in a part of West LA where they have had preferential  
 parking for many years, if not decades. They have 2 hour limited parking  
 Monday-Saturday without a permit (day and night) and unlimited parking  
 on Sundays only. Residents can purchase up to 3 permits, I believe.  
 This actually works very well, although some people shopping or working  
 nearby do park their cars for 2 hours in the neighborhood, then move  
 them to another place, then another, etc. It doesn't seem likely that this  
 would happen much in Brentwood Glen for either UCLA students or  
 workers at the hotels or people who park in the Glen then take an Uber to  
 LAX. So to me, this BG preferential parking proposal is not only logical,  
 but flexible and less restrictive than in my folks' neighborhood, so that  
 residents could park overnight on the street without a permit, if  
 necessary. And for the rare cases where a family or group of residents  
 have 4 cars, at least one of them could be parked in their driveway or  
 garage. So I support this proposal as described above. THANKS to Cory  
 and the Brentwood Glen Preferential Parking Team for their hard work  
 and efforts on behalf of our community!  
 Thank      Reply 😊 6

**S** Sindee Levin (/profile/29941467/), Brentwood Glen · 23 Aug 18 ▼

It's disheartening to read all of this negativity. I work at home and everyday there are the same cars in front of my house. Sometimes partially obstructing my driveway. But the person the other day I (/inbox/) apologized for being in front of my house. It's rare I can park in front of my house. Let's talk about the trash left by these people whoever they are. And crime is up and it's no coincidence. If this is a financial hardship it can be addressed on a case by case situation. The same if three permits aren't enough. My guess is this will only be a handful of people.

An independent third party being in charge ? That's a waste of money. Cori and others who spend all of this time Can hardly be doing this for personal gain.

Will this help property values - yes. I lived north of sunset where the gates were put up because of the getty. Though a bit different it helped the values the crime the mess.

If you're against it - ok but many of these problems can be solved in a non emotional logical way. Thanks cori and others helping make our area better.

Thank      Reply 😊 7



**B** Benjamin Lu (/profile/13514738/), Brentwood Glen · Edited 23 Aug 18 ▼

I am curious to learn more about how parking enforcement catches and tickets those who have parked in one spot for more than 2 hours during the PPD restricted time period, and how often they plan to come by to inspect each day.

Also - if a nearby construction worker (or maybe repair man, moving company, or an active student) parks in one spot for 2-2.5 hours and then moves it to another spot not far from the original, how far do they need to go to be considered not in violation?

Thank      Reply 😊 1



Cori Solomon (/profile/158258/), Brentwood Glen · 23 Aug 18



The PPD team wants to address some of the issues, misconceptions, and questions about PP:

(/inbox/)

1) Not every street has to have Preferential parking. Our neighbors in Westwood Hills have different types of parking depending on the street. If your street does not need it, your block can choose to not sign the petition. There are many streets that have problems with parking and we must consider the needs of those streets. LADOT advised us to include all the blocks in the petitioning process in order to make it easier in the future to add more streets if it is needed.

2) There is some good news for those that have a handicap placard, vehicles with a handicap placard displayed are exempt from the PPD restriction and do NOT need to purchase a permit for that vehicle.

3) Parking enforcement: they are more likely to come around when it is a 2 hour limit. It will be monitored/patrolled the same way they do in Westwood Hills, Beverly Hills, West Hollywood, etc.

4) Trash issue we have from non-residents parking in our neighborhood and dumping their litter. In July I took it upon myself to clean up part of Church Lane. I was appalled at what I found. The amount of drug and liquor bottles was astounding and disgusting. That was in addition to soda cans and unfinished lunches. Currently, there is a bag at Church and Albata full of drug paraphernalia. We requested weeks ago that CalTrans pick it up. It is still sitting there. Many complain about the garage on Church Lane. My point in bringing this up is perhaps if we had Preferential parking along Church Lane we would not have workers eating their lunches there and we might not have all the trash. Currently the city does not have money in their budget to do street cleaning on a regular basis along Church Lane and/or on any streets in BG so it is our responsibility to keep it clean.

I agree there is no easy solution but let's be considerate of those that feel they have a parking issue. That includes older people who are handicapped and cannot park in front of their homes, mothers with babies and groceries that cannot park in front of their homes.

I want to try and answer all of your questions. I am working on getting someone from the city to be at our annual meeting. We also plan to try and address everyone's questions at the annual meeting. I would encourage you to please email me any questions in advance of our annual meeting as I do not have capacity to respond to every question individually on nextdoor. I have my own personal responsibilities and work too :)

Thank      Reply

8

**S** Steve Garai (/profile/15522223/), Brentwood Glen · 24 Aug 18 ▼

Currently the city doesn't have money in their budget for street cleaning?

(inbox/)

Well, technically, we've been in an economic expansion for quite a while, so I don't think there will be a better time for the city to resume services that they used to do.

If they can't afford to sweep our streets now, when will they?

Perhaps we can ask for a reduction on our property taxes and hire a private firm to sweep our streets?


There is truth in jest.

Thank      Reply 😊 1



**M** Michelle Easterson (/profile/8883777/), Brentwood Glen · 28 Aug ▼

Yet another reason for PP, this SUV towing an RV has been making it's way down Church Lane, currently taking up ALL of the street parking in front of my apartment building, which is needed by the tenants of the building.

 (https://d3926qxcw0e1bh.cloudfront.net/post\_photos/16/42/1642473adb95be1408780ad09e97b1c2.jpeg)

Thank      Reply 😊 3

**D** Don Pereira (/profile/26397829/), Brentwood Glen · 28 Aug ▼

Unwanted cars parked also present a blind spot danger when trying to pull out of driveways. Temp. Solution? Leave Trash Cans out on the street! Not attractive but it works!

Thank      Reply 😊 2

**R** Rachel White (/profile/11840236/), Brentwood Glen · 28 Aug ▼

Most of the few RVs chronically parked on Church Lane belong to residents of the Glen. How will PP permits change their presence? Would they then be able to park, with permit, for days on end instead of the 3 day limit they supposedly have now?

Let's be careful what we ask for and understand the complete ramifications of the changes being proposed.

Thank      Reply 😊 2



Michelle Easterson (/profile/8883777/), Brentwood Glen · 28 Aug



This RV does NOT belong to anyone in the Glen, someone is living in it. If we had PP they couldn't park here all day. I can always send them to park on a street not in favor of PP and see how long they stay. (inbox/)

Thank

Reply

😊 1



Jonathan Wilson (/profile/16080941/), Brentwood Glen · Edited 29 Aug



For anyone who doesn't want to read this whole comment thread (it's pretty long), I've summarized the pros and cons presented:

(/inbox/)

#### PROS:

- No more UCLA students, Archer girls, hotel employees, construction workers, travelers
- Possibly less homeless people (though they can still sleep in their cars as there are no restrictions)
- Parking enforcement patrolling the streets may deter daytime crime
- No more angry BG residents putting harassing stickers on people's cars
- BG is an expensive area to live in; being able to consistently park directly in front of your own home should be a given

-----

#### CONS:

- \$100 per year for 3 passes
  - Additional \$66 per year for every additional driver (BG has a lot of large homes; this may be a significant cost)
- More dealing with government bureaucracy
- Parking enforcement patrolling the streets may increase parking tickets for other reasons (expired tags, parking more than 12 inches from the street, etc.)
- People who come home from work past 6PM and are complaining may not see their issues solved by this plan
- The "guest pass shuffle"
- Might present an issue for daytime nannies, home healthcare workers, etc.
- The cost is significant to the people who live in apartments
- People who live in houses without driveways, or houses with narrow parking garages are essentially getting a new tax
- This may place an additional burden on the Church, whose parking lot will likely not be subject to enforcement, and who will likely have to tow a lot more people

**E** Elissa Siegel (/profile/2951983/), Brentwood Glen · 29 Aug  
Maybe homes that need less than 3 could help out neighbors that need  
4+ ?  
Thank      Reply



(/inbox/)

😊 1

D

Don Pereira (/profile/26397829/), Brentwood Glen · Edited 30 Aug

Please don't lose sight of the issue. This is clearly and simply an issue of Health and safety. These proposed restrictions are more than fair and doable for a small annual fee. I believe seniors should get a break, something the city might not do but something certainly the association could look at for seniors and home healthcare providers. Nannies? Who are we fooling here.

Back to Health and Safety. I traveled to Apple Pan on Pico for Lunch yesterday. The adjoining neighborhood uses exactly the same proposed parking as we have been asked to consider. 2 Hours M-F between 8am and 6pm.

How did these restrictions effect parking on Glendon Ave. where there are no meters but restrictive parking? The short answer it was an absolute mess on trash day of which I was a contributor of. The difference? Unlike the Brentwood Glen, this street and surrounding neighborhood is located next to a major shopping hub. A resident I spoke to there was completely frustrated, tried to sell her home last year and took it off the market. Number 1 complaint? Lack of parking and safety. Too many people parking in front of her home she didn't know and crime was up.

The Brentwood Glen is NOT next to a major shopping hub but is next to a major University and ongoing major construction projects. Our neighbors to the east have put in even more restrictive parking signs and I have yet to hear a single complaint on this forum from them Yesterday, I counted 78 cars on my street and the two adjoining streets. I can not tell you which cars live here and which don't in most cases. Often as was the case yesterday I found two cars with people in them just sitting there. On more then one occassion I have walked up to such cars and asked if I could help them.

My point is so many on this site complain about crime and the homeless (yes, statistics show they often go hand in hand) and rightfully so. Short of a gated community which will never happen, this is our best chance to "know our neighbor's".

If the safety argument isn't enough and the annual permit fee still has you on the fence, think of your own health, our children and the elderly. "A UCLA atmospheric chemistry professor has spent years studying how invisible plumes of dirty air from car- and truck-choked roadways spread into surrounding neighborhoods — increasing residents' risk of cancer, asthma, heart disease and other illnesses".

The LA Times article goes on to say "Freeway pollution travels farther than we thought.

Now ask yourself do we really need 30% more vehicles parked daily in the Glen? in many cases older pollution spilling trucks and buses running about our neighborhood? Church Lane has already become the go to route yo avoid the 405

My parents moved into their home here in the Glen in 1960. My Mom never smoked a day in her life but came down with lung cancer in 1984. UCLA doctors suggested environmental pollution was the likely cause. So again those of you against the idea or still undecided, plase ask yourself at what cost is it really worth risking our health and safety?

Here is a link to the UCLA article if you are interested in learning more and





Andrea Mansfield (/profile/28240520/), Brentwood Glen · Edited 30 Aug



Maybe we should wait until a party who has no stake in the game and who specializes in this matter can come and talk to the glen - Is there any reason our neighborhood meeting couldn't be postponed until this necessary measure can be taken? (inbox/)

Thank Reply

😊 2



Nathan Locke (/profile/19490123/), Brentwood Glen · 30 Aug



I wonder if we, as an interim step, could print off a fluorescent color card or small sticker and have all the residents put it in their windshield. Could be a tiny little sticker that wouldn't really even be noticeable if you weren't looking for it. This would at least allow us to start paying attention to how many of these cars are residents'. My worry is that we keep comparing the Glen to neighborhoods that have much better garage situations so residents' cars aren't normally on the street like they are in our neighborhood. I'd be happy to contribute to the sticker fund :)

Thank Reply

😊 2



Nathan Locke (/profile/19490123/), Brentwood Glen · 30 Aug



^^^ you see, if this is the goal, the glen will never get there. Comparing apples to oranges.

Thank Reply



Larrian Gillespie (/profile/29194857/), Brentwood Glen · 30 Aug



Not in favor! No problem with parking but it would seriously affect housekeepers, gardeners, workers etc....I also park a car on the street in front of my house.This will not benefit the neighborhood.

Thank Reply

😊 2



Larrian Gillespie (/profile/29194857/), Brentwood Glen · 30 Aug



Always have a spot....not a problem on Beloit. I dont see why I should PAY for parking in my neighborhood....taxes are more than enough in the Glen. Recommend you get blinds if you dont want your 9 year old to look out windows...speak to the workers who offend you....or place orange cones in front if you are annoyed by workers etc.

Thank Reply

😊 1



Larrian Gillespie (/profile/29194857/), Brentwood Glen · 30 Aug



As a UCLA trained surgeon who has lived here since 1985 I would advise you to move IMMEDIATELY if you fear the freeway and your health..I'm fine...and furthermore, my daughter did not play IN FRONT but rather in the backyard which is far safer! And yes this is not the same neighborhood as the 60's...NO WHERE IS!

Thank Reply

😊 2



Andrea Mansfield (/profile/28240520/), Brentwood Glen · 15 Sep



Hi All! Hope that everyone concerned with this matter will be at the meeting tomorrow (Sun) at 3:00 @ the Angelino!

(/inbox/)

Thank

Reply

😊 1

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Offers New (/offers?is=nav\_bar)



Events (/events/)



Real Estate (/real-estate?is=sidebar)



Crime & Safety (/crime\_and\_safety/)



Lost & Found (/lost\_and\_found)



Documents (/documents/)



General (/general/)

### Groups



All groups (2) (/groups/?is=nav\_menu)

### Topics



All Topics New (/channels/?is=nav\_menu)

### Directories



Neighbors (/directory/)



Pets (/pet\_directory)



Public Agencies (/agency/feed/)

Help (/help/) · Guidelines (/neighborhood\_guidelines/#guidelines) · Privacy (/privacy/#privacy)  
About (/about\_us/) · Jobs (/jobs/) · Press (/press/) · Blog (https://blog.nextdoor.com)

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Cori Solomon (/profile/158258/), Brentwood Glen



## Brentwood Glen Eblast - Preferential Parking Information (/inbox/)

(/news\_feed/?post=94674541)

Brentwood Glen Eblast

Whether you are for or against the Preferential Parking, it is important that the facts be correct.

Recently many of you have gotten a flyer put at your door that has some incorrect facts.

The Brentwood Glen Board wants to make sure that everyone is given the correct information whether or not you agree. This is a democratic process, and no one is forcing you to sign or not sign. It is the decision of each resident.

You are allowed to receive 3 annual permits at \$34 per permit. That totals \$102 per year. You are also allowed to receive 2 visitor permits at \$22.50 per quarter. That comes to \$135 for the year. If you choose to get daily permits, the cost is \$2.50 each daily permit. Some people may not need to receive all permits but in the case, you need 3 annual permits, and two visitor permits the cost for the year is \$237.

None of us can say if the value of our home will decrease or perhaps it might increase due to Preferential Parking. We do not know. What we do know is the areas around us that have permit parking, Westwood and Bel Air have not seen a decrease in prices. People are still buying the homes.

Regarding the Purple Line Construction, at community meetings, Metro stated that there would not be any long-term parking available at either the Westwood or VA Stations. The VA station will have short-term parking for 15-30 minutes. Please check out the metro site at either [https://media.metro.net/projects\\_studies/westside/images/presentation\\_purpleline\\_2018-0913.pdf](https://media.metro.net/projects_studies/westside/images/presentation_purpleline_2018-0913.pdf) ([https://media.metro.net/projects\\_studies/westside/images/presentation\\_purpleline\\_2018-0913.pdf](https://media.metro.net/projects_studies/westside/images/presentation_purpleline_2018-0913.pdf))

<https://www.metro.net/projects/purple-section3/> (<https://www.metro.net/projects/purple-section3/>)

Kasey Shuda is our representative from Metro handling the Purple line, and she has stated: "Metro will not be building any parking at our PLE stations. She continued by saying, " There are no plans from Metro to build or contract with any lots.."

In addition, Lauren Cole who heads the BCC (Brentwood Community Counsel) traffic committee wrote: Metro is not planning to add parking lots at any of the stations on the Purple Line because they want people to get to the station other ways.

The flyer suggests that hotel employees and students can obtain permits. Here is what Aron Thomas from the LADOT's PPD department emailed us when we asked that question:

Brentwood Glen Asked the following question:



A concerned resident raised the fact that adjacent merchants to our area may also be able to buy parking permits for our neighborhood. (inbox/)

1. How is an adjacent merchant determined?
2. Would any of the following be considered adjacent merchants for our area:
  - the hotels and their employees that are north of Sunset (Luxe and Angeleno)
  - UCLA
  - students who get on the school bus that stops in our area
  - the Church on Church Lane

The person asking this question was referring to Section 22507, which I am not sure applies to a residential neighborhood but rather commercial areas.

Aron Thomas' Answer:

"Churches and schools can submit a letter authorizing the PPD signs be posted in front of their location, otherwise we automatically prohibit the posting of signs in front of the church and school---and they are allowed to submit a request to receive the same number of visitor permits as there are on street parking spaces in front or on the side of the buildings.

Merchants in an adjacent commercial district are not allowed to purchase permits."

Also from the city website:

Who can get a permit:

[https://prodpci.etimspayments.com/pbw/include/laopm/annual\\_permit.html](https://prodpci.etimspayments.com/pbw/include/laopm/annual_permit.html)  
([https://prodpci.etimspayments.com/pbw/include/laopm/annual\\_permit.html](https://prodpci.etimspayments.com/pbw/include/laopm/annual_permit.html))

In order to purchase an annual permit, you must provide the following:

Current vehicle registration (or if leased, a copy of the lease, or if registering a company vehicle, a letter on company letterhead from the employer confirming the license number of the vehicle and the name of the employee applicant). The vehicle must be in the resident's name and registered to the address within the district and show license plate, make, model and year of vehicle:Two additional proofs of residency. The following may be used for this purpose:Driver's licenseProperty Tax Bill or rental/lease agreementUtility Bill (Cable TV, Telephone landline only, Gas, Water, or Electric)

Brentwood Glen Asked:

72 hours rule, is there a difference with reporting "abandoned" car with PPD and without it? Are the rules different for VA handicapped tag? In addition we asked, A resident believes that the parking rules for disabled veterans in PPD areas versus non PPD areas are different. Specifically, this person states that if a homeless disabled veteran took up residence in a van in front of your house in a non PPD area, you could have him towed. But that's not the case if we become a preferential

parking district because vets can park for “unlimited periods” in preferential parking districts. Is this true?



Answer from Captain Jody Perez in Parking Enforcement:

(/inbox/)

The vehicle has to move every 72 hours and referenced California Vehicle Code and Section 80.73.2

From the city website:

<https://prodpci.etimspayments.com/pbw/include/laopm/abandona.html>  
(<https://prodpci.etimspayments.com/pbw/include/laopm/abandona.html>)

The California Vehicle Code and Section 80.73.2 of the Los Angeles Municipal Code prohibit parking or standing of a vehicle upon any City street, highway or alley for 72 or more consecutive hours. California Vehicle Code 22669 authorizes towing of any vehicle that is inoperable, parked on City streets, and is a public hazard.

California Vehicle Code: 22651, Section 5, part K also addresses this issue :

(k) When a vehicle is parked or left standing upon a highway for 72 or more consecutive hours in violation of a local ordinance authorizing removal.

#### VEHICLE CODE - VEH

#### DIVISION 11. RULES OF THE ROAD [21000 - 23336]

( Division 11 enacted by Stats. 1959, Ch. 3. )

#### CHAPTER 10. Removal of Parked and Abandoned Vehicles [22650 - 22856]

( Chapter 10 enacted by Stats. 1959, Ch. 3. )

#### ARTICLE 1. Authority to Remove Vehicles [22650 - 22711]

( Article 1 enacted by Stats. 1959, Ch. 3. )

22669.

(a) Any peace officer, as that term is defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or any other employee of the state, county, or city designated by an agency or department of the state or the board of supervisors or city council to perform this function, in the territorial limits in which the officer or employee is authorized to act, who has reasonable grounds to believe that the vehicle has been abandoned, as determined pursuant to Section 22523, may remove the vehicle from a highway or from public or private property.

(b) Any person performing a franchise or contract awarded pursuant to subdivision (a) of Section 22710, may remove a vehicle from a highway or place to which it has been removed pursuant to subdivision (c) of Section 22654 or from public or private

property, after a determination by a peace officer, as that term is defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or other designated employee of the state, county, or city in which the vehicle is located that the vehicle is abandoned, as determined pursuant to Section 22523. (/inbox/)



(c) A state, county, or city employee, other than a peace officer or employee of a sheriff's department or a city police department, designated to remove vehicles pursuant to this section may do so only after he or she has mailed or personally delivered a written report identifying the vehicle and its location to the office of the Department of the California Highway Patrol located nearest to the vehicle.

(d) Motor vehicles which are parked, resting, or otherwise immobilized on any highway or public right-of-way and which lack an engine, transmission, wheels, tires, doors, windshield, or any other part or equipment necessary to operate safely on the highways of this state, are hereby declared a hazard to public health, safety, and welfare and may be removed immediately upon discovery by a peace officer or other designated employee of the state, county, or city.

(Amended by Stats. 1987, Ch. 1133, Sec. 4.)

The Brentwood Glen Board suggests you attend the meeting on Wednesday, October 24, 2018 5:30 pm at the Village Church, 343 S Church Lane and ask your questions directly to the Preferential Parking Department so you can make an intelligent decision on your own when it comes to Preferential Parking.


23 Oct · Brentwood Glen in General (/general/)

 Thank

 Reply 

 7  9

**B**

Barbara Koffman (/profile/8617966/), Brentwood Glen · 23 Oct 

thank you for answering all the questions. Is there going to be a meeting to address all this. Some people may not be reading this and thinking the flyer was correct.

Barbara

Thank      Reply

**N** Nathan Locke (/profile/19490123/), Brentwood Glen · 23 Oct ▼

I unfortunately can't make the meeting but still am curious how the inspection process works and would love for somebody to get clarity on it from the folks at LADOT. By my read of the parking inspection there is absolutely no way our neighborhood even qualifies for a PPD. When the inspection happens 85% of potential parking spots must be occupied across the entirety of at least 4 blocks. I've driven through the neighborhood at multiple times and on multiple different days counting cars and spots and we aren't ever even a little bit close to crossing that threshold... So unless the neighborhood is somehow planning on rigging that inspection or bribing the inspector I'm not sure how this would work. If I'm right, all the back and forth and fliers for and against and neighbors angry at neighbors etc is all a colossal waste of time because we don't even qualify based on the qualifications that were posted by the committee that is in favor of the PPD. So somebody please ask for clarity around that issue if you get a chance at the meeting. Thanks.

Thank      Reply 😊 2



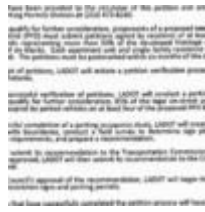
**D** Don Pereira (/profile/26397829/), Brentwood Glen · Edited 23 Oct ▼

Nathan you read it wrong. Sorry

Thank      Reply

**N** Nathan Locke (/profile/19490123/), Brentwood Glen · 23 Oct ▼


Don I'm open to being convinced of that, again why I'm asking for clarity. But how do you interpret #3 on this list?

 (https://d3926qxcw0e1bh.cloudfront.net/post\_photos/d8/bd/d8bd0276b7b809b82e2926a6e46860b6.jpg)

Thank      Reply 😊 1

**D** Don Pereira (/profile/26397829/), Brentwood Glen · 24 Oct ▼

My question to you Nathan is are you the one who put out the flyer? I've emailed info@SaveBrentwoodGlen.org (mailto:info@SaveBrentwoodGlen.org) asking who is behind this and so far no response. Why is this group refusing to share names behind it but putting out inaccurate information?

 (https://d3926qxcw0e1bh.cloudfront.net/post\_photos/e1/f4/e1f427294d2f0d7e375ee62158b091b4.jpg)

Thank      Reply 😊 2

N

Nathan Locke (/profile/19490123/), Brentwood Glen · 24 Oct



Don't I'm not trying to be contentious here at all. Just seems there is a glaring bump in the road with this process that people are choosing to ignore and I don't want to waste any more time or see/hear any more neighbors getting upset about this if we don't even qualify for PPD in the first place. Also, to answer your question, no. I had nothing to do with the flyer, I would have put my name on it if I did. I'm not worried about a rational discussion that looks at this issue from both sides. I was actually shocked to see it given how scared people are to voice their opinion on this matter if they don't agree with "the committee" or heaven forbid have a reasonable question about the process.

There are a lot of people that are much more passionately against this than I am. Unfortunately the way it's been handled I know multiple people that feel like they've been intimidated into signing petitions and are scared to admit they'd rather not have the PPD... which I find troubling. So back to my question, help me understand why I'm wrong about the parking occupancy study (again, I'm being genuine here and open to the possibility that I may be missing something). Even if our stance is that we think the city isn't super strict about the guidelines so we've got a shot at it, let's just be honest about that. But if we believe at all that the city is going to follow the "letter of the law" here I worry that we are dividing the neighborhood over an issue that is a non-starter anyways which I find terribly unproductive.

Thank      Reply

3



Kathy Foley (/profile/8983430/), Brentwood Glen · 24 Oct



Once again. I support Nathan's logic.

Actually starting with the unverified survey that started all this mess in the first place.

In the next post regarding the NO PPD flyer one of its authors does plainly identify himself including an email address.

Thank      Reply

N

**Norman Beil** (/profile/32732002/), Brentwood Glen · 24 Oct

▼



Hi Don,

While the writing was a group effort, I take full responsibility for the facts. <sup>(/inbox/)</sup>  
I researched this issue for weeks. Legal research is not new to me. I am an active member of the California State Bar. I was General Counsel of the David Geffen Company. I am a past president of the Beverly Hills Bar Association Barristers. I have my degrees from Berkeley and Harvard. I know that getting the facts right is supremely important.

That said, if I got something wrong or if I omitted something that is relevant, I am prepared to admit my mistakes and correct any errors.

I know that you have been keenly interested in this issue and have done your own research. I appreciate that because this is a momentous decision for Brentwood Glen, and the residents should be as informed as possible.

The flyer was based on a 15-page report I compiled about the suitability of permit parking to the Glen. I would be happy to share that report with you.

Norman Beil

Thank      Reply

😊 4

N

Norman Beil (/profile/32732002/), Brentwood Glen · 24 Oct



I have no dispute with the facts in the most recent Eblast written by Cori Solomon.

Indeed, her facts support the points that were made in the flyer against PPD. (/inbox/)

Purple Line Date. The flyer makes the point that the residents have not been informed the stations will not be operational until 2026 (more than 7 years from now). The Eblast proves our point by not mentioning the 2026 date.

The Purple Line as a scare tactic. The Eblast proves the point by talking about the Purple Line in an alarming manner, but never actually says if the impact will be positive, negative or negligible. For, example, the Eblast states that no new parking will be built. (True!) But it doesn't mention that there currently exist several places to park. Mostly, why would anyone walk 30 minutes to park in Brentwood Glen, when there are so many more convenient places to park or means of getting to the station without parking?

Homeless and credentialed disabled veterans and people can live in their vehicles in a PPD, but in a non-PPD. Rather than dispute this true fact, the Eblast turns to an unrelated ordinance about abandoned vehicles. If someone is living in a vehicle, it is not abandoned.

Non-resident Parking Permits. The LADOT's policies are their policies. The Eblast omits that State law gives the City the right — and in many cases the obligation — to issue non-resident permits. The Eblast does not dispute that Archer students have a right to park in Brentwood Glen, and that right has been grandfathered in.

For more information, visit [www.SaveBrentwoodGlen.org](http://www.SaveBrentwoodGlen.org)  
(<http://www.SaveBrentwoodGlen.org>)

Norman Beil

Thank      Reply



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Brentwood Glen (/neighborhood\_feed/)



Map (/map/)

### Neighborhood



Businesses (/recommendations?is=nav\_bar)



For Sale & Free (/for\_sale\_and\_free/?init\_source=more\_menu)



Offers New (/offers?is=nav\_bar)



Events (/events/)



Real Estate (/real-estate?is=sidebar)



Crime & Safety (/crime\_and\_safety/)



Lost & Found (/lost\_and\_found)



Documents (/documents/)



General (/general/)

### Groups



All groups (2) (/groups/?is=nav\_menu)

### Topics



All Topics New (/channels/?is=nav\_menu)

### Directories



Neighbors (/directory/)



Pets (/pet\_directory)



Public Agencies (/agency/feed/)

Help (/help/) · Guidelines (/neighborhood\_guidelines/#guidelines) · Privacy (/privacy/#privacy)  
About (/about\_us/) · Jobs (/jobs/) · Press (/press/) · Blog (https://blog.nextdoor.com)

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Deborah Breen (/profile/15982096/), Brentwood Glen 1



### Brentwood Glen Association

(/inbox/)

(/news\_feed/?post=95365429)

Dear BGA Board Members:

I, and I believe other residents, would appreciate a posting to Nextdoor of the BGA organizational documents (By-Laws, etc.) and minutes of the BGA meetings. I am a seven-year resident, but not currently a BGA member, and would like more information about the BGA in anticipation of paying the \$50 annual fee.

Also, I would like to know who are the recipients of the BGA E-blast.

Thank you so much for your kind and prompt assistance regarding this matter.

Kindest regards,

Debbie Breen

29 Oct · Brentwood Glen in General (/general/)



Thank



Reply



2



9



Kathy Foley (/profile/8983430/), Brentwood Glen · 29 Oct



Thank you for your post and your interest in the BG Association. I'll let Cori Soloman answer about your requests the BGA organization. It's very easy to get on the e-blast email Cori at bga90049@gmail.com (mailto:bga90049@gmail.com)

Thanks again. I hope you choose to join.

Kathy Foley  
6 year BGA Board Member  
21 year resident.

Thank

Reply



1



Deborah Breen (/profile/15982096/), Brentwood Glen · 29 Oct



Hi Kathy. Thank you for your message. I look forward to Cori's response to my requests.

Debbie

Thank

Reply



1



Kathy Foley (/profile/8983430/), Brentwood Glen · 3 Nov



Hi Deborah -  
Did Cori Soloman get back to you?  
I sure hope so.  
Thanks, Kathy

(/inbox/)

Thank Reply

😊 1



Deborah Breen (/profile/15982096/), Brentwood Glen · 3 Nov  
Hi, Kathy.



No, I haven't heard from her yet. Is she back from vacation?

Debbie

Thank Reply



Kathy Foley (/profile/8983430/), Brentwood Glen · 3 Nov



I think so. I've been emailing with her.  
Would you like me to remind her of your post or please email her directly?

Thank Reply

😊 1



Deborah Breen (/profile/15982096/), Brentwood Glen · 3 Nov  
Kathy, I'll email her. Deb



Thank Reply



Deborah Breen (/profile/15982096/), Brentwood Glen · 3 Nov  
Hi, Cori, just a reminder re my request for some information re the BGA.  
Thank you!



Debbie

Thank Reply

😊 1



Don Pereira (/profile/26397829/), Brentwood Glen · Edited 4 Nov



Deborah I do not know rules governing release of BGA by-laws or minutes of meetings. But I believe any paying member should have the right to attend meetings. It seems fair. As to your request for discovery to learn who are the recipients and/or their email address I believe that is private information. I certainly did not sign up and pay dues to have any of my private information divulged to others. I have also made it very clear to board members that I want my contact information kept private. I get more then enough unsolicited email already.

Thank Reply

😊 3



Mike Lerner (/profile/796107/), Brentwood Glen · 4 Nov  
agreed



Thank

Reply

(/inbox/)

😊 2

Add a reply...



---

**Fwd: CF # 19-0942 Public Comment on the Proposed PPD 292 in Brentwood Glen**

1 message

---

**John White** <john.white@lacity.org>  
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Wed, Aug 28, 2019 at 9:59 AM

Please attach to CF 19-0942 as a communication from the public

----- Forwarded message -----

From: **Norman Beil** <normanbeil@mac.com>  
Date: Wed, Aug 28, 2019 at 8:50 AM  
Subject: CF # 19-0942 Public Comment on the Proposed PPD 292 in Brentwood Glen  
To: <mike.bonin@lacity.org>, <paul.koretz@lacity.org>, <nury.martinez@lacity.org>  
Cc: John White <john.white@lacity.org>, City of Los Angeles <councilmember.bonin@lacity.org>

Dear Committee Members:

For Agenda Item 14 at today's meeting of the Transportation Committee (August 28, 2019), it is important that the Committee Members understand two points:

1. Excessive Parking Impact Requirement

The memo dated August 8, 2019 from LADOT General Manager Seleta J. Reynolds to the Transportation Commission misquotes the Rules and Procedures for Preferential Parking Districts

Specifically, it inserts into Section C.3. Excessive Parking Impact Requirement, the phrase "on a minimum of four blocks as determined by the LADOT." To be clear, those words do not appear in the Rules and Procedures approved by the City Council on March 16, 2016. Pursuant to LAMC 80.58, any substantial change to the Rules and Procedures will not be effective until approved by the City Council.

The Excessive Parking Impact Requirement protects against the overuse of preferential parking. By altering the text — and then cherry picking a few of the shortest blocks scattered across the area — the LADOT is attempting to circumvent the protection the City Council had hoped to achieve.

In its Parking Study, the LADOT counted a total of 957 parking spaces, of which 590 were occupied. That works out to 62%, which, of course, is less than the 85% mandated by Section C. 3.

That should have ended the matter.

The City Council has no choice regarding PPD 292. You are not in a position to weigh the pros and cons of preferential parking in Brentwood Glen. Your decision is compelled by law. PPD 292 critically fails to meet the most basic requirement necessary for a Preferential Parking District — the "Excessive Parking Impact Requirement."

2. The Petition Effort for PPD 292 was a flop.

For all practical purposes, the petition effort failed. Only 57 homes— 10% of Brentwood Glen — are on blocks with permit parking. 36 of these homes are on two blocks. The other 21 are scattered across six block fragments.

For every parking space subject to permit parking, there are more than 8 spaces that have no restrictions. Not a single non-resident parker will need to change their parking habits.

Most important: THE BLOCKS THAT SIGNED UP FOR PERMIT PARKING ARE NOT THE SAME AS THE BLOCKS THAT PASSED THE FIELD TEST. According to the LADOT parking study data, parking on blocks that will have permit parking is already easy. Permit parking on these blocks would be overkill.

The Financial Impact Statement provided by the LADOT states: ""Revenue from the sale of permits will cover the cost of implementing, administering, and enforcing PPD No. 292." Given the small number of homes that will need permits, and their locations, that cannot possibly be true.

Whatever the original reasons for having a PPD in Brentwood Glen, the general lack of support for it has made it pointless.

Please see the attached file for additional comments concerning this matter.

Sincerely,

Norman Beil

213-219-5633

--

John A. White  
Legislative Assistant  
Transportation Committee  
Trade, Travel, and Tourism Committee  
(213) 978-1072



---

 **Council File 19-0942 Public Comments Norman Beil.pdf**  
2924K

To: Transportation Committee  
From: Norman Beil  
Re: Comments re Agenda Item No. 0942, August 28, 2019

### **Preferential Parking in Brentwood Glen (CD11)**

#### The Rules and Procedures for Preferential Parking— They Matter

There are people who do not want permit parking.

These people are protected by L.A.M.C. 80.58 and the Rules and Procedures adopted in compliance of 80.58. If a proposed preferential parking district does not meet the requirements of the Rules and Procedures, ***it cannot be established.***

***The City Council has no choice in this matter.*** They are not in a position to weigh the pros and cons of a PPD in Brentwood Glen. It does not matter that there are some people who really, really, really want permit parking. The decision of the City Council is compelled by law. PPD 292 critically fails to meet the most basic requirement necessary for a Preferential Parking District — the “Excessive Parking Impact Requirement.”

#### Excessive Parking Impact Requirement

The most basic requirement for a Preferential Parking District is the “Excessive Parking Impact Requirement.” It is set out in Section C. 3. of the Rules and Procedures.

It says:

“Parking will be considered excessively impacted by on-street parking of commuter vehicles on streets in a proposed preferential parking district when more than 85 percent of the legal on-street parking spaces are occupied.”

On May 8, 2019, the LADOT conducted their so-called “Parking Study” for proposed PPD 292. They counted a total of 957 parking spaces, of which 590 were occupied. That works out to 62%, which, of course, is less than the 85% mandated by Section C. 3.

That should have ended the matter...

Not according to LADOT General Manager Reynolds. She has been operating under a different version of the Rules and Procedures than the one approved by the City Council. Under the approved version, PPD 292 doesn't even come close to meeting the Excessive Parking Impact Requirement. Reynolds' version alters the text by inserting the following phrase: “on a minimum of four blocks as determined by the LADOT.” To be clear, those words do not appear in the Rules and Procedures adopted by the City Council on March 16, 2016.

80.58 (c), does not allow the LADOT to make up its own rules. It requires that any substantial change to the Rules and Procedures will not be effective until approved by the City. Changing a rule that provides a measure of protection into a rule that, for all intents and purposes, eliminates that protection is a substantial change.

I would understand it if the City Council approved new Rules and Procedures that allowed the LADOT to test a smaller core set of blocks and then included a buffer zone that did not pass the test. But that is not what happened here. Please look at the map of field test results. It is impossible to circle any grouping of blocks, large or small, that would pass the test. There is no core set of blocks to be found. There is no there, there. There is nothing to build a buffer zone around. Rather, the LADOT has cherry picked from the very shortest blocks where a single vehicle could make the difference between 50% occupancy and 100% occupancy. These blocks are spread far apart in locations that have nothing to do with Montana and the false hypothesis that UCLA students are parking in Brentwood Glen. In fact, the Parking Study data demonstrates that there are no UCLA commuters... or any other commuters, for that matter.

The Excessive Parking Impact Requirement protects against the overuse of preferential parking. By altering the text — and then cherry picking a few of the shortest blocks scattered across the area — the LADOT is attempting to circumvent the protection the City Council had hoped to achieve..

### The Petition Effort Flopped

For all practical purposes, the petition effort was a flop. Only 10% of Brentwood Glen will have permit parking

Only two regular-size blocks signed up for permit parking. On those two blocks, there are just 36 homes — 36 customers for permits.

In addition to those two blocks, 6 block fragments signed up for permit parking. There are a total of 21 homes on these 6 blocks:

- There are 2 cul-de-sacs with 4 homes each. These two cul-de-sacs with permit parking are separated by 7 blocks that will not have permit parking.
- There are 2 blocks on Church with no homes, just the sides of 2 homes. These two blocks with permit parking will be separated by 10 blocks that will not have permit parking.
- There is a single curvy block with 5 homes. With or without permit parking, parking is already undesirable for both residents and non-residents here.
- There is a block with 4 homes that is completely surrounded by blocks that will not have permit parking.

### Financial Impact

According to the LADOT: “Revenue from the sale of permits will cover the cost of implementing, administering, and enforcing PPD No. 292.”

That cannot be true.

There are a total of 36 homes on the two regular size blocks. There is generous off-street parking, so many of these homes will not need permits. I estimate total revenue from these 36 at no more than \$3,000 per year.

There are another 21 homes on the six block fragments. These fragments are so small, that a Visitor pass tied to the block is of little value. This is particularly true because the fragments of permit parking are surrounded by tons of unrestricted parking, either right around the corner or on an immediately adjacent block. Since unrestricted parking is never more than two or

three houses away, there will be virtually no sales of Visitor or Guest permits to these 21 homes.

All 21 of these homes have off-street, either in a long driveway or in a garage. Most have at least two spaces. Many have three spaces. There is little need for annual permits. In a pinch, residents can always park around the corner or two or three homes down the street. I estimate total revenue from these 21 homes at no more than \$1,000 per year.

Grand total for permits: Under \$4,000 per year.

Parking enforcement revenue will be far less than the average PPD. There are only 100 parking spaces subject to permit parking versus more than 800 unrestricted spaces. Those 8 to 1 odds in favor of non-resident parkers tell only half the story. Almost half of 100 spaces are located in tiny clumps in the least convenient places for non-residents. For each of these permit parking spaces in the boonies of Brentwood Glen, there are dozens of unrestricted spaces more convenient. The odds in favor of the parkers is more like 15 to 1. These are terrible odds for ticket-writers.

I imagine the bulk of the tickets will be given to residents who purchase permits but forget to use them. As LPR technology becomes more prevalent, such as the ticketless smart parking in Century City, residents will start demanding virtual permits to eliminate the inadvertent ticket.

With Brentwood Glen's random configuration of blocks with and without permit parking, it is quite possible that within a year or two, some blocks might not meet the 51% requirement stated in Section C. 7. c. Parking signs will go up... and then they will come down.

The bottom line is that the bottom line will be red.

### Because the Petition Effort Flopped, PPD 292 No Longer Has a Purpose.

Whatever the original reasons for having a PPD in Brentwood Glen, the lack of support for it has made it pointless. In fact, it has made it counter-productive.

First of all, nothing will change for non-resident parkers. Using the LADOT's own numbers, exactly 100 parking spaces will be subject to permit parking and more than 800 spaces will not have permit parking. With an 8 to 1 ratio of free versus permit parking, not a single non-resident will need to change where they park.

As for the residents of permit parking blocks, nothing will change for them either. You need to know that the blocks that will have permit parking are not the same blocks that passed the 85% test. This is worth repeating: **The blocks that will have permit parking are not the same blocks that passed the 85% test.** According to the LADOT parking study data, parking on blocks that will have permit parking *is already easy*. Permit parking on these blocks would be overkill.

For the most ardent supporters of permit parking, the crazy quilt of permit parking blocks resulting from this botched petition effort is worse than no permit parking at all. For example, consider the two block fragments on Church that have permit parking. These fragments are nothing more than the undesired byproduct of a failed effort to get permit parking on the 4 perpendicular long blocks — none of which will have permit parking. For the residents of these corner homes, permit parking will push parkers from the sides of their homes to the front of their homes. Not what they had in mind.

Without a purpose, it is not reasonable to require anyone to pay for permit parking. Consider an individual who lives on a block that, according to the LADOT Parking Study, has no parking problem. The other people on the block signed petitions, but none of the surrounding blocks have permit parking. This individual is stuck with totally useless permit parking while their neighbors still enjoy free parking. In this situation, how can the City justify requiring permits for one block and not requiring them on surrounding blocks?

Section A of the Rules and Procedures of Preferential Parking Districts states that:

“The purpose of a preferential parking district (PPD) shall be to limit instruction of non-residential and/or commuter parking into residential area neighborhoods...”

Since unrestricted parking spaces outnumber permit spaces 8 to 1, not a single non-resident will be deterred. Any intrusion felt by the supporters of permit parking will in no way be limited just because a few blocks will have permit parking. The purpose defined in the Rules and Procedures will not be served.

[The Rules and Procedures also mention one other purpose: “to encourage carpooling.” The supporters of permit parking have complained that UCLA and Archer School students, park in Brentwood Glen and then carpool to school. Had there been a successful petition campaign, such carpooling would have been impossible. Thankfully, as it stands, not a single student will be discouraged from carpooling. The petition supporters’ loss is a gain for the carpoolers.]

### The Issue of “Vacant” Dwelling Units

What happens when a petition solicitor rings the doorbell and no-one answers?

Well, here is what happened in PPD 292:

Kiel Avenue has 6 homes. Only 4 signed the petition. That’s less than the 75% minimum needed to have permit parking. Because no one answered the door at one of the homes one day, the petition solicitor wrote “Vacant” in the place where the signature would have gone. The DOT, without bothering to check if the home was actually vacant, removed the “vacant” home from the block count and declared Kiel to have only 5 homes. While 4 out of 6 doesn’t pass, 4 out of 5 does. Kiel was put on the list of blocks that would have permit parking.

To be clear, the Municipal Code, including the Chapter that contains the preferential parking provisions, defines “Dwelling Unit” as: “one or more rooms containing a kitchen, located in a building, and *designed for occupancy* by one family for living and sleeping purposes.”

The definition does not require occupancy, only that it be “designed for occupancy.” A vacant dwelling unit is no different than an inhabited dwelling unit.

Someone at the LADOT re-defined “dwelling unit” to require occupancy, although that individual was never identified. Aron Thompson of the LADOT could not produce any formal or informal document that backed up this definition. He could not define “vacant” and he admitted that he does not verify if a dwelling unit is vacant. Is a dwelling unit “vacant” if someone is away on a 2-week vacation? What about a 6-month sabbatical? Does it matter if you leave your clothes behind? For Aron Thompson, if the petition solicitors can’t reach you because you are playing loud music in your bedroom, your house is vacant.

Or, at least he won’t question it. Mr. Thompson also stated that the petition solicitors designation of “vacant” would not be challenged by the LADOT. Nor could it be challenged by anyone else because a designation that a home is vacant is not made public. Petition solicitors

have free rein to designate any home they want “vacant” without oversight — and that is exactly what they did.

It took months and an intense and frustrating CPRA campaign to find out about this “vacancy” loophole and then pin it to Kiel. I battled Aron Thompson on the legal validity of this definition of “dwelling unit.” But it did not occur to me that he would have his facts wrong also. It turned out that the home in question was, indeed, occupied. It took way too long, but ultimately Mr. Thompson had to admit that there were no vacant homes on Kiel. He was forced to scratch Kiel off the list of homes that would have permit parking.

If this had been any other PPD, Kiel would have been posted with permit parking restrictions and no one would be the wiser. It took the teamwork and efforts of about a dozen people to get to the bottom of Kiel.

While Mr. Thompson accepted that the house in question was not vacant, he has never accepted the definition of “dwelling unit” used in the Traffic Code. That battle will continue.

It would be helpful if the City Council weighed in on the definition of “dwelling unit.”

### Two More Blocks Bite The Dust

Kiel was not the only block the LADOT was forced to admit did not qualify for permit parking.

Cashmere also had an issue that took several months to resolve. It was only until the Transportation Commission considered the issue that the LADOT relented and removed Cashmere from the list of blocks slated to have permit parking. Again, it took an enormous amount of work from many individuals to get to the bottom of this problem.

There was a third block that was removed after it was discovered that, with the apparent complicity of the petition solicitor, a resident signed her own name and then signed the names of two neighbors. This was discovered by my colleagues by pure chance. To protect the people involved, all three names were removed by way of a counter-petition.

Of the 13 blocks that the LADOT officially accepted, two were removed by counter-petition, leaving 11. Then three were removed after uncovering shenanigans. Wow! A whopping 25% of the petitions the LADOT approved turned out to have some sort of monkey-business, forcing the LADOT to backtrack. 25% is too high.

Petition solicitors were not properly trained, supervised or monitored. What they were was aggressive and snarky to anyone who did not sign. Opponents of permit parking were sometimes accused of being bad neighbors. Residents who signed petitions were often rushed and rarely shown the required Information Sheet. City officials befriended and sided with anyone who wanted permit parking. If you didn’t want permit parking, City officials treated you like the enemy.

### Bait & Switch — Size of the PPD

The size of a PPD has two important ramifications. From the perspective of the LADOT, it allows them to add permit parking blocks anywhere within the district without having to demonstrate a need for them. To the extent the LADOT wants free rein to expand the number of streets with permit parking, they want the PPD to be as large as possible.

For residents of a PPD, a large PPD means that more people will have access to parking permits. Naturally, if you want to limit who parks on your street, you would want to limit the size of the PPD. This issue is really about daily Guest permits — you can get up to 25 per day. Perfect for large parties — guests, caterers, valet parkers. Guest permits can also be used for large construction sites on hills with narrow roads. The construction workers can park in areas with easier parking and then shuttle to the construction site.

Brentwood Glen is the perfect example. Brentwood Glen has traditionally been thought of as the 58 blocks that were mapped out at the time the petitions had been circulated. It has its own neighborhood association (the “BGA”). People don’t consider the hilly streets that start at Acari and go up to Sunset as part of Brentwood Glen. They have their own homeowners’ association. These two neighborhoods have a different feel and they are connected only by a single, steep, curvy and narrow street (Acari) which does not have a sidewalk. You would never park on Acari to visit someone in (the flats of) Brentwood Glen. Although, if you are having a party or doing construction on Acari, parking in Brentwood Glen is very appealing. But not the other way around.

If the two neighborhoods were in different PPD’s, the residents of Brentwood Glen would be protected from such intrusion. By combining the PPD’s into one, the residents of Brentwood Glen lose that protection. Clearly, anyone who wants permit parking wants to be protected from an onslaught of guest permits from a different neighborhood.

Everyone who signed a petition was told that only the 56 blocks of Brentwood Glen would be included in the PPD. A map of the proposed PPD was widely circulated. Now, without notice or approval, the Brentwood Glen PPD has been expanded to include the hilly streets to the north of Brentwood Glen — to the detriment of Brentwood Glen residents. This is like changing the terms of a waiver after the waiver is signed.

### What the Parking Study Tells Us

Please look at the field test map attached to this paper. It is clear that General Manager Reynold’s assertion about UCLA students is plain wrong. Of the 13 blocks that “passed” there are only 5 full-length blocks. Of these 5 blocks, 4 of them are more than 1/3-mile from the Montana Ave, — the only portal that connects Brentwood Glen to Westwood Hills (which is then another ½ mile to the western edge of UCLA). In other words, if UCLA students are looking for a place to park in Brentwood Glen, they would not be parking on the streets that passed the field test. (With respect to the anecdotal evidence of UCLA student sightings, it should be noted that UCLA students live in some of the multi-family units.)

As for the “other non-residents,” it has long been a scare tactic of the proponents of permit parking that employees of the hotels north of Sunset park in Brentwood Glen and pose a danger. I see that General Manager Reynolds has dropped this claim from her Recommendations... and for good reason. A recent LADOT study confirmed what the opponents have been saying all along — the hotels provide parking for all employees.

There may be another reason Reynolds omitted the hotel workers issue: most of the blocks closest to Sunset have not opted to have permit parking. If these residents don’t see a problem of workers crossing Sunset Blvd. to park on their blocks, maybe there isn’t a real problem; or maybe they are generous of spirit and willing to share their ample parking availability with anyone who needs it.

It is now blazingly clear that Councilmember Bonin’s Letter of Support is ludicrous. There is no “regular onslaught of student and employee related parking...Rather than pay to park elsewhere, drivers park their vehicles in the neighborhood and crowd residential streets, leaving few, if any spaces for residents.”

## What the Parking Study Does Not Tell Us

The methodology used by the LADOT in its field test is calculated to be misleading and to camouflage the plentiful parking availability. The LADOT field test does not include the number of vehicles. Rather, for each block, it determines the number of unmarked virtual parking spaces. Then, for each virtual space, it determines whether it is occupied. This methodology can lead to the absurd result that 100% of the spaces are occupied, but there is still room for another car to park. Here's how: One car parks straddling both spaces #1 and #2. A second car straddles #3 and #4. All four spaces are occupied. However, there is room for a third car to park by straddling spaces #2 and #3.

It is also important to point out that since 2016, the LADOT does not check to see if a vehicle is owned by a resident, which leads to another absurd result. A block without a single non-resident can be deemed to have too many non-residents. You cannot get more Orwellian.

The supporters of permit parking knew the time and day of week of the test — in fact, they selected it. They were also told the test would be on one or more of three dates. There is evidence that some supporters gamed the system by moving cars from their garages and parking them on targeted blocks in a coordinated effort.

The LADOT “parking study” is hardly a parking study. It is a simplistic and mechanical acid test that looks at a handful of blocks during a short period of time, without any control group or common sense. There is no analysis of the likely consequences of creating a preferential parking district — will it work for its intended purpose? The data is not explained nor used to support a recommendation. No context is provided. There is no description of the neighborhood and the surrounding areas. The Parking Study did not identify anything that would attract large numbers of non-resident parkers. It did not identify who is parking in the area. It did not estimate how many non-residents were parking. It did not indicate why parking in Brentwood Glen was their most convenient option.

The Parking Study contains no statements of individuals who have first-hand knowledge of the problem. (Hearsay has been one of the biggest problems in ascertaining if there is, in fact, a problem at all. The supporters of permit parking say that someone else has a problem, but not themselves.)

Important data was observed but not reported: The number of vehicles, the type of vehicles, the number of spaces each occupied. No effort was made to identify obviously invited vehicles: delivery trucks, construction workers, gardeners, pool service people, etc. No effort was made to determine where vehicles are registered.

## Mike Bonin's Letter of Support Did Not Even Attempt to Be True

Several CPRA requests yielded some of the emails between Lisa Cahill, Cori Solomon and Aron Thompson. They tell a story of stating facts, not because they are true, but because they need to be true.

Apparently, Ms. Solomon's letter requesting a preferential parking district was deemed insufficient by someone at City Hall. Better reasons had to be given. Ms. Cahill attempted to draft the Letter of Support. She was told that her initial drafts were inadequate because they lacked a sufficient reason for preferential parking. Lisa responded: "... the reasoning is that the community wants it and we support that." Note that Cahill did not think she needed to say there is a parking problem.

Mr. Thompson rejected Cahill's attempts. He explained that the Letter of Support can't merely say the community wants it. He emailed Cahill: "Refer to the previously attached letters as samples. The letter must indicate where the problem is coming from (the source... i.e. customers, employees of a commercial district, airport, hospital, bar, restaurant, etc., etc.) and the nature of the parking problem it is causing in the community (i.e. lack of available parking, no available parking, blocking driveways, residents' difficulty finding parking on their own blocks, etc. etc etc). Take a look at those letters as an example. You can email me the letter when you're ready."

Meanwhile, Solomon put pressure on Cahill to get her the Petitions. Following Thompson's coaching and using the sample letters Thompson provided, Cahill did what she needed to do to get Thompson to provide Cori with the Petitions she was demanding. She copied and pasted the parking problems of a different district into a letter about Brentwood Glen. There is no indication that Cahill even attempted to gather information about Brentwood Glen's parking situation.

No one believes the statements made in the Letter of Support or has any evidence of their truth. Aron Thompson is aware that the Letter of Support is hogwash. His position seems to be that fact-checking statements made by a Councilmember is not his responsibility. The City's general attitude is that helpful facts need no verification.

### Why We Don't Want Permit Parking in Brentwood Glen

Brentwood Glen is unique. It is unlike any other PPD in Los Angeles. Between the solid concrete wall of the 405 and the tree-filled hill leading up to the VA, Brentwood Glen is a virtual walled city, well protected from any intrusion of non-resident commuter parking. Preferential permit parking will simply not make a perceptible difference.

Permit parking is annoying, stressful and expensive. A common complaint is too much parking enforcement.

Realtors say that needless permit parking hurts property values. Some say their clients won't look in neighborhoods with permit parking.

We do not want to create a parking problem for ourselves that does not currently exist. The LADOT has warned us that even if your block does not have a parking problem now, it will have a parking problem if the blocks around you get permit parking. Why go down that road?

We don't buy the argument that preferential parking reduces crime. We don't buy into the Purple Line scare tactics. The Purple Line is not an issue until at least 2026.

Realistically, permit parking will not solve the problems people have expressed. The permit parking statute was enacted to address severe parking problems. Its off-label uses -- deterring crime, reducing litter, pushing out the homeless, keeping away strangers, and securing the spot in front of your house -- will not work to anyone's satisfaction. For Brentwood Glen, the number of cars that would be shooed away by a 2-hour parking restriction is hardly worth putting up with permit parking. If the PPD is established, residents will be disappointed.

Permit parking will change the character of the neighborhood we have lived in a loved for decades. It will make it feel more urban and commercial and less residential. Parking signs are an eyesore. They are poorly maintained. The visual clutter -- and the tree-trimming they require for visibility -- will erode the attractiveness of Brentwood Glen for both residents and prospective buyers. The leaning, faded and bent preferential parking signs of Westwood Hills are everywhere you look. The clutter of parking signs and the way Los Angeles fails to

maintain them result in the opposite of the neat, well cared for, and attended to neighborhood recommended by police to deter crime.

### The Lack of Due Process

Vehicle Code Section 22507 gives local authorities broad power to restrict parking on public streets in order to address local parking problems in residential neighborhoods for the benefit of residents who are negatively impacted by non-resident parking. But that power is not absolute. By its own language, provisions adopted pursuant to 22507 must be “reasonable and necessary.” Moreover, a residential parking program must bear a reasonable relationship to its objectives and those most impacted by such a program must be accorded adequate notice and a hearing. Most importantly, Section 22507 is not a license to exploit and abuse the residents it was enacted to protect.

Like most Americans, residents have parked freely in Brentwood Glen for decades and have come to expect and rely on free parking. Permit parking will make a substantial and long-term impact on their lives on a daily basis and on the value of their property. Opponents of permit parking are justifiably concerned about the expense, the inconvenience, the visual clutter, and other negative aspects of permit parking. The notice and hearing requirements that are in place for permit parking are not in line with the importance of those concerns.

The City, through its express and de facto ordinances, policies and procedures, has created an unlawful and irrational system that allows and encourages official misconduct in order to convert free street parking into paid street parking, with no regard as to whether or not permit parking makes any sense for any particular set of blocks.

The slavish use of numerical tests for petitions and field tests violates the California Constitution, the California Vehicle Code and the Due Process Clause of the 14th Amendment to the United States Constitution. The policy of the DOT and Council District 11 is to blindly recommend the establishment of a preferential parking district if it passes their field test of 85% occupancy for any 4 blocks. Officials of the City have publicly stated that if those two tests are passed, the rest is automatic. ***These same officials warned that it would be a waste of time to attend any hearing to voice opposition.***

Looking at the map of permit parking blocks in Brentwood Glen, there appears to be no rhyme or reason for why some blocks are included and some are not. There are blocks with restrictions that are nowhere near other blocks with restrictions. Blocks that passed the field test hurdle of 85% occupancy will not have permit parking, while blocks that are virtually empty will have permit parking. This is not the act of a rational legislative body. The reason, of course, is that it is not the act of the City Council. The legislative body does not decide which blocks to include or exclude. They unconstitutionally delegate those decisions to a vote of the residents of each individual block.

Council District 11 has made its position clear. They believe that the validity of a PPD has nothing to do with the means by which it is established. They have taken an “anything goes—take no prisoners” approach to preferential parking. LADOT is no better. Once the Council District authorizes a field test, they bury their head in the sand and conduct a meaningless field test (again and again, if necessary, until it “passes”.)

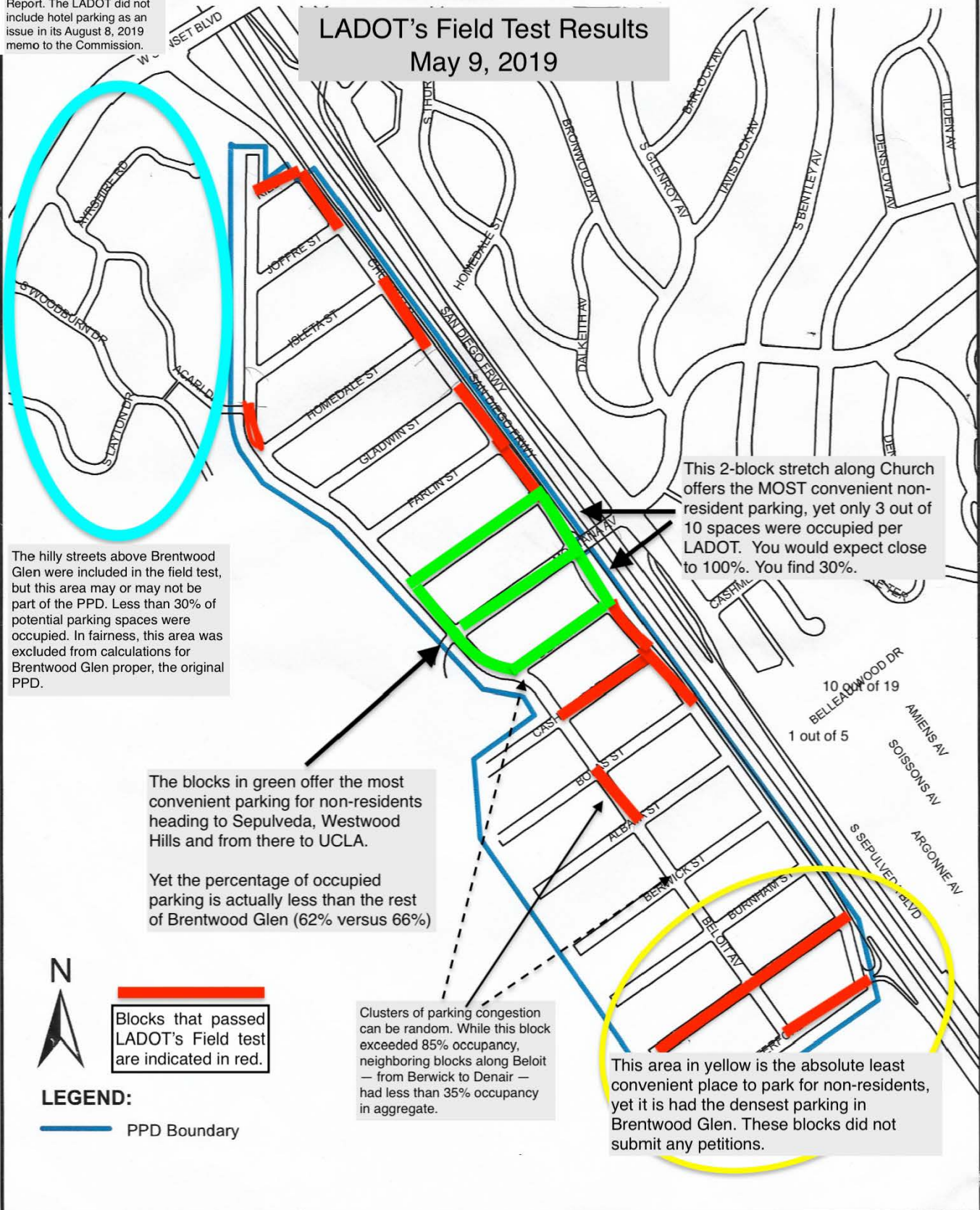
Neither the Traffic Commission nor City Council concern themselves with procedural matters in the establishment of a PPD. They have poorly noticed pro-forma hearings to rubber stamp the Council Office and DOT recommendations. The PPD machine is broken. Someone needs to fix it.



Any impact of Luxe Hotel employee parking was ruled out by LADOT's Engineer Guevara in June 2019 Traffic Report. The LADOT did not include hotel parking as an issue in its August 8, 2019 memo to the Commission.

# PROPOSED PREFERENTIAL PARKING DISTRICT COUNCIL DISTRICT 11

LADOT's Field Test Results  
May 9, 2019



This 2-block stretch along Church offers the MOST convenient non-resident parking, yet only 3 out of 10 spaces were occupied per LADOT. You would expect close to 100%. You find 30%.

The hilly streets above Brentwood Glen were included in the field test, but this area may or may not be part of the PPD. Less than 30% of potential parking spaces were occupied. In fairness, this area was excluded from calculations for Brentwood Glen proper, the original PPD.

The blocks in green offer the most convenient parking for non-residents heading to Sepulveda, Westwood Hills and from there to UCLA.

Yet the percentage of occupied parking is actually less than the rest of Brentwood Glen (62% versus 66%)

Clusters of parking congestion can be random. While this block exceeded 85% occupancy, neighboring blocks along Beloit — from Berwick to Denair — had less than 35% occupancy in aggregate.

This area in yellow is the absolute least convenient place to park for non-residents, yet it is had the densest parking in Brentwood Glen. These blocks did not submit any petitions.



Blocks that passed LADOT's Field test are indicated in red.

**LEGEND:**  
PPD Boundary