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Monday, September 16, 2019

VIA EMAIL only

Los Angeles City Council
200 N. Spring Street,
Room 340 (C/o City Clerk)
Los Angeles, CA 90012

RE: Objections to the proposed Preferential Parking
District in the Brentwood Glen Neighborhood (PPD 292),
CF # 19-0942 (Agenda Item 39), 09-17-2019 Los Angeles
City Council Meeting Agenda

Dear City Council 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.

PPD 292 is not only a bad idea that was ill conceived with only input from the proponent's side, it also is based on unsubstantiated "findings", has no scientific backing of any claims regarding "onslaught" of parking, and is supported by a CD 11 Support Letter written by the proponents.

So not to reinvent the wheel, we are resubmitting our previous objections to the LADOT Commission, dated August 7, 2019 (Exhibit A), and our objections to the LA Transportation Committee from 08-28-2019 (Exhibit B).

Furthermore, and in order to stay on record, we are objecting to All Recommendations listed for Item 39 of the LA City Council Agenda of 09-17-2019..

Objection to Recommendation 1:

Recommendation states "*FIND that University of California Los Angeles students and other non-residents cause adverse parking impacts on the adjacent residential blocks from which the residents deserve immediate relief.*"

No evidence was provided by either the Los Angeles Department of Transportation (LADOT), the Brentwood Glen Association (BGA), or Council District 11 that *University of California Los Angeles (UCLA)* students or other non-residents are parked at any of the streets listed in the report.

The City failed to provide the City Council 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 City just used 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 by simply copy and pasting from the text. (*Exhibits A and B*)

Objection to Recommendation 2:

The LA Transportation Committee Report states "FIND that the expansion 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 III.1.a.3 of the 2002 Los Angeles City CEQA Guidelines." [*bold added for emphasis*]

1) **The expansion of any PPD can only happen when the PPD is established**

In the case at hand, the PPD 292 has not been established, as the wording in paragraph 1 of Item clearly shows. The wording reads "CATEGORICAL EXEMPTION, TRANSPORTATION COMMITTEE REPORT, and RESOLUTION relative to establishing Preferential Parking District (PPD) No. 292 in the Brentwood Glen neighborhood." [*bold added for emphasis*]

2) **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. (*Exhibits A and B*)

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

3) Failure to Explain Why CEQA does not apply

When reading the findings, it becomes crystal clear that the City failed in general to explain to the Public why CEQA would not apply. (*Exhibits A and B*)

Conclusion:

Based on the above provided information, the Los Angeles City Council should continue Item 39 in order to gather more detailed and accurate information other than the misrepresentation of facts by CD 11, the BGA and LADOT staff, as well as using this time to "correct" any misleading portions of the Agenda Item.

The accompanying Report to the LA City Council is also 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 Report it is prudent that the Item be tabled 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

Including attachments:

Exhibit A: 08-07-2019 Objections to LADOT Commission

Exhibit B: 08-27-2019 Objections to the LA Transportation Committee

EXHIBIT

A

EXHIBIT

A

Ziggy Kruse and Robert Blue
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Wednesday, August 7, 2019

VIA EMAIL only

Los Angeles Department of Transportation
Attn: Jasmin San Luis
Acting Commission Executive Assistant
100 S. Main St., 10th Floor
Los Angeles, CA 90012

RE: Objections to the proposed Preferential Parking District
in the Brentwood Glen Neighborhood (PPD 292), Agenda
Item 8, 08-08-2019 LADOT Commission Meeting Agenda

Dear Members of the Commission:

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 #8), the LADOT Commission 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 commission 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 Commissioners 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 commission meeting.

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 are part of the Staff Report for the 08-08-2019 Commission 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 the Commission fails to inform the commissioners that several members of the Brentwood Glen community emailed CD 11 Staff Lisa Cahill, as well as LADOT, in opposition to the proposed PPD.

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

Conclusion:

Based on the above provided information, the LADOT Commission should postpone Item 8 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 Commission 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 Commissioners and the General Public rely on the Staff Report it is prudent that the Item be postponed until the Staff Report can be corrected.

Sincerely,

Robert Blue & Ziggy Kruse

Cc: Council Member Bonin
Seleta Reynolds, General Manager, LADOT

(Exhibits: 1 - 7)

Exhibit 1

Exhibit 1



Lisa Cahill <lisa.cahill@lacity.org>

Preferential Parking District for Brentwood Glen

4 messages

Cori Solomon

Thu, Mar 22, 2018 at 9:54 AM

To: mike.bonin@lacity.org, Lisa Cahill <lisa.cahill@lacity.org>

Mike,

The Brentwood Glen would like to consider becoming a PPD. Please see attached letter for more details.

Cori Solomon
President
Brentwood Glen Association

Preferential Parking Letter.pdf
152K

Lisa Cahill
Field Deputy - Pacific Palisades & Brentwood
Councilmember Mike Bonin
City of Los Angeles
310-575-8461 | www.11thdistrict.com



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.¹

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

¹ 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 of or 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.⁶
- 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;

⁶ 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:

Promote 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:

Provide 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. 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

To:	Ziggy Kruse	From:	LADOT Risk Management Div. – Records Management Section
Phone:	213-458-2173	Pages:	30
e-mail:	ziggykruse2005@yahoo.com	Date	December 20, 2018
Re:	Preferential Parking Dist. #292	cc:	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 Sign <i>[Signature]</i>	[Redacted]		[Redacted]
Print JESSICA KOYAN Sign <i>[Signature]</i>	[Redacted]		[Redacted]
Print Stefanie Epstein Sign <i>[Signature]</i>	[Redacted]		[Redacted]
Print Beth Freedman Sign <i>[Signature]</i>	[Redacted]		[Redacted]
Print: <i>[Signature]</i> TAYLOR Sig:	[Redacted]		[Redacted]
Print AIRBNB 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:

"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 RUTH H. LOEB Sign <i>Ruth Loeb</i>	[REDACTED]		[REDACTED]
Print [REDACTED] Sign [REDACTED]	[REDACTED]		[REDACTED]
Print <i>Erin Hudson</i> Sign ERIN HUDSON	[REDACTED]		[REDACTED]
Print JOHN BRICE Sign <i>John Brice</i>	[REDACTED]		[REDACTED]
Print Sign			
Print Sign			
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 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:

"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: LORI 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. Woodson	[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]

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 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:

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

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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 & KORAM TAL

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

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 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:

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

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.

Exhibit 6

Exhibit 6

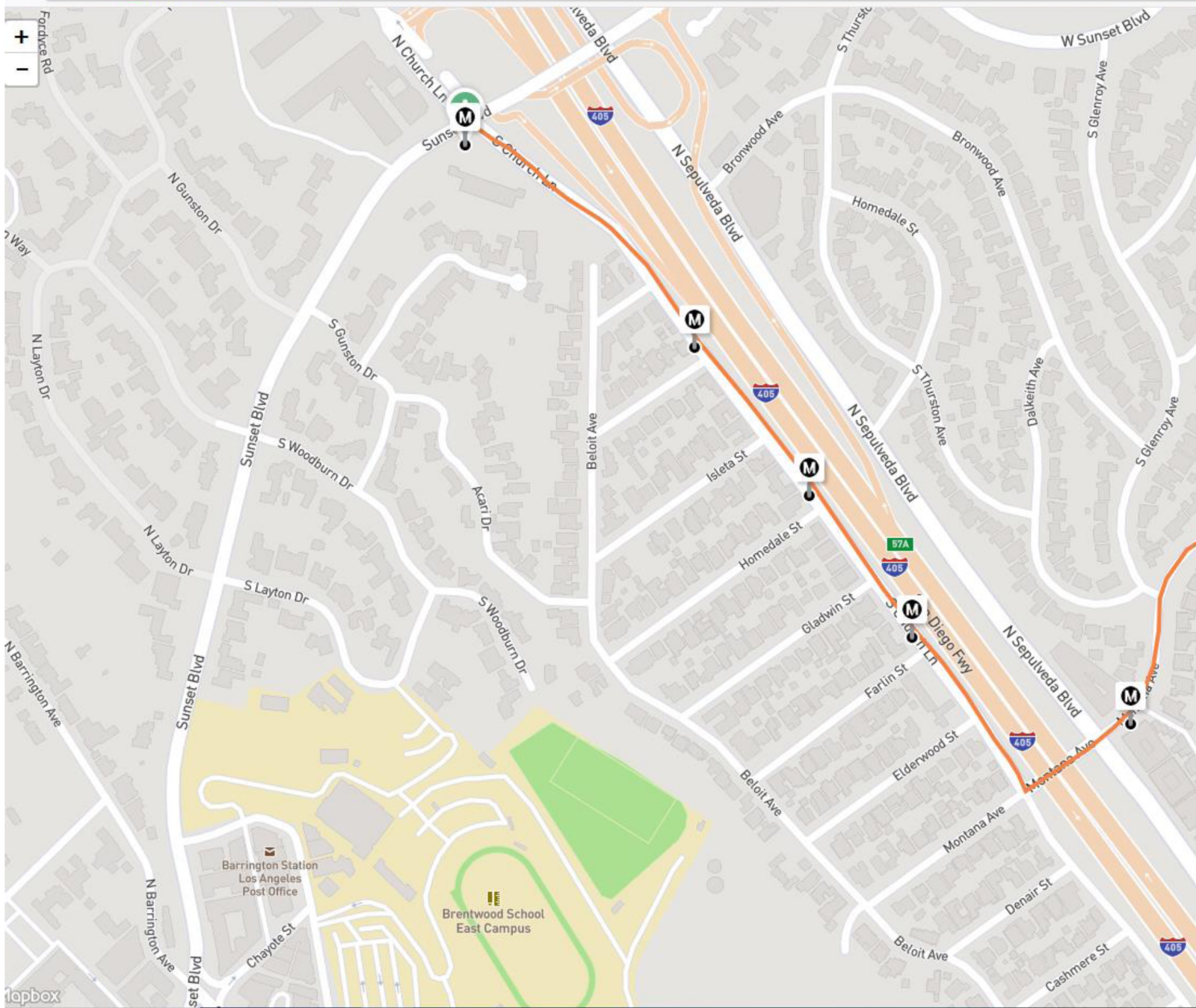


Exhibit 7

Exhibit 7



Lisa Cahill <lisa.cahill@lacity.org>

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 <lisa.cahill@lacity.org>, 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 <eric.bruins@lacity.org>, Aron Thompson <aron.thompson@lacity.org>

Bcc: Mike Bonin <mike.bonin@lacity.org>

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]



Brentwood Glen Permit Parking

1 message

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



Brentwood Glen PPD

1 message

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

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 inadvertently) 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



Brentwood Glen PPD

1 message

Rachel White

Tue, Oct 23, 2018 at 3:48 PM

To: councilmember.bonin@lacity.org

Cc:

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.



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

1 message

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



Brentwood Glen PPD

1 message

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 you 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

EXHIBIT

B

EXHIBIT

B

Ziggy Kruse and Robert Blue
11310 Elderwood Street
Los Angeles, CA 90049
(213-458-2173)

bob.blue@live.com

ZiggyKruse2005@yahoo.com

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
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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 - 6 pm 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.¹

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

¹ 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 of or 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.⁶
- 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;

⁶ 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:

Promote 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:

Provide 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. 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

To:	Ziggy Kruse	From:	LADOT Risk Management Div. – Records Management Section
Phone:	213-458-2173	Pages:	30
e-mail:	ziggykruse2005@yahoo.com	Date	December 20, 2018
Re:	Preferential Parking Dist. #292	cc:	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 JESSICA KOYAN	[REDACTED]		[REDACTED]
Sign <i>Jessica Koyan</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>ANNE TAYLOR</i>	[REDACTED]		[REDACTED]
Sig:	[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:

"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 RUTH H. LOEB Sign <i>Ruth Loeb</i>	[REDACTED]		[REDACTED]
Print [REDACTED] Sign [REDACTED]	[REDACTED]		[REDACTED]
Print <i>Erin Hudson</i> Sign ERIN HUDSON	[REDACTED]		[REDACTED]
Print JOHN BRICE Sign <i>John Brice</i>	[REDACTED]		[REDACTED]
Print Sign			
Print Sign			
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 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:

"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: LORI 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. Woodson	[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]

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 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:

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

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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 & KORAM TAL

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

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 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:

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

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.

Exhibit 6

Exhibit 6

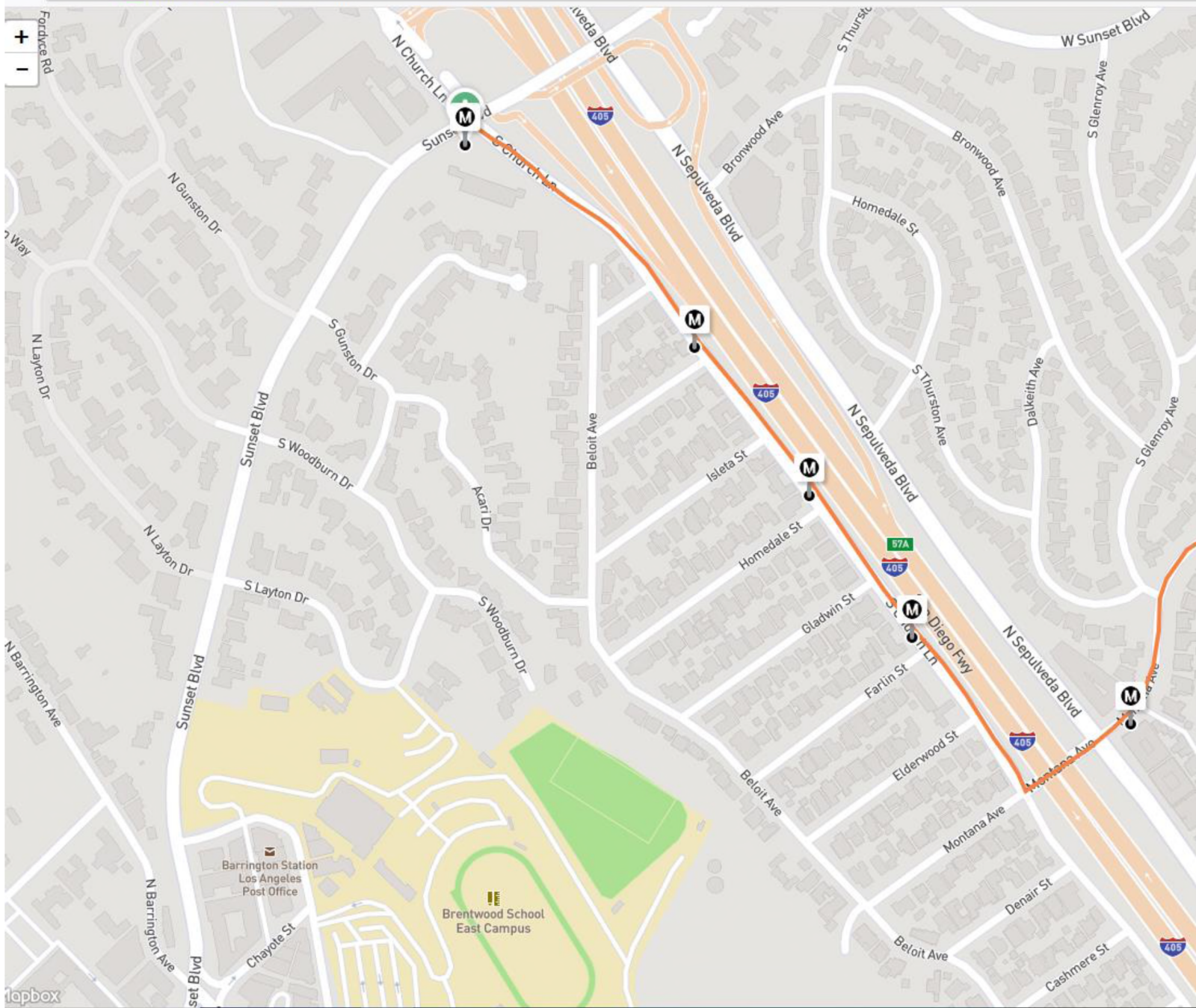


Exhibit 7

Exhibit 7



Lisa Cahill <lisa.cahill@lacity.org>

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 <lisa.cahill@lacity.org>, 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 <eric.bruins@lacity.org>, Aron Thompson <aron.thompson@lacity.org>

Bcc: Mike Bonin <mike.bonin@lacity.org>

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]



Brentwood Glen Permit Parking

1 message

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



Brentwood Glen PPD

1 message

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

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 inadvertently) 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



Brentwood Glen PPD

1 message

Rachel White

Tue, Oct 23, 2018 at 3:48 PM

To: councilmember.bonin@lacity.org

Cc:

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.



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

1 message

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



Brentwood Glen PPD

1 message

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 you 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

<councilmember.bonin@lacity.org>

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 <

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