



## STAFF REPORT

**Meeting Date:** April 21, 2015  
**To:** Honorable Mayor & City Council  
**From:** Martha Eros, Transportation Planner  
**Subject:** Administrative cap on number of daily parking exemptions issued to single-family households on non-permit street blocks.  
**Attachments:** 1. Parking Regulation Map

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### INTRODUCTION

This report outlines staff's plans to address single-family households on non-permit street blocks that receive a high number of daytime parking exemptions on a daily basis by imposing a "cap" or limit on an as-needed basis. Imposing the cap on an as-needed basis is in response to and would address Councilmember Krasne's observations of a high number of daily parking exemptions issued to addresses north of Sunset Boulevard that occupy the majority of available on-street parking spaces.

### BACKGROUND

Prior to the establishment of preferential parking permit zones in 1979, the City regulated on-street parking on residential streets by posting "2-Hour" or "1-Hour" parking restriction. The City issued one-day exemption passes for occasional residential parking needs exceeding the 2-hour time limit. Requests for permit zones grew and since the 1980's, most streets south of Santa Monica Boulevard, including most of the multiple-family areas, have been designated as preferential parking permit zones. Residents located in a preferential parking permit zone may purchase up to three (3) annual permits. With the purchase of three permits, residents may receive an unlimited number of one-day parking exemption passes through the City's call-in or online exemption program. There is currently no cap on the number of parking exemption passes issued to residents citywide.

### DISCUSSION

Reports by residents of long-term parking of vehicles with daytime exemptions are being investigated by Code Enforcement staff for Home Occupation permits. Home Occupation businesses require that all employees park on the property. Most households citywide typically request less than three parking exemptions per day.

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Monthly records indicate approximately seven homes in non-permit zones citywide request a high number of daily exemptions for multiple vehicles almost every day.

<u>Location</u>	<u># of Households</u>	<u>Daily</u>	<u>Monthly</u>
• North of Sunset Bl:	2 households	8 - 10	318
• Sunset to Santa Monica Bl:	2 households	4 - 9	209
• South of Santa Monica Bl:	3 households	4 - 6	216

#### North of Sunset Boulevard

Most streets north of Sunset Boulevard are approximately 30-feet wide, with horizontal and vertical curvatures, have a 7-12% range in slope with variable lengths, and are not laid out in a linear grid pattern. Because of the narrow width and the importance of emergency access, many roads north of Sunset Boulevard have parking allowed only on one side of the street. The property subdivisions are mostly large, allowing sufficient onsite driveway space to accommodate parking for household and guest vehicles. There are a limited number of street blocks with a posted "2-Hour" restriction to address parking intrusion generated by activities at the nearby hotel and commercial activities in West Hollywood near the east city limits on Sunset Boulevard.

#### Between Sunset and Santa Monica Boulevards

The residential street blocks between Sunset and Santa Monica Boulevards are designed in a linear grid pattern, have permit or non-permit parking regulations, and provide parking on both sides of the street. Most properties could accommodate personal vehicles in the driveways, but not service vehicles.

#### South of Santa Monica Boulevard

Most streets south of Santa Monica Boulevard are densely populated and include single-family homes and multiple-family buildings. Many of the older single-family properties were designed with limited off-street parking and do not accommodate the current needs of multiple-vehicle households. The majority of the street blocks have a preferential permit parking regulation.

Currently, 11 single-family street blocks with a 2-hour or 1-hour non-permit parking regulation remain south of Santa Monica Boulevard<sup>1</sup>. Residents on these streets are not eligible to purchase annual parking permits, but may obtain a one-day parking exemption as do residents in preferential parking permit zones. Two of the 11 blocks have recently initiated the process for a preferential parking permit zone.

#### Daytime Exemption Administrative Cap

For single-family households in non-permit zones that receive a large number of daytime exemptions and are observed to impact street parking, staff would administratively cap the number of daily parking exemptions as outlined below:

1. Placing a maximum limit on daily exemption passes issued to households in single-family non-permit zones. Staff will approve only three (3) exemption

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<sup>1</sup> 400 blocks of S. Spalding, Peck and La Peer Drives; 200 blocks of S. Hamel and Willaman Drives and Carson Road; 200-300 blocks of N. Maple, Palm, Oakhurst, Doheny Drives; and 200 N. Wetherly Drive.

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passes per day (with no carryover option), similar to the preferential parking permit zone program. Currently, preferential parking permits are limited to three annually [BHMC 7-3-209(A), *Maximum Number of Permits*] for daily use; and

2. A cap on the number of exemptions issued for private gatherings ("special event") where parking needs exceed the three vehicles daily limit. Staff will approve four (4) special event permit exemptions per month with a maximum of thirty (30) vehicles per event, consistent with current practice. A special event includes private resident gatherings such as social/book clubs, graduations or other similar private gatherings. Accommodations can also be made for larger events that exceed the 30 vehicle limit for special events on a case-by-case basis.

Affected households could appeal a cap on exemptions to the Director of Public Works Services (or designee).

### **RECOMMENDATION**

Unless otherwise directed, staff will proceed with the administrative cap of daily parking exemptions as outlined in this report.

Susan Healy Keene  
Community Development Director

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Approved By



# **ATTACHMENT 1**

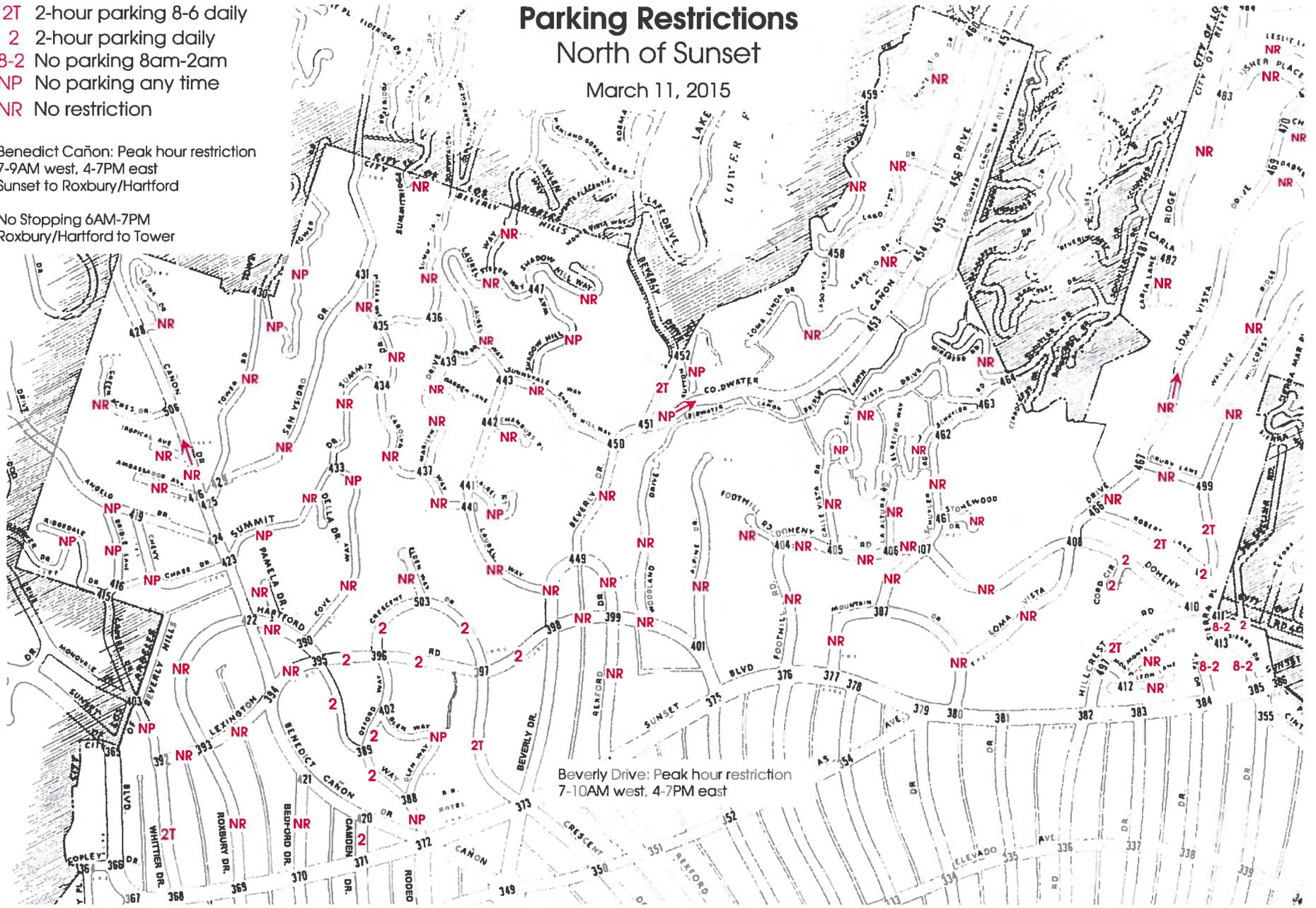
- 2T 2-hour parking 8-6 daily
- 2 2-hour parking daily
- 8-2 No parking 8am-2am
- NP No parking any time
- NR No restriction

Benedict Cañon: Peak hour restriction  
 7-9AM west, 4-7PM east  
 Sunset to Roxbury/Hartford

No Stopping 6AM-7PM  
 Roxbury/Hartford to Tower

# Parking Restrictions North of Sunset

March 11, 2015



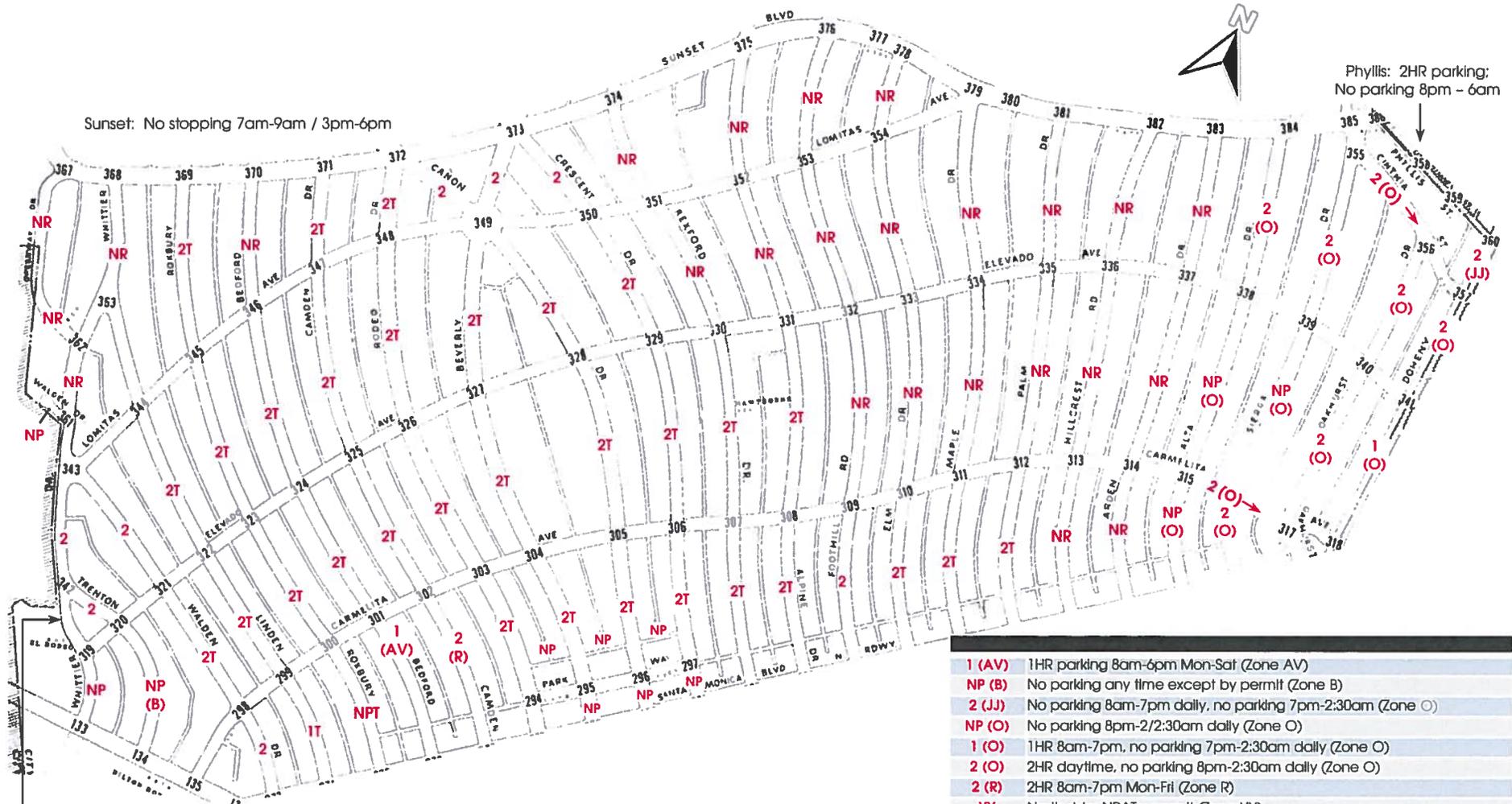
Beverly Drive: Peak hour restriction  
 7-10AM west, 4-7PM east



# Parking Restrictions

## Between N. Santa Monica Blvd. and Sunset Blvd.

April 13, 2015



Sunset: No stopping 7am-9am / 3pm-6pm

East side Whittier north of Elevado:  
No parking 7am-1am / 1pm-4pm M-F passenger loading  
West side: 3 min passenger loading

Phyllis: 2HR parking;  
No parking 8pm - 6am

1 (AV)	1HR parking 8am-6pm Mon-Sat (Zone AV)
NP (B)	No parking any time except by permit (Zone B)
2 (JJ)	No parking 8am-7pm daily, no parking 7pm-2:30am (Zone O)
NP (O)	No parking 8pm-2/2:30am daily (Zone O)
1 (O)	1HR 8am-7pm, no parking 7pm-2:30am daily (Zone O)
2 (O)	2HR daytime, no parking 8pm-2:30am daily (Zone O)
2 (R)	2HR 8am-7pm Mon-Fri (Zone R)
YY	North side: NPAT x permit (Zone YY) South side (meters): 2HR 8-6; No parking 10pm-230am (Zone YY)
1T	1HR parking 8am-6pm except Sunday
2T	2HR parking 8am-6pm daily
2	2HR parking daily
NP	No parking any time
NPT	No parking 8am-5pm
NR	No restriction