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DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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IN REPLY PLEASE

REFER TO FILE: T-3

BRT10023

June 13, 2019

TO: Each Supervisor

FROM: Mark Pestrella 
Director of Public Works

BOARD MOTION OF MAY 22, 2018, AGENDA ITEM 10 CITY TERRACE PARKING STUDY

On May 22, 2018, the Board adopted a motion directing Public Works in conjunction with the Department of Regional Planning to review the parking conditions in the City Terrace community and determine the need and feasibility of introducing a parking enforcement district.

Public Works worked collaboratively with the Departments of Regional Planning, Sheriff's, and Fire to evaluate current parking conditions and develop recommendations to enhance vehicle accessibility in City Terrace. This included extensive community engagement that resulted in feedback from the community on parking needs, as well as recommendations to enhance parking conditions in City Terrace.

Attached is a report on issues related to the current parking conditions and short- and long-term solutions to address the conditions. Should the Board direct Public Works to move forward with the recommendations in the report, the lead departments identified in the report will implement the recommendations.

If you have any questions regarding matters pertaining to Public Works, please call me at (626) 458-4001 or your staff may contact Phil Doudar at (626) 458-4018 or via e-mail at pdoudar@pw.lacounty.gov.

Each Supervisor
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For Sheriff's Department matters, please contact Captain Christopher Nee of Parking Enforcement Detail at (213) 972-3901 or via e-mail at CPNee@lasd.org.

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Attach.

cc: Supervisor Hilda Solis (Waqas Rehman, Martin Reyes, Joseph Martinez)
Supervisor Sheila Kuehl (Maria Chong-Castillo)
Chief Executive Office (Chia-Ann Yen)
Executive Office
Fire Department (Inspector Joseph Lucier)
Public Health (Mabel Cedeno-Gale)
Regional Planning (Diane Esparza, Connie Chung)
Sheriff's Department (Captain Nee)

**CITY TERRACE PARKING STUDY
BOARD MOTION OF MAY 22, 2018, AGENDA ITEM 10**

EXECUTIVE SUMMARY

Public Works, in coordination with the interagency team (Team) comprised of the Department of Regional Planning, Los Angeles County Fire Department (LACFD), Sheriff's Department (LASD), and representatives of the First Supervisorial District conducted a comprehensive parking study in City Terrace (see Exhibit A). The study included a review of current parking and roadway conditions and an assessment of the extent to which roadways in City Terrace are accessible for emergency vehicles. Several community meetings were conducted to identify key parking and accessibility concerns and potential solutions to address the community's concerns.

The study revealed there is a high demand for parking in City Terrace along with many roadways that are too narrow and steep to accommodate on-street parking. High vehicle ownership, lack of driveways and garages, as well as limited parking enforcement further exacerbate the parking conditions.

To address the concerns, recommendations were developed to address the immediate and long-term parking needs in City Terrace. Short-term recommendations include implementing additional parking restrictions at locations where the accessibility for first responders is most critical and expanding parking enforcement to weeknights and weekends. Long-term recommendations include establishing a community-wide permit parking district to more equitably allocate parking in City Terrace. Additional community engagement, including notices and/or community meetings will be done prior to the implementation of the recommendations.

RECOMMENDATIONS

Below are recommended actions to provide short- and long-term solutions to enhance parking conditions in City Terrace:

Short-term Solutions

Implement Additional Parking Restrictions

The following parking restriction phasing plan and list of roadways and intersections shown in the attached Exhibit B was developed based on recommendations from LACFD to enhance visibility and maneuverability for first responders and motorists. The phasing plan was developed based on prioritizing the locations where the need was most critical.

- Phase 1 (Fall 2019)
Implement red curb or No Parking restrictions at 12 roadway segments and 16 intersections.

- Phase 2 (Winter 2019/2020)
Implement red curb or No Parking restrictions at 27 roadway segments.
- Phase 3 (Summer 2020)
Implement red curb or No Parking restrictions at 12 roadway segments and 2 intersections. Future phases for additional parking restrictions will be reviewed for implementation on an as-needed basis.

Parking Enforcement

- Increase parking enforcement throughout City Terrace and expand the current enforcement hours to include weeknights and weekends.

Community Education

- Request Public Health to provide informational flyers/letters to educate City Terrace residents on County Code 20.72.110 regarding the hours of placement of their trash bins.

Long-term Solutions

Establish Preferential Parking District (Permit Parking District)

Establish a community-wide Preferential Parking District (PPD) to equitably allocate residential parking for applicable roadways within City Terrace. Street parking will be allowed only for vehicles displaying valid parking permits.

Establishing a PPD does not automatically activate the roadway for permit parking restrictions and parking enforcement. Typically, each roadway will be activated based on a petition signed by at least two-thirds of the fronting property owners on a street-by-street basis in order for signs to be posted and enforcement to commence.

BACKGROUND

City Terrace is a densely populated community with limited street parking that creates significant challenges for residents and service providers alike. The impacted parking conditions in City Terrace are attributed to narrow roadways, lack of driveways and small garages, and households with multiple vehicles. These parking conditions are creating accessibility issues for the first responders during an emergency as well as the public service providers, such as the waste haulers and utility companies. Therefore, a comprehensive parking study was conducted to determine specific issues and develop strategies to address those issues.

Community Characteristics and Boundaries of Parking Study

City Terrace is generally bounded by Fowler Street and Interstate 10 Freeway to the north, Blanchard Street to the south, North Alma Avenue to the west, and North Eastern Avenue to the east. The community is predominantly zoned for single-family residences. It is common for multiple households to reside in one residence.

There are over 100 roadway segments in City Terrace, and many of the roadways on hillsides are located south of City Terrace Drive with very narrow roadway widths of 15 to 30 feet. Many of these roadways have significant horizontal and vertical curves, which present challenges for vehicles and first responders to navigate during an emergency response.

Existing On-street Parking Conditions

On-street parking in City Terrace is in high demand and scarce due to high car ownership, lack of driveways, and small garages. The number of street parking spaces available per residence for the study area range from none on North Alma Avenue to six on Meisner Street. On average, there is less than one vehicle space available per residence. As a result, motorists park on curves at intersections, sidewalks, front yards, and on undeveloped private property. Some motorists park in front of the driveway, as well as double park. Other motorists park their vehicles for extended periods of time, which adds to the low parking turnover.

Parked vehicles on narrow, sloped, and winding roadways can impede or restrict through traffic. Currently, some parking restrictions are in place to facilitate street sweeping. Approximately 12 percent of the roadways in City Terrace have some form of parking restriction in place.

Field observations in City Terrace revealed the following prevalent parking violations:

- Double parking
- Parking within 15 feet of a fire hydrant
- Parking in the red zone
- Parking on the sidewalk
- Parking in the intersection
- Blocking driveways

A review of the traffic collision history in City Terrace from September 2013 through August 2018 revealed the most common type of mid-block collision pattern along residential streets was motorists colliding with parked vehicles. The occurrence of this type of collision may be attributed to vehicles parked on narrow streets and motorists speeding.

First Responder's Accessibility

According to the LACFD, large emergency response vehicles, such as fire trucks and ambulances, experience difficulty navigating some of the narrow roadways within City Terrace.

Most of the local residential streets in City Terrace are 30 feet or less in width, which is less than the current minimum roadway width standards per the Fire and Building Codes.

- 36 feet for parking along both sides of the street
- 28 feet for parking along one side of the street
- 20 feet is the minimum width for a street

Accessibility for Other Service Providers

Waste haulers and other public agencies' service vehicles have limited access to a number of roadways due to the existing roadway geometry. These service providers reported difficulties in navigating through narrow roadways that limited their ability to provide services when vehicles are parked on streets.

COMMUNITY ENGAGEMENT

Public Works, Regional Planning, LACFD, LASD, and the First Supervisorial District conducted community meetings with City Terrace community members on November 13, 2018, and November 15, 2018, at City Terrace Park. At these meetings, Public Works conducted breakout sessions with residents to obtain direct feedback concerning their parking concerns.

Follow-up community meetings were held on December 18, 2018, and December 20, 2018, to present the community with the results of the parking study feedback survey obtained from the November meetings and to provide the preliminary recommendations.

Survey Results

The complete result of the City Terrace Parking Study Feedback Survey is provided in the attached Exhibit C.

Over 127 City Terrace residents participated in the survey. The following are the main concerns and recommendations identified through the survey:

- Parking Enforcement

Table 1 below shows that 76 percent of respondents feel additional parking enforcement would be beneficial compared to 11 percent who do not. At community meetings, many residents expressed their deep frustration with the lack

of parking enforcement. LASD also confirmed the prevalence of illegal parking in the study area.

Table 1. Survey responses for support of additional parking enforcement

Response	Percentage	Number of Residents
Strongly agree	52%	66
Agree	24%	30
Neutral	9%	12
Disagree	4%	5
Strongly disagree	7%	9

- First Responders

Table 2 below shows that 44 percent of respondents agree that first responders arrive in a timely manner within their community considering the parking conditions compared to 27 percent who do not.

Table 2. Survey responses for First Responders arriving in a timely manner

Response	Percentage	Number of Residents
Strongly agree	13%	17
Agree	31%	39
Neutral	25%	32
Disagree	9%	11
Strongly disagree	18%	23

- Parking Restrictions

Table 3 on page 6 shows that 73 percent of respondents support additional parking restrictions to improve emergency response times and reduce vehicle collisions, while 12 percent do not. The results indicate that emergency response times are important to residents, and the community is willing to forgo street parking to ensure adequate roadway clearances exist for first responders.

Table 3. Survey responses for support of parking restrictions to improve emergency response times and reduce collisions

Response	Percentage	Number of Residents
Strongly agree	43%	55
Agree	30%	38
Neutral	9%	11
Disagree	3%	4
Strongly disagree	9%	11

- Parking Permit District

Table 4 below shows that 49 percent of respondents support the establishment of permit parking district where residents pay a fee and receive a limited number of parking permits, while 45 percent of respondents do not. The results indicate that respondents are divided in their belief that a parking permit district would address their concerns.

Table 4. Survey responses for support of a permit parking district

Response	Percentage	Number of Residents
Support 1 permit/household	7%	9
Support 2 permits/household	25%	32
Support 3 or more permits/household	17%	22
Do not support permit parking district	45%	57

- Community Suggestions

Table 5 below shows other suggestions the community believe would help the parking conditions in City Terrace.

Table 5. Survey responses for request for an idea that could improve parking conditions in their street

Response	Percentage	Number of Residents
Restrict parking on one side of narrow roadways	27%	9
Convert to one-way streets	17%	6
Marked parking spaces	14%	5
Commercial vehicle enforcement	12%	4
Trash bin enforcement	12%	4
Reduced permit fees and zoning enforcement	9%	3
Create parking lots and additional red curb	9%	2

RECOMMENDATIONS

Increased Parking Enforcement

LASD Parking Enforcement Detail is responsible for parking enforcement in the unincorporated County areas. LASD acknowledge the lack of resources as the main reason for limited enforcement in City Terrace. LASD currently have a total 81 budgeted positions for Parking Control Officers in their Parking Enforcement Detail that are responsible for parking enforcement for all the unincorporated County areas. However, only a limited number of Parking Control Officer positions have been filled and eight Parking Control Officers are assigned to the East Los Angeles Station, which covers the

entire unincorporated East Los Angeles communities including City Terrace. The eight total Parking Control Officers in the East Los Angeles community have had to prioritize their enforcement among resident calls for service, street sweeping enforcement, and other parking restrictions. Parking Control Officers are also responsible for parking meter enforcement. With no overtime budgeted, Parking Control Officers are restricted to work within their set hours, which often excludes evenings and limited coverage on weekends.

Parking Control Officers enforce seven days a week during limited hours as noted in Table 6. According to LASD, the most common violations in City Terrace are failure to obey parking restriction signs, parking on the sidewalk, and parking within 15 feet of a fire hydrant. The East Los Angeles Parking Enforcement office is noted as the highest in issuing citations in the unincorporated County areas.

Table 6. LASD Parking Enforcement Schedule

DAY	HOURS	NUMBER OF OFFICERS IN CITY TERRACE
SUNDAY	3 AM - 1 PM	1
MONDAY	4 AM - 3 PM	2
TUESDAY	4 AM - 5 PM	2
WEDNESDAY	4 AM - 6 PM	2
THURSDAY	4 AM - 6 PM	2
FRIDAY	4 AM - 6 PM	2
SATURDAY	4 AM - 2 PM	2

Field observations conducted during the City Terrace study revealed numerous prevalent parking violations, which impact roadway users' safety and maneuverability. Motorists parking in front of neighbor's driveways is also a common complaint because it prevents residents from exiting their property. Based on feedback from the City Terrace community meetings, the largest consensus from the residents was the belief of additional parking enforcement is the quickest and most effective measure to improving parking conditions. Residents repeatedly expressed that increased parking enforcement was a key strategy to address illegal parking in their community. Moreover, the residents believe that enforcement will discourage motorists from parking their vehicles on streets for extended periods of time and increase parking turnover and provide much needed parking. Therefore, it is recommended that LASD evaluate the need to increase parking enforcement efforts throughout the City Terrace community and expand the current enforcement hours to include weeknights and weekends.

Additional Parking Restrictions

Many of the roadways in City Terrace are not wide enough to accommodate parking on streets and maintain clearances needed for emergency vehicles and waste haulers. Additional parking restrictions at intersections and roadways are needed to ensure adequate clearances exist for emergency vehicles and service providers, such as waste

haulers. Additional parking restrictions could also minimize occurrence of mid-block traffic collisions.

For intersections, red curb can be used to prevent parked vehicles from encroaching into the intersection. It also enhances visibility and maneuverability for roadway users at the intersection. On-street parking can be limited to one side of the road on narrow roadways to facilitate moving vehicles.

The parking study revealed that there are over 2,000 parking spaces along the streets in the City Terrace study area. If parking restrictions are strictly applied using the LACFD roadway width standards, then a great majority of these parking spaces will be eliminated and will cause undue hardships with residents that need to park on the streets. Therefore, a strategy was developed to implement parking restrictions in phases focusing on streets and intersections with the most critical needs. Based on the recommendations from LACFD and the County-contracted waste hauler, the following additional parking restrictions are recommended to be implemented in phases:

- Phase I: Implement parking restrictions at the most critical high-priority locations where additional parking restrictions are recommended.
- Phase II: High- to moderate-priority locations to be implemented approximately 6 months after Phase I.
- Phase III: Moderate- to low-priority locations to be implemented 6 months after Phase II. Additional phasing may be developed as needed.

Field observations confirmed the community's concerns with residents leaving trash bins on the streets for an extended period to reserve street parking and motorists parking in an inefficient manner. Based on the community survey feedback, these two issues were of similar importance to the community. Therefore, to increase parking availability, it is recommended to request Public Health to provide informational flyers/letters to educate City Terrace residents on County Code 20.72.110 regarding the hours of placement of their trash bins. Violations of this ordinance would be noted by a 21-day Courtesy Notice to Abate letter sent to the resident. If the violation continues, an inspector investigates and issues a corrective order with a compliance date. Public Health can be contacted at their Environmental Health Call Center at (888) 700-9995. To increase parking availability, the feasibility to install parking space markings on streets where these problems are prevalent will be investigated. Additionally, it is recommended to perform feasibility studies for the conversions of two-way streets to one-way streets on a case by case basis upon resident requests for streets with the most limited travel width.

Establish Preferential Parking District

The Board motion directs the Team to determine the need and feasibility of introducing a parking enforcement district. Upon receiving clarification on the Board motion, it was determined that a PPD or permit parking district should be established to address the

long-term needs of parking demands in City Terrace. A PPD is a district that allows street parking with a valid permit, which can be purchased by qualifying residents at a cost. The number of permits is determined based on the number of parking spaces available. A PPD can be very effective in controlling street parking and equitably allocate parking among the affected property owners. PPDs are most effective when the following factors or combination of factors are present:

- Other regulatory measures, such as time-limit parking is not feasible
- The size of the proposed district is at least one entire block where the cost to establish, administer, and enforce are manageable
- Residential on-street parking demand exceeds availability
- The area's zoning does not include non-residential uses such as retail
- Residents are using the street to store their underutilized vehicles

A PPD is established based on a two-third or higher concurrence from the residents of the parcels abutting the street segment for which a permitted parking zone is requested to be established.

According to the City Terrace Parking Study Survey Feedback, approximately 49 percent of residences are supportive of the establishment of PPD in City Terrace. Since the parking needs in City Terrace vary based on the existing roadway conditions, PPD may not be appropriate on all streets. Based on our review, it is recommended to establish an area-wide PPD through an ordinance that will allow individual streets to be activated upon a valid petition signed by fronting residents on a street-by-street basis.

The Los Angeles County Code, Section 15.64, outlines the following procedures and criteria for the PPD.

- The Board may, by ordinance, or upon receipt of a petition signed by residents or merchants living or working in two-thirds of the dwelling units or businesses establish a community wide PPD. A community meeting and/or notification will be provided to affected residents prior to the establishment of the PPD. A public hearing will also be conducted as part of the process for the adoption of the ordinance.
- Posting of permit parking signs on individual streets upon receiving a petition with at least two-thirds of the fronting property owners in favor of parking restriction on their street.
- Only residents within the PDD may purchase parking permits. One-day visitor's permits will be made available at the East Los Angeles Sheriff's office or Public Works at no charge.

Preferential parking permits do not exempt permit holders from other parking regulations, such as curb markings, alleys, parking meters, street sweeping, oversize vehicle regulations, or anywhere else where parking is prohibited.

Based on the City Terrace community parking conditions and feedback from the community, implementing a PPD was found to be appropriate.

SUMMARY

Parking conditions in City Terrace have become a major challenge for emergency responders, key service providers, such as waste haulers, and for the residents due to the high parking demand and narrow roadways. These challenging parking conditions can be addressed through increased parking enforcement that will include expanded enforcement hours to weeknights and weekends, additional parking restrictions at key locations that are considered critical based on accessibility for emergency and key service providers, and establishment of a community-wide preferential parking district that will allow permit parking. Implementation of the recommendations provided in this report will improve parking conditions and more equitably allocate parking for the residents of City Terrace.

DG:la

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Exhibit A: City Terrace Parking Study Limits



Exhibit B: City Terrace Parking Restriction Phases

PHASE I

Street	Cross Street 1	Cross Street 2
Story Street	Alma Avenue	Hicks Avenue
Hicks Avenue	Story Street	Dickson Avenue
Ganahl Street	Alma Avenue	Hicks Avenue
Lott Avenue	Woolwine Drive	Ramboz Drive
Herbert Circle	Herbert Avenue	Herbert Avenue
Bonnie Beach Place	Dobinson Street	Snow Drive
Purcell Drive	Van Pelt Avenue	Gifford Avenue
Van Pelt Avenue	Purcell Drive	Gifford Avenue
Gifford Avenue	Blanchard Street	Gifford Avenue terminus
Ditman Avenue	Pomeroy Street	450' N/o Pomeroy Street
Geraghty Avenue	440' N/o Blanchard Street	620' N/o Blanchard Street
Dodds Circle		

Intersections
Dodds Circle at Dickson Avenue
Ramboz Drive at Rowan Avenue
Rowan Avenue at Dwiggins Street
Dwiggins Street at Bostwick Street
Ramboz Drive at Schick Avenue
Meisner Street at Rowan Avenue
Rowan Avenue at De Garmo Drive
Meisner Street at Eastman Avenue
Ramboz Drive at La Veque Street
Ramboz Drive at Ramboz Place
Stringer Avenue at Dwiggins Street
Meisner Street at Herbert Avenue
Woolwine Drive at Rosilyn Drive
Service Street at Wybro Way
Volney Drive at Comly Street
Tarzon Street at Rollins Drive

PHASE II

Street	Cross Street 1	Cross Street 2
Cordon Drive	Milburn Drive	Cordon Drive terminus
Bonnie Beach Place	Snow Drive	Ramboz Drive
Ramboz Drive	Bonnie Beach Place	Ramboz Place
Rollins Drive	Hayes Street	Tarzon Street
Hayes Street	Rollins Drive	Steele Avenue
Watland Avenue	Loren Street	Watland Avenue terminus
Volney Drive	Comly Street	Hauck Street
Wybro Way	Woolwine Drive	Service Street
Service Street	Wybro Way	Lafler Drive
Lafler Drive	Service Street	City Terrace Drive
Woolwine Drive	Rosilyn Drive	Lafler Drive
Rosilyn Drive	Woolwine Drive	Eastern Avenue
Dobinson Street	Hazard Avenue	Geraghty Avenue
Woolwine Drive	Ramboz Place	Bonnie Beach Place
Service Street	Westerly terminus	Hazard Avenue
Ramboz Drive	Ramboz Place	La Veque Street
Dwiggins Street	Stringer Avenue	Bostwick Street
Dwiggins Street	Bostwick Street	Bostwick Street
Herbert Avenue	Meisner Street	Coates Avenue
Coates Avenue	Harris Avenue	Bostwick Street
Meisner Street	De Garmo Avenue	Eastman Avenue
De Garmo Avenue	Meisner Street	Rowan Avenue
Rowan Avenue	Meisner Street	Pomeroy Street
Rowan Avenue	Woolwine Drive	Dwiggins Street
Alma Avenue	Story Street	Hicks Avenue
Buelah Circle		

PHASE III

Street	Cross Street 1	Cross Street 2
Stringer Avenue	Dwiggins Street	Harris Avenue
Alma Avenue	Story Street	Ganahl Avenue
Dwiggins Street	Rowan Avenue	Bostwick Street
Schick Avenue	Dwiggins Street	Ramboz Drive
Ramboz Drive	Rowan Avenue	Schick Avenue
La Veque Street	Ramboz Drive	Dwiggins Street
Dwiggins Street	La Veque Street	Bostwick Street
Milburn Drive	Luella Drive	Lotta Drive
Steele Avenue	Rollins Drive	Hayes Street
Dickson Street	Hicks Avenue	450' N/o Hicks Avenue
Eastman Avenue	Meisner Street	610' N/o Blanchard Street
Fairmount Street	Hazard Avenue	110' W/o Hazard Avenue

Intersections
Woolwine Drive at Van Pelt Avenue
Comly Street at Helen Drive

Exhibit C: Results of Resident Feedback Surveys

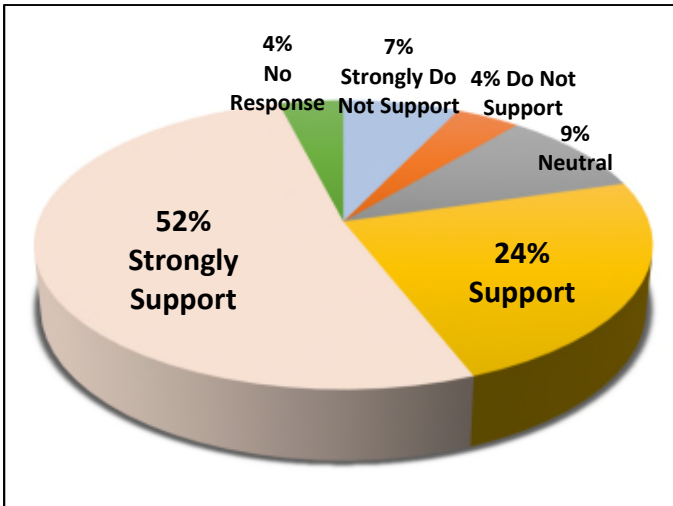


Figure 1: Additional parking enforcement could improve parking conditions

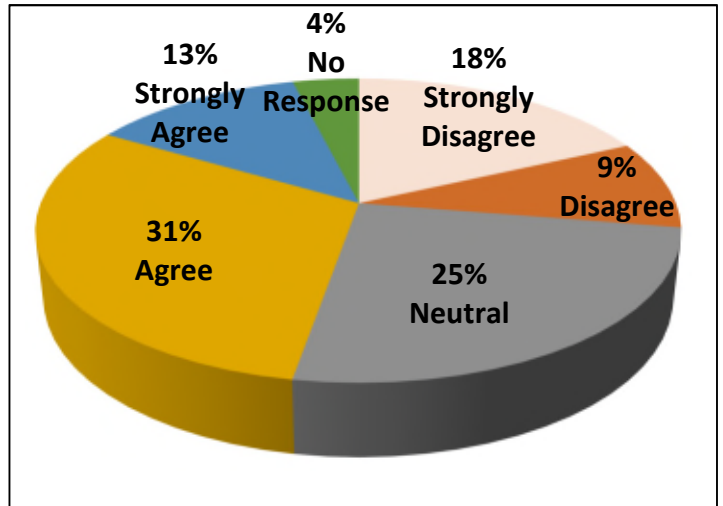


Figure 2: First responders arrive in a timely manner with current parking conditions

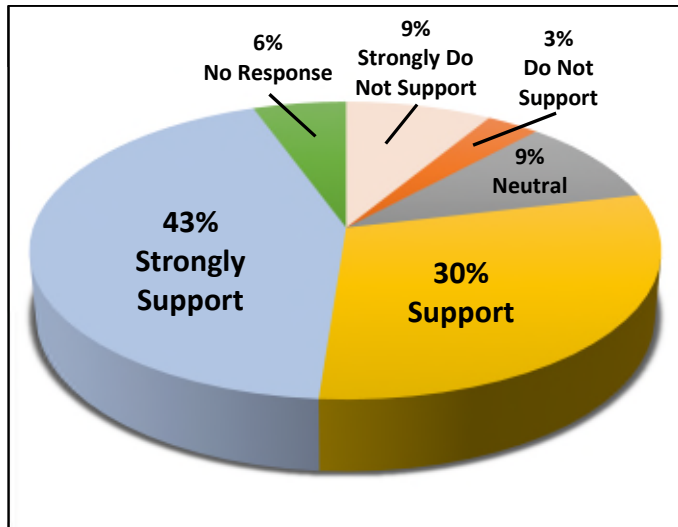


Figure 3: Support for parking restrictions to improve emergency response times

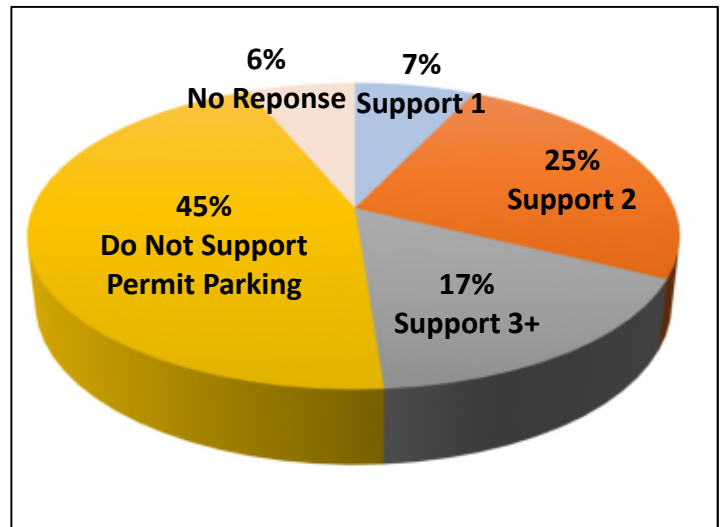


Figure 4: Support for a permit parking and number of permits

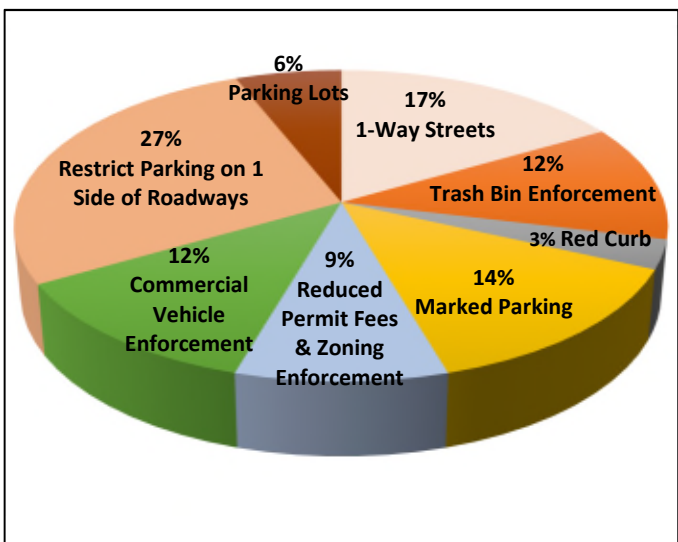


Figure 5: Responses for request of alternatives to improve parking conditions

AGN. NO. _____

MOTION BY SUPERVISORS SHEILA KUEHL AND
HILDA L. SOLIS

May 22, 2018

Accessory Dwelling Units

WE, THEREFORE, MOVE that the Board of Supervisors direct the Department of Regional Planning, in conjunction with the Office of the County Counsel, to amend the parking requirements in the proposed Accessory Dwelling Units ordinance and the accompanying resolution to do the following:

1. Provide that no parking shall be required for an accessory dwelling unit that is located outside of a Very High Fire Hazard Severity Zone;
2. For accessory dwelling units in a Very High Fire Hazard Severity Zone, require one parking space per ADU where not exempted per California Government Code 65852.2(d).

WE FURTHER MOVE that the Board of Supervisors direct the Department of Public Works in conjunction with Department of Regional Planning to:

3. Conduct and Report Back in 90 days on a review of the parking conditions in the City Terrace community of First District and determine the need and feasibility of introducing a parking enforcement district.

S: NE/Accessory Dwelling Units

MOTION

SOLIS	_____
RIDLEY-THOMAS	_____
HAHN	_____
BARGER	_____
KUEHL	_____