

INTRADEPARTMENTAL CORRESPONDENCE

March 3, 2015
1.0

TO: The Honorable Board of Police Commissioners

FROM: Executive Director, Board of Police Commissioners

SUBJECT: RESIDENTIAL VALET PARKING (COUNCIL FILE CF #14-0020)

RECOMMENDED ACTION

1. Request the City Council amend Los Angeles Municipal Code Section 103.203(b)(1), Valet Parking to allow for the Board of Police Commissioners (BOPC) to adopt Rules and Regulations relative to non-recurring special events at private residences.
2. That the Board APPROVE the report of the Executive Director and TRANSMIT to the City Council Transportation Committee.

DISCUSSION

On December 10, 2014, the Los Angeles City Council Transportation Committee met to discuss alleviating parking problems caused by residential valet parking. During this meeting the Executive Director of the Board of Police Commissioners advised the committee that Police Commission permits were required for valet services, however non-recurring special events at private residences were exempted by the Valet Parking Ordinance 103.203 (LAMC). The specific issue was valet parking in the neighborhood of Holmby Hills.

Section 103.203(b)(1) of the Los Angeles Municipal code states “ no permit shall be required under this section if the Valet Parking Operator is providing services for a non-recurring special event at a private residence. The section however does not define “non-recurring.”

During the public comment period at the December 10, 2014, meeting, a resident of Holmby Westwood Property Owners Association (HWPOA) stated that valets take vehicles from events at private residences north of Sunset Boulevard and drive them to his Holmby Hills neighborhood to park them on a regular basis. The valets are then transported via shuttle back to the location of the event.

This problem has occurred due to the Los Angeles Fire Department’s (LAFD) parking restrictions on the narrow roads of Bel-Air. As a result, valet parking operations often move to Holmby Hills for events held in the Bel-Air area.

Commission Investigation Division (CID) was assigned to research this issue. On December 23, 2014, a survey was conducted and two hundred and forty-four questionnaires were sent to

random addresses in the neighborhood affected by this issue. Fifty five people responded to the questionnaire or twenty-two percent. Thirty respondents indicated that valet parking was a serious concern for their community. Twenty-five stated it was not. Of the thirty people who responded, more than half said this issue affects their neighborhood every week to every other week.

Some of the concerns expressed include vehicle code violations for speeding and failing to stop at posted signs, noise complaints, public urination and littering.

Those surveyed provided a number of solutions that included changing the ordinance to enforce residential valet parking, changing the parking restrictions on the streets so that only residents and permitted persons can park on the street and forcing valet companies to park the vehicles in commercial parking lot.

Commission staff also attended a HWPOA meeting on January 13, 2015, many of the same suggestions were brought forward. One included having the LAFD relax the restrictions on parking for the narrow roads in and out of Bel-Air. LAFD Captain Luke Milick, Commander, Hydrant and Access Unit, LAFD, was contacted for input relative to that suggestion. Captain Milick provided a copy of the LAFD Operations Manual, Section 6.20 titled "Response Narrow Streets". The section states "on narrow streets, if the traveled roadway width is less than 18', no parking on both sides of the street. If the traveled roadway width is 18' to 25', than no parking on one side of the roadway. If the traveled roadway width is over 25' than no restrictions unless there is a need to paint the curbs red on a sharp turn or at intersections". LAFD Assistant Chief Kwame Cooper also stated that the Fire Department does not support the relaxing of parking restrictions due to the fire conditions in the area and the need for the Department to be able to maneuver emergency equipment on the narrow roads. Commission staff defers to the expertise of LAFD personnel and does not support the removal of the parking restrictions as a solution to this issue.

It is the opinion of Commission Staff that the concerns raised in the City Council motion and by the HWPOA could be alleviated by one of the two options listed below:

Option 1

Amend LAMC Section 103.203(b)(1) to authorize the BOPC to adopt and enforce reasonable rules and regulations for non-recurring special events at private residences which will protect the peace, health, safety, and general welfare of the public.

Option 2

Amend LAMC Section 103.203(b)(1) to include:

1. Eliminate the exemption for non-recurring special events at private residences. Require a one day Valet Parking Police Commission Permit for non-recurring special events at private residences at least 30 days prior to the event by the person or persons responsible for the event.

The Honorable Board of Police Commissioners

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2. Require all valet parking companies providing services at non-recurring special events at private residences to obtain a Master Valet Parking Permit.
3. Provide at the time of application the location where valet vehicles will be parked, along with a written agreement from the parking lot operator or owner who has a valid Auto Park Police Commission permit.
4. At the time of application provide a route map indicating the route valet attendants will utilize to shuttle vehicle between the event and parking lot.
5. Provide proof of notification to the residence and neighbors within a 500 foot radius of the event at time of the permit application.

Commission Staff is recommending that the Council adopt Option 1. Option 1 would afford the BOPC and community the opportunity to tailor specific solutions that mitigate issues affecting individual communities without overburdening other communities that are not experiencing similar problems. Option 2 is single approach to all non-recurring special events at private residences and could become burdensome to residents in communities that are not facing similar issues as those described at the Transportation Committee meeting and public comments.

Attached for your information is a Fact Sheet which more thoroughly discusses the issue and additional attachments that provide examples of the parking conditions.

Should you have any questions feel free to contact me at (213) 236-1400, or Lieutenant Chris Waters, Commanding Officer, CID, at (213) 996-1230.

Very truly yours,



RICHARD M. TEFANK, Executive Director
Board of Police Commissioners

Attachments

FACT SHEET

HOLMBY WESTWOOD PROPERTY OWNERS ASSOCIATION/HOLMBY HILLS RESIDENTIAL VALET PARKING, COUNCIL FILE 14-0020

PROBLEM STATEMENT:

Holmby Hills consists of the area of Los Angeles limited on the East by the City of Beverly Hills, on the West by Beverly Glen Boulevard and Bel-Air and on the South by Sunset Boulevard. Sunset Boulevard is the area's principal thoroughfare which divides Holmby Hills into north and south sections.

At the City Council Transportation Committee meeting on December 10, 2014 there was a discussion relative to alleviating parking problems arising from the use of valet services hired to assist the guests of events held in nearby no parking areas. Since the Board of Police Commissioners (BOPC) is the permitting entity for Valet Parking, staff was requested to attend the meeting. During the discussion staff committed to investigating the problem and reporting back to the Committee the results of that investigation and any recommendations for solving the problem.

At the meeting the Holmby Westwood Property Owners Association (HWPOA) was represented by Holmby Hills resident Mr. Dennis Rosenblatt. Mr. Rosenblatt described the problem as vehicles that are valet parked along his street for parties that are being held mostly in the hills North of Sunset Boulevard. Mr. Rosenblatt explained that there are numerous residential parties throughout the year. Due to the lack of parking in the neighborhoods where the parties are being held, the homeowner who is giving the party employs valet parking services for his or her guests, which results in vehicles being parked in the adjacent neighborhoods. Mr. Rosenblatt explained that this problem began when the Los Angeles Fire Department (LAFD) imposed parking restrictions for the residential streets in the hills north of Sunset Boulevard. This situation resulted in City Council Motion (CF #14-0020, Attachment #1) being introduced by Councilmembers Paul Koretz and Mike Bonin on January 7, 2014. Subsequently the HWPOA submitted a letter to the Los Angeles City Council Transportation Committee (Attachment #2) describing the community impact that was resulting and their support for City Council Motion CF #14-0020.

Section 103.203(b)(1), Los Angeles Municipal Code (LAMC) states “no permit shall be required under this section if the Valet Parking Operator is providing services for a non-recurring special event at a private residence”. The section does not give the definition for “non-recurring”.

INVESTIGATION:

Commission Investigation Division (CID) is the regulatory arm of the BOPC. CID Investigator Detective I James Merle, Serial No. 33684 was tasked with conducting the review and investigation into this situation.

On December 17, 2014, Detective Merle spoke to HWPOA member and resident Mr. Rosenblatt who spoke before the Transportation Committee. Mr. Rosenblatt told Detective Merle that the Valet Parking Operators and Attendants were creating havoc in his neighborhood on an almost weekly basis. The area is composed of large residences and often many of the residences

entertain guests. The weekly parties are given by both the homeowners and those who rent the residences out for the express purpose of having an event or party at the location. Due to both a lack of parking on the residential streets where the events are occurring and the restrictive parking rules set forth by the LAFD, the cars end up being parked or “dumped” on the residential streets where parking after 6 p.m. has no restrictions. This problem began after the imposition of the parking restrictions by the LAFD in response to concerns about fire apparatus responding on the narrow roads in the hill area.

Mr. Rosenblatt explained that due to the number of partygoers at specific residences the Valet Parking Attendants feel they need to both park the vehicles and pick the vehicles up in a timely manner. This causes the Valet Parking Attendants to often run stop signs¹ and drive at unsafe speeds². The valet parking in his neighborhood is so bad, that friends and family who visit him are not able to park near his residence. Mr. Rosenblatt provided pictures he had taken of the numerous vehicles parked along his street during prior events (Attachment #3A-3G). Mr. Rosenblatt invited Detective Merle to attend the HWPOA meeting on January 13, 2015 to hear from others facing the same issue.

CID staff developed a strategy to gather public comments from other residents living in the affected community. The goal was to determine the scope of the issue. Using City resources, Detective Merle was able to obtain a list of addresses for homeowners in the HWPOA/Holmby Hills Area. The computer program allows the user to select a random sampling of the total list. The parameters allowed every fifth name to be selected to accomplish that random sampling. A letter was prepared which included a three question questionnaire (Attachment #4A-4B) which was sent to the random names. There were two hundred and forty four letters in total sent. The letter informed the residents that CID was investigating valet parking in the neighborhood and asked them for feedback on this issue. The three questions asked were; Is this issue affecting you? If so how often? Do you have any ideas on how to solve the problem? The letter also informed citizens that they could mail back the survey using the prepaid postage envelope provided, or they could fax the survey back to the number provided, or they could email their responses to pcenforcement@lapd.lacity.org. Two hundred and forty four letters were mailed on December 24, 2014 with a requested return date of January 20, 2015.

Between December 29, 2014 and January 12, 2015, CID began to receive responses to the questionnaires that were sent out. For those citizens who provided their address, those responses were Geo-Matched. A clear pattern began to emerge. The area west of Beverly Glen Boulevard and south of Sunset Boulevard responded that they were affected by the valet parking taking place in their neighborhood. Of the 244 letters sent out, we received 53 responses for a 22% return. Of the 53 responses 29 responses said valet parking in their neighborhood was an issue and 24 said it was not issue. This response reinforced the importance of attending the HWPOA meeting to listen to the concerns of the impacted community members.

On January 13, 2015, Detective III Benjamin Jones, Serial Nol. 30236 and Detective I Merle attended the HWPOA and there were thirty five people in attendance. Everyone at the meeting confirmed that valet parking in the neighborhood was creating safety issues as well as impacting their quality of life. The residents provided two scenarios. The first scenario dealt with a person

¹ Violation of 22450 (a) of the California Vehicle Section.

² Violation of 22350 of the California Vehicle Section.

who attends the event, drops his or her vehicle off in front of the event. The vehicle is then taken by a valet parking attendant and driven into their neighborhood for parking. The valet parking attendants often speed through and run stop signs in the neighborhood. The valet parking attendants then park the vehicle and jump into a shuttle van to take them back to the event, where the process begins all over again. Community members said that the vehicles that are being driven by the valet parking attendants are speeding and running stop signs as well as the shuttle vans that transport the valet parking attendants back and forth.

The second scenario has event goers dropping their vehicle off in the neighborhood to valet parking attendants and then boarding a shuttle bus. The valet parking attendant then parks the event goer's vehicle in the neighborhood. The shuttle buses sit at idle, are loud and wait until enough people have boarded to make the trip to the event. When the event is over, the shuttle buses transport event goers back into the neighborhood for retrieval of their vehicles. Many citizens at the meeting spoke of intoxicated event goers coming off the shuttle bus, yelling, laughing and making noise in the early hours of the morning. In a few cases, event goers had been seen urinating in the bushes and grass of these homeowner's residences. Often they would litter in the neighborhood, by throwing away their red plastic party cups and bottles of spirits in the streets and yards of the homeowners.

One homeowner noted that event staff providing catering service park in the neighborhood prior to the event goer's arrival. They will get dressed in the neighborhood, in front of residences and kids playing. The workers then board the idling shuttle bus for the ride to the event.

In another case, a homeowner said that he wanted to have a celebration at his residence for his child, however was concerned that his guests would not be able to park in the neighborhood. Other community members discussed how difficult it has been to have family and friends visit when all the parking around their residences was taken and the dangers of backing out of their driveway when they can't see down the street.

When asked for suggestions to solve this issue the citizens discussed having the LAFD relax the parking restrictions. This would allow the vehicles to be parked on the street where the event is occurring. Another suggestion was to require the event host rent a parking lot at UCLA or some other venue and utilize the parking lot as opposed to the street. The HWPOA members in attendance were not in support of any change to the current Preferential Parking District No. 11 to resolve this problem.

After the January 13, 2015, HWPOA meeting, Detective I Merle reached out to the LAFD to discuss the suggestion of relaxing parking regulations north of Sunset Boulevard as a resolution. LAFD Captain Luke Milick, Commander, Hydrant and Access Unit, provided a copy of the LAFD Operations Manual, Section 6.20 titled "Response Narrow Streets" (Attachment #5A) and the California Fire Code – Matrix Adoption Table, Appendix D – Fire Apparatus Access Roads (Attachment 6A-6C). LAFD Operations Manual, Section 6.20 states "on narrow streets, if the traveled roadway width is less than 18', no parking on both sides of the street. If the traveled roadway width is 18' to 25', than no parking on one side of the roadway. If the traveled roadway width is over 25'. than no restrictions unless there is a need to paint the curbs red on a sharp turn or at intersections."

RECOMMENDATION:

Commission Staff is recommending that the Council adopt Option 1. Option 1 would afford the BOPC and community the opportunity to tailor specific solutions that mitigate issues affecting individual communities without overburdening other communities that are not experiencing similar problems. Option 2 is a single approach to all non-recurring special events at private residences and could become burdensome to residents in communities that are not facing similar issues as those described at the transportation Committee and by member of the HWPOA.

ATTACHMENTS

- 1 City Council Motion, CF #14-0020
- 2 Holmby Westwood Property Owners Association Letter
- 3A-3G Photos provided by Mr. Rosenblatt of valet parking in the neighborhood.
- 4A-4B Letter sent to HWPOA residents along with a three question questionnaire.
- 5A Los Angeles Fire Department Operations Manual, Section 6.20 titled "Response Narrow Streets".
- 6A-6C California Fire Code – Matrix Adoption Table, Appendix D – Fire Apparatus Access Roads
- 7A Preferential Parking District No. 11 map.

Detective Jones spoke to LAFD Assistant Chief Kwame Cooper who stated that the LAFD does not support the relaxing of parking restrictions due to the fire conditions in the area and the need for the Department to be able to maneuver emergency equipment on the narrow roads.

RECOMMENDED SOLUTIONS:

It is the opinion of Commission Staff that the concerns raised in the City Council motion and by the HWPOA could be alleviated by one of the two options below.

Option 1

Amend LAMC Section 103.203(b)(1) to authorize the BOPC to adopt and enforce reasonable rules and regulations for non-recurring special events at private residences which will protect the peace, health, safety, and general welfare of the public. This would afford the BOPC and community the opportunity to tailor specific solutions that mitigate issues affecting individual communities without overburdening other communities that are not experiencing similar problems.

Option 2

Removing from LAMC Section 103.203(b)(1) the exemption for non-recurring special events at private residences. This solution could become burdensome to residents in communities that are not facing similar issues as those within the HWPOA. To accomplish single citywide regulation of all non-recurring special events at private residences LAMC Section 103.203(b)(1) should be modified as follows:

1. Eliminate the exemption for non-recurring special events at private residences.
2. Require a one day Valet Parking Police Commission Permit for non-recurring special events at private residences at least 30 days prior to the event by the person or persons responsible for the event.
3. Require all valet parking companies providing services at non-recurring special events at private residences to obtain a Master Valet Parking Permit
4. Provide at the time of application the location where valet vehicles will be parked, along with a written agreement from the parking lot operator or owner who has a valid Auto Park Police Commission permit.
5. At the time of application provide a route map indicating the route valet attendants will utilize to shuttle vehicle between the event and parking lot.
6. Provide proof of notification to the residence and neighbors within a 500 foot radius of the event at time of the permit application.

#1

14-0020

TRANSPORTATION

MOTION

RESIDENTIAL VALET PARKING

JAN 07 2014

Some residential portions of Council District 5 have been inundated by valet services that are hired to assist the guests of events that are being held in neighboring 'no parking' areas. This has created a burden on the impacted neighborhoods.

One solution had been the 'relaxation' of parking restrictions in which the host would pay the fees and costs to post temporary times in which 'no parking' residential areas would not enforce those rules with consultation and approval by the Department of Transportation (DOT) and the appropriate Council representative.

The DOT has ruled that it will no longer engage in 'relaxed' parking in these 'no parking' zones.

The impacted neighborhoods limited permit-parking districts and believe changing the district to 'no parking anytime' would simply pass the burden elsewhere.

Council District 5 has engaged in working with the valet companies to eliminate this problem by requesting valet companies to conduct their services from private parking lots or structures. While this effort has reduced the volume, the parking problem persists.

Suggestions have included codifying the voluntary program conducted by CD-5 as a pilot program where needed; prohibiting parking shuttles in specific residential areas and, once again allowing 'relaxed parking',

I, THEREFORE MOVE, that the Department of Transportation and City Attorney be requested to report to the Transportation Committee within 60 days with recommendations to alleviate this problem.

PRESENTED BY: Paul Kretz

SECONDED BY: [Signature]

ORIGINAL

JAN 7 2014 [Signature]

#2

HOLMBY WESTWOOD PROPERTY OWNERS ASSOCIATION
914 WESTWOOD BOULEVARD SUITE 573
LOS ANGELES, CALIFORNIA 90024
(310 470-1785)

RE: MOTION RESIDENTIAL VALET PARKING #14-0020

Background: In the fall of 2012, LAFD and DOT changed parking restrictions on many streets in Bel Air to "No Parking." As a direct result of that change, valet companies, hired by Bel Air hosts, arranged pick-up of guests in the Holmby Westwood neighborhood. Party hosts specifically instruct their guests to park on streets in HWPOA. The valet companies then provide shuttle service to transport these guests to parties in adjacent communities. It is not uncommon for HWPOA to host as many as 100 or more cars for any single event and these events occur on a regular basis. The council office has been working with DOT to provide temporary parking waivers for Bel Air homeowners who seek them and who live on streets that are wide enough for emergency vehicles to pass safely. While this has helped, it is not a permanent solution to this problem nor has it eliminated the practice

RESOLUTION HWPOA BOARD OF DIRECTORS: RESOLVED ON TUESDAY, JANUARY 14th, 2014

The board of HWPOA has voted and wishes to convey, it's strongest objection to valet parking companies and/or any other businesses from taking over entire sections of HWPOA in order to transport guests to functions in neighboring communities.

Our residential streets should remain available to our residents or other individuals that are parking within the posted restrictions. It is unconscionable for any business to turn these streets into their own parking lot and to, on a regular basis, disturb the peace in this otherwise quiet residential neighborhood. As film companies are required to seek permits to take over public streets, there is no precedence for a business to conduct such activity in this manner.

The city council recently acknowledged the importance of this issues in the recently enacted valet ordinance which states: *whereas, the use of public streets and public rights-of-way for valet parking may provide a benefit by making parking more convenient, but it may also impeded travel, interfere with the rights of others using the streets and public rights-of-way, and may affect the public safety and create a public nuisance....*

Efforts by Council member Koretz and his staff to temporarily relax some parking restrictions in Bel Air have been helpful but have not resolved the problem, nor is this a permanent solution. Changing the posted parking restrictions on any one street or streets within HWPOA will simply migrate valet use within the tract and pass the problem to other neighbors. The solution, we suggest is enact a focused ordinance to solve a problem specific to our neighborhood.

We seek to prohibit the use of shuttle vans, cars or buses from picking up passengers for the purpose of transporting them to events outside the HWPOA boundaries. The boundaries are defined as Wilshire Blvd. on the south, Sunset Blvd. on the north, the west side of Malcolm Ave. on the west to the Beverly Hills City limit on the east. Los Angeles Country Club is exempt.

We ask this committee to endorse this permanent resolution. It is fundamentally wrong for residents to be robbed of their peace and ability to use streets in front of their own homes in order to benefit valet companies and their employers who have other more appropriate options which would provide parking for their guests when not possible on their own streets without degrading the quality of life in another neighborhood.

The families that reside in the 1100 single family homes within the Holmby Westwood Property Owners Association support motion # 14-0020 which is before this committee. We urge your support and that it be sent forthwith to City Council for their consideration and approval.

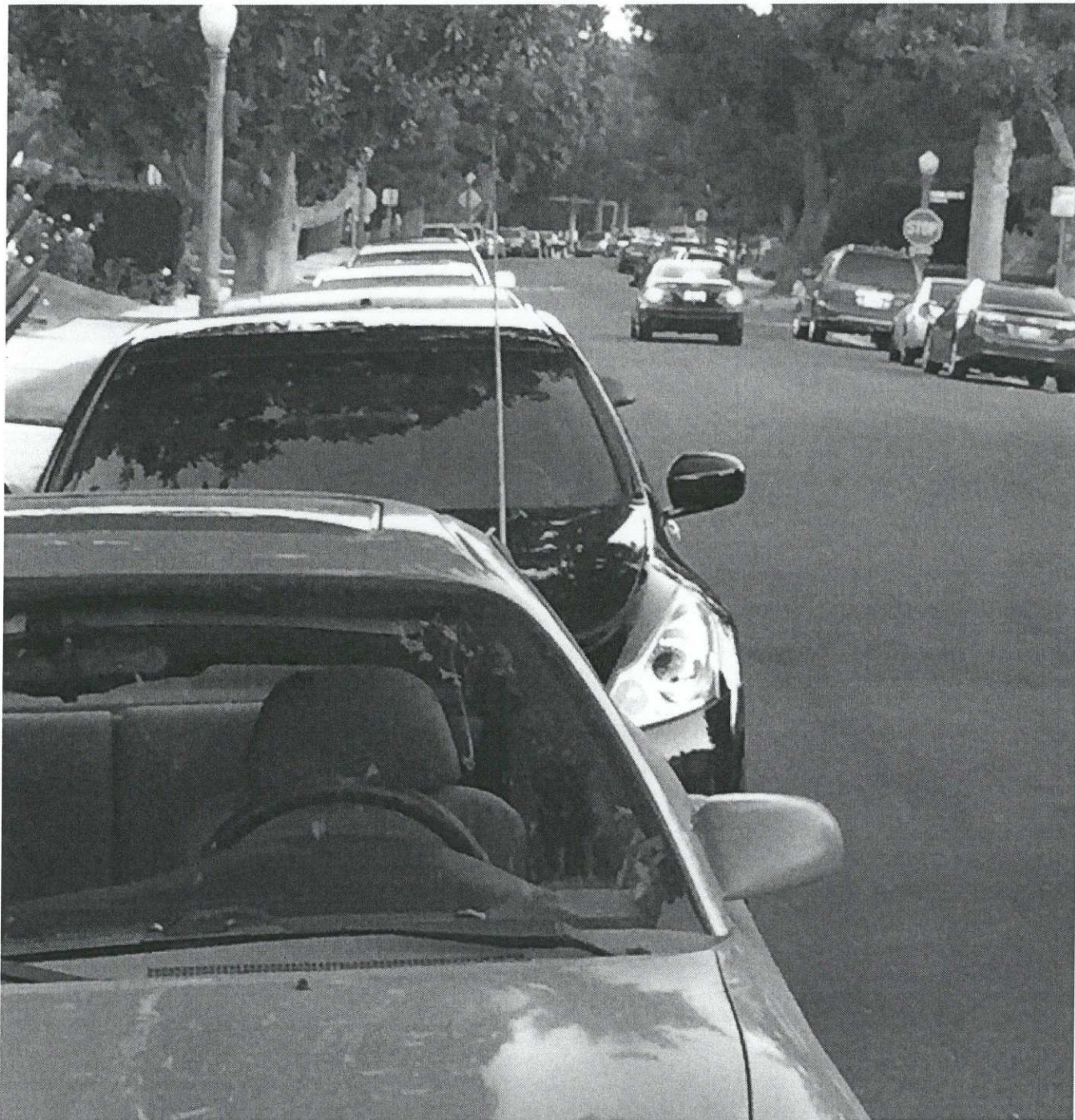
Thank you for your consideration.

HWPOA Board of Directors

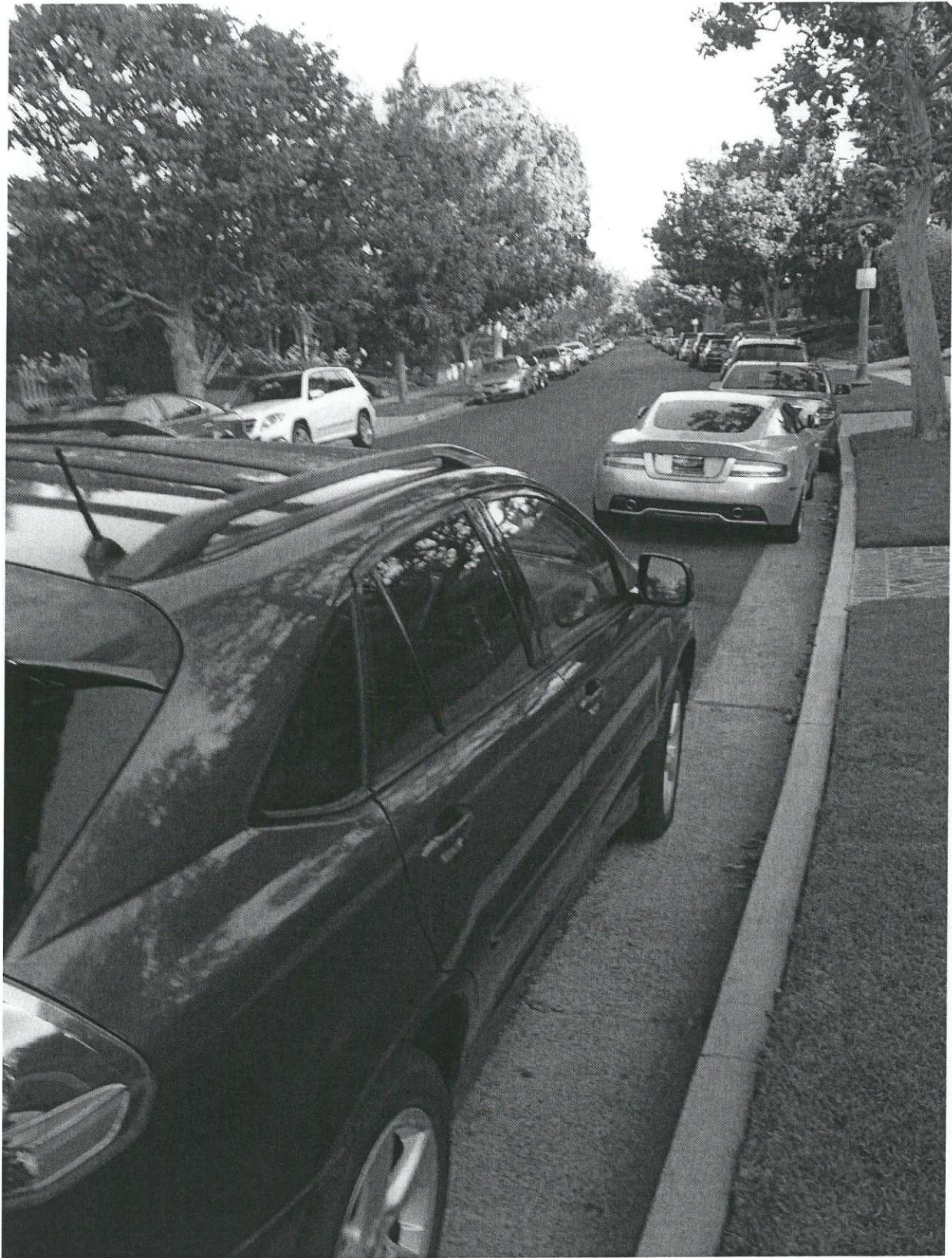
3A

JAMES MERLE - pic 3

From: Dennis Rosenblatt
To: <pccenforcement@lapd.lacity.org>
Date: 12/15/2014 3:24 PM
Subject: pic 3

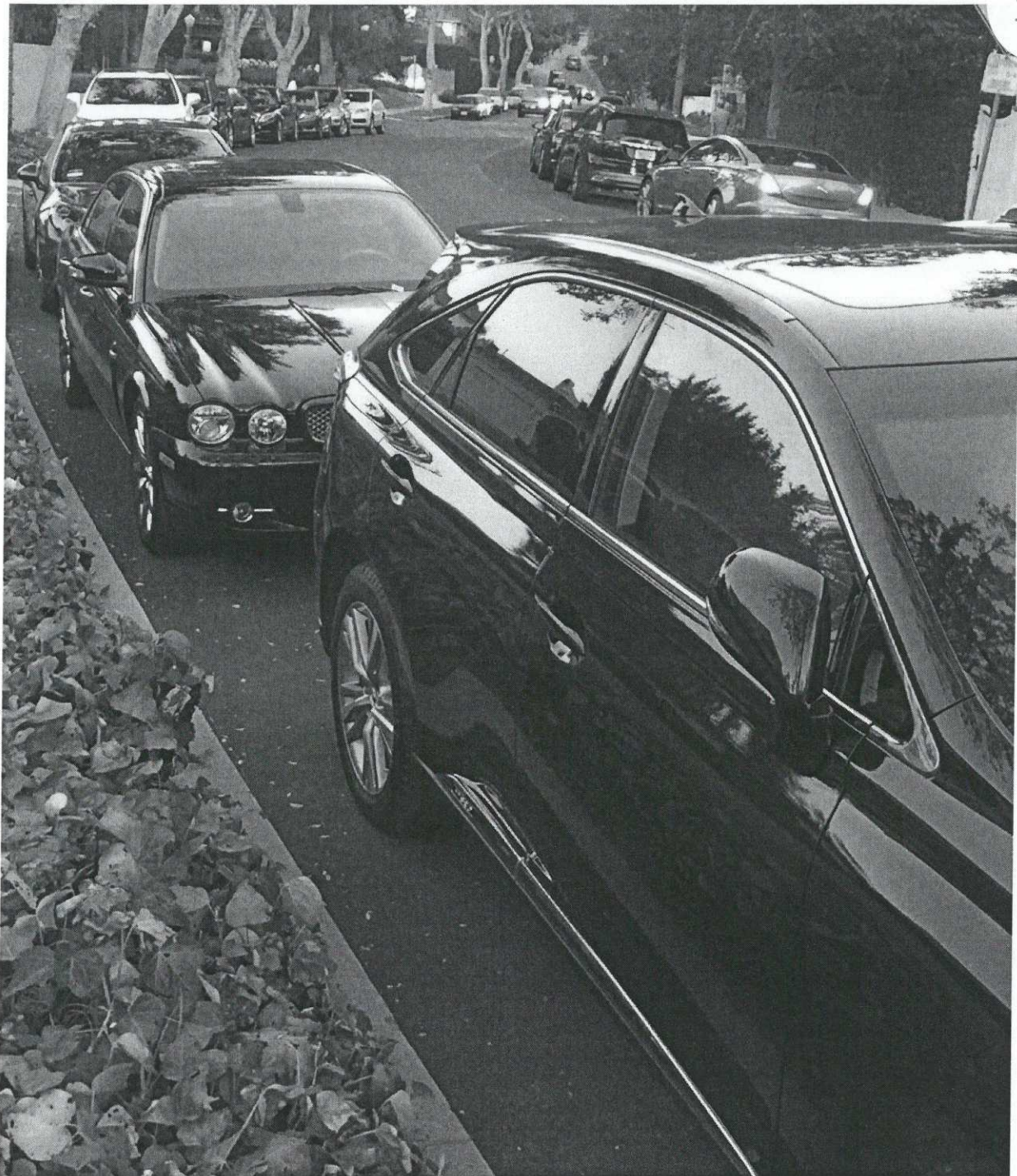


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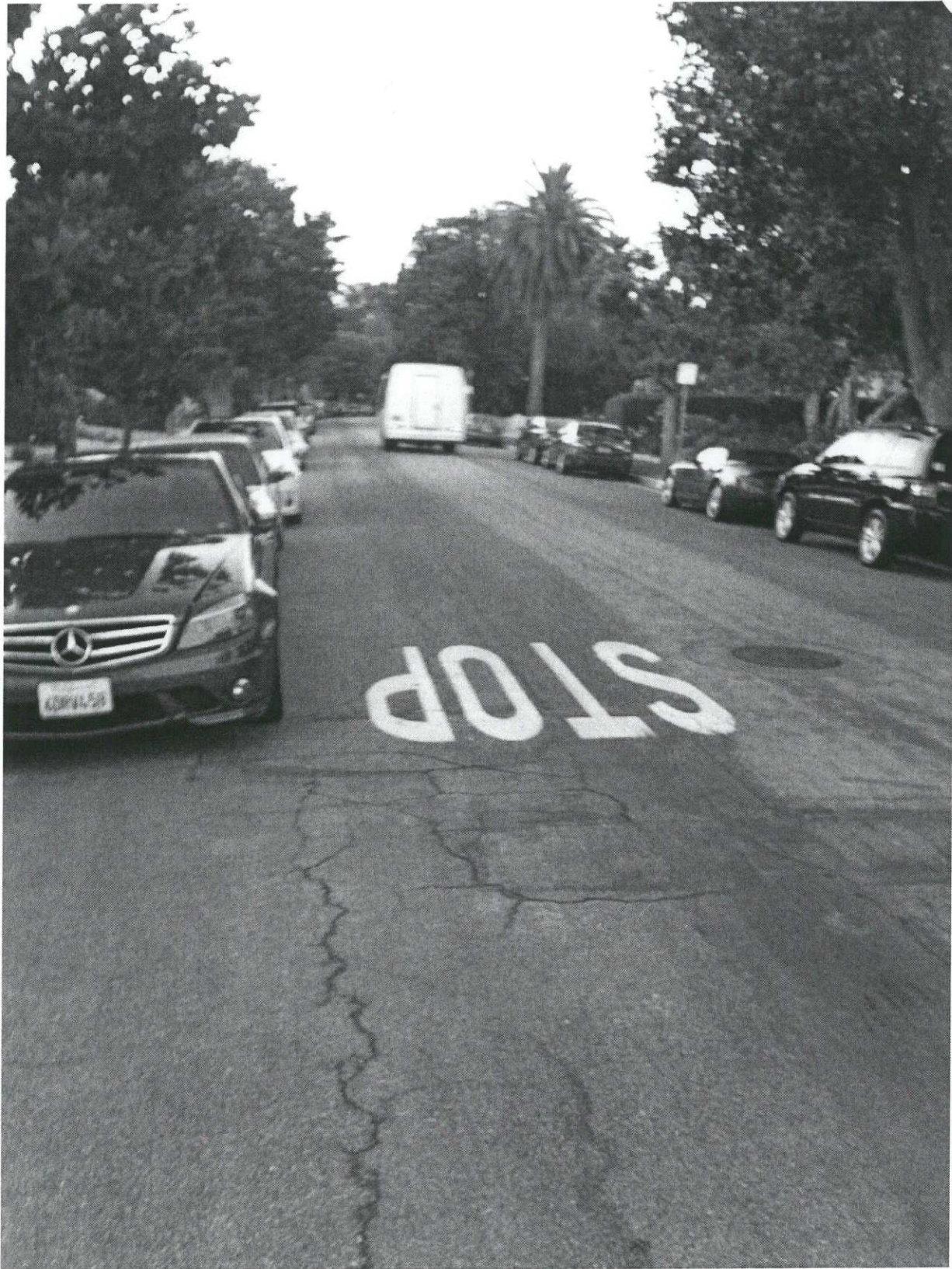
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3C



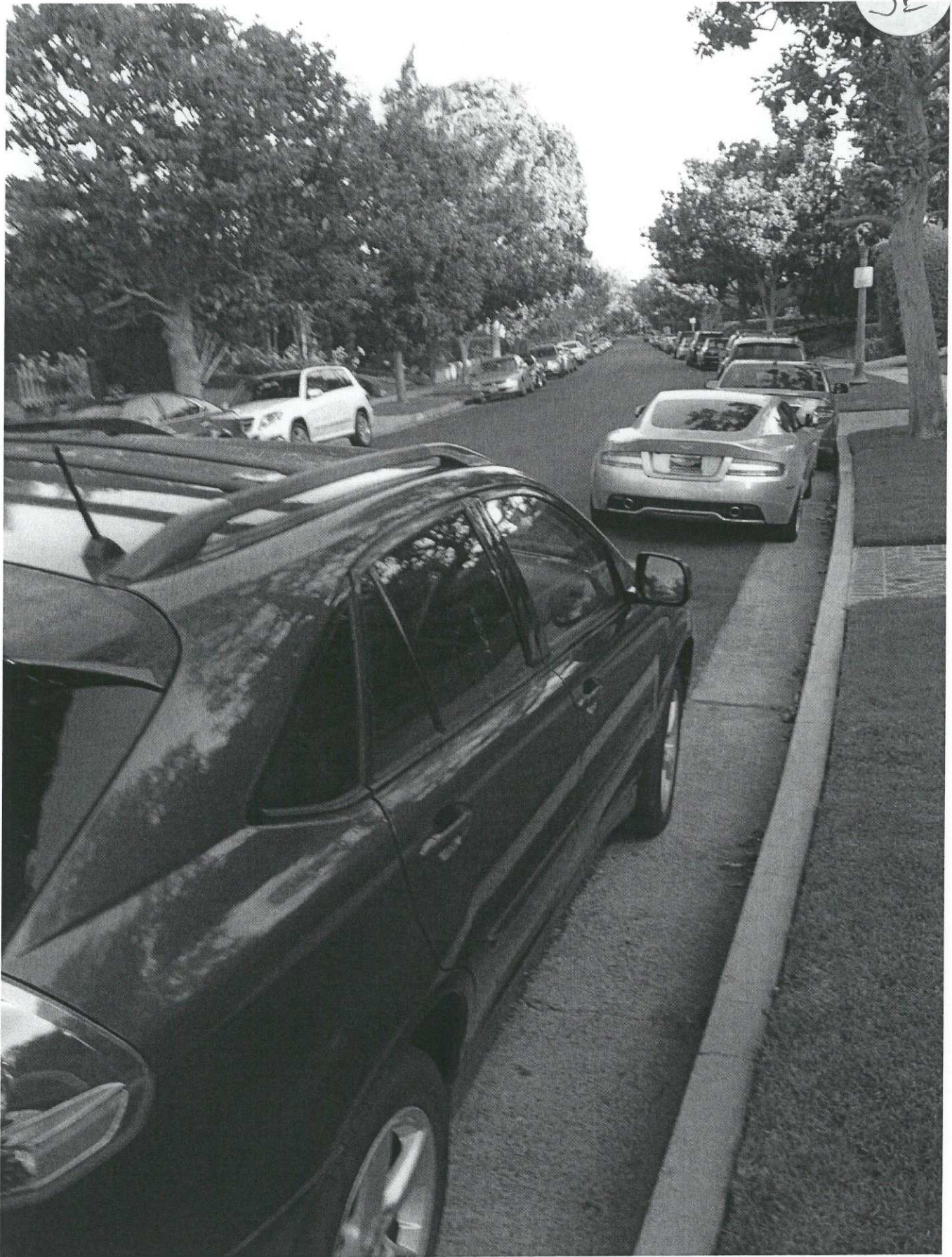
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3D



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3E

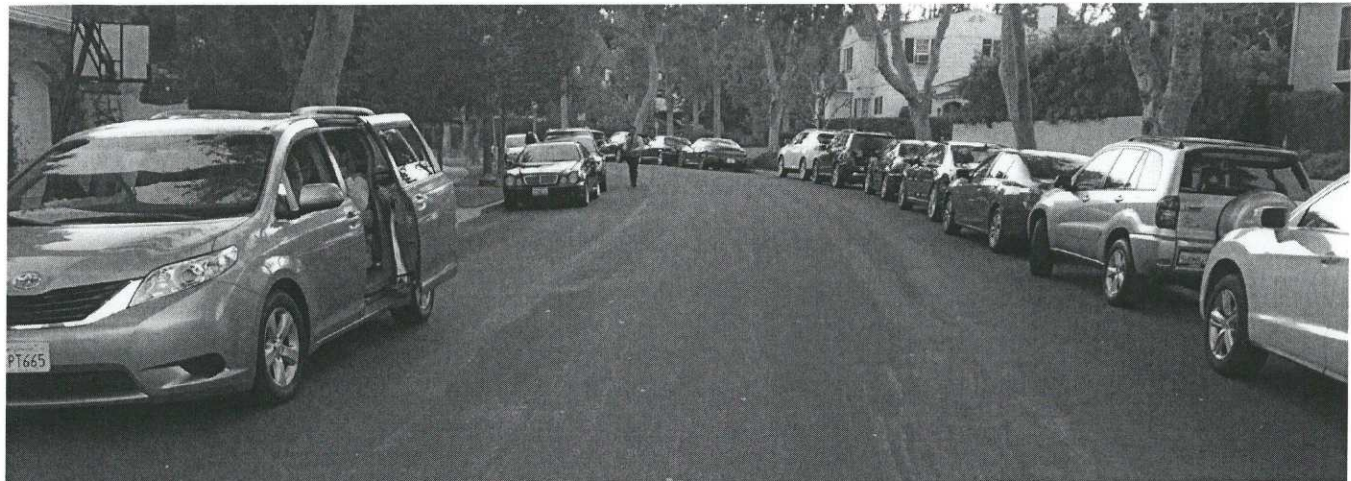


per our conversation, here are 6 representative pics from a variety of "valet events" held in our neighborhood.

thanks again for your help in this matter.

dennis rosenblatt

- this first photo shows the van on the left being used to shuttle valet's back into the hills to collect more cars. this event as well as most events, take over anywhere from a few to many streets.



36

JAMES MERLE - IMG_0033

From: Dennis Rosenblatt
To: <pcenforcement@lapd.lacity.org>
Date: 12/15/2014 3:30 PM
Subject: IMG_0033



IMG_0033

LOS ANGELES POLICE COMMISSION

4A

BOARD OF
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INSPECTOR GENERAL

EXECUTIVE OFFICE
POLICE ADMINISTRATION BUILDING
100 WEST FIRST STREET, SUITE 134
LOS ANGELES, CA 90012-4112

(213) 236-1400 PHONE
(213) 236-1410 FAX
(213) 236-1440 TDD

December 18, 2014

Dear Homeowner;

Commission Investigation Division (CID) is the regulatory arm of the Board of Police Commissioners with respect to valet operations. Recently it has been brought to our attention that valet parking operations in the Holmby Hills Community may be having an impact on your community.

Although residential valet is not currently regulated by the Board of Police Commissioners, CID is looking to receive public input on how valets are affecting your community. Please take the time to answer the attached questions. You can mail the questionnaire back using the prepaid envelope, fax to (213) 996-1239, or by emailing pcenforcement@lapd.lacity.org. Please include your name and address on the response or you may remain anonymous.

Should you have any questions regarding this matter please contact Detective James Merle, CID, Enforcement Section at (213) 996-1270.

Very truly yours,


RICHARD M. TEFANK, Executive Director
Board of Police Commissioners

5A

A 6-00

-07. RESPONSE

.06 DRIVING EMERGENCY: The priority of Department resources responding to the scene of an incident shall be the safe arrival of the responding units.

A. Controlled Intersections - Vehicles responding to an incident from the same location shall:

- 1. The first apparatus of the convoy shall stop at all red lights and stop signs. The remaining apparatus shall slow down and proceed through the intersection with caution and only when safe to proceed.

Exception: At intersections controlled by a Traffic Officer.

- 2. Single-unit companies (i.e., rescue ambulances, engine companies, Chief Officer vehicles, etc.) shall stop at all red lights and stop signs. Then, proceed with caution.

Exception: At intersections controlled by a Traffic Officer.

- 3. When approaching an intersection, apparatus drivers shall be prepared to stop. This shall include decelerating by removing their foot from the throttle and placing it over the brake pedal, even when the traffic signal is green. In addition, when appropriate, Jacob brakes and/or retarders shall be utilized.

B. Apparatus drivers entering an intersection utilizing the opposing lane(s) of traffic in order to pass stopped vehicles, shall adhere to Department policy as described in 2/1-07.06 (A). When utilizing the opposing lane(s) of traffic and having the right-of-way as indicated by a green traffic signal, apparatus drivers shall slow their vehicles to a reasonable speed for traffic and road conditions which would allow the apparatus to be stopped if necessary. Drivers shall proceed with caution through the intersection.

C. All Intersections - Officers shall cause drivers under their command to observe particular caution at ALL intersections since other companies may also be responding from locations other than their regular quarters, such as drills or company fire prevention. Emergency units from other agencies may also be responding.

D. Apparatus shall not be driven at speeds greater than can be maintained with reasonable safety at any time.

.15 SPECIAL RESPONSE PROBLEMS: Chief Officers having occupancies in their jurisdiction which present unusual or special response problems shall establish in writing, and put into effect, any special procedures necessary. They shall concurrently transmit a copy of such procedures, through channels, to the Bureau of Emergency Services. See 2/1-08.50 for first alarm assignment change requests.

.20 RESPONSE NARROW STREETS: Responsible officers shall use the following general guidelines for determining if "no parking" signs are needed on narrow streets where emergency response is restricted:

If traveled roadway width is:

- Less than 18' - No parking, both sides
- 18' to 25' - No parking, one side
- Over 25' - No restrictions unless there is a need to paint curbs red on sharp turns or at intersections.

If restricted parking is needed, responsible Station Commanders shall submit, through channels, to the Bureau of Emergency Services a written report with recommendations.

GA

CALIFORNIA FIRE CODE – MATRIX ADOPTION TABLE
APPENDIX D – FIRE APPARATUS ACCESS ROADS
 (Matrix Adoption Tables are non-regulatory, intended only as an aid to the user.
 See Chapter 1 for state agency authority and building applications.)
(Not adopted by the State Fire Marshal)

Adopting Agency	BSC	SFM		HCD			DSA		OSHDP				BSCC	DHS	AGR	DWR	CEC	CA	SL	SLC
		T-24	T-19*	1	2	1/AC	AC	SS	1	2	3	4								
Adopt Entire Chapter																				
Adopt Entire Chapter as amended (amended sections listed below)																				
Adopt only those sections that are listed below																				
[California Code of Regulations, Title 19, Division 1]																				
Chapter / Section																				

* The California Code of Regulations (CCR), Title 19, Division 1 provisions that are found in the California Fire Code are a reprint from the current CCR, Title 19, Division 1 text for the code user's convenience only. The scope, applicability and appeals procedures of CCR, Title 19, Division I remain the same.

APPENDIX D
FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.

SECTION D101
GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the California Fire Code.

SECTION D102
REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103
MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire chief.

D103.3 Turning radius. The minimum turning radius shall be determined by the fire code official.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

TABLE D103.4
REQUIREMENTS FOR DEAD-END
FIRE APPARATUS ACCESS ROADS

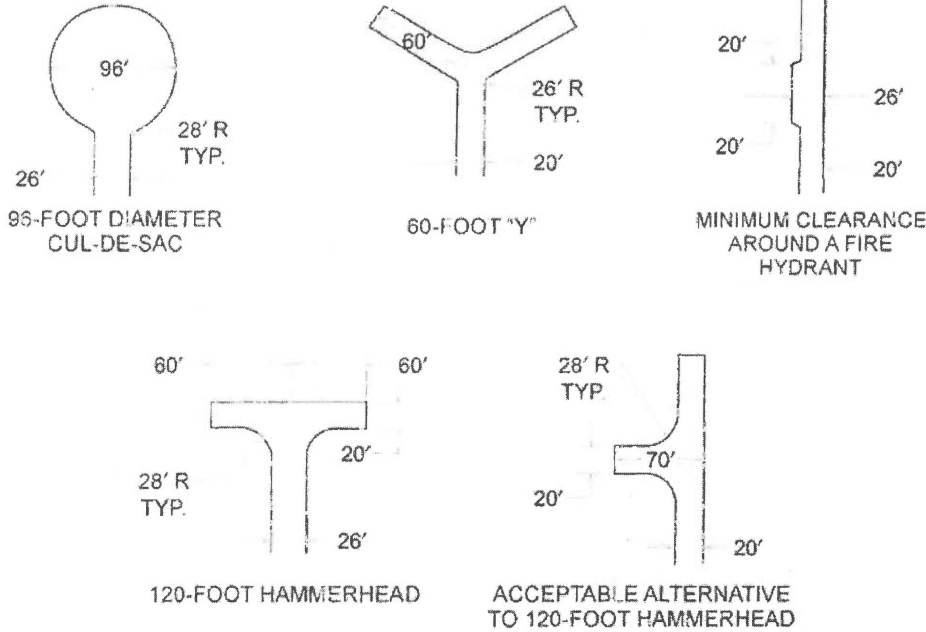
LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750		Special approval required

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.

CB



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the fire code official.
8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

SECTION D104

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m²) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

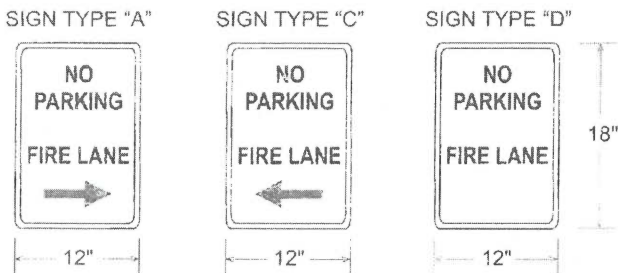


FIGURE D103.6
FIRE LANE SIGNS

**SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS**

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

**SECTION D106
MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS**

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

**SECTION D107
ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS**

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads, and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the *California Fire Code*, access from two directions shall not be required.
2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

**D108
REFERENCED STANDARDS**

ASTM	F 2200—05	Standard Specification for Automated Vehicular Gate Construction	D103.5
UL	325—02	Door, Drapery, Gate, Louver, and Window Operators and Systems, with Revisions through February 2006	D103.5







PREFERENTIAL PARKING DISTRICT NO. 11

COUNCIL DISTRICT 5
Western Enforcement

7A



LEGEND

-  PPD Boundary
-  No Parking 8 am to 6 pm except Sat. & Sunday;
Vehicles with District no. 11 permits exempted.
-  No Parking Anytime;
Vehicles with District no. 11 permits exempted.
-  2 Hour Parking, 6 AM to 11 PM,
Saturday and Sunday; No Parking
All Other Times; District No. 11
Permits Exempt.
-  No Parking 8 am to 6 pm except Sat. & Sunday;
Vehicles with District no. 11 permits exempted.
No Parking 11 pm - 6 am Sat. & Sunday;
2 Hr. Parking 6 am - 11 pm Sat. & Sunday.
Vehicles with District no. 11 permits exempted.
-  No Parking Monday to Friday;
District no. 11 permits exempt.

NOTE: Special Permit Sales Restriction.
Check against resolution for permit
limit.

