



CITY OF BEVERLY HILLS  
TRAFFIC & PARKING COMMISSION

August 4, 2016

**TO:** Traffic & Parking Commission  
**FROM:** Martha Eros, Transportation Planner  
Christian Vasquez, Transportation Planning Analyst  
**SUBJECT:** Preferential Parking Permit Districts  
**ATTACHMENTS:** A. Beverly Hills Preferential Parking Permit Zones Map  
B. Matrix of Different Cities' Preferential Parking Programs  
C. June 4, 1992 Traffic & Parking Commission Report  
D. July 1, 1999 Traffic & Parking Commission Report  
E. July 20, 2005 City Council Study Session Report

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This report provides an introduction to the City's current policies for establishing or modifying Preferential Parking Permit (PPP) regulations on residential street blocks, and review of permit programs in adjacent Westside cities. Staff seeks Traffic & Parking Commission (TPC) comments and recommendations on streamlining the PPP petition process to create districts with uniform parking regulations.

### **Background**

The first permit parking zone was implemented on a trial basis in February 1977, and formally adopted in August 1977, on the 100 blocks of North Almont and La Peer Drives to address commuter parking impacts generated by patrons and employees from the Wilshire Boulevard commercial corridor and theatre activity (77-O-1642; 77-O-1660). Over the past four decades, the program has grown to 73 PPP zones covering approximately 165 residential street blocks with multiple parking regulations.

PPP zones are established by a public process initiated by a resident petition to alleviate lack of on-street parking caused primarily by commuter vehicle intrusion and provide "reasonably available and convenient" parking for residents. The City has occasionally utilized a City-initiated process to review permit parking requests when the sufficient number of petition signatures could not be obtained by the residents. All PPP zone petitions are reviewed by the TPC and City Council.

The current PPP program requires a significant amount of staff time as studies and surveys must be conducted after a qualifying PPP zone petition is received. The TPC then reviews the petition, conducts a public hearing(s), and formulates a recommendation to forward to the City Council for final consideration and action. The process for each petition takes approximately two to three months.

### **City's Previous Efforts to Consolidate PPP Zones**

In 1989, the TPC considered revising the PPP ordinance to simplify the process administratively, expedite applications, and to make parking restrictions less stringent for residents. Staff proposed a Master Plan that would contain City Council pre-approved districts that depended on the proximity of a street block to a commercial zone or arterial street. Below were the proposed districts:

District	Occupancy Threshold	Maximum Restrictions
1. Multifamily streets abutting arterials	50% non-resident occupancy or ½ block 75% non-resident occupancy	No parking except by permit, but shared parking could be allowed.*
2. Single family streets	60% non-resident occupancy or ½ block 75% non-resident occupancy	1-hour except by permit unless overriding considerations
3. Multifamily streets not abutting arterials	50% non-resident occupancy	1-hour except by permit unless overriding considerations
4. Remaining residential areas south of North Santa Monica Blvd.	60% non-resident occupancy	2-hour except by permit unless overriding considerations

\*Shared parking means allowing some time limits for retail customers to park. For example, one-half hour or one hour except by permit.

Following several months of consideration, the Traffic & Parking Commission evaluated the proposed program and did not recommend adoption.

In 1992, the TPC considered a simplified version of the proposed 1989 plan whereby City Council would have pre-approved two shared parking districts: one permitting 1-hour parking except by permit (streets immediately adjacent to commercial areas), and the second permitting 2-hour parking except by permit (all other residential streets south of Santa Monica Boulevard); existing permit zones would be grandfathered. In 1993, the City Council adopted an ordinance to allow preferential permit parking districts.

In 1998, the TPC formed a subcommittee to discuss goals for a PPP Master Plan. The subcommittee conducted a “focus group” meeting with residents in two test areas for permit districts: 1) east of La Cienega and, 2) 100 blocks south of Wilshire Boulevard between Spalding Drive and Rodeo Drive. Staff proposed an option for residents to initiate a district (minimum of 10 street blocks) as well as “opt-out” mechanisms for street blocks not interested to be a part of a district. In 2000, staff efforts were redirected to developing and implementing a computerized parking permit and exemption system and database.

In 2002, the TPC successfully initiated its first PPP district, Zone “BB”, in the area east of La Cienega Drive (Tower, Hamilton and Gale Drives) which involved consolidating permit zones with different parking regulations. This effort took approximately one year of studies and public outreach meetings to reach consensus.

For single-family areas, a consolidation approach continued to be pursued by a petition basis where the TPC attempted to match neighboring block regulations and permit zone designations. In multi-family areas, the TPC pursued the district process to provide permit parking privileges on non-permit zone multi-family blocks, reduce the burden of daily call-in for parking exemption passes, and provide larger areas for residents to park. Examples of such multi-family area districts approved follow:

- **Permit Zone AK**, 200 and 300 blocks of N. Almont, Lapeer, Swall and Clark Drives
- **Permit Zone AI**, North Maple, Palm and Oakhurst Drives between Burton Way & Beverly Boulevard.
- **Permit Zone AE**, North Maple, Palm, Oakhurst and Doheny Drives between Beverly Boulevard and Civic Center Drive

**Discussion**

Below is a table that shows the pros and cons of consolidating PPP based on the City’s previous attempts:

Pros	Cons
<ul style="list-style-type: none"> <li>• Efficient review process and permit issuance</li> <li>• Address enforcement challenges</li> <li>• Increase clarity of signage and reduce signage clutter</li> </ul>	<ul style="list-style-type: none"> <li>• Resistance by residents in existing permit zones (e.g. zones with “no parking anytime, except by permit” restrictions)</li> <li>• Resistance by businesses and organizations</li> <li>• Concern that a large district would result in increased parking on a particular street</li> </ul>

Westside Cities

The cities of West Hollywood, Santa Monica, and Culver City have pre-approved PPP districts and regulations. Both the Cities of West Hollywood and Culver City hired consultants to conduct parking studies, determine any environmental impacts, and develop recommendations for the district formation. Typically, the districts included a majority of non-permit zone blocks prior to formation. Once a district is formed, parking studies or surveys by staff are usually not required if a qualifying resident petition requests a “pre-approved” parking regulation adopted by the respective City. Santa Monica and Culver City staff can administratively implement regulations for petitions requesting a “pre-approved” permit regulation. In West Hollywood, qualifying petitions are forwarded to City Council for approval on the consent calendar.

The regulations within a specific PPP district of the aforementioned cities vary and residents are allowed to petition for parking regulations that are not pre-approved or adopted by the City. However, such petitions require staff review, parking occupancy studies, and Commission and City Council review.

The City of Los Angeles’ PPP districts are formed via a petition process that is initiated by City Council members or resident groups and neighborhood associations. Los Angeles Department of Transportation (LADOT) staff sends out blank petition forms to residents in the proposed district area. Upon receipt of a qualifying number of petition forms, LADOT staff conducts studies/surveys, holds a public hearing (led by a Hearing Examiner), and forwards a recommendation to City Council for review.

A matrix comparing the different Cities’ PPP programs can be found in Attachment B.

Strategy

Staff has identified the following potential steps to consolidate of PPP zones in three phases:

Phase 1:

- Identify areas that may be potential districts (e.g. PPP zones with similar parking characteristics)
- Develop a map that bundles the existing PPP zones into project areas/quadrants based on neighborhoods (multi-family, single-family, characteristics)
- Establish a timeline
- Conduct public outreach

Phase 2:

- Retain a consultant to conduct parking studies/analysis and evaluate potential environmental impacts under the California Environmental Quality Act (CEQA)
- Create a mechanism to incorporate future non-permit street blocks requesting PPP into the newly established districts
- Develop a regulation that would allow the City to pre-designate street blocks that currently do not have PPP regulations
- Conduct public outreach

Phase 3:

- Initiate a pilot program wherein parking regulations in 1 or 2 zones will be changed into a uniform regulation (e.g. 100 blocks south of Wilshire Boulevard between Spalding and Rodeo Drives)
- Create districts with pre-designated regulations in areas that currently do not have or have a small number of PPP zones (e.g. areas north of Santa Monica Boulevard)
- Street blocks with existing PPP regulations will be grandfathered in until a resident-initiated request to modify an existing permit zone is received
- Conduct public outreach

**Recommendation**

Staff seeks Traffic & Parking Commission (TPC) comments and recommendations on streamlining the PPP program process.

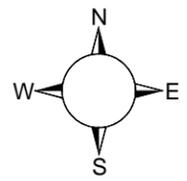
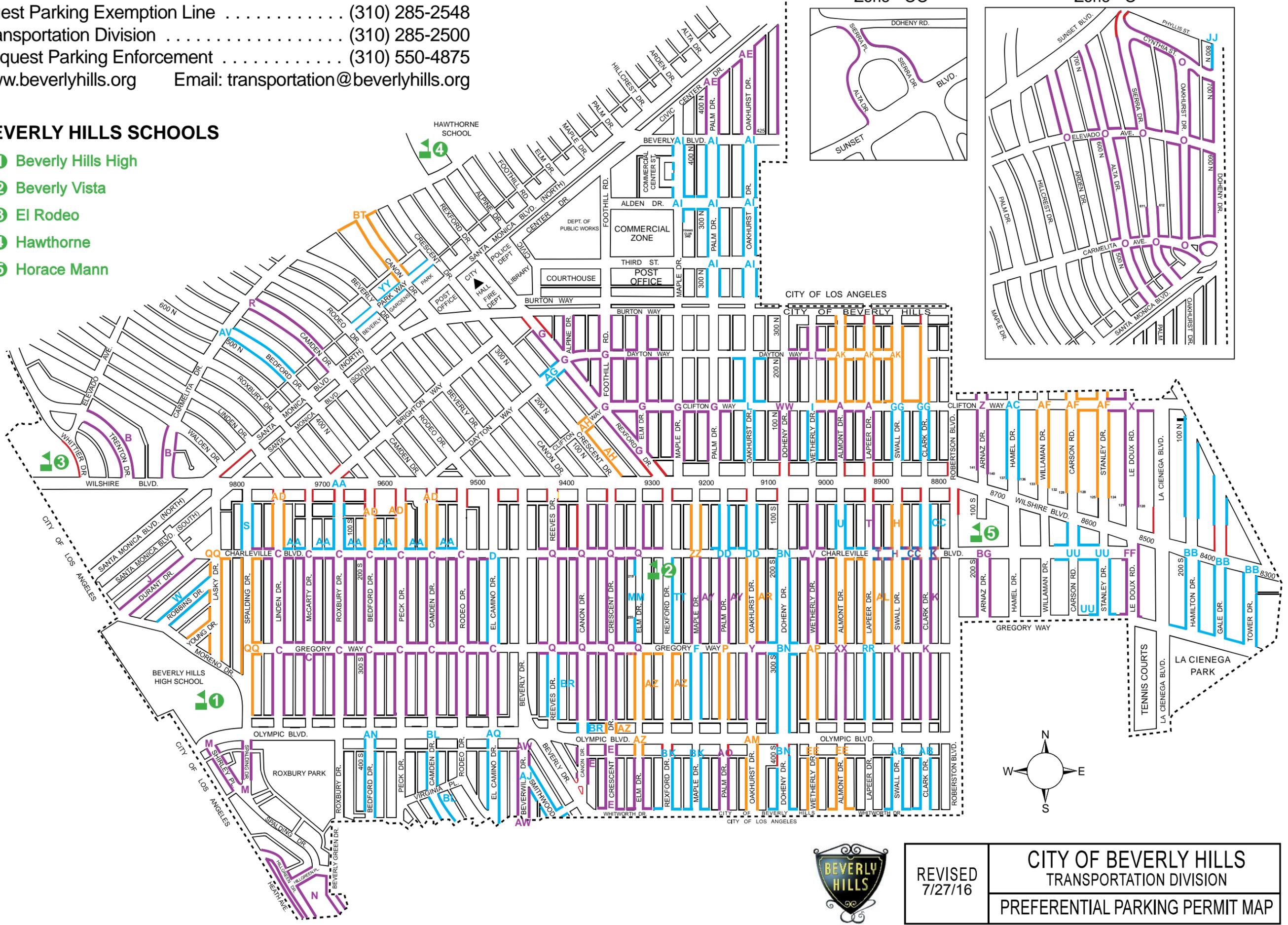
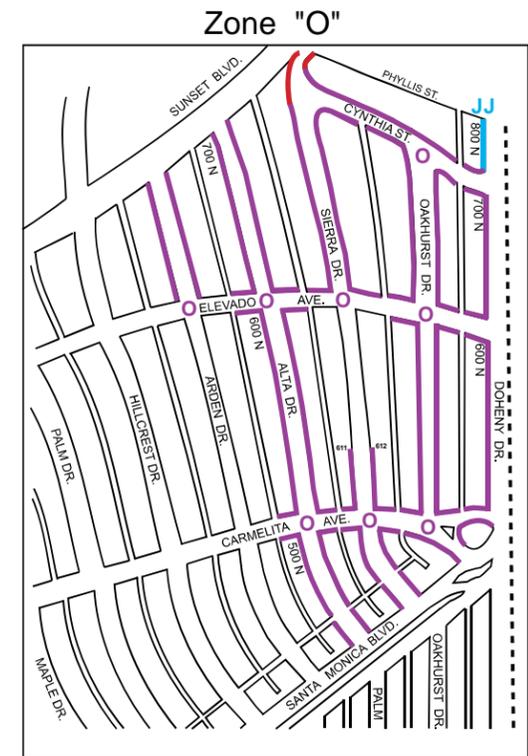
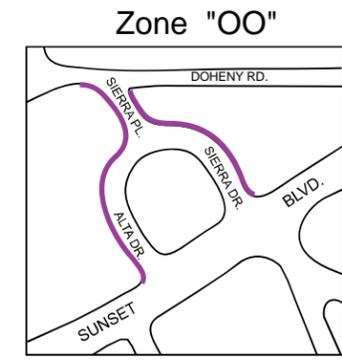
# **ATTACHMENT A**

# PREFERENTIAL PARKING PERMIT MAP

Guest Parking Exemption Line ..... (310) 285-2548  
 Transportation Division ..... (310) 285-2500  
 Request Parking Enforcement ..... (310) 550-4875  
 www.beverlyhills.org Email: transportation@beverlyhills.org

## BEVERLY HILLS SCHOOLS

- 1 Beverly Hills High
- 2 Beverly Vista
- 3 El Rodeo
- 4 Hawthorne
- 5 Horace Mann



REVISED 7/27/16  
 CITY OF BEVERLY HILLS  
 TRANSPORTATION DIVISION  
 PREFERENTIAL PARKING PERMIT MAP

# **ATTACHMENT B**

City	# of Parking Districts	How districts were established?	Do regulations within a specific district vary?	Review Process
Culver City	12	<p>In November 2004, the City Council adopted a citywide map containing a number of residential parking Districts. The Districts are pre-approved to have one of two specific uniform days and hours when parking restrictions may be in effect (contingent upon the residents of specific streets within the District submitting a qualifying petition).</p> <ul style="list-style-type: none"> <li>• 2-hour parking, Monday through Saturday, 8 am to 6 pm, Permit Exempted OR</li> <li>• Permit Parking Only, Daily, 5 pm to 2 am (except if the residential development is adjacent to metered parking, then the hours shall be 6 pm to 2 am)</li> </ul>	<p>Regulations within a district may vary. Streets that had existing permit parking restrictions before the adoption of the citywide Districts map can keep their existing restrictions until and if changed by a separate process (e.g. petition).</p>	<p>If residents within a district submit a qualifying petition and request for the pre-approved parking restrictions, the City Engineer is authorized to administratively implement the parking restrictions; it is <b>not necessary</b> for the City Engineer to conduct studies and the Traffic Committee/City Council to review the petition.</p>
Los Angeles	Approx. 200	<p>Districts were established via petition process (initiated by City Council members or resident groups and neighborhood associations).</p>	<p>Regulations within a district may vary.</p>	<ul style="list-style-type: none"> <li>• LADOT receives letters of interest from City Council members or resident groups and neighborhood associations</li> <li>• LADOT furnishes blank petition forms to residents in the proposed district area</li> <li>• Upon receipt/verification of petitions representing at least the minimum number of blocks required (at least the lesser of 6 blocks or 2 curbs miles), LADOT conducts studies and surveys</li> <li>• If proposed district meets the Program Criteria, public hearing is conducted by a Hearing Examiner</li> </ul>

City	# of Parking Districts	How districts were established?	Do regulations within a specific district vary?	Review Process
Los Angeles (cont'd.)				<ul style="list-style-type: none"> <li>LADOT recommends proposed district to City Council for review/approval</li> </ul> <p>*LADOT may recommend that a parking district's boundaries be revised by an amendment to the resolution that established the District.</p> <p>*LADOT may periodically review permit parking district boundaries and recommend consolidation of adjacent districts into a larger area district.</p>
Santa Monica	5	<p>The five parking districts were determined based on geography (natural breaks/delineation) and population so the renewals can be more evenly spaced across the year.</p> <p>Several blocks within a district have been pre-approved by City Council at the request of staff at the same time that a petitioning block's regulations were approved.</p>	Regulations within a district may vary.	<p>If a qualifying petition is received from residents of a pre-approved block, no City Council review is required. The Transportation Planning Associate is responsible for the implementation of new zones.</p> <p>City Council review is required for petitions from residents in blocks with no pre-approved restrictions.</p>
West Hollywood	11	<p>The districts were recommended by LA County even before West Hollywood became its own city. The districts were drawn based on natural traffic patterns. The first district was established in 1984.</p>	<p>Regulations within a district may vary. Majority of the streets within a district have the same regulations. However, certain streets (e.g. close to theaters, businesses) can petition for different regulations; they must go through the Transportation Commission and get approval from City Council.</p>	<p>If residents within a district submit a qualifying petition and request for pre-approved parking restrictions, staff does not conduct further study and places the petition in the City Council's consent calendar.</p> <p>If residents request for parking restrictions different from the pre-approved restrictions, a study of parking demand in the neighborhood is done by staff. The results of the study are presented at public hearings before the Transportation Commission and the City Council, who ultimately approve the boundaries of the district.</p>

# **ATTACHMENT C**



CITY OF BEVERLY HILLS  
TRAFFIC AND PARKING COMMISSION

Meeting of June 4, 1992

TO: Traffic and Parking Commission  
FROM: Maria Rychlicki, Director *MR*  
SUBJECT: Proposed Preferential Permit Parking Revisions

Background

The City's current Preferential Permit Program was initiated by ordinance in 1978 to provide residents with exemptions from on-street parking restrictions. There are statutory and constitutional parameters governing preferential parking ordinances. Findings must demonstrate that ordinances do not discriminate against non-residents in violation of the Equal Protection Clause of the 14th Amendment.

The City's ordinance requires three findings, set forth in Section 7-3.201 of the Beverly Hills Municipal Code, which requires the City Council to find "...that creation of preferential parking zones in certain residential areas of the City is required to diminish noise, traffic hazards, and environmental pollution caused by commuter vehicular traffic, and that such zones are necessary to provide reasonably available and convenient parking for the benefit of the adjacent residents and to encourage commuter use of car pooling and mass transit."

The Beverly Hills Municipal Code also contains criteria that must be met before the Council may make the findings and approve a preferential parking district. These criteria appear to be designed so that only those districts which rationally promote the basic findings could be created. The criteria are set forth in Section 7-3.202 which states:

**Sec. 7-3.202. Establishment of preferential parking zones.**

The Council may establish a preferential parking zone by resolution within a designated area of the City provided the Council finds each of the following conditions are present:

(a) Vehicles operated by persons whose destination is to non-residential premises, defined as commuter vehicles, substantially and unreasonably regularly interfere with the use of a majority of the available public street parking adjacent to residential property.

(b) The commuter vehicles driven or parked in the area of the proposed zone cause or are the source of unreasonable

noise, traffic hazards, environmental pollution, or other interference with the residential environment.

(c) That displacement of commuter vehicles from the proposed zone will not unduly impact surrounding residential areas;

(d) That a shortage of reasonably available and convenient residential related parking spaces exist in the area of the proposed zone;

(e) That there is no reasonable alternative which is feasible or practical to eliminate the problem.

(f) That when a preferential parking zone request is initiated by petition of residents that such petition be signed by a minimum of two-thirds (2/3) of the residents residing on property abutting the street within the proposed zone.

In the event that the Council finds that each of the conditions described in subsections (a) to (f) are present with respect to at least fifty percent but less than one hundred percent of a single street block, the Council may establish a preferential parking zone for the entire block provided that the Council further finds that the remaining portion of the block may be adversely impacted by the parking of commuter vehicles if only a portion of the block is established as a preferential parking zone.

Each application for a preferential parking zone is processed individually, which involves staff evaluation and recommendation, Traffic & Parking Commission consideration and action, Environmental Review Board approval and action, and City Council consideration and action. The process is cumbersome and time consuming.

In 1989, the Traffic & Parking Commission considered a proposed revision of the ordinance. The intent of the proposed revision was to simplify the process administratively to expedite applications and also to make restrictions less stringent for residents. Proposed was City Council pre-approval of a Master Plan designating groups of streets into districts depending on the proximity of a street to a commercial area or arterial street. The Environmental Review Board would consider the entire Master Plan for environmental clearance. The Traffic & Parking Commission would have had a final approval of individual zones which would be appealable to the City Council.

Basically, the proposed Master Plan would have created four zones, each with different criteria and maximum restrictions as follows:

	<u>District</u>	<u>Criteria</u>	<u>Max. Restrictions</u>
1)	Multifamily streets abutting arterials.	50% non-res. occ. or 1/2 block 75% non-res. occ.	No parking except by permit, but shared parking could be allowed.*

- |    |  |  |  |
|----|--|--|--|
| 2) | Single family streets abutting arterials.                  | 60% non-res. occ. or 1/2 block 75% non-res. occ. | One hour except by permit unless overriding considerations |
| 3) | Multifamily streets not abutting arterials                 | 50% non-res. occ.                                | One hour except by permit unless overriding considerations |
| 4) | Remaining residential areas south of N. Santa Monica Blvd. | 60% non-res. occ.                                | Two hour except by permit unless overriding considerations |

\*Shared parking means allowing some time limits for retail customers to park. For example, one-half hour or one hour except by permit.

Following several months of consideration, on December 11, 1989, the Commission evaluated the proposed program and did not recommend adoption.

Since the program was initiated, over 35 streets have applied and qualified for preferential permit parking. In recent years, several streets have filled many, but not all, of the required criteria and staff has experienced an increase in complaints regarding the stringency of the program's requirements.

In general, there are three kinds of complaints associated with preferential permit parking, or the lack thereof, in a typical residential block.

The first is a lack of parking available for residents due to adjacent commercial, industrial, or educational use parking demands. The second parking situation is the 1- or 2-hour daytime parking restriction. This is the one for which staff has received the most phone calls and requests for permit zone information. The third complaint is how lengthy and complicated the required process is.

The parking needs in the community have changed since the permit parking program's inception. Those streets which can fulfill the required criteria have had zones implemented.

However, there are many streets where there is insufficient off-street parking, and the parking need has less to do with commercial parking intrusion than simply a lack of available off-street parking. Many streets have one or two hour parking restrictions intended to reduce commercial parking intrusion which actually negatively impacts residents. Examples of reported difficulties include:

- Working at home during the day. Having to move a car every hour or two is both inconvenient and disruptive.
- Working night shift/sleeping days. Again, inconvenient and disruptive.
- Walking or using public transportation (in accordance with company policy and/or AQMD requirements and/or environmental concerns). High density building dwellers who qualify for overnight parking permits by definition have no off-street parking and must leave the car on-street for the entire day.
- Daily medical care is required. Scheduled nurse must attend every day to care for senior citizens or other patients; cannot leave patient to move cars every 1 or 2 hours.
- Housekeepers and other domestic services come daily (or at least regularly) and cannot leave duties to move car frequently.
- Acquisition of an additional family vehicle which may fill or exceed household parking availability.
- Visitors, guests, and children temporarily in residence bring an additional car which must be parked on-street. "Musical cars" can be time consuming and tickets expensive.

The majority of callers and petitioners have no objection to the existing 1- or 2-hour restriction, but request that permit parking be implemented so residents do not have to move their vehicles every two hours. In most cases, petitions received in the above situations do not satisfy the Code requirements. Specifically, there is not a substantial interference with the use of available public parking by non-residents (BHMC Section 7-3.202a).

Staff has worked with the City Attorney's Office to determine whether "shared" preferential permit parking zones could be created with reduced requirements which would comply with the statutory and constitutional parameters, provide relief to residents and also permit parking by non-residents.

#### Status

Discussion with the City Attorney's Office indicates that it would be possible to develop a simplified program along the lines of the 1989 Master Plan approach. This would involve City Council pre-approval of two shared parking districts: one permitting 1-hour parking except by permit (those streets immediately adjacent to commercial areas), and the second permitting 2-hour parking except by permit (all other residential streets south of Santa Monica Blvd. <see attached map>). Existing permit zones would be grandfathered.

Residents in a pre-qualified area would simply submit a petition with an appropriate number of signatures for Traffic & Parking Commission consideration. Only if residents wished more stringent restrictions would the process require Traffic & Parking Commission, Environmental Review Board and City Council action.

Should the Commission wish staff to further pursue this modified program, we will work with the City Attorney's Office to develop the findings and criteria which would comply with statutes.

MR/vt

Attachment

(tpr25.doc)







# **ATTACHMENT D**



## CITY OF BEVERLY HILLS

### TRAFFIC & PARKING COMMISSION

Meeting of July 1, 1999

**To:** Traffic & Parking Commission

**From:** Aaron Kunz, Transportation Planning Manager  
Peerapol Suree, Assistant Planner

**Through:** Maria Rychlicki, Director *MR*

**Subject:** Preferential Permit Parking Master Plan

#### Introduction

This report provides an update on the development of Preferential Permit Parking (PPP) Master Plan recommendations. Staff seeks Commission feedback on proposed concepts as outlined in this report prior to City Attorney's finalization of the "enabling ordinance" for City Council consideration.

Since presenting PPP Master Plan concepts at the April 8 Commission meeting, staff has continued working with the City Attorney's office to develop an "enabling ordinance" that will establish proposed parameters and the public process to implement a master plan. The City Attorney's office plans to complete this "enabling ordinance" for City Council consideration this summer. Department of Transportation and Planning Department staff are also close to completing methodologies and survey techniques which comply with the California Environmental Quality Act (CEQA) guidelines.

#### Background

Currently, the City has 64 established PPP zones with 35 different iterations of standards. The current program hinders efficient parking enforcement and results in "signage clutter" in residential neighborhoods.

In order to move forward with this effort, the Traffic & Parking Commission appointed a PPP subcommittee to develop a PPP Master Plan. Attachment A summarizes the PPP Subcommittee's four meetings.

## **Discussion**

### *Draft Master Plan Procedures*

At the April 8 Traffic & Parking Commission meeting, staff presented the following procedures for consideration to implement a PPP Master Plan.

- 1) Selection of one or more areas as potential districts.
- 2) Conduct survey of selected distinct parking characteristics and needs in proposed districts.
- 3) "Focus group" meeting(s) with residents and businesses within the selected districts for input.
- 4) Development of recommended parking standards.  
Proposed district boundaries may be re-defined at this step.
- 5) Traffic and Parking Commission Public Hearing.
- 6) City Council consideration of district implementation.

The PPP Subcommittee proposed a streamlined process as a goal where the City Council would approve overall Master Plan parameters authorizing Commission or staff to approve modifications within established guidelines. The City Attorney has advised, however, that action to establish or modify PPP districts and/or parking standards must be taken by the City Council.

### *District Formation*

Once a district is proposed, it may be assumed that it will not have unanimous support of the residents. While in some cases opposition may be minimal and inconsistent, the City must be prepared to respond responsibly, if a proposed district or standards within a portion of a district are inappropriate or unsatisfactory to a reasonable percentage of residents.

At the April 8 meeting, staff presented potential public process mechanisms for street blocks which are not interested to "opt out" of a proposed district. These mechanisms would provide residents a "safety net" in the event that the procedures outlined above do not result in standards desired by a majority of residents within a proposed district.

The mechanisms presented to the Commission included:

- A petition signed by 40% of residential units within a proposed district (one signature per address) may be submitted to protest the proposed parking standards or overall establishment of a district for Traffic and Parking commission review.
- Petition with signatures representing 67% (2/3) of residential addresses on an individual street block or existing zone may be submitted to protest the proposed standards for Traffic & Parking Commission Review within that blockface or zone.

The Commission expressed concern that such mechanisms may result in a "piecemeal" system, similar to the City's existing program.

In an effort to ensure that streets did not "opt out" prematurely, staff recommends a modified procedure and mechanisms to differentiate between district establishment and actual (phased-in) posting of parking standards as follows:

District Establishment: A petition process would not be available for individual street blocks to "opt out" of a proposed district. Rather, a petition signed by 40% of residential units within an entire district would be required to end the processing of a proposed district.

Sign Posting: Individual street blocks would not have the need to petition to "opt out" of district establishment until such time as the City provides notice that parking standards are to be posted on individual blocks. With this policy, the City could

phase in standards where residents supported them and provide other streets experience with the district program prior to posting the new standards. Once noticed, a petition of 67% of resident units would be required thirty (30) days prior to the City's planned posting of parking standards to "opt out" of the district.

Staff proposes this change in recommended procedure to address the concern that some street blocks, particularly those not currently covered by a permit zone, may not understand or be ready for the proposed Master Plan program. If given the opportunity to "opt out" at the time of district establishment, it may be difficult to bring these street blocks back in to the district at a future point in time. As suggested by the City Attorney's office, if a petition signed by 67% of residents is required to "opt out," a sound public process would require a petition signed by 67% to "opt back in." This procedure allows streets blocks to petition to "opt out" at the time of sign posting rather than district establishment.

Staff envisions that street blocks currently covered by a PPP zone would be the first to have newly established parking standards posted.

#### *Resident Initiated Districts*

The City Attorney's office has recommended that a process be included in the "enabling ordinance" to allow residents to initiate a district in addition to Commission/Staff initiation outlined in the above procedures. If the Commission wishes to include the ability for residents to initiate a district, staff recommends that 51% of residents representing a minimum of ten (10) street blocks be required to sign a petition for consideration of district establishment. Individual streets would no longer be able to initiate zones as currently practiced unless an adjacent street requests incorporation into an established district.

#### *Employee Parking Plan*

As part of the Master Plan, the subcommittee has requested staff to analyze and develop an employee parking plan which includes shuttle service and valet zones for employees.

Initial ideas have proved costly. Staff will continue to research these programs and present findings to the Commission.

However, staff recommends proceeding with the development of the enabling ordinance and establishment of districts where there is sufficient off-street parking in the vicinity. Those areas with less available off-street parking would be the last districts considered for establishment.

#### **Next Steps**

After receiving the Commission's input and suggestions on the outline of an enabling ordinance, the final draft ordinance will be developed and forwarded to the City Council for consideration. Staff anticipates the implementation of the two initial districts by Fall, 1999.

## ATTACHMENT A

### *Permit Parking Subcommittee*

The PPP Subcommittee has held four meetings and a "Focus Group" with resident representatives from two proposed districts (100 blocks between the alley west of Spalding Drive and Rodeo Drive and blocks east of La Cienega Blvd.).

The following goals were developed at the first PPP subcommittee meeting on December 15, 1998:

- Employee parking issues and plans should be addressed to coincide with the PPP Master Plan development.
- Meetings should be held with the Chamber of Commerce and Homeowner groups.
- New zones should not be less restrictive than existing zones.
- Parking restrictions should be as consistent as possible throughout the City.
- Zones should be established based on study by the City and public input process. Individual neighborhoods or streets may not change or refuse the type of restriction(s) established if response within an overall zone is favorable.
- Free permits for the first year to allow residents to adjust to newly established zones should be considered.

At the January 21, 1999 PPP Subcommittee meeting, the following suggestions were made:

- A goal to increase the efficiency of the Traffic and Parking commission and the City Council by reducing the number of requests to establish zones and to modify existing zones
- The Subcommittee selected two areas as potential initial districts to implement the master plan as residents expressed interest in modifying the areas restrictions:
  - A) 100 Blocks south of Wilshire Blvd between the alley west of Spalding Dr. and Rodeo Dr.
  - B) The east end of the City (east of La Cienega Blvd.).
- Staff would schedule a "Focus Group" with residents in the two recommended areas to obtain input.

A Focus Group meeting was held on February 18, 1999, to obtain input from the residents within the proposed areas:

- Residents from the two test areas favored a "No Parking Anytime, Except by Permit" restriction. The residents expressed that a major problem in their areas is the parking intrusion from the nearby businesses.

The Subcommittee's next step is to meet with representatives from the business community and homeowner groups regarding the Preferential Permit Parking Master Plan concept.

At the April 28, 1999 PPP Subcommittee meeting, the following issues were discussed:

- Preferential Permit Parking Master Plan goals:
  - 1) Enhance residential quality of life through improved enforcement
  - 2) Increase clarity of signage
  - 3) Reduce signage clutter
- Establishment of a district by the TPC would be taken at the Public Meeting or at a subsequent TPC meeting. Potential districts that receive strong support from the neighborhood would be considered first.
- Potential mechanisms to opt out of districts:
  - A petition signed by 40% of residential addresses within an entire proposed district.
  - A petition signed by 2/3 of residential addresses for a street block to opt out of a district.
  - A petition signed by 50% of residential addresses to be included into a district after its establishment.
- Additional issues discussed
  - 1) Parking standards will be evaluated at the time a proposed district is under consideration.
  - 2) The problem of commuting between/within a district.
- Since a Master Plan implementation is a major task, other issues such as consolidation of O/N permit and PPP permit and issuance of permits and guest permits should be addressed next year.
- Street Signage Master Plan: The sign consultant suggested that the neighborhoods could be approached to address the opportunity to simultaneously replace signs and parking standards. The Subcommittee agreed that this effort would also help strengthen community relations and that the neighborhoods may be more receptive to changes when these two programs are implemented simultaneously.
- Menu of options (parking standards) in permit zones was suggested by staff. No Parking, 1-Hour Parking and 90-Minute Parking between the hours of 6:00 am to 6:00 pm except by permit.

# **ATTACHMENT E**



## CITY OF BEVERLY HILLS

### PUBLIC WORKS & TRANSPORTATION DEPARTMENT

#### INTEROFFICE COMMUNICATION

**TO:** Honorable Mayor and City Council

**FROM:** Aaron Kunz, Deputy Director of Transportation

**DATE:** July 20, 2005

**SUBJECT:** City Initiated Preferential Parking Permit Zones in Multi-Family Areas - Update

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This report provides an update regarding a staff and Traffic & Parking Commission priority to establish City Initiated preferential parking permit zones in multi-family housing areas. The goal is to "clean-up" existing permit zones and provide permit parking privileges to residents. Recommendations for two City Initiated permit zones, one for the 400 blocks of South Rexford, Maple, Palm, Oakhurst and Doheny Drives and the north side of Whitworth Drive and one for the 200 block of South Arnaz Drive will be presented to the City Council at its formal meeting of August 2, 2005.

#### Introduction

The City has established a preferential parking permit program in accordance with the California Vehicle Code (CVC). Preferential parking permit zones are established in both single and multi-family areas by a public process initiated by resident petition to alleviate lack of on-street parking caused primarily by commuter vehicle intrusion and providing reasonably available and convenient parking for residents. The City also has a City Initiated process to establish permit parking zones when the sufficient number of signatures cannot be obtained.

Residents in permit zones may purchase up to three annual "hang tag" permits to exempt their and guest vehicle(s) from the posted parking regulations. Residents not in permit zones must move their vehicles every two hours between 8 a.m. to 6 p.m. or call the City's "Call-in Guest Parking Exemption Phone Line" that provides a parking code valid for one day to display on the vehicle dashboard. By establishing permit zones, residents may purchase annual permits instead of relying on the City's call-in parking exemption program for their daily parking needs or to accommodate occasional guests.

In addition, beginning this past 2004-05 permit year, the requirement that residents in permit zones must first purchase all three annual permits to receive call-in guest parking exemptions was reinstated. Residents who do not purchase the maximum number of permits may still receive five "courtesy" guest parking exemptions for events throughout

the year that may require additional parking for guests. Along with the establishment of larger permit zone areas; this requirement increases the use of parking permits instead of using guest parking exemptions for residents' daily parking needs.

## Discussion

Over the past three years staff and the Traffic & Parking Commission have successfully initiated larger permit parking districts in multiple family areas throughout the City. City Initiated permit zones *do not aim to modify the existing parking regulation*, only to provide residents with the option of purchasing preferential parking permits to park longer than the posted parking regulation. These zones were established with resident support and minimal opposition. Moreover, after implementation resident comments have remained positive.

To date, the City has established the following larger permit parking zones in multi-family areas through the City initiated process:

**Permit Zone BB**, Tower, Hamilton and Gale Drives

**Permit Zone AK**, 200 and 300 blocks of N. Almont, Lapeer, Swall and Clark Drives

**Permit Zone AI**, North Maple, Palm and Oakhurst Drives between Burton Way & Beverly Boulevard.

**Permit Zone AE**, North Maple, Palm, Oakhurst and Doheny Drives between Beverly Boulevard and Civic Center Drive

The Resident Petition process is recommended instead of the City Initiated process when residents request a more restrictive *modification of the existing parking regulation* in the establishment of a permit zone. The lead resident petitioner must acquire sufficient signatures proving majority support for the resident proposed permit zone. Very often there is controversy among adjacent businesses and residents and among residents themselves regarding more restrictive parking regulations. A petition demonstrates majority support from residents for the proposal throughout the public process.

These are the goals achieved through the City Initiated process in multi-family housing areas:

- 1) **Provide Permit Parking Privileges on Multiple Family Blocks** - On a regular basis staff received requests from residents of multiple family blocks to establish preferential parking permit zones for the ability to park longer than the 2-hour parking restriction. However, residents have difficulty obtaining the required signatures to establish a permit zone due to the large number of households per block, many with security entrances.
- 2) **Reduce the Use of the "Call-in Guest Parking Exemption Phone Line"**- According to the California Vehicle Code (CVC) parking permits and exemptions

should only be available to areas designated as a permit zone by the municipality. However, to accommodate the needs of all residents (both in single and multi-family units) the City allows residents on a non-permit zone block to receive guest parking exemptions. Many residents of non-permit zone blocks have become accustomed to calling daily for parking exemptions to avoid moving their vehicles every two hours. By establishing permit zones, residents may purchase annual permits instead of relying on daily call-in exemptions. In general, residents find annual permits are more convenient than calling for daily parking exemptions.

- 3) **Provide Larger Areas for Residents to Park** – Multiple family blocks may often have higher parking occupancy, especially on street cleaning days. Larger permit zones make it easier for residents to secure on-street parking if the block is full. Moreover, staff has found that larger zones are less confusing for corner building residents that otherwise would be between two different permit zones.

## **Conclusion**

In addition to the two recommendations for City Initiated permit zones that will be presented to the City Council at its formal meeting of August 2, 2005, staff and the Traffic & Parking Commission have identified seven additional multi-family areas for the City Initiated process to establish larger permit parking zones (see attachment). Staff seeks City Council comments regarding this program.

**1) 200 S. Arnaz Drive AND 2) 400 blocks of S. Rexford, Maple, Palm, Oakhurst and Doheny Drives** For City Council consideration at its August 2, 2005 formal meeting.

**3) 200 and 300 blocks of S. Doheny Drives**

**4) 200 and 300 blocks of S. Elm and Rexford Drives**

**5) 100 blocks of S. Palm, Elm and Rexford Drives with existing Zone Q (100 of blocks of Reeves, Canon, Crescent Drives) Zone ZZ (100 block of Maple Drive) and Zone DD (100 block of Oakhurst Drive)**

**6) "District AA" 100 blocks between S. Spalding and S. Rodeo Drives**

**7) Durant, Robbins, Young, Moreno, Lasky Drives and Spalding Drives**

**8) 300 block of Reeves Drive**

**9) Olympic Blvd. (Multi-Family Buildings)**

The Municipal Code prohibits permit parking directly on Olympic Blvd.; therefore, only the block sections zoned R-4 (multi-family housing) between the alley and Olympic Blvd. are proposed for a permit zone. This zone would have a very limited area to park with a permit.

**Other Blocks**

In addition to the areas reviewed by the Traffic & Parking Commission, staff identified two non-permit multi-family areas, which may also be addressed with the City Initiated process:

- 100, 200 and 300 blocks of N. Crescent Drive (east side only)
- 400 block of Spaulding Drive