



CITY OF BEVERLY HILLS  
**TRAFFIC & PARKING COMMISSION**

November 3, 2016

**TO:** Traffic & Parking Commission  
**FROM:** Martha Eros, Transportation Planner  
Christian Vasquez, Transportation Planning Analyst  
**SUBJECT:** Preferential Parking Permit Districts  
**ATTACHMENTS:** A. Beverly Hills Municipal Code, Chapter 7, Article 2, Preferential Parking  
B. Beverly Hills Preferential Parking Permit Zones Map  
C. Draft Preferential Parking Permit Districts Map

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This report provides a continued discussion of streamlining the Preferential Parking Permit (PPP) petition process to create districts with uniform parking regulations. Staff seeks Traffic & Parking Commission (TPC) direction on goals and next steps.

### **Background**

The City has established or modified PPP zones through a residential petition process as outlined in BHMC 7-3-206 *Standard Criteria for Establishment of Preferential Parking Zones* and 7-3-207 *Modification of an Existing Zone (Attachment-A)*. Currently, there are 73 individual PPP zones in the City covering approximately 170 residential street blocks.

At the August 4, 2016 TPC meeting, staff presented the TPC with a history of the PPP petition process, the City's previous efforts to consolidate PPP zones, and information on other Westside Cities' PPP districts. Staff also presented a potential strategy, consisting of three phases, on consolidating PPP zones. The TPC suggested that staff proceed with 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 (e.g., multi-family, single-family, characteristics)
- Establish a timeline
- Conduct public outreach
- Research information on the current technologies the City utilizes for parking enforcement.

### **Discussion**

Staff is seeking clarification from the TPC with regards to the goals of PPP consolidation. If a goal is to allow residents in a particular district to park in any of the streets within the same district, then the Municipal Code section on Preferential Parking must be amended. According to BHMC 7-3-211, "a resident who holds a valid preferential parking permit may use the permit for the purpose of parking on the street block adjacent to the dwelling unit of such resident or adjacent to the dwelling unit of another resident who resides in the same preferential parking zone while they are visiting such resident."

Staff developed a draft PPP Districts map based on geography, zoning, and street blocks with similar parking characteristics (Attachment-C). After analyzing the map and reviewing the City's

previous efforts to consolidate PPP zones, staff recommends pursuing PPP consolidation in three segments:

**1. Consolidate multi-family street blocks with similar parking characteristics via a City-initiated process.**

The City successfully established PPP “districts,” some of which involved consolidating permit zones with different parking regulations, in several multi-family areas via the City-initiated process. Examples of such districts include the following zones:

Zone	Area
BB	100 blocks of North Hamilton and Gale Drives; 200 blocks of South Hamilton, Gale, and Tower Drives
AK	200 and 300 blocks of North Almont, La Peer, Swall and Clark Drives
AE	North Maple, Palm, Oakhurst and Doheny Drives between Beverly Boulevard and Civic Center Drive
AI	North Maple, Palm and Oakhurst Drives between Burton Way & Beverly Boulevard

As a first step in formulating “districts,” staff suggests consolidating the multi-family zones on the 100 blocks south of Wilshire Boulevard between Spalding and South Rodeo Drives via the City-initiated process [BHMC 7-3-206(A)]; these street blocks are adjacent to commercial areas on Wilshire Boulevard and have similar parking regulations. With this process, a notice and survey card are sent to each household in the proposed district area. The process is initiated if not more than 40% of the households send a return form objecting to the creation of the district. Staff would return to the TPC and City Council to modify the parking regulation with one consistent regulation. Staff will coordinate with the Public Works Customer Service and Parking Enforcement teams to address administrative and operations functions.

ZONE	LOCATION	RESTRICTION EXCEPT BY PERMIT	TIME PERIOD	DAYS
AA	100 SOUTH ROXBURY DRIVE	NO PARKING	ANYTIME	DAILY
AD	100 SOUTH BEDFORD DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
AD	100 SOUTH CAMDEN DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
AD	100 SOUTH PECK DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
AD	100 SOUTH LINDEN DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
S	100 SOUTH SPALDING DRIVE	NO PARKING	8AM TO 6PM	MON - FRI

A second area staff suggests consolidating is the multi-family zones on the 100 blocks south of Wilshire Boulevard between South Reeves and South Oakhurst Drives. This area currently has three PPP zones with three different parking regulations covering seven street blocks. Four out of the seven street blocks have a “1-Hour Parking, 8 a.m. to 2:30 a.m.,

Daily” regulation. Staff anticipates a major concern from the multiple-family residents on the 100 blocks of Zone “Q” due the loss of parking privileges on the adjacent 200 block of single-family homes.

ZONE	LOCATION	RESTRICTION EXCEPT BY PERMIT	TIME PERIOD	DAYS
DD	100 SOUTH PALM DRIVE	2-HOUR PARKING	8AM TO 6PM	MON-SAT
DD	100 SOUTH OAKHURST DRIVE	NO PARKING	ANYTIME	DAILY
ZZ	100 SOUTH MAPLE DRIVE	NO PARKING	ANYTIME	DAILY
Q	100 SOUTH CANON DRIVE (EAST SIDE)	1-HOUR PARKING	8AM TO 2:30AM	DAILY
Q	100 SOUTH CRESCENT DRIVE (WEST SIDE)	1-HOUR PARKING	8AM TO 2:30AM	DAILY
Q	100 SOUTH ELM DRIVE (EAST SIDE)	1-HOUR PARKING	8AM TO 2:30AM	DAILY
Q	100 SOUTH REEVES DRIVE (EAST SIDE)	1-HOUR PARKING	8AM TO 2:30AM	DAILY

**2. Non-permit zone single-family street blocks north of Santa Monica Boulevard.**

The City has a large number of single-family street blocks north of Santa Monica Boulevard that are not designated as PPP zones. In recent years, staff has gradually received resident-initiated petitions for establishing PPP zones in the northeast area abutting the City of West Hollywood.

For single-family area PPP petitions, a consolidation approach has been pursued by a petition basis where the TPC has attempted to match neighboring block regulations and permit zone designations. However, different regulations were approved by City Council in some instances.

To streamline the processing of PPP requests in the future, staff suggests considering a similar program developed by the City of Culver City. The Beverly Hills City Council could consider “pre-designating” parking regulations in designated quadrants throughout the neighborhood (Attachment-C). Existing permit regulations would be grandfathered until a future modification request is submitted for consideration.

With this type of program, staff would conduct the necessary parking occupancy counts, address potential environmental impacts, and receive public comment prior to designating a “district” and a “pre-designated” permit parking regulation. This step would eliminate the parking occupancy studies currently required for each permit petition submitted for City review.

Residents in a pre-designated area would submit a qualifying petition for staff’s “administrative” consideration and approval. Only if a resident petition requests a more stringent parking restriction than the pre-“designated district” regulation would the process require a full study with TPC and City Council review (as currently practiced).

Consolidating and forming “districts” for the existing Preferential Parking Permit program would require City Council adoption of an ordinance modifying the Beverly Hills Municipal Code.

### **3. Existing PPP zones and non-permit single-family street blocks south of Santa Monica Boulevard**

The area south of Santa Monica Boulevard will be the most challenging and time consuming to consolidate into districts. Most of the street blocks south of Santa Monica Boulevards have an existing PPP regulation; there are 15 single-family street blocks south of Santa Monica Boulevard to the south city limits that do not have a permit zone regulation. Staff suggests creating “pre-approved” parking regulation similar to the area north of Santa Monica Boulevard and testing an area with a consolidated parking regulation to measure public response prior working on the proposed/preliminary districts (Attachment-C).

#### **Parking Enforcement Technology**

In 2009, the City purchased three *AutoVu* units, otherwise known as license plate recognition (LPR) vehicles. Each unit costs approximately \$65,000. The units are currently non-operational due to software/equipment review and expired contract. Parking Enforcement officers have been utilizing handheld Motorola units to issue citations; these devices allow parking enforcement officers to time parked vehicles and capture photos supporting citations. The Public Works Department researched new LPR and parking enforcement technologies for future implementation.

#### **Recommendation**

Staff requests Traffic & Parking Commission feedback on the approach for PPP consolidation outlined in this report. Pending Commissioners’ comments, staff will return with a proposed work plan, including timeline, for a phased implementation.

# **ATTACHMENT - A**

# City of Beverly Hills Municipal Code



## Chapter 7. Traffic, Parking & Public Transportation Article 2. Preferential Parking

### 7-3-201: TITLE:

This article of the Beverly Hills municipal code may be referred to as the *PREFERENTIAL PARKING MASTER PLAN ORDINANCE* of the city of Beverly Hills. (1962 Code § 3-6.2203; amd. Ord. 93-O-2169, eff. 7-2-1993)

### 7-3-202: PURPOSE:

The purpose of this article is to create a preferential parking program which is necessary in order to alleviate the severe lack of on street parking on certain residential streets in the city caused primarily by commuter vehicle traffic and to provide reasonably available and convenient parking for the adjacent residents. The preferential parking program consists of a preferential parking district within which zones are established which are aimed at reducing noise, traffic hazards, and environmental pollution and encouraging car pooling, telecommuting and mass transit. (1962 Code § 3-6.2203; amd. Ord. 90-O-2095, eff. 8-9-1990; Ord. 93-O-2169, eff. 7-2-1993)

### 7-3-203: DEFINITIONS:

For purposes of this article, certain words and phrases are defined as follows:

**COMMUTER:** A motor vehicle parked in a residential area which is not owned, leased or otherwise controlled by a resident who lives in the area designated as a preferential parking zone.

**DWELLING UNIT:** Any single-family residence or any multiple residential unit. "Dwelling unit" shall also include any congregate care facility, as defined in section 10-3-1260 or 10-3-1286 of this code, that is not ineligible for participation in a preferential parking zone pursuant to section 7-3-205.5 of this chapter. "Dwelling unit" shall not include hotel guestrooms or suites.

**EXISTING ZONE:** A preferential parking zone established by resolution of the city council on or before July 2, 1993.

**GUEST:** A person who visits or is employed by an occupant of a dwelling unit located in a preferential parking zone.

**PARKING RESTRICTION:** The amount of time and/or time of day vehicles may park on the street in a preferential parking zone. Such restrictions may include, without limitation, "one hour parking except by permit", "two hour parking except by permit", "no parking except by permit", and "no parking 8 a.m. to 6 p.m. except by permit".

**PREFERENTIAL PARKING:** A street block or group of street blocks where vehicles displaying a valid permit shall be exempt from certain daytime and nighttime parking restrictions.

**PREFERENTIAL PARKING DISTRICT:** A group of street blocks having similar land use designations and which are eligible for inclusion in a preferential parking zone upon approval of the city council.

**PREFERENTIAL PARKING MASTER PLAN AREA:** The residentially zoned area of the city south of North Santa Monica Boulevard.

**PREFERENTIAL PARKING ZONE:** A street block or group of street blocks that are designated for preferential parking by the city council.

**RESIDENT:** A person who lives in a dwelling unit located in a preferential parking zone.

**STREET:** The same as set forth in title 1 of this code, except that street shall not include alleys.

**STREET BLOCK:** The portion of a street that lies between two (2) immediately intersecting streets. If a street block has two (2) residential land use designations and an alley is intersecting that street block, a street block shall mean that portion of the street that lies between the alley and the nearest intersecting street. (1962 Code § 3-6.2204; amd. Ord. 93-O-2169, eff. 7-2-1993; Ord. 94-O-2198, eff. 4-22-1994; Ord. 02-O-2405, eff. 9-20-2002; Ord. 03-O-2432, eff. 11-21-2003)

**7-3-204: PREFERENTIAL PARKING DISTRICT:**

A preferential parking district is hereby established and shall be comprised of certain residential street blocks that are located within the preferential parking master plan area. A map designating such street blocks shall be prepared and maintained on file in the office of the director of transportation. Street blocks included in this district are eligible for inclusion into an existing or new preferential parking zone in accordance with the procedure set forth in section 7-3-206 of this chapter. (1962 Code § 3-6.2204; amd. Ord. 93-O-2169, eff. 7-2-1993)

**7-3-205: CERTAIN AREAS WHERE PREFERENTIAL PARKING IS NOT ALLOWED:**

No preferential parking zone shall be established on any of the following types of street blocks:

- A. Street blocks on an arterial street as designated in the city's general plan.
- B. Street blocks with land zoned or used for commercial purposes on both sides of the street. (1962 Code § 3-6.2204; amd. Ord. 93-O-2169, eff. 7-2-1993; Ord. 94-O-2199, eff. 6-17-1994)

**7-3-205.5: CERTAIN PROPERTY INELIGIBLE FOR PARTICIPATION IN PREFERENTIAL PARKING:**

Any property which receives a reduction in the number of required parking spaces for each dwelling unit in accordance with the provisions of section 10-3-1260 or 10-3-1286 of this code, and all residents of such property, shall be ineligible to participate in a preferential parking zone. (Ord. 03-O-2432, eff. 11-21-2003)

**7-3-206: STANDARD CRITERIA FOR ESTABLISHMENT OF PREFERENTIAL PARKING ZONES:**

- A. A preferential parking zone may be established by either of the following two (2) methods: 1) a petition signed by more than fifty percent (50%) of the residents residing on property abutting a street within the proposed zone requesting the creation of the zone; or 2) a director of transportation initiated proposal with notice sent to abutting residents if not more than forty percent (40%) of such residents have sent to the city a return form objecting to the creation of the zone.
- B. Whether initiated by petition or by the director of transportation, in order to establish a preferential parking zone, the director of transportation shall do the following: 1) prepare a study on the need for preferential parking restrictions, and 2) make a recommendation to the traffic and parking commission as to whether a preferential parking zone should be established and the maximum parking restriction that may be imposed for vehicles parking in a preferential parking zone.
- C. Whether initiated by petition or by the director of transportation, in order to establish a preferential parking zone, the traffic and parking commission shall, based on the criteria set forth in subsection D of this section, make a recommendation to the city council as to whether a preferential parking zone should be established and the maximum parking restriction that may be imposed for vehicles parking in a preferential parking zone.
- D. Whether initiated by petition or by the director of transportation, in order to establish a preferential parking zone, the city council must find that there is sufficient evidence to conclude that the following criteria are satisfied:
1. Commuter vehicles regularly interfere with the available public street parking adjacent to residential property within the proposed zone and cause or are the source of unreasonable noise, traffic hazards, environmental pollution, or other similar interference with the residential environment.
  2. There is no reasonable alternative which is feasible or practical to reduce the identified street parking problem to acceptable levels, and displaced commuter vehicles will not unduly impact surrounding residential areas.

The city council shall determine the maximum parking restriction that may be imposed for vehicles parking in a preferential parking zone as it deems appropriate. (1962 Code § 3-6.2205; amd. Ord. 93-O-2169, eff. 7-2-1993; Ord. 98-O-2311, eff. 10-23-1998)

**7-3-207: MODIFICATION OF AN EXISTING ZONE:**

A preferential parking zone once established may be modified as follows:

- A. The director of public works and transportation, at the request of the traffic and parking commission or the city council, may initiate a modification to an existing preferential permit zone. If a request is initiated by the city council, the modification shall be heard by the city council and approved by resolution. If the request is initiated by the traffic and parking commission, the traffic and parking commission shall provide a recommendation to the city council and the modification shall be approved by resolution of the city council.

- B. Sixty percent (60%) of the residents within the existing zone sign a petition requesting a modification to the parking restrictions in that zone. The traffic and parking commission shall provide a recommendation to the city council. The modification shall be approved by resolution of the city council.

The city council shall determine the maximum parking restriction that may be imposed for vehicles parking in a preferential parking zone as it deems appropriate. (Ord. 09-O-2571, eff. 12-6-2009)

**7-3-208: APPLICATION AND ISSUANCE OF PREFERENTIAL PARKING PERMITS:**

Permits authorizing vehicle parking in a preferential parking zone may be issued by the department of finance administration to residents occupying property within a preferential parking zone, subject to the following requirements and restrictions:

- A. Furnishing satisfactory proof of residency on the street in the zone;
- B. Completion of an application on the form designated by the department of finance administration;
- C. Payment of the preferential parking permit fee designated by council resolution. (Ord. 93-O-2169, eff. 7-2-1993)

**7-3-209: MAXIMUM NUMBER OF PERMITS:**

- A. The maximum number of preferential parking permits that may be issued to the inhabitants of a single dwelling unit that has vehicles registered to that address or that has vehicles used on a full time basis by the occupants of that residence shall not exceed three (3), except as provided in subsection B of this section. The maximum number of preferential parking permits which may be issued to the inhabitants of a single dwelling unit that has no vehicles registered to that address shall not exceed two (2).
- B. The traffic and parking commission has the authority to grant additional preferential parking permits upon application of a qualified applicant and proof that more than three (3) vehicles are registered to the dwelling unit or used on a full time basis by the occupants of the dwelling unit, that sufficient off street parking is not available to the applicant and that an undue hardship will result if the additional permit request is not granted. (Ord. 93-O-2169, eff. 7-2-1993)

**7-3-210: TERM OF PREFERENTIAL PARKING PERMITS:**

Preferential parking permits shall be valid for a period of one year from the date of issuance or until such time as the applicant ceases to reside in the preferential parking zone, whichever occurs first. (Ord. 93-O-2169, eff. 7-2-1993)

**7-3-211: USE OF PERMITS BY RESIDENTS AND GUESTS:**

- A. A resident who holds a valid preferential parking permit may use the permit for the purpose of parking on the street block adjacent to the dwelling unit of such resident or adjacent to the dwelling unit of another resident who resides in the same preferential parking zone while they are visiting such resident.

- B. A resident who holds a valid preferential parking permit may allow a guest of such resident to use the permit for the purpose of parking on the street adjacent to the dwelling unit of the resident while visiting with or working for the resident at the resident's dwelling unit. (Ord. 93-O-2169, eff. 7-2-1993; amd. Ord. 97-O-2280, eff. 6-6-1997; Ord. 98-O-2311, eff. 10-23-1998)

**7-3-212: PROHIBITIONS AND RESTRICTIONS ON PREFERENTIAL PARKING PERMITS:**

- A. No vehicle shall be parked or stopped adjacent to any curb in a preferential parking zone during the time preferential parking is in effect, unless such vehicle shall have prominently displayed a preferential parking permit issued by the city, which permit shall be displayed hanging from the rear view mirror of the vehicle.
- B. It shall be unlawful for any person to sell, rent or lease, or cause to be sold, rented or leased, for any value or consideration any preferential parking permit.
- C. It shall be unlawful for any person to buy or otherwise acquire for value or use any preferential parking permit, except as provided for in this article. (Ord. 93-O-2169, eff. 7-2-1993; amd. Ord. 94-O-2198, eff. 4-22-1994; Ord. 94-O-2204, eff. 8-5-1994; Ord. 97-O-2280, eff. 6-6-1997)

**7-3-213: REVOCATION OF PERMIT:**

Where any permit issued under this article has been procured through fraud or misrepresentation, or where the permittee has violated provisions of this article, the director of transportation shall hold a hearing, with notice of the time and place of such hearing mailed to the permittee at least ten (10) days preceding the hearing. If the permit is revoked following the hearing, the permittee shall be mailed written notice of the revocation and the reasons therefore. (Ord. 93-O-2169, eff. 7-2-1993)

**7-3-214: APPEAL OF DIRECTOR'S DECISION TO THE TRAFFIC AND PARKING COMMISSION:**

Any decision of the department of finance administration in granting or denying a permit under this article on any decision of the director of transportation revoking a permit under this article may be appealed to the traffic and parking commission. The appeal shall be in writing, and shall be filed with the commission within fourteen (14) days after the decision. The decision of the traffic and parking commission to uphold or reverse the decision of the department of finance administration or the director of transportation, as the case may be, shall be final. (Ord. 93-O-2169, eff. 7-2-1993)

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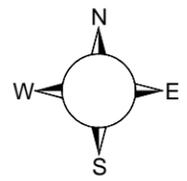
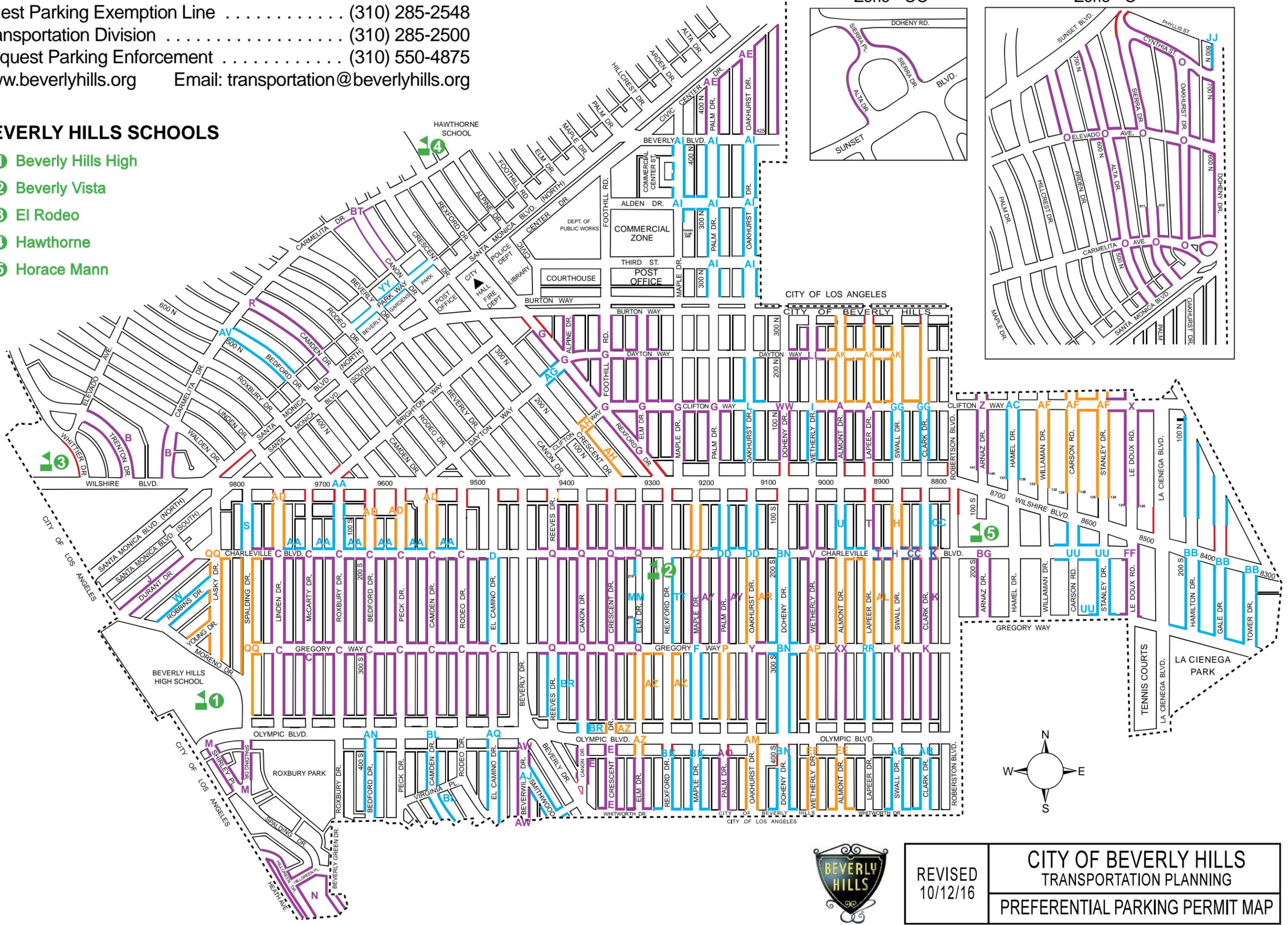
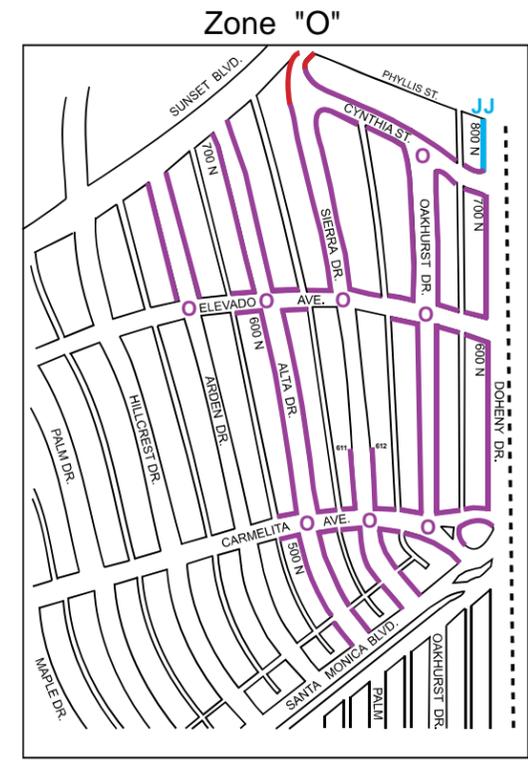
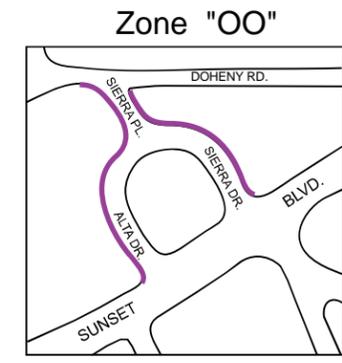
# **ATTACHMENT - B**

# 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



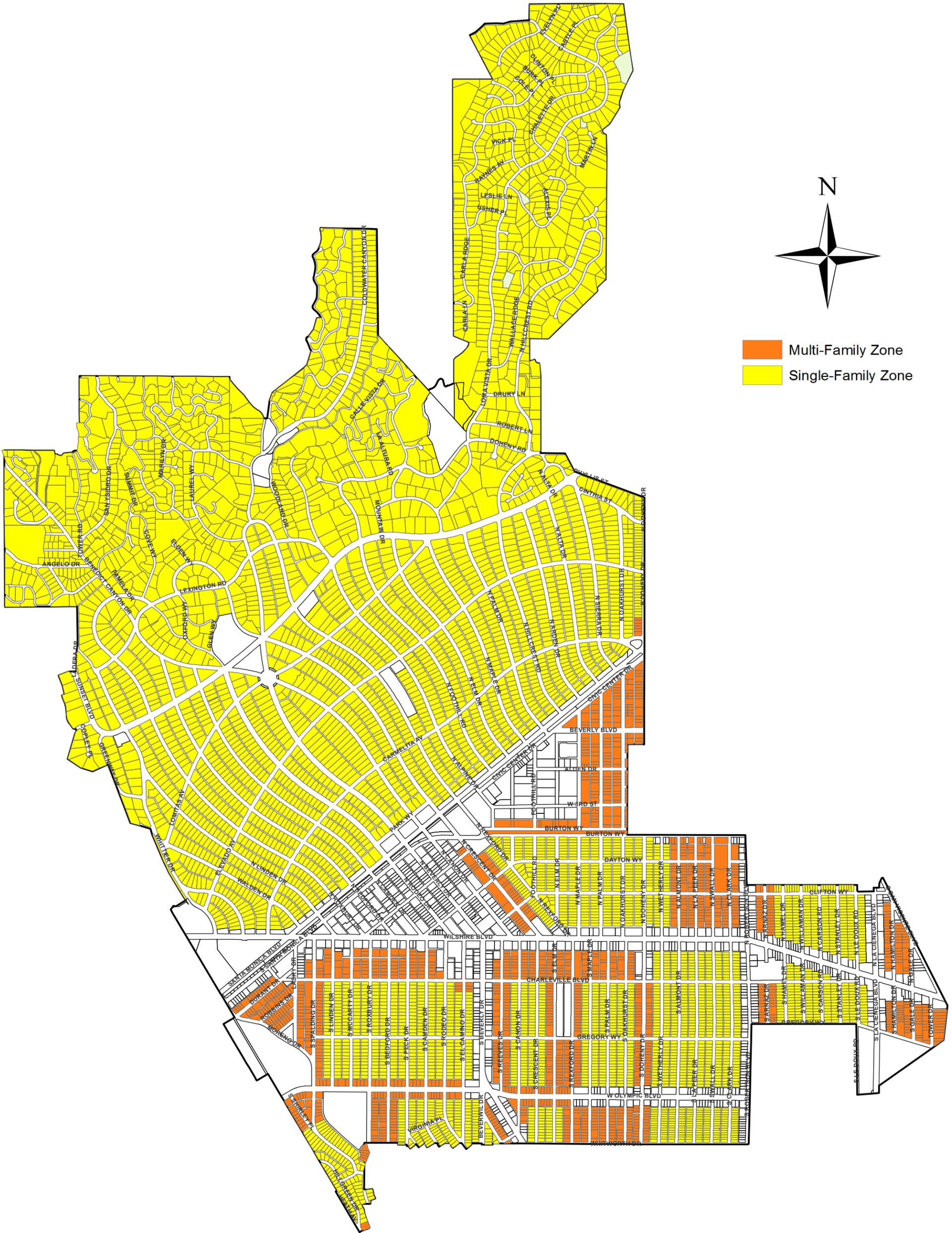
REVISED  
 10/12/16

**CITY OF BEVERLY HILLS**  
 TRANSPORTATION PLANNING  
**PREFERENTIAL PARKING PERMIT MAP**

# **ATTACHMENT - C**



# Residential Zones



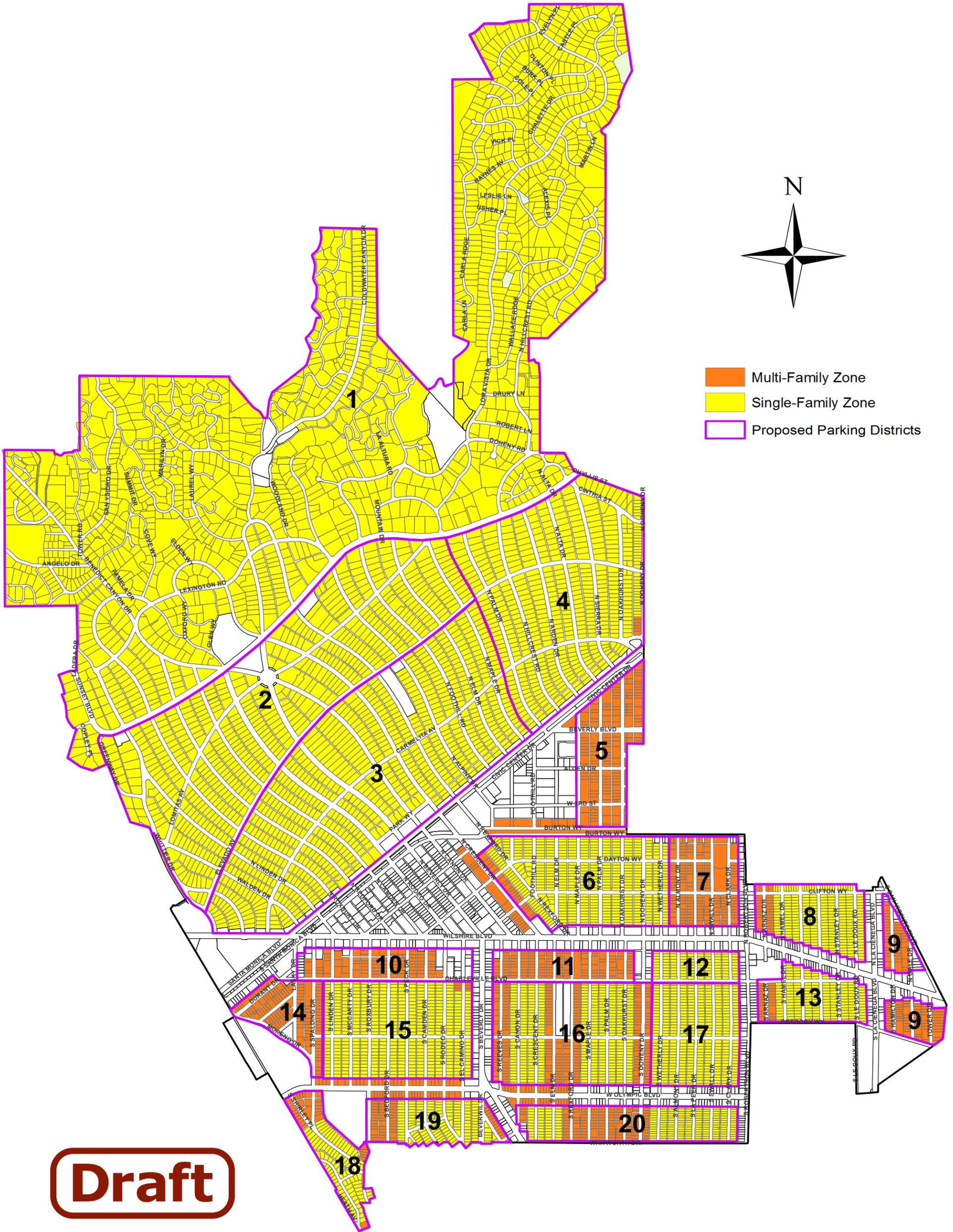
- Multi-Family Zone
- Single-Family Zone

0 1 Miles

This map is for informational purposes. The City of Beverly Hills makes no representations or warranties of any kind with respect to the accuracy of the information or data furnished herein. October 2016



# Proposed Preferential Permit Parking Districts



**Draft**

0 1 Miles

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