



## AGENDA REPORT

**Meeting Date:** September 21, 2010

**Item Number:** E-2A & 2B

**To:** Honorable Mayor & City Council

**From:** Aaron Kunz, Deputy Director of Transportation *ak*  
Martha Eros, Transportation Planner *ME*

**Subject:** A. AN ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING PROVISIONS REGARDING STREETS DESIGNATED FOR HEAVY VEHICLE USAGE AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE

B. RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS ESTABLISHING A TOUR BUS LOADING ZONE AT THE FORMER METRO BUS STOP ON THE EAST SIDE OF NORTH CANON DRIVE BETWEEN NORTH SANTA MONICA BOULEVARD AND PARK WAY

**Attachments:**

1. Ordinance
2. Resolution
3. Categorical Exemption
4. Traffic & Parking Commission Minutes
5. Correspondence
6. City Council Meeting Notice

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### RECOMMENDATION

In order to establish tour bus zone on the east side of Canon Drive between North Santa Monica Boulevard and Park Way as recommended by the Traffic & Parking Commission (TPC), staff recommends that the City Council adopt "An Ordinance of the City of Beverly Hills amending provisions regarding streets designated for heavy vehicle usage and amending the Beverly Hills Municipal Code" and a "Resolution of the Council of the City of Beverly Hills Establishing a Tour Bus Loading Zone at the Former Metro Bus Stop on the East Side of North Canon Drive between North Santa Monica Boulevard and Park Way" with a regulation of:

"Tow Away, Active Tour Bus Loading, Engine Off, 9am-6pm, Daily."

Per Beverly Hills Municipal Code 7-2-207, the City Council makes the final determination of the establishment of a tour bus loading zone on a residential street and the hours of operation.

## **INTRODUCTION**

This report outlines a proposal to establish a Tour Bus Loading Zone at the former Metro Bus Stop on the east side of North Canon Drive between North Santa Monica Boulevard and Park Way with the following regulation:

### **“Tow-Away, Active Tour Bus Loading, Engine Off, 9am –6pm, Daily”**

Per Municipal Code 7-2-207, the Transportation Official is authorized to establish tour bus loading zones on any non-residential street with consultation with the TPC. In other circumstances, tour bus loading zones may be established by resolution of the City Council. As this section of Canon Drive is classified as a residential street, a resolution by the City Council is required to establish a tour bus loading zone. The City Council Liaisons to the Traffic & Parking Commission (Councilmembers Brien and Mirisch) agreed that the TPC should receive public comment prior to City Council consideration.

## **BACKGROUND**

To accommodate tour bus loading and staging with the goal of promoting tourism in the City, the City has traditionally established tour bus loading zones within the Business district for “active” tour bus passenger loading only. For several years, the City had three tour bus loading zones in the vicinity of Dayton Way:

1. South Side of Dayton Way west of Rodeo Drive next to Louis Vuitton
2. South Side of Dayton Way between Rodeo and Beverly Drives
3. Alley south of Dayton Way between Rodeo and Beverly Drives

After dropping passengers off at these locations, tour buses were directed to stage at the 2-hour staging locations at the south lot of the former Crescent Post Office and on adjacent Crescent Drive. A stop was also established in the south lot of the former Crescent Post Office for the Starline Tours (the red double-decker buses). For longer-term staging, buses were directed to the south side of West 3<sup>rd</sup> Street between Civic Center Drive and Foothill Road, behind the Beverly Hills Courthouse.

In April 2008, with the construction of the William Morris building, tour bus loading locations #2 and #3 were removed and a tour bus zone was established on the Southeast corner of the 300 block of Camden Drive next to El Torito Grill.

The tour bus staging areas and the stop for Starline “hop-on/hop-off” tours at the south parking lot of the former Crescent post office were eliminated in March 2010 with the commencement of construction of the Crescent Garage parking facility. Activity significantly increased at the tour bus loading location on the 300 block of Camden Drive at Dayton Drive, especially with Starline “hop-on/hop-off” tours.

## **DISCUSSION**

Business owners and property management representatives adjacent to the tour bus passenger loading zone on the 300 block of North Camden Drive voiced concerns (both at the May 2010 TPC meeting and via written correspondence) regarding the imposition

and deterioration of privacy and property due to the increased pedestrian and vehicle traffic, including noise, litter and trespassing.

The TPC agreed that the tour bus zone should be temporarily relocated to the 400 block of North Camden Drive, and convened the tour bus ad-hoc Committee to propose alternative locations. The ad-hoc Committee developed a list of potential locations, and the TPC conducted a site visit of six potential locations at their June 3 meeting.

### Zones Evaluated

- 400 Block of North Canon Drive, between North Santa Monica Boulevard and Park Way. Former Metro bus stop with existing bus cut-out and amenities.
- 100 Block of El Camino Drive, adjacent to the Beverly Regent Hotel. The Traffic & Parking Commission ranked this as its second highest priority. The disadvantages are that the Hotel frequently purchases these spaces for tour buses associated with hotel uses and proximity to businesses.
- 400 Block of Crescent Drive/Brighton Way. The Commission found that the proposed location on Brighton Way, immediately adjacent to the Crescent Hotel was too close to the hotel's outdoor dining. Per request by Commissioner Grushcow, staff evaluated the west side of Crescent Drive immediately south of Brighton Way and determined the lane widths were too narrow to accommodate tour buses.
- North Rodeo Drive between North Santa Monica and Park Way and North Beverly Drive between North Santa Monica and Park Way. These two locations are similar to the proposed location but without the bus cut-outs and restroom facilities.
- 300 Block of North Bedford Drive, west side: Commission evaluated the west side of Bedford just north of Wilshire Boulevard and didn't want to place in front of a potential restaurant with outdoor dining.
- 400 Block of Camden Drive (existing temporary location): Commission favors removing this zone due to impacts to adjacent commercial uses.

The TPC unanimously recommends the former Metro bus stop on 400 North Canon Drive due to proximity of the site to the business district, adjacency to the park, and availability of loading space, restroom facilities and trash receptacles.

The 6,000 lb. weight limit on the 1200 block of Park Way would need to be removed between Canon and Crescent Drives in order for the tour buses to access the zone. No degradation of street infrastructure is anticipated as a result of the vehicle circulation. The parking regulation prohibiting vehicles over 21 feet in length and/or ¾ ton carrying capacity on Park Way established to address staging of limousines and tow trucks would remain in effect.

The TPC proposes restricting the tour bus activity to 9am-6pm daily, while the Starline Tour operators request the timeframe be extended to 8pm daily. The TPC included in their recommendation that they evaluate the effectiveness and appropriateness of the zone six months after implementation.

Staff recommends that the 400 Camden Drive tour bus loading zone remain in place for smaller van and shuttle-type vehicles and evaluate continued need.

Two residents from Park Way attended the August 5<sup>th</sup> TPC meeting to oppose the proposed tour bus loading zone due to the increase of traffic impacts to the residential street. One tour company that operates small shuttle buses expressed concern regarding the increased distance and time to access the commercial businesses in the district. While most professional businesses on Camden Drive oppose the tour bus loading zone, Mickey Fines supports retaining the zone to promote commerce.

**NOTICE**

Notices advising of the September 21, 2010 City Council action item were mailed to Park Way residents and households within 500' of the proposed location; the three churches along North Santa Monica Boulevard; businesses on Camden Drive; and the existing mailing list of tour bus operators provided by the Chamber of Commerce and Visitors Bureau.

A notice advising of the August 5, 2010 TPC action item was sent to Park Way residents and affected parties on July 26, 2010.

**FISCAL IMPACT**

The cost of modifying parking signs would be nominal and installed by City staff.



~~for~~ David Gustavson

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Approved By

# **Attachment 1**

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING PROVISIONS REGARDING STREETS DESIGNATED FOR HEAVY VEHICLE USAGE AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS DOES ORDAIN AS FOLLOWS:

**Section 1.** Section 7-2-203 of Title 7, Chapter 2, Article 2 of the Beverly Hills Municipal Code is hereby amended to read as follows:

**“7-2-203: STREETS DESIGNATED FOR HEAVY VEHICLE USAGE:**

The following streets are designated for use by vehicles exceeding a maximum gross weight, including the vehicle and its load, of three (3) tons:

Alden Drive;  
Bedford Drive from Wilshire Boulevard to Santa Monica Boulevard (north);  
Beverly Boulevard;  
Beverly Drive from the south city limits to Santa Monica Boulevard (north);  
Brighton Way from Canon Drive to Wilshire Boulevard;  
Burton Way;  
Camden Drive from Wilshire Boulevard to Santa Monica Boulevard (north);  
Canon Drive from Wilshire Boulevard to Santa Monica Boulevard (north);  
Civic Center Drive from Burton Way to Santa Monica Boulevard (south);  
Crescent Drive between the north and south roadways of Santa Monica Boulevard;  
Dayton Way from Canon Drive to Wilshire Boulevard;  
Doheny Drive;  
Foothill Road from Burton Way to Santa Monica Boulevard (south);  
La Cienega Boulevard;  
Linden Drive from Wilshire Boulevard to Santa Monica Boulevard (south);  
Maple Drive from Burton Way to Santa Monica Boulevard (south);  
Olympic Boulevard;  
Rexford Drive from Santa Monica Boulevard (north) to Burton Way;  
Robertson Boulevard;

Rodeo Drive from Wilshire Boulevard to Santa Monica Boulevard (north);  
Roxbury Drive from Wilshire Boulevard to Santa Monica Boulevard (north);  
San Vicente Boulevard;  
Santa Monica Boulevard (north and south roadways);  
Third Street;  
Wilshire Boulevard;  
1200 block of Park Way.”

**Section 2.** The City Clerk shall cause this Ordinance to be published at least once in a newspaper of general circulation published and circulated in the City within fifteen (15) days after its passage, in accordance with Section 36933 of the Government Code; shall certify to the adoption of this Ordinance and shall cause this ordinance and her certification, together with proof of publication, to be entered in the Book of Ordinances of the Council of this City.

**Section 3.** This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the thirty-first (31st) day after its passage.

Adopted:  
Effective:

\_\_\_\_\_  
JIMMY DELSHAD,  
Mayor of the City of  
Beverly Hills, California

ATTEST:

\_\_\_\_\_  
(SEAL)  
BYRON POPE  
Acting City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
LAURENCE S. WIENER  
City Attorney

APPROVED AS TO CONTENT:

\_\_\_\_\_  
JEFFREY KOLIN  
City Manager

[Signatures continue]



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~~for~~ DAVID D. GUSTAVSON  
Director of Public Works &  
Transportation

# **Attachment 2**

RESOLUTION NO. 10-R-\_\_\_\_\_

RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS  
ESTABLISHING A TOUR BUS LOADING ZONE AT THE FORMER METRO  
BUS STOP ON THE EAST SIDE OF NORTH CANON DRIVE BETWEEN  
NORTH SANTA MONICA BOULEVARD AND PARK WAY

Whereas, the City desires to provide medical, commercial and retail merchants in the Business Triangle a professional environment that does not interfere with their clients' quality of life;

Whereas, the City desires to provide tour buses and vans with safe and convenient passenger loading zones from which to load and unload passengers so not to interfere with other passenger loading zones in the Business Triangle of the City;

Whereas, tour bus passenger loading zones were displaced from locations within the Business Triangle due to construction projects;

Whereas, the Traffic and Parking Commission evaluated tour bus passenger loading locations throughout the Business Triangle and unanimously recommended that a tour bus loading zone be established at the former Los Angeles County Metropolitan Transportation Authority (Metro) bus stop on the east side of Canon Drive between North and South Santa Monica Boulevards at its August 5, 2010 meeting; and

Whereas, the Beverly Hills Municipal Code ("BHMC") 7-2-207, authorizes the City Council by resolution to establish tour bus loading zones on any City street.

Now, therefore, the Council of the City of Beverly Hills does hereby resolve as follows:

Section 1. The City Council hereby establishes a Tour Bus Loading Zone on the east side of the 400 block of North Canon Drive at the former Metro bus stop between North Santa Monica Boulevard and Park Way with a regulation of:

"TOW AWAY, ACTIVE TOUR BUS LOADING, ENGINE OFF, 9AM-6PM, DAILY."

Section 2. The City Council is simultaneously considering Ordinance No. 10-O-\_\_\_\_\_ which amends BHMC 7-2-203 to remove the weight limit restriction on the 1200 block of Park Way to accommodate the eastbound circulation of tour coaches to allow vehicles to exit onto southbound Crescent Drive.

Section 3. This Resolution shall take effect upon the effective date of Ordinance No. 10-O-\_\_\_\_\_.

Section 4. The Traffic and Parking Commission shall evaluate the effectiveness and appropriateness of the tour bus passenger loading zone established by this resolution six months after implementation and shall report back to the City Council with its findings.

Section 4. The City Clerk shall certify to the adoption of this Resolution and shall cause this resolution and his certification to be entered in the Book of Resolutions of the Council of this City.

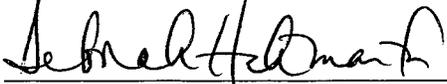
Adopted:

\_\_\_\_\_  
JIMMY DELSHAD  
Mayor of the City of  
Beverly Hills, California

ATTEST:

\_\_\_\_\_  
(SEAL)  
BYRON POPE  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
LAURENCE S. WIENER  
City Attorney

APPROVED AS TO CONTENT:

  
\_\_\_\_\_  
DAVID D. GUSTAVSON  
Director of Public Works & Transportation

# **Attachment 3**

CITY OF BEVERLY HILLS

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

Categorical Exemption

NAME OF PROJECT Tour Bus Loading/Unloading

LOCATION East side of Canon Drive b/w N. and S. Santa Monica Boulevards

TYPE OF BUSINESS (IF COMMERCIAL) N/A - Public Right of Way

PROJECT DESCRIPTION Allow Commercial Tour Bus Passenger Loading /Unloading (no staging) at the former Los Angeles County Metropolitan Transportation Authority (Metro) bus stop on the east side of Canon Drive between North and South Santa Monica Boulevards. Removal of vehicle weight limit restriction on the 1200 block of Park Way to accommodate the eastbound circulation of tour coaches to allow vehicles to exit onto southbound Crescent Drive.

APPLICANT'S NAME: City of Beverly Hills PHONE: 310-285-1000

APPLICANT'S ADDRESS 455 North Rexford Drive

CITY Beverly Hills, CA ZIP 90210

The undersigned, having received this project for processing, has reviewed it for environmental impact and concluded that the project qualifies for a categorical exemption under the procedures adopted by the City of Beverly Hills and no further environmental assessment is necessary.

Applicable Exemption Class 15305 (b)

COMMENTS Operation of passenger loading zone in former bus stop turnout and removal of weight vehicular weight restriction in restricted area or City. No loss in parking or change in regulations to parking restrictions or other uses is allowed.

Reviewed by  Date 9/14/10

# **Attachment 4**

A detailed Commission packet is available for review in the Library and the City Clerk's Office.



In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the Transportation Department at (310) 285-2500 at least seventy-two hours prior to the meeting so that reasonable arrangements can be made to ensure accessibility. Council Chambers is equipped with audio equipment for the hearing impaired, and is wheelchair accessible.

**CITY OF BEVERLY HILLS**

**CITY HALL ROOM 280-A**

**MINUTES**

**TRAFFIC & PARKING COMMISSION REGULAR MEETING**

August 5, 2010

9:00 a.m.

**ROLL CALL**

PRESENT: LICHT, GRUSHCOW, ROSENSTEIN, STEINBERG, BRAUN, LEVINE, FRIEDMAN

ABSENT:

**STUDY SESSION – 9:00 a.m.**

The Commission congratulated Commissioner ROSENSTEIN for his advancement to the Planning Commission anticipated in December 2010.

**POLICE DEPARTMENT REPORT**

Lt. Rosen reported Police Departmental (PD) activities.

PD held a crosswalk sting operation in July at Wilshire Boulevard/Palm Drive intersection. Approximately 53 citations were issued and one arrest was made for driver license violation. Additional pedestrian saturation enforcement will be conducted as well as gridlock enforcement.

*Public Comment on a non-agenda item:*

Frieda Berlin, representative of Trousdale HOA, addressed the Commission regarding tour bus impacts on the neighborhood. She pointed out bad driving habits of stopping in the middle of the road and on inclines. She feels the sound issues are still a nuisance; and Wallace Ridge and Loma Vista.

Commissioner ROSENSTEIN inquired about valet and when the City Council will review the Bedford revised parking rates item.

Pending agenda availability, it is tentatively scheduled for City Council consideration on August 31, 2010.

Vice Chair LEVINE inquired about Robertson/Chalmers zebra striping.

Staff will follow up with schedule.

**NEW BUSINESS AND COMMENTS FROM COMMISSIONERS (ORAL)**

Commissioner ROSENSTEIN reported resident complaints regarding installation of stop signs at every intersection on Whitworth Drive; He raised concerns about unprotected left turn intersection westbound on Wilshire/South on Bedford.

Vice Chair LEVINE noted that he previously met with Traffic Engineer Bijan Vaziri and no solutions were found.

Vice Chair LEVINE brought up bicycle concerns and requested to develop a plan. He provided handouts to the Commission and recognized issues of identifying signage for bicycle racks.

Handouts attached.

The next Agenda Meeting is scheduled the week of August 16, 2010.

**ORAL COMMUNICATION FROM THE AUDIENCE – 9:30 a.m.**

(Speakers wishing to address the Commission will be limited to three minutes.)

No additional public comment on non-agenda items.

**ACTION ITEMS – 9:56 a.m.**

**PROPOSAL TO ESTABLISH A TOUR BUS LOADING ZONE AT THE FORMER METRO BUS STOP ON BOTH SIDES OF NORTH CANON DRIVE BETWEEN NORTH SANTA MONICA BOULEVARD AND PARK WAY**

Deputy Director of Transportation Aaron Kunz gave an overview of the proposal and referenced the PowerPoint presentation.

*Public Comment:*

Barbara Gamer, resident of the 1400 block of Park Way, raised concerns about traffic impacts in residential areas. She opposed the proposal.

Philip Ferentinos, representative of Starline Tours, supports the proposal. He noted that there are amenities in the proposed location for tour bus patrons.

Stephanie Nakasone, representative of the Beverly Hills Conference Visitor's Bureau, expressed support for a positive solution in finding a safe location for tour bus companies. She requested the City provide access to loading and unloading locations.

Fia Hekmat Hoffman opposed the proposal. She noted that most of her neighbors are not available to address the Commission; she feels the proposal is unfair as it is a residential street not a commercial zone.

Naomi Isogawa, representative of a Japanese tour bus company, opposed the proposal. She expressed needing a tour bus loading zone in the triangle.

Shinsuke Takahashi, representative of Japanese tour bus company HS International Inc. opposed the proposal. They need a tour bus loading zone in the triangle.

Vice Chair LEVINE inquired about complaints received for 400 N. Camden location and whether operating hours can be limited. He raised concern over using both sides of the street, and suggested using only the east side to prevent a bottle-neck on both sides of street.

Staff responded approximately four complaints; none received for the other locations. Currently the operating hours on the 400 block of Camden Drive are from 9 a.m. to 7 p.m.; however, can be modified per City Council resolution.

The Commission discussed hours of operations and agreed to an hour reduction to 6 p.m.

Commissioner GRUSHCOW inquired about operations between coaches and mini vans and questioned if the 400 block of N. Camden should be maintained for mini vans.

Staff will evaluate.

Vice Chair LEVINE made a motion establishing a Tour Bus Loading Zone on the east side of Canon Drive between North Santa Monica Boulevard and Park Way with a regulation of "Tow-Away, Active Tour Bus Loading, Engine Off, 9 a.m. – 6 p.m. Daily".

Second by Commissioner ROSENSTEIN.

*Commission Discussion to Motion:*

Commissioner LICHT raised issues with the circulation pattern should the proposed tour bus loading zone be implemented.

Commissioner ROSENSTEIN proposed a right-turn only and recommended a six month review plan from implementation date that does not include a sunset provision.

Staff agreed to incorporate into resolution.

Commissioner GRUSHCOW recommended utilizing both sides of the street to mitigate traffic. He prefers maintaining the location on the 400 block of Camden Drive to mini buses and vans; they should be allowed to drop off in small numbers, but not permit coaches.

Commissioner GRUSHCOW made an amendment to the motion to utilize both sides of the street; Second by Commissioner LICHT.

*Discussion to the Amendment:*

Commissioner ROSENSTEIN opposed the amendment to the motion.

Commissioners STEINBERG and BRAUN opposed the amendment and expressed consideration of both sides be discussed at the six month review.

Chair FRIEDMAN opposed the amendment to the motion.

Commissioner GRUSHCOW withdrew his amendment to the motion.

Second by Commissioner LICHT.

Motion carried unanimously.

This item will be presented to the City Council at its September 21, 2010 meeting. Residents will be noticed and will include revised route.

Motion by LEVINE, seconded by ROSENSTEIN

7/0 To recommend establishing a Tour Bus Loading Zone on the east side of Canon Drive between North Santa Monica Boulevard and Park Way with a regulation of "Tow-Away, Active Tour Bus Loading, Engine Off, 9am – 6pm Daily".

AYES: LICHT, GRUSHCOW, ROSENSTEIN, STEINBERG, BRAUN, LEVINE, FRIEDMAN  
NOES:  
ABSENT:  
ABSTAIN:  
CARRIED:

**REVIEW OF 2010 BIENNIAL CONFLICT OF INTEREST CODE REPORT**

Motion by ROSENSTEIN, seconded by GRUSHCOW

7/0 The City of Beverly Hills Traffic & Parking Commission reviewed its Conflict of Interest Code, per State Law requirements. No amendments recommended.

AYES: LICHT, GRUSHCOW, ROSENSTEIN, STEINBERG, BRAUN, LEVINE, FRIEDMAN  
NOES:  
ABSENT:  
ABSTAIN:  
CARRIED:

# **Attachment 5**

Preventive Medicine Clinic of Beverly Hills  
Shirley Elzinga, CRNA, DC, CCSP, LAc  
415 North Camden Drive, Suite 204  
Beverly Hills, CA 90210  
Phone (310) 247-8045 Fax (310) 247-8047

July 30, 2010

To Whom It May Concern:

I have a medical practice located at 415 N. Camden Dr. that has been severely affected by the StarLine Tour buses that continually use the loading zone at 414 N. Camden Dr. for commercial purposes as their pick-up/drop off for their Beverly Hills location in conducting their tours. They are a public nuisance. The loading zone now has large crowds of 20-30 people loitering on the curb for the double decker tour bus. The tour bus itself is a nuisance to the community and surrounding businesses due to the height of the vehicle, loud speaker system and toxic emissions. This disturbance begins at 9:30am and continues all day until about 6:00pm with bus after bus utilizing the loading zone. It is very difficult to treat patients in a professional manner when tourists on top of double decker buses are peering into my treatment rooms while the tour guide welcomes them over her loud speaker to their tour of Beverly Hills and the bus proceeds down Camden Dr. with a huge cloud of black smoke behind it. There was even an instance when emergency response vehicles, such as firemen and paramedics, were unable to pull over and enter 414 N. Camden Dr. because of the buses and crowds obstructing their way. This nuisance needs to be remedied immediately because it is detrimental to the community and surrounding businesses. Thank you for your attention to this matter.

Sincerely,



Dr. Shirley Elzinga

RECEIVED  
CITY OF BEVERLY HILLS  
10 AUG - 6 AM 9:58  
PUBLIC WORKS DEPARTMENT



To/ DEPARTMENT OF PUBLIC WORKS  
& TRANSPORTATION

RE: PROPOSAL TO ESTABLISH A LOADING  
ZONE 400 BLOCK OF CAMDEN DRIVE

I AM A tenant and have been for 15 YRS  
at 409 North CAMDEN DRIVE

We have a Retail Store facing Buses.

The DRIVERS DISREGARD THE ENGINE OFF  
REQUIREMENT CAUSING TOXIC FUME  
FROM 9AM - 7PM DAILY.

WE ALL ARE AT RISK FOR UPPER  
Respiratory Issues.

The NOISE FROM THE DIESEL ENGINE  
MAKES IT IMPOSSIBLE TO HAVE OUR  
STORE DOOR OPEN.

Please Reconsider this PROPOSAL  
It will be a permanent health  
HAZARD please do NOT allow this  
to become permanent.

Thank you  
Kathy Kraft

RECEIVED  
CITY OF BEVERLY HILLS

10 MAY 25 PM 3:51

PUBLIC WORKS DEPARTMENT

# **Attachment 6**



## Notice of Public Meeting

### CITY COUNCIL CONSIDERATION TO ESTABLISH A TOUR BUS LOADING ZONE AT CANON DRIVE & PARK WAY

**Date:** Tuesday, September 21, 2010  
**Time:** 7:00 p.m.  
**Location:** City Hall, Council Chambers, 455 N. Rexford Drive, Beverly Hills, CA, 90210

The City Council will receive public comment regarding the Traffic & Parking Commission's recommendation to establish a Tour Bus Loading Zone at the former Metro Bus Stops on the east side of North Canon Drive between North Santa Monica Boulevard and Park Way with the following regulation:

**"Tow-Away, Active Tour Bus Loading, Engine Off, 9am – 6pm, Daily"**

To access the tour bus loading zone, tour buses would be allowed to travel on Park Way between Canon and Crescent Drives. The 6,000 lb weight limit will be removed on Park Way between Canon and Crescent Drives. The 21 ft vehicle length and ¾ ton carrying capacity parking restrictions on Park Way will remain in effect. (Map attached)

Starline Tours requested that the time frame be extended to 8pm. At the September 21, 2010 meeting the City Council may approve, deny, or modify the Traffic & Parking Commission's recommendation.

To express your views on this proposal you are invited to attend the **September 21, 2010** formal meeting, or submit your comments in writing by postal mail, e-mail or fax to the contacts noted above. All correspondence received will be presented to the City Council for review at the meeting.

If you have any questions regarding this proposal, please contact the Public Works & Transportation Department at (310) 285-2452.

Sincerely,  
Transportation Planning

September 9, 2010

# PROPOSED TOUR BUS LOADING ZONE LOCATION



N. CANON DRIVE BTWN NSM & PARK WAY (EAST SIDE)

ALTERNATE CLOCKWISE CIRCULATION



RESTROOMS



BUS ROUTE

