



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

Meeting of August 5, 2010

**TO:** Traffic & Parking Commission  
**FROM:** Aaron Kunz, Deputy Director of Transportation  
**SUBJECT:** Proposal to Establish a Tour Bus Loading at the Former Metro Bus Stop on Both Sides of North Canon Drive between North Santa Monica Boulevard and Park Way

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

**‘Tow-Away, Active Tour Bus Loading, Engine Off, 9am – 7pm 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 Traffic & Parking Commission. 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 agreed that the Commission 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 Triangle for “active” tour bus 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 between Rodeo Drive and the alley west of Rodeo Drive next to Louis Vuitton
2. South Side of Dayton Way between alley east of Rodeo Drive and Canon Drive
3. Alley south of Dayton Way between Rodeo and Canon 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 Crescent Drive immediately adjacent. A stop was also established in the south lot of the former Crescent post office for the Starline Tours (Red Double-Decker Buses) “hop-on, hop-off” tours. The 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.

At the May 6, 2010 Traffic & Parking Commission meeting, the Real Estate Manager for the office building at 9595 Wilshire Boulevard requested that the tour bus loading zone on the 300 block of North Camden Drive be removed due to increasing activity in front of their building and complaints from her tenants, including from outdoor dining. The Traffic & Parking Commission agreed that the tour bus zone should be temporarily relocated to 400 block of N. Camden Drive and convened the tour bus ad-hoc Committee (Commissioners Braun, Rosenstein and Steinberg) to propose alternative locations.

On May 17, 2010, the Tour Bus ad-hoc committee (Braun and Rosenstein) discussed potential sites for tour bus loading, in addition to the location in addition to the location on the 300 block of Camden Drive. The Ad-hoc Committee developed a list of potential locations as shown on Attachment A. The Traffic & Parking Commission conducted a site visit of the potential locations at their June 3<sup>rd</sup> meeting. The Commission unanimously agreed that the former Metro bus stops on Canon Drive between North Santa Monica Boulevard and Park Way was their favored location due to proximity to the business triangle, adjacency to the park, and availability of rest rooms and trash receptacles. With this zone, the 6,000 weight limit on Park Way would need to be removed between Beverly and Canon Drives in order for the tour buses to access the zone. 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.

### **Other Zones Evaluated**

- 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 Crescent Drive/Brighton Way. The Commission found that the proposed location on Brighton Way, immediately adjacent to the Crescent Hotel was too close 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.
- West Side of 300 North Bedford Drive: Commission determined there was not sufficient space and would impede traffic.
- 400 Camden Drive (existing temporary location): Commission favors removing this zone due to impacts to adjacent commercial uses.

The TPC agreed that the 400 Camden Drive should remain in place until an alternative location is approved.

### **Noticing**

Notices advising of the August 3<sup>rd</sup> action item were mailed to the existing mailing list of tour bus operators provided by the Chamber of Commerce and Visitors Bureau; the agencies present at the July 15, 2010 Tour Bus roundtable meeting; the 3 churches along North Santa Monica Boulevard; and Park Way residents and households within 500' of North Canon Drive (Attachment B).

### **Recommendation**

That the Traffic & Parking Commission recommend establishing a Tour Bus Loading Zone on both sides of Canon Drive between North Santa Monica Boulevard and Park Way with a regulation of:

**‘Tow-Away, Active Tour Bus Loading, Engine Off, 9am – 7pm Daily’**

### **Attachments**

- A. Tour Bus Zone Location Study
- B. Notice of Public Meeting, August 3, 2010 – Tour Bus Loading Zone