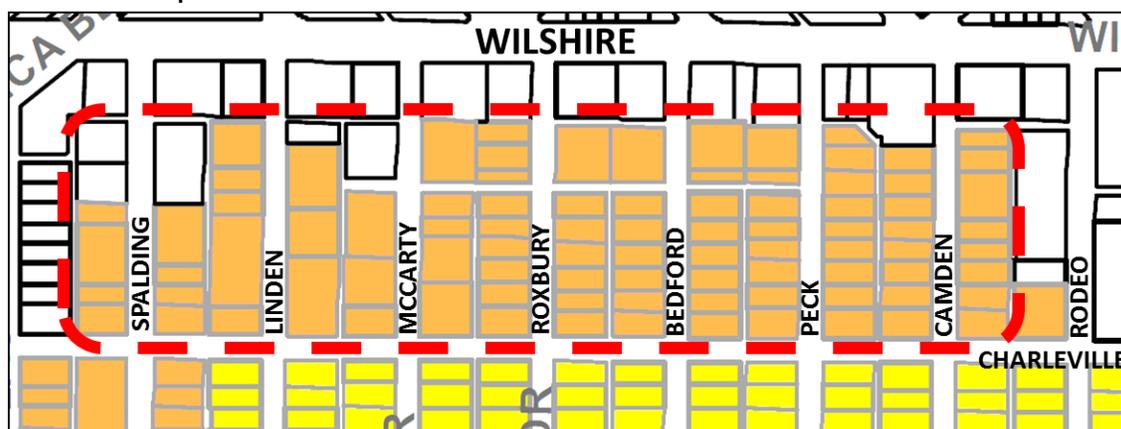




The City of Beverly Hills Traffic & Parking Commission (TPC) evaluated consolidating existing preferential permit parking (PPP) zones to allow for easier and more efficient parking for residents, and provide more options for resident permit holders to park. The TPC has identified the multi-family zones in the 100 blocks south of Wilshire Boulevard, between Spalding and Camden Drives, as the first “test district” since this area has similar parking regulations yet different PPP parking designations. The first step of the process is to survey residents in the test district to determine if there is interest from the community in consolidating PPP zones.

Test District Map



Per Beverly Hills Municipal Code (Section 7-3-206, Standard Criteria for Establishment of Preferential Parking Zones), a resident survey is required prior to initiating a review process for establishing a preferential parking zone. If not more than 40% of residents in a proposed project area oppose the creation of a zone, the evaluation process moves forward.

For this test district, the 100 block of McCarty Drive is the only street block that does not have a permit parking regulation. The survey forms for McCarty Drive will be counted separately and, if not more than 40% of block residents oppose a permit parking regulation, staff will proceed with including it in the overall district.

Please fill out the survey online at www.beverlyhills.org/PPP or fax the attached survey form to (310) 858-5966. You can also submit your survey via postal mail; contact Transportation Planning at (310) 285-1128 or transportation@beverlyhills.org to request a self-stamped return envelope. Only one survey response per dwelling unit is allowed. Surveys must be submitted or postmarked by July 9, 2018.

Please contact Transportation Planning at (310) 285-1128 or transportation@beverlyhills.org for questions.

City of Beverly Hills Preferential Parking Permit (PPP) Districting Frequently Asked Questions

- **Who will benefit from PPP districting?**

All residents within the proposed district will benefit due to more efficient enforcement and permit issuance. With consistent regulations throughout the district, officers would be able to efficiently keep track of vehicles parked and cite potential violators. There would also be less signage clutter, making signs easier to understand for residents and visitors.

Residents could be allowed a wider parking area within a multiple-family district if an amendment to the Municipal Code is approved by the City Council. Currently, 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 (BHMC 7-3-211).

- **What is the problem the City is trying to solve by creating “Districts?”**

Currently, Beverly Hills has 73 PPP zones, many of which affect only one or two blocks. This system is difficult to administer and enforce and creates confusion for visitors and residents. Although many zones were created to address specific issues, the system has no criteria or thresholds other than a request from residents. The Traffic and Parking Commission and Transportation Planning staff try to be considerate and equitable regarding petitions but address each block individually, and petitioners cannot predict what the outcome is likely to be. Parking districts will allow fair access to parking, the preservation of the character of residential blocks, increase the rate and effectiveness of parking enforcement, and allow the Traffic and Parking Commission and Transportation Division to devote time and resources to broader issues of traffic and parking across Beverly Hills.

- **Why is the City considering creating PPP districts?**

Consolidating PPP zones to create districts would address parking enforcement challenges; allow for timely establishment or modification of zone(s) and streamline the Traffic & Parking Commission and City Council review process. With consistent regulations throughout the district, officers will have a more simplified set of permits to enforce. PPP districting would also reduce signage confusion, making parking signs easier to understand.

- **How will districts help with enforcement? We already have restrictions but they never seem to be enforced.**

One of the challenges for parking enforcement is the difference in parking restrictions from block-to-block. If parking regulations were to be made consistent via the districting process, officers will be able to patrol districts more rapidly and efficiently, citing violators more efficiently.

- **Why do you believe that districts will work as intended?**

Beverly Hills already has many blocks with identical restrictions, essentially creating de facto districts already. This leads us to believe that districts already work and that block-by-block parking restrictions are not in the best interest of the residents or the City.

- **What changes would occur? Will the parking restriction(s) on my block change?**

There might or might not be changes. In many cases the current parking restrictions will continue as they are now. In other cases there will be changes. One way to estimate potential for change is to observe parking regulations on adjacent residential blocks. If there are different restrictions block-by-block, then there is a greater likelihood that a district will change some or all regulations to a common set of regulations. See example below:

EXAMPLE (This is for illustration purposes only; the “proposed” regulation and district designation below has not been reviewed nor approved):

The majority of the 100 blocks south of Wilshire Boulevard between Spalding Drive and South Camden Drive have a PPP zone regulation of “No Parking” with varying time periods and days. If a proposed regulation of “No Parking, 8 a.m. to 2:30 a.m., Daily” is recommended, then the regulations on the 100 blocks of South Roxbury and South Spalding Drives would be modified to match the district’s proposed regulation. The 100 block of South McCarty Drive, which does not have a permit zone regulation, would be included with the district and would have the district’s regulation. The existing zone letters would be replaced with a new district designation (e.g. “District 10”).

BEFORE DISTRICTING

ZONE	LOCATION	RESTRICTION EXCEPT BY PERMIT	TIME PERIOD	DAYS
S	100 SPALDING DRIVE	NO PARKING	8AM TO 6PM	MON - FRI
AD	100 SOUTH LINDEN DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
NO ZONE	100 MCCARTY DRIVE	NO PERMIT ZONE 1-HOUR PARKING (EAST) 2-HOUR PARKING (WEST)	8AM TO 6PM	MON-SAT
AA	100 SOUTH ROXBURY DRIVE	NO PARKING	ANYTIME	DAILY
AD	100 SOUTH BEDFORD DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
AD	100 PECK DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
AD	100 SOUTH CAMDEN DRIVE	NO PARKING	8AM TO 2:30AM	DAILY

AFTER DISTRICTING

ZONE DISTRICT*	LOCATION	RESTRICTION EXCEPT BY PERMIT	TIME PERIOD	DAYS
“10”	100 SPALDING DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
“10”	100 SOUTH LINDEN DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
“10”	100 MCCARTY DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
“10”	100 SOUTH ROXBURY DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
“10”	100 SOUTH BEDFORD DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
“10”	100 PECK DRIVE	NO PARKING	8AM TO 2:30AM	DAILY
“10”	100 SOUTH CAMDEN DRIVE	NO PARKING	8AM TO 2:30AM	DAILY

*Same district designation

Parking permits fees will remain consistent with the current fiscal year's Fees & Charges. However, should a District program go city-wide, cost savings could be passed back to residents in reduced annual permit fees.

- **When will the new PPP district take into effect?**

Pending community outreach meetings, public input and City Council/Traffic & Parking Commission review, the new PPP district is targeted for an October 1, 2018 implementation to coordinate with the renewal of annual permits. Parking permits fees will remain consistent with the current fiscal year's Fees & Charges.

- **How can I participate in the PPP districting process?**

The Traffic & Parking Commission and City Council will conduct public meetings to listen to residents' comments. Notices will be sent to residents prior to the public meetings. Residents can also provide comments via email to transportation@beverlyhills.org or mail to City of Beverly Hills – Transportation Planning, 455 N. Rexford Drive, Beverly Hills, CA 90210.

- **Preferential parking districts seem to strongly favor residents and are unfriendly to businesses, especially small businesses. Where will my business' customers park?**

Beverly Hills strongly supports its businesses. But parking restrictions for residents are important to maintain the residential feel of our neighborhoods. Off-street and metered parking will continue to support most businesses in the city, even if it means that customers may need to pay instead of parking in front of homes. A discussion of parking alternatives with the Transportation Planning Division is welcome.

- **Will every block in the City be part of a district?**

No. Large parts of the residential areas north of Santa Monica Blvd. will remain undistricted. These are generally unaffected by visitor and commercial parking pressures.

- **Will districting allow overnight parking?**

No, unless your block already allows overnight parking.

- **Although I have permit parking on my block, many spots are taken by cars with disabled parking placards. Will being part of a district change this?**

No. Disabled parking regulations will remain as they are.

- **Will all districts have the same parking restrictions?**

No. Districts will be responsive to the nature of the parking pressures in the area. It would not be appropriate for multi-family zones to have the same restrictions as single family homes. And some districts will preserve neighborhoods from activities such as limousine staging and visitors from neighboring cities.