

**BILL020(23)**  
**Testimony**

**MISC. COMM. 481**

COUNCIL

## **COUNCIL Meeting**

Meeting Date: Sep 6, 2023 @ 10:00 AM

Support: 5

Oppose: 2

I wish to comment: 1

Name: Linda Howe	Email: lindamhowe@gmail.com	Zip: 96734
Representing: Self	Position: Oppose	Submitted: Sep 1, 2023 @ 08:56 AM
<p>Testimony:</p> <p>(Note: I submitted testimony earlier today but never received confirmation, so am re-submitting.)</p> <p>While I support the intent of this Bill, to ensure neighborhood parking is available for that neighborhood's residents, my position is in opposition unless the Director is required to ascertain, prior to RPZ designation, that all residences into proposed RPZ are in full compliance with having available for residents' use, the required number of on-property parking spaces. In our Coconut Grove neighborhood in Kailua, many homes have 're-purposed' these spaces into lawns, lanai, family rooms or rental units. It would not be fair, would it, to let that neighborhood claim all the street parking when they don't use their on-property spaces as required.</p> <p>Mahalo,</p>		
Name: Natalie Iwasa	Email: iwasajunk@mail.com	Zip: 96825
Representing: Self	Position: Oppose	Submitted: Sep 5, 2023 @ 12:05 AM
Name: Micah Munekata	Email: mmunekata@ulupono.com	Zip: 96813
Representing: Ulupono Initiative	Position: Support	Submitted: Sep 5, 2023 @ 08:16 AM
Name: Riki Shimabukuro	Email: rshima15@gmail.com	Zip: 96813
Representing: Self	Position: Support	Submitted: Sep 5, 2023 @ 08:32 PM
<p>Testimony:</p> <p>I support Bill 020(23): to establish a permanent Restricted Parking Zone in the Wilson Tract, Kula Kolea and Aoao Street neighborhoods. The pilot program has alleviated the parking problems as well as reducing crime, trash on the streets, people drinking on the sidewalk etc. making it a safer community for the residents. The RPZ program has transformed the neighborhoods and has given the streets back to the residents. I am in favor of this bill.</p>		
Name: Marina Nishimura	Email: nishimuramarina@gmail.com	Zip: 96819
Representing: Self	Position: Support	Submitted: Sep 5, 2023 @ 08:50 PM
<p>Testimony:</p> <p>support Bill 020(23): to establish a permanent Restricted Parking Zone in the Wilson Tract, Kula Kolea and Aoao Street neighborhoods. The pilot program has alleviated the parking problems as well as reducing crime, trash on the streets, people drinking on the sidewalk etc. making it a safer community for the residents. The RPZ program has transformed the neighborhoods and has given the streets back to the residents. I am in favor of this bill.</p>		
Name: Trey Gordner	Email: gg3@vt.edu	Zip: 96706
Representing: Self	Position: I wish to comment	Submitted: Sep 5, 2023 @ 10:15 PM
<p>Testimony:</p> <p>I support the RPZ concept in theory. It is appropriate for the City to fund the maintenance of roads, including on-street parking, through user fees. However, I am concerned about the proposed fee schedule, which increases with each additional car per dwelling unit. As a member of the Ewa Neighborhood Board, I know that the average household size in our area is &gt;3, in many cases all 3 are adults commuting to work. Ewa was planned as a residential, car-centric community that would absorb much of the</p>		

population growth on Oahu. Having to own additional cars to get to town is not our residents' fault, but a direct consequence of planning decisions and the high cost of living.

Rather than penalize adult residents who share housing to save on costs, Council should tie the fees to \*individual owners\* instead of dwelling units, so that owners with more than one car would be charged more. Recent news coverage has also highlighted the negative impact of car bloat--the increasing height, weight, and length of cars on the market--as a danger to public safety. I would add that larger cars also require more space when parking on the street, and therefore the Council might consider scaling fees with car length to encourage the purchase of smaller, safer models.

For more on car bloat: <https://www.civilbeat.org/2023/08/car-bloat-is-making-us-streets-dangerous/>

Name: Deena McDaniel	Email: scomati13@gmail.com	Zip: 96819
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Representing: Self	Position: Support	Submitted: Sep 6, 2023 @ 06:23 AM
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Testimony:  
I support Bill020.  
RPZ has proven to be effective with less loitering, domestic arguments because of cars parked from housing area, less trash on the street. It's refreshing to see a positive change.

Name: Zhizi Xiong	Email: alohadivinedesign@gmail.com	Zip: 96817
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Representing: Kapalama Neighborhood Security Walk	Position: Support	Submitted: Sep 6, 2023 @ 08:02 AM
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TO: Members of the Honolulu City Council

FROM: Natalie Iwasa, CPA, CFE

DATE: Wednesday, September 6, 2023

SUBJECT: Bill 20, CD2, & Proposed FD1s, Relating to Parking (and Restricted Parking Zones) - **OPPOSED**

Aloha Chair Waters and Councilmembers,

Thank you for this opportunity to provide testimony on Bill 20, CD2, and the proposed FD1s which would make restricted parking zones (RPZs) permanent. I oppose all versions of this bill for various reasons.

- RPZs privatize our public roadways without requiring permit holders to pay for complete maintenance or buy them from the city. (While one FD1 does propose residents pay for repair and maintenance costs, the amount is limited and would be very difficult to implement and administer.)
- Permit fees are nowhere near enough (\$100 to \$150 proposed for the first permit) to cover the cost of the program (\$278 per stall).
- RPZs are being used as an enforcement tool to reduce crime and nuisance problems rather than police.
- The bill gives too much discretion to the director of transportation services:
  - the authorization to waive permit fees;
  - the authorization to allow more than two residential permits per household;
  - authorization to modify hours of an existing RPZ or expand or reduce boundaries within certain limits; and
  - the authorization to allow nonresidents to obtain permits for a specific RPZ.

**These types of discretionary decisions set the program up for corruption such as bribes.**

- Motivates residents to have more vehicles than there is room to store on their own properties.

A ride down several of the public roads with RPZs shows that properties are not without adequate on-property parking. The problem is that residents of many of the households simply have too many vehicles.

Following are several pictures taken from the current RPZs.



Room for at least four vehicles.



Room for six vehicles (several spaces not shown).



Room for five vehicles.



Room for four vehicles.

The following page shows a map of the current RPZs. Almost the entire area around the Kalihi Valley Homes is restricted only to those who live there.

**RPZs are a gross misuse of taxpayer funds. The program should be scrapped.**



Natalie Iwasa  
Bill 20, CD2 testimony  
Full council 9/6/23  
Yellow highlights = current RPZs





Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HONOLULU CITY COUNCIL REGULAR MEETING  
Wednesday, September 6, 2023 — 10:00 A.M.

**Ulupono Initiative supports Bill 20 (2023) CD2, Relating to Parking.**

Dear Chair Waters and Members of the Council:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

**Ulupono supports Bill 20 (2023) CD2**, which addresses parking in the City and County of Honolulu, including the City's restricted parking zone program. Bill 20 (2023) is an important step forward in the City and County's overall approach to parking management. The bill institutes and codifies a strong publicly oriented framework for parking management on one of our most valuable public resources. Although many would question the need to manage parking more effectively, there are several reasons why parking management is critical to helping create the city we want to live in and serve the transportation system we want to have.

Unmanaged parking is an expensive and inefficient use of our land. There are almost 1,500 miles of public roadway on O'ahu with an estimated land value of \$44 billion.<sup>1</sup> Of that total space, 20% is dedicated to on-street parking—or 3.2 times the area of Waikiki.<sup>2</sup> And each one of these spots, on average and including the land value, is worth approximately \$22,500 (\$3,100 for construction and \$19,400 for the value of the land itself).<sup>3</sup> These lands could be used for a variety of other public-serving options, such as pocket parklets, stormwater management, larger sidewalks, access to more micromobility options or dedicated bike lanes, etc., rather than just “free” private car storage. In addition, households with easily accessible on-street parking are two and a half times more likely to

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<sup>1</sup> [https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement\\_110121.pdf](https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement_110121.pdf), 1,500 miles equals approximately 9,600 acres of land

<sup>2</sup> [https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement\\_110121.pdf](https://www4.honolulu.gov/docushare/dsweb/Get/Document-295397/Right%20of%20Way%20Widths%20for%20Planned%20Street%20Improvement_110121.pdf)  
20% of 9,600 acres = 1,920 acres

<sup>3</sup> Respectively as outlined in Ulupono Initiative's 2019 Costs of Parking report, <https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>. These numbers are meant to show the full economic value of this public right-of-way as an illustration, but are not likely directly comparable to existing spaces.



park on the street, rather than their own garage or driveway space.<sup>4</sup> This means that parking supply isn't the issue, but rather management.

Managed parking can help us meet our community goals for more sustainable and active transportation choices. Unmanaged parking essentially subsidizes more vehicle use. In the New York region, researchers studied on-street parking to see how it impacted travel choice. When it was plentiful and available, vehicle ownership rates increase by 18% even when transit is accessible.<sup>5</sup> This phenomenon is likely occurring in Honolulu as well. Since 2000, population growth is just over 16% but vehicle growth is up 29%—so vehicles are growing almost twice our population growth.<sup>6</sup> *Transcending Oil: Hawai'i's Path to a Clean Energy Economy* (2018) indicates that effective parking reform could help reduce up to 29% of our travel (specifically vehicle miles traveled).<sup>7</sup> Thus, parking reform is very powerful in influencing people's travel decisions. Furthermore, parking management is highlighted in several plans to help implement our community visions: the [O'ahu Regional Transportation Plan](#), the [draft Primary Urban Center Development Plan](#), [several sustainable communities plans](#), and the [Climate Action Plan](#). This bill is one component of a larger parking rightsizing.

Managed parking helps reduce public and private costs for transportation. When parking resources are rightsized and right-priced, monies can be re-directed towards other important programs and projects. The \$22,500 above can add up quickly in the public coffers that are now basically a subsidy to private car owners, usually households with greater financial resources. If we can also help people shed a car or two, we can help reduce the cost of living up to \$16,100 per year.<sup>8</sup> The additional provision to reward residents for not consuming parking resources is a great way to help people lean into other less impactful and less costly modes of travel.

Respectfully,

Micah Munekata  
Director of Government Affairs

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<sup>4</sup> Guo, Z. (2013a). "Home parking convenience, household car usage, and implications to residential parking policies." *Transportation Policy*, Volume 29, pp. 97-106.

<sup>5</sup> <https://bppi.berkeley.edu/2019/12/20/paying-attention-to-residential-parking-why-cities-should-care/>

<sup>6</sup> <https://files.hawaii.gov/dbedt/economic/databook/db2021/section01.pdf> and <https://files.hawaii.gov/dbedt/economic/databook/2017-individual/18/180717.pdf>

<sup>7</sup> <https://www.transcendingoil.com/>

<sup>8</sup> <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

# Bill 20

Dear City Council,

Kapalama NSW supports Bill 20. The Honolulu City Council has declared that by creating a permit system to park, it will address crime in our neighborhoods. Crime & public safety is one of the biggest concerns of our communities. By asking people to support this permit system, it is a small sacrifice of price to justify a system to weed out undesirable activity.

Across the nation, there are permit systems in the cities & counties of San Francisco, Washington DC, Portland, Chicago, Aspen, Boulder & Boston, where the annual residential parking permits are \$100 to free. Kapalama NSW will talk about the Portland & LA Permit systems in this testimony.

## The Portland Permit System<sup>4</sup>

According to [Portland.gov](http://Portland.gov)<sup>4</sup>, the permits help alleviate commuter parking in residential neighborhoods where their portal is managed by the Portland Bureau of Transportation. Please read about the [Portland Permit System here](#).

### **How much do parking permits cost from the Portland Permit system?**

“Annual residential, business, and guest permits cost \$82.50 in all zones except Zones G, N, and M. Daily permits cost \$15 per book of 10 in all applicable zones. Annual permits in Zones G and N cost \$377.50, with a \$82.50 income based residential permit for those that qualify. Annual permits in Zone M cost \$202.50, with a \$82.50 income based residential permit. Annual business permits become prorated 6 months into their permit year and cost half price at that point.”

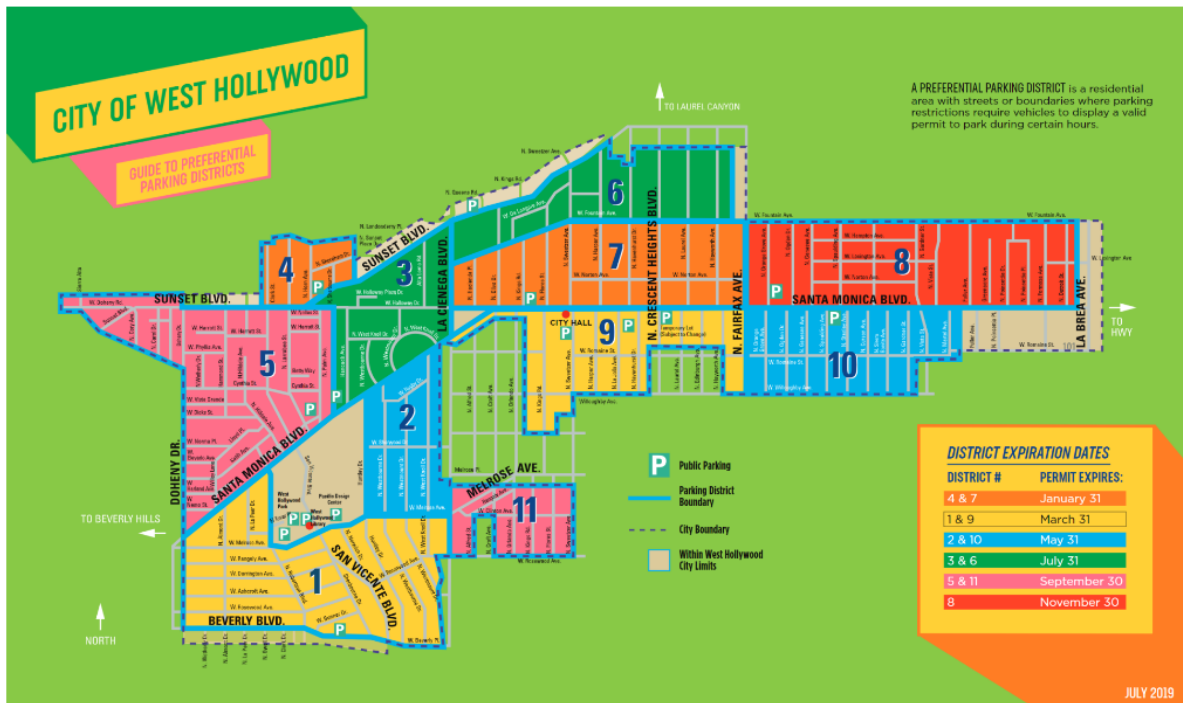
Portland is one of the most expensive permit systems across the nation.

## The LA Permit System<sup>3</sup>

### **Introduction**<sup>2</sup>

According to the [LA Municipal code](#)<sup>2</sup>, “The purpose of the Preferential Parking District (PPD) is to reduce air pollution and automobile commuting, to encourage reliance on employee car pools and public transit, to reduce noise, litter, blockage of residential driveways, and to equitably allocate residential, commercial, and commuter parking in the residential area, thereby increasing availability of parking spaces for residents and providing parking spaces for businesses during the day.”

# Residential Parking



District #	Permit Expires	Enforcement Begins
4 & 7	January 31 <sup>st</sup>	February 1 <sup>st</sup>
1 & 9	March 31 <sup>st</sup>	April 1 <sup>st</sup>
2 & 10	May 31 <sup>st</sup>	June 1 <sup>st</sup>
3 & 6	July 31 <sup>st</sup>	August 1 <sup>st</sup>
5 & 11	September 30 <sup>th</sup>	October 1 <sup>st</sup>
8	November 30 <sup>th</sup>	December 1 <sup>st</sup>

- Residential parking is divided into 11 districts
- 1 year system

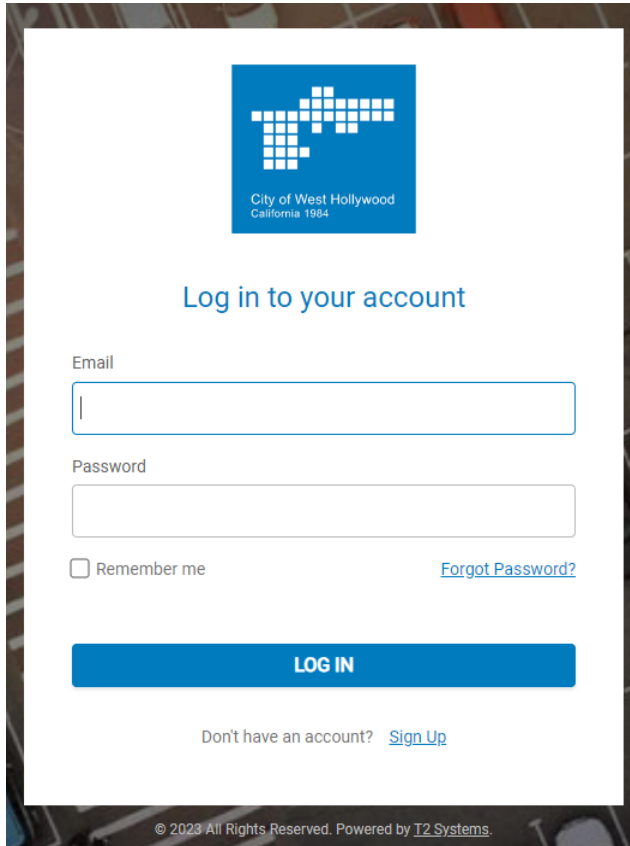
## Application Process

1. Proof of residence
  - a. Utility bill
  - b. Lease agreement
  - c. Driver License ID
2. Valid picture ID

3. Current California Vehicle Registration
  - a. Vehicle registration must be under resident's name and it must be the primary vehicle. No commercial use or use by non-resident.
  - b. Separate registration is required for each vehicle.
  - c. Other documentation is not acceptable (insurance, title, etc).

## **Parking Permit Portal**

- New residents can apply for a permit via the city's online portal

A screenshot of the City of West Hollywood Parking Permit Portal login page. At the top is the City of West Hollywood logo, which consists of a blue square with a white pixelated map of the city and the text "City of West Hollywood California 1984" below it. Below the logo is the heading "Log in to your account" in blue. There are two input fields: "Email" and "Password". Below the "Email" field is a blue "LOG IN" button. Below the "Password" field is a checkbox labeled "Remember me" and a blue link "Forgot Password?". At the bottom of the login area is a link "Don't have an account? Sign Up". The footer of the page reads "© 2023 All Rights Reserved. Powered by T2 Systems."

## **Resident & Guest Permit**

### **Resident Permit**

- Online process
- Resident permits are decals and issued to a License Plate or VIN
- A limit of 4 decals per address per permit year
- Permits may not be transferred without re-registration

## Resident Permit Fees

- Cost: 1 car is \$26 (Tier 1 is 1 car; Tier 2 is 2 cars; Tier 3 is 3 cars; Tier 4 is 4 cars)
- Non-refundable
- Limit 4 resident parking permits
- New or renewal fees increase by the number of permits requested
- Permits being replaced due to change in registration is free
- There is a prorated fee:
  - The regular permit cost is for a full year 7-12 months
  - Anything less than 6 months or less is prorated rate
  - If you apply pass the halfway point for renewal, you pay prorated rate
  - If the term starts in Jan, but you apply in July, you pay the prorated rate

Permit Tier	Regular Rate*	Prorated Rate*	EV Rate**
Tier 1	\$26	\$14	\$13
Tier 2	\$34	\$18	\$18
Tier 3	\$56	\$29	\$29
Tier 4	\$79	\$40	\$40

*\*Permits are issued at no cost if purchased in the final month before expiration*

*\*\*Verified EV applicants are eligible for reduced permit rates when supporting documentation is provided during registration. Only registration's showing "Motive of Power=E" shall be eligible. If registering multiple electric vehicles, separate copies of each vehicle's current CA registration must be submitted. If multiple vehicles consisting of non-EV and EV are being registered, EVs must be reported after the non-EV vehicles to receive the greatest discount.*

## Guest Parking Permit

- Cost: \$37 (non-refundable)
- Limited to 2 per address
- Guest permits are placards and can be interchangeable
- Must be used within vicinity of the registered address
- Misuse may result in citation, towing or revocation
- Guest parking permits processed after the resident's District prorate date is \$19

## Visitor Permit

- Visitors of residents parking in preferential parking districts must display a temporary Visitor Parking Permit
- Visitor permits are free and may be requested up to 5 days in advance
- Maximum 25 permits for 1 day and no more than 100 permits for 1 residential address in the same month
- Visitor permits may not be issued in excess of 15 calendar days each month per address
- Permits may be obtained online or in person at [Kings Road Parking Garage](#). For online Visitor permits read our Permit-by-Plate information page [HERE](#).

## **Permit Renewal**

- Apply online
- Sent by USPS mail
- Residents renewing via USPS - please do not submit cash
- Contact **PermitParking@weho.org** [PermitParking@weho.org](mailto:PermitParking@weho.org) to get a temporary permit if residents have not received permit by new permit period's effective date

## **Lost/Stolen Permits**

### **Guest Parking**

- Free if reported within 21 days of application
- Present USPS Receipt of Claim record
- After 21 days, the cost to replace is as listed:

#### [Guest Permit Replacement Fee Schedule](#)

Tier	Scenario	Fee
1	Lost/Stolen After 21 Days	\$49
2	Lost/Stolen After 21 Days	\$74
3	Lost/Stolen After 21 Days	\$114
<i>Max of 3 Replacement Guest Permits per Renewal Cycle</i>		

Any vehicle displaying a reported lost or stolen permit is subject to citation and tow at the owner's expense.

### **Resident Parking**

- Free if reported within 21 days of application
- Present USPS Receipt of Claim record
- After 21 days, the cost to replace is regular prices



## **Prorate Rates**

### **Resident Parking Permit**

Resident Parking Permits are sold in the form of a decal are only valid for a maximum of 1 year. Decals are valid only for the vehicle to which it is registered. See the table below for your [Residential Parking Program](#) District's details.

District	Expiration Date	Prorate Start Date*
4 & 7	January 31	August 1
1 & 9	March 31	October 1
2 & 10	May 31	December 1
3 & 6	July 31	February 1
5 & 11	September 30	April 1
8	November 30	June 1

*\*Permits are prorated six months into their life-cycle*

Applicant vehicle must be registered in California and must be the resident's primary vehicle. Commercial use or use by a non-resident is prohibited. Resident permits are by decal and issued to a specific vehicle's License Plate or Vehicle Identification Number (VIN). A maximum of 4 decals may be purchased per address each permit cycle. Permits may not be transferred without re-registering through the Permit Counter. To avoid being charged a replacement fee, the permit being replaced must be returned to the Permit Counter at time of the transaction.

## **Overnight Resident Permit**

- Overnight Resident Parking Permit is \$9 per quarter
- Per permitted vehicle
- Must park in City parking facilities
- Facility not accessible during closing hours
- Permit sales subject to availability
- City facilities: Kings Road Garage, Spaulding Lot, the La Jolla Lot
- For more information, please contact ABM Parking at (323) 848-2067

## **Commercial Permit**

- Must apply in person
- Provide current pay stub as evidence of employment
- Parking Division has sole discretion on availability
- Permits are not guaranteed if its not available
- Renewals are not guaranteed if its not available
- Lost/Stolen Policy: replaceable if reported within 21 days of application w/ USPS Receipt of Claim record. After 21 days, it is full price.

## C Parking Permits

Commercial-type "C" parking permits are no longer sold to new applicants. Existing type C permit holders may retrieve new rate information by emailing the [Permit Counter](#). New businesses must abide by the City's [Business Parking Requirements](#). New businesses are strongly encouraged to verify parking requirements before entering into a lease.

## M Parking Permits

Type "M" permits are valid in designated spaces between 7 am and 7 pm on San Vicente Blvd between Melrose Ave and Beverly Blvd to qualifying businesses.

## E Parking Permits

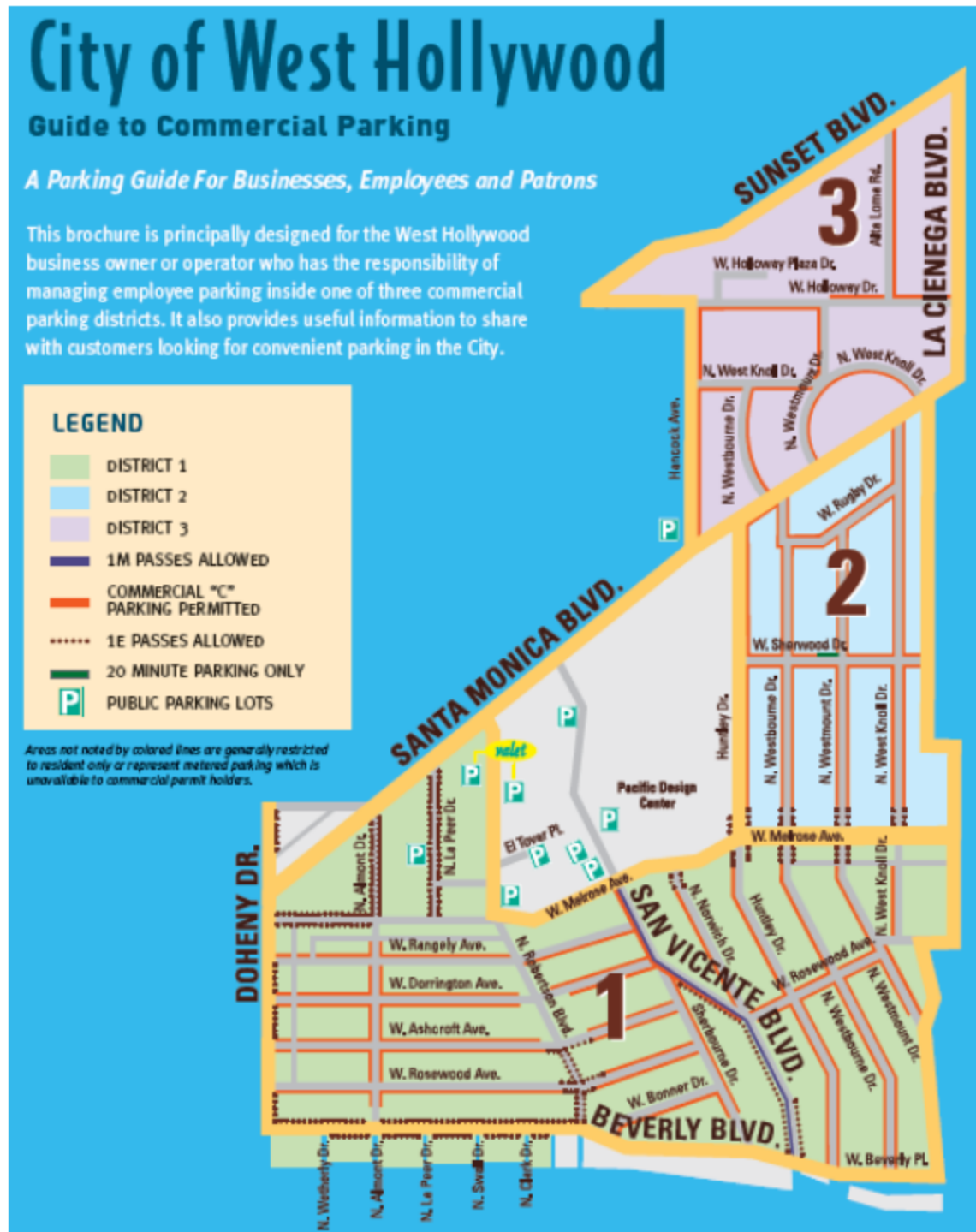
Type "E" Permits allow employees to park in designated metered spaces in the evening hours between 6 pm and 3 am. E Permits are limited to non-residents employed by a valid business within the boundaries of La Cienega Blvd to Doheny Dr and Santa Monica Blvd and Beverly Blvd.

## Permit Fees

Effective Period*		Cost**		
Term	C-Permit	M-Permit	E-Permit***	
3 Months (1 Quarter)	\$218	\$164	\$109	
2 Months (Partial Quarter A)	\$146	\$109	\$73	
1 Months (Partial Quarter B)	\$73	\$55	\$36	

\*Permits are only sold in quarters (or remaining time left) \*\*Permits are not prorated by week. \*\*\*E-Permits are available for 1 month at a rate of \$36. Program availability is dependent on available resources. Parking availability is not guaranteed. Lack of parking is not justification for violation of local or state regulations.

## Map



## Real Estate Permit

- Agents conducting open houses within a PPD may obtain up to 5 visitors passes per day

- 1 day dated permits; expires noon next day
- Provide proof of current licensing by California Real Estate Commission
- Address of property to be shown within PPD

## **Official Permit**

- The Director of Public Works shall maintain a list of City Officials & staff for official business permits
- DPW will help educate officials & staff
- Official business permits are for officials & staff to conduct official city business (i.e. field visits, inspections, meetings, city projects)
- No transferring parking privileges to family or guests when not on official business
- If officials & staff are not engaged in city business while using permit, they shall suffer consequences (i.e. revocation, citation, etc)
- Official permit is not valid beyond 1 block radius of City Hall (subject to limitations of Director of Public Works)

## **Moving Permit**

- A moving parking permit is an encroachment parking permit
- Addresses parking encroachment (encroachment: intrusion of territory; a real property law concept)
- This will reserve a parking space without receiving a citation
- It allows a car greater than 24 feet in length and over  $\frac{3}{4}$  tons to park on residential streets
- Spaces are reserved by Parking Enforcement in accordance with **WHMC 10.07.160**

Encroachment Type	Fees	Request Due Date	Minimum Posting Requirements (WHMC 10.07.160)	Moving Hours	Consecutive Days*
Residential Move	\$15 per Permit	5 Days	72 Hours	8 am until 5 pm	1
Commercial Move	\$24 per Space	3 Days	24 Hours	8 am until 5 pm	1
Oversize Vehicle	\$36 per Space	3 Days	24 Hours	12 am until 11:59 pm	2

*\*Subject to Permit Specialist Discretion*

# The Law<sup>1</sup>

The West Hollywood municipal code is the law which creates the parking permit system in Los Angeles, California. The permit system is called “Preferential Parking Districts”. Please read Chapter 10.08 “Preferential Parking Districts” for more information. Below is an outline of the chapter.

## **Chapter 10.08 Preferential Parking Districts**

[Show All](#)

Note

[10.08.010 Definitions.](#)

[10.08.020 Designation of Preferential Parking Districts.](#)

[10.08.030 Issuance of Permits.](#)

[10.08.040 Posting Signs in Permit Parking Area.](#)

[10.08.050 Permit Parking Exemption.](#)

[10.08.060 Exemption of Certain Vehicles.](#)

[10.08.070 Exemption of Emergency Vehicles.](#)

[10.08.080 Application for and Duration of Permit.](#)

[10.08.090 Permit Fees.](#)

[10.08.100 Deposit of Permit Fees.](#)

[10.08.110 Penalty Provisions.](#)

[10.08.120 Permit Revocation Procedure.](#)

[10.08.130 Residential, Guest, Visitor, Commercial, Official Business, and Contractor Permits.](#)

[10.08.140 Dissolving District.](#)

[10.08.155 Suspension of Enforcement.](#)

[10.08.156 Interim Parking Regulations Pending Study.](#)

[10.08.157 Amendment of Preferential Parking Regulations.](#)

[10.08.160 West Hollywood Preferential Parking District No. 1.](#)

[10.08.170 West Hollywood Preferential Parking District No. 2.](#)

[10.08.180 West Hollywood Preferential Parking District No. 3.](#)

[10.08.190 West Hollywood Preferential Parking District No. 4.](#)

[10.08.200 West Hollywood Preferential Parking District No. 5.](#)

[10.08.210 West Hollywood Preferential Parking District No. 6.](#)

[10.08.220 West Hollywood Preferential Parking District No. 7.](#)

[10.08.230 West Hollywood Preferential Parking District No. 8.](#)

[10.08.240 West Hollywood Preferential Parking District No. 9.](#)

[10.08.250 West Hollywood Preferential Parking District No. 10.](#)

[10.08.260 West Hollywood Preferential Parking District No. 11.](#)

# **Contact**

CARES called the **LA City Clerk** 323-848-6400 and asked for Parking Division to talk about the permit system.

# **Conclusion**

If Kalihi's permit system will be modeled after any of these counties, it will work well. If creating an organized parking system can address such a important concern such as crime, it is justified.

Thank you for the opportunity to testify.

# **Works Cited**

1. "Chapter 10.08 Preferential Parking Districts." Library.qcode.us, [library.qcode.us/lib/west\\_hollywood\\_ca/pub/municipal\\_code/item/title\\_10-chapter\\_10\\_08](https://library.qcode.us/lib/west_hollywood_ca/pub/municipal_code/item/title_10-chapter_10_08) . Accessed 1 Sept. 2023.
2. "10.08.160 West Hollywood Preferential Parking District No. 1." Library.qcode.us, [library.qcode.us/lib/west\\_hollywood\\_ca/pub/municipal\\_code/item/title\\_10-chapter\\_10\\_08-10\\_08\\_160](https://library.qcode.us/lib/west_hollywood_ca/pub/municipal_code/item/title_10-chapter_10_08-10_08_160). Accessed 1 Sept. 2023.
3. "Parking Permits | City of West Hollywood." Wwww.weho.org, [www.weho.org/city-government/city-departments/public-works/parking-services/parking-permits](https://www.weho.org/city-government/city-departments/public-works/parking-services/parking-permits). Accessed 1 Sept. 2023.
4. "Apply for an Annual Area Parking Permit for Residents and Employers in Zones A-U | Portland.gov." Wwww.portland.gov, [www.portland.gov/transportation/parking/annual-zone-parking-permits](https://www.portland.gov/transportation/parking/annual-zone-parking-permits). Accessed 6 Sept. 2023.