

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission

FROM: Erik Zandvliet, Traffic Engineer

DATE: March 26, 2015

SUBJECT: Review of Downtown Resident Override Parking Program

BACKGROUND:

On October 21, 2008, after several months of Commission meetings, public hearings and discussions, the City Council approved the 2008 Downtown Parking Management Plan. The Downtown Parking Management Plan (Plan) evaluated the overall parking situation in the downtown area and developed strategies for optimizing usage of the public parking lots and on-street parking spaces. The Plan included a thorough analysis of these issues and recommended a comprehensive list of strategies to best manage the Downtown parking needs. The Plan was implemented through a series of initial measures to address parking deficiencies and issues. On February 16, 2010, the City Council reviewed a follow-up study, approved additional measures and modified some parts of the Plan. The Plan, with follow-up measures, is summarized in Exhibit 1.

One of the aspects of this Plan is the provision for residents within a particular zone east of Downtown to petition for limited time parking restrictions and obtain permits to override the parking restrictions. This Downtown Resident Override Parking Program (Program) is more fully explained in Exhibit 2.

In January 2015, the City approved a limited time parking zone on 8th Street between Ardmore Avenue and Pacific Avenue pursuant to a resident petition. Soon after the parking signs were installed, the City received numerous objections to the parking restrictions from residents who did not live on that street segment but had historically parked there due to limited street parking east of Valley Drive. The City has suspended enforcement of this restriction until a decision is made on potential changes to the Program.

Pursuant to the citizens' correspondence, the City Traffic Engineer has evaluated the current Downtown Resident Override Parking Program and the current parking conditions. This report provides a summary of this evaluation and offers some modifications that could be considered by the Commission.

In preparation for this Commission's public meeting, Staff has invited participation from a variety of stakeholders through various methods, including:

- 1,000 mailed notices to property owners and residents
- 200 notices distributed by the Downtown Business and Professional Association (DBPA)
- Mailed notices to persons indicating prior interest in the Study
- Advertisement in Beach Reporter on March 19, 2015
- City Website Announcement

DISCUSSION:

The Downtown Resident Override Parking Program is part of a comprehensive Plan to manage parking demand in Downtown. The Plan includes both parking incentives for merchants, and penalties for parking in unauthorized areas. The Resident Override Parking Program has the following features:

- A. The eligible override area encompasses the 500-600 blocks and a portion of the 700 block of 8th Street through 15th Street. (Exhibit 3)
- B. Residents can opt-in/out of the program through a 2/3 majority petition in a similar manner.
- C. Permits are valid within the posted parking zone to be determined by the City.
- D. Posted parking restrictions are 2-hour time limit parking on both sides of the street.
- E. Up to two hangtags for vehicles registered to the residential address are allowed, plus one transferable guest permit.
- F. Permits are not valid to override metered spaces or street sweeping restrictions.
- G. If feasible, allow provisions for small and large group functions.
- H. A buffer zone surrounding the existing zone allows participation in the program subject to verification of employee parking impact (or other streets as necessary).

It should be noted that the eligible area was initially located east of Ardmore Avenue because it is outside the Coastal Zone. Expanding the Program into the Coastal zone will require a revision to the City's Local Coastal Program (LCP) by the Coastal Commission. This Commission has categorically denied such preferential parking programs because it has determined they restrict public access to the beach.

The City has a second residential parking program in the Mira Costa High School area. This program works in a similar manner to the Downtown area, but streets without fronting homes are not posted to allow for high school overflow parking demand. Also, up to three hangtags are allowed per household, instead of two hangtags, plus a transferrable permit in the Downtown area. The Cities of Hermosa Beach, Redondo Beach and Long Beach have resident permit programs as well, which are summarized in Exhibit 4.

Pursuant to this Program, 16 street segments have been posted with limited time parking restrictions and override permit exemptions as shown in Exhibit 3. All areas have "2-HOUR PARKING 7AM TO 8PM RESIDENT TAGS EXEMPTED" restrictions. Approximately 550 resident tags have been issued to residents in 200 homes on these streets. About 75 of the homes in the posted areas have not obtained permits.

The current Program works well to discourage merchants and employees from parking in the posted neighborhoods. It allows for convenient street parking for adjacent residents and generally accomplishes the goal of minimizing any adverse impacts caused by overflow commercial parking.

However, the Program has generated several consequences, some identified by residents only after the Program was implemented. They include, but are not limited to, the following:

- Employee parking often migrates to unposted streets just beyond the buffer zone.
- Resident parking by those living on nearby streets with limited street parking are unable to park in posted areas, where they have traditionally parked.
- It is difficult to identify those vehicles owned by Downtown employees when conducting parking impact studies.

- Contractors often occupy a large percentage of street parking, which causes greater parking demand in both posted and unposted areas.
- The Program is now adversely impacting residents, in contradiction to the intended purpose of the Program.

Resident Concerns

A large number of residents have submitted objections related to the newly posted restrictions and regarding the resident override program in general. (Exhibit 5) These comments are summarized below:

- Enlarging the posted areas just pushes the problem into the next neighborhood.
- There is nowhere for guests and contractor to park in posted areas.
- Contractors parked in unposted areas reduce available parking for residents without permits.
- The buffer zone should be enlarged to enable more residents to obtain permits.
- It is hard to find parking in areas with narrow streets.
- Street sweeping restrictions further reduce available street parking.
- The current restriction times should be extended later to deter night shift employees.
- The Program was not meant to impact residents outside the zone.
- The restrictions are a hardship for residents with older homes and little off-street parking.
- It is not fair to give parking privileges to certain homes but not others.
- Why should residents have to “join in” the Program in order to park on streets that they were able to park on before?
- Valley Drive and Ardmore Avenue should not be in the buffer zone because they are major street.
- Valley Drive should be in the buffer zone.
- There is a big bonus in property value due to protected parking on posted streets.
- Restricted parking decreases property value for homes in unposted areas due to limited parking availability.
- Public streets should not be restricted for the benefit of the few.
- There are large homes on 8th Street that have less need for parking restrictions, which leaves unused curb spaces that could be used by other residents.

On March 12, 2015, staff met with the Downtown Business and Professionals Association (DBPA) at their business meeting to discuss their experience with the Program. The general goals and objective of the Program was understood and supported. It was their consensus that the main issues relate to insufficient public parking supply overall, and not enough merchant spaces for the number of issued merchant permits. The City’s practice of over-subscribing the number of merchant permits to park in Downtown should be reduced. The City should reduce the number of merchant permits issued to the level at which all employees with permits can find public parking on any given day. Several businesses expressed difficulty in finding parking after 10 am, after all merchant spaces are filled for the day. In addition, they requested additional parking spaces be made available to merchants.

Possible Program Modifications

The City Traffic Engineer has identified some options to be considered in potentially modifying the Program. These options will be discussed in more detail at the meeting, however, other changes can be discussed as well:

1. Expand the Buffer Zone easterly and southerly to include the entire Hill and Sand Section.
2. Expand the evening restriction hours to discourage employee parking up to 11pm.
3. Do not approve additional street segments until the Downtown Specific Plan is complete.
4. Implement a resident tag eligibility zone adjacent to posted streets for residents without street parking.
5. Paint parking tees on unposted streets to maximize parking utilization.
6. Exclude Valley Drive and Ardmore Avenue from resident override parking restrictions.
7. Revise guidelines to deny override parking restrictions on streets with larger lots and private driveways.
8. Pursue additional merchant parking areas within the Downtown area.

The City Traffic Engineer believes that the issues and concerns should be fully discussed in a public forum, and may require additional research. The Commission should discuss the advantages and disadvantages of any potential changes, continue this discussion as needed, and make recommendations to the City Council to improve the existing Program.

RECOMMENDATION:

That the Commission review the existing Downtown Resident Override Parking Program, hear public comments from interested parties, and provide direction to staff to return to the Commission with changes to improve the existing Program.

Exhibits

1. Downtown Parking Management Plan Summary
2. Downtown Resident Override Parking Program Criteria
3. Downtown Resident Override Parking Program Map
4. Residential Parking Programs Comparison
5. Public Correspondence

EXHIBIT 1 2008 & 2010 DOWNTOWN PARKING MANAGEMENT PLAN SUMMARY

The City Council's 2005-2007 Work Plan included a task to conduct a comprehensive analysis of parking conditions in the downtown area. The most recent study of this type was conducted in 1998. With the addition of the Metlox Center and Civic Center parking structures, the parking conditions had changed significantly. On September 19, 2006, the City Council approved initiation of the study.

The Study elements included the following major efforts:

- Detailed inventory of parking supply
- Background research on prior studies and related documents
- Comprehensive seasonal parking utilization counts in Fall, Winter, Spring and Summer. The Summer counts included parking duration assessments
- Distribution and tabulation of a parking survey
- Interviews and collaboration with key stakeholders, including the Downtown Professional and Business Association (BPBA)
- Technical analysis of existing and future parking demands
- Analysis of land use policies and potential future trends
- Evaluation of current parking code requirements
- Assessment of potential parking management techniques and prioritization

The purpose of the Downtown Parking Management Plan was to evaluate the overall parking situation in the downtown area and develop strategies for optimizing usage of public parking lots and on-street parking spaces. A comprehensive set of parking system strategies was identified for the City Council's consideration that staff believed would most effectively address the parking deficiencies identified by the findings. Of these strategies, the City Council approved a partial list on March 18, 2008, based on the greatest need and potential for success to be implemented through the Parking and Public Improvements Commission and Planning Commission. On February 16, 2010, the City Council reviewed a follow-up study and approved a number of additional measures. These strategies were implemented by various City departments between 2008 and 2010. The following table identifies the approved list of measures that were implemented pursuant to this Plan:

DOWNTOWN PARKING MANAGEMENT PLAN
IMPLEMENTATION CHART

#	STRATEGY	CITY COUNCIL APPROVED RECOMMENDATION FEBRUARY 16, 2010
1	Raise street meter rates to prioritize curb parking for customers and short term users.	<p>1a. Increase the street parking meter rates to \$1.25 per hour in the Downtown Commercial District.</p> <p>1b. Extend the parking metering hours from 9 am to 8 pm to the new hours of 8 am to 9 pm. **</p> <p>Resolution #6244 and #6245</p>
2	Continue to provide lower meter rates (1/2 full rate) in underutilized parking lots.	Establish a parking lot meter rate at one-half the on-street parking rate, but no less than \$0.75 per hour.
3	Increase the number of 24-minute street parking adjacent to certain businesses with short-term parking needs.	Encourage the DBPA to distribute a notification to all business owners of the potential to change the on-street parking time limits adjacent to their businesses.
4	Increase time limits in the upper level of Metlox structure to 3 hours.	Increase parking time limits in the upper level of Metlox Parking Structure (Lot M) from 2 hours to 3 hours.
5	Increase time limits lower level of Metlox structure and on the upper level of Lot 3 to 10 hours.	Increase parking time limits in the lower level of Metlox Parking Structure (Lot M) and upper level of Lot 3 from 8 hours to 10 hours.
6	Pursue installation of ATM style cash key recharge stations in public lots.	<p>6a. Encourage DBPA to expand consignment program for cash key sales.</p> <p>6b. Conduct multi-payment parking meter pilot program and consider permanent installation. Pursue Smartcard system for all metered spaces with ability for remote recharging and special rate discounting. Provide a review of the Pilot Program to the PPIC.</p> <p>6c. Purchase/lease and Install two (2) change machines in Downtown**</p>
7	Consider installing meters in unmetered public spaces.	Install parking meters on the South side of 15th Street west of Highland Avenue (2 spaces), 12th Street west of Manhattan Avenue (4 spaces), North side of 10th Place east of Morningside Drive (3 parallel spaces only)
9	Provide monthly merchant permits and stickers for employees who may not be able to afford biannual Permits.	<p>Monthly public parking permit program in the lower level of the Metlox lot and 3rd level of Lot 3 with the following conditions:</p> <p>A. Expand the existing Metlox Parking Permit program to allow purchase of monthly permit stickers to be placed on a special hang tag.</p> <p>B. Permits could be purchased up to 6 months in advance.</p> <p>C. The monthly permit fee would be equivalent to monthly pro-rated amount of a bi-yearly permit. No pro-rated fee would be available for partial months.</p> <p>D. Monthly permit stickers would only be valid for the months that are purchased and displayed on the hangtag.</p> <p>E. The hangtag would be transferable to other vehicles or users.</p> <p>F. Business owners could obtain multiple monthly stickers on a consignment basis and only pay for those that were distributed to their employees. Unused permit stickers would be returned to the Finance Department at no cost.</p> <p>Encourage the DBPA to promote the Monthly Merchant Permit Program through distribution and publication of City flyers, including wording that overflow permit parking is allowed on the third level of Lot 3.</p>
10	Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces.	Encourage DBPA to promote and distribute program information about volume discounts for five biannual permits purchased at one time, at a cost of \$500 for five permits.

11	Allow residents to override time limit parking restrictions in residential zones within the Downtown area.	<p>Residential override program with the following conditions east of Ardmore Avenue.</p> <p>A. The area would encompass the downtown study area as identified in the DPMP.</p> <p>B. Residents can opt-in/out of the program in the same manner.</p> <p>C. Permits would be valid within a parking zone to be determined by the City.</p> <p>D. Posted parking restriction will be 2-hour time limit parking on both sides of the street at the preference of the petitioning residents.</p> <p>E. Up to two hangtags for vehicles registered to the residential address would be allowed, with one transferable guest permit.</p> <p>F. Permits would not be valid to override metered spaces.</p> <p>G. If feasible, allow provisions for small and large group functions.</p> <p>Expand Downtown Residential Parking Override Program to include a buffer permit zone where participation in the program would be subject to verification of employee parking impact, extending to Pacific Avenue for the area south of Manhattan Beach Boulevard (or other streets as necessary).</p>
13	Investigate opportunities for disabled parking on streets and in public lots with minimal loss of general parking.	<p>Public Works Department to install four disabled parking spaces on trial basis at:</p> <ul style="list-style-type: none"> • Highland Avenue and 13th Street; • Highland Avenue between 12th and 13th Street; • Manhattan Avenue near 11th Place; and • Manhattan Avenue on 11th Street.
14	Investigate opportunities to provide carpool and “Green Vehicle” parking spaces in public lots.	<p>Public Works Department to install “Smart” and small vehicle parking spaces at locations approved by the PPIC as recommended by staff.</p>
15	Implement a Parking directional sign plan with a distinctive and clear identity.	<p>Recommend City Council approve the purchase and installation of both non-illuminated and illuminated directional signs.</p> <p>15a. Non-illuminated signs: 18 directional signs (reflect one less sign due to illuminated sign) 12 lot entrance signs (reflects two less signs due to illuminated signs)</p> <p>15b. Illuminated Signs: Lot M entrance on Morningside Drive Lot 3 entrance on 12th Street Manhattan Beach Boulevard at Morningside Drive (for Lots 3 and M)</p> <p>15c. Appropriate additional funds for lighted signs not to exceed \$24,000 from the Council Contingency Fund**</p>
17	Modify parking restrictions in Lots 1 and 2 to remove exclusive merchant permit spaces.	<p>17a. Provide 20 Merchant Only spaces in Lot 1 between 8am and 5pm.</p> <p>17b. Provide 11 Merchant Only spaces in Lot 2 between 8am and 5 pm and to include an override for merchant parking permits in lower level structure in 11 metered spaces.</p>
18	Provide aggressive parking enforcement of the meters in the Downtown area.	<p>Enforce parking violations without enhanced measures.** (\$40 fine for expired meters implemented January 2009) (\$45 fine for expired meters increased May 2009)</p>



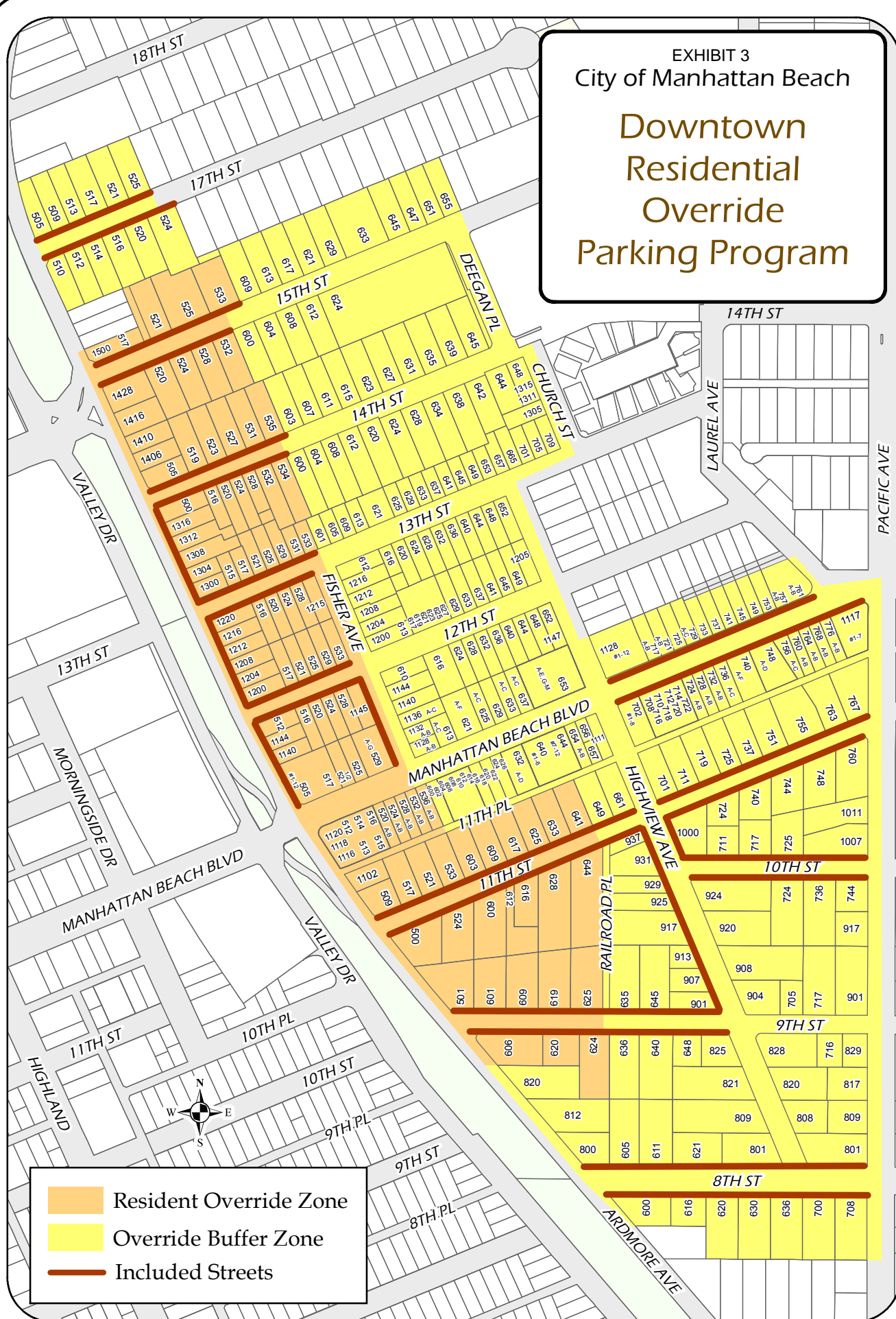
DOWNTOWN RESIDENTIAL OVERRIDE PARKING PROGRAM PETITION FORM PROCEDURES

PROCEDURES

1. The complete criteria and procedures for the Downtown Residential Override Parking Program are available at the Community Development Department Counter at City Hall, located at 1400 Manhattan Avenue.
2. Residents fronting an eligible street may petition for two-hour time limit parking restrictions on their block. A block is defined as the length of street between two adjacent intersections or between an intersection and the termination of the street or override parking zone in either direction. Street frontages with commercial uses only are not eligible for this program.
3. One or more sponsor(s) (contact person) may circulate the petition form to all residents of the fronting properties on both sides the proposed block. If a resident is against the Residential Override Parking Program, the word "OPPOSED" should be noted in the petition signature space. If the sponsor is unable to contact a resident, "NO CONTACT" should be noted in the petition signature space with the days and times that the contact was attempted.
4. After at least two-thirds (66.6%) of the fronting property owners or residents on both sides of the proposed block have signed in support of the Downtown Residential Override Parking Program, the contact person signs the perjury statement on each page of the petition, and submits the petition to the Traffic Engineer. There is no fee to petition for installation or removal of parking restrictions on a street within the program area.
5. City of Manhattan Beach staff will evaluate the petition and verify eligibility of the proposed block. Once verified, the approved block will be posted with "TWO HOUR PARKING 7AM TO 8PM." Parking restrictions will be effective on all days, except that vehicles with tags will be exempted from the time limit. All residents on that block will be notified that they may apply for residential override hangtags issued by the City, located at the above address.
6. Residential override tags are available only to applicants who live on a qualified street posted with restricted parking. First-time applicants must show proof of residence. **HANGTAGS ARE VALID ONLY FOR THE ADDRESS ON THE APPLICATION.**
7. Each qualified residential household is allowed up to two (2) hangtags for vehicles registered to occupants of the residence. In addition, one transferable hangtag may be issued to each household to be used for any guest vehicle of that household. Only one transferable hangtag will be issued per program term to each household. No replacement of lost or stolen transferable hangtags will be issued.
8. The issuance fee for an override hangtag is \$15.00 for the first vehicle and \$5.00 for each additional hangtag. There is no prorated adjustment or refund in the fee if the applicant enters the program any time after the current program cycle has started. The fee for replacement of lost or stolen non-transferable hangtags is \$5.00.
9. All residential parking override tags are valid during the current program term or until the resident no longer resides in a qualified dwelling unit for such override, whichever occurs first.
10. All vehicles must be currently registered to the address on the application. The hangtag shall prominently displayed in the front windshield of the eligible vehicle.
11. All other applicable parking restrictions, such as street sweeping and red curbs, must be followed. Vehicles with override hangtags are NOT exempt from parking meter regulations.
12. The current Downtown Residential Override Parking Program term expires March 31, 2015.

EXHIBIT 3
City of Manhattan Beach

Downtown
Residential
Override
Parking Program



- Resident Override Zone
- Override Buffer Zone
- Included Streets

EXHIBIT 4
RESIDENTIAL PARKING PROGRAM COMPARISON

	PROGRAM	PETITION	COST
<p>MIRA COSTA OVERRIDE RESIDENTIAL PARKING PROGRAM</p>	<p>The approved block will be posted with “NO PARKING 8-10 AM” (or 12-2PM or 1-3PM on the opposite side), All residents will be notified that they may apply for Residential Parking hangtags issued by the City.</p> <p>Residential override tags are available only to applicants who live on a qualified street posted with restricted parking. All vehicles must be currently registered to the address on the application. The hangtag shall prominently displayed in the front windshield of the eligible vehicle. First-time applicants must show proof of residence. All residential parking override tags are valid until the resident no longer resides in a qualified dwelling unit for such override.</p> <p>HANGTAGS ARE VALID ONLY FOR THE ADDRESS ON THE APPLICATION.</p> <p>All other applicable parking restrictions, such as street sweeping and red curbs, must be followed.</p>	<p>Residents fronting an eligible street may petition for residential parking restrictions on their block.</p> <p>A block is defined as the length of street between two adjacent intersections or between an intersection and the termination of the street in either direction.</p> <p>At least two-thirds (66.6%) of the fronting property owners or residents on both sides of the proposed block have to sign in support and submit the petition to City Staff for evaluation.</p>	<p>The issuance fee for an override tag is \$15.00 per vehicle per two years. There is no prorated adjustment or refund in the fee if the applicant enters the program any time after the two years-cycle has started. The fee for replacement tags is \$5.00.</p> <p>Each residential household is allowed up to three (3) hangtags for vehicles registered to occupants of the residence.</p>
<p>HERMOSA BEACH RESIDENTIAL PARKING</p>	<p>Two types of residential permits are available: the permanent sticker is permanently assigned and affixed to one vehicle. The transferable guest permit is not assigned to a specific vehicle and hangs from the inside rear view mirror.</p> <p>Allows residents to park at any YELLOW POSTED METER without paying the meter or in ONE-HOUR ZONES in the residential areas without regard to one hour limit. The permits are not valid in the two-hour parking zones.</p> <p>The permits are not valid during street sweeping hours or at Commercial Meters (Silver or Green Post.) Permits are not valid on the silver side of a dual colored pole in the residential/commercial area. Also, vehicles may not park in excess of seventy two (72) hours in the same parking space.</p>	<p>The program is already in place for the downtown area and does not require a petition.</p>	<p>The permits for 2007/08 are \$39.00. Permits are prorated to half price as of 9/1 of each year. Residents must provide proof of residency less than 30 days old. Employees of a business located in the impacted area must show a current paycheck stub</p> <p>Residents may purchase a sticker for each vehicle that is registered in their name and one transferable guest permit per residence per year, as long as one has not already been issued to the address.</p> <p>One-day temporary event permits are available to residents who have purchased a parking permit. Permits may be used five times (days) per year with a maximum of twenty permits each time. The cost is \$1.00 per permit up to five; permits six through twenty are free</p>

	PROGRAM	PETITION	COST
REDONDO BEACH	<p>The City has residential preferential parking zones where permits are required for the parking of vehicles during posted days and hours.</p> <p>NOTE: The preferential parking permit does not allow a vehicle to be parked during the days and hours posted "NO PARKING", nor can anyone park for more than 72 hours in one place.</p>	<p>The program is already in place in several districts and does not require a petition.</p>	<p>Residents may purchase two permanent and two guest preferential parking permits per household annually at \$15 each. For special events, one day only preferential parking permits may be purchased.</p> <p>It requires proof of current residency. If a permit is lost or stolen, the replacement costs \$25.</p>
LONG BEACH	<p>The Long Beach Municipal allows establishment of Preferential Parking Districts to alleviate certain parking problems in residential areas. These districts limit the length of time vehicles may be parked on-street, unless a valid residential permit is displayed.</p>	<p>Resident submits a request for preferential parking district. City staff reviews request and survey the affected streets to confirm that more than 75% of the available on-street parking is occupied, and that more than 50% of the parked vehicles are not registered in the area.</p> <p>If the request meets the general conditions, resident must obtain signatures verifying support for a preferential parking district from at least two-thirds of the residents of all units of occupancy within the proposed district.</p> <p>The City Council considers any testimony for or against a preferential parking district presented at the noticed public hearing. If approved, an Ordinance is adopted to establish the district. If the proposed district falls within the Coastal Zone, an additional Coastal development permit is required through the Planning and Building Department. The current application fee is \$1,050, and is the responsibility of the requestor(s).</p>	<p>Once a preferential parking district is established, residents must complete an application to request parking permits.</p> <p>Residents will be asked to provide proof of current residency, such as a valid drivers license or utility bill, and a copy of current vehicle registration.</p> <p>The current fee for an annual permit is \$15 for each vehicle, with a maximum of three permits per household. One guest permit may also be issued per household, for an additional \$15.</p> <p>Temporary guest permits valid for up to seven consecutive days from issuance are available free of charge from the Parking Citation counter at City Hall.</p> <p>Permits must be renewed annually and may be renewed by mail.</p>

EXHIBIT 5

**PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION**

Public Correspondence

Erik Zandvliet

From: tscobar@aol.com
Sent: Thursday, March 12, 2015 6:16 PM
To: Erik Zandvliet
Subject: Email to City Hall about parking

I just emailed ezandvliet@citymb.info.

Subject: Parking for Walkstreet Residents

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills.

The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,
Therese Sweeney
428 7th St.

Erik Zandvliet

From: Lisa Jadon <lisajadon@sbcglobal.net>
Sent: Thursday, March 12, 2015 1:10 PM
To: Erik Zandvliet
Subject: Parking in Hill Section/Walk Street area

Hello,

I understand that you are considering permit parking in the lower portion of the Hill Section. I live on the flat walk street on 7th and it would be a terrible inconvenience for my family, friends and neighbors if that were to go into effect. I understand there is a parking issue, but perhaps there is another resolution. Please do not allow this to go through.

Thank you,
Lisa Jadon
501 7th St.

Erik Zandvliet

From: lamundt@aol.com
Sent: Thursday, March 12, 2015 10:35 AM
To: Erik Zandvliet
Subject: Parking on Valley/Ardmore

Hi Erik,

I understand there is a proposal to make parking on Valley / Ardmore permit only and short term; I feel this would be counter-productive. I hope the committee will keep in mind that many of the service people who work in our downtown shops and restaurants (that we all love to frequent), must park on Valley / Ardmore. The probable unintended consequence of making this permit / short term parking will be great inconvenience for these people, who also may then wind up getting tickets they can ill-afford.

Thank you for your consideration.

Best,

Lisa Mundt (9th Place)

Erik Zandvliet

From: Melanie Williams <alimarinamom@verizon.net>
Sent: Thursday, March 12, 2015 10:36 AM
To: Erik Zandvliet
Subject: Fwd: Walk Street Parking and permits.

Please add my name to the list of concerned walk street residents. Parking has been an issue for all of the 50 years I have lived in this area. There is only room for our own vehicles in the narrow alleys, and street parking is limited on the very best days and nonexistent at other times.

I don't understand how shade hotel can build their hotel and then ask their workers to park all over the city. There is a parking lot right next door and if permits are too high then the shade must purchase permits for their workers.

Our guests must find parking where they can. And often that is on the hill immediately east of Ardmore. The City has not been helpful in the past regarding the parking issues we have on the walk streets. The limited parking available on Highland, Valley, and the numbered streets between Highland and Crest is quickly snatched early in the morning by day workers when residents leave for work. When will parking permits be issued to walk street residents for those areas? I suspect, and urge the City to survey the situation, that the parking available to those on the hill is more abundant than what is available to walk street residents. Will walk street residents be issued permits for the parking on the hill?

I am against this proposal and urge the City to reject the request of those up on the hill.

Andrea Miller
401 Seventh Street

Erik Zandvliet

From: Peter Pham <peterpham1@gmail.com>
Sent: Thursday, March 12, 2015 7:42 AM
To: Erik Zandvliet
Subject: 7th St. Parking.

Hi. Parking for our guests is difficult, since we get and have all the beach traffic. If the hill section gets permitted our guests will be walking down even a steeper Hill with kids on streets with no sidewalks to visit us. Please keep in consideration that we have to utilize some of the closer parking spots on the other side of Valley when there is no parking on the weekends. If it's permitted it's going to be impossible

Erik Zandvliet

From: Stephanie Schroeder <stephaniekschroeder@gmail.com>
Sent: Thursday, March 12, 2015 7:36 AM
To: Erik Zandvliet
Subject: Parking for Walkstreet Residents

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills.

The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,
Stephanie Schroeder
520 7th St.

Erik Zandvliet

From: Samantha Alvarez <samanthaphipps@me.com>
Sent: Thursday, March 12, 2015 7:44 AM
To: Erik Zandvliet
Subject: Parking for Walkstreet Residents

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills.

The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,
Samantha Alvarez
337 7th St.

Erik Zandvliet

From: Andrea Miller <ampinkquark@gmail.com>
Sent: Thursday, March 12, 2015 6:31 PM
To: Erik Zandvliet
Subject: Re: Walk Street Parking

Thank you for listening. A couple of thoughts have occurred to me since I wrote my first message. I lived east of Sepulveda for 4 years and in the Tree Section for 3 years before moving to our walk street home. Parking is tough everywhere in Manhattan Beach. We've crammed a lot of people into a small space. Interestingly enough, I would say some of the largest lots and, therefore the least densely populated space in the city, seem to be in the hill section. I would like to know how many vehicles the people behind this request own per family and whether or not they are kept in their garages and/or driveways. My husband and I each have a car, and they are kept in our garage. When our children lived at home, they shared a car and it was parked in our space next to our garage. We rarely entertain groups that require us to provide parking for more than two cars which means it is not often that we rely on parking up the hill, but we feel strongly that we are just as entitled to use street parking in the city as the people who come in and use the street parking closer to our home.

Thank you for carrying these thoughts on to the meeting. If we are able to attend, we will be there. Wonder what parking will be like.

Andrea Miller

On Thu, Mar 12, 2015 at 10:13 AM, Erik Zandvliet <ezandvliet@citymb.info> wrote:


Thank you for your comments, Ms. Miller. You make some good points.

They will be made part of the discussion by the Parking and Public Improvements Commission on March 26 at 6:30pm. I encourage you to attend the meeting.

You will be receiving a meeting invitation soon.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



 Please consider the environment before printing this email.

From: Andrea Miller [mailto:ampinkquark@gmail.com]
Sent: Thursday, March 12, 2015 8:24 AM
To: Erik Zandvliet
Cc: stephaniekschroeder@gmail.com
Subject: Walk Street Parking

Please add my name to the list of concerned walk street residents. Parking has been an issue for all of the 34 years I have been a home owner in this area. There is only room for our own vehicles in the narrow alleys, and street parking is limited on the very best days and nonexistent at other times.

Our guests must find parking where they can. And often that is on the hill immediately east of Ardmore. The City has not been helpful in the past regarding the parking issues we have on the walk streets. The limited parking available on Highland, Valley, and the numbered streets between Highland and Crest is quickly snatched early in the morning by day workers when residents leave for work. When will parking permits be issued to walk street residents for those areas? I suspect, and urge the City to survey the situation, that the parking available to those on the hill is more abundant than what is available to walk street residents. Will walk street residents be issued permits for the parking on the hill?

I am against this proposal and urge the City to reject the request of those up on the hill.

Andrea Miller

401 Seventh Street

Erik Zandvliet

Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



Erik Zandvliet

From: susie kim <susiekim89@yahoo.com>
Sent: Tuesday, March 10, 2015 8:20 PM
To: ezandviet@citymb.info
Cc: Erik Zandvliet
Subject: re: South Sand section Public Parking

Hello Erick:

I just recently heard from neighbors that public street parking is reduced because of a pilot program started to alleviate the downtown parking congestion. Now this parking limitation is a problem for sand section residents.

I have five cars and 3 parking spots available at my home.

I use public parking to park my cars. I work full time and I am unable to move my cars every two hours if this new program is implemented.

Please do not take away public parking. Most workers who work in downtown Manhattan beach park in the sand section and very rarely do I see workers park in the residential areas between ardmore and pacific in the hill section. And if there are workers parking they are construction workers for all the homes that are being remodeled and built in our town. If you want to limit parking you should limit the number of home permits passed so that there isn't so much construction being done at the same time.

I am against the parking plan that the city is imposing on the residents.

I'll be at the city meeting on March 26.

Susie Kim

305 7th St.

Manhattan Beach, CA

Erik Zandvliet

From: Michael Burke <mmburkey@aol.com>
Sent: Wednesday, March 04, 2015 3:10 PM
To: Erik Zandvliet
Cc: Amy Thomas Howorth (External); David Lesser; Marisa Lundstedt
Subject: RE: Proposed expansion of parking restrictions

Some comments for your consideration:

1. Expanding the parking restrictions south (as well as the current restrictions) just pushes the merchant and construction parking into the next neighborhood. This is to the detriment of the nearby neighbors and causes those adjacent streets to take on their existing load as well as the cars pushed from 11th 10th 9th and now 8th. This also affects the merchants in the downtown area as they will have a tougher time getting qualified employees if they are forced to walk more than a mile from their cars.
2. 8th (and 9th) streets south and north of downtown are residential areas and should not be subject to downtown parking restrictions.
3. The hill section (from Ardmore east) is street parking for a much larger area, and specifically all of the Walk Streets. The city has recently posted no parking signs in the Walk Street alleys behind our garages. I understand this is not being enforced right now but if you remove parking behind our garages (per the signs) you cause an even greater parking issue for the walk streets with no alternative parking
4. People visiting the Walk Streets park on Valley/Ardmore and the hill section. There are so few spaces left on Highland that it is impossible to find a space there.
5. Allowing one street to restrict parking to only residents of that street impacts entire neighborhoods not just the street itself.
6. Valley and Ardmore are both major arteries for the city and should not be allowed to have restricted parking. As was stated before Valley and Ardmore are the primary street parking for the entire Walk Street neighborhoods (secondary is the hill section)
7. If you continue with the current parking restrictions on 9th 10th and 11th and also expand it to 8th you will need to provide access to parking passes for the entire area impacted (not just the people on that street) which would include streets to the east and all of the Walk Streets.
8. 8th Street from Ardmore to Highview, which is the area trying to expand the parking restrictions, is a much longer block than a normal block and will remove a larger number of spaces than a typical sized block.
9. Parking on 8th Street east of Ardmore and at 8th and Valley/Ardmore was recently impacted by a great deal of construction on the Walk Streets. Last year we had 7 houses under construction on our alley alone. The issue may not be as pronounced now that the construction has calmed down to a more normal flow.
10. We have never had a problem finding a parking space on 8th east of Ardmore so I find it unusual that they qualified for the restricted parking. I understand that there is a lot of merchant parking in those areas but that has only been made worse by the restrictions on 11th 10th and 9th.

In conclusion we feel that any parking restrictions in the Hill section from 9th Street south and on Valley/Ardmore would adversely impact all of the Walk Streets and to a certain extent the streets east of the proposed restricted areas. We also feel that the streets from 9th Street South should never have been included in the Downtown Parking Plan as those are clearly residential areas and your typical downtown visitor does not park there.

If those parking restrictions are expanded and the current ones are left in place then people in the impacted areas, the Hill Section and Walk Streets, should also be allowed to get parking passes. Restricting parking access to only residents of that street just isn't fair.

Erik thank you for your quick response yesterday. I hope that the city will take into account the impact of removing and restricting public street parking has on a much larger area than just those streets.

Michael Burke
408 8th Street
Manhattan Beach, CA 90266

From: Erik Zandvliet [mailto:ezandvliet@citymb.info]
Sent: Tuesday, March 03, 2015 3:07 PM
To: 'Michael Burke'
Cc: Amy Thomas Howorth (External); David Lesser; Marisa Lundstedt
Subject: RE: Proposed expansion of parking restrictions

Hello Mr. Burke,

Thanks so much for your comments.

I am collecting comments from other affected neighbors and will be preparing a staff report to present to the Parking and Public Improvements Commission for their consideration to change in the permit issuance policy. We realize that residents who don't live directly adjacent to the restricted streets are being affected by the restrictions, but are not able to participate in the permit program. The Commission will discuss the current policy and make a recommendation whether to allow residents outside the permit zone to obtain permits and/or consider expanding the buffer zone to include other streets, including streets west of Valley Drive or Valley Drive or Ardmore Avenue. Their recommendation will then go to the City Council for their review and approval.

The current policy approved as part of the 2008 Downtown Parking Management Plan allows residents on certain streets in a buffer zone around Downtown to petition for parking restrictions and to obtain permits for a particular street section only. 8th Street met the criteria after residents submitted a petition and a parking study showed significant merchant parking. The signs and permits are issued administratively in accordance with the permit program. However, due to the significant number of affected residents, the restrictions on 8th Street are not being enforced until a decision is made. Additionally, new permit parking approvals have been suspended until the current policy is reviewed.

There will be a large public notice at the time the Parking and Public Improvements Commission considers the matter, anticipated at their March 26 meeting.

Please feel free to contact me if you have additional questions.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info

Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



From: Michael Burke [<mailto:mmburkey@aol.com>]
Sent: Tuesday, March 03, 2015 1:08 PM
To: Erik Zandvliet
Cc: Amy Thomas Howorth (External); David Lesser
Subject: Proposed expansion of parking restrictions

The people living south of 10th Street in the proposed downtown parking plan vigorously object to restricting parking on 8th street to permit parking and only for 2 hours in the rest of the hill section. We also strongly object to restricting parking on Valley to permit parking only for those people located on Valley.

With all of the construction over the past 20 years there are virtually no parking spaces left on Highland north of 3rd Street. All of the neighborhoods that make up the walk streets rely on parking on Valley, Ardmore and the hill section. Restricting the street parking to permits and/or 2 hour parking in those areas will impact all of the residents of the walk streets and possible affect the housing values in those neighborhoods by removing our right to park in our own neighborhoods and city.

I would argue that everything south of 11th Street is not even considered downtown and should continue with free unrestricted parking for all residents.

I am also concerned to hear about this plan from other residents and that the city did not provide everyone impacted by this with notification and detailed descriptions of the proposal.

Mike and Mary Burke
408 8th Street
Manhattan Beach, CA 90266

Erik Zandvliet

From: ALLEN <petersar441@msn.com>
Sent: Tuesday, March 03, 2015 2:55 PM
To: Erik Zandvliet
Subject: Parking Limitations

Dear Mr. Zandvliet,

We are writing to express our strong opposition to the city's proposal to expand the 2 hour parking limits in our neighborhood. We have lived at 441 8th St for over 20 years. This proposal to expand to more streets the hourly parking limit would have a significant negative impact on us and our neighbors. Parking is already very limited on walk streets for visitors for social occasions or trips to the beach. This proposal would result in limiting even further visitors to our home and our neighbors for social occasions. We cannot tear down and rebuild our house to add more parking spaces, nor should we have to.

During the day, it is extremely difficult for contractors to find parking. We have a significant problem in the Sand Section with contractors illegally parking behind houses adjacent to the ones they are working on when parking along streets is not available. The city's 2-hour parking restrictions increase that illegal parking behind neighbors' houses.

We don't understand the rationale behind the City's efforts. Residents don't own the streets in front of their homes, yet the City's plan appears to benefit a few residents at the expense of many others.

Sincerely,

Allen & Rose Peters
441 8th St.

Erik Zandvliet

From: Katie David <katiemdavid@gmail.com>
Sent: Wednesday, March 11, 2015 7:49 PM
To: Erik Zandvliet
Subject: Fwd: Residential Parking Permit

----- Forwarded message -----

From: **Katie David** <katiemdavid@gmail.com>
Date: Wed, Mar 11, 2015 at 7:47 PM
Subject: Residential Parking Permit
To: ezandviet@citymb.info

Erick,
Tonight a lovely lady came by my door to ask me to sign a petition for the city to take a look at the residential parking permits for Manhattan Beach residents.

I agree that the congestion in the sand section area has become out of control. My neighbors have 3-4 cars and 1 parking spot for all their vehicles on their property, but they rent.

I believe that Sand Section residents should be allowed to obtain a "Resident Permit Parking Pass" if you have proof of living in a house in the sand section and it must be renewed each year.

As summer draws near, parking will continue to get worse due to beach visitors and continued construction.

Please address this issue soon!

Ideas for a solution:

1. the empty lot on the corner of Manhattan Beach Blvd and Sepulveda should be paved and have a central pay per hour meter installed. This is a huge waste of space right now and the city could easily be making a lot of money. A shuttle bus could carry visitors to specified destinations in Manhattan Beach from this lot.
2. The empty parking lot where the Power Auto Building is at 700 Sepulveda Blvd could also be used for paid parking and shuttling visitors from this lot.
3. Go BIG! Dig space into the green belt area for metered paid parking spots (ie. Hermosa has near their Fire Department and MB has this by Live Oak Park). Do this also on the South side of the Greenbelt. There is plenty of space to do this even with 5-10 additional spots by expanding the emergency cut-in outlets already paved into the green belt.
4. Build a lower parking garage to the parking lot at the Pier and Manhattan Beach Blvd., both sides. Yes, dig into the side of the dirt hill and make more metered spots in an underground parking lot.

There has to be a remote construction truck parking lot with ease of access for construction workers. We need specified shuttles for these guys to make runs to get their tools from their trucks. We should have video monitors in these lots and plenty of lights for when they arrive at 6am and leave after it gets dark. You could issue construction truck permits (make copies of their driver's licenses) for long term parking. That way, the

city can keep an eye on who is driving into manhattan beach and working here. I believe many of these guys are behind the increase in robberies in Manhattan Beach and it would be good to find a way to track them when they are here.

Just my two cents.

Thank you,

Katie David

500 7th Street



**City of Manhattan Beach
Downtown Residential Override Parking Program
Petition Form**

We, the undersigned residents, do hereby petition the City of Manhattan Beach to establish
TWO HOUR PARKING 7AM – 8PM VEHICLES WITH TAGS EXEMPTED” restrictions

on the U/A block of VALLEY DR
between 10th PL and 6th PL

We attest that each undersigned person is 18 years or older and is a responsible owner or resident in the proposed block.

We attest that a copy of the Downtown Residential Override Parking Program Petition Form Procedures was attached to this petition for review at the time this petition was signed.

The designated contact person(s) are:

CONTACT PERSON: _____ DAYTIME PHONE NO: _____

ALTERNATE CONTACT: _____ DAYTIME PHONE NO: _____

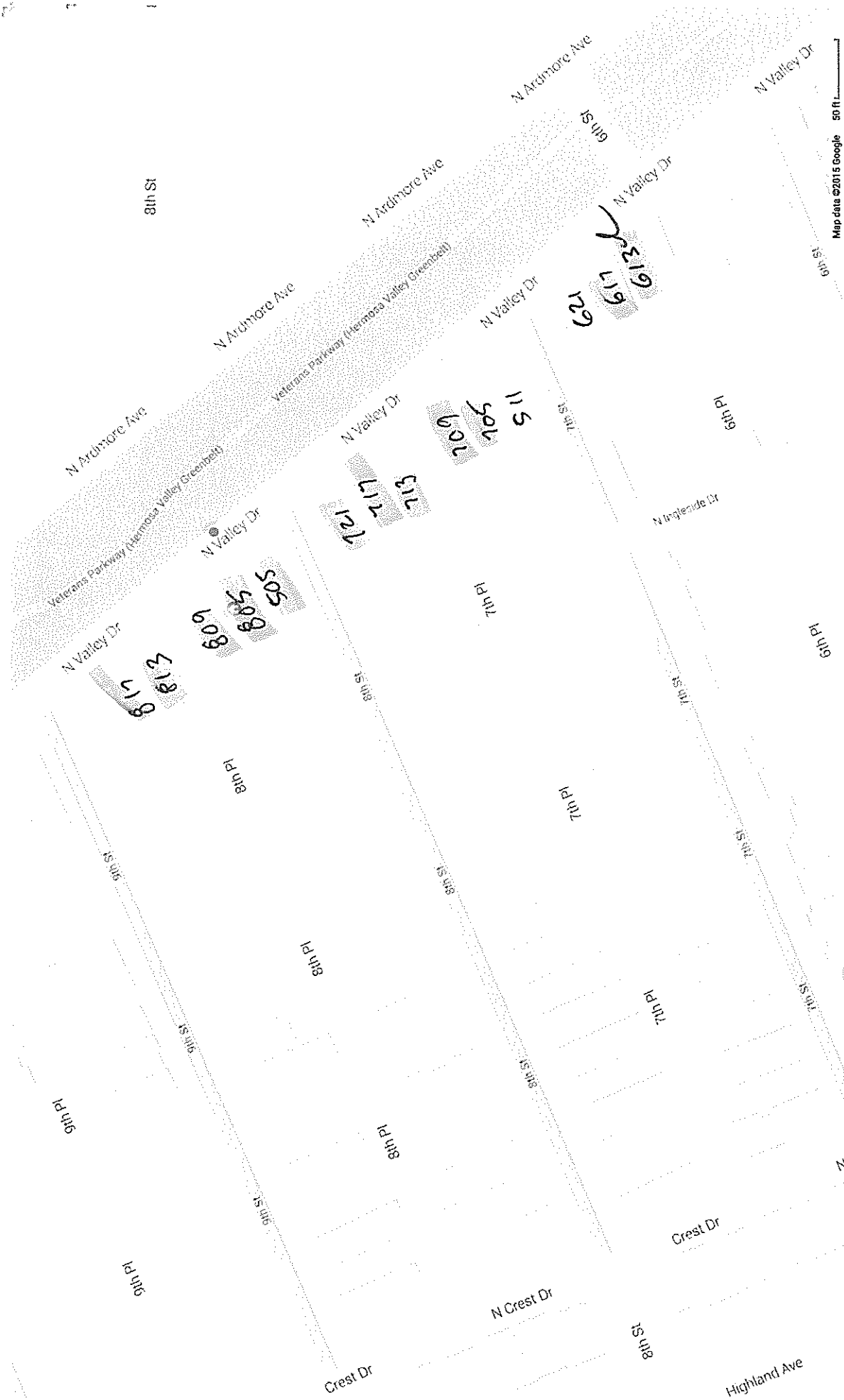
NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	KIRK ROGERS	805 N. VALLEY DR	2/10/15
	Kearly Bixby	809 N Valley Dr	2/13/15
	CHRIS CHAPIN	813 N. VALLEY DR	2/12/15
	Larissa Chapin	813 N. Valley Dr.	2/12/15
	Chris Schraheim	817 N. Valley DR	2-12-15
	KAREN Darting	441 9th Street	2-15-15

Miss Valley

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on _____ Date in Manhattan Beach, California.



Map data ©2015 Google 50 ft



**City of Manhattan Beach
Downtown Residential Override Parking Program
Petition Form**

March 26th?

We, the undersigned residents, do hereby petition the City of Manhattan Beach to establish
TWO HOUR PARKING 7AM – 8PM VEHICLES WITH TAGS EXEMPTED” restrictions

on the _____ block of Valley Drive
between 6th Street and 11th Street

We attest that each undersigned person is 18 years or older and is a responsible owner or resident in the proposed block.

We attest that a copy of the Downtown Residential Override Parking Program Petition Form Procedures was attached to this petition for review at the time this petition was signed.

The designated contact person(s) are:

CONTACT PERSON: Sheila Halcomb DAYTIME PHONE NO: 310 374-7737

ALTERNATE CONTACT: Kirk Rogers DAYTIME PHONE NO: _____

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
<i>Sheila Halcomb</i>	Sheila Halcomb	505 8 th St	2-15-15
<i>Daniel Simonsen</i>	Daniel Simonsen	717 N Valley Dr.	2-15-15
<i>Jody Taylor</i>	Jody Taylor	717 N. Valley Dr	2-15-15
<i>John Schombager</i>	John Schombager	713 Valley Dr.	2-15-15
<i>Lisa Miali</i>	Lisa Miali	709 N. Valley Dr	2-15-15
<i>MARTIN DUNK</i>	MARTIN DUNK	617 N. Valley	2-15-15
		613 N. Valley Dr	
<i>Jim Strook</i>	Jim Strook	705 N Valley Dr	
<i>Jacklyn Ingham</i>	Jacklyn Ingham	721 Valley Dr	3-02-15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Executed on _____ in Manhattan Beach, California.
Signed by Contact _____ Date _____

Erik Zandvliet

From: Kirk Rogers <kirk@icapsolutions.com>
Sent: Monday, February 02, 2015 1:51 PM
To: Erik Zandvliet; 'Mattox, Simon'
Cc: larissachapin@gmail.com; Tim Chaikovsky; Cynthia (mom) Rogers
Subject: Re: Parking 8th Street

Thanks Erik, we all appreciate your work to resolve this issue.

I've been documenting the parking situation today with pictures, and sure enough it has gone from bad to worse. I have several photos showing the parking lot that is now Valley and Ardmore, there isn't a single available spot which now extends all the way down to 5th street, and 6th street all the way up and past Pacific is now full. And 8th street? Having the largest available swath of parking space per capita, 8th street is now empty on the south side shy of 1 car and a utility vehicle servicing the new housing development, an enormous amount of restricted parking. Never before has it been this way, there's always been at least a few spots available north of 6th along Valley and Ardmore, not to mention the spill over onto 8th.

I think we all get it, what our east side neighbors on both 9th and 8th are striving to accomplish. I don't believe they were purposely strategizing against the west side neighborhood, as we too (the Valley Drive and walk street residence) would like take advantage of these same rules. However, segregating the parking community in such small and isolated segments and ignoring the surrounding real estate will inevitably pit neighbor against neighbor. I don't think anyone wants that, as there's certainly several simple solutions that can accommodate all local residence.

Kirk Rogers
(310) 779-3744

On 2/2/2015 12:52 PM, Erik Zandvliet wrote:

> Mr. Mattox,

> I do not have any waiver I can give you, but I am discussing this with the Police Department to extend the "grace" warning period on 8th Street indefinitely until this issue is addressed.

>

> Erik

>

>

>

> Erik Zandvliet

> Traffic Engineer

> (310) 802-5522

> ezandvliet@citymb.info

> City of Manhattan Beach, CA

>

> -----Original Message-----

> From: Mattox, Simon [<mailto:Simon.Mattox@marcusmillichap.com>]

> Sent: Monday, February 02, 2015 10:44 AM
> To: Erik Zandvliet
> Cc: Kirk Rogers; larissachapin@gmail.com
> Subject: Re: Parking 8th Street

>
> Great thank you. In the meantime how can I get a waiver? We have a lot going on with the newborn and it would really help as you can imagine.

>
> Simon Mattox

>
> Sent from my mobile command center - Please excuse any typos.

>> On Feb 2, 2015, at 9:58 AM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

>>
>> Thank you, Mr. Mattox,

>> This is a good argument for changing the policy. I will be preparing a report for the Parking and Public Improvements Commission for their consideration in the near future. I will send a meeting invitation when it is scheduled.

>>
>> Erik Zandvliet, T.E.

>> City Traffic Engineer

>> P: (310) 802-5522

>> E: ezandvliet@citymb.info

>> Erik Zandvliet

>> Traffic Engineer

>> (310) 802-5522

>> ezandvliet@citymb.info

>> City of Manhattan Beach, CA

>> -----Original Message-----

>> From: Mattox, Simon [<mailto:Simon.Mattox@marcusmillichap.com>]

>> Sent: Monday, February 02, 2015 4:51 AM

>> To: Erik Zandvliet

>> Cc: Kirk Rogers; larissachapin@gmail.com

>> Subject: Parking 8th Street

>> Hi Eric,

>> We spoke the other day about the new 2 hour parking restrictions that were recently implemented on 8th street east of Ardmore.

>> As we discussed this has created an extreme hardship for my family. We have been residents for over 10 years and have lived at 809 N Valley for approximately 5 years. Our home only has one small garage to park our cars. My wife and I both work and have two cars so street parking near our house is very important. We also just had our first child so not being able to park near our house with a newborn baby has made the current situation even more critical.

>> I am request two things.

>>

>> 1. A parking pass for 8th Street - Immediate waiver for the rule that only residents on the street can be given a parking permit because we have a newborn baby and this has caused an extreme hardship for our family.

>>

>> 2. Permit Parking Pass - the city needs to review and change the rule only allowing residents on the street the restriction occurs to receive parking permits. You are obviously aware that parking is extremely limited in our city and not allowing neighbors on adjacent streets to park freely is both unfair and a hardship for many residents and their guests.

>>

>> Thank you for your attention to this matter.

>>

>> Simon Mattox

>> , - - - - -

>>

>> Sent from my mobile command center - Please excuse any typos.

>>

>>

>

Erik Zandvliet

From: Kirk Rogers <kirk@icapsolutions.com>
Sent: Friday, January 30, 2015 12:29 PM
To: Erik Zandvliet; Cynthia (mom) Rogers
Subject: Re: Parking - Eric Zandvliet

Hi Eric, I was just talking with my next door neighbor Simon Mattox (809 valley) who informed me of the new parking restrictions being imposed on 8th street, up from Ardmore.

I am Kirk Rogers, home owner for almost 20 years in 805 N Valley Dr, MB. I own a modest home, 1500 sq ft, single garage, wife Cynthia and 2 boys at Ryan 10 and Robert 11. We are a 2 car family and have (must) rely on the available public parking around our neighborhood for additional parking for not only ourselves, but for visitors and our guests. Imposing a parking restriction on 8th street and not allowing us the privilege to park on that street greatly and negatively impacts our day to day lives. 9tyh street already has a similar restriction which pushes public parking and everyone else down to eighth street as it is. The home owners along that street all have mansions, multiple car garages, large driveways, and the city in no way shape or form should require imposing such a restriction on either street. There is simply not enough parking for the local residents in the sand section to dramatically reduce parking such as what is now being enforced on 8th.

My car is parked on the corner of 8th and Ardmore right now, those signs were put up "after" my car was parked ... i can only hope i don't get a ticket today.

Parking is an absolute nightmare throughout this neighborhood as it is, with the constant construction, remodels, day laborers, local city employees, etc. By restricting parking on 8th street and NOT allowing us (local neighbors and home owners) to submit parking passes as local residents is going to cause serious consequences for my family. Doing this will again move public parking down further to 6th street, and then what? Restrict 6th street as well? The domino effect and this is just simply unacceptable. My immediate neighbor to the South (Bob and Sheila Holcome) are already crowding our "single car" spot as it is, and it is very difficult to deal with already. We are seriously considering filing a petition to get a small strip of red painted on our own curb to accommodate for our one car parking situation. And then what, maybe we should restrict parking in front of our house? 2 hour parking and allow only us, the local 3 resident on valley to park there? Do you see the pattern???

I can only hope that we can come to some agreement with parking on that street, as it is critical we are able to park there freely and without hassle.

Please let me know what I can do to get this expedited, or what I need to do to acquire a resident pass (temporary or otherwise) until we get this resolved. I now have no reasonable place to park my car ... and I am a homeowner of 20 years, and permanent MB resident of all my 52 years.

Please advise,

Kirk Rogers
805 N Valley Dr.
Manhattan Beach, CA 90266

Erik Zandvliet

From: Susan Harry <mb.harry@verizon.net>
Sent: Tuesday, February 03, 2015 11:22 AM
To: Erik Zandvliet
Subject: 8th street parking

Eric Zandvliet-

I am writing to ask you to please consider offering parking permits to neighbors in the area of 8th street. We all have tight quarters to park and when that extends to friends and family visiting, it's an enormous inconvenience and then to be ticketed on top of that, it feels like we're being penalized to even live here.

Thank you for your consideration.

Susan Harry
428 9th Street

Sent from my iPhone

Erik Zandvliet

From: Shelley Theodore <theodores5@verizon.net>
Sent: Wednesday, February 04, 2015 12:28 PM
To: Erik Zandvliet
Cc: Amy Thomas Howorth (External)
Subject: 8th St parking restricitions

Hi Eric,

My family lives on the 300 block of Ninth street and we are deeply concerned over the new parking restrictions on 8th street above Ardmore. We have three drivers in our family and only room to park two cars. The hill sections is a frequent parking option as there are very limited spaces on Highland and Valley/Ardmore isn't always available either. Are the permit holders of 8th allowed to park on 9th or 10th? How is a public street only for the unlimited use of a few residents? My son visited city hall to inquire about getting a permit and he was told residents of our street are not eligible. I know Hermosa Beach offers permits for all residents, why is Manhattan Beach policy different? By only allowing the residents of each block the privilege of purchasing parking permits, the over flow will continue up through the hill section and eventually each block will petition to have permit parking too.

I look forward to hearing back from you,
Shelley Theodore

Erik Zandvliet

From: Larissa Chapin <larissachapin@gmail.com>
Sent: Monday, February 02, 2015 8:11 PM
To: Erik Zandvliet
Cc: Christopher Chapin; Simon Mattox & Keary Ann Bixby
Subject: Parking on 8th

Hi Erik,

My husband and I live across the street from Simon Mattox (and have lived in our house in MB since 2006). I wanted to let you know that I agree with him and the others who disagree with the new parking restrictions on 8th Street. I am curious as to how 8th Street was singled out in this capacity as it affects local traffic patterns, the property values on that street (private parking rights is a big bonus for them), and parking for my guests who are not able to park directly behind my garage on 8th Place. Will all residents be offered the same type of arrangement for the streets that they live on? If not, why the unfair treatment?

Thanks for your help and consideration to those not on 8th Street.

Sincerely,
Larissa Chapin
813 North Valley Drive, MB

Erik Zandvliet

From: Chris Schwachenwald <cschwach@gmail.com>
Sent: Monday, February 02, 2015 10:20 PM
To: Erik Zandvliet
Subject: New 2 hour parking on sand section

Hi Erik -

I want to say thank you for all you do for our city, your attention to detail is appreciated.

I'd like to request that you consider some other residents of the sand section with the new 2 hour parking access. I'd gladly apply for access to park on the 8th and 9th streets west of Ardmore. As you know street parking on Valley and Ardmore gets filled daily by non residents who work locally at most downtown businesses. Thus the need for residents to find overflow parking on the adjacent 8th and 9th streets.

Please find a solution for residents.

My Best -
Chris
8th and Valley

Sent from my iPhone

Erik Zandvliet

From: Ron Howell <ronghowell@msn.com>
Sent: Monday, February 02, 2015 3:26 PM
To: Erik Zandvliet
Cc: Nancy Jo; Wayne Powell
Subject: Re: Residential Override Permit Restrictions

Thanks for the reply and explanation files.

The issue in my immediate neighborhood is not a "hang tag" permit since no restrictions exist on my block, but the pushing of parking congestion issues from one neighborhood to another. It appears the only solutions are to either live with increased parking congestion on Pacific or join in the restrictions with the inconveniences that accompany them. The "join in" option also indicates we replace the utility poles eliminated by under-grounding of utilities a few years ago (at considerable expense) with the poles for restriction signs.

Please assure these concerns are appropriately highlighted in the staff report to PPIC.

Thanks for your attention,

Ron Howell

On Feb 2, 2015, at 12:48 PM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

Hello Mr. Howell,

Thanks so much for your comments and observations.

I am collecting comments from other affected neighbors and will be preparing a staff report to present to the Parking and Public Improvements Commission for their consideration to change in the permit issuance policy. We realize that residents who don't live directly adjacent to the restricted streets also need street parking, but are not currently able to obtain permits. The Commission will review the current policy and make a recommendation whether to allow residents outside the permit zone to obtain permits. They may also consider expanding the buffer zone to include other streets, including Pacific Avenue. The west half of Pacific Avenue is within the buffer zone, so residents there can petition for parking restrictions if they wish.

The current policy approved as part of the 2008 Downtown Parking Management Plan allows residents on certain streets in a buffer zone around Downtown to petition for parking restrictions and to obtain permits for a particular street section only. The signs and permits are issued administratively in accordance with the permit program. See attached for more information.

I will include you in a public notice at the time the Commission considers the matter. Please feel free to contact me if you have additional questions.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info
<image001.gif>

Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



From: Marisa Lundstedt
Sent: Monday, February 02, 2015 11:57 AM
To: Erik Zandvliet
Subject: FW: Parking Restrictions

Erik – Can you look into this please?

Marisa Lundstedt
Director of Community Development
P: (310) 802-5502
E: mlundstedt@citymb.info



From: Wayne Powell [<mailto:waynepowellmb@yahoo.com>]
Sent: Monday, February 02, 2015 11:27 AM
To: Mark Danaj; Nadine Nader; Marisa Lundstedt
Subject: Fwd: Parking Restrictions

Can someone please respond to the email below. Thanks.

Wayne Powell
- Mayor, City of Manhattan Beach
- Los Angeles County Beach Commissioner/Chair
- Independent Cities Association Board Director
Phone: (310) 545-2184
Email: wpowell@citymb.info
Web: <https://sites.google.com/site/WaynePowell4MB>



Sent from my iPad

Begin forwarded message:

Resent-From: <wpowell@citymb.info>
From: Ron Howell <ronghowell@msn.com>
Date: February 2, 2015 at 10:42:19 AM PST
To: "nmadrid@citymb.info" <nmadrid@citymb.info>
Cc: Nancy Jo <nancyjohowell@gmail.com>, Wayne Powell <wpowell@citymb.info>
Subject: Parking Restrictions

Over the past few years, signed street parking restrictions have been implemented in the general area bounded by Ardmore Avenue, Pacific Avenue, 10th Street and 9th Street. More recently, signed restrictions have appeared on 8th Street between Ardmore Avenue and Pacific Avenue. One of the consequences of these restrictions is to push longer-term street parking from the restricted areas to streets immediately adjacent to the restricted areas.

I am concerned that one neighborhood is able to solve their parking congestion problem by pushing the problem to adjacent neighborhoods. I reside on Pacific Avenue near the restricted areas and I have witnessed the impact directly.

What is the process for deciding restrictions? How are residents in the areas notified of planned restrictions? What plans are in process for restrictions on Pacific Avenue between 8th Street and 10th Street?

Thanks for the opportunity to address this issue.

Ron Howell
809 Pacific Avenue

Wayne Powell (External)

Mayor

P: (310) 802-5053

E: waynepowellmb@yahoo.com



<Downtown Res park Criteria and petition 2013-2015.pdf>

<DowntownParkingOverride map 12-18-2014.pdf>

<buffer zone criteria.docx>

Erik Zandvliet

From: Mattox, Simon <Simon.Mattox@marcusmillichap.com>
Sent: Monday, February 02, 2015 4:51 AM
To: Erik Zandvliet
Cc: Kirk Rogers; larissachapin@gmail.com
Subject: Parking 8th Street

Hi Eric,

We spoke the other day about the new 2 hour parking restrictions that were recently implemented on 8th street east of Ardmore.

As we discussed this has created an extreme hardship for my family. We have been residents for over 10 years and have lived at 809 N Valley for approximately 5 years. Our home only has one small garage to park our cars. My wife and I both work and have two cars so street parking near our house is very important. We also just had our first child so not being able to park near our house with a newborn baby has made the current situation even more critical.

I am request two things.

1. A parking pass for 8th Street - Immediate waiver for the rule that only residents on the street can be given a parking permit because we have a newborn baby and this has caused an extreme hardship for our family.
2. Permit Parking Pass - the city needs to review and change the rule only allowing residents on the street the restriction occurs to receive parking permits. You are obviously aware that parking is extremely limited in our city and not allowing neighbors on adjacent streets to park freely is both unfair and a hardship for many residents and their guests.

Thank you for your attention to this matter.

Simon Mattox

Sent from my mobile command center - Please excuse any typos.

Erik Zandvliet

From: Tim Chaikovsky <tim@live-oak-investments.com>
Sent: Friday, January 30, 2015 1:31 PM
To: Erik Zandvliet
Subject: Parking on 8th (and 9th) Streets

Dear Eric –

I was forwarded your contact info by Kirk Rogers, a neighbor who lives on Valley and 8th. Add my name to the list of long-term homeowners in the sand section (429 9th Street) that is outraged by the City's further restriction of very limited parking on 8th and 9th streets in the hill section. We own more than 2 cars, and cannot park more than 2 on our property. So, especially on Wednesdays during street sweeping, our only option has been 8th street (since 9th street was taken away with the 2 hour restriction) – we have had numerous cases where we have not moved our car in time on Weds, only to have a nice \$50 contribution to the city's coffers. Now, our one spot that we had to park is being taken away.

In both cases (8th and 9th street), this restriction is inequitable, as residents of 8th and 9th streets and their guests can still park on Ardmore and Valley without a 2 hour restriction, yet residents along Valley (or just west of Valley just as us) and their guests now cannot park on 9th or now 8th because of the 2 hour restriction, and we are not afforded the opportunity to get a resident pass.

At a minimum, residents of the sand section (i.e., 1st through 9th streets between Highland and Valley) should be allowed to get residence permits to park on 8th and 9th, just as hill section residents are allowed to do. And as Kirk mentioned, where does the residency and 2 hour restriction stop? By imposing it on 9th, then 8th was more severely impacted. By now imposing it on 8th, the streets to the south will be more severely impacted, as the parking that could have been spread out on 8th and 9th will now all go south. So the residents of the southern streets will complain, and more 2 hour/resident parking restrictions will be placed.

Notwithstanding the high property values in the hill section, these are public streets, and they should be kept as public streets.

Sincerely,

Tim Chaikovsky

Tim Chaikovsky

Email tim@live-oak-investments.com

NOTICE TO RECIPIENT: THIS E-MAIL IS CONFIDENTIAL INFORMATION INTENDED ONLY FOR THE USE OF THE INTENDED RECIPIENT OF THE TRANSMISSION AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED. THE INFORMATION CONTAINED HEREIN MAY ALSO BE PROTECTED BY THE ELECTRONIC COMMUNICATIONS PRIVACY ACT, 18 USC SECTIONS 2510-2521. IF YOU RECEIVED THIS E-MAIL IN ERROR, ANY REVIEW, USE, DISSEMINATION, DISTRIBUTION, OR COPYING OF THIS E-MAIL IS STRICTLY PROHIBITED. PLEASE NOTIFY US IMMEDIATELY OF THE ERROR BY RETURN E-MAIL AND PLEASE DELETE THIS MESSAGE FROM YOUR SYSTEM. THANK YOU IN ADVANCE FOR YOUR COOPERATION.

Erik Zandvliet

From: NATHANIEL HUBBARD <natehubz@me.com>
Sent: Friday, February 06, 2015 11:38 AM
To: Erik Zandvliet
Cc: Laurie B. Jester
Subject: Re: Parking on Ardmore at night- Lot 8, Valley-Ardmore

That would be terrific. Extending the hours to 11pm would solve the problem. I picked 11pm because non-permit holders would park at 10pm knowing that they would have a free hour till 11pm. I will poll residents of Ardmore...thanks Nate Hubbard

On Feb 4, 2015, at 6:55 PM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

Mr. Hubbard,

As Laurie mentioned, I am planning to take a review of the Downtown Residential Override Program to the Parking and Public Improvements Commission on March 26. We can certainly include a discussion on the parking restriction hours if extending those hours would be beneficial to the residents. I will keep you posted.

Erik Zandvliet

From: Laurie B. Jester
Sent: Wednesday, February 04, 2015 2:52 PM
To: 'NATHANIEL HUBBARD'; List - City Council; Mark Danaj; Joan S. Jenkins; Eve R. Irvine; Tim Hageman; Andrew Harrod
Cc: Marisa Lundstedt; Erik Zandvliet
Subject: RE: Parking on Ardmore at night- Lot 8, Valley-Ardmore

Hi Nate-

Unfortunately Lot 8 is not totally under the control of the City. The California Coastal Commission issued the permit for this lot and included restrictions that the City can not override, including no overnight parking. Most of your neighborhood has residential parking permits (west of Fisher Avenue only) with the 2 hour parking restriction up to 8PM. This was established by the City Council, with review through the PPIC.

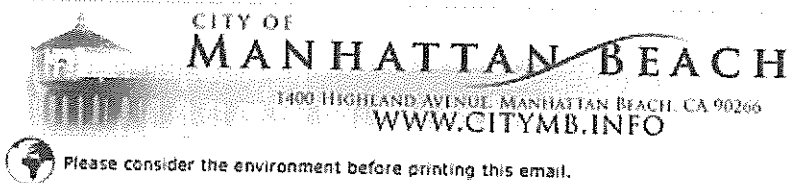
Our City Traffic Engineer, Erik Zandvliet could talk to you and your neighborhood about options. The PPIC is already scheduled to discuss the residential override parking program in another area in March. I copied Erik on this e-mail and his number is 802-5522.

I know that parking can be difficult with older homes with smaller or fewer garages. And if your garages are anything like mine, there are too many bikes and boxes and too few cars!

Take care

Laurie

Laurie B. Jester
Planning Manager
P: (310) 802-5510
E: ljester@citymb.info



From: NATHANIEL HUBBARD [<mailto:natehubz@me.com>]
Sent: Wednesday, February 04, 2015 2:17 PM
To: List - City Council; Mark Danaj; Laurie B. Jester; Joan S. Jenkins; Eve R. Irvine; Tim Hageman; Andrew Harrod
Subject: Parking on Ardmore at night

Many of you remember that 4 years ago, we residents were given the privilege of buying daytime parking passes. This was to relieve our parking issues from Metlox and other downtown workers leaving us no daytime parking. This solution has worked well until the last few months. The parking pass ends at 8pm and due to the revitalization of downtown restaurants, (Love & Salt & Nicks) we're again feeling the squeeze of returning home with no close parking except in Parking Lot 8 (which runs across the length of Ardmore between Manhattan Beach Blvd and 15st. Unfortunately there is an overnight ban from parking in this lot and our neighborhood has complained about this problem to me (for some reason).

My solution would be to allow our residents displaying our parking tags to be allowed to park overnight with out being ticketed

Best Nate Hubbard
1300 N. Ardmore Ave
MB

Erik Zandvliet

From: Sheehan, Christopher <Chris.Sheehan@colliers.com>
Sent: Wednesday, February 18, 2015 9:37 PM
To: Erik Zandvliet
Cc: Mattox, Simon (Simon.Mattox@marcusmillichap.com)
Subject: 809 Valley, Manhattan Beach

Erik,

I own the property at 809 Valley and my tenant brought to my attention the new parking limitations east of Ardmore. I was born and raised in Manhattan Beach and lived at 809 Valley for 6 years, and still currently live in Manhattan Beach, so I am very familiar with the city and with the parking limitations along Valley/Ardmore in the sand section.

It is critical for the convenience of my current tenant and future tenants to have flexibility on where they are able to park around the property. Not having the ability to park east of Ardmore could definitely impact the desirability of my property and that of other property owners and hence, impact the amount of rent that we are able to achieve further impacting the value of our properties.

If there is anything that I can do to influence the decision of the city to allow parking permits or a similar accommodation, please let me know what I can do to support that initiative.

I would appreciate your feedback.

Regards,

Chris Sheehan
2516 Palm Avenue
Manhattan Beach

*****Please note – WE HAVE MOVED!!!! My new office address and direct phone and fax numbers have changed, everything else is the same.*****

Christopher J. Sheehan, SIOR
Senior Vice President | License No. 01202469
Dir +1 310 321 1831 | Mob +1 562 688 8502
Main +1 310 787 1000 | **Fax +1 310 321 1931**
chris.sheehan@colliers.com

[Team Website](#)

Linked In profile

Colliers International
2121 Rosecrans Avenue | El Segundo, CA 90245 | USA
www.colliers.com



View the current issue of *Knowledge Leader*.



Erik Zandvliet

From: Erik Zandvliet
Sent: Monday, February 23, 2015 5:56 PM
To: Nhung Madrid
Subject: RE: Phone message from Susan Klevens

Thanks,

I called her back and explained we are bringing the residential override program to the PPIC to review the policy and invited her to participate in the discussion.

Erik

From: Nhung Madrid
Sent: Wednesday, February 18, 2015 2:37 PM
To: Erik Zandvliet
Subject: Phone message from Susan Klevens


Hi Erik,

Can you please contact Ms. Klevens. She lives at 820 Highview and she has concerns regarding the DTMP permit program. Her street block was denied permits and she is upset that all of the surrounding streets have been approved except hers.

Thank you,
Nhung

Nhung Madrid
Community Development Senior Management Analyst
P: (310) 802-5540
E: nmadrid@citymb.info



 Please consider the environment before printing this email.

March 26, 6:30pm MB City Hall

NO PARKING for Walk Street Residents!

If you haven't noticed the street parking is becoming quite limited due to "Resident Permit Parking". What started as a pilot program to revamp the downtown area and alleviate downtown parking congestion for "Residents" between Ardmore and Pacific, has now become a major parking problem for the sand section "Residents", as the nearby street parking is gradually being taken away. It is pushing downtown parking to Ardmore/Valley and below, thus impacting parking for residents who live on or below those streets. Residents who live west of Ardmore can only park on **8th, 9th, and 10th Streets** in the hill section for **2 hours**. As "Residents" of the "**Sand Section**" and not the "Hill Section", Aka across the greenbelt, **we are not issued** "Resident" parking passes.

NOW—is the time ***to voice your opinion*** before your friends, children and relatives are walking from Sepulveda. If this sounds crazy, look at the map(back side) A petition to the city to change the current resident parking will be circulated through your **neighborhood soon**.

SIGN THE PETITION TO CHANGE THE PARKING-
EMAIL Erick Zandviet -ezandviet@citymb.info
ATTEND the March 26 meeting at City Hall



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.	Judith Kredatus	913 N. Valley Dr.	2/20/2015
2.	KAREN DARLING	444 9th Street	2/20/2015
3.	STEPHANIE RESEY	821 N VALLEY DR	2/22/2015
4.	Julie Schwachenwald	817 N Valley Dr	2/22/15
5.	Chris Schwachenwald	817 N. Valley Dr	2-22-15
6.	DEVON GALUSHA	432 9th St	2/22/15
7.	GRETCHEN KLASIK	430 - 9th St	2/22/15
8.	DAVID BROW	421 9th St.	2/22/15
9.	Donna Flood	421 9th St	2/22/15
10.	Tom Ashcraft	408 9th St	2/22/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 Date in Manhattan Beach, California.

General Petition to Revise the Downtown Residential Parking Override Program

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	Mike Harman	404 9th St.	2/22/15
	Paul White	400 9th	2/22/15
	STEPHEN BRASKIN	341 9TH ST.	2/22/15
	SEAN GASS	340 9th St	2/22/15
	Jill Polinec	336 9th St	2/22/15
	L. Joseph Palmer	330 9th St	2/22/15
	Michael Theodore	332 9th	2/22/15
	Shelley Theodore	332 9th St.	2/22/15
	Monnie Volkmil	333, 9th St.	2/22/15
	DIANA FAIR	909 N VALLEY	2/22/15
	ALEXY COUGHLIN	437 NINTH ST.	2/23/15
	Mipaul Kalaydas	917 Valley St	2/23/15
	Keenan Stalling	425 10th	2/23/15
	C.J. deVILLAC	421 10th 10266	2/23/15
	Sabrina Severino Marchetti	332 10th Street	2/23/15
	Nain Saucedo	325 10th St	2/23/15
	Edna Davis	317 10th St.	2/23/15
	M. Chamberlain	320 9th St	2/23/15
	Sandra Wick	329 9th St	2/23/15
	Julia Birke	429 9th St	2/23/15
	Tim Chalkley	429 9th St.	2/23/15
	Linda Schack	433 9th St	2/23/15
	Kevin Kinsman	433 9th St	2/23/15
	Steve Stephens	416 8th St	2/23/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact

Executed on

3/10/2015

Date

in Manhattan Beach, California.



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to **obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents.** Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.	LAURIE EDDLESTON	421 7TH ST	2-24-15
2.	P. Kokul	440 9th St.	2-24-15
3.	Matt Smith	424 9th St.	2-24-15
4.	Susan J Greshkovics	324 9th St.	2-25-15
5.	Monica Tucker	324 10th St	02/25/15
6.	Delany Holt	316 10 th St	2/25/15
7.	DON CARPENTER	321 10 th St.	2/25/15
8.	MARY KAY CARPENTER	321 10 th St	2/25/15
9.	Jenny Brearton	432 10th Street	2/25/15
10.	DAVID DENNY	328 10th St	2/25/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date

General Petition to Revise the Downtown Residential Parking Override Program

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	Derek Holman	341 10th St	2-25-15
	Christina Holman	341 10th St	2/25/15
	Pat Grayson	409 10th St.	2/25/15
	William Vriack	412 10th St.	2/25/15
	Carolyn Sweeney	412 10th St	2/25/15
	Lisa Kohovs	416 10th St.	2/25/15
	W Heffner	424 10th St	2/25/15
	SARAH KHOPEL	435 10th Street	2/25/15
	Kathryn Wallace	310-3401-4271	2/04/15
	Rose C. Peters	441 8th St.	3/4/2015
	Allen C. Peters	441 8th St.	3/4/2015
	GREG ZEBROWSKI	437 8th St.	3/4/2015
	Greg Zebrowski	433 8th St	3/4/2015
	Mark Ferman	440 8th St	3/4/15
	Ann Kuhns	425 8th St	3/4/15
	Judy Campbell	424-8th St.	3/4/15
	Nan Karnes	450 8th St.	3/4/15
	Angela Dulloss	417 8th St. MB	3/4/15
	Michael Burca	408 8th St. M.B.	3/4/15
	LISA Silver	404 8th St. MB	3/4/15
	Kathy Crawford	340 8th St. MB	3/4/15
	LISA M. TAUS	332 8th St MB	3/4/15
	Ann Lopez	333 8th St MB	3-4-15
	Josh Va Taus	332 8th St MB	3-4-15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact

Executed on

3/12/2015

Date

in Manhattan Beach, California.



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to **obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents.** Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARWING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.




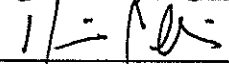

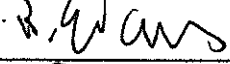
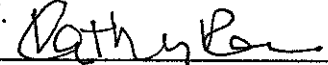

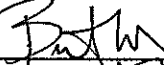
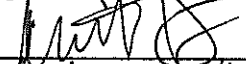



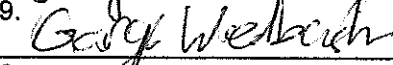
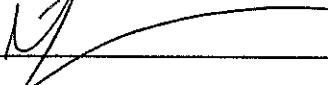
	SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.		Sumei Yee	321 9th St. ^{MB, CA} 90266	2/24/15
2.		Gene Yee	321 9th St, 90266	3/4/15
3.		Annemarie Buchta	403 8th St. MB 90266	3/8/15
4.		Rick Buchta	403 8th St. MB 90266	3/8/15
5.		LISA Silver	404 8th St. MB 90266	3/8/15
6.		Rick Silver	404 8th St. MB 90266	3/8/15
7.		Steve Moore	429 8th St ^{MB, CA} 90266	3/8/15
8.		Jean C. Taylor	417 8th St MBCH	3/8/15
9.		Jamie Wood	225-10th St.	3-10-15
10.		Shandi Chesney	1000 Highland Ave	3-10-15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

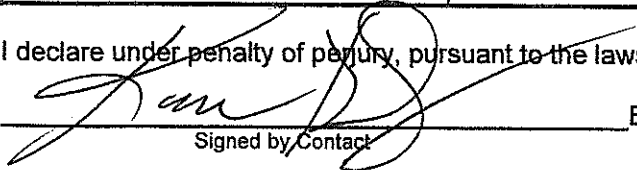
Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date

General Petition to Revise the Downtown Residential Parking Override Program

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	MIKE PODANY	718 HIGHLAND AVE	3/10/15
	Jeff Collins	708 Highland Ave	3/10/15
	SUSIE KIM	305 7th St.	3/10/15
	Kevin Collins	317 7th St	3/10/15
Michelle Collins		317 7th St	3/10/15
	R. EVANS	325 7th St	3/10/15
	K. Rowland	332 7th St	3/10/15
Heidi Weber	H. Weber	333 7th St.	3/10/15
	R. Weber	333 7th St.	3/10/15
	B. Morgan	336 7th St	3/10/15
	M. Alvarez	337 7th St	3/10/15
Melanie Williams	Melanie Williams	400 7th St.	3/10/15
Theresa Johnson	Theresa Johnson	405 7th St	3/10/15
KATHLEEN M Clark	KATHLEEN M. CLARK	417 7th St	3/10/15
Audrey Judson	Audrey Judson	416 7th St	3/10/15
	JEFF DRANDELL	416 7th St	3-10-15
	KERY WEDDOW	432 8th St.	3-10-15
	Lillian Weddow	432 8th St.	3-10-15
	GARY WEDDOW	432 8th St.	3-10-15
	Matt Wilson	412 8th St	3-10-15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.



Executed on 3/12/2015 in Manhattan Beach, California.
Date



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	Jany Watson	328 8th ST	3/4/2015
	Kasey Materman	" " "	3/4/2015
	Jody Watson	" " "	3/4/2015
	Susan Harry	428 9th Street	3/4/2015
	Mike Harry	428 9th Street	3/4/15
6.			
7.			
8.			
9.			
10.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to **obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents.** Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: Karen Darling DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	Evelyn Sanchez	903 Highland	3/10/15
	Matt Loyd	905 Highland ave apt C	3/10/15
	JAMIE WILCOX	903 HIGHLAND APT D	3/10/15
	Brooks Mensinger	905 Highland Ave D	3/10/15
	Meredith McCallister	903 Highland Ave #A	3/10/15
	ALLISON FIORISI	900 Highland #C	3/10/15
	JOAN ZISK	820 Highland Ave	3-10-15
	Jimmy Messer	805 Crest Dr.	3/10/15
	ALEXA ALTAMURA	722 Altamura	03/10/15
	GIOVANNI ALTAMURA	720 Altamura	03/10/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to **obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents**. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 4060805

NOTE: Only one responsible signature per residence is required.

	SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.		Rob Slanchik	416 8th Street	2/23/15
2.		Walker Tobin	416 8th Street	2/23/15
3.		Brian Richwien	416 8th Street	2/23/15
4.		DAVID DOLLAR	409 8th Street	2/23/15
5.		JERI GOSCH	409 8th St	2/23/15
6.		Pam Gosch	409 8th St	2/23/15
7.		Andrew Gosch	409 8th st	2/26/15
8.		John Stiegler	229 8th St	3/10/15
9.		Stephanie Stiegler	229 1/2 8th St	3/10/15
10.		Cathy LeFebvre	229 1/2 8th St	3/10/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date



P

City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to **obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents**. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: Karen Dawson DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 4060805

NOTE: Only one responsible signature per residence is required.

	SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.		Stephen Schroeder	520 7th St.	3/11/15
2.		Katie David	500 7th St.	3/10/15
3.		Jackson Snyder	401 4th Street	3/11/15
4.		Bill Koreman	440 2th Street	3/11/15
5.		Shana Kish	425 5th Street	3/11/15
6.		Dana Wall	433 7th St	3/11/15
7.		Tom Domesey	428 7th St	3/11/15
8.		Emily Rice	425 7th Street	3/11/15
9.		TOM DOMESEY	440 7th St. M.B.	3-11-2015
10.		Wendy Pitts	516 7th St MB	3-11-15

I declare under penalty of perjury pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. <u>Michael Klein</u>	<u>MICHAEL KLEIN</u>	<u>412 7th</u>	<u>3/11/15</u>
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

[Signature]
Signed by Contact

Executed on 3/12/2015 in Manhattan Beach, California.
Date



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to **obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents.** Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARWIN DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0802

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	DOUGLAS LARMEN	417 9th St, M.B.	3/11/15
	DEANNA TATUM	401 8th St. MB	3/11/15
	RICHIE TATUM	401 8th St MB	3/11/15
	LILA TATUM	401 8th St. MB	3/11/15
	CONNER TATUM	401 8th St MB	3/11/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Executed on 3/12/2015 in Manhattan Beach, California.
Signed by Contact Date

General Petition to Revise the Downtown Residential Parking Override Program

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.	Holly Messer	805 Crest Dr, MB 90266	3-11-15
2.	Denise Mazzotta	649 33rd MB 90266	3/11/15
3.	Peggy Johnston	217 3rd St MB 90266	3/11/15
4.	DENNIS MOLOONEY	1408 THE STRAND MB	3/11/15
5.	Brigitte Pratt	555 21st St MB	3/11/15
6.	Patti Riley	564-33rd St MB	3/11/15
7.	Amy Divarolo	578 27th St. MB	3/11/15
8.	Nicole Peters	201 N. Pomsetta mp	3/11/15.
9.	Nikki Lane	213 19th St. MB	3/11/15
10.	Luis Govea	382E THE STRAND MB	3-11-15
11.	Ann Shumko	124 8th St	3-1-15
12.	Christina Schlank	445 35th St.	3-11/15
13.	MICKEY KNICKERBOCKER	590 31st St.	3/11/15
14.	BARBI PAPPAS	124 34th St, MB	3/11/15
15.	Kevin Pratt	555 21st St MB	3/11/15
16.	Ray Joseph	228 6th St MB	3/12/15
17.	Dana Lupton	807 crest Dr. MB	3/12/15
18.			
19.			
20.			
21.			
22.			
23.			
24.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact

Executed on 3-11-15 in Manhattan Beach, California.
Date

HLB-1/15



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach to obtain permits or other means to park on restricted streets. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: _____ DAYTIME PHONE NO: _____

ALTERNATE CONTACT: _____ DAYTIME PHONE NO: _____

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.	Greg Zdrovowski	437 8th St	3/3/15
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on _____ Date in Manhattan Beach, California.