

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
December 10, 2015**

A. CALL TO ORDER

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 10th day of December 2015, at the hour of 6:31 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

Present: Fournier, Nicholson, King, Delk, Chairman Lipps,
Absent: None.
Staff Present: Traffic Engineer Erik Zandvliet.
Clerk: Angela Soo.

C. APPROVAL OF MINUTES

12/10/15-1 September 24, 2015

MOTION: Commissioner Nicholson made a motion to approve the minutes with no corrections. The motion was seconded by King.

Ayes: Fournier, Nicholson, Chairman Lipps, King.
Noes: None.
Abstain: Delk.
Absent: None.

D. AUDIENCE PARTICIPATION

Chairman Lipps opened the Audience Participation (3-Minute Limit).

There was no audience participation.

Chairman Lipps closed the Audience Participation.

Chairman Lipps introduced and welcomed new Commissioner Delk, owner of OB's Pub & Grill in the North End.

E. GENERAL BUSINESS

12/10/15-2 Consider a Petition for Resident Permit Parking Restrictions on Valley Drive between 7th Street and 9th Street

Traffic Engineer Zandvliet summarized the staff report and noted that a south portion was removed from the request. He said staff does not support the proposed parking restriction, as there are already limited parking spaces and not a lot would be gained from further reduction. Traffic Engineer Zandvliet pointed out the packet of correspondence provided to Commissioners on the dais mostly expressing opposition.

Commissioner Fournier requested further clarification on the deleted area and the minimum noticing criteria.

Traffic Engineer Zandvliet explained the area by 6th and 7th streets included four homes that were deleted because that street segment did not have majority support. He said the notification area was a 150-foot radius, and that staff went beyond that minimum.

Commissioner Fournier asked who can obtain the permits and if the same criteria would be used from the Override program.

Traffic Engineer Zandvliet responded that those who are currently within the permit zone would be able to obtain permits and the same criteria would be followed. He added that this item was only brought forth to the Commission because it was outside the buffer zone.

Commissioner Nicholson inquired if the Commission would be expanding the buffer zone by approving the request and if the permit is limited to one per household. He also asked if residents west of Valley Drive can apply for those same permits.

Traffic Engineer Zandvliet confirmed the buffer zone would increase and each resident would be allowed two parking permits associated with vehicles they own, and one guest permit. Residents west of Valley Drive may also apply for permits. He further added the summertime permit program was successful and the permit area was made permanent, but staff needed direction from the Commission with the present request to add permit parking restrictions on Valley Drive.

Chairman Lipps commented that residents can apply for temporary additional permits at no extra charge and asked if the Commission had any further questions.

Chairman Lipps opened Audience Participation.

Audience Participation

Stephanie Resley, 821 N. Valley Drive, said she never saw the petition and thought the original petition got tabled. She opposed the whole restriction and urged the Commission to consider removing it completely in order to reevaluate the parking situation as a whole. She said the overall parking issue is not resolved by restricting a street because the problem is then pushed out to the next block. Limiting parking would be discriminatory toward people living on the other side of Sepulveda Boulevard. Downtown visitors would also have to park further away, making it difficult to dine and return within a two-hour period. She suggested restricting both sides of the street or alternating sides on different days of the week. She also added that temporary guest passes were arbitrary and not fairly given to everyone.

John Conway, 521 7th Street, said he supports either side, and suggested parking tee striping along the curbside. He pointed out there are currently only eight public parking spaces on the west side of Highland Avenue between 7th and 11th streets. There are also pocket parking options on the Greenbelt, for example near VONS supermarket, where potentially five to eight spaces could be created. He said the City created the problem partly because of condominium conversions that take away spots.

Karen Darling, 441 9th Street, compared the parking restriction problem to the hill section area where parking demand is moved to the next street. Ms. Darling reviewed the prior petitions and parking issues raised earlier in the year. She noted that six of the houses who applied for the petition have driveways, and two are on an alley. She said the parking situation has turned into a monster where the only place to park is Valley/Ardmore. She recalled there was never a problem during the 40 years she has lived in the City. She suggested a trolley service for employees and perhaps using the hotel as part of that service. The current situation creates tension between neighbors.

Larissa Chapin, 813 N. Valley Drive, said she signed the petition to restrict parking, but she can go either way. She noticed minimal cars parked now on 8th Street, but said that it pushed all the traffic onto Valley Drive. Every time a street restriction is created, she observes more parking on the street.

Chairman Lipps closed the Audience Participation.

Commission Discussion

Commissioner Fournier said he does not want the area to become full of parking restrictions. He suggested the restaurants work with the City in developing solutions. He would not be in favor of implementing additional restrictions based on the public testimony against the proposed restrictions.

Commissioner Nicholson had concerns about the petition being outside of the buffer zone and was uncomfortable expanding it more. He was also concerned that the February petition was being presented to the Commission after so much time had

passed. People who signed the petition may have changed their original position. He would have a difficult time supporting the restriction.

Commissioner King said the Downtown Specific Plan is in draft form now, which will try to find a balance in parking that may include adjustments to the Valet Parking Program. He would not be in favor of expanding any buffer zone parking program and suggested permits be issued to all residents instead of to a particular street.

Traffic Engineer Zandvliet confirmed the next hearing for Downtown Specific Plan would be in 2016. He explained the current valet program and a potential concept to lower the valet fee for employees.

Commissioner Delk agreed with Commissioner King that privatizing certain streets seemed unfair to affected residents because everyone would prefer to be in a buffer zone. He was not in favor of expanding the buffer zone.

Chairman Lipps said the restrictions resemble a balloon it is being squeezed and pops out the other end. He also pointed out that the suggestion from Ms. Resley to alternate restrictions on streets would create confusion and complications with street sweeping. He asked Traffic Engineer Zandvliet if there are people who received preferential treatment when obtaining extra parking passes.

Traffic Engineer Zandvliet said additional permits can be issued on a case by case basis to residents with more cars than off-street spaces. He factors in how many spaces they have in the garage, or carport, and the garage cannot be used for storage.

Traffic Engineer Zandvliet responded yes to Commissioner Fournier's question if a physical inspection of the property is performed.

Chairman Lipps supported the striping suggestion and requested staff to implement parking tees.

Additional discussion followed regarding possible parking solutions, including parking spaces on the Greenbelt, shuttle service from the mall, additional public parking lots, subsidized valet fees, and expansion of the Metlox Valet service. It was noted that all of these items will be evaluated in the Downtown Specific Plan to be completed in the next few months.

MOTION: Commissioner Nicholson made a motion to deny the petition for resident permit parking restrictions on Valley Drive between 7th Street and 9th Street. The motion was seconded by Commissioner King.

Ayes: Fournier, Nicholson, Chairman Lipps, King, Delk.
Noes: None.
Abstain: None.
Absent: None.

F. OTHER ITEMS

12/10/15-3 Monthly Revenue and Expenditure Reports: Receive and File

Received and Filed.

12/10/15-4 Commission Items

Commissioner King voiced his continued concern over people washing their feet in the water fountain located on The Strand and Manhattan Beach Boulevard. He suggested installing signs at the dog station informing people about the showers located by the pier.

Traffic Engineer Zandvliet agreed and said it would also be good to inform beachgoers before they walk up that far with dirty feet.

Commissioner Delk said the shower stations should be in a location where you would not get sand on your feet afterwards. He asked why they are located so far out.

Commissioner Fournier remarked on the tower being in disrepair.

Traffic Engineer Zandvliet noted the tower was not under the City's jurisdiction, although a paint job was recently approved. He added the railing is not ADA compliant and the Roundhouse fish washing station needed upgrades.

Commissioner Fournier asked for clarification on permit parking and any parking lease agreements regarding The Shade Hotel's parking structure. He also inquired if other merchants have the same benefits.

Traffic Engineer Zandvliet answered that quarterly and monthly parking permits are available on a first come, first serve basis. The Shade Hotel also has a valet area reserved for hotel guests. The hotel valet operation is built into their ground lease, allowing 22 parking spaces for that purpose.

Commissioner Nicholson mentioned residents living near the proposed Gelson's Market have suggested installing a deceleration lane from Sepulveda Boulevard.

Traffic Engineer Zandvliet said if the traffic study justifies the lane, then the City can require it as a condition of approval, or it could be mandated by CalTrans. There has not been a determination yet.

Commissioner Nicholson also mentioned that Uncle Bill's restaurant has low hanging umbrellas and outdoor tables that pose potential hazards.

Traffic Engineer Zandvliet said awnings should provide a minimum 8-foot clearance from the ground and that Code Enforcement is responsible for gaining compliance.

Commissioner Fournier said the Gelson's parking egress might affect the parking requirement. and asked Traffic Engineer Zandvliet if the parking issue would come before the Commission.

Traffic Engineer Zandvliet said Gelson's is currently asking for a parking reduction. If the parking evaluation is particularly complex, the Planning Commission may defer the issue to the Commission.

Commissioner Nicholson said Gelson's could always reduce the size of the building in order to reduce the number of parking spots.

Traffic Engineer Zandvliet agreed and said another option would be to eliminate the proposed bank.

Commissioner Fournier asked where calls are routed when someone calls the Police Department using the 5-4-5 number regarding a parking issue, because he does not know if the call will inadvertently be routed to 9-1-1.

Traffic Engineer Zandvliet said he believed the first few rings go to the front desk. If the phone continues to ring, the call routes to a joint communications center, not 911.

Commissioner Delk said the PACS number is appropriate during regular business hours, though Traffic Engineer Zandvliet pointed out the number is not 24 hours a day. Having a dedicated number that can be forwarded to the watch commander would be better.

Chairman Lipps requested staff to have a 24-hour parking number.

Commissioner Fournier said the City already has a number, the 3-1-1 system, which is an alternative number for non-emergency.

12/10/15-5 Staff Follow-Up Items

Traffic Engineer Zandvliet used the fire incident at 44th Street and Ocean Drive as an example to stress the importance of keeping streets open and clear, especially on Ocean Drive. The response time was critical because any strong winds or delayed arrival of emergency responders would have caused the fire to spread to adjacent homes. A total of 17 vehicles from multiple agencies responded. He mentioned the white parking lines to be painted along Ocean Drive. The City is also actively enforcing no parking restrictions along Ocean Drive to prevent contractors from blocking the

street. He asked Commissioners to always keep in mind these traffic concerns when considering any related issues. He noted other areas in the city that had white parking lines to keep parked cars out of the traffic lanes.

Commissioner Nicholson said Apple Maps identifies Artesia Boulevard as Redondo Beach Boulevard.

Traffic Engineer Zandvliet commented that zooming out sometimes changes the street name.

Traffic Engineer Zandvliet explained the Sunshine Policy, which is the City's effort toward creating an open government. He noted actions such as early agenda posting, media outreach, public comment periods during the meeting, and the need to follow Brown Act policies and to refrain from using cell phones during meetings. He encouraged the Commission to ask questions prior to meetings in order to be better informed.

Chairman Lipps identified a mistake on the agenda under the section UPCOMING MEETINGS. He noted the February 24, 2016 date should be corrected to February 25, 2016.

G. ADJOURNMENT

The meeting was adjourned at **7:48 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, January 28, 2016, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.