

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission

FROM: Erik Zandvliet, T.E., City Traffic Engineer

DATE: April 28, 2016

SUBJECT: Consider Expansion of Resident Permit Parking Zone or Removal of Parking Restrictions on Church Street

BACKGROUND:

In June 2015, the City received a letter from residents at 12, 13, and 14 Laurel Place requesting authorization to obtain resident parking permits. (Exhibit 1) The letter states that the Laurel Square residents are having difficulty finding street parking due to recently posted permit parking restrictions on Church Street between 13th Street and 14th Street. These Laurel Square residents are “land locked” and do not have the ability to obtain permits because their homes are outside the Downtown Resident Override Buffer Zone as established by the City Council. (Exhibit 2) The letter further states that this criteria results in an unfair advantage for some Laurel Square residents who do have an eligible street frontage within the Zone. Subsequently, the City received additional correspondence from several Laurel Square residents requesting the removal of permit parking restrictions on Church Street if additional permits are not authorized, so that all nearby residents have the same opportunity to park on the street.

On October 21, 2008, the City Council approved the 2008 Downtown Parking Management Plan (Plan). The 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. One of the strategies in 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 strategy is meant to discourage non-resident overflow merchant parking in the neighborhood surrounding the Downtown. This Downtown Resident Override Parking Program (Program) is more fully explained in Exhibit 3.

On February 16, 2010, the City Council reviewed a follow-up parking study, approved additional measures, and modified some parts of the Plan. A buffer zone around the original Residential Override Parking Zone was approved to allow for the expansion of residential permit parking restrictions on streets, subject to the verification of recurring impact from Downtown parking (Exhibit 4).

Pursuant to the existing Program, Church Street residents petitioned for permit parking restrictions in November 2015. Recurring non-resident parking demand was verified through field surveys, and permit parking restrictions were approved in January 2016 pursuant to the City Council approved criteria. Parking permits have been issued to residents with front or side frontages along this segment of Church Street. (Exhibit 5)

DISCUSSION:

The residents who are requesting permits reside at 12, 13, and 14 Laurel Square, part of a 14-unit private condominium project with underground parking accessed via Laurel Avenue. All Laurel Square homes have two-car garages in the underground parking structure. Four of the condominiums have street frontages with front door access along Church Street, and six condominiums have frontages on 13th Street.

Church Street is a 30 feet wide local residential street with a 25 mph prima facie speed located east of Ardmore Avenue north of Downtown and east of Live Oak Park. It is stopped at 14th Street and tees into 13th Street. Church Street is improved with curbs, gutters and sidewalks. Curb parking is allowed on both sides of the street with “2-HOUR PARKING 7AM-8PM VEHICLES WITH TAGS EXEMPTED” restrictions.

Field observations were made on typical days during peak and non-peak periods. Street parking is light to moderate during day due to the permit restrictions, and is heavy at night and on Sundays related to services at the nearby American Martyrs Catholic Church. In addition, a nearby apartment building at 740 13th Street contributes to higher evening parking demand on both 13th Street and Church Street.

Since public streets are owned by government agencies and maintained with public funds, street parking must remain open and available to all users by law, subject to certain parking restrictions authorized in the California Vehicle Code (CVC). When recurrent and heavy parking demand significantly limits the ability for residents to have an equitable opportunity to park on a public street, the CVC allows a local jurisdiction to limit or restrict parking. CVC Section 22507(a) states:

22507. (a) Local authorities may, by ordinance or resolution, prohibit or restrict the stopping, parking, or standing of vehicles, including, but not limited to, vehicles that are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day. The ordinance or resolution may include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued a permit or permits that exempt them from the prohibition or restriction of the ordinance or resolution. With the exception of alleys, the ordinance or resolution shall not apply until signs or markings giving adequate notice thereof have been placed. A local ordinance or resolution adopted pursuant to this section may contain provisions that are reasonable and necessary to ensure the effectiveness of a preferential parking program.

The residents at 12, 13, and 14 Laurel Square have requested that the permit parking buffer zone be expanded to include their residences. Since these homes have no public street frontage and are outside the currently approved Buffer Zone, they are not eligible for resident parking permits pursuant to the current petition criteria. Therefore, the matter has been forwarded to this Commission to solicit public comments and to consider expansion of the Buffer Zone, as allowed in the Downtown Resident Override Parking Program. Alternately, the Commission could determine that the existing parking restrictions are detrimental to the general welfare of the neighborhood and recommend to the City Council that the existing parking restrictions on Church Street and related parking permits be revoked.

Public Notice

Residents and property owners within 150 feet of Church Street were notified by mail of the proposed request and were invited to give input to the Commission. This meeting was also posted in the standard public notice locations.

CONCLUSION:

Based on special circumstances that preclude some residents of Laurel Square to obtain parking permits under the current criteria, it is recommended that the Commission approve a motion to authorize expansion of the current Downtown Resident Override Buffer Zone to include 12, 13 and 14 Laurel Square.

- Exhibits:
1. Resident Letter
 2. Petition Zone Map and Aerial Photo
 3. Summary of Downtown Resident Override Parking Program
 4. Downtown Resident Override Parking Program Map
 5. Church Street Resident Permit Parking Petition

EXHIBIT 1

21 March 2016

From: Owner/Residents at 12, 13 and 14 Laurel Square, Manhattan Beach CA 90266

To: City of Manhattan Beach Community Development-Traffic Engineering

Subj: Church St. Parking Permit Requests between 13th and 14th streets in Manhattan Beach

Attn: Mr. Erik Zandvliet

Dear Mr. Zandvliet,

This letter is to request 2 Church St. parking permits per household, between 13th and 14th Street for the homeowners at 12, 13 and 14 Laurel Square (here-in-after referred to as "petitioning homeowners"). History of request follows:

Approximately February 1, 2016, 2 hour restrictive parking signage was erected on Church St., daily, between the hours of 7am-8pm. Previous to this restriction, unlimited parking was permitted on Church St., outside of the 72 hour max parking rule. Laurel Square residents directly adjacent Church St. were notified of pending change and offered a parking permit. Other proximate, non-adjacent Church St, Laurel Square residents, including petitioning homeowners, were not notified/offered parking permits.

Justification for granting parking permit to petitioning homeowners.

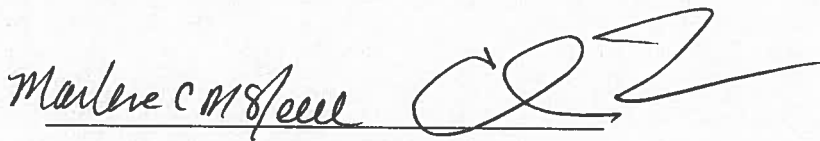
- Petitioning homeowners properties are unique in that they are "land locked" and do not have immediate adjacent street borders on any property side. Subsequently, were future parking restrictions enacted on other nearby streets, petitioning homeowners may be subject to further bias when adjacent residents to those parking restricted streets are afforded parking permits and petitioning homeowners are not.
- Since erecting Church St. parking restrictions, parking there is substantially underutilized with considerable vacant spaces at various times throughout the day while nearby, less parking restrictive streets, have become even more parking impacted. This is due in part to previous Church St. parking residents being displaced to nearby, already parking impacted streets, thus further exasperating parking congestion on those streets. As a result, non-permitted petitioning homeowners are often unfairly subject to congested street parking options while Church St. adjacent residents with parking permits effectively enjoy "private parking," even while many spaces remain unused.

- Church St. has traditionally been the preferred parking preference for some of the petitioning homeowners.
- Laurel Square residents adjacent Church St. are offered parking permits while proximate but landlocked Laurel Square residents have inequitably not been afforded parking permits.

The petitioning residents believe a more equitable distribution of Church Street parking permits is in order. It is for the reasons stated above we respectfully request 2 Church St. parking permits per property.

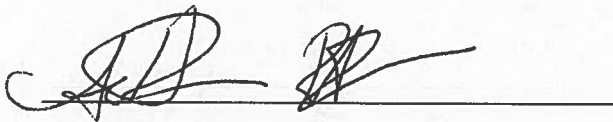
Thank you for your consideration.

Very Respectfully,



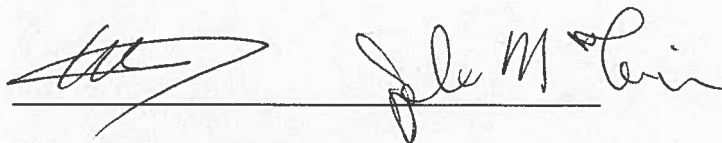
Marlene McNeil and Chris Thomas

#12 Laurel Square MB CA 90266 Homeowners



Ashley and Rod Brown

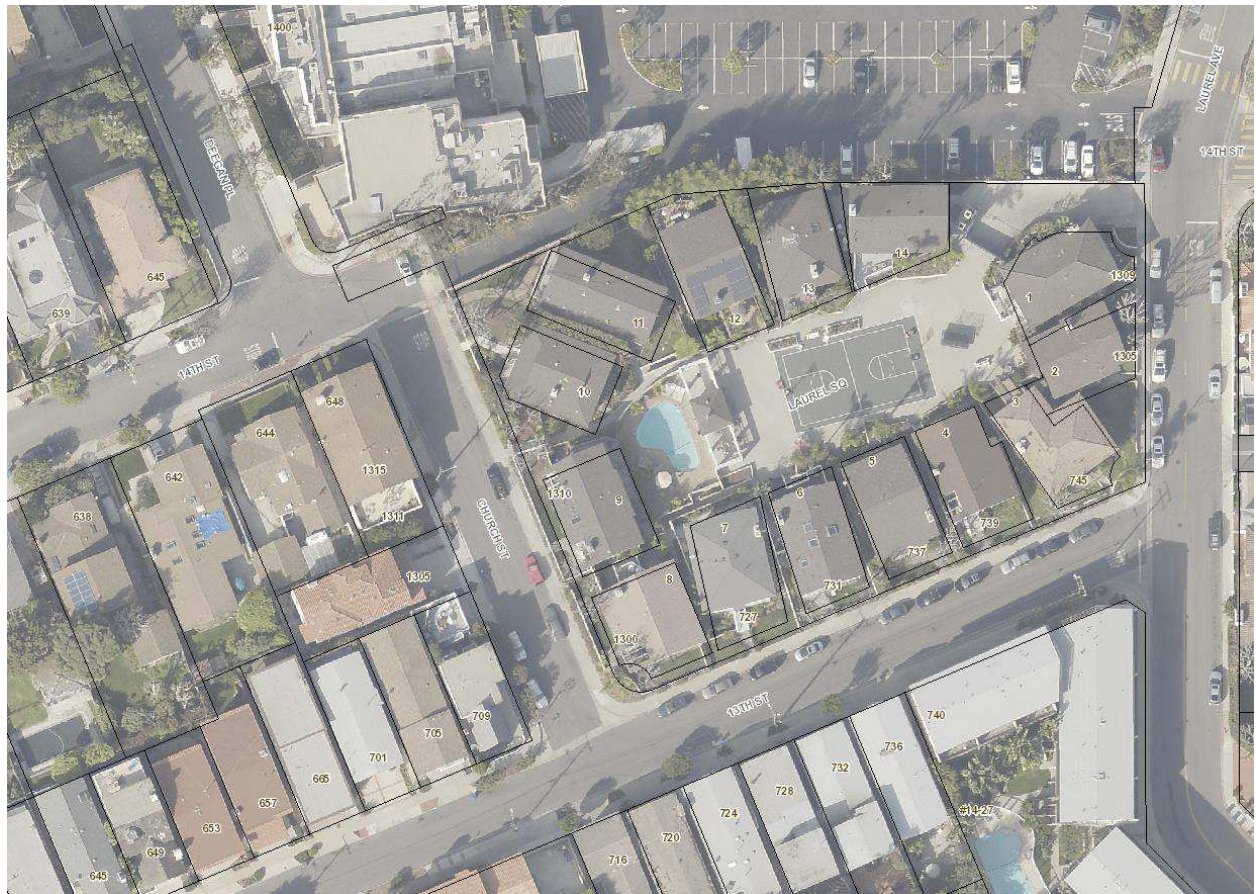
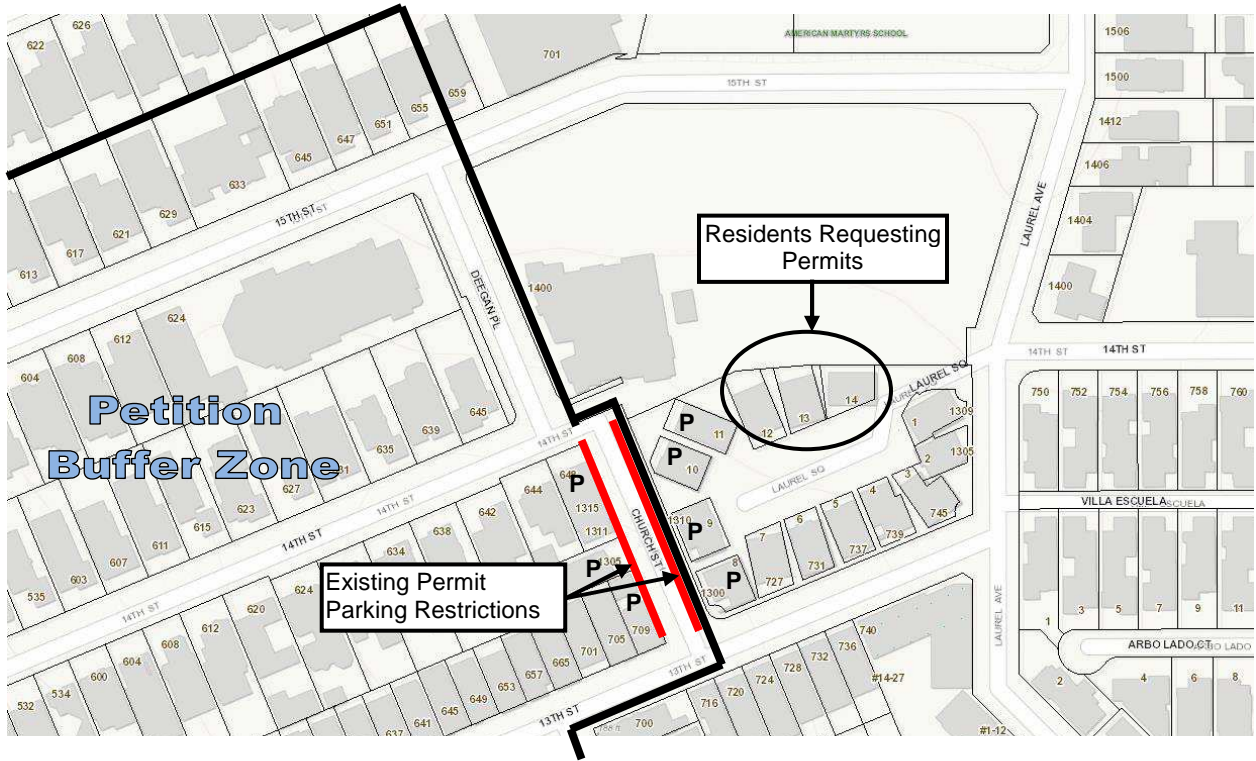
#13 Laurel Square MB CA 90266 Homeowners



Cathy and John McLaughlin

#14 Laurel Square MB CA 90266 Homeowners

EXHIBIT 2
Resident Permit Parking Restrictions
Petition Zone and Aerial Photo





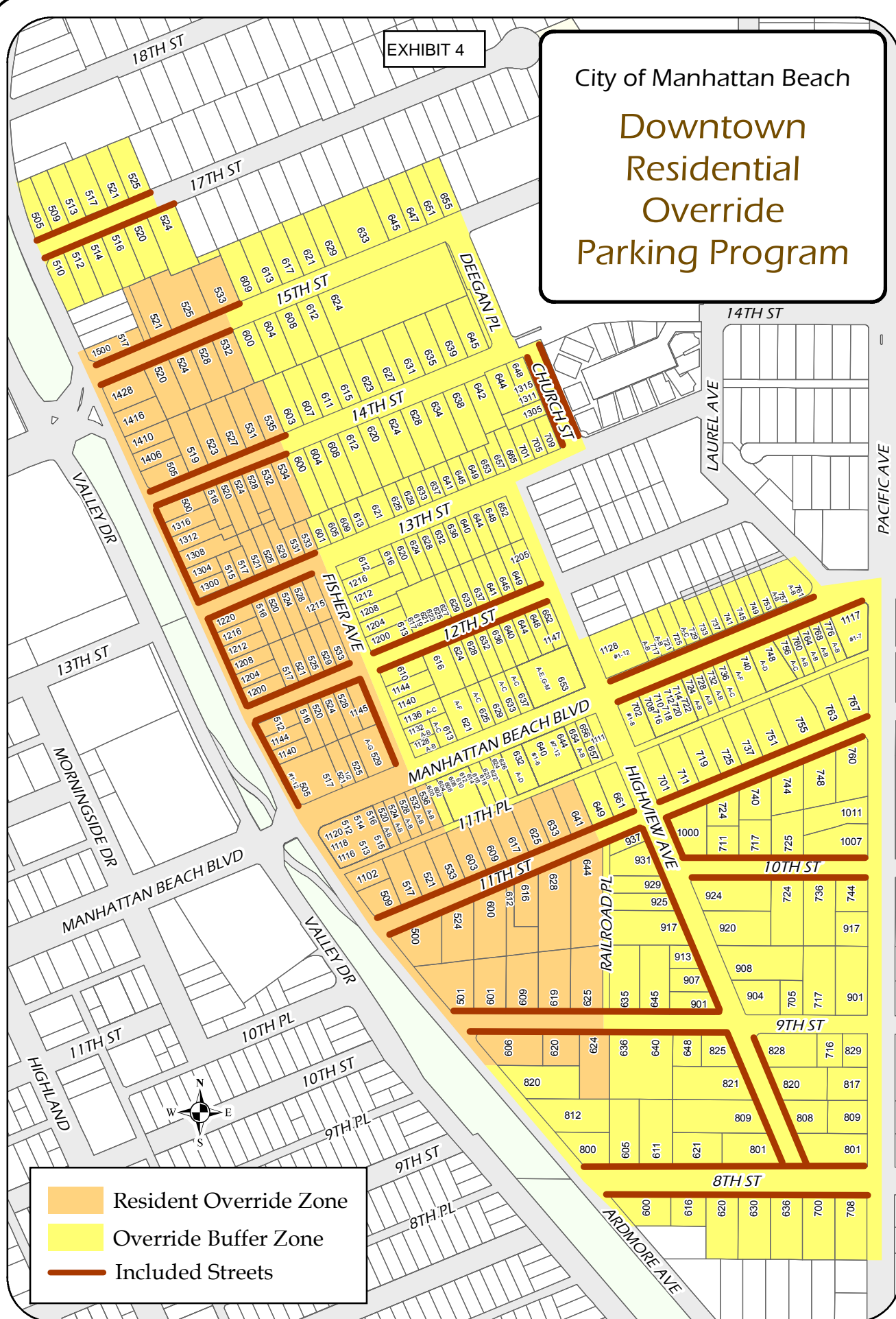
DOWNTOWN RESIDENTIAL OVERRIDE PARKING PROGRAM PETITION FORM PROCEDURES

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 4

City of Manhattan Beach Downtown Residential Override Parking Program



- Resident Override Zone
- Override Buffer Zone
- Included Streets



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 _____ block of Church

between 13th and 14th.

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: Kristi Seth DAYTIME PHONE NO: 310-948-3980

ALTERNATE CONTACT: Tom Seth DAYTIME PHONE NO: 310-910-4189

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
<i>[Signature]</i>	<u>Barry & Tamara Paquette</u>	<u>1289 13th St, MB</u>	<u>10/14/2015</u>
<i>[Signature]</i>	<u>Britney Nucci</u>	<u>1305 Church St, MB</u>	<u>11/3/15</u>
<i>[Signature]</i>	<u>Danica Walker</u>	<u>8 Laurel Squ, MB</u>	<u>11/16/15</u>
<i>[Signature]</i>	<u>PAMELA DAVIDSON</u>	<u>10 Laurel Square</u>	<u>11/16/15</u>
<i>[Signature]</i>	<u>Kristi & Tom Seth</u>	<u>9 Laurel Square</u>	<u>11/16/15</u>
<i>[Signature]</i>	<u>Marjorie Falcon</u>	<u>11 Laurel Square MB</u>	<u>11/18/15</u>
<i>[Signature]</i>	<u>ALAN FALCON</u>	<u>11 LAUREL SQ, MB</u>	<u>11/18/15</u>

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

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