

**CITY OF MANHATTAN BEACH**

**DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Parking and Public Improvements Commission

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

**DATE:** July 28, 2016

**SUBJECT: Consider a Request for Resident Permit Parking Restrictions on the 700 Block of 13<sup>th</sup> Street**

**BACKGROUND:**

In May 2016, the City received a resident petition for the installation of “2-HOUR PARKING 7AM-8PM VEHICLES WITH TAGS EXEMPTED” restrictions on the 700 block of 13<sup>th</sup> Street between Church Street and Laurel Avenue (Exhibit 1). The petition was signed by 10 of the 13 properties with frontage along this segment of 13<sup>th</sup> Street, representing a 69% majority in favor of the restrictions (Exhibit 2). It should also be noted that the petition does not represent the entire 700 block, since the petition is not signed by residents on 13<sup>th</sup> Street between Highview Avenue and Church Street. In conversations with the City staff, the petitioners state that parking demand has increased substantially on 13<sup>th</sup> Street after Two-Hour parking restrictions were posted on Church Street in January 2016, making it difficult to find parking most times of the day, while street parking on Church Street remains underutilized.

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 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 Downtown parking impact (Exhibit 4).

Pursuant to the existing Program, 17 street segments have been posted with limited time parking restrictions and override permit exemptions, including Church Street, as shown in Exhibit 4. All areas have “2-HOUR PARKING 7AM TO 8PM RESIDENT TAGS EXEMPTED” restrictions. Parking permits are issued to residents with front or side frontages along the posted streets

## **DISCUSSION:**

The petitioners live on 13th Street, which is a 30 feet wide local residential street with a 25 mph prima facie speed located east of Ardmore Avenue and north of Downtown. 13<sup>th</sup> Street is stopped at Ardmore Avenue and Laurel Avenue, and is improved with curbs and sidewalks. Curb parking is allowed on the north side of the street only. Street parking demand is generally heavy in all time periods. Both sides of Church Street north of 13<sup>th</sup> Street are posted with “2-HOUR PARKING 7AM-8PM VEHICLES WITH TAGS EXEMPTED” restrictions. Parking demand on Church Street is light to moderate, due to the existing permit parking restrictions.

A 14-unit private condominium project is located on the north side of 13<sup>th</sup> Street 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 13<sup>th</sup> Street. A 24-unit apartment is located on the southwest corner of 13<sup>th</sup> Street and Laurel Avenue with one-car garages, 14 of which have a 13<sup>th</sup> Street address. None of the apartment residents signed the petition.

Field observations were made on typical days during peak and non-peak periods. Street parking on 13<sup>th</sup> Street is moderate during day and is heaviest at night after residents return from work. Parking is also heavy on Sundays related to services at the nearby American Martyrs Catholic Church. In addition, a nearby apartment building at 740 13<sup>th</sup> Street contributes to higher evening parking demand on both 13<sup>th</sup> Street and Church Street. Parking demand appears to be primarily generated by nearby residents due to limited street parking availability throughout the neighborhood. Home contractors, park users and Downtown employees occasionally use street parking on 13<sup>th</sup> Street as well.

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 with 13<sup>th</sup> Street frontages have requested that the permit parking buffer zone be expanded to include their residences. Since these homes are outside of 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 proposed permit parking restrictions could be detrimental to the general welfare of the neighborhood and recommend against the addition of this street segment to the Buffer Zone.

The petitioners on 13<sup>th</sup> Street are requesting a resident override parking zone adjacent to an existing permit parking zone and just outside the existing Buffer Zone. Many of the residents traditionally parked on Church Street before it was posted with permit parking restrictions. The Traffic Engineer has confirmed a recurrent and heavy parking demand that has impaired the ability of residents to find sufficient parking close to their homes during most times of the day. Since the petition area is outside the existing Buffer Zone, the Program requires that it be reviewed by the PPIC for consideration to be added to the Zone. If approved, residents of properties with either a front or side frontage along 13<sup>th</sup> Street between Church Street and Laurel Avenue would be eligible to obtain resident override parking permits, including those residents in apartments with a 13<sup>th</sup> Street address.

**Public Notice**

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

**CONCLUSION:**

Based on observations of recurrent and heavy parking demand, and satisfaction of petition super majority, it is recommended that the Commission approve a motion to post “2-HOUR PARKING 7AM-8PM VEHICLES WITH TAGS EXEMPTED” restrictions on 13<sup>th</sup> Street between Church Street and Laurel Avenue.

- Exhibits:
1. Citizen Petition
  2. Petition Zone Map and Aerial Photo
  3. Summary of Downtown Resident Override Parking Program
  4. Downtown Resident Override Parking Program Map



EXHIBIT 1

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 700 block of 13th Street.

between Highview and Laurel Ave. &

LAUREL AVE. BETWEEN 13th & 14th St

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: Anthony Micu DAYTIME PHONE NO: 310-594-2107

ALTERNATE CONTACT: Rick Stumm DAYTIME PHONE NO: 310-491-2013

NOTE: Only one responsible signature per residence is required.


Table with 4 columns: SIGNATURE, PRINT NAME, PRINT STREET ADDRESS, PRINT DATE. Contains 10 rows of handwritten entries, including names like Anthony Micu, Laura Missioneck, David Jones, Susan Taborelli, Kenneth J. Thompson, Idalia Caceres, Judith Lent, Frank Freitas, and Carol Brooks.

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: Anthony E. Micu Executed on 5/25/16 in Manhattan Beach, California. Date

Downtown Residential Override Parking Petition on \_\_\_\_\_

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. 	Thomas Lovestky	2 Laurel Square	5/10/16
2. #6 Laurel sq	NOT AVAILABLE	RICK STUMMA	
3. #7 Laurel sq	NOT AVAILABLE	JEW HART	
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I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

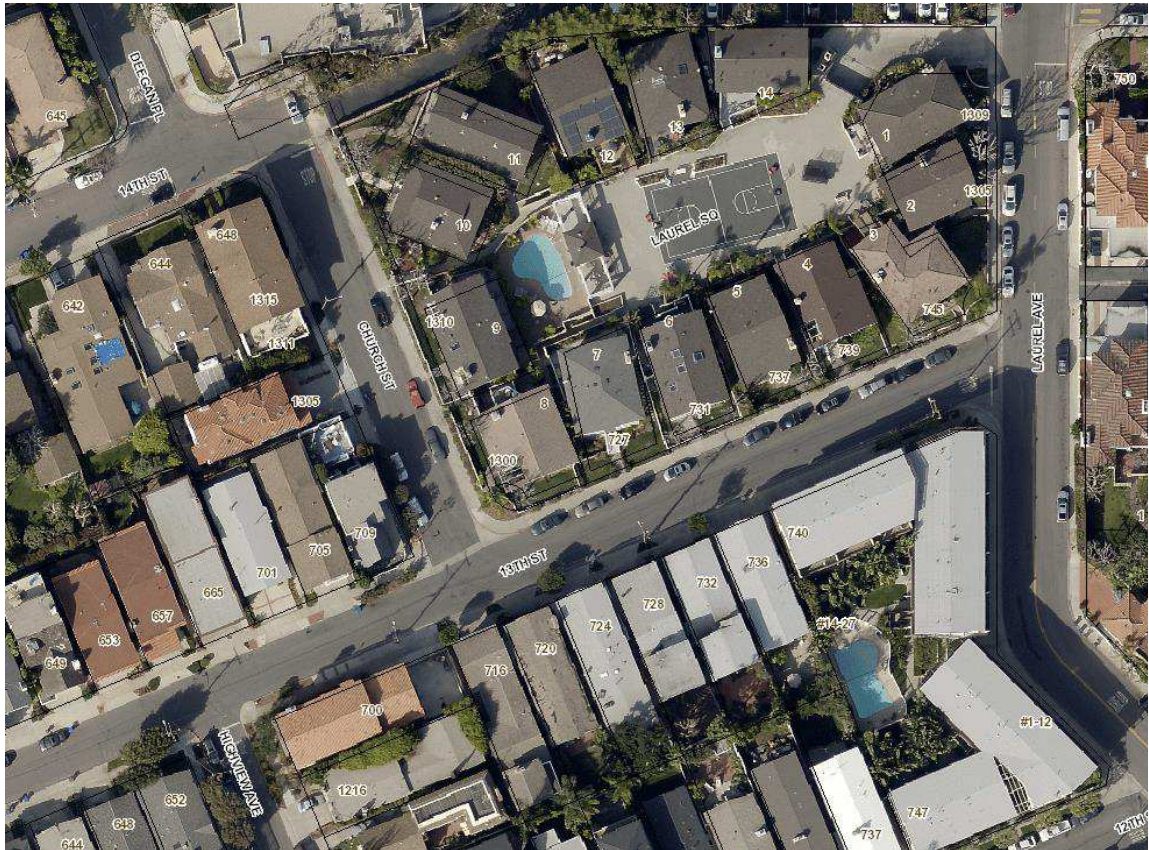
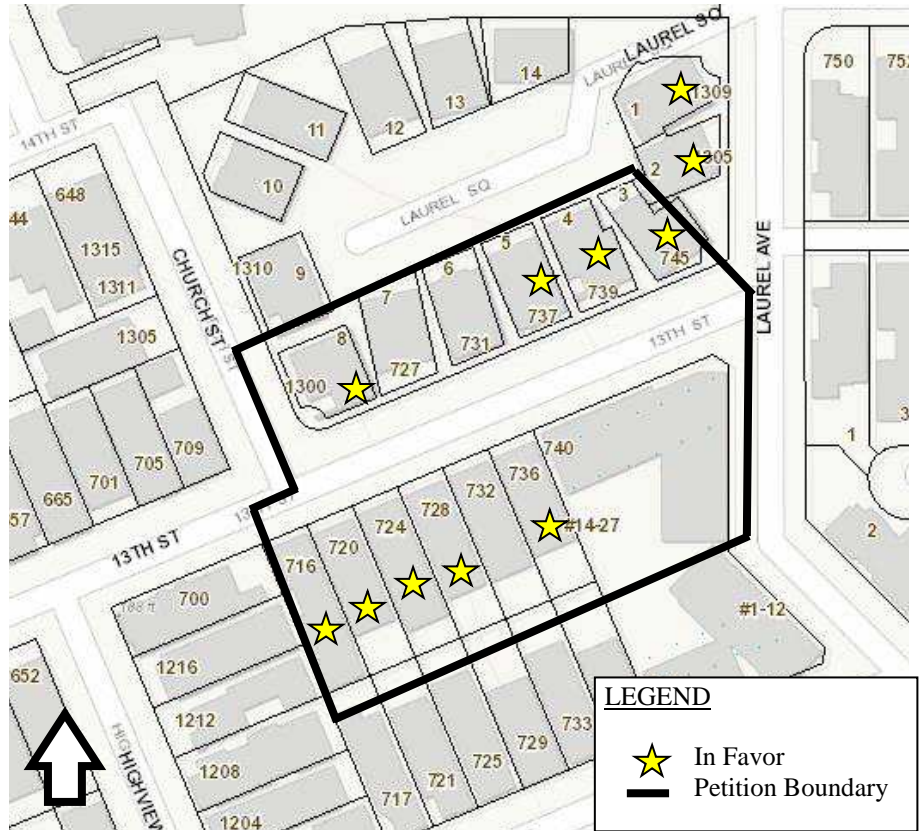
Executed on \_\_\_\_\_ Date \_\_\_\_\_ in Manhattan Beach, California.

Signed by Contact

Date



EXHIBIT 2  
Petition for Resident Permit Parking Restrictions  
Petition Zone and Aerial Photo





## **DOWNTOWN RESIDENTIAL OVERRIDE PARKING PROGRAM PETITION FORM PROCEDURES**

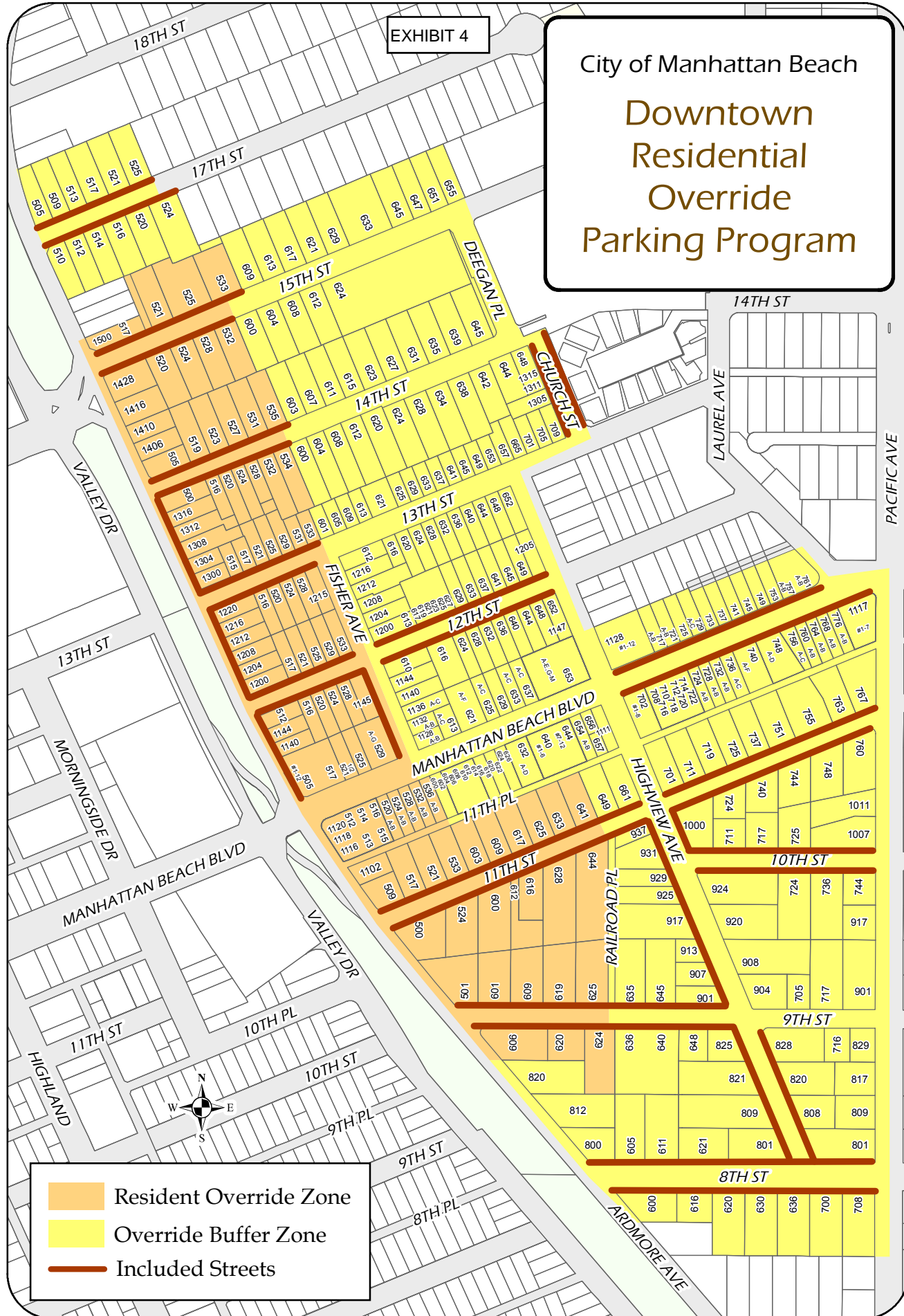
### **PROCEDURES**

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