



Agenda Item # \_\_\_\_\_

# Staff Report

## City of Manhattan Beach

**TO:** Honorable Mayor Fahey and Members of the City Council

**THROUGH:** Geoff Dolan, City Manager

**FROM:** Richard Thompson, Director of Community Development  
Rob Osborne, Management Analyst

**DATE:** July 19, 2005

**SUBJECT:** Presentation of Parking and Public Improvements Commission Recommendation Regarding Implementation of Staggered Parking Restrictions in the Area West of Mira Costa High School

---

**RECOMMENDATION:**

Staff recommends that the City Council discuss this issue and provide staff with direction.

**FISCAL IMPLICATION:**

Implementing a system of parking restrictions would involve labor and materials costs for installation of signage. The costs would vary depending on the size of the area posted. Enforcing new restrictions would place an added demand on the Police Department's Parking Enforcement Division.

**BACKGROUND:**

On June 7, 2005, the City Council discussed the concept of implementing a program of staggered parking restrictions in the area west of Mira Costa High School to discourage students from parking on residential streets near the campus. The Council directed staff to bring the concept to the Parking and Public Improvements Commission for review.

The issue of school-related parking intrusion into residential neighborhoods has been under review for several years. A number of residents on both sides of the campus have complained about the inconvenience it creates and suggested various measures to address the problem. For approximately 18 months the City has been working with the School District to increase the parking capacity on the campus. Through the opening of the school's Student Services Center and various physical modifications to existing parking lots, approximately 125 new spaces have been added to date. 72 additional spaces are to be created on the west side of the campus in an area currently occupied by portable classrooms.

**DISCUSSION:**

***Program Options***

Several options for a parking restriction system are discussed in detail in the attached report from the Traffic Engineer. The following alternatives were presented for discussion:

Limited Time Parking Restrictions

Limited time parking restrictions could be implemented on selected streets to discourage school related parking. Fairly short limits such as one or two hours would make it inconvenient for students to park in posted areas because they would frequently have to move their vehicles to avoid a citation. The primary drawback of utilizing this type of restriction is the impact to residents by limiting their ability to park in front of their own homes. It could also lead to an issue with students frequently leaving the campus to move their cars.

Part Time Parking Prohibitions

Parking can be prohibited on certain streets during a small portion of the day in order to prevent long-term parking. This would obviously be effective in encouraging students to find parking elsewhere. However, similar to limited time restrictions it can be quite inconvenient for residents. Those without adequate off-street parking must find parking on other streets or blocks during posted periods. It also presents problems for visitors and service people.

Staggered Part Time Parking Prohibitions

A program of staggered parking restrictions would prohibit parking during a small portion of the day on one side of the street, and prohibit parking during a different portion on the other side. For example, parking could be prohibited between 8-10 a.m. on one side and 12-2 p.m. on the other side. This type of restriction impacts residents less than uniform parking restrictions because residents can switch sides when necessary and visitors always have nearby parking. By the same logic this method would not be as effective in eliminating non-resident parking as students could periodically switch their cars from one side to the other. Such programs are typically voluntary with residents deciding on whether or not their block is included, which is similar to the City's street sweeping program.

If the Council elects to implement any of the above systems, the following program elements and conditions are suggested:

- Restrictions can be limited to school days and hours only to reduce inconvenience for residents.
- Areas posted should be large enough to avoid parking impacts simply being shifted to other residential streets.
- Residents can have the option of opting in or out of parking restrictions similar to the

City's street sweeping program. Typically a 2/3 majority is needed to affect a change.

- Only streets containing residential frontages can be made eligible for restrictions. There are several street segments in the Mira Costa area, such as large portions of Meadows Avenue and Prospect Avenue that do not contain frontages. The impact of student parking in these areas is considered less significant.

### ***Impacts on Enforcement***

The area of the City adjoining Mira Costa High School is typically not heavily patrolled beyond weekly street sweeping periods. Implementing any type of parking restriction program in this area would therefore impact the City's Parking Enforcement Division. The extent of the impact would depend on the size and scope of the program implemented. The Police Department has indicated that with existing staffing levels providing consistent enforcement of new restrictions in the Mira Costa area may necessitate reducing enforcement efforts in some other areas.

### ***PPIC Review***

The Parking and Public Improvements Commission reviewed the concept of staggered parking restrictions at their meeting on June 23, 2005. The Commission heard testimony from fourteen residents, living both east and west of the campus. While opinions were varied, virtually all stated that something needs to be done to provide residents with relief from student parking intrusion. A number of the speakers were opposed to a staggered restriction system. They stated that unless residents were exempted from posted restrictions through permits or some other means, it would be too inconvenient for residents.

The Commission discussed the idea of experimenting with a staggered restriction program, but ultimately concluded that it would not be an effective solution to the problems presented. They reiterated their support of a system in which residents can be exempted from restrictions, as recommended in October 2003. Motions to recommend the following were approved unanimously:

- That a meaningful Neighborhood Parking Program for the neighborhoods east and west of Mira Costa High School be instituted before the start of the 2005-06 school year.
- As the Commission believes that a resident permit program is more viable than a staggered parking program, that the Council reconsider the Commission's 2003 recommendation to implement some form of system in which residents are exempted from restrictions. The specifics of the program are to be reviewed and refined by the Traffic Engineering Division, Police Department, the School Board and residents.
- That the City Council partner with the School Board to address student parking issues in general.

Meeting notices were sent to large areas on both sides of the campus, as shown on the attached notification map.

Agenda Item #: \_\_\_\_\_

- Attachments:
- A. Area Map
  - B. Excerpt from PPIC minutes of 6/23/05
  - C. PPIC report dated 6/23/05, with attachments
  - D. Additional correspondence
  - E. Meeting notice, 7/05/05

# Mira Costa Parking ~ Area Map ~



**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
JUNE 23, 2005**

**2. Proposed Neighborhood Parking Program - Mira Costa Area**

Traffic Engineer Zandvliet presented the staff report, explaining that the City Council directed staff to analyze the feasibility of implementing a program of staggered parking restrictions in the area west of the Mira Costa campus for the PPIC's consideration. The object of the program would be to make parking on residential streets inconvenient or confusing so that students have an incentive to park on-campus or in areas that do not impact residences.

He reviewed staff's findings indicating that it is staff's opinion that prohibiting students from parking on selected residential streets near the high school will only serve to move the problem elsewhere if it is not implemented as part of a comprehensive parking plan. If parking restrictions or prohibitions are considered, they should be administered as a program, so that residents will not be unduly impacted and students will be encouraged to park in the open spaces on campus rather than another residential street.

Traffic Engineer Zandvliet also noted that attached to the staff report is a submittal from a group of residents residing in the area west of the campus. They encourage the City to implement some type of program to make it inconvenient or impractical for students to park on streets with residential frontages. While their preference is for a resident permit system, they support any type of program that would provide an incentive for students to park on non-fronting streets and in campus parking lots.

He then reviewed the following parking program types: Limited Time Parking Restrictions, Part Time Parking Prohibitions and Staggered Part Time Parking Prohibitions. He noted that if it is the desire of the City to implement one of these programs, a program of Conceptual Guidelines (included in the staff report) is also recommended to give staff a guideline to handle individual parking requests administratively.

Traffic Engineer Zandvliet relayed that staff believes that student parking in the neighborhoods will continue even though new campus parking is now available and that this condition is likely to remain unless other incentives or disincentives are implemented to discourage student parking in residential areas. Incentives could include new parking lots, parking privileges, free assigned parking spaces, student car pooling rewards and bus service. Disincentives include parking restrictions, parking prohibitions and locked campus gates.

**Commissioner Lang arrived at 6:50 p.m.**

The Commission held discussion with staff clarifying that the School District personnel were notified of this meeting; that parking restrictions will be approved and removed via a City approved circulated petition requiring a 67% majority; that implementation of a program would be for a trial period and subject to review; and that the School District has indicated they are committed to completing the project to remove the portable classrooms to clear the way for a new parking lot. Staff then reviewed the proposed boundaries eligible for a parking program, noting that the inclusion of neighborhoods to the east would be appropriate.

### **Audience Participation**

**Ben Olsen, 1600 Block of Nelson Avenue**, stated that he has lived in this neighborhood for close to 30 years and has enjoyed living close to the school. He does not see the need for a staggered parking program as he believes it will just shift parking to other areas. Students will still opt for street parking over the campus lot because it affords them more freedom. He talked of the increasing traffic issues caused by 2<sup>nd</sup> Street restrictions and buses that continually use Nelson Avenue as a cut through.

**David Maul, 1500 Block of Artesia Boulevard**, talked of the number of unused parking spaces in the campus lot and the need for the School District to find ways to encourage students to park on campus.

**Les Houy, 1500 Block of Ruhland Avenue**, voiced his support of any kind of parking program that will address this major problem plaguing the neighborhood. He talked of the damage done to his property, hit and runs, trash cans moved and the overall disregard to the residents by students parking on the streets, sharing that it is almost impossible for servicemen, visitors, etc. to find a parking space during school hours. Mr. Houy stressed that the City has three months to address this issue and that the School Board needs to be involved.

**Dilip Adarkar, Prospect Avenue**, informed the Commission that he is speaking for the group of residents residing in the area west of the campus. He referenced their submittal included in the staff report and their ongoing work with City staff to come up with a simplified parking program which can be easily administered and complaint driven. A vast supply of nondisruptive parking spaces are available in the neighborhood and the City needs to institute a program to move the students parking in front of residences (a.k.a. disruptive parking spaces) to these non disruptive spaces. Mr. Adarkar indicated the group's support of limited parking restrictions with some type of override for the residents and their dismay over the City Council's lack of support to this type of resident permit parking program. Mr. Adarkar also acknowledged support of including the east side neighborhood in any approved parking program .

**Janet Blaschke**, no address provided, talked on the importance of including both east and west side neighborhoods in these discussions and any proposed solutions. She voiced support of some type of resident permit parking, stating that staggered parking without some type of override for the residents will be an inconvenience for the residents who will have to

continually move their own vehicles. Ms. Blaschke also talked of the activities going on in some of the student's vehicles parked on the neighborhood streets, noting that such "activities" could not happen on the security patrolled campus, which is another reason students are opting to park on the street rather than in the campus lot.

Per inquiries from the Commission, staff clarified that any program recommended by the Commission can include neighborhoods east and west of Mira Costa High School; that there is a sphere of influence that School District has over students in the campus in terms of enforcement which could not be similarly enforced on a City street; that hours of the staggered parking program would be designated to make it inconvenient for the students to move their vehicles; and that Police Department personnel were notified of this issue being discussed and their input/comments are included in the staff report.

**Sus Niimi, Ruhland Avenue**, touched base on the rights of students who are parked in the campus lot versus a City street. There is a sub group of students who want to park on the street because it affords them accessibility to their vehicles and no worry of campus security. He stated that this issue has been ongoing and the lack of citizen attendance at tonight's meeting indicates residents are tired of trying to get the City to do something to address their concerns. Mr. Niimi talked of students confronting homeowners, stating that many homeowners are fearful to deal with the students who are disregarding their property. He stated his support for any type of action to address this matter.

**Janet Schuman, 1500 Block of Matthews Avenue**, shared that she has only lived in the area for one year, which is maybe why she doesn't feel as frustrated toward the students. She commented that her dealing with students has been positive, sharing that a neighbor received a letter from a student thanking the resident for allowing the student to park in front of her home during her now ending high school years. Mr. Schuman stated her opposition to a staggered parking program; her "mixed" feeling on whether a resident parking program is appropriate; and her belief that any program ultimately approved should only apply during school times.

Sharing that she has lived in the area since 1967, **Betty McRuer, Meadows Avenue**, talked of the changes she has seen over the years and the safety issues caused by vehicles parked continually on the streets. She voiced her support of a resident permit program, noting that volunteers could assist in administering the program.

**Edward Deto, 1300 Block of Voorhees**, stated that the residents are frustrated and tired of dealing with the City Council, School Board and the Police Department on this issue. Discussions have been ongoing for more than two years and residents are discouraged that the City has not really done anything to address the residents' issues. He stated that the City needs to lean on the School Board to correct the problem

**Paiwei Wi, Matthews Avenue**, submitted a photograph showing how congested the neighborhoods are by students parking on the street. He shared that his household has four vehicles which would make staggered parking very inconvenient. These vehicles would have to be continually moved throughout the day and arrangements made for when they were



on vacation, etc. Mr. Wi stated that residents should be able to park reasonably close to their own home and that he would support some type of restricted parking as long as it has a resident override in place. He also suggested that any resident permit cost be bared by the School District.

**Karen Hill, 1300 Block of Curtis Avenue**, stated that this problem has evolved with the growth of the City and desperately needs to be addressed. She talked of the traffic congestion, blocking of driveways, difficulty of crews trying to pick up trash cans, as well as the streams of trash left by the students. Ms. Hill talked of the difficulty in having service people, visitors, etc. to residents homes and asked that the City work with the School District on this issue.

**Tom Thorpe, 1300 Block of Voorhees Avenue**, voiced his opposition to staggered parking as it will pose a real inconvenience for those residents who have to park on the street. He pointed out that those residents who do not have to park on the street will support staggered parking and those who need to park vehicles on the street will be opposed. Mr. Thorpe urged the Commission to institute a plan that will not impact the residents.

**Mark Schuster, 1500 Block of Matthews Avenue**, also voiced his opposition to staggered parking, reiterating the inconvenience to residents. He shared that unless you live in the area, one cannot understand how truly difficult it is. Mr. Schuster stated his support of a resident permit program and questioned why the City Council is so against such a program, sharing that many other cities run successful programs.

**Catherine Maul, 1500 Block of Artesia Boulevard**, spoke against staggered parking, sharing that her vehicle will not fit into her garage and such a program would pose a real inconvenience.

### **Discussion**

Commissioner Powell stated that he is not in favor of staggered parking as it represents a piece-meal approach, when a comprehensive approach is needed. He stated that students will continue to park on the street and just move their vehicles accordingly; that this type of program carries with it administrative and enforcement concerns; and that the residents speaking here tonight do not support such a program. Commissioner Powell indicated that he believes a resident permit parking program is a better solution. The program should only be valid during school hours and enforcement complaint driven. A perimeter area should be drawn exempting non disruptive streets, which will then route students to non disruptive spaces and the campus lot.

Commissioner Seville-Jones shared how impressed she is by the work of the residents, noting that they have not demanded certain measures and are “open” to try any practical measure that may improve this situation. She spoke on the importance of the School Board’s participation in these discussions and their role in instituting incentives/disincentives to keep students in the campus parking lot, adding that the students themselves should be asked to

participate in this matter. Commissioner Seville-Jones stated her concern that additional measures imposed by the City may deter the School Board from completing the additional parking lot and reiterated the importance of the City and School Board building a better partnership to address these ongoing issues. She stated that she is not sure about a resident permit parking program and would prefer an incremental step of instituting staggered parking on disruptive streets for a trial two month period.

Commissioner Lang questioned why the School Board cannot require students to park in the campus parking lot and conveyed his disappointment that representatives from the School Board were not here to participate in this important discussion. He shared that he is not too concerned on disruptive versus nondisruptive parking spaces, which can be subjective, and voiced his opposition to staggered parking as it poses a major inconvenience to the residents having to continually move their own vehicles. Commissioner Lang then shared that he believes resident permit parking is the best way to address this matter. The program should be limited to the school year and school hours and should not set a precedent or open the door to additional requests for a resident parking program, as this situation represents a “special case” to address an overflow of vehicles by a City school.

Commissioner Saunders thanked the residents for their continual participation on this issue, acknowledging their frustration and affirming their right to enjoy their property and neighborhood. He talked of the PPIC’s original recommendation to the City Council that some type of restricted parking with a resident override be instituted. The City Council tabled this recommendation and it appears the “political will” is against a resident parking program. He shared that he still supports this original recommendation, but questions the effectiveness of forwarding essentially the same recommendation. Commissioner Saunders talked of trying a staggered parking program for a trial period as an incremental step to start the process and also to gauge resident interest and effectiveness of such a program.

Chairman Osterhout shared his concerns with staggered parking relative to its inconvenience to the residents, broad boundaries, and micro managed guidelines that will cause administrative issues. He talked of the comments made tonight regarding security issues and activities that are going on in parked vehicles, and that it is important that this issue finally be addressed. He stated that although the issue of setting a precedent for resident permit requests is a concern, he would be willing to defer to the PPIC’s original recommendation that involves a resident permit override, agreeing that any such program should only apply during school hours.

The Commission then held a lengthy discussion relative to the pros and cons of the options available, and best manner in which to proceed.

### **Action**

A motion was MADE and SECONDED (Seville-Jones/Powell) to recommend that a meaningful Neighborhood Parking Program for the neighborhoods east and west of Mira Costa High School be instituted before the start of the 2005-2006 school year.

AYES: Lang, Powell, Saunders, Seville-Jones, Chairman Osterhout  
NOES: None  
ABSENT: None  
ABSTAIN: None

A motion was MADE and SECONDED (Lang/Saunders) that because the PPIC believes that a resident parking program is more viable than a staggered parking program, that the Council reconsider the Commission's 2003 recommendation to implement some form of system in which residents are exempted from restrictions. The specifics of the program to be reviewed and refined by the Traffic Engineering Division, Police Department, the School Board and residents.

AYES: Lang, Powell, Saunders, Seville-Jones, Chairman Osterhout  
NOES: None  
ABSENT: None  
ABSTAIN: None

Commissioner Seville-Jones talked on the importance of the School Board working with the City and the residents to improve this situation, particularly the completion of the school parking lot, incentives/disincentives to keep students in the school parking lot, participation of School Board representatives in City meetings and neighborhood discussions, as well as ways to involve their students in the process.

A motion was MADE and SECONDED (Seville-Jones/Lang) to recommend that the City Council partner with the School Board to address student parking issues in general.

AYES: Lang, Powell, Saunders, Seville-Jones, Chairman Osterhout  
NOES: None  
ABSENT: None  
ABSTAIN: None

**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Robert D. Osborne, Management Analyst

**BY:** Erik Zandvliet, Traffic Engineer

**DATE:** June 23, 2005

**SUBJECT:** **Proposed Neighborhood Parking Program - Mira Costa Area**

**RECOMMENDATION:**

That the Commission consider alternatives for a Neighborhood Parking Program for the neighborhood west of Mira Costa High School and provide direction.

**BACKGROUND:**

In September 2003, residents on the west side of Mira Costa High School submitted a petition and reference materials requesting a residential parking permit program for their streets. The petition states that students have been parking throughout the neighborhood for many years due to insufficient on-campus parking, to avoid school parking fees and to park closer to school access gates. The petition materials also state that unrestricted public curb parking along the sides of homes in the neighborhood are more than enough to handle overflow parking. On December 2, 2003, staff met with representatives from the neighborhood and discussed their proposals for a residential permit system.

During the same time, the City was conducting a Neighborhood Traffic Management Program (NTMP) for the Southeast Area, of which this neighborhood is a part. On September 25, 2003, the PPIC discussed a petition from residents for a residential parking permit system on the east side of Mira Costa High School. At that meeting, the Commission recommended implementation of a permit system along with other measures to increase parking supply on the high school campus. On October 21, 2003, the City Council tabled the PPIC recommendation for permit parking, and referred the matter to the City/School District Ad Hoc Committee.

On January 26, 2004, the City and School District Ad Hoc Committee held a public meeting to discuss the recent increased demand for student and staff parking in and around Mira Costa High School. Subsequent to this meeting, City and School staff met to evaluate numerous possibilities that would reduce parking demand or increase supply. Several of these measures were implemented during the 2004 spring break, while others have yet to be implemented, all of which will significantly improve parking conditions in the neighborhood.

In March 2004, the School opened the Student Services Center parking lot which provided 70 new parking spaces for staff and faculty. In April 2004, City staff constructed 30 additional

spaces in the student parking lot and striped 25 additional spaces in the staff parking lot. Parking stalls were also painted along Artesia Boulevard to encourage more utilization of street parking. These actions have increased the overall parking supply by 125 off-street spaces.

On May 25, 2004, the School District notified the City that it approved the removal of the existing portable classrooms from two areas on the west side of campus to clear the way for conversion to a new parking lot this summer. On June 15, 2004, the City Council appropriated necessary funds and approved the modification of these two areas into a parking lot that will hold up to 72 additional cars. To date, the City has partially completed the west side parking improvements, and is waiting for the remaining portable classrooms to be removed from the lot. Upon completion, the total parking supply will be increased by 197 spaces, which is close to the overflow campus parking demand of 200-250 vehicles observed during the school year.

On June 7, 2005, the City Council directed staff to analyze the feasibility of implementing a program of staggered parking restrictions in the area west of the Mira Costa campus and present findings to the PPIC for consideration. The object of the program would be to make parking on residential streets inconvenient or confusing so that students have an incentive to park on-campus or in areas that do not impact residences.

### **DISCUSSION:**

While there has been some improvement to overflow student parking in the vicinity of the high school, it was observed in the 2004-05 school year that both the staff and student parking lots on the east side of the campus are not fully occupied during any portion of the day. Approximately 50-100 spaces are available in each lot during the school day. However, students continue to park in the adjacent neighborhoods, possibly to avoid school imposed regulations or for convenience to campus gates.

It is staff's opinion that prohibiting students from parking on selected residential streets near the high school will only serve to move the problem elsewhere if it is not implemented as part of a comprehensive parking plan. If parking restrictions or prohibitions are considered, they should be administered as a program, so that residents will not be unduly impacted and students will be encouraged to park in the open spaces on campus rather than another residential street.

Attached is a submittal from a group of residents residing in the area west of the campus. They encourage the City to implement some type of program to make it inconvenient or impractical for students to park on streets with residential frontages. While their preference is for a resident permit system, they support any type of program that would provide an incentive for students to park on non-fronting streets or in campus parking lots.

### **PARKING PROGRAM TYPES**

#### **Limited Time Parking Restrictions**

Limited time parking restrictions could be implemented on selected city streets to discourage school related parking. One-hour parking restrictions would curtail student parking since it would be too inconvenient for students to repeatedly move their vehicle. This type of parking

restriction could be effective during school days only to minimize impact to the residents. Time limits less than one-hour would more significantly impact residents by limiting the amount of time visitors and service workers could park on the street, while time limits greater than one hour would result in some residual student parking since they could move their vehicles between classes or during breaks.

Unless a large restricted area is posted, limited time parking restrictions would transfer much of the parking demand to other streets that are not posted with restrictions. The attached map illustrates a proposed program area for neighborhood west of the high school. Also, 2/3 majority support of adjacent residents is recommended before implementing parking restrictions on any street. Alternately, this option could be implemented on certain selected streets with residential frontages only to reduce the number of spaces impacted by parking restrictions while leaving the side frontages unrestricted.

### Part Time Parking Prohibitions

This parking method prohibits parking during a small portion of the day in order to prevent long-term parking by non-residents. This type of parking restriction affects both residents and non-residents alike. It can be inconvenient to visitors and others who do not have sufficient off-street parking in their driveway. Depending on the time period selected, it can be effective in reducing unwanted parking while minimizing resident impacts. For example, overnight parking problems are often addressed by posting No Parking restrictions during a two hour period from 2-4 am.

### Staggered Part Time Parking Prohibitions

This parking method prohibits parking during a small portion of the day on one side of the street, and prohibits parking during a different portion on the other side. For example, parking could be prohibited between 8-10 am on one side and 12-2 pm on the other side. This type of parking impacts residents less than uniform parking restrictions, since residents can switch sides when parking on the street and visitors always have nearby parking. By the same logic, this method would not be completely effective in eliminating non-resident parking. High school students can also switch their cars from one side to the other during breaks and lunch.

Implementing any type of parking restriction program in this area will place a burden on the City's Parking Enforcement Division. This part of the City is typically not heavily patrolled beyond the weekly street sweeping periods. The Police Department has indicated that it may ultimately be necessary to add an enforcement officer for any new restrictions to be enforced consistently.

## PARKING PROGRAM CONCEPTUAL GUIDELINES

If it is the desire of the City to implement one of the above methods to reduce non-resident parking in the neighborhood, it is recommended that a program similar to the City's Street Sweeping Program be initiated to give staff a guideline to handle individual parking requests administratively. The conceptual guidelines in this report attempt to establish who, what, where and when such parking restrictions can be used. This proposed policy is intended to provide relief for residents in locations where a hardship or burden is evident and can be addressed

without significant impact to the health and welfare of the neighboring residents. If recommended by the Commission and adopted by the City Council, these guidelines will be used by staff to evaluate resident requests for restricted street parking in front of their homes within a designated area.

### Conceptual Parking Restriction Guidelines

1. The City Council will establish a designated area eligible for a parking program area by defining the boundaries of an area that is adversely impacted by non-resident parking intrusion.
2. Property owners and residents within the designated area may circulate a City-approved petition form to request the installation of parking restrictions/prohibitions on one side of a block.
3. A street block shall be defined as a portion of street between two consecutive intersections or a dead end.
4. Only residential streets within the eligible area that have at least one fronting home will qualify for the program. A fronting home is one that has an address on the fronting street.
5. Property owners or legal residents may sign the petition. Only one legal signature is required per residence.
6. Successfully completed petitions must represent 67% of all abutting residences on one side of the block. If a home has a side frontage on the petition block, it will be counted towards the total number of homes on that block. Each mailing address (such as individual apartments) represents a separate residence that counts towards the total number of homes on that block.
7. Separate petitions should be filed for each side of a block. All streets within the designated area shall be eligible for the same parking restrictions/prohibitions approved for that area.
8. Removal of parking restrictions/prohibitions will be subject to the same guidelines and 67% majority support before such restrictions/prohibitions are removed.
9. Approved parking restrictions/prohibitions will be posted on one side of the entire block.
10. No parking restrictions/prohibitions shall be effective until such signs are posted on the street.
11. Staff is authorized to administer this program and post or remove parking restrictions within the designated area pursuant to these guidelines.

### CONCLUSION:

Staff believes that the student parking as observed in the neighborhood surrounding Mira Costa High School will continue even though new campus parking is now available. While increasing the on-campus parking capacity has improved the situation, some residential streets remain the most convenient option for some students. This condition is likely to remain unless other incentives or disincentives are implemented to discourage student parking in residential areas. Incentives could include new parking lots, parking privileges, free assigned parking spaces, and student carpooling rewards and bus service. Disincentives include parking restrictions, parking prohibitions, and locked campus gates.

Per the Council's direction it is recommended that the PPIC review the various alternatives available and consider implementation of a trial neighborhood program for the area west of the Mira Costa campus.

Meeting notices were sent to large areas on both sides of the campus, as shown on the attached notification map.

**ALTERNATIVES:**

Listed below are alternatives to the staff recommendation:

1. Recommend approval of a Residential Parking Program pursuant to the proposed policy for the neighborhood west of Mira Costa High School for a trial period of one year.
2. Modify the proposed criteria as desired and recommend approval of a Residential Parking Program for the neighborhood west of Mira Costa High School.
3. Recommend approval of a Residential Parking Program in the neighborhoods to the east and west of Mira Costa High School.
4. Recommend against implementing a residential area parking program for residential streets at this time.

**ATTACHMENTS:**

Mira Costa West Neighborhood Area Map

Correspondence from residents west of Mira Costa High School

G:\Traffic Engineering\PPIC\PPIC-mira costa neighborhood parking program.doc



**MIRA COSTA NEIGHBORS  
PARKING SURVEY RESULTS**

MC Neighbors carried out 3 surveys: in March, September and November of 2003. The first 2 were carried out by Residents on the West side; the November survey was joined by the East side. The City carried out a survey in September, in response to a Petition filed in June by the East side requesting Permit Parking. Mira Costa instituted a Parking Fee, some time in September, which has exacerbated the situation by driving some students out of the School Lot on to Neighborhood streets.

The City and Neighbor Surveys were consistent. There was agreement as to the number of student cars parked off campus, i.e., about 330. This was the figure after institution of the Parking Fee; without which there would have been about 250 off campus cars.

Additionally, Mira Costa Neighbors developed the concept of "Non-Disruptive" Parking Spaces, i.e., those curbside spaces that DID NOT FRONT ON RESIDENCES. (The City's data permitted some street-wise comparison).

**Non-Disruptive Parking Spaces Available in Neighborhood**

Street	MC Neighbors Count	City Count**
Keats	<u>23</u>	≈ 25
Kuhn	29	<u>28</u>
Longfellow/Ronda/Kuhn Loop	≈ <u>50</u>	N.A.
Rowell	≈ <u>30</u>	N.A.
Prospect	59	<u>55</u>
Tennyson	13	<u>12</u>
Meadows	95	<u>91</u>
Artesia N. side (Prospect – Peck)	<u>47</u>	N.A.
Peck (W)	<u>52/70*</u>	N.A.
Peck (E)	<u>63*</u>	N.A.
Herrin (Artesia – 2 <sup>nd</sup> St.)	163*	<u>149</u>
Redondo (Artesia – 2 <sup>nd</sup> St.)	<u>64*</u>	N.A.
Artesia N. side (Peck - Aviation)	<u>48*</u>	N.A.
<b>TOTAL NON-DISRUPTIVE SPACES AVAILABLE</b> <i>Sum of the smallest numbers recorded for each street (underlined in columns).</i>	<b>712</b> <i>Neighbors have publicly used a conservative figure of 450-500!</i>	

\* East side Counts \*\* Letter to PPIC from R. Thompson & R.D. Osborne - 9/25/03

**It is worth noting that just the streets encircling Mira Costa (Meadows, Peck, Artesia) when combined with the southern part of Prospect, could yield over 300 Non-Disruptive Spaces! The challenge would be to move students away from their familiar spots to the Non-Disruptive ones.**

**Survey Participants**

Bob Brigham - 374 4174 Irene Niemczycki - 376 8178 Howard Hafdell - 376 2180  
Duane & Betty McRuer - 374 6217 Dilip Adarkar - 376 4473 Connie Sieber - 372 4460

# MIRA COSTA NEIGHBORS

## DEALING WITH SCHOOL RELATED NEIGHBORHOOD PARKING CONGESTION

*JUNE 2005*

# KEY POINTS - I

- **OUR NEIGHBORHOOD HAS A PROBLEM – We Have Become A SCHOOL LONG-TERM PARKING LOT**
  - Problem has been Growing for Several Years
    - Unlikely to Reverse Course
  - Linked to City Demographics, NOT Student-Body Size
    - Increasing Number of Car-owning Students
- **GOVERNING FACTORS**
  - Students' (Rational) Preference for Minimizing Walking Distances
    - Parking Places On-Campus and “Non-Disruptive” Spaces on Nearby Streets Remain Empty
- **DISADVANTAGES OF LIVING IN A PARKING LOT**
  - Curbs Fronting Residences Packed ALL DAY EVERY DAY!
    - Access Hindered for Service Personnel, Visitors
  - Cars Milling Around on Arrival and Departure Create Hazard
  - Trash Often Scattered in the “Parking Lot”

# KEY POINTS - II

- **POTENTIAL SOLUTIONS ARE AVAILABLE – Based on UNIQUE CHARACTERISTICS of Our Sector of Manhattan Beach**
  - Along with Localized Parking Congestion there is A VAST SUPPLY OF “NON-DISRUPTIVE” STREET PARKING SPACES AVAILABLE IN NEIGHBORHOOD
  - The Trick is to MOVE ALL- DAY Student Parking Away From IN FRONT OF RESIDENCES to “NON-DISRUPTIVE” SPACES
- **SEVERAL APPROACHES HAVE BEEN PROPOSED TO ACCOMPLISH SUCH A SHIFTING OF CARS**
  - NOTE: Students would STILL BE ABLE TO DRIVE TO SCHOOL. They would just need to Park Other Than IN FRONT OF RESIDENCES!

# **HISTORY & BACKGROUND**

- **NEIGHBORHOOD DISSATISFACTION AND COMPLAINTS**
  - **Have Grown With Rise in Student Car Numbers Over the Years**
  - **Residents Have : Written Letters; Submitted Petitions; Briefed PPIC, City Council Members and MBUSD**
- **THE RESPONSE**
  - **City Staff Survey Documenting the Congestion (2003)**
  - **City Council/MBUSD Joint Task Force Set Up (2003)**
  - **A Committee of Mira Costa Neighbors Carried Out 3 Surveys (2003/2004)**
- **MAJOR FINDINGS OF SURVEYS**
  - **Capacity of School Parking Lot Inadequate (City Staff and Neighbors' Committee)**
  - **There is an ABUNDANCE of “NON-DISRUPTIVE” Parking on Neighboring Streets**
    - **That Is: Spaces on Curbs NOT FRONTING RESIDENCES**
    - **Neighbors' Committee Survey Findings (2003/2004)**

# NON DISRUPTIVE PARKING IN MIRA COSTA NEIGHBORHOOD



# **COMMUNITY CONTRIBUTIONS**

- **MBUSD**
  - **Has Reduced Parking Fees to Nominal Amount**
    - **Given Up Significant Revenues**
  - **Committed Space for Additional Campus Parking**
- **CITY**
  - **Has Provided Expertise and Resources to Lay Out and Mark Spaces for Optimized Parking Lot**
  - **Has Marked Parking Spaces Along “Non-Disruptive” Curbs**
  - **Has Arranged Street Sweeping of “Non-Disruptive” Curbs in Neighborhood Outside of School Hours**
    - **To Facilitate Student Access for Parking**
- **MIRA COSTA NEIGHBORS**
  - **Have Spent Hundreds of Resident-Hours on: Surveys; Studies; Development of Detailed Plans in Consultation with City Staff, Finance Department, MBPD**
    - **Demonstrated Unique Characteristics of Sector of City**
      - **Existence of Non-Disruptive Parking Capacity**

# MEANWHILE ...STUDENT PARKING CONTINUES TO CROWD THE NEIGHBORHOOD





# **WHILE THE PARKING LOT AND “NON-DISRUPTIVE” SPACES REMAIN LARGELY EMPTY!**



**AN AVERAGE OF 150 EMPTY SPACES (3 SURVEYS)**

# POTENTIAL SOLUTIONS

ALL IMPLY RESTRICTED PARKING ON STREETS CLOSEST TO MIRA COSTA

- **PPIC SUGGESTION– 2 Hr. Parking with Resident Override**
  - **Plus:** Will Do the Job
  - **Minus:** Enforcement Will Require Additional MBPD Personnel; Complicated “Override” Might Require Additional Personnel in MBPD/City Hall
- **MIRA COSTA NEIGHBORS PLAN – Parking Only with Resident “Waiver Tags”, Complaint Driven Enforcement**
  - **Plus:** Will Do the Job; No Cost to City; Cost of Tags Covered by One Shot Fee; No Additional Personnel in MBPD or City Hall
  - **Minus:** Precedent; “We Haven’t Done This Before”
- **STRAIGHT 2 Hr. RESTRICTION**
  - **Plus:** Simple; Will Do the Job
  - **Minus:** Enforcement Will Require Additional MBPD Personnel; Difficulties for Residents’ Visitor/Service Parking

# A NEW SOLUTION

- Suggested by Some City Council Members
- Staggered 2 Hr. Restrictions
  - Opposite Sides of Streets, Rotating Schedule
  - Street Sweeping Schedules to be “Rolled-In”
- *Plus*: Relatively Simple; Should Suffice
- *Minus*: Enforcement Will Require Commitment
  - **From City** to Enforce Parking Restrictions
  - **From School** to Ensure Students Do Not Leave Campus to Re-Park Cars

# A FINAL WORD

- IT IS CLEAR THAT STUDENTS ARE CHOOSING PARKING SPACES FOR CONVENIENCE RATHER THAN NECESSITY
- NEIGHBORHOOD RESIDENTS FIND THIS INTOLERABLE
  - **Access Denied All Day Every Weekday to their Fronting Curbs**
  - **All This While Less Disruptive Parking Space Goes A-begging**
- IT IS HIGH TIME TO TAKE ACTION
  - **Implement Measures to Move Students from in Front of Residences to Plentifully Available “Non-Disruptive” Spots**
- THE CITY COUNCIL SHOULD REQUEST CITY STAFF EXPERTS TO IMPLEMENT NEW SOLUTION
- ***REQUIRED MILESTONES CALL FOR URGENT ACTION IF RELIEF IS DESIRED BY NEXT SCHOOL YEAR***



City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795  
Telephone (310) 802-5000 FAX (310) 802-5001

July 5, 2005

\*\*\*\*\* PUBLIC MEETING NOTICE \*\*\*\*\*

Re: Mira Costa Parking

Dear Resident:

On June 23, 2005, the Parking and Public Improvements Commission reviewed the possibility of implementing staggered parking restrictions to discourage Mira Costa students from parking in residential areas adjacent to the campus. The Commission voted to recommend a resident permit parking system rather than staggered restrictions.

The City Council will review this recommendation at a public meeting on Tuesday, July 19, 2005. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Any comments you might like to make at the meeting would be welcomed.

If you have any questions or would like any additional information, please call me at 802-5540.

Sincerely,

Rob Osborne  
Management Analyst  
Community Development Department