

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission

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

DATE: September 27, 2018

SUBJECT: Consider a Request for Resident Permit Parking Restrictions on the 700 Block of 17th Street Between Laurel Avenue and Pacific Avenue

BACKGROUND:

In August 2018, 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 17th Street between Laurel Avenue and Pacific Avenue (Exhibit 1). The petition is signed by two of the three properties with frontage along this segment of 17th Street, representing a 67% majority in favor of the restrictions (Exhibit 2). The petitioners state that parking demand has increased substantially on 17th Street, particularly after the building owned by American Martyrs Church at 770 17th Street was converted from a convent to a meeting center. They explain that there are long-term parking demands due to church/school employees and visitors, as well as short-term student loading caused by both American Martyrs School and Pacific Elementary School. These parking conditions make it difficult to find parking during most of the day.

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, 18 street segments have been posted with limited time parking restrictions and override permit exemptions as shown in Exhibit 4. All areas have “2-HOUR PARKING 7AM TO 8PM RESIDENT TAGS EXEMPTED” restrictions except Church Street, which has 3-Hour parking restrictions. Parking permits are issued to residents with front or side frontages along the posted streets

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.

DISCUSSION:

The petitioners live on 17th Street between Laurel Avenue and Pacific Avenue, which is a 28 feet wide local residential street with a 25 mph prima facie speed located east of Ardmore Avenue and north of Downtown. 17th Street is stopped at Laurel Avenue and Pacific Avenue, and is improved with curbs and sidewalks. Curb parking is allowed on the north side of the street only, and provides eight street parking spaces. Street parking demand is generally heavy on school days, and light to moderate in the evening and weekends. Parking demand also increases during school or church events/activities. The north side of 17th Street is posted with street sweeping restrictions.

American Martyrs Catholic School is located on Laurel Avenue between 15th Street and 18th Street to the west of the petition zone. American Martyrs Church also owns and operates the Serenity Center, located at 770 17th Street, as a small meeting center related to church activities. It was previously used as a convent. Pacific Elementary School is located on Pacific Avenue south of 17th Street to the east of the petition zone. The residence at 1701 Pacific Avenue has three off-street parking spaces, and the residence at 1700 Laurel Avenue has four off-street spaces.

Field observations were made on typical days during peak and non-peak periods. Street parking on 17th Street is heavy during day for a variety of reasons. Short-term parking demand is heaviest during morning school arrival and afternoon school dismissal times. Long-term parking demand occurs during the school day due to overflow parking by employees and visitors from both schools. Parking is also heavy on weekends related to sports activities in the American Martyrs School field, and during services at the nearby American Martyrs Catholic Church. In addition, parking for the Serenity Center parking is located in a parking structure one block to the west, but many choose to park closer on the street. There is no observed Downtown employee parking in the area.

The residents with 17th Street frontages have requested that the permit parking buffer zone be expanded to include their residences. Since these homes are significantly 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. If approved, residents of properties with either a front or side frontage along 17th Street between Laurel Avenue and Pacific Avenue would be eligible to obtain resident override parking permits. Any resident with a Downtown Resident Parking Permit would be allowed to park along 17th Street. 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 17th Street are requesting the permit parking restrictions mainly to address school and church related parking demand. The existing Program provides for “2-HOUR PARKING 7AM TO 8PM RESIDENT TAGS EXEMPTED” restrictions, which would only address long-term parking by school/church employees and visitors. It would not address school loading activities. As such, the petitioners are also asking the City to consider “NO PARKING 7AM TO 8PM, RESIDENT TAGS EXEMPTED” to better solve the parking problem.

While the ability of residents to find sufficient parking close to their homes has been confirmed during most times of the day, the Traffic Engineer does not believe the Downtown Resident Parking Permit Program in its current form would be a complete solution. Two-hour parking restrictions would still allow for visitors and parents to park along 17th Street, and street parking for most meetings at the Serenity Center would not be affected. Additionally, the Downtown permit parking restrictions are imposed every day, even during school breaks, when parking restrictions may not be necessary. Alternately, if “No Parking” restrictions were imposed (except by permit), this would have the effect of relocating the parking demand to another nearby street, and leaving the available street parking on 17th Street underutilized. Also, residents adjacent to other schools in the City would soon request similar exclusive parking privileges for themselves.

The Downtown Resident Parking Permit Program was established to discourage Downtown employees from parking in the adjacent neighborhoods, not to reduce school parking demand on local streets. By contrast, the Mira Costa Resident Parking Permit Program was established to discourage all-day student parking in the neighborhood surrounding Mira Costa High School. This is accomplished by prohibiting parking on one side of the street for a few hours in the morning and on the other side during a few hours in the afternoon. The City has not previously approved a parking permit program for exclusive resident parking.

The Traffic Engineer believes that while the Downtown Resident Permit Parking Program was not meant to address school parking impacts, it could be implemented to address the long-term overflow school employee/visitor parking demand that impacts the ability for the adjacent residents to find nearby parking during the day. At the same time, it is common for streets surrounding schools to be heavily impacted due to school loading at arrival and dismissal times, so a short-term or prohibitive parking restriction is not recommended at this time.

Public Notice

Residents and property owners within one block in all directions of the petition area 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 long-term parking demand, and satisfaction of petition super majority, it is recommended that the Commission approve a motion to post “2-HOUR PARKING 7AM-8PM RESIDENT TAGS EXEMPTED” restrictions on 17th Street between Laurel Avenue and Pacific 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 17th

between Laurel Ave and Pacific Ave.

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: Raluca N. KURZ DAYTIME PHONE NO: 310 729 8873

ALTERNATE CONTACT: Daniel G. KURZ DAYTIME PHONE NO: 310 795 4078

NOTE: Only one responsible signature per residence is required.

| | SIGNATURE Or "Opposed" or "No Contact" | PRINT NAME | PRINT STREET ADDRESS | PRINT DATE |
|-----|---|----------------|----------------------|------------|
| 1. | | Raluca N. KURZ | 1700 Laurel Ave | 8-1-2018 |
| 2. | | ADAM COMPTON | 1701 PACIFIC AVE | 8-14-2018 |
| 3. | | | | |
| 4. | | | | |
| 5. | | | | |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |

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

Executed on Aug 21/2018 in Manhattan Beach, California.

Signed by Contact

Date

August 28, 2018

Erik Zandvliet
Traffic Engineer
City of Manhattan Beach

Raluca & Daniel Kurz
1700 Laurel Ave.
Manhattan Beach, CA, 90266
cell: 310-729-8873

RE: Downtown Residential Override Parking Program; petition requesting resident permit parking on 17th St., between Laurel Ave. and Pacific Ave.

Dear Mr. Zandvliet:

Pursuant to our email conversation, and submission by email of Petition Form above, I am writing to provide additional information and details regarding our request.

The stretch of 17th Street between Laurel Ave. and Pacific Ave. contains 3 lots. Two are homes (my home, 1700 Laurel), and the Compton home (1701 Pacific). The third lot (770 17th St.), across the street from these two homes, takes up the entire (relatively short) block, and was originally a home for American Martyrs Church (AMC) nuns (i.e./ a convent). All lots were permitted as single family residence (SFR) lots. Immediately across the street from our house, at 1701 Laurel, is American Martyrs School (AMS), and diagonal from the Compton home at 1200 Pacific is MBUSD's Pacific School.

We have resided at our address since 2006. At the time we purchased the home, the structure at 770 17th St., was utilized in compliance with its zoning, as a home. Since this property has no parking, nor a driveway, the residents of this domicile (the nuns), or its visitors utilized the designated parking spots in the AMC parking structure less than 100 yards away, or parked on the street in front of 770 17th. However, once the nuns died, AMC converted their residential home to a community gathering center (The Serenity Center), where frequent meetings and events are held, and which serves as a storage depot for some of AMC's charity donations and such. After the change in use of the convent, parking on the short stretch of 17th St., between Laurel and Pacific Avenues, became challenging, since many more individuals than what the original building was designed to house, now began to utilize the Serenity Center daily.

In addition, the two very busy schools (AMS and Pacific) which bookend the short stretch of 17th St., have in the last ten years both also grown in number of enrollees, and attract a more geographically diverse student body, many more of whom need to be driven to school (instead of walking or biking). As such, we experienced an increase in the number of

parents and teachers who choose to utilize street parking when doing business at either of the two schools, or picking up/dropping off children.

Consequently, the parking situation became unusually problematic on the short stretch of 17th St. between Pacific and Laurel Ave., with parents backing into the 17th and Laurel intersection, or into the busy Pacific intersection, to let cars pass, as a result of cars parked on both sides of the street. Several incidents occurred where students crossing at designated crosswalks on Laurel and Pacific, on their way to school were almost hit by drivers backing into the intersections to let cars pass through the narrowed street, or doing 3 point turns in intersections, in order to snag a coveted parking spot on 17th Street.

The situation became dire when it became clear that 17th St., which is a thoroughfare for emergency vehicles, was too narrow for fire trucks to navigate during peak times when cars parked on both sides.

Approximately 3 years ago, as a result of all these changes in the neighborhood traffic flow and increase in demand for street parking, I contacted City of Manhattan Beach Traffic Division to advise of this safety issue, and consequently one side of 17th St. was designated as a “no parking” zone (with agreement from all 3 parties – the Kurz family, the Compton family and the AMC Serenity Center). This action greatly ameliorated the danger to children crossing Laurel and Pacific Avenues on their way to school, and facilitated egress of emergency vehicles via 17th St., at all times.

However, the further reduction in parking spots this restriction created has led to yet another challenge for the residents who live on this very short stretch of 17th, across from not only what is now a social gathering place, but two very busy, very full schools: parking spots are no longer available on our street, regardless of the time of day.

While both homes certainly have driveways and a parking garage, daily employees who work in both homes, as well as visitors, struggle to find parking on our street, and often have to park very far away, since all street parking spots (total of maybe 6) are taken up by parents, teachers or Serenity Center visitors.

I am therefore reaching out to the Traffic Division again, looking for a solution to this conundrum, and have submitted by email the petition for permitting this short stretch of 17th St. as resident parking only.

Thank you very much for your help in resolving the safety and egress issue in the past. Please let me know if I can provide any additional information that would be helpful during the deliberations regarding the new request for resident parking.

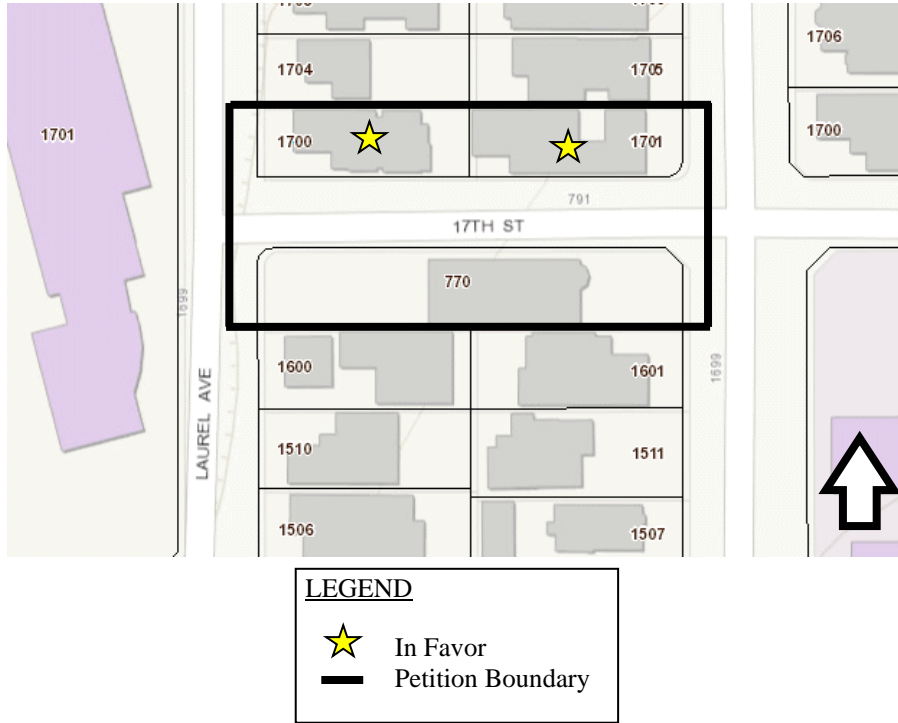
Sincerely,

Raluca N. Kurz

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EXHIBIT 2

Petition for Resident Permit Parking Restrictions Petition Zone and Aerial Photo



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CITY OF MANHATTAN BEACH
 COMMUNITY DEVELOPMENT DEPARTMENT
 1400 HIGHLAND AVENUE, P.O. BOX 6459
 MANHATTAN BEACH, CALIFORNIA 90266



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.

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EXHIBIT 4

