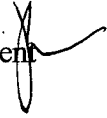


**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT**

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development 

BY: Erik Zandvliet, Traffic Engineer

DATE: January 24, 2008

SUBJECT: Request for Red Curb - 26th Street West of Laurel Avenue

RECOMMENDATION:

That the Commission pass a motion to approve staff's recommendation to prohibit parking on the north side of 26th Street from Laurel Avenue westerly 100 feet, with the exception of the parking turnout bay.

BACKGROUND:

In October 2007, the City received a request from a local resident to prohibit parking on one side of 26th Street just west of Laurel Avenue. The resident stated that it is difficult to drive on this segment when vehicles are parked on both sides.

DISCUSSION:

26th Street is a 20-foot wide local street between Bell Avenue and Laurel Avenue and is stopped at Blanche Road, Agnes Road and Laurel Avenue. 26th Street has a vertical curve that rises in the westbound direction west of Laurel Avenue. The speed limit on 26th Street is 25 MPH. Laurel Avenue is a 20 feet wide two-lane local street that provides north-south access between Rosecrans Avenue and Valley Drive. The speed limit on Laurel Avenue is 25 mph. 26th Street terminates at Laurel Avenue in a "tee" intersection in a residential area. Neither Laurel Avenue or 26th Street is improved with curbs, gutters or sidewalks and street parking is allowed on both sides of both streets.

There is approximately 100 feet of curb along the north side of 26th Street adjacent to 2603 Laurel Avenue as part of a new landscaping planter in the parkway area. This planter area was approved by the City to replace an existing dirt embankment when the new house was built. The City required two public parking turnouts to be built, one within the planter on 26th Street and the other on Laurel Avenue at the front of the site. The curb is aligned with other parking areas further to the west.

The traffic collision history between January 1, 2002 and December 31, 2006 was analyzed for the street segment. According to City records, there have been no traffic collisions reported on 26th Street near Laurel Avenue the intersection during this five-year period.

Field observations were made on 26th Street on various days and times. 26th Street has low traffic volumes but moderate parking demand, both generated by the local residences. Recurrent cut-thru traffic and non-resident parking were not evident.

26th Street varies in width and numerous parking and landscaping improvements were found along the street. This condition does not allow uniform parking along the edges of the street. Generally, residents have established their own pattern of parking that does not obstruct driveways or vehicle access. The new curblin along the north side of 26th Street just west of Laurel Avenue changed the typical parking patterns, since the street is only 20 feet wide in this segment, while parking is still allowed on both sides. If vehicles are parked on both sides, motorists would be unable to drive through in either direction. Due to this changed condition, it is necessary to restrict parking on one side of 26th Street to provide both general and emergency access. It was also found that the narrow street in combination with street parking impedes the ability to make turns onto 26th Street from Laurel Avenue and may obstruct access to the opposite driveway on the south side of 26th Street for 2517 Laurel Avenue.

If parking were restricted on the north side of 26th Street along the planter curb, it would allow easy access to the parking turnout, and improve intersection turning radius. It would also provide a better access to the driveway at 2517 Laurel Avenue, which is consistent with City policy to prohibit parking opposite of driveways on narrow streets. The travel lane would be better aligned with no parking on the north side. However, parking restrictions on this side would eliminate up to three street spaces.

If parking were restricted on the south side of 26th Street adjacent to 2517 Laurel Avenue, it would only require removal of two parking spaces. These two spaces are against an ivy covered embankment just west of the driveway, which may make it difficult for passengers to exit the vehicle. Also, parking that would be then allowed along the north side might impede access in/out of the parking turnout on the north side. This would also require tighter turns at the intersection at Laurel and the driveway on the south side to avoid parked cars.

Staff also considered removal of parking on both sides of 26th Street in this segment, which would allow for a universal emergency width of at least 20 feet clearance, however, this street is not on the primary emergency route map, nor does the City's Fire Department currently require full width access on all streets in this area.

Meeting notices were sent to all properties along 26th Street between Laurel Avenue and Agnes Road and on Laurel Avenue between Valley Drive and 27th Street as well as to all residents who have expressed interest in this issue. The City has received several responses, which are attached to this report. For reference, staff has also attached a copy of Section 19.72.015 of the Manhattan Beach Municipal Code, entitled "Development of street right of way for public uses" which contains the requirement adopted by the City Council for construction of parking pads for residential development within the Tree Section.

CONCLUSION:

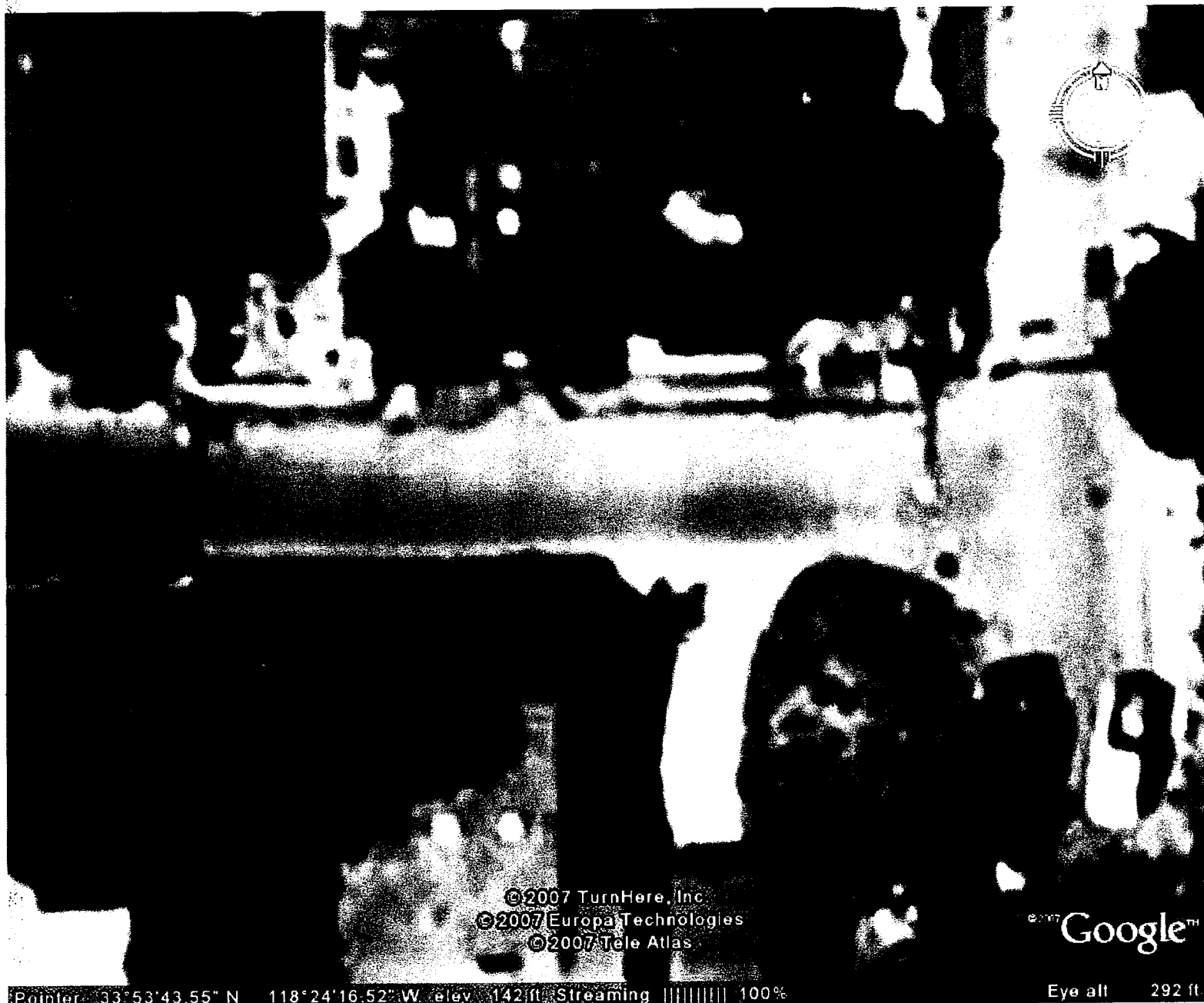
Staff recommends that parking along the north side the north side of 26th Street be prohibited from Laurel Avenue northerly 100 feet, with the exception of the parking turnout bay. While this would remove one more parking space than restricting parking on the south side, it would

provide better circulation and vehicular access at the intersection, driveway and parking turnout, and improve the street alignment on 26th Street.

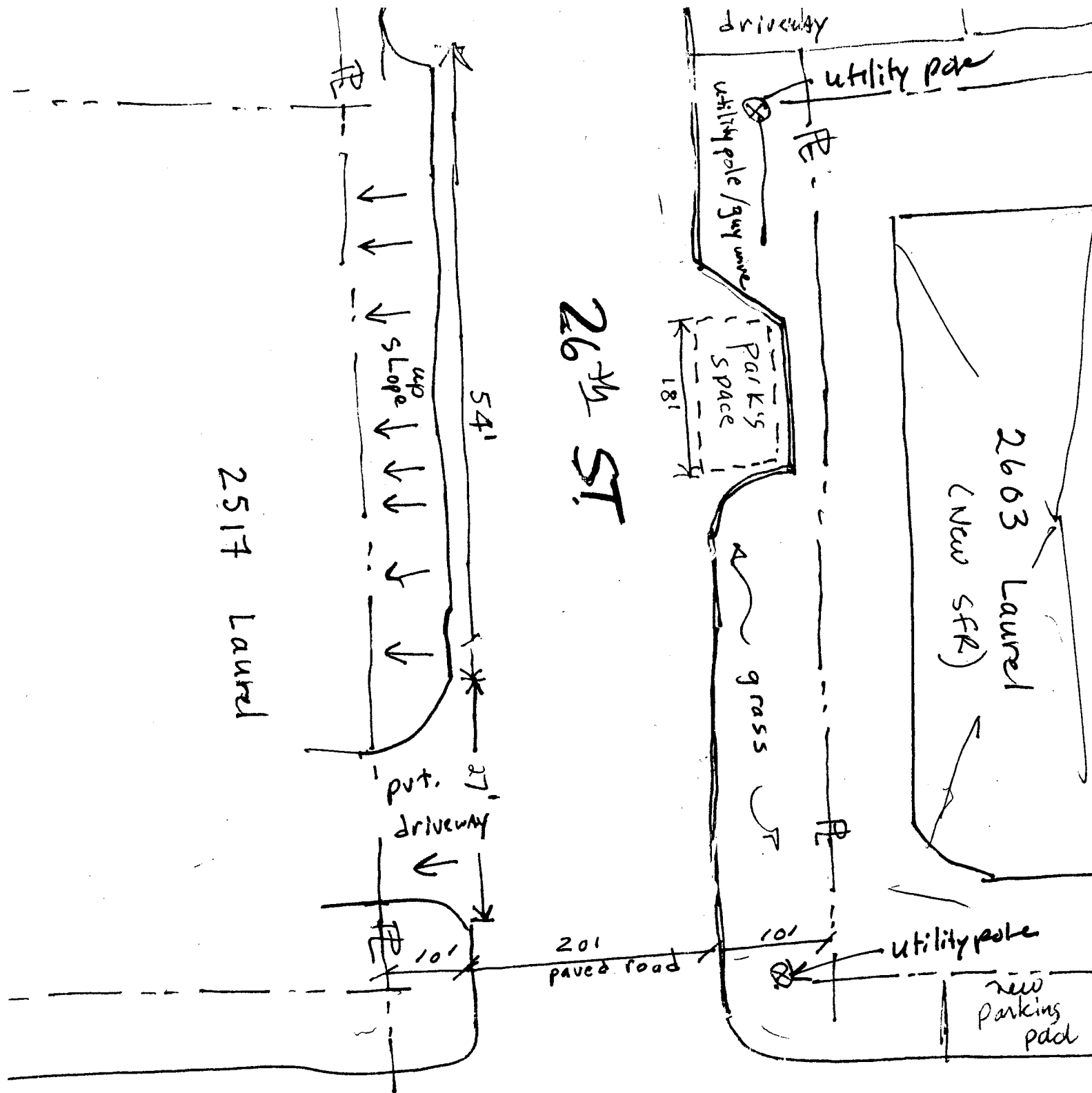
ATTACHMENTS:

Vicinity Map
Aerial Photo
Correspondence to City

C:\My Documents\Projects\JN 16242-Manhattan Beach TE\PPIC\Request for Red Curb on 26th and Laurel.doc

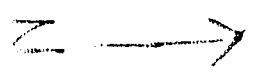


Intersection of 26th Street and Laurel Avenue



LAUREL AVE
street sketch

(NOT TO SCALE)



Manhattan Beach City Hall
City Manager, Geoff Dolan
1400 Highland Ave.
Manhattan Beach, Calif.
90266

27Aug07

Dear Sir,

Relative to the encroachment allowed at 26th Street and Laurel.
Note: 15 or 20 years ago we as a neighbor hood voted not to have curbs or sidewalks. Understand from Susan Matthews that two years ago City Council voted to change the rules by allowing a 10 ft encroachment with curb onto the city street. What about our concerns on this matter. Since that is the new rule made without notifying us we are stuck, is that correct? As shown on the enclosed pictures cars are now parking against the curb with the driver's side a foot or two from the centerline of the street. They have been parking in that location for years. However, to prevent them from forcing the traffic to weave thru the parked cars, I recommend that the new curb [10 ft into the street] be painted RED to prevent parking. In 2004 the Parking and Public Improvements Commission had the corner at 27th & Laurel painted red for safety. With the cars parked sig zag on both sides of the street I am not sure that our fire trucks could negotiate this, even if they go very slow. This would be similar to the law on corners where no parking is allowed 15 ft from the corner out of concern for the traffic.

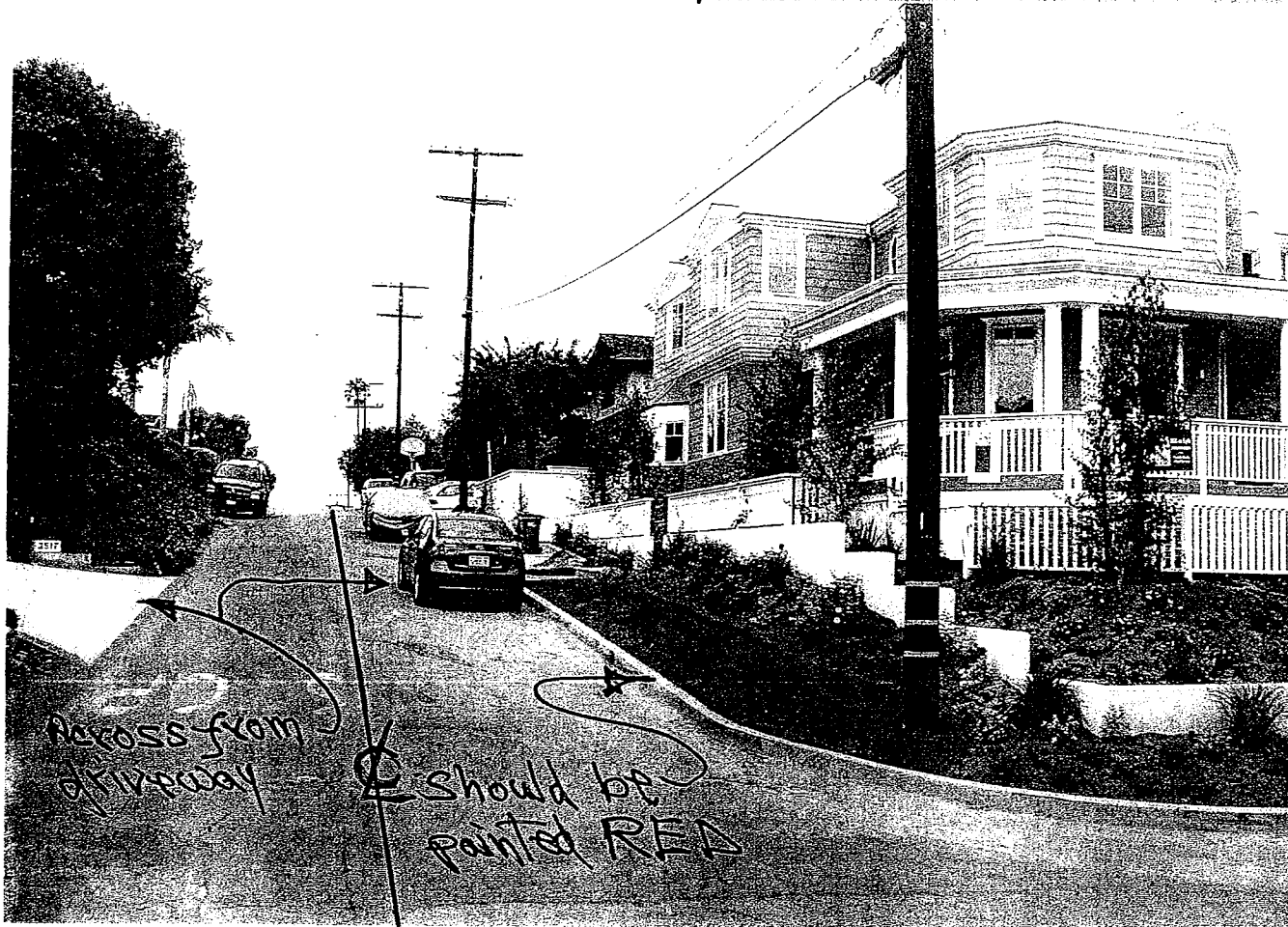
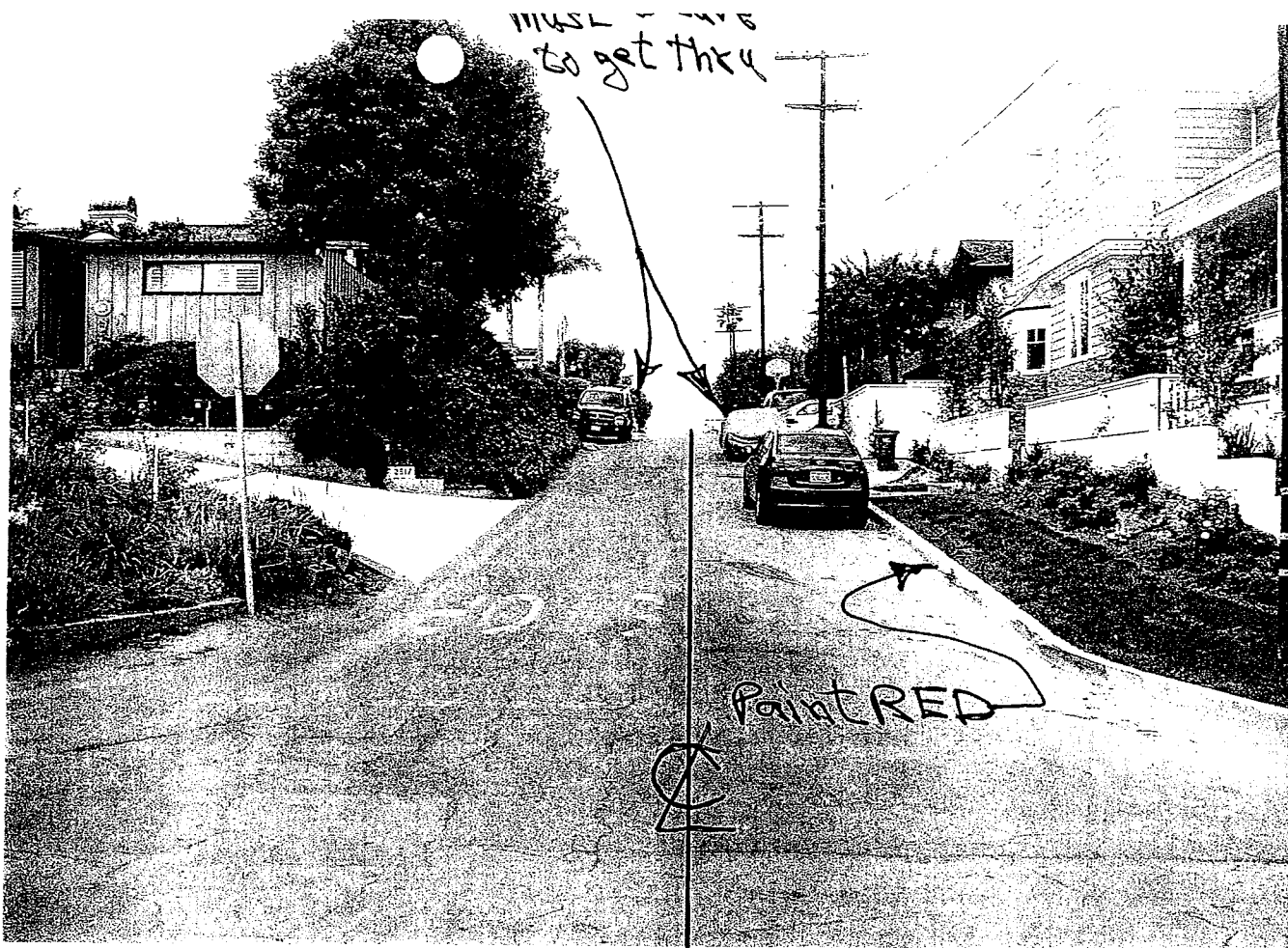
Prior to authorizing building a curb 10ft into the street right-of-way, I would have thought the proper department would have surveyed the current parking problems at this location. They would have seen that many cars park in that location on 26thSt. The location in question was generally full.

Understand that the 5 ft encroachment of the backyard wall onto 26th St. was determined to be in violation and will be removed prior to the property being given an issuance of final approval for moving in. I hope the builder complies and doesn't try to let it be. Perhaps he will say, that when he got approval for the curb he got permission for the wall. I doubt if that was implied. If so, someone made an error and he'll have to move it back.



cc: Community Development Dept., Susan Matthews
Parking and Public Improvements Commission

G Robert D Sanborn
2614 Laurel
Manhattan Beach
Calif. 90266



October 22, 2007

NOTE TO File: 2603 Laurel Ave Parking Matter

Received call from Evelyn and Joan Martin who live at 2517 26th Street. They have a driveway just opposite 2603 Laurel newly constructed landscape curb – just up from intersection of Laurel Ave. They object to any legalized parking in the roadway of 26th Street opposite their driveway because it blocks their ability to access their property. Mrs. Evelyn Martin is an elderly disabled citizen and needs to be able to access her property at all times. Both reside at this location.

I requested that Joan Martin, Evelyn's daughter, contact me to discuss this matter.

Rosie Lackow

Cc: KVBATBEACH@aol.com
Bcc: BVBATBEACH@aol.com
Sent: Thu, 18 Oct 2007 7:38 am
Subject: Re: Proposed Parking Retrictions on 26th Street

October 17, 2007

Dear Ms. Lackow,

We received the Public Notice regarding the proposal to create a 100 feet "No Parking" zone on the north side of 26th street near Laurel. We are not in favor of this proposal for two reasons.

First, it is not necessary as the current circumstance does not present a dangerous condition at the intersection of 26th and Laurel. We live 3 houses west of Laurel on the north side of 26th Street. My wife has been living at this location since 1986 and I have been here with her since 1991. During this entire period of time there has been parking in the location that is now proposed to be a "No Parking" zone. We have never seen or heard of an accident of any nature at this location caused by visibility restrictions or other causes related to parking, or any other safety problems arising out of such parking. From time to time there are many cars parked at this location and it is inconvenient on occasion if there happens to be two cars trying to pass. But ours is not a busy street, and this rarely occurs and the residents simply conduct themselves with courtesy and let one car pass. We have learned to live with such small inconveniences because of their infrequency. Frankly, there are many other areas in Manhattan Beach where safety is a concern due to parking near intersections on city streets, but the intersection of Laurel and 26th is not one of them.

Second, this proposed no Parking Zone will most likely result in a complete loss of parking for guests on our short block on 26th Street between Laurel and Agnes. We know that some of our neighbors park cars on the street every night. That will not change. There are very few open spaces on this block for parking at this time, and if the spaces at the west end of 26th Street near Laurel are eliminated as options we fear that the residents will be taking the few remaining spaces that currently exist for visitors, friends and workers who need to park for short times to visit or perform services. If the city reviews the entire parking situation on our street and considers the existing public street parking on this short block between Laurel and Agnes, I think it will become obvious that if this "No Parking" zone is implemented it will most likely create a terrible parking problem on the rest of 26th street and prove to be a major daily inconvenience for all residents on this block.

We do not park our cars on the street so we do not write this from the perspective of someone who may be losing a parking space on the street for a family vehicle. We do, however, appreciate having parking spaces for guests when they come by and workers who need to provide services in our home, and we fear that if this no parking zone is created any guests of anyone living on our block between Laurel and Agnes will have to park on either Agnes or west of Agnes on 26th and walk quite a ways to the home they may be visiting.

For these reasons, we urge the city to leave well enough alone and not create a "No Parking" zone on 26th Street near Laurel. The current situation is not perfect, but it is certainly tolerable and much better than the alternative that would result from this proposed "No Parking" zone.

Thank you for your consideration. Feel free to contact us if you have any questions or concerns.

10/18/2007

Regards,

Bill and Kathleen von Behren
759 26th Street
Manhattan Beach
310.546.6011

Email and AIM finally together. You've gotta check out free [AOL Mail!](#)

Email and AIM finally together. You've gotta check out free [AOL Mail!](#)

Erik Zandvliet

From: Rosie Lackow [rlackow@citymb.info]
Sent: Thursday, October 18, 2007 12:48 PM
To: bvbatbeach@aol.com
Cc: Richard Thompson; Erik Zandvliet; Erik Zandvliet
Subject: RE: Proposed Parking Retrictions on 26th Street

Dear Bill:

I apologize for the typo. Thank you for your input . We will review yours and any further input received – and either I or our Traffic Engineer will be back in touch with you with the status of this matter. Feel free to contact me again if you wish, or refer any of your neighbors to my correct email address/or phone number.

Rosemary Lackow
Senior Planner, City of Manhattan Beach
rlackow@citymb.info
(310) 802-5515

-----Original Message-----

From: bvbatbeach@aol.com [mailto:bvbatbeach@aol.com]
Sent: Thursday, October 18, 2007 7:50 AM
To: Rosie Lackow
Cc: KVBATBEACH@aol.com
Subject: Re: Proposed Parking Retrictions on 26th Street

Ms. Lackow,

I have been trying to send this message to you, but it bounces back. I am now trying to send it by adding your first initial to your email address. The email address in the Public Notice - lackow@citymb.info - is apparently incorrect.

Thanks,

Bill von Behren
310.546.6011

-----Original Message-----

From: bvbatbeach@aol.com
To: lackow@citymb.info
Cc: KVBATBEACH@aol.com
Bcc: BVBATBEACH@aol.com
Sent: Thu, 18 Oct 2007 7:38 am
Subject: Re: Proposed Parking Retrictions on 26th Street

October 17, 2007

Dear Ms. Lackow,

We received the Public Notice regarding the proposal to create a 100 feet "No Parking" zone on the north side of 26th street near Laurel. We are not in favor of this proposal for two reasons.

10/19/2007

October 22, 2007

Rosemary Lackow
City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, CA 90266

RE: Proposed Parking Restriction on 26th Street

Dear Ms. Lackow,

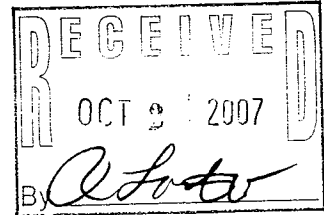
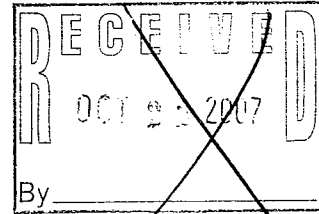
In response to your letter dated October 15, 2007, while it is true the recently landscaped curb at 2603 Laurel Avenue has left 26th Street uncomfortably narrow, your solution of restricting parking alongside said street is not an acceptable one.

Parking on Laurel Avenue is crowded and losing the 5 or 6 spots along 26th Street will make more it difficult for homeowners, guests, workers, etc. to find spots on the street.

We believe the curb up 26th Street alongside the newly landscaped home at 2603 Laurel Avenue **should be moved back 5 to 8 feet to the city right-of-way** as all other homeowners are required to do. We are confused as to why this builder was allowed to landscape the curb on city property in violation of encroachment standards.

Sincerely,

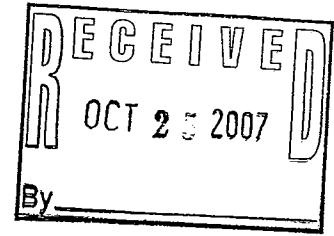

Mary and Fred Hayes
2602 Laurel Avenue



Dana and Donna Southwood
2522 Laurel Ave
Manhattan Beach, CA 90266

October 22, 2007

Rosemary Lackow
City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, Ca 90266



Re: Proposed Parking Restriction on 26th Street

Dear Ms. Lackow,

We are writing in regards to the encroachment that currently exists from the northwest corner of 26th and Laurel Ave and about 80' west along 26th street. Ever since we moved into this neighborhood parking has been at a premium, and the north side of 26th street has been heavily utilized for parking by residents, visitors and workers.

This past summer, the contractor building the house that now sits on that corner put in landscaping that extends 8-10' beyond the property's boundaries and into the street. **When we saw the work starting, we raised this as an issue but were told that parking pads would be put in. Had pads been put in rather than landscaping, there would be no issue.** By the time we knew we'd been misled, it was apparently "too late" and we were told that the curb that extends the landscaping well onto city property had been "approved" by the city.

As we believe you know, when cars now park along that stretch, there is very little room for traffic to flow. Two way traffic is impossible and larger vehicles, like garbage trucks, are forced to jockey their way up the street. Much to our dismay, we now hear that rather than forcing the contractor to take the curb out and reestablish the appropriate property boundary, that the curb will be painted red to keep people from parking there.

The solution the City has proposed is entirely unacceptable to the surrounding residents. **We urge the City to restore the right-of-way, which will preserve our public parking. As residents negatively impacted by this situation, we would also like to understand how the city code was varied by the contractor without prior notification and agreement of surrounding residents. Had we been allowed to participate in that discussion, we would not be in this situation.**

We look forward to hearing from you regarding a **resolution to this problem that will not take away desperately needed parking from our neighborhood.**

Sincerely,

Two handwritten signatures in black ink. The first signature is "Dana Southwood" and the second is "Donna Southwood".

Dana and Donna Southwood

2522 Laurel Avenue



KARL L. ENOCKSON, PHARM D.
MARY L ENOCKSON
2514 LAUREL AVENUE
MANHATTAN BEACH, CA 90266-2310

*orig.
level
10/22/07*

COPY

DEPT OF COMMUNITY DEVELOPMENT
1400 HIGHLAND AVENUE
MANHATTAN BEACH, CA 90266-4795
ATTN: ROSEMARY LACKOW

21 OCT 2007

RE: 2603 LAUREL AVENUE
MANHATTAN BEACH, CA 90266

DEAR ROSEMARY:

I RECEIVED YOUR PUBLIC NOTICE DATED 15 OCT 2007. CONVENIENTLY, IT WAS RECEIVED OVER THE WEEKEND ALLOWING US A RATHER SHORT TIME TO RESPOND (26TH). CONSIDERING MAILING TIME, THAT IS LESS THAN A WEEK FOR A PROJECT THAT EXTENDED OVER A PERIOD OF TWO YEARS. NOT THE RIGHT FOOT FOR THE CITY TO START WITH TO SOOTHE FRAZZLED NEIGHBORS.

FRANKLY, YOUR PARKING SIGN PROPOSAL IS A BAND AID APPROACH TO CARDIAC SURGERY. YOU HAVE BOWED TO GARY LANE (FOR SOME UNEXPLAINED REASON) AND ALLOWED HIM TO ENCROACH ON PUBLIC LAND. NOBODY ELSE IN THE NEIGHBORHOOD HAS BEEN PERMITTED SUCH ACCESS. PROPERTY LINES ARE STRICTLY ENFORCED BY THE CITY, WHY NOT IN THIS INSTANCE ? GARY LANE HAS ALREADY BEEN FORCED TO REMOVE A BACKYARD FENCE THAT ENCROACHED ON PUBLIC PROPERTY

PARKING IS AT A PREMIUM ANY PLACE IN MANHATTAN BEACH AND EXPECIALLY SO IN THE TREE SECTION. THE CITY HAS ALLOWED 3500 TO 4000 SQ FT HOMES THAT HOUSE LARGER FAMILIES. THUS MORE PARKING IS REQUIRED TO ACOMMODATE SUCH LARGE FAMILIES AND THEIR GUESTS. YOU HAVE ALLOWED GARY LANE TO ENCROACH ON PUBLIC PROPERTY AND ELIMINATE FOUR OR FIVE PARKING SPACES TO MAKE HIS DEVELOPMENT MORE APPEALING AND THUS SELL FOR MORE MONEY. IS THAT FAIR TO THE REST OF THE NEIGHBORS ON LAUREL AND 26TH STREET?

- (A) WHO WILL PAY FOR THE INSTALLATION OF THE SIGNS?
- (B) WHERE WILL THE OTHER FOUR TO FIVE PARKING SPACES THAT HAVE BEEN LOST BE FOUND?
- (C) ARE YOU ASKING THE NEIGHBORHOOD TO BECOME A PARKING LOT FOR 2603 LAUREL AVENUE?

COPY

- (D) IF YOU ALLOW THIS ILLEGAL CONSTRUCTION TO REMAIN, WHAT WILL BE THE POLICY OF THE CITY WHEN 2517 LAUREL IS DEVELOPED IN THE FUTURE?
- (E) IF YOU ALLOW THE ILLEGAL CONSTRUCTION TO EXIST, AND 2517 LAUREL IS ALLOWED THE SAME ENCROACHMENT, 26TH STREET WILL NOT BE PASSABLE FOR FIRE TRUCKS FROM LAUREL ONTO 26TH STREET OR 26TH STREET ONTO LAUREL.

IF YOU ALLOW THIS ENCROACHMENT TO CONTINUE TO EXIST, YOU ARE ALLOWING TO CITY TO GIVE THE APPEARANCE OF IMPROPRIETY AND RECEIVING COMPENSATION TO ENCROACH ON PUBLIC LAND. THE CITY SHOULD BEND OVER BACKWARDS TO AVOID ANY HINT OF SUCH AN APPEARANCE AND CONCEDE TO THE WISHES OF THE NEIGHBORHOOD AND NOT A WEALTHY RESIDENTIAL DEVELOPER. LEAVE NO DOUBT !!!!!

THE SOLUTION IS TO REMOVE THE LANDSCAPING AND HARDSCAPING THAT IS ENCOACHING ON PUBLIC LAND. THE PROPERTY AT 2603 ENDS AT THE RETAINING WALL..PERIOD !!!!! THE REST (AT LEAST EIGHT FEET) IS PUBLIC LAND.. ARE WE ALLOWED TO PARK ON THE GRASSY AREA? I VOICED OPPOSITION TO THE ENCROACHMENT AT THE TIME OF CONSTRUCTION AND TYPICAL OF CITY HALL.....I WAS IGNORED. WHAT'S NEW?

DO THE RIGHT THING !!!!! REMOVE THE ENCROACHED LANDSCAPING, REPLACE IT WITH PUBLIC PARKING AND FORGET THE IDEA OF UNSIGHTLY NO PARKING SIGNS (A SILLY PROPOSAL).

I AM WILLING TO CHAT WITH YOU ABOUT THIS AT ANY TIME. I BLAME THE CITY AND GARY LANE AND NOT THE PURCHASERS OF 2603

KARL & MARY LOU

K & M

310-546-5818
310-545-7732 (FAX)
928-210-5539 (CELL)



60 I called back & informed me re

Double EE Enterprises

A Division of Double EE Industries

*hang
1/24/08
P.P.T.C
nls
DR*

KARL L ENOCKSON
2514 LAUREL AVENUE
MANHATTAN BEACH, CA 90266-1572

ROSEMARY LACKOW
1409 HIGHLAND AVENUE
MANHATTAN BEACH, CA 90266-4795

13 DEC 2007

Dear Rosemary:

I received your note about the meeting delay. So we really need to have a meeting? What for? This is just another example of how our tax dollars are wasted. How much will it cost for city hall officials to be there? I am always hearing about budget shortfalls. I wonder why? For a simple issue that could be decided by our elected officials, we have to have a meeting. Incredible.

Last weekend, my wife and I went for a walk up 26th street to Agnes and back down Fluornoy to our home on Laurel. Guess what. I looked at every corner lot from 26th Street to, I believe 35th Street. NOT ONE.....LET ME REPEAT..NOT ONE..other house has intruded onto public land as the property in question. In fact, I want to take you for a ride in my car, I'll buy your lunch and pay for the gas, and I want you to point out to me ONE other property in the tree section that has been granted the same intrusion rights as the new house on the corner of 26th and Laurel. All I want to see is ONE.

I can be reached on my cell phone at 928-210-5539 or at home 310-546-5818. I will be awaiting your call.

Karl

Karl
DR

"Where The Desert Meets The Sea"

P.O. Box 5415 • Yuma, Arizona 85366 • (909) 344-0664
P.O. Box 3572 • Manhattan Beach, California 90266 • (310) 546-5818

Rosie Lackow

From: Tammy Irvin [tammy.irvin@verizon.net]
Sent: Sunday, October 28, 2007 4:52 PM
To: Rosie Lackow
Subject: Fw: parking on 26th

----- Original Message -----

From: Tammy Irvin
To: lackow@citymb.info
Sent: Wednesday, October 24, 2007 2:30 PM
Subject: parking on 26th

Hi- I live on the corner of 26th and Agnes and received the letter regarding the painting of 100 feet on 26th Street. I don't usually drive down Agnes often but have been driving it the last week since I received the letter. I am very much against taking away such a large chunk of parking. It seems like there is a better solution than making that whole strip no parking. So many of the people on that end of the street have many cars and don't use their garages or driveways it seems to be making the problem worse. Maybe if they can't get thru they might move their cars off the street, just an idea! Painting the strip red just seems like you are going to push the problems down the street.

Please don't take away any more parking,
tammy irvin
738 26th Street, MB

Rosie Lackow

From: Hbb1000@aol.com
Sent: Monday, November 26, 2007 10:59 AM
To: Rosie Lackow
Subject: Meeting PPIC 12/13/07

Dear Ms. Lackow: I will try to make the PPIC meeting although I have a prior commitment. but meanwhile thought I'd accept your invitation for thoughts and/or comments. I live on Laurel just around the corner from the contemplated improvements on 26th Street. The problem basically is that parking on Laurel is ludicrous now. Sometime you should attempt to navigate on Laurel from Valley and head north. No one uses their garages. The fire department personnel informed me that the rule of thumb is that a fire truck should be able to pass a moving car in the opposite direction. In fact, it is impossible for two cars passing in opposite directions. Residents are aware of this and generally attempt to pull over to let one or the other car pass. Visitors try to run you down. Adding a red no parking zone to 26th, (while commendable) will only increase the hazardous driving conditions presently existing.

If anything can be done regarding parking of cars on the streets -- particularly on weekends, it should be done. In addition garbage cans left on the street week after week with no attempt to comply with the municipal code requiring their removal by 10 AM the day after pickup. Laurel is not the only street with this problem and something must be done to enact new and enforce the current parking restrictions particularly, the use of garages. As a police woman told me a some time ago, people in M.B. don't believe garages are built to hold cars but to hold possessions.

Thank you for your efforts.

Howard Brown, 2610 Laurel Ave., MB (310) 545 8332

Check out AOL Money & Finance's list of the [hottest products](#) and [top money wasters](#) of 2007.

Erik Zandvliet

From: Rosie Lackow
Sent: Monday, December 10, 2007 12:57 PM
To: 'jcgallo.marsteller1@verizon.net'
Cc: 'Erik Zandvliet'; Erik Zandvliet; Jim Arndt; Richard Thompson
Subject: 26th/Laurel public parking issue

TO: Joana Gallomarsteller

Thank you for your call this morning. I understand that at this time, you are not in favor of painting the new curb, adjacent to 2603 Laurel red because 1) those needing to park on the street may go further west to find parking, impacting parking supply farther west, and 2) you believe the roadway of 26th Street, even if narrowed with cars parking at the new curb can accommodate traffic adequately.

As I noted we are planning to bring this matter to the PPIC (Parking and Public Improvements Commission) on January 24th, at which time the neighbors will have a chance provide further input. If you have any further questions, please feel free to call again.

Rosemary Lackow
Senior Planner
Department of Community Development
(310) 802-5515

From: susancottle [susancottle@earthlink.net]
Sent: Wednesday, December 05, 2007 10:51 AM
To: Rosie Lackow; bcottle@ea.com; susancottle@earthlink.net
Subject: FW: 26th/laurel pictures
Last one! J

From: susancottle [mailto:susancottle@earthlink.net]
Sent: Wednesday, December 05, 2007 9:21 AM
To: 'rlackow@ci.manhattan-beach.ca.us'
Cc: 'Cottle, Barry'; 'susancottle@earthlink.net'
Subject: 26th/laurel pictures

Hi Rosie,

Here are the pictures I took showing the two parking places put in around my house. I included the pictures of the ivy section on the house across from me on 26th.

The only real problem that I have witnessed is the small section of curb up by the telephone pole adjacent to my neighbor to the west. When looking at the photos labeled "southside" you will see a covered car. When that car parks there and there are cars parked in the indent west of the "ivy" or next to the "ivy", it does make it hard for cars to get through. It is definitely hard for the garbage trucks. I would agree with who ever made that argument to the city.

My personal opinion, for what it is worth, is either the ivy on the south side of 26th be brought back to the same line as their neighbors to the west, which would widen the road, or make it a no parking zone. The only section on the north side of 26th that might need to be "no parking" would be that small section in the "southside" photos where the covered car is parked.

As the owner of 2603 Laurel, I would prefer a sign by that telephone pole and protest the red painted curbs because it would change the aesthetics of our house and the neighborhood. After paying the property taxes we do to the city, it would be a crime that the city would then take away the beauty of our house.

Thanks for your consideration on this matter. It was nice meeting you yesterday. I hope the pictures help. Let me know when I can pick up the pictures of the previous home on my property.

Susan

Title 9 BUILDING REGULATIONS

Chapter 9.72 STREET IMPROVEMENTS

9.72.010 Driveways, sidewalks, curbs, gutters and paving.

9.72.015 Development of street right of way for public uses.

9.72.020 Definitions and applicability.

9.72.030 Boundaries of required improvements.

9.72.040 Time allotted for completion of improvements.

9.72.050 Modifications.

9.72.010 Driveways, sidewalks, curbs, gutters and paving.

No building or structure shall be constructed or erected, nor shall any improvements or replacements be made upon any property abutting a public right of way which would result in the alteration or addition of more than fifty (50%) percent of the value of the existing structure, as determined by Section 303 (A) of the Uniform Building Code, unless the plans and specifications of all driveways, driveway aprons, sidewalks, curbs, gutters and street paving to be built in the public right of way abutting such lot or parcel of property are filed with and approved by the Department of Public Works, and unless all necessary driveways, driveway aprons, sidewalks, curbs, gutters and street paving are installed concurrently with any construction, erection, addition or alteration upon the concerned lot or parcel of property; provided, however, such installations or improvements shall not be required to be made unless more than fifty (50%) percent of the total front footage of a city block is occupied by improvements constructed to appropriate standards as determined by the Department of Public Works, and which have been installed within the public right of way abutting lots or parcels of property along portions of said lots, and which have been completed prior to the commencement date of the construction, erection, addition, or alteration of a building or structure upon the herein above stated lot or parcel of property.

(§ 1, Ord. 1408, eff. April 3, 1975)



9.72.015 Development of street right of way for public uses.

Where street right of way exists adjacent to private property, and such right of way has not been improved for use as a public street driving surface, parking area, sidewalk or drainage as approved by the City Engineer, such right of way will be developed according to the following standards:

A. Tree Section:

1. The Tree Section shall be defined as the area bounded by Rosecrans Avenue on the North, Sepulveda Blvd. on the East, Manhattan Beach Blvd. on the South, and a West boundary beginning with Manhattan Beach Blvd. and going north on Valley to Blanche to Bell to Rosecrans.
2. For streets with a forty foot (40') right of way the area constructed beyond the public street driving surface will be constructed according the City's Standard Diagram for forty foot (40') wide streets in this area.
3. For streets with a fifty foot (50') right of way the area constructed beyond the public street

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driving surface will be constructed according the City's Standard Diagram for fifty foot (50') streets in this area.

4. For corner lots in the Tree Section, a minimum of two (2) public parking spaces will be provided. These parking spaces will be constructed according the City's standard plan for parking spaces.

B. Other Provisions for Construction in the Tree Section and other non-standard Street Right of Way:

1. Street right of way improvements shall be required to be constructed as a condition of a building permit issued for construction on any property abutting a public right of way which would result in the alteration or addition of more than fifty percent (50%) of the value of the existing structure, as determined by Section 303(A) of the Uniform Building Code.

2. Permitted Improvements must conform to the provisions of the Diagram for nonstandard streets.

3. Irrigation systems are prohibited in the street right of way used for driving or vehicle parking.

4. Landscaping the street right of way is subject to provisions of encroachment permit regulations found in Chapter 7.36 of MBMC. Planting of new trees will not be allowed where minimum parking requirements are not met.

5. Existing trees located in the street right of way will be preserved where possible.

6. An obstruction-free corner radius per the City's standard plan may be required to assure adequate vehicle access to the street.

C. Duty to Repair.

1. It shall be the duty of every person owning real property within the City to keep in repair street right of way area abutting their real property (not including public street driving surface). If the failure of an abutting owner to maintain the street right of way area results in damage or injury to a member of the public, said abutting owner shall be liable to such member of the public. (§ 2, Ord. 2042, eff. February 18, 2003)

9.72.020 Definitions and applicability.

For purposes of this chapter, a block shall be defined as one side of that segment of a public street or alley which lies between the centerline intersection of a public street and the centerline intersection of the public street nearest thereto. In the event an intersecting street is not continuous through the subject street, the limit of the block on the subject street shall be established by the extension of the centerline of the noncontinuous intersecting street. The length of the block shall be the total lineal footage, measured along the property lines common to both the public street or alley and the adjacent properties, on one side of the public street or alley within the subject block.

The provisions of Section 9.72.010 of this chapter shall apply where more than fifty (50%) percent of the length of the block containing the building site is so improved. (§ 1, Ord. 1408, eff. April 3, 1975)

9.72.030 Boundaries of required improvements.

The required driveways, driveway aprons, sidewalks, curbs, gutters and street paving in the public right of way abutting that lot or parcel of property upon which the referred to buildings or structures are to be constructed, erected, added to or altered, shall be installed within that area encompassed by the prolongation of the exterior boundary lines of the lot or parcel of property with such prolongation of these lines extending to the centerline of the public right of way abutting said lot or parcel of property, and these improvements shall be installed in such a manner as to conform with currently existing improvements.

(§ 1, Ord. 1408, eff. April 3, 1975)

9.72.040 Time allotted for completion of improvements.