

LATE PUBLIC COMMENT

From: Andreas Koch <andreas@npswsilver.com>

Sent: Monday, May 22, 2023 3:15 PM

To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>

Subject: [EXTERNAL] Parking measures- Joselyn center lot & valley drive

Hello Eric.

Got the orange public meeting card in mail.

Request—there are four electric charging stations- two which are on the Joselyn center parking lot and the other two across the street on Valley. Of these four—two are handicap only.

Please remove the handicap parking and make the charging available for all electric charging cars. In other words- make all four charging parking spots non-handicap marked. It's annoying because the two handicap spots are mostly vacant and the rest of us are jockeying to get those precious two remaining non-handicap spots.

Thanks,

If any questions or clarification- please email or call me.

Andreas Koch

Marketing

310 418-9242



From: Bruce Greenberg <bruce.h.greenberg@gmail.com>

Sent: Tuesday, May 23, 2023 9:46 PM

To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>

Subject: Re: [EXTERNAL] Re: PPIC to discuss parking needs at Joselyn Center and Live Oak Park May 25

Erik,

First of all, thank you again for such a well-conceived report. And thank you for including in the report such a comprehensive list of parking users who depend on the parking spots along Valley Drive and the USPS/Joslyn lot. While the Older Adults Program is an important user group and we must consider plans to mitigate their parking challenges, we must also recognize (as indicated in your staff report) all of the other valid users of these parking spaces.

I have a few observations regarding potential errors, typos, and omissions in the current version of the staff report.

- Typo: I believe Joselyn should be spelled Joslyn (multiple locations throughout the document)
- The Previous Actions section of the staff report states: “The Traffic Engineer determined that some short-term parking was appropriate and approved the modification of 11 public parking spaces on Valley Drive to “4-HOUR PARKING 6AM – 5PM EXCEPT SUNDAYS” restrictions.” In fact, didn’t that work order (service request) from June 2013 modify 46 parking spaces along Valley Drive, as identified in Exhibit A of the staff report?
- The Previous Actions section of the staff report omits any discussion of the parking restrictions within the Joslyn Center Parking Lot. When I first moved from North MB to this area, the majority of the spaces (as I recall) in the lot were unrestricted. Then, at some point (perhaps around 2013?), restrictions were added: “2 Hour 8am-5pm M-F” on 19 parking

spaces in the lot. Sometime later, a sticker was added to the signs, changing them to: "2 Hour 6am-5pm M-F."

- When were these 2-hour restrictions initially added in the Joslyn Center Parking Lot? When were they modified from 8am to 6am?
- The Previous Actions section of the staff report also omits any discussion of the evolution of the Senior Permit Only spaces. When were the 6 spaces reserved for Senior Permit Only? What are the parameters of this program? (e.g., What are the application and approval procedures? What are the qualifications? Over age 70? How many permits are allowed? How many permits are currently issued? Are they issued by the Older Adult Program? Or the traffic engineer?
- Exhibit A. The table is CORRECT where it indicates "49 East Side Unrestricted." However, on the map, those spaces are INCORRECTLY labeled at "49 4-Hour Spaces". See attached.

The staff report proposed a variety of potential parking measures to increase parking capacity. These proposals raised some additional questions and ideas to add more parking capacity:

- In the staff report, you indicated that the 49 angled parking spaces on the east side of Valley Drive north of 18th Street could be re-striped from a 45 degree angle to a 60 degree angle, creating 12 additional parking spaces. Fantastic! That seems like a no-brainer!! Is there any reason we shouldn't do it?
- Could we do the same thing with the angled parking spaces on the east side of Valley Drive SOUTH of 18th Street to create additional spaces?
- On the west side of Valley drive, could we convert the 34 parallel parking spaces to ~97 angled parking spaces, as we have on the east side of Valley Drive? It seems that Valley Drive has sufficient width to allow this change (although I'm admittedly not a parking engineer). Perhaps some re-grading would be required but the addition of 60+ spaces would be worth the expense.

Additional question: Could we eliminate the 2 restricted Passenger Loading spaces in front of the Joslyn Center? It seems that the Passenger Loading spaces are not needed due to the presence of a 45-foot red curb in front of Joslyn Center (see photo). The 2 restricted Passenger Loading spaces could then be converted to additional 4-hour 6am-5pm Exc Sun.

Thanks,
Bruce

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Bruce Greenberg
310.897.4695 M
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On Tue, May 23, 2023 at 1:13 PM Erik Zandvliet <ezandvliet@manhattanbeach.gov> wrote:

Thanks Bruce,
I'm booked for the rest of the day, but if you let me know what they are, I can add any corrections or omissions into my oral presentation at the meeting.
The staff report is already published and available to the public.

Feel free to contact me if you have any questions.
Erik

From: Bruce Greenberg <bruce.h.greenberg@gmail.com>
Sent: Tuesday, May 23, 2023 12:32 PM
To: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Subject: [EXTERNAL] Re: PPIC to discuss parking needs at Joselyn Center and Live Oak Park May 25

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Hi Erik,

Thank you for the email invitation and thank you for sending the staff report.

Kudos to you. I think the staff report is very well done. I did notice a few minor errors and a couple omissions that you might want to amend prior to finalizing the staff report. Do you have a few minutes to get on a call to review? Are you available at today at 3:30pm?

-BG

=====
Bruce Greenberg
310.897.4695 M
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On Mon, May 22, 2023 at 11:33 AM Erik Zandvliet <ezandvliet@manhattanbeach.gov> wrote:

Dayle and Bruce,
I would like to invite you to our upcoming Parking and Public Improvements Commission (PPIC) meeting this Thursday, May 25 at 4 PM in the Council Chambers at City Hall. See attached agenda.
The Commission will be discussing the existing parking utilization in the area surrounding the Joselyn Center and Live Oak Park.
After hearing from the various stakeholders, the Commissioners will consider potential changes to the parking restrictions to best manage our current parking

needs.

Feel free to contact me if you have any questions.
Erik

MB Logo



ERIK ZANDVLIET
TRAFFIC ENGINEER

(310) 802-5522
ezandvliet@manhattanbeach.gov

The [Citizen Self Service \(CSS\) Online Portal](#) is available for City permit and planning applications and inspections. Most Community Development services are available [online](#) and various divisions can be reached at (310) 802-5500 or [Email](#) during normal City business hours. View the in-person [Community Development services schedule](#). Please note that the last sign-in for morning walk-in services is at 11:15 A.M. The last sign in for all other available services is 15 minutes prior to close of business.



**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT
TRAFFIC ENGINEERING DIVISION
MEMORANDUM**

DATE: May 25, 2023

TO: Parking and Public Improvements Commission

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

SUBJECT: Consideration of Possible Parking Measures in the Joselyn Center Parking Lot and on Valley Drive between 15th Street and 20th Place

Joslyn

RECOMMENDATION

The Commission should consider the public testimony and written correspondence from the various stakeholders and interested parties related to the current parking demand in the vicinity of the Joselyn Center, Live Oak Park and Scout House, and recommend certain parking strategies to be further analyzed as part of staff's overall review of existing and future parking demand in this area.

BACKGROUND

In February 2023, the Parks and Recreation Commission discussed parking concerns around the Joselyn Center and on Valley Drive. In particular, the older adults reported concerns about misuse of the EV charging stations, and parking by contractors on Valley Drive, both of which occupy valuable parking spaces that would otherwise be used by older adults. Staff agreed to agendize this item at an upcoming Parking and Public Improvements Commission meeting and invite the various stakeholders to discuss their various parking needs.

Concurrently, the City is preparing an environmental review of a proposed two-story building to replace the Scout House, located behind the Joselyn Center on Valley Drive. The new building will have approximately 7,000 square feet with two large meeting spaces that can be subdivided into smaller meeting rooms. The entitlement evaluation includes a parking demand study to determine if there will be any significant parking impact caused by the planned older adult and scout related programming in the new building. The anticipated study's recommendations, as well as those made by the Commissioners at this meeting, will be incorporated into the City's overall parking plan for the area.

Erik, Wasn't this the modification of 46 public parking spaces on the east side of Valley?

Previous Actions

At their April 1, 2013 meeting, the Parks and Recreation Commission discussed an Older Adults Program resolution requesting the Traffic Engineer evaluate the public parking demand along Valley Drive near the Joselyn Center and designate limited-time parking restrictions on weekdays to provide additional parking availability for Joselyn Center activities. The Traffic Engineer determined that some short-term parking was appropriate and approved the modification of all public parking spaces on Valley Drive to "4-HOUR PARKING 6AM - 5PM EXCEPT SUNDAYS" restrictions.

Weren't there other Previous Actions on behalf of the older adult population?

1) Senior Permit Parking Program. 6 reserved spaces. When was this created? What are the parameters?

2) 2-hour restricted parking 8am-5pm M-Fin the USPS/Joslyn lot; 19 spaces. When was this instituted?

3) Changed the 2-hour restricted parking from 8am-5pm M-Fin the USPS/Joslyn lot to 6am-5pm; 19 spaces. When?

DISCUSSION

Valley Drive is a 32-foot wide, two-lane residential collector street with a 25 mph posted speed limit. (Exhibit A) There is a traffic signal at Valley Drive and 15th Street and stop signs at Valley Drive and Blanche Road. The Chamber of Commerce, U.S. Post Office, Joselyn Center, Scout House, Live Oak Park, and Dorsey Field are all located along the west side of Valley Drive. Veterans Parkway (Greenbelt) is located along the east side of Valley Drive. There are sidewalks on the west side of Valley Drive, and an unpaved walking path on the east side inside the Parkway. Two painted mid-block crosswalks are located on Valley Drive at 17th Street and 18th Street. Parallel curb parking is allowed along the west side and diagonal parking is located along the east side with a total of 125 spaces.

The Joselyn Center parking lot, which provides 50 parking spaces, is located between the Chamber of Commerce building and the Joselyn Center. There are seven reserved spaces for Post Office and Chamber employees, six Senior Permit Parking Only spaces, six accessible parking spaces, nineteen 2-hour parking spaces, and twelve 15-minute parking spaces. Dial-a-Ride provides direct door-to-door service for qualified users, and are wheelchair accessible.

There are three additional public parking areas within 1,000 feet of the Joselyn Center/Live Oak Park, which are available to the public during peak periods:

- Civic Center Parking Structure:
 - 55 two-hour unmetered spaces all-day
 - 71 two-hour unmetered spaces after 5pm weekdays (metered on Sat. + Sun.)
- Metlox Parking Structure:
 - 190 three-hour metered spaces
 - 255 ten-hour metered spaces
- Lot 8 - North of Manhattan Beach Boulevard in Veterans Parkway - 47 ten-hour spaces

Parking Users

There are a variety of local users that use street parking in the vicinity of the Joselyn Center and Live Oak Park, including but not limited to the following (with hours of operation):

- Older Adults Program (Daily 7AM-6PM)
- Tennis, basketball and soccer players (Daily 7AM-10PM)
- Dog park visitors (Daily 7AM-10PM)
- Live Oak and Dorsey Field baseball players (Daily 7AM-10PM)

- Arts and crafts classes (Weekdays)
- BSA Scouts and Girl Scouts (Evenings and weekends)
- Tot lot visitors (Daily)
- Post Office employees and visitors (Weekdays 9AM-4PM)
- Chamber of Commerce employees and visitors (Weekdays 9AM-5PM)
- Residents and visitors (Evenings and Night)
- Building contractors (Weekdays 7AM-4PM)
- Beach visitors (Summer days)
- Downtown business employees (Daily 8AM-9PM)
- Downtown customers (Daily 8AM-9PM)
- Winter, spring, summer and fall rec camp programs (Weekdays 7:30AM-5:30PM)
- Youth extended care program (Weekdays 2:30PM-6PM)

The Older Adults Program has a large variety of scheduled classes, social activities and events throughout the week in the Joselyn Center and Scout House, most of which are two to three hours in duration. The Parks and Rec program has both open and reserved times on the courts and ball fields, which are heavily used by various sports leagues and private trainers in the afternoon and evenings. The Parks and Recreation Department also holds seasonal youth recreation camps, for which youth are dropped off in the early morning and are picked up in the late afternoon. The tot lot is frequented by local residents daily, usually walking with strollers in tow. The sports fields and courts are closed after 10pm. There are also several private and special events held at these facilities during the year, such as the Hometown Fair, dog licensing days, blood drives, etc.

The BSA and Girl Scouts hold meetings in the Scout House in the afternoons and evenings, and often host special events on weekends. The U.S. Post Office has a small branch at the corner of Valley Drive and 15th Street, with mail drop and package services. This branch is staffed by approximately four persons. The Chamber of Commerce is housed in the same building, with approximately four employees.

Residential contractors use Valley Drive for overflow worker parking during the day. Contractors are known to shuttle workers from this location to other parts of town where parking is even more limited. At night, local residents with inadequate private parking often use the parking along Valley Drive to park additional vehicles or guest vehicles. Valley Drive is also used by Downtown employees, customers and beachgoers during peak times when the public parking lots have reached capacity.

Parking Demand

Curb parking demand is generally heavy throughout the day and moderate at night. Peak parking demand generally peaks at mid-day. Other peak times occur during when both ball fields are in use, during summer day camp, and during large planned events at the Joselyn Center. Seasonally, peak parking demand is in the spring during baseball season, and during sunny summer days when beach parking demand reaches Valley Drive. Because there are large fluctuations in demand depending on the season and level of activity at the adjacent facilities, the existing parking supply on Valley Drive and in the Joselyn Center lot is intended to handle typical daily activities, not special events, for which parking is handled through special event plans.

Potential Parking Measures

The City Traffic Engineer has analyzed several traffic measures that could address an inequitable distribution of available parking during peak parking periods. A summary of some of these measures is provided below:

1. ***Active Promotion of Remote Parking Lots*** – The Civic Center parking lot has 55 two-hour public parking spaces immediately south of 15th Street, within 600 feet of the Joselyn Center. This lot has high parking demand during weekdays, but light parking demand on weekends and evenings. An additional 71 spaces in the lower level become available after 5pm weekdays and all weekend. This lot can be promoted as an alternate parking location for larger events and activities. Lot 8 located in the Veterans Parkway south of 15th Street is also available but is usually fully occupied during the day.
2. ***Additional Four-Hour Parking*** – Additional unrestricted street parking spaces can be modified with three or four-hour parking limit to discourage all-day parking, which would favor users of the Joselyn Center and Live Oak Park.
3. ***Additional Two-Hour Parking*** – Additional unrestricted street parking spaces can be modified with a two-hour parking limit to encourage parking turnover, which would favor users with shorter activities. However, two hours would not be sufficient for many ball games or court sessions, as well as some Older Adult classes or activities.
4. ***Additional Senior Permit Parking Only Spaces*** – Additional Senior Permit Parking Only spaces could be assigned in the Joselyn Center parking lot, however, these spaces would be left unused if there are no senior activities occurring during the posted times. Also, the reserved parking may be considered a reduction of public parking for beach access.
5. ***One-Hour Parking plus Senior Permit Parking Only*** – Some parking spaces in the Joselyn Center could be modified to one-hour parking limit, with a “Senior Permit Parking Permit Exempted” exemption. This type of restriction would provide short-term parking for the Chamber and Post office, but allow those older adults with permits to park in the Joselyn Center Parking lot beyond the time limit.
6. ***Dial-A-Ride Service*** – The City’s Dial-a-Ride service could be used in conjunction with larger Older Adult activities to provide scheduled rides for drop-off and pick-up as part of the registration for those activities. Advertising and other promotional uses of the Dial-a-Ride service could increase ridership and decrease parking demand.
7. ***Additional Accessible Parking Spaces*** – Additional accessible parking spaces would require construction of level loading areas and an accessible path to the facility. Typically, two regular spaces are needed to construct one accessible space, resulting in a net loss of total parking spaces.
8. ***Modify Parking Angles along Veterans Parkway*** – The 49 angled parking spaces on the

east side of Valley Drive north of 18th Street are striped at a 45 degree angle. The spaces could be restriped at 60 degrees, which would result in about 12 additional parking spaces.

Since both the Joselyn Center parking lot and Valley Drive are within the California Coastal Zone, the public parking is also subject to the City's Local Coastal Plan (LCP), which requires public parking spaces remain available to the general public for beach access. Any parking regulation that restricts public access would be subject to the LCP regulations and potentially a Coastal Development Permit.

Other parking measures may be discussed at the meeting as well. Certain parking restrictions will make more parking available for one user while reducing available parking for others. It is not expected that a perfect parking scenario can be developed during the Commission meeting, but staff is looking for general direction from the Commissioners if an imbalance is apparent that can be addressed through management of our existing parking supply. Often, a more balanced parking distribution can be achieved through time-of-day restrictions, time-limit restrictions or other parking strategies, even if more parking spaces are not constructed.

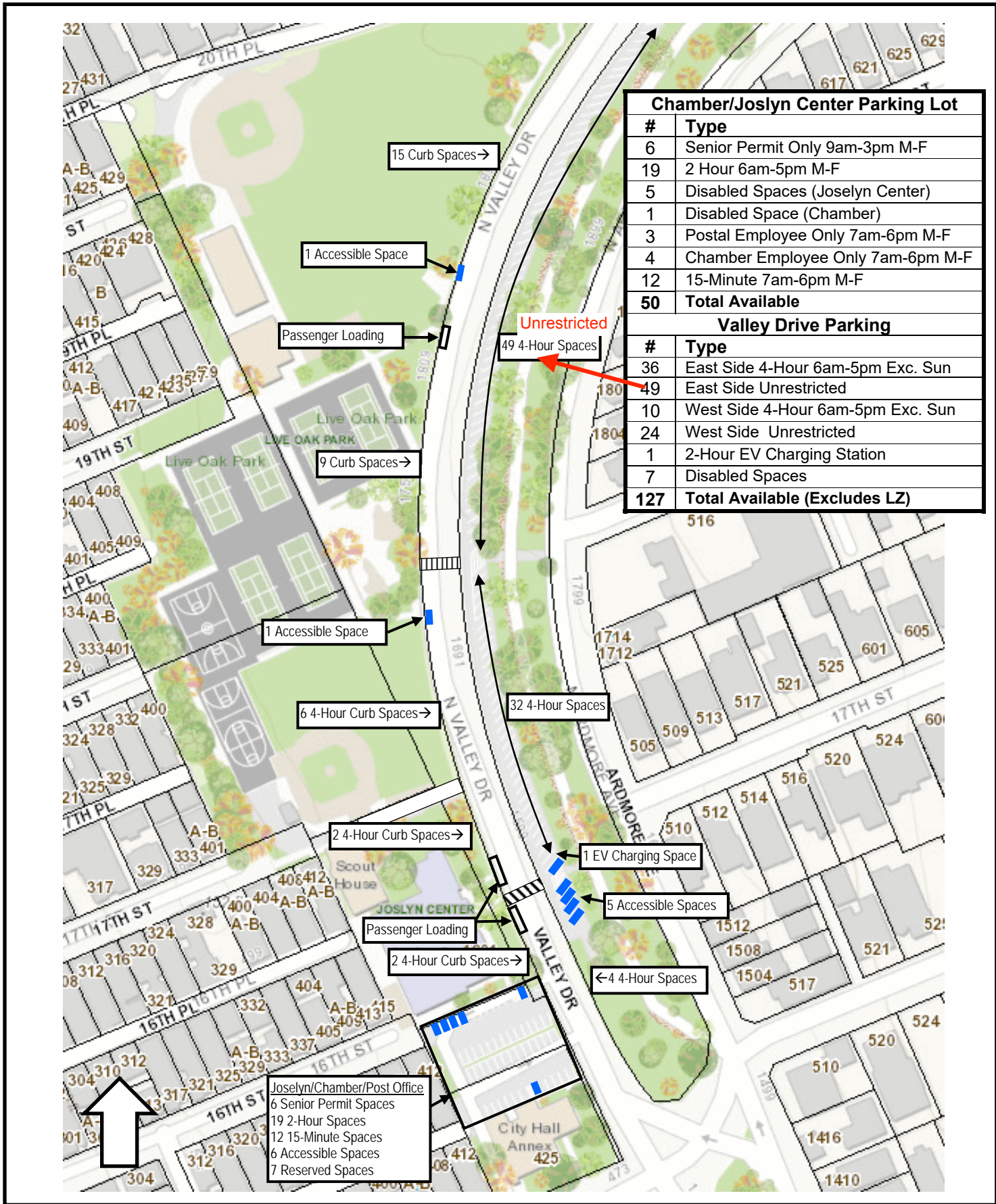
PUBLIC NOTIFICATION, OUTREACH, AND COMMENT

Residents and businesses within 1,000 feet, as well as parking user groups identified in the staff report were notified by mail of this agenda item and were invited to give input to the Commission. The public has been informed of this agenda item as part of the City's standard meeting notice practices via public bulletin boards, website calendar, and social media. The City will forward any written or telephonic correspondence received after the posting of the agenda for this item to the Commissioners prior to the meeting.

EXHIBITS:

- A. Location Map with Parking Details

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City of Manhattan Beach
 Community Development
 Traffic Engineering Division

Exhibit A
 Joselyn Center/Live Oak Park/Valley Drive
 Public Parking Supply

From: [Erik Zandvliet](#)
To: [Fel Cortez](#); [Ne'Chelle Martinez](#)
Subject: FW: [EXTERNAL] PPIC Consideration of Parking Measures Around Joslyn and Live Oak Park
Date: Thursday, May 25, 2023 12:15:56 PM
Attachments: [20230525 Letter to PPIC - Bruce Greenberg.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
Importance: High

For inclusion in the PPIC Correspondence today.

Feel free to contact me if you have any questions.

Erik

From: Bruce Greenberg <bruce.h.greenberg@gmail.com>
Sent: Thursday, May 25, 2023 11:46 AM
To: List - PPIC <ListPPIC@manhattanbeach.gov>
Cc: Erik Zandvliet <ezandvliet@manhattanbeach.gov>
Subject: [EXTERNAL] PPIC Consideration of Parking Measures Around Joslyn and Live Oak Park

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Dear PPIC Commissioners:

Attached please my letter (PDF) with some thoughts for your consideration this afternoon regarding potential parking measures around Joslyn and Live Oak Park. I've also attached a few photos referenced in the letter.

Regards,
Bruce

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Bruce Greenberg
310.897.4695 M
=====





ERIK ZANDVLIET
TRAFFIC ENGINEER

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The [Citizen Self Service \(CSS\) Online Portal](#) is available for City permit and planning applications and inspections. Most Community Development services are available [online](#) and various divisions can be reached at (310) 802-5500 or [Email](#) during normal City business hours. View the in-person [Community Development services schedule](#). Please note that the last sign-in for morning walk-in services is at 11:15 A.M. The last sign in for all other available services is 15 minutes prior to close of business.

May 25, 2023

Dear PPIC Commissioners:

I would like to start by thanking each member of the commission for your service to the community. I would also like to thank Traffic Engineer Zandvliet for creating such a thorough staff report. He's given the commission a lot to consider this afternoon.

The parking issues around the Joslyn Center and Live Oak Park have long been a challenge for the older adult community, park users, local workers, residents, visitors, and the numerous other parking user groups identified in the staff report. Additional demand for parking will certainly increase in the coming years with the anticipated construction of the new 7,000 SF Scout & Senior Center as well as anticipated plans for a permanent downtown outdoor dining deck program. It's good to see that the PPIC is working to proactively address these issues.

I plan to attend the meeting this afternoon and I plan to speak in support of several ideas included in the staff report and a few additional ideas that are not included in the report. I have given this topic a lot of consideration and also have had a productive exchange with Erik over the years. Since I can't pack all of my thoughts, ideas, and information into a 3-minute public comment, I plan to speak about my primary recommendations and will share the additional information with you in this email. I apologize in advance for the length of this message.

Ideas Regarding Additional Parking Capacity

1. In the staff report, Traffic Engineer Zandvliet proposed a seemingly-brilliant idea. In the staff report, Erik indicated that the 49 angled parking spaces on the east side of Valley Drive north of 18th Street could be re-striped from a 45 degree angle to a 60 degree angle, creating 12 additional parking spaces. It seems to me that recommendation is a no-brainer for the PPIC to support! The striping in that area is already faded and in need of re-painting. Let's re-stripe as Erik suggests and gain 12 more spaces.
2. Could we do the same thing with the 34 angled parking spaces on the east side of Valley Drive south of 18th Street to gain additional parking spaces?
3. On the WEST side of Valley drive, could we convert the 34 parallel parking spaces to 97 angled parking spaces, similar to what we have on the east side of Valley Drive? I'm admittedly not a parking engineer but it seems that Valley Drive has sufficient width to allow this change. The possibility of creating ~60 new spaces would be a huge benefit to the community.
4. Small idea: Could we eliminate the 2 restricted Passenger Loading spaces in front of the Joslyn Center? It seems that the Passenger Loading spaces are not needed due to the presence of a 45-foot red curb in front of Joslyn Center (see photo). The 2 restricted Passenger Loading spaces could then be converted to additional 4-hour restricted parking.

Senior Permit Parking Program

Background: The Previous Actions section of the staff report does not include any information regarding the history, evolution, or current parameters of the Senior Parking Permit Program. As indicated in Exhibit A, there are currently 6 spaces in the Chamber/Joslyn Center Parking Lot marked “Senior Permit Only 9am-3pm M-F.” From my informal discussions with long-time residents in the area as well as Parks & Rec Staff, it is my understanding that the program was created about 17 years ago, seniors must be age 70+ to apply for a permit, and there are a limited number of permits currently allocated to the program. (Perhaps Erik can research and verify all of this information; it may be erroneous.)

Idea #1: Expand the Usefulness of the Senior Parking Permits. Currently the Senior Parking Permits are only valid in the 6 dedicated spaces in the Chamber/Joslyn Center Parking Lot. Let’s expand the program so that any car with a valid Senior Parking Permit can park in *any* available spot in the Chamber/Joslyn Center Parking Lot *or* along Valley Drive, without regard to the time restrictions.

Idea #2: Expand Program Eligibility. Many of the participants in the older adult program are seniors who have not yet reached a 70th birthday. Let’s expand program eligibility to include any senior (age 55+). Then, within the older adult programs, staff can remind the physically-able seniors to leave the 6 reserved spaces (closest to the Joslyn Center) available for those who need them most. Other permit holders will be able to use their permits at other spots in the lot or along Valley Drive, without regard to time restrictions.

Do not add more Senior Permit Parking Only spaces. I do not believe we should add more Senior Permit Parking Only spaces to the program. Very often, I walk to the Post Office during restricted hours (9am - 3pm) and see all or some of the 6 reserved senior spots vacant. (I’ve attached a few photos shot at different times over the past few days). I’m not saying they don’t get used; they certainly do. However, there’s also plenty of time when the programming and participation at the Joslyn Center is such that the spots are not being used...and they are not available to the general public. We should maintain the 6 reserved senior spots; the other time-restricted spots in the lot should remain available to the public on a first-come, first-served basis.

A Few More Ideas / Solutions

1. **Rideshare Vouchers for Seniors.** I propose expanding the City’s Dial-a-Ride program to include free rideshare/taxi vouchers for qualified residents (e.g., seniors and the disabled) traveling to & from the Joslyn Center. P&R Director Leyman likes this idea, has ideas regarding how it would be implemented, and has seen successful examples in other cities. Such a program would provide older adults with a convenient and cost-effective transportation alternative while mitigating traffic and parking in the area.

2. **And for a big, bold idea...**the PPIC should make a recommendation to City Council to build a multi-level parking structure on the site of the current USPS building and adjacent parking lot (both City-owned). We could have a few levels of subterranean parking and a few levels above-ground, adding hundreds of spaces of much-needed capacity. It could be designed to fit nicely with the profile of the neighborhood and we could have office space for the Post Office on the first floor. This is the only way we will truly address the parking needs of our programs at the Joslyn Center and the soon-to-be-built 7,000 SF Senior & Scout House...as well as address the parking impact from a downtown outdoor dining deck program.

Additional Time-Based Parking Restrictions

In the staff report, Potential Parking Measure #2 suggested the possibility of converting the spaces on Valley north of 18th (currently unrestricted) to additional Four-Hour Restricted Parking. Please oppose this measure. Parking users need access to *some* unrestricted parking spaces in addition to the time-restricted parking spaces. Currently, all of the spaces on Valley South of 18th St are time-restricted and all of the spaces on Valley north of 18th are unrestricted. This provides a reasonable balance to the various parking users in the area.

Additionally, this measure wouldn't address the problem of senior parking because the currently-unrestricted parking spaces (north of 18th St) are the most distant from the Joslyn Center.

Converting 4-hour parking spaces to additional 2-hour or 1-hour parking restrictions would also be problematic as many of the activities at Live Oak Park (e.g., baseball games, MBYB basketball games/practices, pottery studio sessions, birthday parties, etc.) would not fit within these time restrictions.

Omissions in the Staff Report

I have been in contact with Erik this week regarding a few important gaps in the Previous Actions section of the staff report. It's important to note that these parking measures have been added and maintained over the years, specifically to address the concerns of the older adult community.

1. The Previous Actions section of the staff report omits any discussion of the time-based parking restrictions within the Chamber/Joslyn Parking Lot. The table in Exhibit A notes that there are 19 spaces in the lot marked "2 Hour 6am-5pm M-F." As I recall, these restrictions were added approximately 10 years ago, directly in response to a request from the Senior Advisory Committee and the Older Adults Program staff.
2. The Previous Actions section of the staff report omits any information regarding the history, evolution, or current parameters of the Senior Parking Permit Program, or the 6 spaces in the Chamber/Joslyn Center Parking Lot marked "Senior Permit Only 9am-3pm M-F."

Residents and Visitors

I appreciate that Erik's staff report included a comprehensive list of parking users who legitimately depend on the parking spots along Valley Drive and the USPS/Joslyn lot. Members of the commission might question why "residents and visitors" are listed as parking users in these areas. There is a valid reason.

Imagine you own a duplex east of Highland Ave near Live Oak Park. When it was built in the mid 60s, it complied with all local building codes including 2 garage spaces to address on-site parking requirements. You and your family live in one unit, and each has a car. And your teenage son has also worked hard, saved money, and bought a car. You rent out the second unit of the duplex to a lovely young professional couple, also with 2 cars. 5 cars total; 2 on-site parking spaces. The other cars get parked in the USPS/Joslyn lot or on Valley Drive each night. During the day, the teenager drives his car to Mira Costa. Each of the 4 adults commutes to work 50% of the time and works from home ~50% of the time and, thus, parks on Valley (north of 18th St) on those days.

It is important to note that we are not parking on Valley or in the lot because our garage is filled with boxes or gym equipment. We have 2 cars in the 2-car garage; we rely on these public parking areas in the same way that residents in other parts of the city park some of their vehicles on the street near their homes. The difference is that the walk streets and their alleys (e.g., 15th Place, 16th Place, etc. do not have any extra street parking. So, we must park in the lot or on Valley or in other neighborhoods.

Based on my informal walk-around survey of the neighborhood, I estimate that ~15% of the homes between Highland and Valley are similar...older duplexes with 2-3 car parking on-site. Eventually, they will turn over, get torn down, and the new structure will have 5-car on-site parking, mitigating street parking demand. But that will take time.

Pilot Projects and Measuring Results of Any New Parking Measures

With any new parking measures that the PPIC may recommend or approve, please consider the importance of conducting a 6-month pilot and implementing appropriate before-and-after parking studies to determine if the desired benefit is being achieved...and to measure any negative impacts of the new parking measures. As Erik states in the report: "Certain parking restrictions will make more parking available for one user while reducing available parking for others."

Resident Concerns Regarding PPIC's 4pm Meeting Time

As I have discussed today's PPIC topic with neighbors, several of them expressed keen interest in attending and participating during the public comment period. However, due to the fact that the meeting is scheduled during the normal work day, they are unable to attend in-person or via Zoom. Recognizing the PPIC values public input as it contemplates the people's business, the members of the PPIC may want to consider shifting the meeting time to 6pm in the future.

Thank you for taking the time to consider my input.

Best Regards,

A handwritten signature in black ink, appearing to read 'BAG', with a stylized flourish extending from the end.

Bruce Greenberg
17th St