




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

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development 
Esteban Danna, Assistant Planner 

BY: Erik Zandvliet, Traffic Engineer 

DATE: February 26, 2009

**SUBJECT: Sepulveda Boulevard Corridor Parking Study
Initial Findings and Public Workshop**

RECOMMENDATION:

Staff recommends that the Commission review the initial findings of the parking study along the Sepulveda Boulevard business corridor, hear public testimony and provide direction to staff for further analysis and preparation of recommended parking and traffic measures.

BACKGROUND:

On October 1, 2002 and November 19, 2003, the City Council reviewed and approved the Citywide Neighborhood Traffic Management Program (NTMP). This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures. On September 4, 2007 and during the Work Plan discussions, the City Council prioritized several areas of the City for further analysis.

The City Council identified parking and traffic issues along the Sepulveda Boulevard as one of these priority areas to be studied. With regard to parking issues, the City Council's 2008-2009 Work Plan includes a task to consider the potential impacts of imposing further parking restrictions along Sepulveda Boulevard, and analyze possible traffic and parking impacts, alternatives and restrictions to balance regional transportation needs with the preservation of local business parking and protection of adjacent residential neighborhoods.

Staff has researched the current parking conditions, made numerous observations along the corridor and compiled a list of findings for the Commission to consider. This meeting is intended to be a public forum to present these findings and to hear both resident and business concerns and suggestions. At the Commission's direction, staff will conduct additional analysis and/or explore possible measures that can be implemented to manage current and future parking conditions along Sepulveda Boulevard. The Commission should discuss the potential effects of removing street parking along Sepulveda Boulevard on a full-time basis, and make appropriate recommendations to the City Council for their consideration.

DISCUSSION:

Sepulveda Boulevard is designated as State Route 1 through the City of Manhattan Beach, and serves as a regional north-south arterial roadway in the South Bay. It is classified as a major arterial highway in the City's General Plan. The adjacent land use is primarily retail business with some office, automobile service and auto dealer uses. Sepulveda Boulevard is a six-lane roadway with left turn pockets and raised center medians along certain sections. It has a posted speed limit of 35 mph and carries between 54,800 and 64,200 vehicles per day. AM peak period traffic is higher in the northbound direction, while PM peak period traffic is predominately southbound.

Street parking is generally allowed on both sides of the street, except during peak periods, when the parking lane becomes the third travel lane in each direction. Parking is restricted in the northbound direction between 5:30-9:30am Monday through Friday (except holidays), and restricted in the southbound direction between 4-7pm Monday through Friday (except holidays). Street parking is prohibited along certain street segments at all times, including street frontages along Manhattan Village, Target, and near major intersections.

Traffic flow becomes congested in the peak commuter hours largely due to high directional volumes. During these peak periods, the State of California has imposed turn restrictions at many non-signalized intersections to reduce turning interference and prevent collisions. The traffic signals operate on a 240 second cycle, and are synchronized via Caltrans' centralized Traffic Management Center.

The City has two capital projects currently in the design phase to add dual left turn lanes at two intersections along Sepulveda Boulevard. Dual westbound to southbound left turn lanes will be constructed on Marine Avenue at Sepulveda Boulevard. Second, dual northbound to westbound, and westbound to southbound left turn lanes will be added to the intersection of Sepulveda Boulevard and Manhattan Beach Boulevard.

Parking Conditions

A survey of existing parking facilities was conducted both on-street and on private property along Sepulveda Boulevard. Observations taken during various times of the day found that street parking is generally light, due to the availability of off-street parking and apparent risks of parking along a high volume street. There are several pockets of on-street parking demand, particularly adjacent to several small businesses with limited or no off-street parking and at two large office buildings with underground parking structures. Moderate to heavy on-street parking was observed during mid-day at the following locations:

1. 2121 to 2417 (west side) small businesses with small lots
2. 1701 to 1731 (west side) small businesses and auto repair
3. 1145 to 1301 (west side) small businesses and auto repair
4. 111 N (west side) office building with underground parking
5. 225 to 317 S (west side) office Building with Sketchers
6. 120 to 240 S (east side) small businesses and auto repair

Almost all businesses along Sepulveda Boulevard have off-street parking lots or structures, however, some lots may not meet current parking codes for the current, more-intense land uses. Front and rear parking lots are common, and several larger buildings have underground parking structures. Those businesses with parking structures generally provide access via a side street. There are four businesses without any parking facilities at 2309 through 2317 Sepulveda Boulevard.

Several businesses have rear parking lots that take access via a parallel street behind the businesses. Eleven (11) businesses have driveways to Oak Street on the west side of Sepulveda Boulevard. Five (5) businesses have driveways on Cedar Avenue between Marine Avenue and 19th Street on the east side, and seven (7) businesses have driveways on Kuhn Drive between Rhonda Drive and Keats Street on the east side. Customers and employees that use these driveways increase the traffic volumes on the streets which also front residential properties. In addition, customers that occasionally pass up the business driveway they intend to visit may use one of the parallel streets to return to Sepulveda Boulevard to make another attempt to enter the front driveway.

Overflow commercial parking on residential streets is not generally evident except for a few localized areas adjacent to large office buildings or auto repair shops. Specifically, overflow parking was found during business hours at the following locations and as indicated on the attached aerial views (observed causes in parenthesis):

- A. Oak Avenue between Rosecrans Avenue and 35th Street (Hotel employees)
- B. 30th Street east of Oak Avenue (smog check and small businesses)
- C. 19th Street east of Cedar Avenue (small businesses fronting 19th and bank)
- D. 17th Street west of Sepulveda Boulevard (tire shop and day care employees)
- E. Oak Avenue north of Manhattan Beach Boulevard (day care and auto repair employees)
- F. 9th Street east of Sepulveda Boulevard (Hotel employees)
- G. 9th Street west of Sepulveda Boulevard (small business employees)
- H. 2nd Street west of Sepulveda Boulevard (111 office building employees)
- I. 1st Street west of Sepulveda Boulevard (111 office building and day care employees)
- J. Kuhn Drive between Rhonda Drive and Keats Street (small businesses and Remax bldg.)
- K. Duncan Avenue west of Sepulveda Boulevard (225 office building employees)

Resident Concerns

Over the past few years, the City has received numerous complaints about non-resident parking and traffic on streets adjacent to Sepulveda Boulevard. Specifically, residents on Oak Avenue are concerned about a day care business at 1203 Sepulveda Boulevard and a small restaurant at 1019 Manhattan Beach Boulevard with parking lots on Oak Avenue. Other Oak Avenue residents have noted a large amount of commuter traffic and speeding caused by drivers trying to avoid congestion at the intersection of Sepulveda Boulevard/Manhattan Beach Boulevard. Many of the residents concerns are attached to this report.

A review of the collision history along Sepulveda Boulevard was conducted for the period between January 1, 2004 and December 31, 2007. The review reveals that there are no locations with elevated collision rates due to parked cars on Sepulveda Boulevard.

Findings:

1. Almost all businesses along Sepulveda Boulevard have some off-street parking spaces available for their private use. Several businesses and/or property owners have shared parking arrangements for use of a common parking lot.
2. Only four businesses have no off-street parking lot (southbound side).
3. Peak hour parking restrictions generally deter on-street employee parking along Sepulveda Boulevard, except at locations with significant off-street parking deficiencies.
4. Customers don't often realize there is parking in the rear or below buildings, and use on-street parking instead.
5. Many of the smaller off-street parking lots are inconvenient to use and require excessive maneuvering to exit. Larger parking lots tend to have multiple driveways for better circulation.
6. Parking lots with side street driveway access do not generally cause a measurable increase in traffic volumes on the street in the residential areas due to the inconvenience of using the local street system.
7. On-street parking demand on Sepulveda Boulevard is generally light with localized pockets of high parking demand caused by insufficient or inconvenient off-street parking supply. Parking demand is lighter than on other commercial streets in the City largely due to apparent safety concerns about parking on a high-speed, high-volume street.
8. Office buildings, auto repair/service, day care uses and high concentrations of small businesses tend to have the highest on-street parking demand.
9. The highest on-street parking demand is typically caused either by improper use of the off-street parking (reserved parking) or an overly intensive land use that exceeds the off-street parking availability.
10. Commercially oriented street parking was not prevalent in residential areas, except for localized pockets near businesses with intensive land uses.
11. Overflow parking is mostly caused by employees of adjacent businesses, either by choice (convenience) or by owner's directives to reserve off-street parking for customers.
12. Commercial traffic and parking intrusion on adjacent residential streets is generally limited to businesses that have rear parking access, but cause adverse impacts to adjacent residents who have limited off-street parking availability.
13. Diversion of commuter traffic onto residential streets adjacent to Sepulveda Boulevard was not observed, with the exception of Oak Avenue south of Rosecrans Avenue and Oak Avenue north of Manhattan Beach Boulevard. These two street segments experienced some cut-through traffic during the PM peak period due to the congested southbound traffic flow on Sepulveda Boulevard.
14. It appears that commuter traffic on adjacent residential streets is generally comprised of residents of the City taking alternate routes to avoid additional delay on Sepulveda Boulevard.

Next Steps

After hearing from local residents and businesses along the Sepulveda Boulevard corridor, the Commission should discuss which issues and areas should be analyzed further. Staff can conduct specific studies in areas with the highest potential for on-street and off-street parking impacts. A list of initial recommendations will be presented at an upcoming PPIC meeting to

address current overflow parking issues, as well as mitigate potential future impacts if parking is ultimately removed from Sepulveda Boulevard permanently. Those recommendations that are made by the PPIC will be forwarded to the City Council for implementation.

By way of mailed notices, the residents, businesses and property owners within 300 feet of the Sepulveda Boulevard corridor have been invited to the PPIC meeting and/or submit their comments to the City.

ATTACHMENTS:

- A – Sepulveda Boulevard Corridor Aerial Views
- B – Meeting Notice for 7/10/08 PPIC meeting
- C – Notification Area Maps
- D – Resident Correspondence and E-mails



G:\TRAFFIC & ROW DIVISION\TRAFFIC ENGINEER\PPIC\PPIC-sepulveda corridor parking plan.doc

Rosecrans to Valley



Scale: 1:1,443

Legend

-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
- (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
- (cont)

EXHIBIT A

This map is a user-generated static output from the "MB GIS info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.





Valley to 3200 Block



Legend

Scale: 1:1,443


-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.






3200 to 2800 Block



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
-  Parcels
- 2006 4in color
-  Insured Assets
- Basemap
- (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
- (cont)

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0 85 170 ft.





2800 Block to Marine



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

Addresses

-  Parcels
- 2006 4in color
-  Insured Assets
- Basemap
- (cont)

BEACH

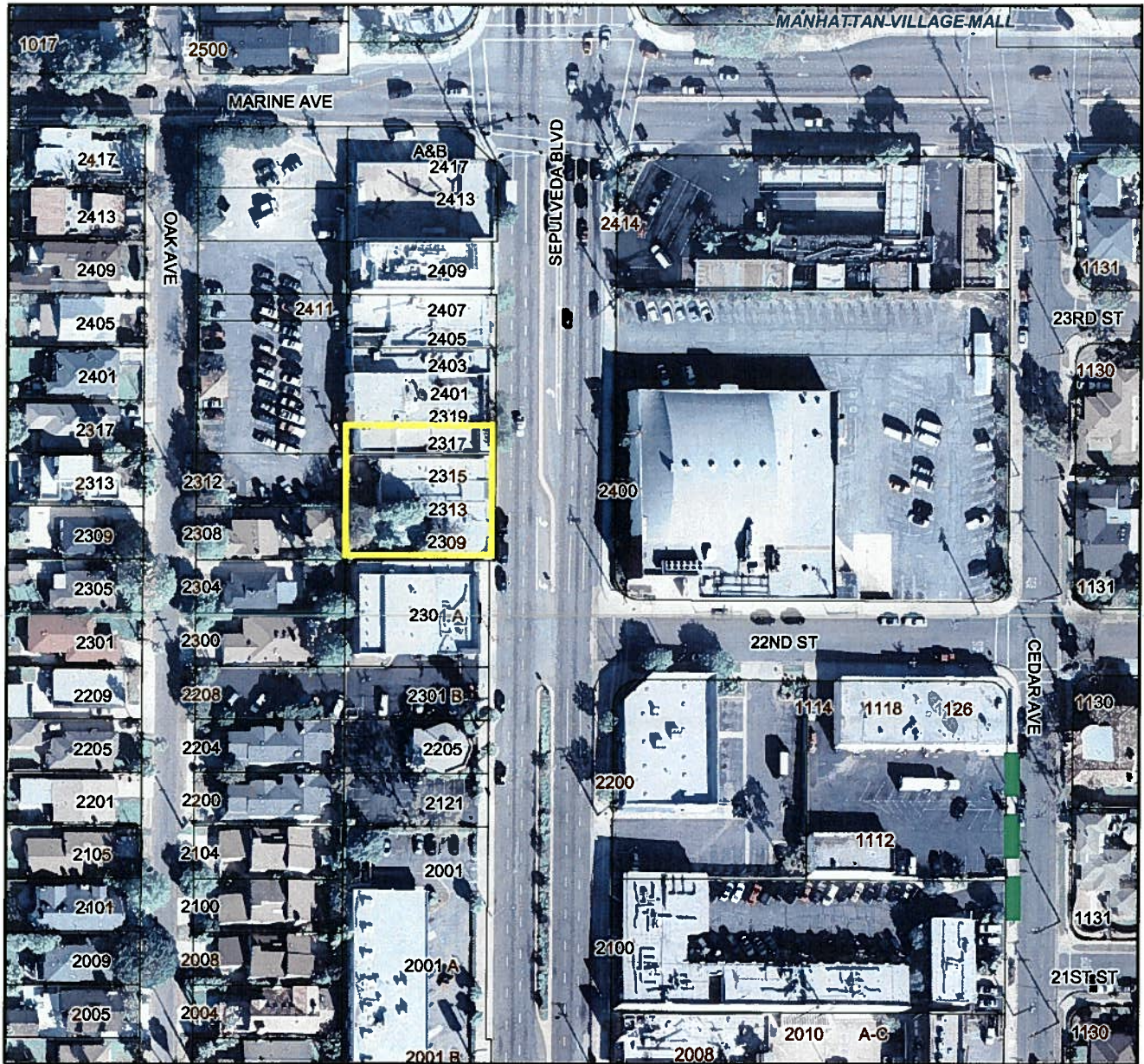
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
- (cont)

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0 85 170 ft.








Marine to 2000 Block



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street
-  Properties with No Off-Street Parking

- Addresses**
-  Parcels
-  2006 4in color
-  Insured Assets
- Basemap (cont)**

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
- (cont)**

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0 85 170 ft.





1700 to 1400 Block



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.





14th to MBB



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
- Parcels
- 2006 4in color
- Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.





MBB to 10th



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
- Parcels
- 2006 4in color
- Insured Assets
- Basemap
- (cont)

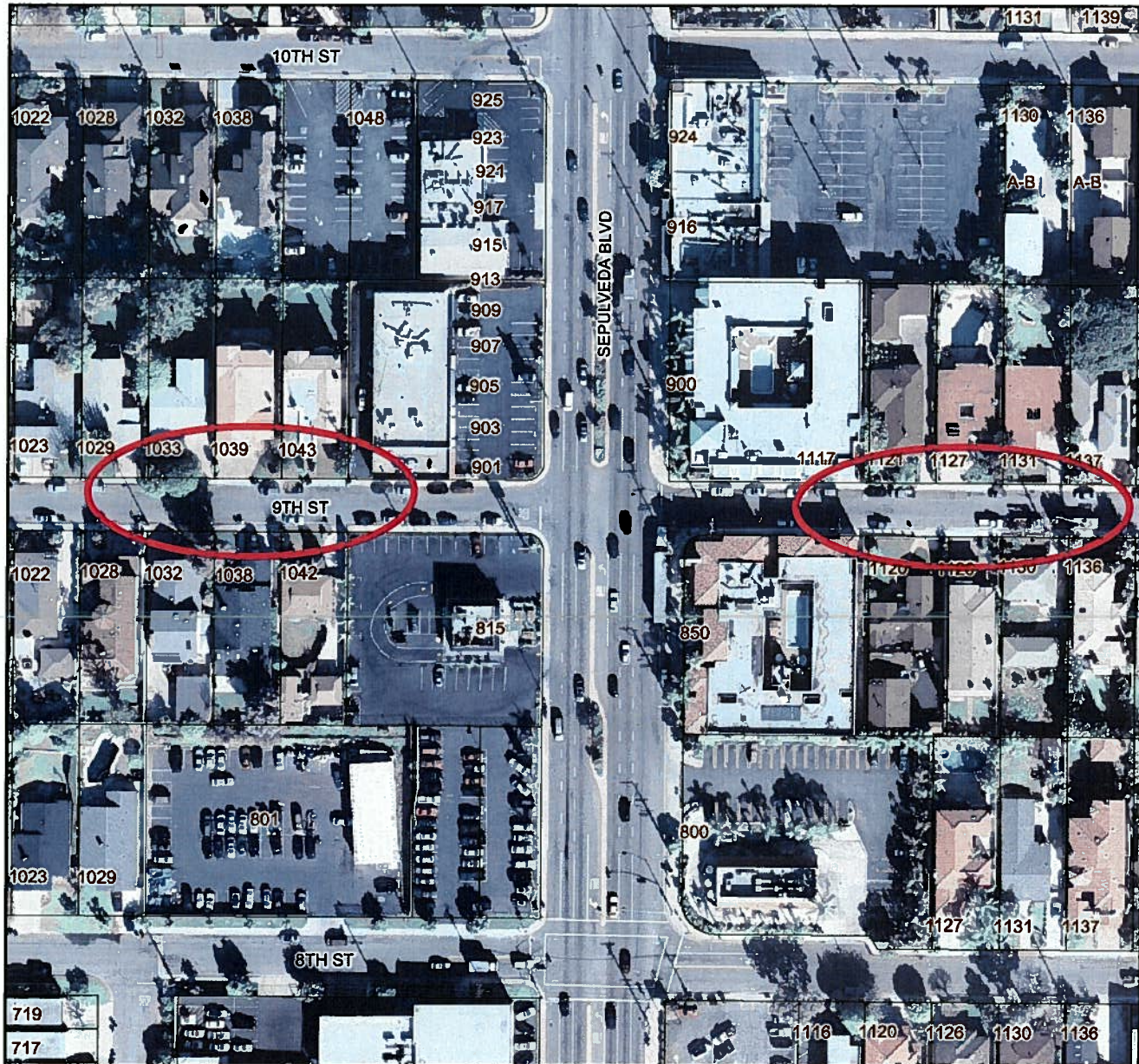
- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.






10th to 8th



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
-  Parcels
- 2006 4in color
-  Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.





8th to 5th



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
-  (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
-  (cont)

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5th to 2nd



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
-  (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
-  (cont)

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0 85 170 ft.







2nd to Duncan



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
-  (cont)

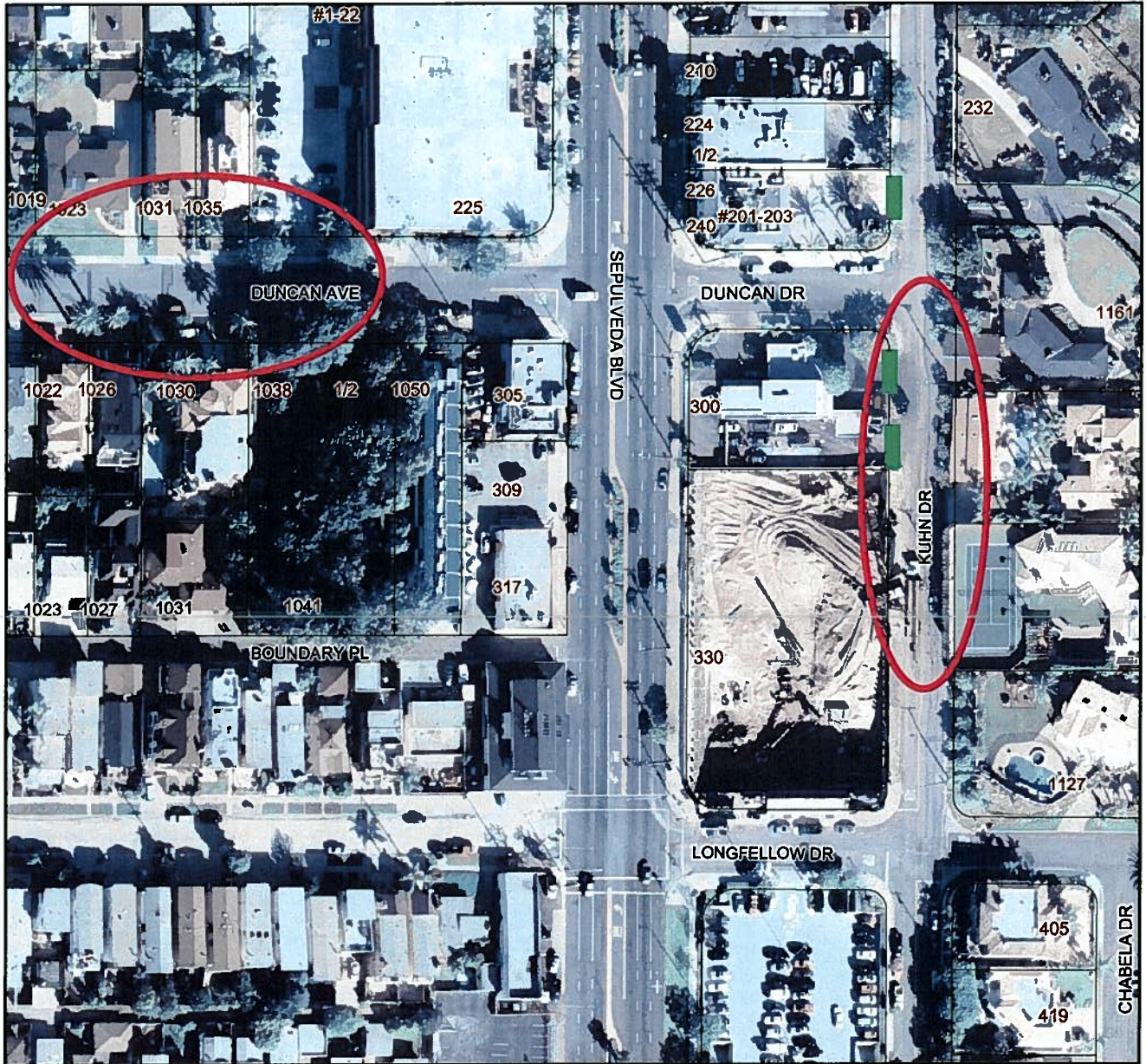
-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
-  (cont)

This map is a user-generated static output from the "MB GIS Info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.





Duncan to Longfellow



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
-  (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
-  (cont)

This map is a user-generated static output from the "MB GIS Info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.





Longfellow to Keats



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
-  Parcels
- 2006 4in color
-  Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.





Keats to Artesia



Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
-  (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
-  (cont)

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0 85 170 ft.





SEPULVEDA BOULEVARD CORRIDOR PARKING RESTRICTION STUDY

The Parking and Public Improvements Commission (PPIC) will conduct a public workshop to discuss parking restrictions on Sepulveda Boulevard as described in the City Council's 2008 Work Plan.

PARKING AND PUBLIC IMPROVEMENTS COMMISSION

SEPULVEDA BOULEVARD CORRIDOR PARKING RESTRICTION STUDY - PUBLIC WORKSHOP -

WHEN: February 26, 2009 at 6:30 pm
WHERE: Council Chambers, City Hall
1400 Highland Avenue, Manhattan Beach

Residents and businesses are encouraged to attend and participate or provide comments. The Staff Report will be available at www.citymb.info on February 20 after 5 pm.

For additional information, please call Esteban Danna at (310) 802-5514 or email at edanna@citymb.info

EXHIBIT

B

Rosecrans Ave to Marine Ave

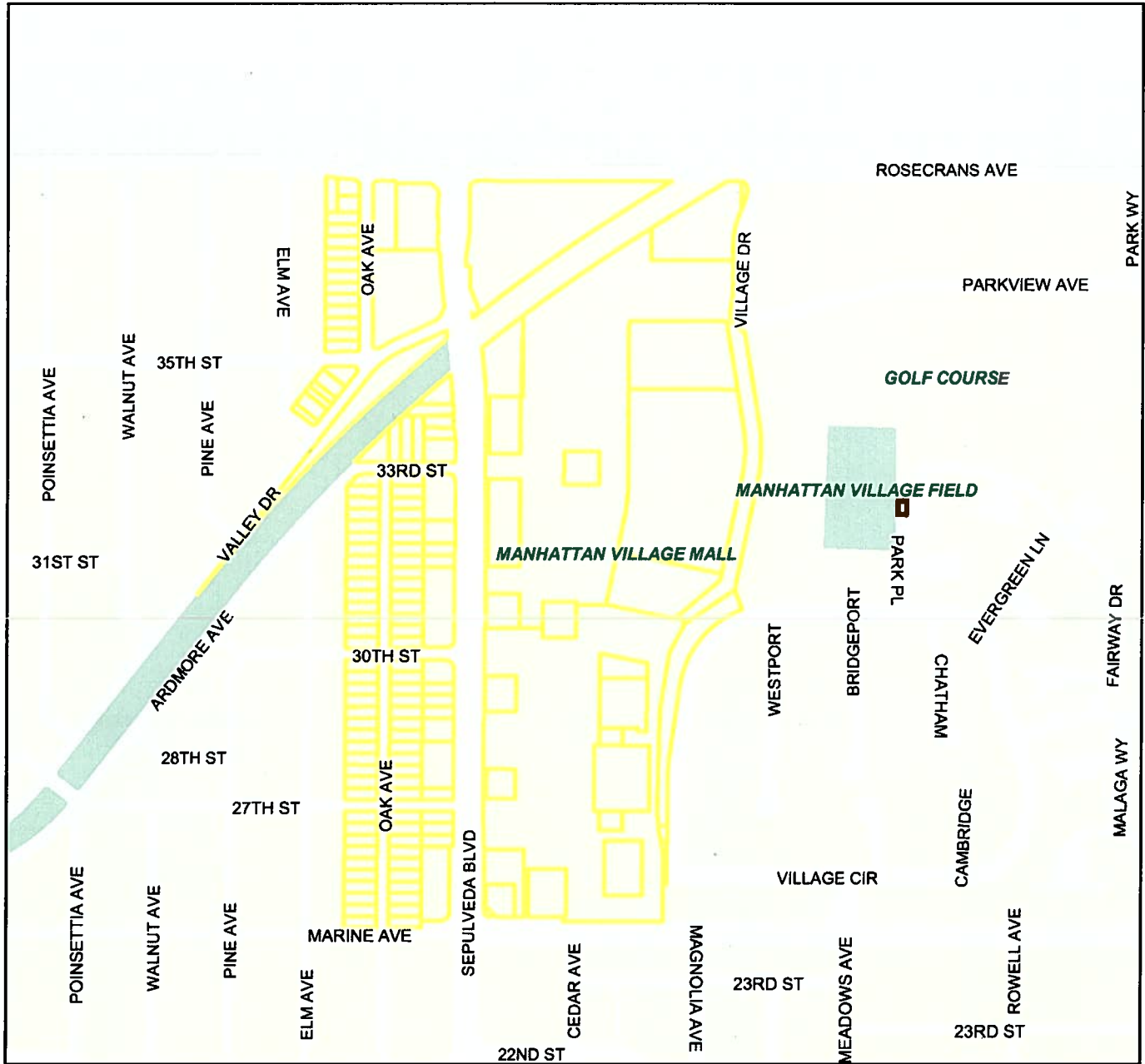


EXHIBIT
c

Legend

Scale: 1:6,606

- Parcels
- Insured Assets
- Basemap
- BEACH
- BLOCK
- DEADEND (cont)

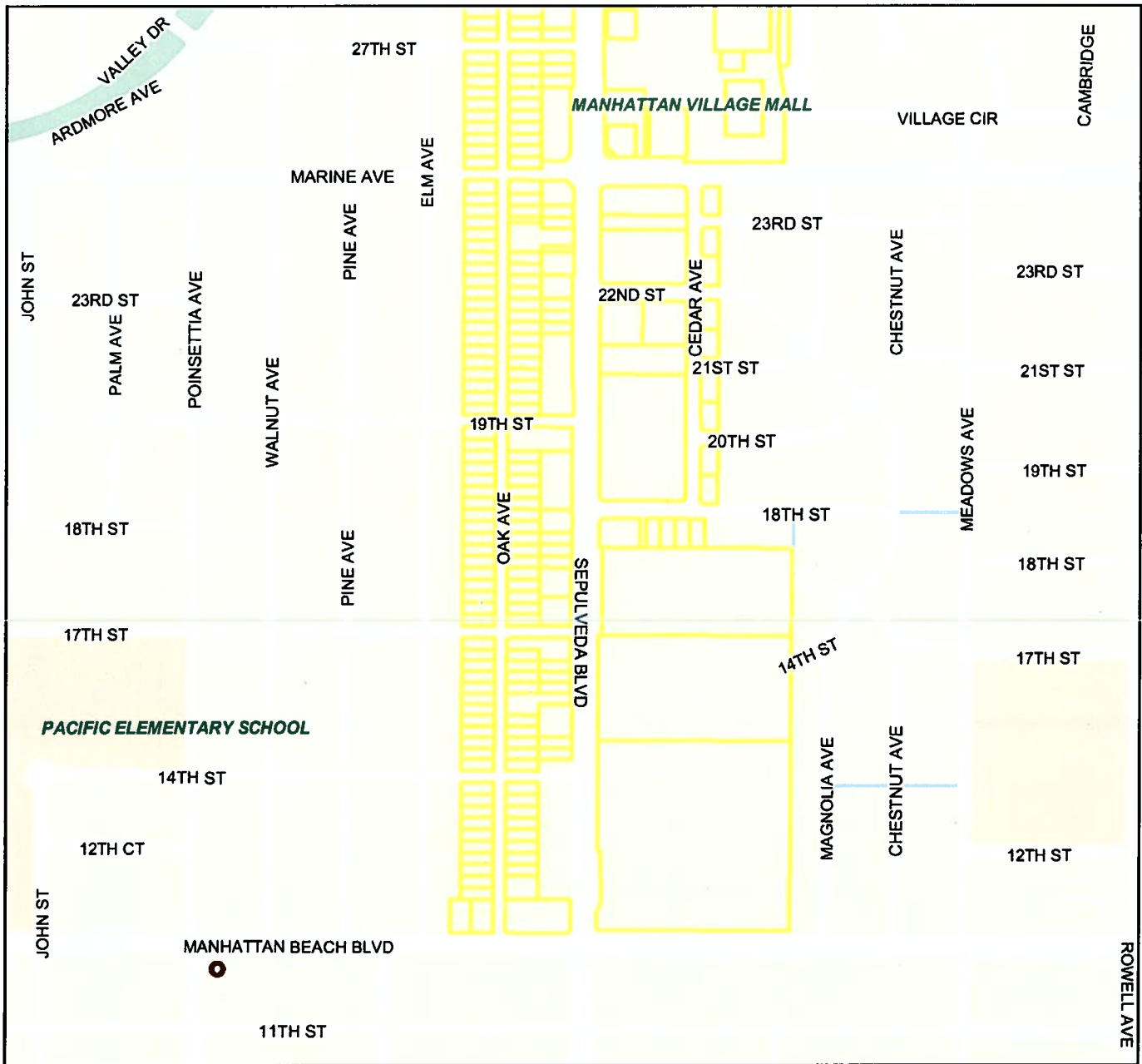
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- STREET
- WALK STREET

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0 375 750 ft.



Marine Ave to Manhattan Beach Blvd



Legend

Scale: 1:6,572

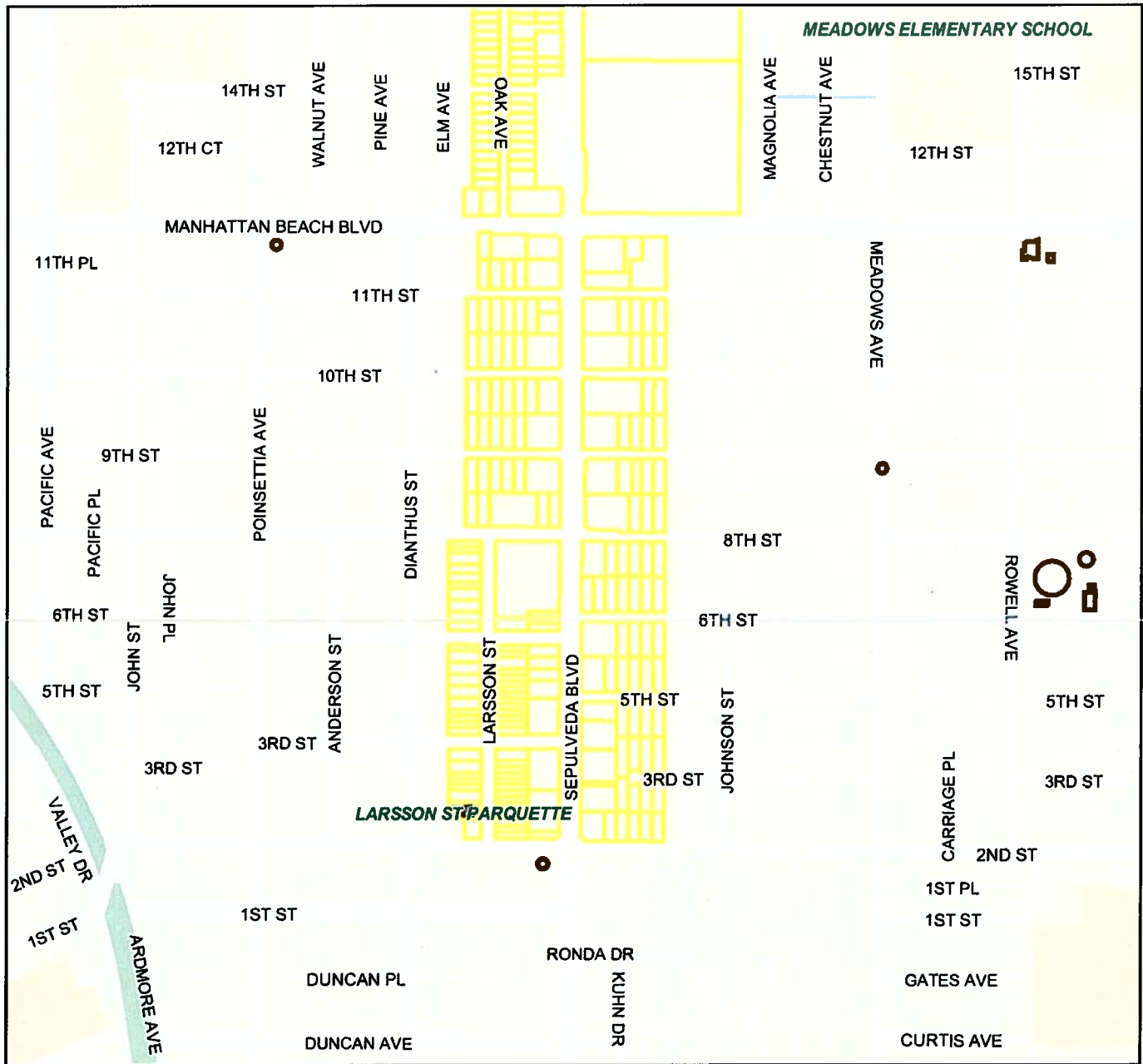
- Parcels
- Insured Assets
- Basemap
- BEACH BLOCK
- DEADEND (cont)

- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- STREET
- WALK STREET

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Manhattan Beach Blvd to 2nd St



Legend

Scale: 1:8,132

- Parcels
- Insured Assets
- Basemap
- BEACH BLOCK
- DEADEND (cont)

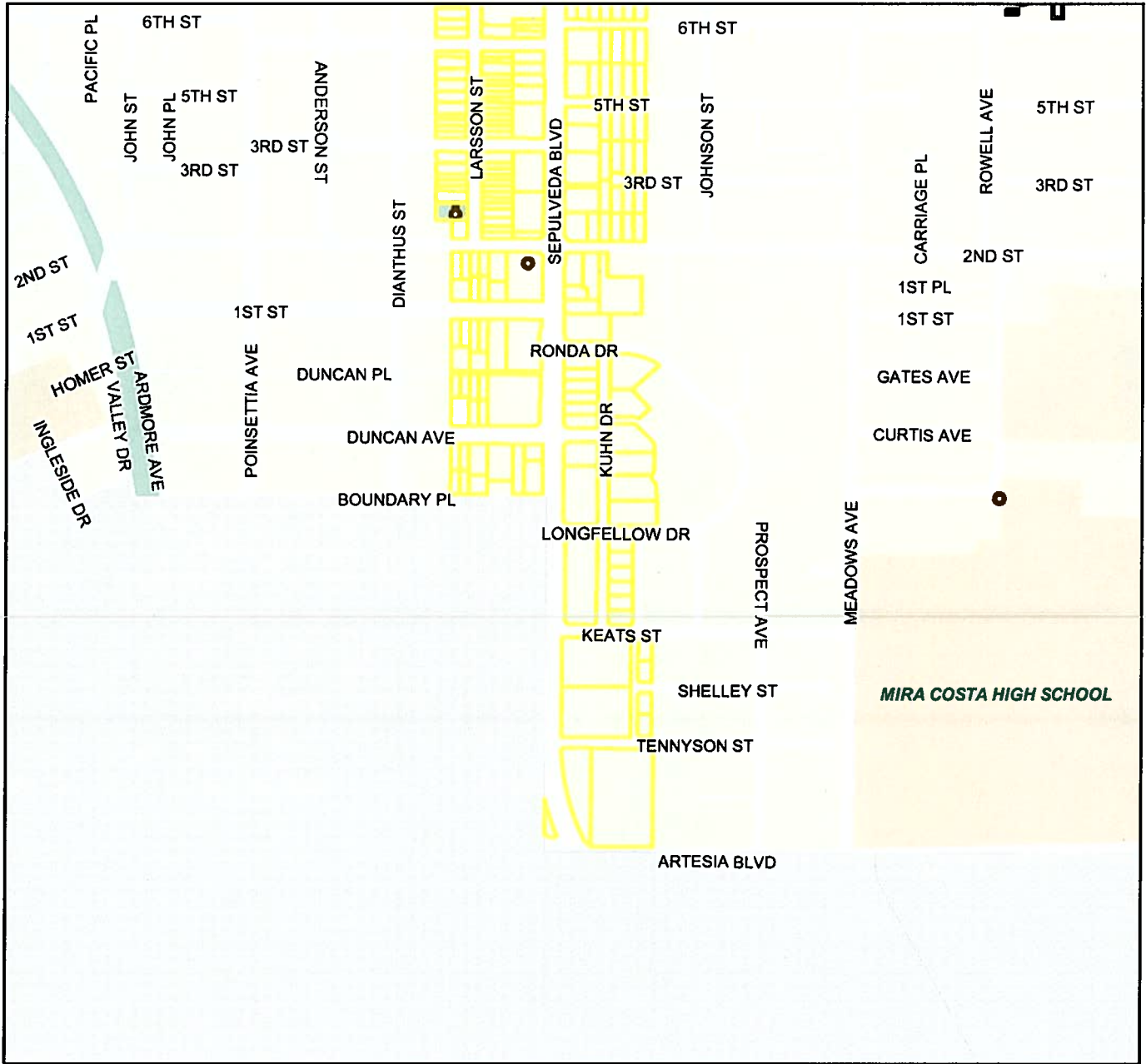
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- STREET
- WALK STREET

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0 475 950 ft.



2nd St to Artesia Blvd



Legend

Scale: 1:8,401

- Parcels
- Insured Assets
- Basemap
- BEACH
- BLOCK
- DEADEND (cont)

- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- STREET
- WALK STREET

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0 500 1000 ft.



Erik Zandvliet

From: Ana Stevenson
Sent: Tuesday, September 16, 2008 12:29 PM
To: [REDACTED]
Cc: Erik Zandvliet; Erik Zandvliet; Esteban M. Danna
Subject: RE: Status of Traffic study on public hearing held on 9/4/2007

Dear Mr. Lee,

Thank you for taking the time to send us your concerns regarding Oak. I have added the request to the Sepulveda Neighborhood Traffic Management Study for evaluation. As Erik mentions in his email, the Sepulveda Study is expected to start this fall. Please do not hesitate to contact me at any moment for an update.

Sincerely,

Ana Stevenson
Management Analyst

City of Manhattan Beach
1400 Highland Ave
Manhattan Beach, CA 90266
Phone: (310) 802-5540
Fax: (310) 802-5501
astevenson@citymb.info

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

From: [REDACTED]
Sent: Tuesday, September 16, 2008 12:10 PM
To: Ana Stevenson
Cc: Erik Zandvliet
Subject: RE: Status of Traffic study on public hearing held on 9/4/2007

Hi Ana Stevenson,

Some residents on Oak Ave have brought this to my attention that the intersection of Oak Ave should be closed completely by extending the medium concrete strip at both sides (east and west) together for safety reasons. The Oak intersection is constantly blocked with cars waiting for the left hand turn arrow at Sepulveda to change. Connecting the medium strip together will ease Oak Ave traffic. Without the no left hand turns from Manhattan Bch blvd unto Oak it will give the left hand turn lane additional waiting time for the Sepulveda traffic light to change. There are also two U turn signs on both sides of the concrete strip and motorists do not pay attention to them anyway. Also suggest the driveway at Oak be closed completely from the new proposed project at the vacant Shell station. This will prevent motorists from turning right and intruding into the residential streets. Currently, the Creative Kids preschool in the middle of the block do not turn left, but right into Oak regardless of the no right hand turn sign in the school parking lot. They speed on Oak with cell phones in their hands. If additional clarifications are required do not hesitate to contact me at (310) 54-8371 or by electronic email at wlee@mailstation.com

Thanking you in advance,
Mr. Lee



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

>**From:** Erik Zandvliet <ezandvliet@citymb.info>
>**Sent:** Sep 9, 2008 8:08 PM
>**To:** [REDACTED]
>**Cc:** Ana Stevenson <astevenson@citymb.info>
>**Subject:** RE: Status of Traffic study on public hearing held on 9/4/2007
>
>HI Mr. Lee,

>
>Yes, last year, the neighborhood's request for a study on Oak Avenue
>was prioritized as a future neighborhood traffic management study. As
>it so happens, the issues along Oak Ave. will be part of the next study
>we initiate, which is expected to begin this fall. This study will
>encompass traffic, access and parking issues along the Sepulveda Blvd.
>corridor and surrounding streets.

>
>Thank you for your patience through this process to complete a backlog
>of large neighborhood studies throughout the City.

>
>You will be kept informed of our progress and the entire neighborhood
>will be invited to contribute their opinions and concerns as we conduct
>the study. There will be several public meetings in which to
>participate in the discussion and recommendations that will be brought
>to City Council for approval.

>
>Please feel free to contact Ana Stevenson, Traffic Division Management
>Analyst, or myself with other suggestions/observations so they can be
>made part of the study, too.

>
>Erik Zandvliet
>City Traffic Engineer
>City of Manhattan Beach
>(310) 802-5540

>
>-----Original Message-----
>From: [REDACTED]
>Sent: Monday, August 04, 2008 12:46 PM
>To: Erik Zandvliet
>Cc: william lee
>Subject: Status of Traffic study on public hearing held on 9/4/2007

>
>8/4/2008
>
>Mr. Ezandvliet, Traffic Engineer
>
>On 9/4/2007 a public hearing was held on future traffic engineering
>studies on Sepulveda Blvd and streets affecting Oak Avenue in the Tree
>Section. A group of residents living on Oak Ave and the surrounding
>streets voiced our concerns for a restricted left hand turn unto Oak
>during the morning and evening rush hours because Oak Ave is used as a
>bypass by the public to get back onto to Sepulveda North at Marine Ave.
>Oak Ave intersection at Manhattan Bch Blvd is also consistently blocked
>by cars during the evening rush hours not allowing cars to turn east
>from Oak. Suggestion was made to put white lettering in the asphalt
>indicating "DO NOT BLOCK INTERSECTION".

>
>The group at the hearing would like a status regarding the above at
>your earliest schedule.

>
>Sincerely,
>William Lee
>[REDACTED]m

Erik Zandvliet

From: Esteban M. Danna [edanna@citymb.info]
Sent: Tuesday, January 13, 2009 4:58 PM
To: Erik Zandvliet; Erik Zandvliet
Subject: FW: Oak Ave. Traffic

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

From: Oh, Susie [mailto:Susie. Oh@sno.sony.com]
Sent: Monday, January 12, 2009 9:00 PM
To: Esteban M. Danna
Subject: Oak Ave. Traffic

Dear Esteban --

Thank you for speaking with me this afternoon. My name is Susie Schilling and I live at 3117 Oak Ave. with my husband Tom Schilling and 14 month old son Tyler (now a toddler). I called earlier today to determine what can be done to slow down traffic on Oak Avenue (particularly between Marine and Valley/Ardmore). As you probably already know, drivers often seem to use Oak as an alternate route from Sepulveda and, similarly, drive about as fast as they can to bypass the Sepulveda traffic. There have been many instances where I have been outside with my (now walking) child and have seen cars drive by extremely quickly and closely. Although our home is on the west side of Oak Ave., since Oak is fairly narrow in many places, cars traveling northbound on Oak still come VERY close to the west side of the street (essentially driving down the middle of the road).

Also, since we do not have sidewalks, there is no protected area for pedestrians and residents to walk or even stand (unless, arguably) in a resident's driveway. In fact, at one point, a speeding car honked at me as I was trying to get into the street-side door of my car (which was parked entirely within the parking space in front of my house).

We currently have several young babies and toddlers on our street, as well as many children and young teens who often play in the street. I am seriously concerned that these speeding drivers will injure us and/or anyone else walking along Oak. I understand that speed bumps were previously voted down by the MB City Council due to noise and other reasons. However, we would greatly appreciate it if you would implement other safeguards or a different traffic system as soon as possible to make Oak Avenue more safe.

Please let me know if you have any questions or need any additional information.

Kind regards,
Susie (Oh) Schilling

Susie H. Oh
Business & Legal Affairs | Sony Pictures Digital Production
10202 W. Washington Blvd., Astaire 2414 | Culver City, CA 90232
t: 310 244 8884 f: 310 244 8102

1/14/2009

Erik Zandvliet

From: Esteban M. Danna [edanna@citymb.info]
Sent: Tuesday, January 13, 2009 4:57 PM
To: Erik Zandvliet; Erik Zandvliet
Subject: FW: Traffic questions/concerns 2900 blk of Oak
Attachments: FW: Traffic questions/concerns 299 blk of Oak

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

From: Catherine Cobb, [redacted]
Sent: Wednesday, January 07, 2009 12:31 PM
To: Esteban M. Danna
Subject: Re: Traffic questions/concerns 2900 blk of Oak

Mr. Danna -

Thank you for your email.

We live at 2812 Oak Avenue, Manhattan Beach, and have lived there for the past six years.

The traffic we see on a daily basis - is out of control in terms of how fast cars travel on Oak from Marine - they turn right, in going down Oak, we need to look at putting in some kind of SLOW sign in or something like maybe looking at a stop sign at Oak and 29th? Right around the corner from Childrens Orchard.

We have two children 5 years and 8 years - we are outside all the time and notice several times in a week were the trafficspeed is exceeding the speed llimit well over 40mph.

How can we get some help from the city before a child or adult gets hit by a speeding car?

Thank you,

Catherine Cobb

[redacted]

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

From: RWC [mailto: [REDACTED]]

Sent: Friday, January 04, 2008 5:15 PM

To: Ana Stevenson

Subject: 1208 Oak Avenue

Pursuant to our conversation of this afternoon I have a request on how to improve the parking situation in front of my house. I am in the midst of businesses that have patrons who either park in front of the house or block the driveway during the AM or PM when dropping off/picking up children for the pre-school which is next door.

This also involves restaurant patrons at the restaurant at the corner of MB Blvd and Sepulveda as well as adjacent businesses. I am requesting a sign that says something to the effect of no commercial parking. You can also place a handicapped parking space in front of my house since my wife is handicapped. That may alleviate some, but not all of the parking as it is amazing how many people have or utilize handicapped placards without need as many people use other people's placards illegally. Please let me know your thoughts as the current situation is problematic.

2/10/2009

Investigate

26 October 2007

Lt. Andy Harrod, Traffic Division
430 15th Street
Manhattan Bch, CA 90266

Dear Lt. Harrod:

It was a pleasure meeting you at the special meeting on Graffiti held at the Lifeguard headquarters community room on 24 October 2007. I am a resident of MB for 34 years and enjoy living in a safe community and a member of MB Neighborhood Watch.

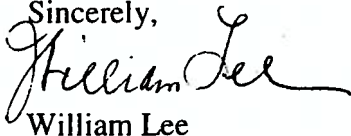
As a block captain of the NW program representing the 1100-1300 block of Oak Avenue it has been brought to our attention that the residents have a serious concern of the **impeding traffic** created by the parents of the Creative Kids preschool. Parents block the residents' driveways waiting to turn into the preschool parking lot. There used to be a parking monitor directing traffic. The school has not found another replacement after the last one retired and left. Socializing in the parking lot makes turnover of parking spaces difficult.

On 23 October 2007 Lillie asked a parent to move so she could get out. The parent ignored her while she was applying body lotion. This happened between 8:30 AM to 8:40 AM. Officer Presgraves had formerly spoken to the Director of the pre-school to notify the parents to go around the block when the lot is full. Oak is a busy street used by the public making it as a short cut to Marine Avenue, and then to Sepulveda Blvd. Parents are also observed dropping off their children on Oak instead of in the parking lot. This is a safety issue because motorists travel in excess of 25 miles on the street. Additionally, parents loitering and socializing on the street also creates a danger for passing cars.

Suggest a motorcycle police officer be present during the morning hours of 8:15 AM – 9:00 AM and noon hours from 11:30 AM-12:30 PM. Warning citations should be issued to parents for impeding traffic or have the officer speak to the Director of the pre-school to make the parents aware of the traffic problems caused by them. Neighbors have tried contacting the Director but she does not return phone calls.

Your assistance is highly appreciated in light of the above. If you have any further questions please contact me at (310) 396-1072 or Lillie at (310) 396-1072.

Sincerely,


William Lee

Cc: Ms Jackie Harris, MB Community Development dept.