

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

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development
Ana Stevenson, Management Analyst
Erik Zandvliet, Traffic Engineer



DATE: April 23, 2009

**SUBJECT: Sepulveda Boulevard Corridor Parking Study
Evaluation of Existing and Potential Impacts**

RECOMMENDATION:

Staff recommends that the Commission approve a policy to consider limited parking prohibitions along Sepulveda Boulevard near heavily congested signalized intersections on a case-by-case basis to improve intersection capacity except at locations where sufficient off-street parking is not readily available for adjacent businesses.

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.

On February 26, 2009, the Commission reviewed the staff report describing the current parking conditions along the Sepulveda Boulevard corridor and reviewed a list of findings for the Commission to consider. After hearing both resident and business concerns and suggestions, the Commission directed staff to conduct additional analysis and explore possible measures that could be implemented to manage current and future parking conditions along Sepulveda Boulevard.

This report presents an evaluation of possible actions that would be required to mitigate parking and residential traffic intrusion impacts as they exist now, and potential impacts if curb parking were removed from Sepulveda Boulevard completely. This meeting will also be a continuation of the public forum to hear both resident and business concerns and suggestions.

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 3-7pm 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.

Mitigation of Existing Parking Impacts

At each of the identified locations with current overflow parking or traffic conditions, one or more remedies is discussed below that would significantly reduce adverse impacts to the surrounding neighborhood and/or adjacent businesses. In some cases, an immediate or inexpensive solution may not be readily available. Some solutions may, in turn, have the potential to relocate the parking impacts to another area, or possibly affect the profitability of a business. To the degree possible, such remedies are not recommended in this evaluation. Since

all parking is generally localized by nature of walking distance, a universal one-size-fits-all plan may not satisfy all users.

A. Oak Avenue between Rosecrans Avenue and 35th Street (Hotel employees)

1. Execute private shared parking agreement for hotel employees at Plaza El Segundo or Manhattan Village.
2. Post 1-hour parking restrictions along residential frontages during business hours.
3. Make Oak Avenue one-way northbound and stripe diagonal parking on east side.

B. 30th Street east of Oak Avenue (smog check and small businesses)

1. Post 1-hour parking restrictions on 30th Street and Oak Avenue during business hours.
2. Construct permanent wall across 30th Street at current landscape planters.
3. Negotiate agreements with business to connect and share contiguous parking lots.

C. 19th Street east of Cedar Avenue (small businesses fronting 19th and bank)

1. Execute private shared parking agreements between adjacent businesses for employees of impacted businesses such as the pet groomer and hotel.
2. Post 1-hour parking restrictions along residential frontages during business hours.
3. Encourage development a new parking structure with additional retail space behind businesses on northeast corner.
4. Prohibit reserved spaces in private parking lots.

D. 17th Street west of Sepulveda Boulevard (tire shop and day care employees), and

E. Oak Avenue north of Manhattan Beach Boulevard (day care and auto repair employees)

1. Require off-site parking for non-active vehicle repairs and day-care employees.
2. Execute private shared parking agreements with Target or between adjacent businesses for employees of impacted businesses.
3. Post 1-hour parking restrictions along residential frontages during business hours.
4. Post turn restrictions in and out of commercial driveways along Oak Avenue.

F. 9th Street east of Sepulveda Boulevard (Hotel employees), and

G. 9th Street west of Sepulveda Boulevard (small business employees)

1. Execute private shared parking agreements between adjacent businesses for employees of impacted businesses.
2. Post 1-hour parking restrictions along residential frontages during business hours.
3. Prohibit reserved spaces in private parking lots.

H. 2nd Street west of Sepulveda Boulevard (111 office building employees) and

I. 1st Street west of Sepulveda Boulevard (111 office building and day care employees)

1. Post 1-hour parking restrictions along residential frontages during business hours.
2. Prohibit reserved spaces in office building parking lot.
3. Review tenant space utilization and parking code compliance in office building.
4. Require certain employees to park and shuttle from an off-site location.

J. Kuhn Drive between Rhonda Drive and Keats Street (small businesses and Remax bldg.)

1. Require off-site parking for non-active vehicle repairs.
2. Execute private shared parking agreements between adjacent businesses for employees of impacted businesses.

3. Post 1-hour parking restrictions along residential frontages during business hours.
4. Make Kuhn Drive one-way northbound and stripe diagonal parking on east side.

K. Duncan Avenue west of Sepulveda Boulevard (225 office building employees)

1. Post 1-hour parking restrictions along residential frontages during business hours.
2. Prohibit reserved spaces in office building parking lot.
3. Review tenant space utilization and parking code compliance in office building.
4. Require certain employees to park and shuttle from an off-site location.
5. Execute private shared parking agreements for Sketchers employees in both buildings.
6. Institute Smart parking plan to inform office employees of available shared parking.

L. Other Possible Measures

1. Prohibit through movements on Oak Avenue at 19th Street, 17th Street and 14th Street.
2. Implement stricter ridesharing requirements on new or changed land uses.
3. Provide development incentives for constructing surplus parking supply and entering into shared parking agreements along Sepulveda Boulevard corridor.
4. Create a Sepulveda Parking Assessment District to provide supplemental funding for construction of surplus parking spaces for public use.

Potential Impacts and Remedies for Complete Parking Prohibition

In general, the removal of parking along the entire length of Sepulveda Boulevard would aggravate areas with current overflow conditions. In addition, several additional areas would be significantly impacted. These additional impacts include businesses with limited or no off-street parking, and residents located on connecting or parallel streets to Sepulveda Boulevard that would be used by customers and employees searching for available parking, either on-street or in private parking lots.

The anticipated areas with increased parking impacts are:

1. Elm Avenue from Manhattan Beach Boulevard to 30th Street,
2. All side streets between Longfellow and 30th Street,
3. 2309 to 2317 Sepulveda Boulevard – No available off-street parking,
4. Larsson Street,
5. Dianthus Street between Manhattan Beach Boulevard and Duncan Avenue,
6. Various business with narrow frontages and little or shared off-street parking,
7. Businesses with short-term customer parking needs.

Due to the extensive parking impacts and circulation issues that would be generated, a complete prohibition of street parking on Sepulveda Boulevard is not recommended at this time. Further, since traffic volume decreases significantly in off-peak periods, the loss of street parking during these times would be wasted when adjacent businesses could still benefit from it, particularly retail businesses with extended hours and hotels with high evening parking demand.

Removal of Parking Near Signalized Intersections

Congestion on any street is typically limited by the capacity of the intersections. Traffic signals, in particular, reduce the available capacity of the travel lanes by limiting the green time in order to serve other turning movements. As traffic volumes continue to increase on the roadway network, vehicle delay also increases on Sepulveda Boulevard, causing traffic diversion onto residential streets, increasing lost driver time and exacerbating frustration levels. Almost all of

the signalized intersections along Sepulveda Boulevard currently operate at or above capacity (LOS-F). One way to increase capacity is to add turning or through lanes, but this can have a direct adverse impact on street parking if additional road width is not available. At present, the posted limited time parking restrictions increase this capacity during the peak periods in the highest volume directions. This has worked for many years, and has balanced the need for commercial street parking during the remainder of the day.

As a way to decrease traffic congestion and reduce the tendency for commuters to divert to parallel residential street, some curb parking could be removed near intersections to increase the capacity through the signalized intersections. Such locations should not be near businesses with a current demand for street parking without considering alternative solutions to replace that lost parking. Otherwise, highly impacted businesses may experience significant income loss or other hardships in operating their business.

Several street segments near signalized intersections have been identified that would benefit from full-time parking prohibitions, while not significantly adding to parking impacts, including:

1. Sepulveda Boulevard between 33rd Street and Marine Avenue (West side)
2. Sepulveda Boulevard South of Marine Avenue (East side)
3. Sepulveda Boulevard South of Manhattan Beach Boulevard (Both sides)
4. Sepulveda Boulevard North and South of 8th Street (East side)

CONCLUSION:

After reviewing the existing and potential impacts, discussing the possible remedies, and hearing from local residents and businesses along the Sepulveda Boulevard corridor, the Commission should discuss which parking mitigation measures should be pursued, and if any additional parking restrictions should be considered. Staff can conduct specific studies in areas with the highest potential for on-street and off-street parking impacts if desired. 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 Minutes February 26, 2009
- C. Meeting Notice 4/23/09 PPIC meetings
- D. Resident Correspondence and E-mails



Rosecrans to Valley



Scale: 1:1,443

EXHIBIT A

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)

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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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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)

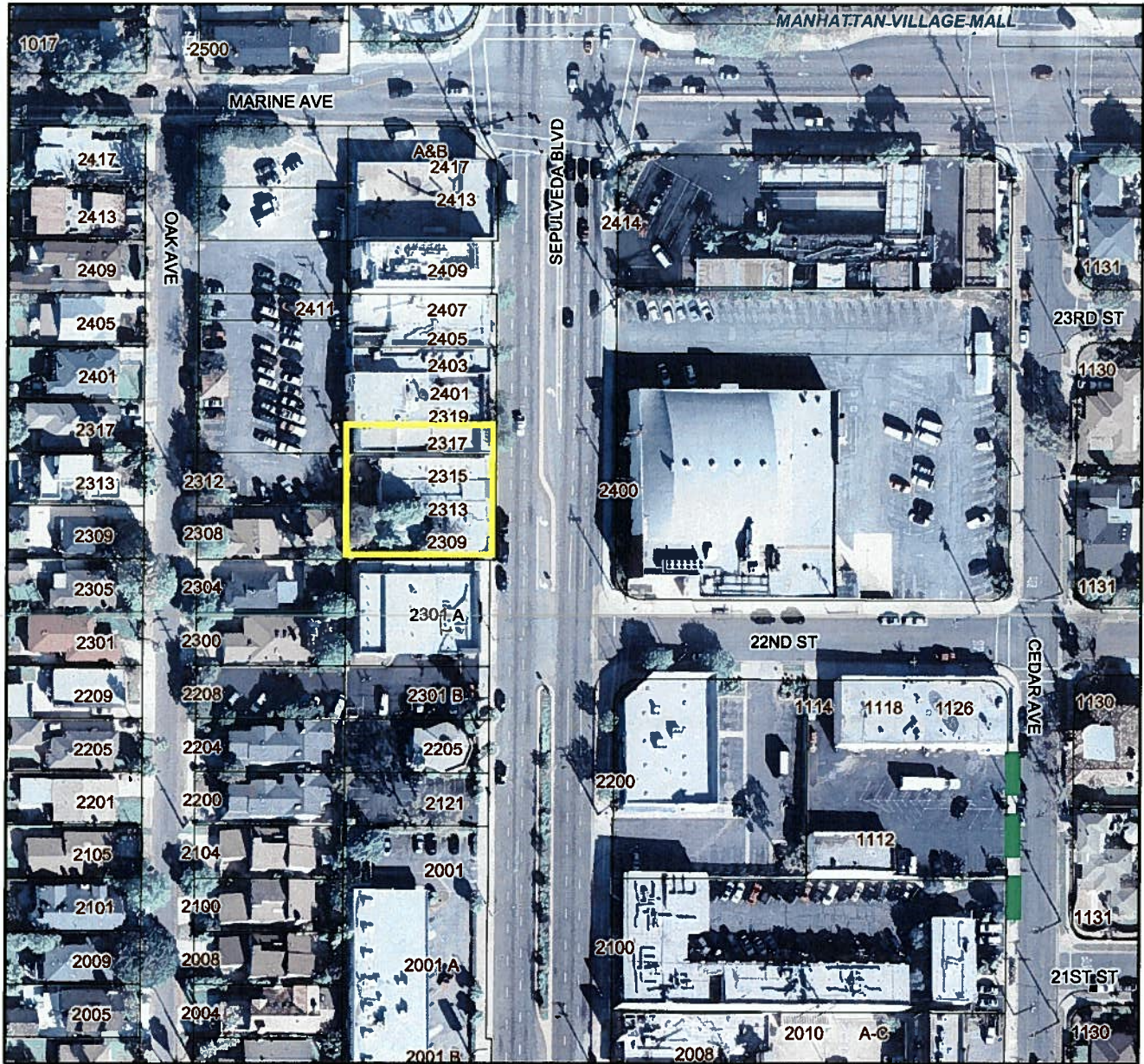
- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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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)**

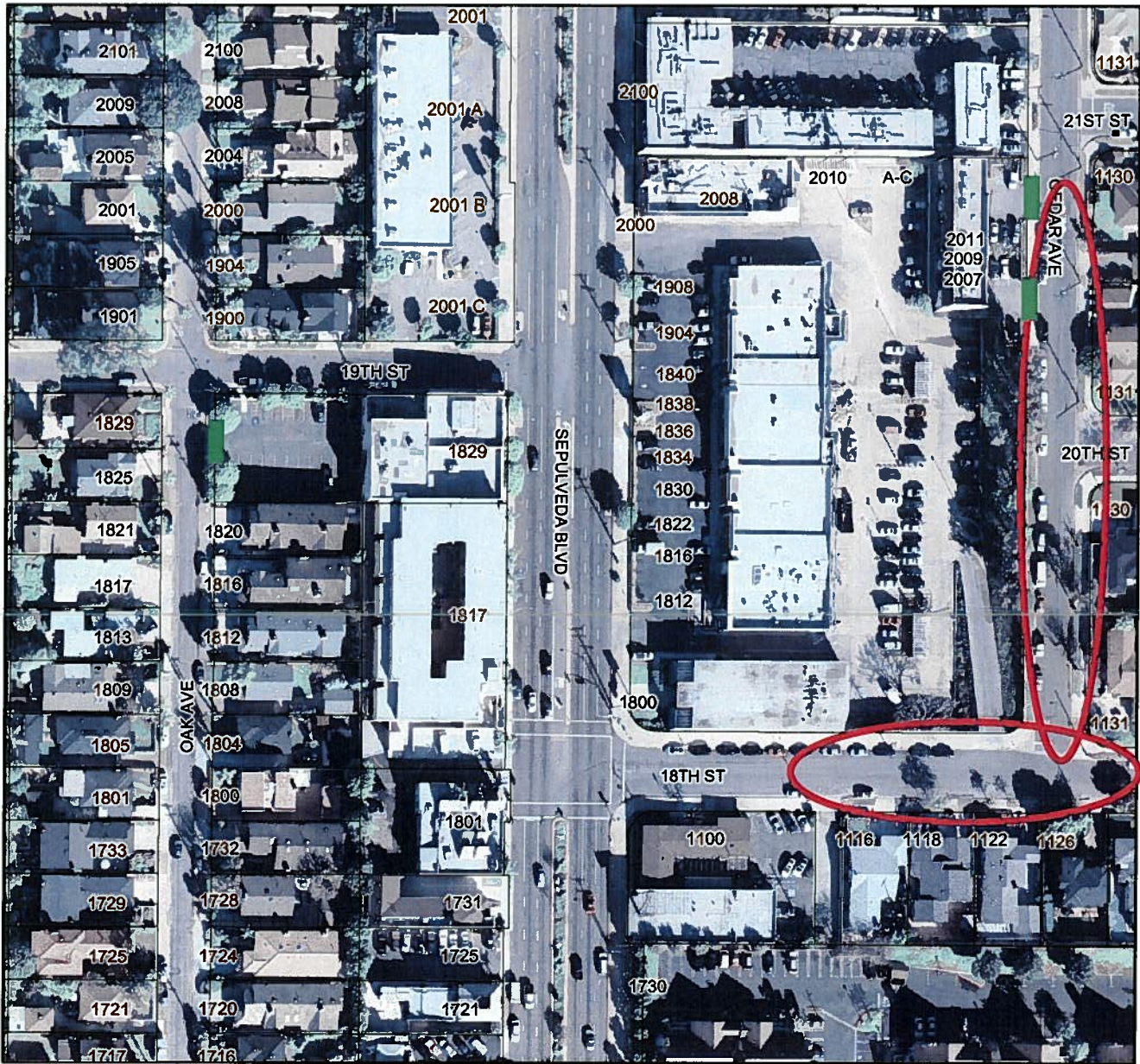
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-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
- (cont)**

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

2000 Block to 18th



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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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)

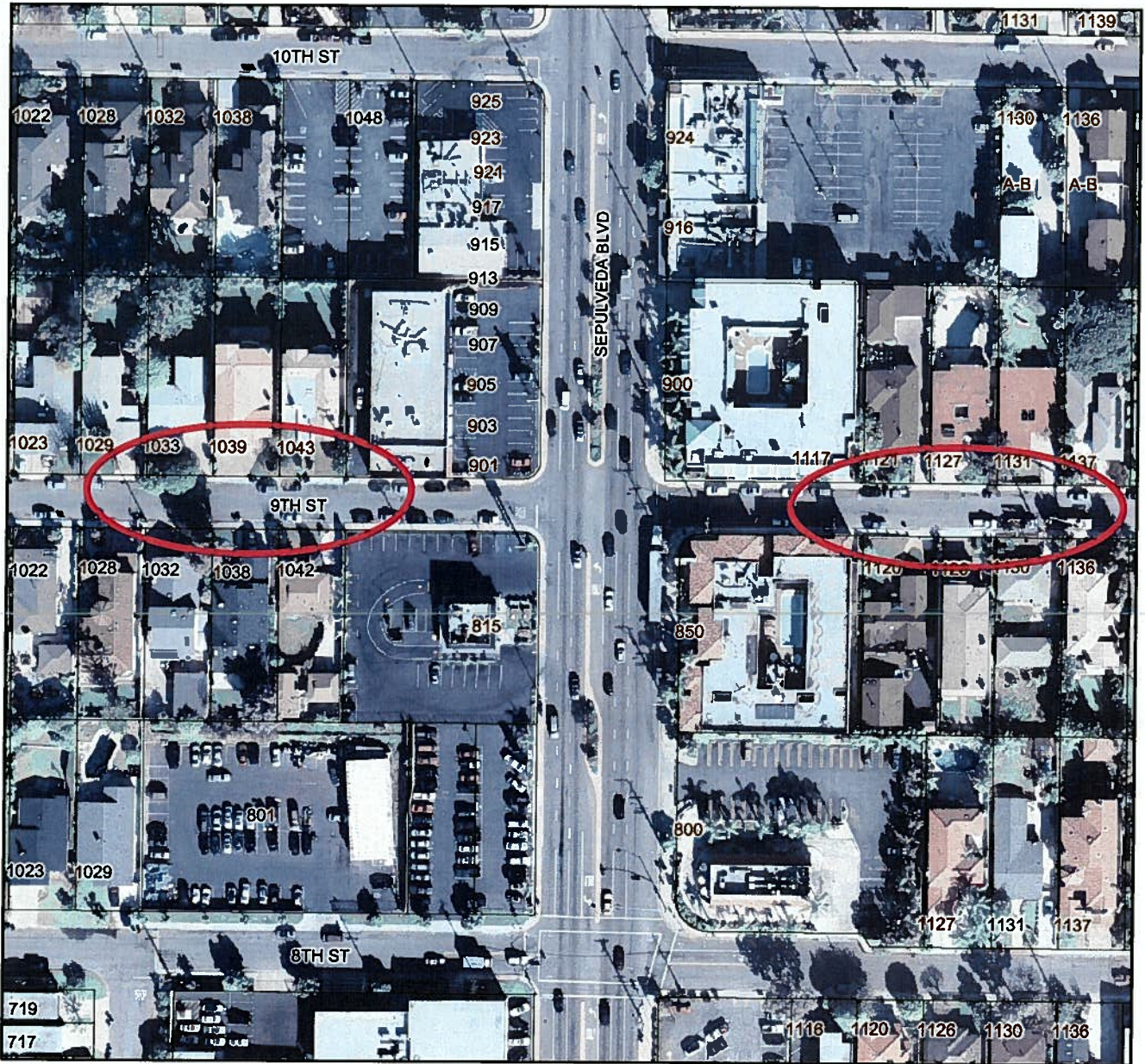
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-  PRIVATE STREET
-  SCHOOL
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0 85 170 ft.





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
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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
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0 85 170 ft.





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)

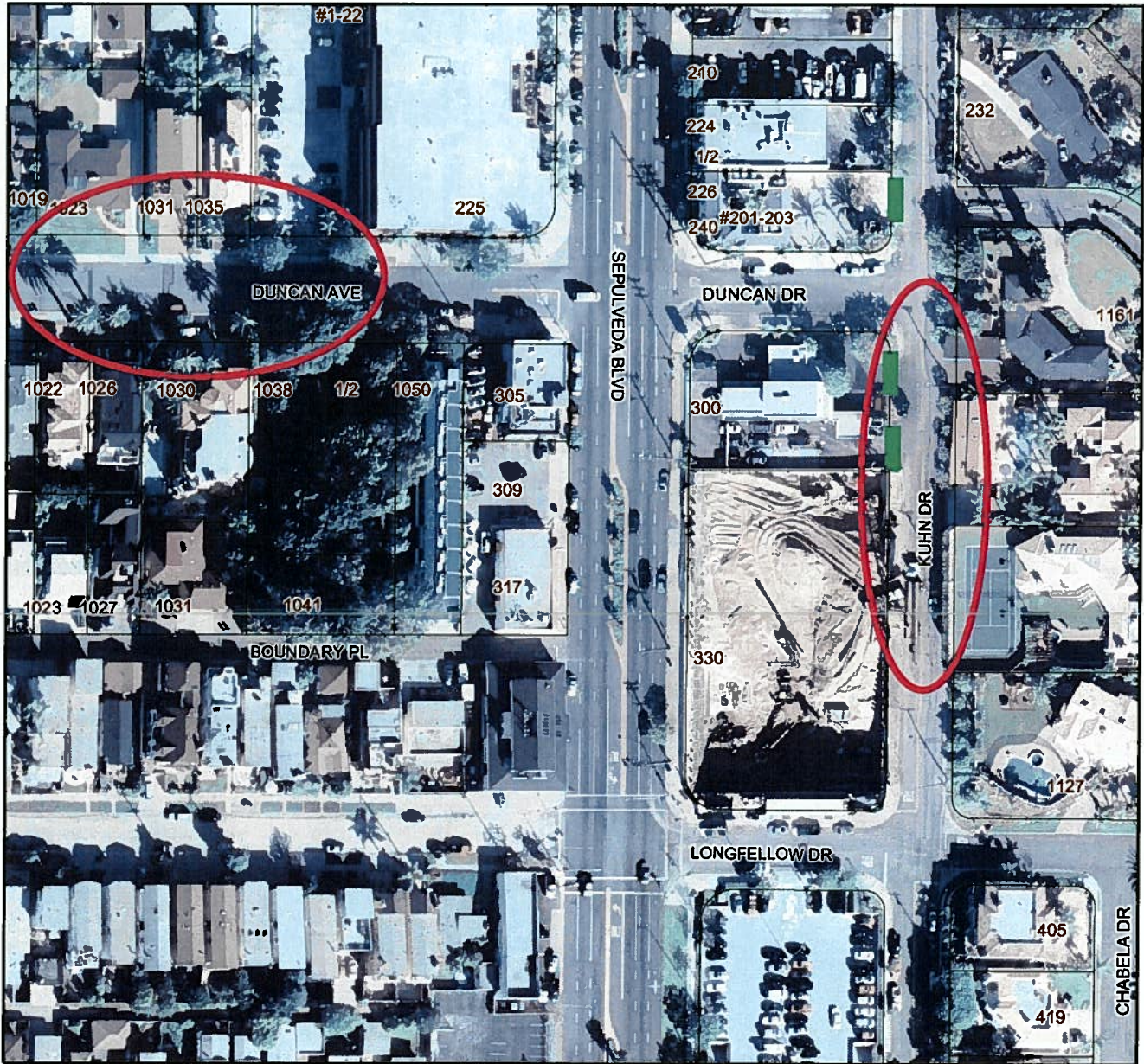
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-  PRIVATE STREET
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0 85 170 ft.








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
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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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02/26/09-3 Sepulveda Boulevard Corridor Parking Restriction Study

Chairman Gross explained that this item is presented for discussion this evening and that it will be discussed at approximately three Parking and Public Improvements Commission meetings.

Traffic Engineer Zandvliet presented background information on the Sepulveda Boulevard Corridor Parking Restriction Study. He advised that this is a fact-finding meeting; that approximately 1,200 notices of this meeting were mailed to property owners along Sepulveda Boulevard and one street off of Sepulveda Boulevard; that residents expressed concerns over cut-through traffic and speeding; that a separate priority item is to examine neighborhoods adjacent to and west of Sepulveda Boulevard; that parking on Sepulveda Boulevard is affected by drivers' fear of accidents, but there are no accident patterns in one particular area on Sepulveda; and that, based on the Commission's direction, recommendations would be presented at the next Parking and Public Improvements Commission meeting. Mr. Zandvliet related staff's recommendation that the Commission review the initial findings of the Study, receive public input and provide direction to staff for further analysis and preparation of parking and traffic measures.

At the Commission's request, Traffic Engineer Zandvliet used overhead photographs to review existing parking conditions on Sepulveda Boulevard. He advised that there are approximately 200 parking spaces on the west side of Sepulveda Boulevard and 100 on the east side; that approximately 50% of the east side and approximately 25% on the west side of Sepulveda Boulevard is designated as "no parking;" that the majority of businesses on Sepulveda Boulevard have private parking; that localized areas with parking issues involve large office buildings, daycare centers, auto repair businesses and businesses with small parking lots, or those with lots that are difficult to access; that cars parked in the residential areas are primarily associated with office buildings; and that traffic problems are created by drivers picking up children at a daycare center on Oak Avenue at Manhattan Beach Boulevard;

Traffic Engineer Zandvliet related staff's general opinion that a large overflow parking problem in the neighborhoods adjacent to Sepulveda Boulevard does not exist; that the removal of parking on Sepulveda Boulevard would exacerbate existing problems; and that the majority of cut-through traffic on Oak Avenue is from residents. He recommended that the City's two capital projects to add dual left-turn lanes at two intersections along Sepulveda Boulevard, Cal Trans' desire to restrict parking on the west side of Sepulveda Boulevard at Marine Avenue and require a second left-turn lane for an increased turning radius for large trucks at that intersection be taken into consideration. He explained Cal Trans' contemplation of removing all parking along Sepulveda in Manhattan Beach and Hermosa Beach and clarified that the City Council forwarded this item to the Commission with the thought that improving traffic movement through the City will divert cut-through traffic in residential streets.

Commissioner Vigon state his viewpoint that there would be no point in removing parking on Sepulveda Boulevard to improve traffic flow without doing the same in adjacent cities; that there are other ways to solve traffic flow problems; and that it seems the City of Manhattan Beach would be better at controlling Sepulveda Boulevard than the State.

Traffic Engineer Zandvliet explained that control of Sepulveda Boulevard could be relinquished back to the City; but, doing so would result in the City incurring maintenance costs; that the Sepulveda bridge over Veteran's Parkway could be widened to the full width in each direction; and that the City does not have the ability to implement permit parking in areas other than Downtown or Mira Costa High School.

Audience Participation

Chairman Gross opened the public hearing at 9:15 p.m.

Wendy Triggs, Lomita, Bay Animal Hospital Manager, described where employees of the Animal Hospital currently park on side streets near Sepulveda Boulevard and she voiced her concern that, should parking on Sepulveda be restricted, they will park in the residential areas.

Steve Finestone, , Manhattan Postal Center, 2711 N. Sepulveda Boulevard, informed the Commission of the limited parking for his business. He noted that his customers park on Sepulveda Boulevard until approximately 3:00 p.m. and that, should parking be removed, Sepulveda will become a bigger race track.

Dave Salzman, Owning a Real Estate Business at 1509 N. Sepulveda Boulevard, agreed that the removal of parking on Sepulveda Boulevard would significantly impact residential streets, especially Pine Avenue.

Mori Biener, CTJ Congregation, 1829 N. Sepulveda Boulevard, stated the Congregation's need for parking on Sepulveda Boulevard, particularly on Friday nights and Saturday mornings, and he asked what is wrong with the system as it is at this time.

Chairman Gross explained that traffic backs up near signalized intersections on Sepulveda Boulevard and that, if parking is removed near some of the intersections, traffic flow would be improved.

Chairman Gross closed the public hearing at 9:35 p.m.

Commission Discussion

Commissioner Silverman related his understanding that there have been several accidents near on Sepulveda Boulevard near 10th Street, near Versailles Restaurant. He noted that Councilmember Ward, who has an office on Sepulveda Boulevard, has discussed various parking issues on that street; that he anticipates the ultimate decision will include no changes, but it is important to have further information; and that it is important for businesses on Sepulveda Boulevard to survive.

Traffic Engineer Zandvliet explained the visibility restrictions at 10th Street and Sepulveda Boulevard, noting that this is not a problem all hours of the day and that parking is restricted there during peak periods. He advised that, should parking on Sepulveda Boulevard be restricted, traffic speeds would increase, and that the demand is not great enough to remove parking to allow for four lanes from 10:00 a.m. to 4:00 p.m. Mr. Zandvliet further advised that the intersection of Rosecrans Avenue and Sepulveda Boulevard is saturated with an "F" level of service and, by removing some

parking near the intersection, traffic flow would improve without impacting the rest of the street.

Chairman Gross pointed out that business associations such as the Downtown and North End Business Improvement Districts provide great assistance in identifying problems and coming up with solution; encouraged business owners along Sepulveda Boulevard to consider forming an association; and requested input on the Commission's ability to require the formation of a Sepulveda Boulevard Business Improvement District. Commissioner Gross noted that there is a lot of underutilized parking on Sepulveda Boulevard and that there are traffic problems at the major intersections during most of the daylight hours. He recommended that the Commission direct staff to explore and define parking to be eliminated to improve traffic flow at the major intersections (Artesia Boulevard, Marine Avenue, Rosecrans Avenue and Manhattan Beach Boulevard) at all times, including how much parking would be lost and how much is in critical areas.

Traffic Engineer Zandvliet suggested that business owners along Sepulveda Boulevard contact the Chamber of Commerce to discuss organizing a Business Improvement District and that a recommendation to form this type of organization could be made, but such a requirement must come from the Council.

Commissioner Vigon commented on the need to discuss what staff should analyze and he questioned the impetus for improving the flow of traffic on Sepulveda Boulevard. He stated his impression that there are alternatives to removing parking on Sepulveda, such as permit parking in residential areas, and suggested that staff explore whether removing parking would really help traffic flow.

Traffic Engineer Zandvliet reiterated the importance of protecting neighborhoods. He explained that the question is whether the benefit of removing parking is outweighed by the consequences and that one of the ways to lessen impact on residential streets is to make the main streets flow better would be to restrict turns into neighborhoods, but residents would be restricted as well.

Commissioner Adami suggested that the idea of removing parking from Manhattan Beach Boulevard to Marine Avenue be examined. He highlighted that the first priority is to take care of Manhattan Beach residents and related his feeling that no changes should be made on Sepulveda Boulevard from Manhattan Beach Boulevard to Marine Avenue.

Commissioner Stabile stated his confusion over the lack of a guiding principle or clearly-stated priority with regard to this matter. He expressed his understanding that the Council would like to further restrict parking on Sepulveda Boulevard in response to pressure from Cal Trans and that they would like the Parking and Public Improvements Commission to take the first cut at it.

Traffic Engineer Zandvliet clarified that the Council is asking the Commission to provide reasons to either remove or retain parking on Sepulveda Boulevard.

Commissioner Silverman recommended that residents and businesses on Sepulveda Boulevard be surveyed.

Mr. Salzman discussed the importance of balancing interests. He explained that, during the greater part of the business day, neither the neighborhoods nor the

traffic flow on Sepulveda Boulevard are severely impacted with only two lanes, but they would be if parking on Sepulveda Boulevard is restricted.

It was Chairman Gross' contention that some amount of change to the balance on Sepulveda Boulevard should be brought forward to improve traffic flow during non-peak hours (parking is already restricted during peak hours); but, all parking should not be eliminated. However, he suggested that the idea of eliminating parking on both sides of Sepulveda and the impacts this would have on cut-through traffic and commercial businesses be examined in order to provide definitive information to the Council.

Commissioner Vigon recommended that the actions that would have to be taken in the neighborhoods from a parking and traffic standpoint to eliminate the impact without changing parking restrictions on Sepulveda Boulevard be explored.

Traffic Engineer Zandvliet advised that this could be done from an anecdotal standpoint, but it could not be quantified; and that residents would prefer cut-through traffic and turning restrictions over parking permits.

Commissioner Stabile pointed out that no residents were present at the meeting to provide input.

Commissioner Silverman mentioned the importance of knowing which businesses on Sepulveda Boulevard would be most impacted if parking was completely removed and he noted questioned if there is a location along Sepulveda where there could be three lanes all of the time.

Chairman Gross related his understanding that the majority of the Commission would agree not to change the current parking configuration on Sepulveda and he recommended that staff be asked to provide information on why it would be wrong for it to remain status quo.

Traffic Engineer Zandvliet proposed that, since the full range of the impacts is not known, the Commission direct staff to examine extremes, such as not removing parking, to see what would have to be done to protect the neighborhoods and, conversely, completely removing parking to identify the areas that would be significantly impacted, and for what reasons. It was his opinion that individual intersections need not be analyzed.

Commissioner Adami noted that approximately 1200 meeting notices were mailed, but only five business owners attended the meeting, and that, because the most significant problem appears to be between 6th Street to Marine Avenue, alternatives for this segment could be examined

Traffic Engineer Zandvliet suggested that the lack of attendance signifies that many people do not think there is a problem on Sepulveda Boulevard. With regard to the idea of surveying residents and business owners, he indicated that it would be beneficial to know areas where parking could be removed and opinions about completely removing parking.

MOTION: Commissioner Vigon moved to direct staff to explore preserving

existing parking conditions and the measures that would be necessary to protect the neighborhoods from cut-through traffic and completely removing parking on Sepulveda Boulevard and the potential impacts on the neighborhoods and businesses, as well as any potential benefits of both. The motion was seconded by Commissioner Stabile and passed by unanimous voice vote.

Commissioner Silverman questioned what would be asked on a survey, the cost and the benefits. The Commission agreed to discuss the idea of a survey at a future meeting

Traffic Engineer Zandvliet advised that this item will be returned for the Commission's consideration in the near future.

EXHIBIT

C

Continue Public Hearing ...



SEPULVEDA BOULEVARD CORRIDOR PARKING RESTRICTION STUDY

The Parking and Public Improvements Commission (PPIC) will conduct a second public hearing 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

WHEN: April 23, 2009 at 6:30 pm

WHERE: Council Chambers (1400 Highland Avenue)

Residents and businesses are encouraged to attend and participate. The Staff Report will be available at www.citymb.info on April 17 after 5 pm.
For additional information, please call Ana Stevenson at (310) 802-5540 or email at astevenson@citymb.info

2601 Pine Ave.
Manhattan Beach CA 90266
April 15, 2009

Parking and Public Improvements Commission
Sepulveda Blvd. Corridor Parking Restriction Study

Commissioners and Participants:

Some twenty-five years ago, then Public Works Director Morton August proposed NO PARKING on both sides of Sepulveda Blvd. 24/7 from Rosecrans to Artesia. He predicted disasters in the near future including gridlock on the boulevard and contamination of adjacent residential streets if his plans were not adopted.

After many hearings and studies, Mr. August was shot down and he eventually sought employment elsewhere. His predictions were not fulfilled and today, a couple of decades later, the traffic situation is almost identical to that in 1984.

I'm attaching a copy of a letter which I wrote in 1985 but which I might well have written this morning.

For the record, if I get a vote, I recommend maintaining the status quo, continuing the restrictions now in place and working well.

Sincerely,



Donald W. Gantner

GANTNER PHOTOGRAPHY

2317 SEPULVEDA BLVD.

MANHATTAN BEACH, CA. 90266

(213) 545-8995

August 2, 1985

Manhattan Beach City Council
Manhattan Beach Public Works Commission
The Beach Reporter

Gentlemen:

Along with many of my Sepulveda Boulevard neighbors, I am much dismayed at recent City Council proposals, as prompted by Public Works' Mort August. The rationale of the current drive to turn Sepulveda Boulevard into Sepulveda Freeway, escapes us.

The businesses on Sepulveda Boulevard provide the financial lifeblood of the City of Manhattan Beach, accounting for the large majority of the City's sales tax revenue. Unlike property tax income which requires the city to spend more on services than it receives, this money is pure gravy. It enables the city to provide basic services and goodies that the residents cannot afford through their property taxes.

Not one business on Sepulveda will be benefitted by further parking restrictions. The degree of damage will vary widely. Those with offstreet parking will notice the loss of a few parking spaces, customer inconvenience and some customer reluctance to turn right into a narrow driveway with a car on their tail doing thirty-five or better. Those with only onstreet parking will notice additional deterioration of their business, as the restricted hours are expanded. The process will eventually become fatal as these Boulevard businesses become "land-locked" by the proposed final phase, calling for no parking at anytime.

It is a myth that Mr. August's "Sepulveda Sewer" will spill into adjacent residential neighborhoods. Local residents will continue some use of side streets, which is reasonable and proper. Through traffic will continue to use Sepulveda as they simply cannot tolerate boulevard stops every few blocks. For example, even the semi-arterial, nearly parallel, Valley-Ardmore route is relatively lightly used.

One wonders why Manhattan Beach should magnanimously destroy its own tax base, while those cities to the

Page 2

south, which created the problem, steadfastly defend their business people and concede nothing to alleviate the congestion.

One also wonders at the wisdom of a city which buys parking spaces downtown at a cost of more than ten thousand dollars each, then gives away several hundred spaces along the length of Sepulveda.

And finally, why does anyone think that, after our having provided them with improved access at great public and private cost, they won't build more highrise office buildings in El Segundo, and more condos in Redondo, thus returning us to the exact spot where we are now?

I say, let the people who made the problem find the solution or accept the consequences of their own actions. Let us give our business people and our residents a break by returning to unrestricted parking on Sepulveda Boulevard.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Donald W. Gantner". The signature is fluid and cursive, with a long horizontal stroke at the end.

Donald W. Gantner

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

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.

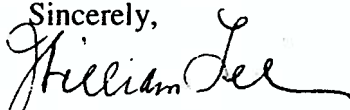
As a block captain of the NW program representing the 1100-1300 block of Oak Avenue it has been brought to our attention that the residents have a serious concern of the **impeding traffic** created by the parents of the Creative Kids preschool. Parents block the residents' driveways waiting to turn 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) 336-1073 or Lillie at (310) 336-1073.

Sincerely,


William Lee

Cc: Ms Jackie Harris, MB Community Development dept.

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: [REDACTED]@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: 310-314-8884, f: 310-344-8102
[REDACTED]

1/14/2009

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

From: RWC [mailto:████████████████████]

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
