

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF REGULAR MEETING
April 23, 2009**

A. CALL TO ORDER

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 23rd day of April, 2009, at the hour of 6:32 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

Present: Adami, Stabile, Silverman and Chairman Gross.
Absent: Vigon.
Staff Present: Stevenson, Danna, Zandvliet.
Clerk: Schilling.

C. APPROVAL OF MINUTES – March 26, 2009

A motion was MADE and SECONDED (Adami/Silverman) to approve the minutes of March 26, 2009 with the following amendments:

- p. 9, item 5, correct typo, replace word “fine” with “sign”.
- The PPIC would like to urge City Council to revisit “white line” striping program in the El Porto area similar to 40th Street as recommended in the North Manhattan Beach NTMP. The Commission would like City Council to give more weight to the statements made by the Manhattan Beach Fire Department regarding the need for 1st Responders to have more access to the area and also eliminate potential liability to the City.

D. AUDIENCE PARTICIPATION

None.

Jim Arndt, Director of Public Works took this opportunity to introduce the new City Engineer, Steve Finton to the Commissioners.

E. GENERAL BUSINESS

Sepulveda Boulevard Corridor Parking Study – Evaluation of Existing and Potential Impacts

Traffic Engineer Erik Zandvliet presented the second installation to the PPIC on the Sepulveda Boulevard Corridor Parking Study. This item was originally addressed at the February PPIC meeting and is one of the items City Council asked Staff to look into as part of the 2008 - 2009 Work Plan.

Traffic Engineer Zandvliet explained that the Sepulveda Corridor falls under the jurisdiction of Caltrans but the City has presented some recommendations they would like to try to eliminate and/or improve the three top areas of complaint; traffic flow along Sepulveda Boulevard; residential traffic that has developed as a diversion to the congestion on Sepulveda Boulevard; and Sepulveda Boulevard business patrons and employees who park throughout the residential streets.

Traffic Engineer Zandvliet updated the Commission with two projects that are in the works with Caltrans approval, to assist with traffic flow on Sepulveda Boulevard; dual left hand turn lanes at Marine Avenue and Sepulveda Boulevard (west bound to south bound); and Manhattan Beach Boulevard and Sepulveda Boulevard (north bound to west bound and west bound to north bound).

A survey of existing parking facilities was conducted both on-street and on private property along Sepulveda Boulevard. Traffic Engineer Zandvliet was able to identify five areas where moderate to heavy on-street parking was observed. He also observed that almost all businesses along the Sepulveda Corridor have off street parking but that many lots do not meet today's zoning codes. And in addition to this there are a total of 21 businesses that have parking lots in the back that feed into residential areas. Traffic Engineer Zandvliet also identified several areas where overflow parking led into residential areas and the probable cause of this issue.

Traffic Engineer Zandvliet noted that over the years the City has received numerous complaints from neighbors about non-resident parking and traffic on streets adjacent to Sepulveda Boulevard. He cited specific resident complaints along Oak Avenue regarding employee/patron parking and increase commuter use of the street and speeding.

Traffic Engineer Zandvliet provided the Commission with 12 options to mitigate the existing traffic problems. He also stated potential impacts and remedies for complete parking prohibition on Sepulveda and removal of parking near signalized intersections.

Traffic Engineer Zandvliet concluded that the PPIC Commission should discuss which parking mitigation measures should be pursued, and if any parking restrictions should be considered.

A lengthy discussion was held between the Commissioners and Traffic Engineer Zandvliet. Management Analyst Stevenson provided direction to the Commission and reiterated Staff's recommendation to approve a policy to consider limit parking prohibitions along Sepulveda 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.

Audience Participation

The Following persons spoke on this item:

Tom Schilling, 3117 Oak Avenue, contended that his concerns are with the speeding traffic of the commuters/residents who use Oak Avenue to avoid the congestion on Sepulveda Boulevard. He requests that the City allocate funds for Staff to do a traffic study on Oak Avenue.

Shy Anne Guth, 124 Sepulveda Boulevard, voiced her concerns about the impact additional parking restrictions on Sepulveda Boulevard would have on her as a small business owner.

Daniel Jung, 2301 Sepulveda Boulevard, said that no further parking restrictions should be placed on Sepulveda Boulevard. He owns a business one-half block south of Marine Avenue on Sepulveda Boulevard, with no rear exit and his customers depend on the street parking.

Bill Lee, 1205 Oak Avenue, expressed his concern over the cut-through traffic that uses Oak Avenue to avoid the left turn signal at Manhattan Beach Boulevard and Sepulveda Boulevard. He added that he is also impacted by the parents who have children at the Day Care Center. They tend to park in the street rather than use the rear parking lot and it makes it very difficult to for he and his wife to exit their driveway.

Rabbi Mark Hyman, Congregation Tikvat Jacob, 1829 Sepulveda Blvd, supports shared use of space with businesses along the Sepulveda corridor. As a long time resident of the City he notes that there has been a dramatic increase in commercial businesses and this has greatly impacted the congestion on Sepulveda Boulevard and the intersection of 19th Street and Sepulveda Boulevard at the Synagogue.

Thomas De Rogatis, Dianthus Street, stated that many of the employees from the office building located at 225 Sepulveda Boulevard used Dianthus Street and Duncan Avenue and 1st and 2nd Streets as employee parking. He voiced his opinion that the owners of the building were in violation of their CUP with the City and encouraged the City to enforce the measures of the CUP. Mr. De Rogatis requested that the PPIC recommend that City Council restrict the parking on those streets but provide a permit or waiver for the residents. He also expressed his concerns over the fact that the street is not posted for street sweeping and though the residents abide by moving their cars on street sweeping days the employees that park there do not.

Commissioner Gross closed public comments at 8:20 pm.

Discussion

Chairman Gross thanked the residents for taking the time to come down and express their concerns and opened the discussion to the Commissioners present.

Commissioner Stabile had several comments to make regarding the Sepulveda Corridor;

1. He stated his opposition to the blanket prohibition of parking on Sepulveda Boulevard.
2. He recommends that the City adopt a policy restricting parking near major intersections during peak traffic and asked that Staff work up a proposal for this action.
3. He recommends that Staff address specific intersections on Oak Avenue and either post signs or use temporary barricades to dissuade use as a diversion route for commuters and residents.
4. He suggested that a neighborhood traffic management program be initiated for each section of the City mentioned in Traffic Engineer Zandvliet's report that would help to address residents concerns.
5. He'd like Staff to investigate any non-compliance with CUP's the City has with businesses along the Sepulveda Corridor and enforce them. He encourages Staff to include shared parking in all future CUP's.
6. He would like for City Council to facilitate shared use between residents and businesses.

Commissioner Adami agreed with Commissioner Stabile and also suggested that Staff recommend that Council provide direction to do a Traffic Study on Oak Avenue from Rosecrans Avenue to Manhattan Beach Boulevard. Commissioner Adami was also interested in the pursuit of more information on the possibility of building a lower parking garage at the 1800 Sepulveda strip mall that Traffic Engineer Zandvliet had mentioned in his report.

Chair Gross asked for a definition of a BID and the possibility of businesses joining to form one in the area to assist with the parking issues they experience along the Sepulveda Corridor.

Chair Gross also agreed with Commissioner Stabile's suggestion to restrict parking near busy intersections only along the corridor but would like to implement this policy one intersection at a time.

Commissioner Silverman asked that the Staff look closely at each intersection to see if restricting parking would actually increase traffic flow.

A motion was MADE and SECONDED (Stabile/Adami) to adopt a policy in support of limited parking restrictions near traffic signals along Sepulveda Boulevard during

peak traffic flow hours on a case-by-case basis, and oppose a blanket parking prohibition on Sepulveda Boulevard.

AYES: Gross, Silverman, Adami, and Stabile.
NOES: None.
ABSENT: Vigon
ABSTAIN: None.

A motion was MADE and SECONDED (Stabile/Adami) to initiate Neighborhood Traffic Management Plans in areas that have been identified with parking or traffic intrusion issues, beginning with the Oak Avenue neighborhood from Rosecrans Avenue to Manhattan Beach Boulevard, and the Duncan Avenue/Dianthus Street/1st Street/2nd Street neighborhood.

AYES: Gross, Silverman, Adami, and Stabile.
NOES: None.
ABSENT: Vigon
ABSTAIN: None.

A motion was MADE and SECONDED (Gross/Stabile) to present a recommendation to City Council to study the feasibility of facilitating a BID or business association to address parking issues related to the Sepulveda Boulevard Corridor.

AYES: Gross, Silverman, Adami, and Stabile.
NOES: None.
ABSENT: Vigon.
ABSTAIN: None.

A motion was MADE and SECONDED (Stabile/Gross) to present a recommendation to City Council to explore options restricting access to Oak Avenue between Rosecrans Avenue and Manhattan Beach Boulevard to eliminate southbound cut-through commuter traffic.

AYES: Gross, Silverman, Adami, and Stabile.
NOES: None.
ABSENT: Vigon.
ABSTAIN: None.

A motion was MADE by Chairman Gross to investigate and enforce current parking restrictions placed on businesses along the Sepulveda Corridor. This motion did not receive a SECOND and was declined.

Chairman Gross announced a brief recess at 9:00 p.m.
The meeting was reconvened at 9:12 p.m.

Review of the 2009-2010 Capital Improvement Plan

Director of Public Works, Jim Arndt gave a brief overview of the Capital Improvement Plan for the 2009-2010 Fiscal Year. In addition to this Director Arndt answered several questions that Chair Gross had inquired about;

1. The sewer study should be completed in three to four months. Thus far it appears that a large percentage of the sewer is inefficient and could cost the City from \$9 - \$27 million to replace/repair. Once the study is complete it will be presented to City Council for direction.
2. There are two vacant spots in the Engineering department but with the budget issues probably will not be filled anytime soon.
3. The CIP funds are adequate to maintain the sewer, water and roads. However it would take approximately \$250 million to perfect our sewer. At the moment there doesn't appear to be anything crucial.
4. General Funds subsidize the Storm Drain Fund. The City may be eligible for a Grant for an infiltration system. Approximately \$1 million in reserves
5. The roads are maintained by funds generated by gas tax, AB Grants and bonds. There are no reserve funds for roads. The City works on a seven year cycle to put Slurry Seal on the roads.
6. The fuel station at the Public Works yard needs to be covered and storage areas as well.
7. There has been money set aside to improve/replace the Strand stairs.
8. Pier lot parking meters – some collaborative efforts are taking place that could result in State funding. If the multi-payment meters work at the Pier they may consider putting them in downtown and that would be a CIP project.
9. The City Council approved funds to perform an energy audit. Once that is completed there may be items for City Council to consider funding in the 2009-2010 CIP.
10. Funds have been allocated to spruce up the entry to the Pier area downtown.
11. The Environmental Task Force continues to work on projects related to reducing the City's carbon footprint. Some of these items may come before City Council in the near future.

Commissioner Stabile asked a question regarding parking meters and advanced technology which led to a brief discussion among the Commissioners, Traffic Engineer Zandvliet and Management Analyst Stevenson regarding various options in technology to facilitate the public's use of the parking lots other than meters that accept only coins.

Public Works Director Arndt next introduced Principal Civil Engineer Mike Guerrero to present the Capital Improvement Plan for the coming year and the entire CIP for the next five years.

Principal Civil Engineer Guerrero addressed the following CIP items for the 2009-2010 FY and funding. He explained that some items will be funded by the AB2766 Fund such as the expansion of the alternative fuel station and others will be funded by Gas

Tax and Prop 42 such as street improvement projects throughout the City and others will be funded by the CIP Fund such as the Energy Audit, and the Public Works Maintenance Facility Storage Cover. Engineer Guerrero continued with a list of items that will be funded by Federal and State Grants such as the Strand Stairs, street improvements scheduled to be funded by various Proposition Funds, and yet others that will be funded by the State Pier and Parking Lot Fund such as automated meters. The total expenditure for the projects in the 2009-2010 FY is \$7,274,956.

Principal Civil Engineer Guerrero moved on to present future CIP projects scheduled over the next five years. These projects are funded by a number of the same sources including the Gas Tax, CIP Fund and Parking Fund. Engineer Guerrero stated that the total expenditures for these projects is \$19,680,000, with the widening of the Sepulveda Boulevard Bridge being the largest cash outlay at \$13 million plus but again this is funded by the Gas Tax. Engineer Guerrero concluded his presentation with a list of Unfunded Projects that have been identified in the current and previous years but which have not yet been recommended for funding.

He also recommended that the Commission review the proposed CIP and Unfunded CIP Projects lists and provide any comments they would like to forward to the City Council before they approve the 2009/2010 Capital Improvement Plan.

A lengthy discussion followed between the Commissioners, Principal Engineer Guerrero and Public Works Director Arndt regarding the number of projects and availability of funds to complete those projects.

Commissioner Silverman suggested that the unfunded projects be prioritized in an effort to be more cost effective. For example he cited Begg Pool expressing the fact that the pool is in such a poor state that it would be foolish to spend more money on refurbishing it when it needs to be replaced. He had the same concern for a number of projects that came up during the Facility Strategic Plan meetings.

Commissioner Adami complimented staff on a job well done. He suggested that there be a three year pay back on energy related projects. He also supports the CIP Plan as presented.

Chair Gross expressed his opinion that the items on the CIP be prioritized and a determination made on how to spend funds during these difficult financial times. He strongly suggests that the infrastructure be the number one priority.

Commissioner Stabile agrees that the infrastructure is the number one priority in terms of future budgeting.

PPIC Commission supports the 2009-2010 Capital Improvement Plan (CIP) as is with the following conditions:

- On any energy related item they would like to see a three-year financial payback

- If there are any extra CIP funds they recommend that those funds be spent on maintenance and upgrades to the existing infrastructure, meaning water, sewer, storm drains and roads.

F. COMMISSION ITEMS

1. Parking Meter Revenue and Traffic Violation Revenue Report

None.

2. Commissioner Silverman commented on phone conversations he has had with the North Manhattan BID. They have decided to delay implementation of valet parking and determine their priorities and focus on other projects.

He noted that Staff did everything to confirm valet parking by summer in North Manhattan Beach.

The North Manhattan Beach BID has also noted that they would like to see the cost of parking meters rolled back. City Council rejected this.

3. Chair Gross commented on the installation of new meters in the future.

G. STAFF ITEMS

1. Management Analyst Ana Stevenson discussed the pre Commission meetings with the Chair and staff. In response to Commissioner Stabile's request to attend one of these meetings along with Chair Gross she stated that it would be inappropriate to do and might be perceived that a decision is being made before an item is brought before the commission.

It was determined that each Chair in waiting could attend one meeting as a training session.

H. ADJOURNMENT

The meeting was adjourned at 11:11 p.m.