



**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: October 22, 2009

SUBJECT: Sand Dune Park Parking Meter and Resident Parking Override Program

RECOMMENDATION:

It is recommended that the Commission conduct a public hearing and approve the following recommendations:

1. Installation of parking meters along Bell Avenue between 27th Street to 36th Street.
2. Implementation of a resident permit parking program in the neighborhood surrounding Sand Dune Park pursuant to the terms and conditions identified in the Conclusion of this report.
3. Appoint two members to participate in the Dune Subcommittee that will review and recommend a comprehensive Sand Dune Park operations strategy.
4. Pursue formation of a “double fine zone” to increase the fines for permit and meter parking violations within the Sand Dune Permit Parking Zone.
5. Paint 25 feet of red curb on the east side of Bell Avenue just south of 36th Place.

BACKGROUND:

On August 4, 2009, the City Council discussed parking and traffic related issues associated with increasing use of Sand Dune Park. After hearing public testimony, the City Council referred the matter to the Parking and Public Improvements Commission (PPIC) to evaluate the feasibility of installing parking meters and implementing a neighborhood parking permit program as a way to regulate overflow parking and park use.

On September 24, 2009, the PPIC discussed the current traffic and parking conditions on the streets surrounding Sand Dune Park, and held a public workshop to hear testimony from users and residents, as well as to solicit comments about the feasibility of placing meters on parking spaces near the park and implementing a resident permit parking program. Additional written correspondence and the draft minutes are attached to this report. All of the discussion and comments were considered in preparation of this report.

On October 6, 2009, the City Council approved an extension of the temporary closure of the dune portion of Sand Dune Park. The additional time is intended to give residents some continued

traffic and parking relief until a decision can be made regarding park related activities. The Parks and Recreation Commission (PRC) has also been directed to look at various present and long-term operational changes that would reduce neighborhood impacts. At that meeting, the Council also ordered formation of a Sand Dune subcommittee to be overseen by two representatives each from both Commissions to review both operational and neighborhood issues and develop a comprehensive strategy for the Park. After the subcommittee makes its recommendation, the two commissions will conduct a joint meeting prior to presenting the final recommendation to the City Council.

DISCUSSION:

Over the years, the popularity of Sand Dune Park has steadily increased, and is now regularly used by residents, sports teams, athletes, and fitness groups for the unique exercise challenge to walk or run up the Sand Dune, most notably in the summer season. This July's attendance spiked approximately 25% higher than previous year. Along with this increased use comes increased neighborhood impacts. Residents in the area have voiced concerns about a multitude of problems primarily focused on parking, traffic, noise and trash. To address these neighborhood concerns the City has taken a number of actions over the years, including:

- Constructed a traffic circle at the south end of Bell Avenue adjacent to the park.
- Striped diagonal parking along the west side of Bell Avenue and prohibit parking on the east side.
- Posted noise and litter prohibition signs.
- Posted Playground warning signs.
- Provided supplemental street sweeping.
- Increased hours of Parks & Recreation staff presence.
- Hired a Park Ranger.
- Increased Police Patrol.

These measures have resulted in some relief to residents, however, attendance at San Dune Park continues to rise, aggravating the associated neighborhood concerns.

In response to the most recent concerns, the City has considered a variety of possibilities to regulate the Park's activities, including; closing the Dune fully or partially; fencing it and/or charging for its use as a way to control attendance. The City is also considering a concept to reduce the number of visitors and related impacts to the neighborhood by charging for parking near the park and restricting the ability for users to park elsewhere in the neighborhood. One way to accomplish this is to install parking meters in certain areas such as Bell Avenue, and implement a Permit Parking program in the neighborhood to decrease the potential for parking intrusion. This concept has the potential to reduce over-use of the park as well as generate revenue to offset some of the City's costs for operating the Dune.

It should be noted that while all of these options are being reviewed by the City Council, the PPIC has been directed to evaluate the feasibility of a metered parking/resident permit program given the existing park operating conditions. The City Council will then review the findings, comments and recommendations made during the PPIC process, and make a final determination whether such a program should be implemented alone or in conjunction with other changes to park operations concurrently being considered by the Parks and Recreation Commission. Before

- C. Transferrable guest permits should be provided for residents to use because of the expected absence of nearby unrestricted parking if all streets “opt-in” to the program.
- D. The permit zone should be established with a 20-minute parking time limit effective during Dune hours only. A longer period would not discourage the more athletic types, while a shorter period would cause more inconvenience to residents.
- E. A seasonal (April through September) permit program should be implemented initially to minimize resident inconvenience, unless a longer period is warranted by continued parking impacts.
- F. It is expected that Sand Dune activity will NOT be affected by the parking meter/resident permit parking program until such time as most of the streets surrounding the park opt-in to the program.
- G. There is no guarantee of decreased park use until such time as all streets opt-in to the program. If all nearby streets are posted with restrictions, peak summer use would be expected to decrease to approximately 80 users during peak times, which would lower daily summer attendance by approximately 25%. Traffic volumes on nearby streets would be reduced by about 10%. Off-peak hours and off-season use would not be expected to change significantly with a metered parking/resident permit parking program in place.
- H. During the initial stages of permit parking implementation, traffic volumes on residential streets are likely to increase due to park users (and residents) looking for unrestricted parking. In addition, parking demand on those streets that do not opt-in would be expected to actually become worse.
- I. Over time, the number of park users would be expected to decrease when repeated visits result in a consistent difficulty in finding available parking or the distance to walk from such parking discourages certain users.
- J. There will always be some resident and non-resident users willing to find unrestricted parking or are dropped off that will not be affected by the permit parking restrictions.
- K. Since the actual impacts of Sand Dune parking in un-restricted areas can not be determined and will change depending on the streets that opt-in to a permit program, the initial permit zone should be limited to the current impacted area. This zone would be automatically eligible for permit parking subject to submittal of the required two-thirds (2/3) majority.
- L. All entrances to the initial permit zone should be posted with notices such as “RESIDENT PERMIT PARKING ZONE ON POSTED STREETS”. This will discourage some parking intrusion even on non-posted streets and reduce some traffic due to drivers hunting for open spaces.
- M. To address the possibility of future parking impacts beyond the permit zone, a wider buffer zone should be considered beyond the initial zone where residents can petition for permit parking subject to the Traffic Engineer’s confirmation that a parking impact related to Sand Dune exists. See Proposed Permit Zone map.
- N. In areas close to commercial zones such as Highland Avenue, resident permit parking could adversely impact customer parking. Special consideration should be made before granting permits in these areas.
- O. At the City’s or resident’s discretion, the transferrable guest permits could be used by residents living outside the permit zone when they are considered a “visitor” to that resident.
- P. It is possible that some guest permits may be sold or given to non-residents, thereby undermining the effectiveness of the program.

implementing the PPIC and PRC parking and operations recommendations, the City will need to evaluate if the restrictions are compatible with each other.

Metered Parking and Neighborhood Permit Parking Concerns

At the September 24, 2009, meeting, while the majority of residents were in favor of closing the Dune portion of the park completely, residents generally conceded that a resident permit would offer some improvement to parking conditions, if not actually reducing attendance. Some feared that traffic would still be as bad, if not worse, because park users would hunt around for “free” parking spaces in the neighborhood if the metered spaces are full or to avoid paying. Other concerns included the possibility of non-resident users parking beyond the permit parking zone, thereby shifting traffic impacts to streets that are not presently affected. Still others were concerned that residents living outside the permit zone would be unfairly restricted from using the park because of meter fees or insufficient parking opportunities. A nearby pre-school also noted possible difficulties for staff and parent parking if parking restrictions were imposed.

One resident also requested speed humps or reduced speed limit on Bell Avenue near 36th Place to slow down drivers going to and from Sand Dune Park. While speed humps are not approved for use on city streets except near a school, the Traffic Engineer has reviewed the road conditions and determined that excessive speeding is not prevalent. The average speed near 36th Place is 16 miles per hour (mph), and prevailing speed (85th percent of drivers drive this speed or less) is 20 mph, which are both below the posted 25 mph speed limit. However, sight visibility exiting 36th Place could be improved by painting approximately 25 feet of red curb just south of the intersection. Traffic volumes and speeds will also be monitored as part of the implementation of any parking program to evaluate its effectiveness.

There are several components of a metered parking/resident permit program that are envisioned to meet the intended objectives. Since both systems are currently in place in other areas of the City, this program can be relatively inexpensive and quick to implement on a trial basis. Existing permit parking programs can easily be adapted to the Sand Dune area. The City is currently undertaking a pilot study to test multi-space parking meters near the pier that are capable of credit card payments, variable parking rates, and wireless data communication. Similar devices can be used for the Sand Dune Park area in lieu of individual parking meters and would have features that would increase the effectiveness of the program.

The Traffic Engineer has evaluated the elements of the program as it has been discussed and studied the concerns that have been raised. His findings and observations are as follows:

Residential Permit Parking

- A. Given the acute parking impacts generated by Sand Dune Park, a resident permit parking program could be an effective way to address the symptoms of high attendance with less overall inconvenience than currently experienced by residents trying to find parking.
- B. Because some residents may feel more or less impacted by Sand Dune parking, an opt-in type resident permit parking program should be developed in the neighborhood surrounding Sand Dune Park. The terms and conditions of the City’s two existing permit programs would be adapted to the specific needs of this neighborhood.

CONCLUSION:

Pursuant to the collective public comments, Commission discussion and traffic engineering analysis made regarding a metered parking/resident permit program, staff recommends the following parking implementation plan:

Resident Permit Parking

1. Implement a resident permit program per the attached terms and conditions.
2. Establish an initial Sand Dune Permit Parking Zone (see map) with automatic eligibility to opt-in to the resident permit program.
3. Establish a Secondary Permit Parking Zone (see map) where residents could petition for permit parking restrictions subject to confirmation of parking impacts related to Sand Dune Park.
4. Limit the permit parking restrictions effective April 1 to September 30 only.
5. Restrict parking within the permit zone to 20-minutes during park operating hours only.
6. Charge a nominal biannual \$5.00 per hangtag fee to cover materials costs.
7. Post one permit parking sign at each entrance to a street that opts-in to the program.
8. Post “RESIDENT PERMIT PARKING ZONE ON POSTED STREETS” on streets that enter the parking zone.
9. Any parking space partly or full within the public right-of-way would be subject to permit parking restrictions.
10. Assign a specific parking enforcement officer to the Sand Dune permit zone during peak periods.
11. Provide up to eight (8) parking permits to Beach Babies Preschool for use by staff and volunteers within the permit zone.
12. Paint a 10-minute green school parking zone near Beach Babies Preschool for parent drop-off and pick-up.
13. Monitor usage of the permit parking zone and present a follow-up evaluation with recommendations after a trial period.

Metered Parking

14. Convert all street parking on Bell Avenue between 27th Street and 36th Street to metered spaces after a resident permit program is established.
15. Parking meters would only be operated between April 1 and September 30.
16. Install two “Pay-by-Space” meter stations near the park entrances.
17. Meter rates would vary between \$1.00 per hour and \$5.00 per hour depending on peak use hours and seasons as determined by the City.
18. Meters would be enforced during park hours only.
19. Allow residents of the City to obtain payment cards “smartcards” to be used to park free or at a flat reduced rate in any metered space. A nominal charge for the smartcard would cover material costs.
20. Post a maximum two-hour time limit on metered spaces.
21. Review utilization of the metered spaces and present a follow-up evaluation to the PPIC after a trial period.

Pursuant to the published and mailed public notice, all interested parties have been invited to this public workshop to discuss this matter and provide comments. The Commission should consider

- Q. A limited number of transferable permits should be given to the Beach Babies pre-school for staff and volunteer use, and a short-term loading zone painted adjacent to the school for parent drop-off and pick-up.

Metered Parking

- R. Metered parking should be installed only in conjunction with a resident parking permit program. Metered parking without permits would just cause more parking intrusion into the residential streets.
- S. The metered parking operating hours should match Dune hours. When the park is closed, all metered spaces would be open for public use.
- T. A high meter rate will discourage families and general users, but not athletes and non-residents that are willing to pay an equivalent amount as a “training” fee.
- U. Meter rates can be adjusted up or down during the day to influence demand. A variable meter rate would be effective in shifting attendance to non-peak times, while discouraging peak usage.
- V. If less park use is desired by both residents and non-residents, metered spaces should be limited to a maximum time limit of two hours to reduce turnover of the parking spaces. If more access to the park is desired for residents, then a maximum time limit of one hour is suggested to discourage loitering.
- W. If unrestricted park access by the City’s residents is desired, a smart card should be made available to any resident who shows proof of residency for use at the metered spaces.
- X. Metered parking should be limited to curb spaces along Bell Avenue both north and south of the park between 27th Street and 36th Street, with continued monitoring to determine the feasibility or need for additional metered parking in the Public Works Yard visitor parking lot or other streets not fronting residential homes.
- Y. Two “Pay-by-Space” meter stations should be installed near the park entrances (north and south sides) to reduce visual impacts and help direct users along certain paths away from residences. These meter stations would have the ability to change parking rates at different times of the day or season, and allow smartcard use by residents at no charge.

The City Attorney has made an initial review of the legal issues and environmental consequences of a parking meter/residential parking permit system. Such programs are allowable and practiced in many communities upon making certain findings that the existing parking conditions adversely impact the public welfare and/or general safety or the program would improve the same within the community. In addition, parking meters and parking restrictions are typically exempt from California Environmental Quality Act (CEQA) regulations under Guidelines Sections 15311 and 15321(a)(2) respectively, as having no measureable environmental impact along with application of the “common sense” explanation.

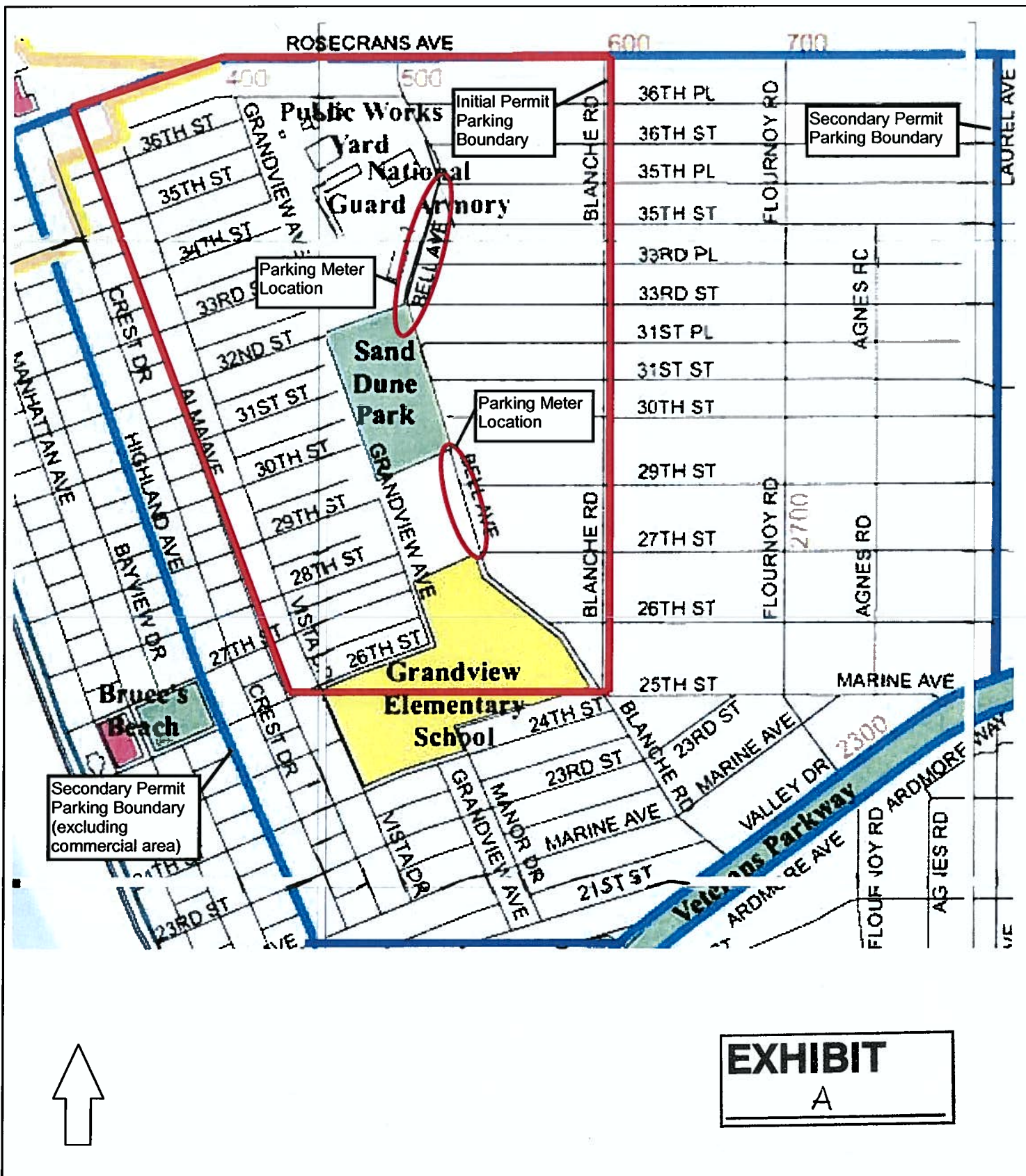
Advantages and Disadvantages

Implementation of a metered parking/resident permit program would have both beneficial and detrimental effects to various community groups. For example, the program could offer some parking relief to surrounding residents, but also add new rules to those public parking spaces. For park users, there may be new costs and added inconvenience to using the Sand Dune, but it may also be less crowded with fewer non-resident athletes. A non-inclusive list of pros and cons is attached to this report.

all comments and discuss all pertinent issues of a possible metered parking/resident permit program. Representatives from a number of City departments including Police, Parks and Recreation, Public Works and Finance will also be available at the meeting to help answer questions that have arisen during the discussion. The Commission's recommendation will be forwarded to the Sand Dune Subcommittee and City Council for consideration along with the Parks and Recreation Commission's recommendations related to park operations.

- Exhibits:
- A. Parking Zone Map
 - B. Pros and Cons List
 - C. Draft Sand Dune Permit Parking Override Program Guidelines
 - D. Sept. 24, 2009 PPIC Report with Attachments
 - E. Draft Sept. 24, 2009 Meeting Minutes
 - F. Meeting Notice and Notice Area Map
 - G. Public Correspondence

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City of Manhattan Beach
 Department of Community Development

SAND DUNE PARK NEIGHBORHOOD
Metered Parking / Resident Permit Program
Parking Zones

SAND DUNE PARK
PARKING METER AND RESIDENT PERMIT PARKING PROGRAM

PROS:

- A permit program would decrease parking intrusion on those streets that opt-in.
- Once a significant majority of streets opt-in, traffic and parking intrusion would be expected to decrease to off-peak levels.
- Fewer non-residents would use the park due to the added inconvenience and cost of parking.
- More parking spaces would be available for local residents during posted hours.
- It would be easier for guests to find nearby parking.
- Traffic, noise and trash issues would decrease on those streets posted with permit parking.
- City residents could be given special parking privileges over non-residents in metered spaces that would result in better access to the Dune.
- Revenue from meters and violations could help offset police enforcement and park operation expenses.
- City residents would have greater opportunity to enjoy the Dune with less crowding.
- The meter fees, operating hours and time limits can be adjusted to address changing conditions or influence park use.
- The resident permit program can be modified as needed to minimize resident impacts or address specific parking conditions.

CONS

- Dune parking demand would likely relocate to non-permitted streets within walking distance.
- Dune parking would increase on streets that are not currently impacted, making it harder for residents to find parking.
- Dune attendance and parking demand would not be expected to decrease until a significant majority of the adjacent streets opt-in to the program.
- Hard core athletes will not be dissuaded by parking restrictions, and will find parking outside the permit zone or pay high meter rates.
- Traffic volumes would likely increase during initial implementation due to “hunting” for open spaces.
- Heavy parking enforcement would be required during peak park use times.
- Local businesses along Highland Avenue might be affected by a reduction in public street parking for customers.
- Some residents that don’t want a permit system would be required to obtain permits for those streets that opt-in.
- Park users may decide to be dropped-off instead of paying for parking.
- Residents will experience some added inconvenience in obtaining, using and renewing their permits.
- Existing parking spaces that appear to be private but are on public property will be subject to enforcement of hangtags.
- Residents or guests that do not have or forget their hangtags will be subject to parking citations.
- Residents that want to invite a large number of guests will have to make special arrangements prior to their event.
- Residents living outside the permit zone would be subject to parking meters and permit parking restrictions, unless special provisions are made to override either restriction.





Draft

CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
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MANHATTAN BEACH, CALIFORNIA 90266

SAND DUNE RESIDENTIAL PARKING OVERRIDE PROGRAM PETITION FORM PROCEDURES



PROCEDURES

1. The complete criteria and procedures for the Sand Dune Residential Parking Override Program are available at the Community Development Department Counter at City Hall, located at 1400 Manhattan Avenue.
2. Residents fronting an eligible street may petition for 20-minute time limit parking restrictions on their block. A block is defined as the length of street between two adjacent intersections or between an intersection and the termination of the street or override parking zone in either direction. Street frontages with commercial uses only are not eligible for this program.
3. One or more sponsor(s) (contact person) may circulate the petition form to all residents of the fronting properties on both sides the proposed block. If a resident is against the Residential Parking Override Program, the word "OPPOSED" should be noted in the petition signature space. If the sponsor is unable to contact a resident, "NO CONTACT" should be noted in the petition signature space with the days and times that the contact was attempted.
4. After at least two-thirds (66.6%) of the fronting property owners or residents on both sides of the proposed block have signed in support of the Sand Dune Residential Parking Override Program, the contact person signs the perjury statement on each page of the petition, and submits the petition to the Traffic Engineer. There is no fee to petition for installation or removal of parking restrictions on a street within the program area.
5. City of Manhattan Beach staff will evaluate the petition and verify eligibility of the proposed block. Once verified, the approved block will be posted with "20 MINUTE PARKING (DUNE HOURS), MAY 1 TO SEPT 30, VEHICLES WITH TAGS EXEMPTED". Parking restrictions will be effective on all days, except that vehicles with tags will be exempted from the time limit. All residents on that block will be notified that they may apply for residential override hangtags issued by the City, located at the above address.
6. Residential override tags are available only to applicants who live on a qualified street posted with restricted parking. First-time applicants must show proof of residence. HANGTAGS ARE VALID ONLY FOR THE ADDRESS ON THE APPLICATION.
7. Each qualified residential household is allowed up to three (3) hangtags for vehicles registered to occupants of the residence. In addition, three (3) transferable hangtags may be issued to each household to be used for any guest vehicle of that household. Only three transferable hangtags will be issued per program term to each household. No replacement of lost or stolen transferable hangtags will be issued.
8. The issuance fee for an override hangtag is \$5.00 for each hangtag. There is no prorated adjustment or refund in the fee if the applicant enters the program any time after the current program cycle has started. The fee for replacement of lost or stolen non-transferable hangtags is \$15.00.
9. All residential parking override tags are valid during the current program term or until the resident no longer resides in a qualified dwelling unit for such override, whichever occurs first.
10. All vehicles must be currently registered to the address on the application. The hangtag shall prominently displayed in the front windshield of the eligible vehicle.
11. All other applicable parking restrictions, such as street sweeping and red curbs, must be followed. Vehicles with override hangtags are NOT exempt from parking meter regulations.
12. The Sand Dune Residential Parking Override Program term is effective from January 1, 2010 to March 31, 2012.



**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: September 24, 2009

SUBJECT: Parking and Traffic Issues Related to the Neighborhood Surrounding Sand Dune Park

RECOMMENDATION:

It is recommended that the Commission conduct a public hearing and provide staff with direction regarding possible parking meters, permit regulations or other traffic measures in the neighborhood surrounding Sand Dune Park.

BACKGROUND:

On August 4, 2009, the City Council discussed parking and traffic related issues associated with increasing use of Sand Dune Park. After hearing public testimony, the City Council referred the matter to the Parking and Public Improvements Commission to evaluate the feasibility of installing parking meters and implementing a neighborhood parking permit program as a way to regulate overflow parking and park use.

DISCUSSION:

Over the years, the popularity of Sand Dune Park has steadily increased, and is now regularly used by residents, sports teams, athletes, and fitness groups for the unique exercise challenge to walk or run up the Sand Dune. This increased use is particularly noticeable in the summer when attendance spikes due to longer and warmer days and attendance. Along with this increased use come increased neighborhood impacts. Residents in the area have voiced concerns about a multitude of problems including; parking, traffic, noise and trash. To address these neighborhood concerns the City has taken a number of actions over the years, including:

- Constructed a traffic circle at the south end of Bell Avenue adjacent to the park.
- Striped diagonal parking along the west side of Bell Avenue and prohibit parking on the east side.
- Posted noise and litter prohibition signs.
- Posted Playground warning signs.
- Provided supplemental street sweeping.



- Increased hours of Parks & Recreation staff presence.
- Hired a Park Ranger.
- Increased Police Patrol.

These measures have resulted in some relief to residents, however, attendance at San Dune Park continues to rise, aggravating the associated neighborhood concerns.

Metered Parking and Neighborhood Permit Parking

In response to the most recent concerns, the City has considered a variety of possibilities to regulate the Park's activities, including; limiting Park use to residents only; closing the Dune fully or partially; fencing it or charging for its use as a way to control attendance. All of these more direct actions affecting public access or park operations are not the subject of this study or to be formally considered by this Commission.

Rather, the City Council has directed the Commission to consider an alternative concept to reduce the number of visitors to the Park by charging for parking and restricting the availability of free parking elsewhere in the neighborhood. One way to accomplish this is to install parking meters in certain areas such as Bell Avenue and the Public Works parking lot, and implement a Permit Parking program in the neighborhood to address the potential for parking intrusion. This concept has the potential to reduce over-use of the park as well as generate revenue to offset some of the City's costs for monitoring the Dune.

There are several components of a metered parking/resident permit program that are envisioned to meet the intended objectives. Since both systems are currently in place in other areas of the City, this program can be relatively inexpensive and quick to implement on a trial basis. The following list is a working description that can be used for discussion purposes, and is meant to be a foundation on which to a customized program could be built to fit the needs of the community:

1. Metered parking would be installed only in conjunction with a neighborhood parking permit program. Metered parking without permits would just cause more parking intrusion into the residential streets.
2. Metered parking would be limited to curb spaces along all or a portion of Bell Avenue, the Public Works Yard visitor parking lot and possibly one or both sides of Rosecrans Avenue.
3. A payment kiosk could be used in lieu of numerous individual meters to reduce visual impacts and help direct users along certain paths.
4. The metered parking operating hours would match park hours. When the park is closed, all metered spaces would be open for public use. Meter rates can be adjusted up or down during the day to influence demand.
5. Metered spaces may be limited to a maximum time limit of one hour to discourage loitering.
6. The parking permit program regulations would be similar to existing programs in other areas of the City. Hang tag permits would be used on resident vehicles to override the posted time-limit parking restrictions.

7. The permit parking time of day would be limited to the park operating hours. There would be no parking restrictions when the park is closed. This could free up parking in front of homes currently occupied by park users.
8. Time limit parking would be posted in the permitted area to allow up to 20 minutes during park hours for short-term resident parking, while discouraging park users.
9. Parking permits would be available to residents along a street segment that "opt in" to the program. This would allow flexibility in the permit parking boundaries based on actual need.
10. The permit parking zone should be large enough to significantly reduce parking intrusion impacts while not relocating them to other residential areas.
11. Parking permits could be obtained for all vehicles registered to the address.
12. Temporary parking permits would be available for use by non-registered guest and home service vehicles at the discretion of the resident.
13. Park users not living within the resident permit zone would have to park in metered spaces (or walk/bike to the park).
14. Any parking space or pad partly or fully within the public right-of-way would be subject to parking permit restrictions.
15. The costs associated with permit issuance should not be burdensome on the residents.
16. Meter revenues should offset any meter implementation and maintenance costs with the remainder used for park services.
17. Parking citation revenue should offset expected enforcement costs.
18. Other safeguard measures should be incorporated as needed to prevent abuse of the parking regulations.

The Commission has been asked to seek neighborhood and community input, and consider these and other aspects that may affect the possible implementation of such a program. The goal of this meeting is to listen to public input and provide guidance on the elements that would need to be incorporated into a parking based solution.

NEXT STEPS

Pursuant to the published and mailed public notice, all interested parties have been invited to this public workshop to discuss this matter and provide comments. The Commission should consider all comments and discuss all pertinent issues of a possible metered parking/resident permit program. Staff will take the direction offered by the Commission today and present findings and recommendations for a draft program at the scheduled Commission meeting on November 19, 2009. Representatives from a number of City departments including Police, Parks and Recreation, Public Works and Finance can also be available at that meeting to help answer questions that have arisen during the evaluation process. At the November 19 meeting, the Commission will discuss and make a recommendation to City Council for initiating a particular regulated parking program that could begin to regulate park usage as well as address the ongoing traffic and parking issues.

- Exhibits:
- A. Neighborhood Vicinity Aerial Map / Area Map
 - B. Chronological History for Sand Dune Park
 - C. Meeting Notice and Notice Area Map
 - D. City Letter to Residents
 - E. Public Correspondence

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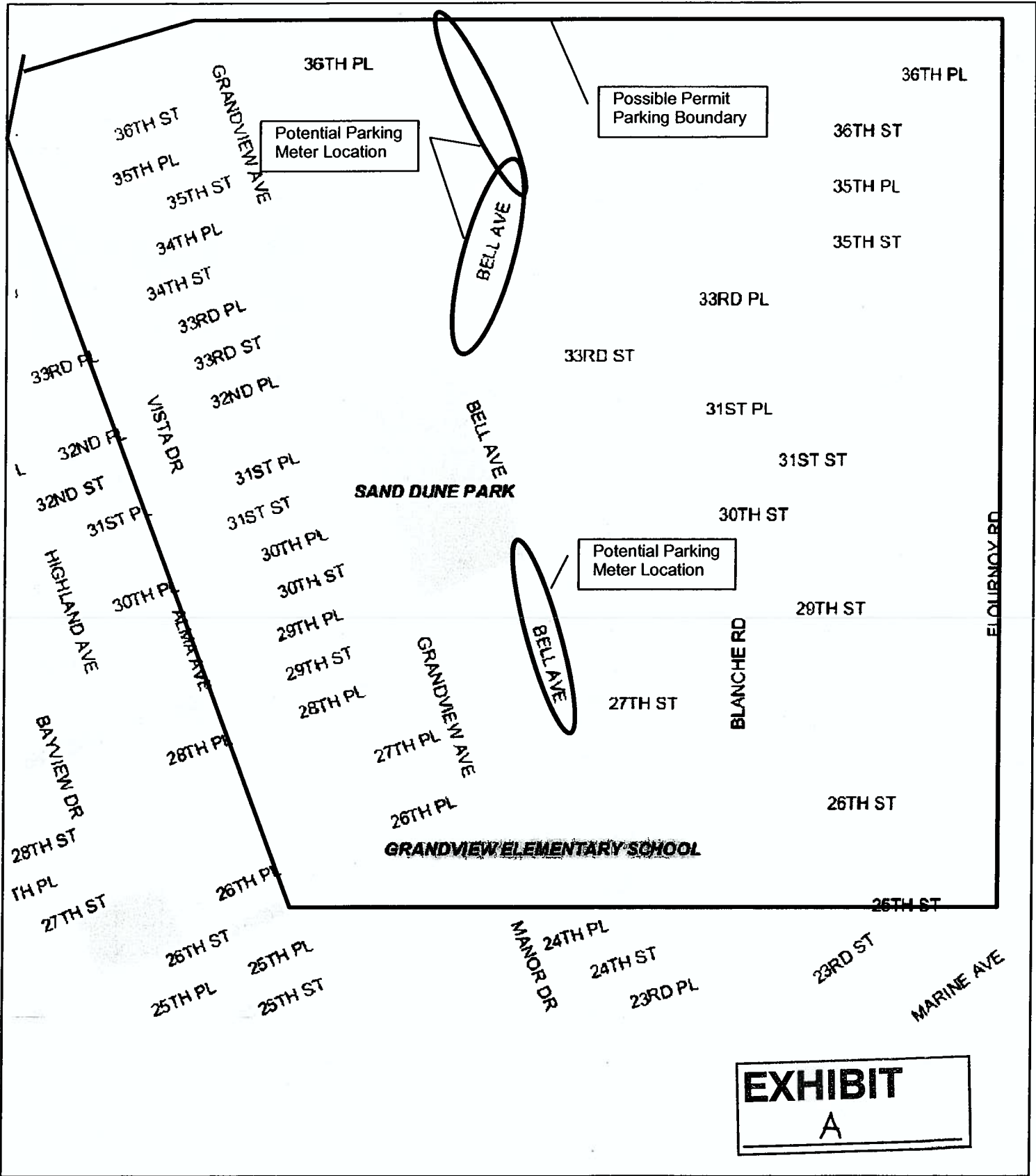
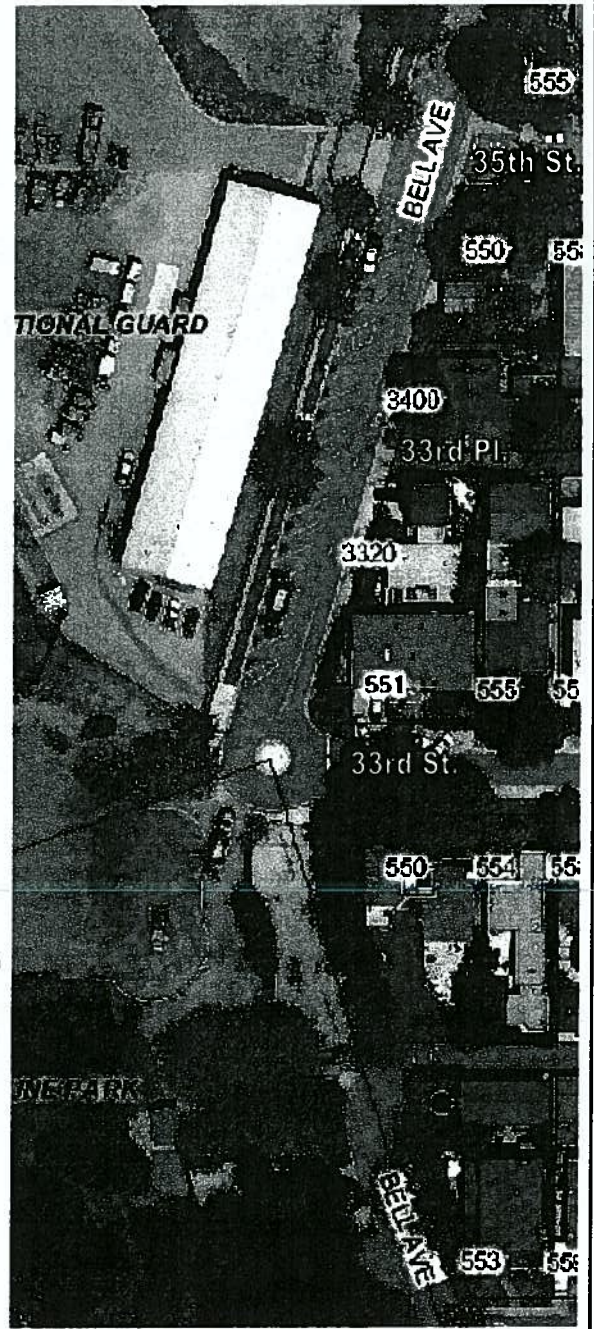


EXHIBIT
A



City of Manhattan Beach
Department of Community Development

SAND DUNE PARK NEIGHBORHOOD
Metered Parking / Resident Permit Program
Study



City of Manhattan Beach
 Department of Community Development

SAND DUNE PARK NEIGHBORHOOD
 Metered Parking / Resident Permit Program
 Study

Chronological History for Sand Dune Park

Between 2000 and 2004, the City Council, Parks and Recreation Commission and a city/neighborhood committee met numerous times to develop and implement measures that would counteract the problems that were occurring at Sand Dune Park.

The problems that were communicated to the City by the residents (most living at the bottom of the dune) were:

- Noise from car alarms and stereos
- Noise from participants shouting and using bull horns
- Speeding along Bell Avenue
- Blocking driveways
- Trash and litter left behind on the streets
- Disrespecting park rules
- Monopolization of the dune by adults
- Before and after hours use violations

In the year 2000, the City implemented the following measures to initially address the above problems.

2000

- Open the park daily at 6:00 a.m. instead of opening at dawn
- Close the park at 9:00 p.m. from April 1 through October 31
- Establish quiet hours (enforced by Parks and Recreation staff member) from 6:00 a.m. to 8:00 a.m. and 7:00 p.m. to closing, daily
- Eliminate the four parking spaces in the parking lot south of the tot lot for all except service vehicles and handicap parking (two spaces each)
- Divide the dune 50/50 with 50% for exercise use the 50% for recreational/youth use
- Staff the park daily with Parks and Recreation personnel to enforce the above policies for an initial period of at least six months starting at 6:00 a.m. to 9:00 p.m. daily
- Post signs at the top and bottom of the stairs adjacent to the dune that state "For your safety please no running or jogging on the stairs"
- Remove and replace all current rules and regulations signs. Install signs that were developed by the sub-committee that welcomes users of the park and requests their cooperation in a friendly manner

2002

- Added an additional \$22,155 to annual budget to staff the park all operating hours with part-time staff
- Post signage along Bell and in the park to communicate operational rules

EXHIBIT

B

- Passed an ordinance prohibiting running on the stairs
- Installed a temporary fence on the dune for two weeks to get the attention and cooperation of those participants creating problems in the neighborhood
- Place extra trash cans along Bell Avenue and at the bottom of the dune
- The group use permit requirement was lowered from 50 to 15
- Groups were prohibited from using the dune any time other than Monday through Friday, 11:00 a.m. to 3:00 p.m.

2003

- **Park Ranger Hired** - The full-time position of Park Services Enforcement Officer (Park Ranger) was established to provide staff support in the area of park rules and regulations in all city parks, fields and facilities. The Park Ranger has the authority to write citations for municipal codes.
- Bell Avenue was redesigned to create angled parking on the west side while red curbing the majority of the east side adjacent to resident's homes
- A traffic circle (roundabout) with a drop-off area at the entrance of the park was installed to improve traffic congestion

2004

- Dune closed temporarily for two weeks with a fence to change the behavior of the participants at the park
- Staff to conduct hourly rounds to remove excessive trash left on Bell Avenue
- Rearrange the Park Ranger's priorities and routine. Now the ranger goes directly to Sand Dune and waits for a slow period to make his visits to other parks
- Signage installed on the roundabout advising motorists "No stopping anytime-violators will be cited"
- Police Department and PACS officers assigned to enforce violations that are observed through routine and directed patrols
- The area traffic officer and area parking officer assigned to work with park leaders to address issues or problems as they arise
- The Police Department works closely with the on-duty park ranger to provide consistent and coordinated enforcement efforts
- Municipal Code #12.48.055 was adopted, which allows the Parks and Recreation director to temporarily close the dune when necessary
- Municipal Code #12.48.053 was adopted prohibiting the use of personal exercise equipment
- Increased street sweeping on Bell Avenue



SAND DUNE PARK PARKING STUDY

As directed by the City Council, the Parking and Public Improvements Commission (PPIC) will conduct a Public Workshop to discuss the feasibility of implementing parking restrictions, resident permit parking, and parking meters in the neighborhood surrounding Sand Dune Park as a way to minimize traffic and parking impacts related to park activities.

PARKING AND PUBLIC IMPROVEMENTS COMMISSION

SAND DUNE PARK PARKING STUDY

- PUBLIC WORKSHOP -

WHEN: September 24, 2009 at 6:30 pm
WHERE: Council Chambers, City Hall
1400 Highland Avenue, Manhattan Beach

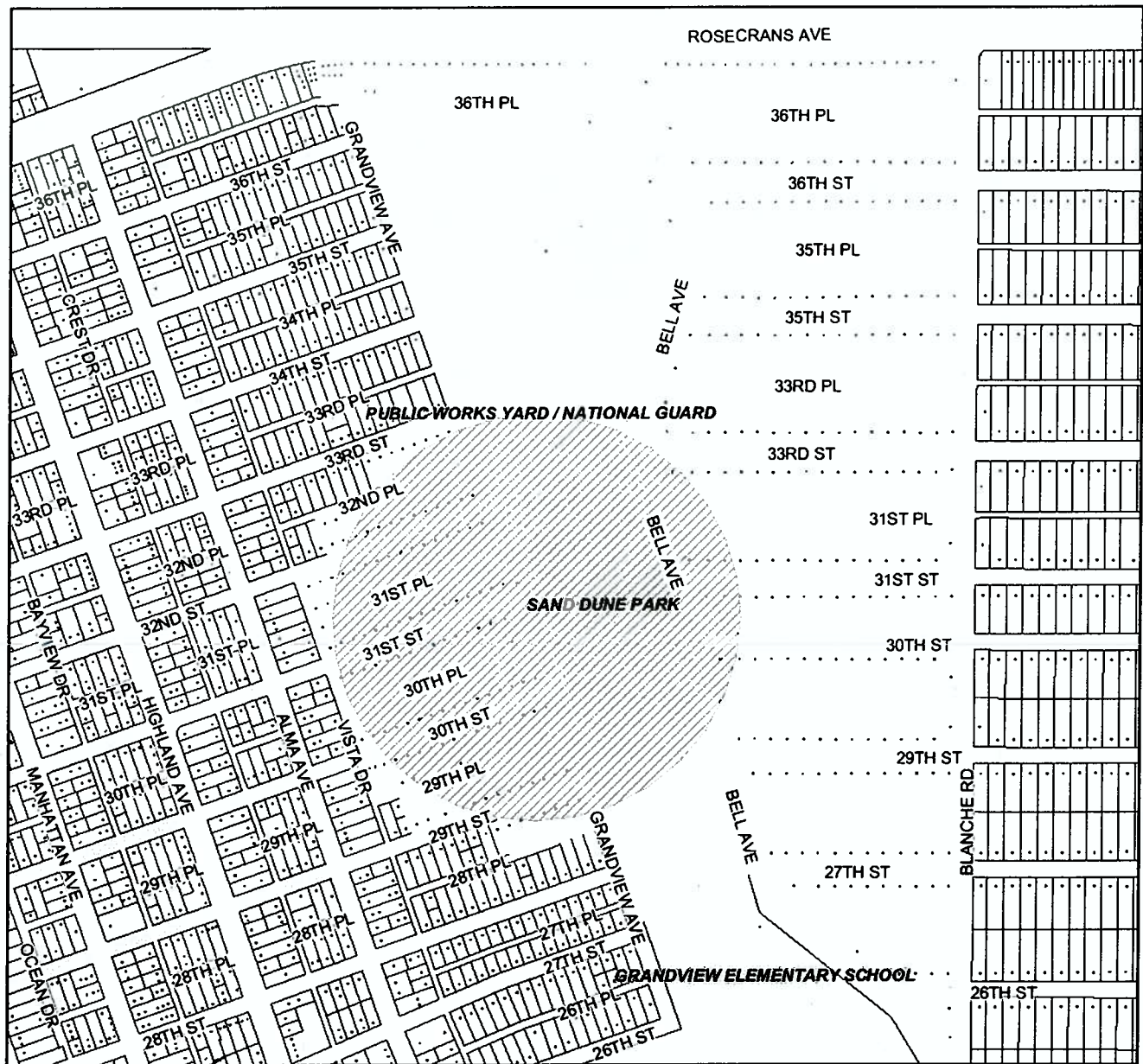
Residents are encouraged to attend and participate. The Staff Report will be available at www.citymb.info on September 18 after 5 pm.

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

EXHIBIT

C

Manhattan Beach GIS



Legend

Scale: 1:4,714

- Addresses
- Parcels
- Basemap
- BEACH
- BLOCK
- DEADEND
- (cont)

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

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.



Dear Sand Dune Neighbors,

I want to thank everyone for the many emails that have been sent to City Council and City staff regarding Sand Dune Park. In addition I would like to try and address many of the points that have been raised by residents. Please take note that City Council has the final say on *any and all* decisions related to the Park.

First I want to acknowledge the substantial increase of the Dune's use and the impact this increased attendance has had on the adjacent residential neighborhood. Everyone at the City recognizes the problem and the challenge is now to resolve the issues. In the past we have focused on things such as parking, staffing and traffic. While these actions may have provided some relief, problems remain that are still unacceptable. It appears the only way to reduce the impact to the neighboring residential area is to reduce the use of the Dune. Certainly closing the Dune would do that, or charging a fee or perhaps requiring a reservation to control the number of folks using it at one time. All of these actions were considered in the past and rejected for a variety of reasons, which is not to say they can't be implemented in the future. On the other hand, the Council has asked our Parking and Public Improvements Commission (PPIC) to consider an alternative method of modifying demand through the use of permit parking and meters. Below are examples of some of the creative possibilities to be considered. Certainly the commission, staff and most importantly the residents will have many other ideas and questions to contribute.

But first, here is an update on the current situation:

1. The Dune was closed administratively on August 7th in order to address a number of maintenance needs which also serves to break some of the patterns of use.
2. There is no set date to reopen the dune but the maintenance work will probably be completed in the next few weeks, meaning the Dune will have been closed approximately seven weeks.
3. When the Dune is reopened we will increase the park staffing from 1 to 2 attendants.
4. The Park Ranger and a CSO (Community Services Officer) will be on site during the busiest hours of operation.
5. When the dune reopens the Police department will increase traffic enforcement and patrols in the area.

The PPIC will be meeting September 24, 2009 and the entire meeting will be devoted to the issues at Sand Dune Park. They have been asked by Council to review all the issues related to the installation of a permit parking system, parking meters and any other traffic or traffic engineering (signage) issues that come up. They will report their findings and recommendations to Council.

Following are a few thoughts to consider. These items are meant to be illustrative only, nothing has been determined.

1. It is relatively inexpensive to try a permit/meter option. Permit processing is done in-house and we already have systems in place in two other areas of the City.
2. It will not be necessary to purchase a lot of parking meters. New technology also allows us to number spaces and have a central payment location.
3. New technology also allows time of day or day of week pricing to influence demand. For instance if Saturday and Sunday mornings are the busiest we could charge \$5 an hour with a 1 hour maximum.
4. Neighborhood permits would significantly free up parking in front of homes and multiple permits could be provided since it is unlikely the neighborhood would give them to Dune users.
5. Commercial vehicles can be exempt.
6. Permits could only be required during the hours the Park is open.
7. A permit system can be implemented fairly rapidly
8. Permit boundaries can be flexible such that when a block feels impacted they can "opt" in.

EXHIBIT
D

9. The neighborhood may want to request Council consider the use of speed bumps which are now only allowed adjacent to schools.
10. There may be improvements recommended to traffic and directional signage in the area.
11. Operational issues such as Park hours or the use of whistles and bullhorns are not under the purview of the PPIC. If City Council decides to address operational issues they may refer these items to the Parks and Recreation Commission or deal with them themselves.

These are just a few of the possibilities to discuss, recognizing that if this approach fails to reduce demand, other options are always available.

Two final points I would like to make are; 1.) The area was never used as a dump, this may have been confused with Live Oak Park which was at one time, 2.) It is not possible to plant half the Dune horizontally. There would be no way to replenish the Dune and the area above would collapse as the lower portion was utilized.

If you would like to discuss any of this with me please feel free to call 310-802-5053 or email gdolan@citymb.info.

Thanks for taking the time to read this and I encourage you to attend the PPIC meeting on Thursday, September 24th, 6:30 p.m. If you are unable to attend please email your comments to Esteban Danna, edanna@citymb.info and he will provide them to the Commission.

Sincerely,
Geoff Dolan
City Manager

33rd Street
Manhattan Beach, CA 90266
August 14, 2009

Dear Mr. Gross,

I was pleased that the Council and City staff listened to the concerns of the citizens relating to the inappropriate usage of the dune at Sand Dune Park. I was surprised that there was little discussion of the environmental impact and the actual total cost to the City given the present situation.

To protect and sustain the dune, create a natural habitat for native plants, wildlife, and migrating birds and then add a meandering path for lovers of nature.

This green solution protects our dune and the quality of life in the neighborhood:

- Overuse and bulldozing/trucking will not erode the dune and 32nd St.
- Costly meters, unsightly signage, and neighborhood inconvenience will be unnecessary.

This solution satisfies the Council's priority goal for sustainability:

- The City Manager writes that we need "to identify opportunities and best management practices that we can consider adopting, thus becoming an even more environmentally sensitive city" and that "we will continue to look for opportunities to be the best stewards of our community and planet resources."

This solution saves the City money:

- The City will not need to transport sand on a monthly basis at a huge, un-green expense.
- The City will eventually need to replace the sand that is constantly dumped in the streets.
- Fewer paramedics and police will be needed to maintain park safety and security.
- The money saved could reinstate some of the recently cut recreation programs.

This solution realizes the goals of Parks & Recreation mission statement:

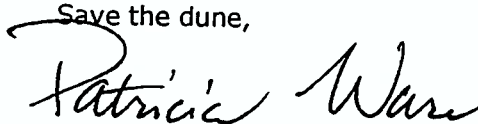
- To protect environmental resources, to strengthen community image and sense of place, and to strengthen safety and security.
- Parks & Rec. should not be advocating putting meters on public streets to control overuse of their parks and to raise revenue – this is not their mission.

This solution is vital for both our community and for the region as well.

- In LA County, the coastal sand dune habitat is nearly obliterated, so we have an obligation to protect our dune.
- More families will again picnic at the park and more nature-lovers will use the dune.

Thank you for taking the time to consider why we should save our dune. I am looking forward to your response.

Save the dune,



Patricia Ware
p.ware@verizon.net

EXHIBIT

E

From: BG [onthecourt@roadrunner.com]
Sent: Tuesday, September 15, 2009 3:31 PM
To: Esteban M. Danna
Cc: Portia P. Cohen
Subject: Sand Dune

Appreciate the opportunity to give my view as I will be unable to attend the Sand Dune meeting.

I understand the parking meters/residents permits being a quick fix, but I also believe it to be no more than a band aid on the situation. Reduction of parking, or charging for parking will only promote car pooling, as well as filtering into other neighborhoods. The fact that other neighborhoods can "opt in", I'm sure, does not make anyone more comfortable. Needless to say, the number of people on the Dune will not be able to be controlled by only addressing parking.

The "user permit" system appears to be the one and only way to limit the number of people at any given time to be on the Dune. If "x" amount of permits are sold for specific days and time lots, the number of duners would be totally controlled. Permits could be sold at City Hall ahead of time, and when "x" amount of permits for a particular day/time are sold, no more would be issued. User permits have been successful at Live Oak Tennis Courts, Mira Costa Courts, Alta Vista in Redondo Beach, etc. It makes no sense to me not to apply a user permit system. It is the only way to control numbers. If the tennis courts were a free-for-all like Sand Dune, the same problems would occur there. Granted enclosing Sand Dune would be an expense, but the money from selling permits could be applied to that expenditure as well as future maintenance.

Thank you.

Beverly Gurling

From: Robert Hess [robert.hess@tsg.la]
Sent: Monday, September 14, 2009 10:06 AM
To: Esteban M. Danna
Subject: FW: Thoughts on Sand Dune Park
 Dear Mr. Danna:

Below is a copy of the message I send to city council this morning for your information.

Best regards,

Robert Hess
 551 33rd Street

----- Forwarded Message

From: Robert Hess <robert.hess@tsg.la>
Date: Mon, 14 Sep 2009 08:50:03 -0700
To: <CityCouncil@citymb.info>
Cc: <gdolan@citymb.info>, Richard Gill <rgill@citymb.info>, <jprice@citymb.info>, Rita Chavers <rmchavers@yahoo.com>, Lisa Grady <gradymoore@aol.com>, Julia Tedesco <ju2tedesco@verizon.com>, Chelsea Fredrick <chelseafredrick@hotmail.com>, Victoria Peters <victoriapeters@earthlink.net>
Conversation: Thoughts on Sand Dune Park
Subject: Thoughts on Sand Dune Park

Good Morning All:

As one of the families living very close to the bottom of Sand Dune Park, I would like to provide our thoughts about life with the Dune portion of Sand Dune Park closed:

1. The volume of vehicle traffic, and the associated noise and congestion, is significantly lower. The children riding their bikes to school along Bell and 33rd Street have much less traffic to contend with.
2. The parking spaces along Bell remain full. People seem to have transferred their exercise routine from the Dune to the stairs. The noise currently coming from the Park, however, is greatly diminished. Most likely because of the lower number of people.
3. There is significantly less dust on our cars and outdoor furniture.
4. We have not had to call the police about after hours park use since the closure.
5. The "tot lot" in the park area continues to be used by local residents and some from outside Manhattan Beach.
6. We have not been awakened at 5:45 am by the arrival noise of the early Dune user community.

Our Thoughts

1. The adverse impacts on the community seem to stem from the sheer volume of people that use the Dune portion of the park and the types of activities that they engage in on the Dune.
2. A large number of people from outside Manhattan Beach are continuing to use the stairs for exercise. We don't know what experiences other nearby residents have had, but the parking, noise, and vehicle traffic at the current usage level with the Dune portion of the park closed is tolerable.
3. We agree with a proposal for an extended closure of the Dune portion of the park to allow Dune users to find alternative sand-based exercise locations, which are easily available. The funds saved by not needing to reposition the sand could be used to improve the stairs and replant the park area in grass to make it more attractive for the children after school programs.

Best regards,

Robert Hess

----- End of Forwarded Message

From: Robin McCall [robinmccall@yahoo.com]

Sent: Monday, September 14, 2009 9:10 AM

To: Esteban M. Danna

Subject: Sand Dune Park

Mr. Danna,

I am a resident of the 400 block of 31st St. and I have been very unhappy with the increased use of Sand dune Park this summer. I have encountered criminal and aggressive behavior by some of the park users, leading to situations where I have feared for my safety. Since the park was closed in August, we have had much relief from the crowds and traffic.

With this in mind, my preference would be to have the park permanently closed!!

Thank you,

Robin McCall

From: Kunkee, Elizabeth [elizabeth.kunkee@adelphia.net]
Sent: Saturday, September 12, 2009 1:52 AM
To: Portia Cohen - External email
Cc: Esteban M. Danna; Geoff Dolan
Subject: RE: SAND DUNE PARK: Message from the City Manager
 Ms. Cohen,

Awesome email! I am so happy to see such clear and open communications as well as the careful and methodical thought behind it.

We have really enjoyed the 7 week vacation from the crowds. Our family has started going to Sand Dune again and we run into neighbors there now, something that we have not experienced in years.

My creative solution would be to ask that the Dune be "kids only" for the next year. Adults could be allowed on the dune only if accompanied by a kid.

I think the Council and City are doing a wonderful job with this issue, you have my heartfelt thanks,
 Elizabeth

From: Portia Cohen [mailto:portia_cohen@yahoo.com]
Sent: Friday, September 11, 2009 10:59 AM
To: pcohen@citymb.info
Subject: SAND DUNE PARK: Message from the City Manager

Message from the City Manager
 September 9, 2009

Dear Sand Dune Neighbors,

I want to thank everyone for the many emails that have been sent to City Council and City staff regarding Sand Dune Park. In addition I would like to try and address many of the points that have been raised by residents. Please take note that City Council has the final say on *any* and *all* decisions related to the Park.

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Park. They have been asked by Council to review all the issues related to the installation of a permit parking system, parking meters and any other traffic or traffic engineering (signage) issues that come up. They will report their findings and recommendations to Council.

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Two final points I would like to make are; 1.) The area was never used as a dump, this may have been confused with Live Oak Park which was at one time, 2.) It is not possible to plant half the Dune horizontally. There would be no way to replenish the Dune and the area above would collapse as the lower portion was utilized.

If you would like to discuss any of this with me please feel free to call 310-802-5053 or email gdolan@citymb.info.

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Sincerely,
Geoff Dolan
City Manager

;

From: Ed McPherson [emcpherson@mcphersonrane.com]
Sent: Friday, September 11, 2009 2:55 PM
To: Esteban M. Danna
Cc: Marlene McPherson; sterngail@aol.com; Geoff Dolan
Subject: Sand Dune Park
Mr. Danna:

I understand from the City Manager that, if we cannot attend the PPIC meeting on September 24, we are to write our comments to you concerning Sand Dune Park. My wife and I, who live at 440 31st Street, will be out of town on that date.

Our comments are as follows:

I have lived in Manhattan Beach for 26 years. We currently own homes on 31st Street, Crest Drive, and Manhattan Avenue. I have lived at 440 31st Street for 15½ years. In all of my time in Manhattan Beach, and specifically in the 400 block of 31st Street, I have never seen so many people invading our neighborhood who obviously do not live in the neighborhood. The increased crime reports speak for themselves. In addition, although parking has always been difficult on 31st Street, it has never been as bad as in the past year.

We vigorously support any measures that are calculated to decrease the amount of out-of-city people using Sand Dune Park and the adjacent stairs, including closing the Park altogether. If the Council decides to restrict parking at Sand Dune Park with parking meters or some other alternative, we are completely supportive of such a measure; however, we do not think that it would be fair to charge residents for such parking.

If resident permits (which we support) are being considered so that residents would not be charged for such parking, we strongly request and recommend that parking permits be issued to residents at the top of the Park as well as the bottom. We also strongly request and recommend that the permits not be limited to 30th Street alone. If permits are required to park on 30th Street, out-of-city Park users will simply park on 31st Street and 33rd Street.

It is imperative that (1) parking permits be issued to residents of 31st Street; (2) the area be policed regularly; and (3) non-commercial vehicles that are parked on 31st Street without such permits be cited or towed.

We do not believe that limiting the permit requirements to the hours of operation of Sand Dune Park will be effective because (1) people use the Park at all hours of the day and night; and (2) people use the adjacent stairs to work out at all hours of the day and night.

Thank you very much.

Best,
-Ed and Marlene McPherson

Edwin F. McPherson
McPHERSON RANE LLP
1801 Century Park East
24th Floor
Los Angeles, California 90067
Tel: (310)553-8833
Fax: (310)553-9233
emcpherson@mcphersonrane.com
www.mcphersonrane.com

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Sand Dune Park Moberg.txt

From: June Moberg [june.moberg@adelphia.net]
Sent: Sunday, August 30, 2009 3:48 PM
To: Esteban M. Danna
Subject: Sand Dune Park

Dear Mr. Danna,

Thank you very much for talking to me last week regarding plans for Sand Dune Park. I will appreciate your forwarding my thoughts on the problem to all concerned persons in the city offices.

I am against parking meters at Sand dune Park for two reasons:

1. It will do nothing to stop the use of the sand dune as an adult recreation/training facility, thus continuing the erosion of the hill.

2. None of the other parks in the city are surrounded by parking meters. If the city needs money make it universal.

My recommendation for solving the problems at Sand Dune Park is to limit the use of the sand dune to children. A sign with a height indicator on it (as used at Disneyland) would make regulation easy. Erosion on the sand dune would be reduced and I believe traffic, trash etc. would be reduced once it's use as a training facility was eliminated. We would not need a fence around the dune and our park would be available for local use. This might require supervision to begin with, but I'm sure locals will be more than happy to alert police should this regulation be abused.

Yours truly,

June Moberg
575 36th St.
Manhattan Beach
(310) 545.1124

**CITY OF MANHATTAN BEACH PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
SEPTEMBER 24, 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 24th day of September 2009, at the hour of 6:35 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

Present: Adami, Vigon, Stabile, Silverman. and Chairman Gross.
Absent: None.
Staff Present: Community Development Director Thompson, Traffic Engineer Zandvliet, Assistant Planner Danna, Lt. Harrod and Park Services Enforcement Officer Malatesta.
Clerk: Weeks.

C. APPROVAL OF MINUTES

09/24//09-1 August 27, 2009

Commissioner Stabile modified Page 2, Paragraph 5, of the Parking and Public Improvements Commission minutes of August 27, 2009 as follows: "Commissioner Stabile commented that..."

A motion was MADE and SECONDED (Silverman/Stabile) to approve the Parking and Public Improvements Commission minutes of August 27, 2009 as amended.

D. AUDIENCE PARTICIPATION

None.

E. GENERAL BUSINESS

09/24/09-2 Parking and Traffic Issues Related to the Neighborhood Surrounding Sand Dune Park

Community Development Director Thompson clarified that, per Council's direction, discussion is to include parking and traffic solutions for problems in the vicinity of Sand Dune Park, and not operational issues at the Park, and after obtaining input from the public and the Commission, staff will formulate recommendations to be considered by the Commission during another public hearing on October 22, 2009.

EXHIBIT

E

Traffic Engineer Zandvliet provided background information, including measures previously taken to reduce parking and traffic problems in the area. Mr. Zandvliet provided detailed information about the idea of pairing metered parking with a resident parking permit program similar to the one near Mira Costa High School, that would include an opt-out option for residents. He explained that this is a public workshop type meeting with discussion to be focused on parking and traffic issues around Sand Dune Park, and not operational issues, and that there will be another public hearing before the Parking and Public Improvements Commission on October 22, 2009.

Prior to receiving input from the public, Chairman Gross related his understanding that neither additional enforcement in the area nor the timeline for implementing solutions were addressed by staff. Recalling Tree Section residents' previous resistance to parking signs, he questioned if signs would be essential and if parking could be completely prohibited. Chairman Gross asked for input on smart meters and on the cost of parking permits.

Traffic Engineer Zandvliet advised that parking meter revenue could be used to help funding additional enforcement; that a resident parking permit program could be implemented by the end of the year, but the installation of parking meters would not be completed until approximately Spring 2010; that signs are mandatory for enforcement, but the number of signs could be minimal; and that parking time restrictions could be discussed this evening. Mr. Zandvliet clarified that smart meters provide much flexibility, including the capability of exempting residents with parking passes from feeding the meters.

Community Development Director Thompson noted that the dune at Sand Dune Park will be closed for a few more weeks for maintenance to bring it up to safety standards. He advised against discussion of permit parking fees this evening, but indicated that, as directed by the Council, they would be nominal.

Commissioner Stabile voiced his impression that both the resident parking permit program and parking meters would only be required during the hours of operation at Sand Dune Park.

Commissioner Vigon requested input on parking permits for guests. He commented on the boundaries for the resident permit parking program outlined by staff and asked if parking for beachgoers, or possible Coastal Commission restrictions, were considered.

Traffic Engineer Zandvliet affirmed that a resident parking permit program could include a to-be-determined number of guest parking permits; that it is within the Commission's purview to recommend different boundaries for residential parking permit areas than those outlined by staff; and that, per Coastal Commission requirements, public parking without restrictions must be provided in all areas west of Highland Avenue.

In response to a question from Chairman Gross, the majority of the audience indicated they live below Sand Dune Park.

Commissioner Silverman disclosed that he does not live too far from Sand Dune Park but, per discussion with the City Attorney, his residence is not in close enough proximity to the Park to prohibit him from participating in the Commission's consideration of this item.

Due to the large number of individuals indicating their desire to address the Commission, the Commission agreed to a two-minute time limit for speakers.

Audience Participation

Steve Nicholson, 566 36th Street, asked staff to examine the unsafe conditions at northbound 36th Street at Bell Avenue, as well as possible unintended consequences of parking meters and/or a resident parking permit program, such as impact on the Armory.

Jane Gee, 2600 Block of Bell Avenue, voiced her concern that parking meters and a resident parking permit program would merely shift traffic from one area to another. She drew attention to the need for data to support the installation of parking meters and noted the improved conditions since the dune has been closed for maintenance.

Chairman Gross related his understanding that the purpose of this item is to discuss parking restrictions to reduce the number of patrons at Sand Dune Park, and that closing the Park is not part of this item.

Mark Kemple, 584 30th Street, commented on Park patrons' particularly large impact on 30th Street. He said that, should the dune be re-opened, parking meters and a resident permit parking program would be necessities, and Mr. Kemple urged the City to keep the dune closed until effective solutions can be implemented.

Eric Zoppi, 1421 5th Street, asked if residents living in other areas could be given parking passes to allow them to park for free near Sand Dune Park.

Community Development Director Thompson advised that the Commission and staff are collecting information and staff will formulate a program based upon input received this evening.

Marcus Mac, 574 35th Street, contended that residents should not bare the burden of parking and traffic difficulties with the implementation of a resident permit parking program and that parking signs would create a safety hazard for drivers. He agreed that the dune should remain closed until such time as effective solutions are found and requested input on the cost savings since the dune has been closed.

Brad Porter, 563 35th Street, related that five of his neighbors, and a majority of individuals living in the area, support closing the dune which, he said, is the root cause of parking and traffic difficulties in the area. He voiced his concern over the idea of installing parking meters in a residential area.

Chairman Gross reminded those present that closing the dune is not part of this discussion.

David Kramer, 1626 Gates Avenue, favored installing parking meters to help regulate the number of individuals frequenting Sand Dune Park. It was his feeling that residents who purchased homes in the area should have been aware of the parking and traffic problems; that, over time, the area has been negatively impacted by Sand Dune Park; and that parking meters will not resolve the problems.

Nicole Hill, Director of Beach Babies, No Address Provided, apprised the Commission of the parking difficulties for Beach Babies' employees and parents of children who attend Beach Babies. She noted additional difficulties resulting from parking restrictions for street sweeping; and expressed concern that the problems would be shifted to other streets.

Kathy Spillane, 571 35th Street, related her lack of faith relative to a resident parking permit program/parking meters in a residential area. She said that the problems arise from the international workout center at Sand Dune Park.

Ron Chavers, 420 32nd Street, stated his opinions that replenishing the sand on the dune directly affects the situation and that parking meters/a resident parking program would shift the problems to other areas.

Steve Whitsit, 445 28th Street, voiced his impression that a great majority of residents in the area feel that Sand Dune Park should be returned to a neighborhood park.

Steven Vargas, 477 32nd Street, offered input on unpleasant occurrences in the neighborhood resulting from Park patrons, particularly on the cul-de-sac in front of his home. He felt that the situation has been much better while the dune has been closed for maintenance and commented on parking and traffic difficulties in the area.

Hans Van Doornewaard, 560 Rosecrans Avenue, suggested that either a stop sign or speed bumps be installed at the end of 36th Street.

Irene White, 586 33rd Street, presented photos depicting the improved situation while the dune has been closed, as well as her concern over safety in the area due to traffic issues. She said that parking meters would only be a band aid to a huge wound and that reducing the hours of operation at the Park would resolve many problems.

Debbie Phillips, 583 33rd Street, expressed concern that parking meters would increase the number of vehicle trips, which would necessitate additional enforcement, and that Sand Dune Park is an international workout facility. Ms. Phillips related her understanding that, due to requirements associated with funding the City accepted, the dune cannot be closed.

Chairman Gross reiterated his understanding that closing the dune is not part of this agenda item and that it cannot be closed because of requirements pertaining to grant funding the City accepted.

Cheryl Vargo, 568 33^d Street, discussed the importance of taking measures to improve the situation and the need for signs should parking be restricted.

Nina Tarnay, 469 32nd Street, commented on the improved situation while the dune has been closed; the inconveniences caused residents when 32nd Street is closed to replenish the sand at the dune; and the poor condition of 32nd Street.

Bill Franchini, 592 33rd Street, said that metered parking on Bell Avenue will not resolve the problems which, he indicated, would just be shifted from one street to another. He agreed that Sand Dune Park should be restored to a neighborhood park; that the situation has been much better while the dune has been closed; that the use of the dune has greatly increased over time; and that the larger context of the problems must be addressed in order to remedy the situation.

Patrick McDivitt, 566 31st Street, stated his agreement with closing the dune. He asked how often parking would be enforced and noted the need to do so often. Mr. McDivitt voiced concern over reopening the dune before any action is taken; suggested that the Park be locked after hours; recommended that there be more than a nominal parking fee; and called attention to the loitering in the area due to the large number of patrons at the dune.

Linda Nadler, 585 29th Street, agreed with the need to resolve the problems before re-opening the dune and with a smart meter kiosk. She recommended increased parking fees on the weekends and increased enforcement.

Michael Henry, 3400 Bell Avenue, highlighted the improved conditions while the dune has been closed. He questioned if parking meters would be enough to accomplish the goal of reducing the number of Park patrons. Mr. Henry discussed that parking meters in the Public Works Department's parking lot could provide additional parking for residents only; that any system utilized should not over burden residents; that guest passes should be flexible; and that residents should not be charged for permits.

Bill Hory, 1300 Manhattan Beach Boulevard, disagreed with the idea of closing the dune. He was concerned over a resident parking permit program and said that hard data should be obtained before making decisions about possible solutions. Mr. Hory felt that increased enforcement and high parking violation fines would be constructive.

Jason Clark, 508 Rosecrans Avenue and 3512 Vista Drive, stated his agreement with comments made by previous speakers. He discussed the importance of better traffic controls on Rosecrans Avenue to assist with traffic safety problems in the area.

Will Arvizo, 410 23rd Street, favored closing the dune. He agreed that parking restrictions would just shift problems to other streets and suggested parking restrictions from Rosecrans to Marine and Pacific to Highland. Mr. Arvizo maintained that the only solution might be to close the dune.

Don Trucker, 1166 Chestnut Avenue, commented on the increased parking and traffic problems in the vicinity of Sand Dune Park over the years. He voiced his hope that, in order for the dune to remain open, possible solutions will improve the situation. Mr. Trucker agreed with parking passes for residents, a smart meter kiosk and charging to use the dune.

Dave Wachtfogel, 591 33rd Street, related his feeling that the dune has destroyed Sand Dune Park, which has been somewhat reborn while the dune has been closed.

Denise Mozzotta, 649 33rd Street, expressed her opposition to resident parking permits and parking meters.

Gina Chodler, 3320 Bell Avenue, recommended limiting the hours of operation at Sand Dune Park. She contended that parking meters would not deter use of the Park.

Gary Horwitz, 645 33rd Street, felt that resident parking permits and parking meters would not be a sufficient solution. He encouraged the Commission to recommend to Council that a broader solution be addressed.

Gary Osterhout, 598 31st Street, opposed parking meters and contended that there are other solutions to the problems, such as reduced hours of operation and increased enforcement. He voiced concern over the negative impact parking meters near Sand Dune Park would have on Highland Avenue and businesses there, and over parking signs in a residential neighborhood.

Jerry O'Connor, 524 Harkness Street, explained that a previous subcommittee on which he served did not identify parking restrictions as a primary path to resolving the problems around Sand Dune Park. He discussed the difficult task before the Commissioners and it was Mr. O'Connor's opinion that a solution, such as a reservation system at the Park, lies outside of the Commission's domain.

Chairman Gross reminded the audience that there will be another public hearing at the next Commission meeting, and at a future Council meeting when the Commission's recommendations are considered.

Wendy Watanabe-Winter, 570 33rd Street, discussed the increased use of Sand Dune Park over the years. She related her hope that the Commission will obtain input from the City's Park Ranger at Sand Dune Park and her support of resident parking permits which, along with other possible solutions, would reduce problems in the area.

Faith Lyons, 574 33rd Street, disagreed with a resident parking permit system, which would not deter the problems and is not the way to address them.

Shirley Phillips, 571 23rd Street, informed the Commission as to the difficulty of exiting her driveway due to the large patronage at Sand Dune Park. She mentioned the need to better maintain the Park.

Penny Hodges, 480 Rosecrans Avenue, offered input on her decreased use of the dune because it is eroded. She was concerned that parking meters would not help; but, said that resident parking permits would be effective and a start to finding a good solution. Ms. Hodges felt that the dune should not be closed.

Christine Daviduk, 562 33rd Street, explained that the turn about at the bottom of Bell Avenue and 33rd Street has created a "sling shot" effect. She commented on safety issues caused by the lack of sidewalks or physical barriers and indicated that parking restrictions would not resolve the problems.

Speakers addressing the Commission for a second time were as follows:

Mark Kemple, 584 30th Street, noted that any steps taken must be robust and that the compassion speakers have shown during this meeting must be related to the Council. It was his contention that the use of Sand Dune Park as an international workout facility is inappropriate.

Jerry O'Connor, 524 Harkness Street, related his understanding that the idea of installing parking meters arose as a possible source of enhancing revenue during the Council's review of the 2009-2010 Budget and, at that time, was not considered as a solution to the parking and traffic issues in the neighborhood.

Gary Osterhout, 598 31st Street, expressed his agreement with Mr. O'Connor's portrayal of how the idea of installing parking meters in the area came about. He stated the following: his impression that access to City parks cannot be restricted to Manhattan Beach residents; his disagreement with installing parking meters; his concern that problems would not be resolved, but shifted to other streets; his opinion that residents should have the ability to vote on a resident parking permit program, should it be adopted by the Council; and his support of speed bumps, but only with the concurrence of residents who they would impact.

Will Arvizo, 410 33rd Street, voiced his concern that the problems would just be shifted with a resident parking permit program. It was his viewpoint that the dune should not be reopened until the problems are resolved.

Shirley Phillips, 571 33rd Street, suggested that a full-time Police Officer, instead of a Park Ranger, patrol the Park.

At the Commission's request, Park Services Enforcement Officer Malatesta shared information about the increased attendance at Sand Dune Park this year compared to the last four years; the busloads of people who visit the Park; the Code requirement that no groups larger than 15 are permitted in the Park at any one time; the media attention and increased use of the Park resulting from the attention which, in his opinion, would outweigh the effectiveness of parking restrictions; his lack of knowledge as to the maximum capacity at the Park; the cyclical use of the Park; and the demographics of Park patrons. He indicated that the majority of problems at the Park appear to be caused by non-residents and that they occur between 5:00 p.m. and 8:00 p.m.

Responding to questions from the Commission, Parks and Recreation Director Gill provided information about the number of patrons at Sand Dune Park during different times of the year; the existing parking conditions/restrictions in the area; how the large number of patrons might be impacting the dune; and his personal knowledge as to the demographics of Park patrons. He examined the photographs presented by Irene White during input from the audience; estimated the "suitable" amount of attendance at the Park; and affirmed the improved situation in the area when the dune is closed for maintenance. Director Gill clarified that parking meters were originally considered to raise revenue to offset costs associated with the dune; and that meters, along with a resident parking permit program, would improve parking and reduce use. He clarified that and that groups over 15 must have a reservation to use the Park only between 11:00 a.m. and 3:00 p.m. and related staff's opinion that permit parking would discourage patronage.

Lt. Harrod discussed the Police Department's willingness to increase enforcement at Sand Dune Park; however, additional staffing would be necessary. He indicated that crime in the Park has been minimal over the years.

Commission Discussion

Commissioner Adami introduced the idea of studying the environmental impact of the increased use on the dune.

Chairman Gross entertained the idea of directing staff to examine the possibility of adding enforcement, which could be funded with parking citation revenue.

Community Development Director Thompson suggested the Commission identify solutions that would work in terms of restrictions, and that staff report back on what can be accomplished. He highlighted the City's commitment to develop a successful program to help alleviate the problems.

Parks and Recreation Director Gill explained requirements accompanying the City's acceptance of Los Angeles County grant funds for Sand Dune Phases I and II, including keeping the Park open and the ability to charge for use of the dune as long as the Park remains open to all Los Angeles County residents. He voiced his lack of knowledge as to whether it would be necessary to repay only a portion or the entire amount of the grant funds if the Park was to be closed.

RECESS AND RECONVENE

At 9:20 p.m., there was a recess until 9:30 p.m., when discussion of Agenda Item No. 2 (Parking and Traffic Issues Related to the Neighborhood surrounding Sand Dune Park) continued with all Commissioners present.

Lt. Harrod related Parking & Animal Control's willingness to assist with enforcing a program to reduce problems at Sand Dune Park. He noted the educational process associated with the issuance of parking citations.

Traffic Engineer Zandvliet confirmed for Commissioner Silverman that a resident parking permit program could be restricted to peak hours.

Commissioner Silverman inquired about the possibility of issuing parking permits to residents not living near Sand Dune Park and he voiced his concern that some of the possible solutions could over burden residents.

Community Development Director Thompson advised that a commitment by the City for a multi-departmental approach when the dune reopens will help reduce impact on the neighborhood near Sand Dune Park.

Commissioner Vigon related his understanding the specific reason for this discussion is to help reduce the number of patrons at Sand Dune Park. He recommended that parking citation fees be a minimum of \$100.00.

Commissioner Stabile observed that a great majority of residents living near Sand Dune Park would like it to revert to a neighborhood park. Should the Park remain an international workout facility, he felt that parking restrictions would help regulate usage and, therefore, the first thing the Council should address is the type of place they would like the Park to be.

Community Development Director Thompson explained his perception that the Council would like to reduce the number of patrons at Sand Dune Park without changing the use and that they requested the Commission to look into a parking program. He emphasized the importance of moving forward in a timely manner.

Traffic Engineer Zandvliet affirmed that this matter originally arose to raise revenue to help with Park operations and that, due to responses from the public, the Council thought it might be possible to regulate the use at the Park as well.

Chairman Gross related his understanding that the Council's very thorough discussion included keeping the Park open, a determination that the dune is an athletic facility rather than a park and implementing parking restrictions before taking any drastic measures. He pointed out that staff could compile quantitative goals in terms of what the Commission is trying to achieve.

Commissioner Adami stressed the number one issue of safety and the need for data (such as violence, traffic accidents, etc. in the area) prior to making a determination. He felt that the parking meters and a resident permit parking program would be the best solution; that athletics being a part of the Park should not be ignored; and that the environmental impact on the dune should be explored. Commissioner Adami expressed impression that the amount of violence at Sand Dune Park has been minimal and that use of the Park can be restricted, but it cannot be closed.

Commissioner Vigon supported providing Council with what they asked for in a timely manner and he noted that harsh measures would inhibit the use of the dune.

Traffic Engineer Zandvliet advised that, from a parking meter/permit standpoint, at this time the conditions present in the area surrounding the Park could justify many actions. He recommended against delaying the process to collect data.

Chairman Gross noted the importance of taking residents who do not live close to the Park into account; the idea of residents using the Public Works Department parking lot, as discussed by a member of the audience; and the effectiveness of parking restrictions in decreasing patronage at the Park. He suggested that staff be directed to determine some quantitative goals and that use of the Park be reduced by at least 50%. Agreeing with Commissioner Vigon's idea of raising parking citation fines, Chairman Gross recommended that staff examine the maximum fines/restrictions that can be imposed within the limits of the law.

Traffic Engineer Zandvliet verified staff's willingness to look into issuing parking permits to residents who do not live in the neighborhood and he affirmed that parking restrictions must be designated with signs. He related staff's opinion that patronage at the Park could be reduced by making parking more difficult.

Commissioner Vigon entertained the idea of issuing placards to residents who use the Park but do not live in the immediate area. He suggested that the potential impact of parking restrictions on commercial areas be examined.

Commissioner Stabile related his understanding that it is not the Commission's function to decide how much to reduce use at Sand Dune Park and he noted possible legalities associated with allowing only Manhattan Beach residents to park in the area.

Community Development Director Thompson confirmed staff's intent to provide the Commission with additional information about parking restrictions at the next meeting, including parking for employees of the nearby school. He highlighted the importance of a program that could grow in order to reduce impact on the commercial area.

Chairman Gross clarified that residents would have the ability to opt out of a resident parking program. He related his impression that the permit parking in the Downtown area was expanded.

Traffic Engineer Zandvliet explained that the idea of expanding the permit parking program in the Downtown area will be part of the update to be provided to the Council on the Downtown Parking Study and that more detailed recommendations will be presented for the Commission's consideration at the next meeting.

Community Development Director Thompson related staff's recommendation for a more flexible program than the one previously implemented in the Downtown area.

Commissioner Silverman advised those present of the Commission's intent to work to improve the situation around Sand Dune Park and to put the information provided this evening into the context of what the Council asked the Commission to do.

The Commission unanimously agreed to move forward with a program such as the one outlined by staff this evening, with additions and deletions according to Commission discussion, and to direct staff to report back at the Parking and Public Improvements Commission meeting on October 22, 2009.

A motion was MADE and SECONDED (Gross/Adami) to continue Agenda Item No. 2 (Parking and Traffic Issues Related to the Neighborhood surrounding Sand Dune Park) to the meeting on October 22, 2009.

F. COMMISSION ITEMS

08/27/09.3 Parking Meter Revenues and Traffic Violations Revenues Report

1. Chairman Gross observed that the parking citation revenue in the Traffic Violations Revenues Report appears to have greatly increased. He related his disappointment that the income from parking has not increased because the rates were rolled back.

Traffic Engineer Zandvliet indicated that a follow up to the Downtown Parking Study, which will include the parking meter rates, will be provided for the Council's consideration in the future.

Assistant Planner Danna related staff's intent to clarify if the parking citation revenue shown on the Report is the net or gross amount.

2. Chairman Gross read aloud a request from a member of the public asking the City to explore issuing citations for parking on sidewalks.

Traffic Engineer Zandvliet advised that procedures for enforcing parking on sidewalks will be discussed at a meeting to be scheduled with the Police Department, Parking Enforcement, Public Works and Traffic Engineer Zandvliet.

Commissioner Vigon noted liability issues related to parking on sidewalks.

G. STAFF ITEMS

1. Traffic Engineer Zandvliet and Assistant Planner Danna reviewed items to be considered by the Commission in the near future.

2. Traffic Engineer Zandvliet shared information on the Council's recent consideration of the El Porto Parking Lot, including their decision not to pursue it any further at this time.

H. ADJOURNMENT

The meeting was adjourned at 10:35 p.m.



SAND DUNE PARK PARKING STUDY

As directed by City Council, the Parking and Public Improvements Commission (PPIC) will conduct the continuation of the September 24, 2009 Public Workshop to discuss parking restrictions, resident permit parking, and parking meters in the neighborhood surrounding Sand Dune Park.

PARKING AND PUBLIC IMPROVEMENTS COMMISSION

SAND DUNE PARK PARKING STUDY

- PUBLIC WORKSHOP -

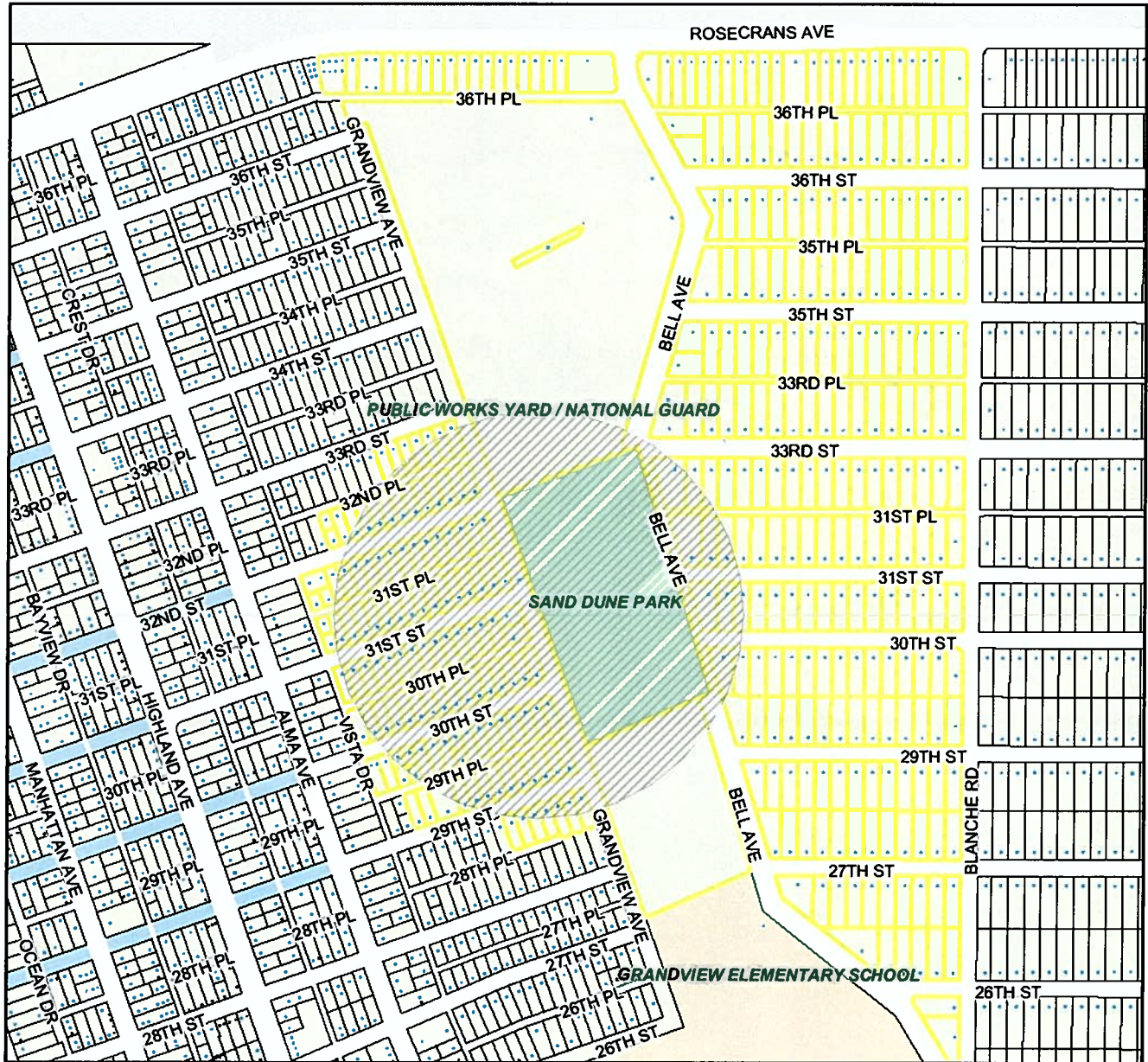
WHEN: October 22, 2009 at 6:30 pm
WHERE: Council Chambers, City Hall
1400 Highland Avenue, Manhattan Beach

Residents are encouraged to attend and participate. The Staff Report will be available at www.citymb.info on October 16 after 5 pm.

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

EXHIBIT
F

Manhattan Beach GIS



Legend

Scale: 1:4,714

- Addresses
- Parcels
- Basemap
- BEACH
- BLOCK
- DEADEND
- (cont)

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

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.

0 275 550 ft.



PPIC mtg 92409 Hory.txt

From: hbill@roadrunner.com
Sent: Friday, September 25, 2009 5:12 PM
To: Esteban M. Danna
Subject: PPIC mtg 9/24/09

Hello Esteban,

Could you please include this in the public record for the next meeting as well as forward this comment to the commission as well as the staff:

Dear PPIC Commissioners and Staff,

First off, I commend your group for how the meeting was conducted and the candor of the commission and staff. Obviously, finding a perfect solution for this issue seems challenging to say the least.

While my wife and I support a permit/meter system that is also inclusive of Manhattan Beach residents outside the immediately effected area, please understand that any changes will effect an entirely different demographic than those that were most often mentioned. As the Park Ranger said, "children and family" have also been a large part of the year over year growth in usage. Accordingly, please take this into consideration when determining permit availability and meter cost.

Also, I believe usage and peak times should be better explored and presented as even at the highest usage month of 9,000 that was cited- this averages to only 21 people an hour per 14-hour day. Granted, averages are misleading here - but when the commission arbitrarily chooses "a decrease of 50%" - what is this referring to?

Finally, please keep in mind that any permit/meter recommendation should realize that the Sand Dune park is also popular because it offers a one-of-a-kind opportunity for those residents with back and knee injuries as the only outside, zero-impact, cardio/muscular workout available in Manhattan Beach or adjacent beach cities.

Regards,

Bill and Ana Hory
Manhattan Beach

**Pamela G. Chin
2409 Vista Drive
Manhattan Beach, CA 90266
310-545-7073**

October 14, 2009

Mr. Erik Zandvliet, City Traffic Engineer
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Parking & Public Improvements Commission's Proposed Residential
Permit Parking District in response to Sand Dune Park Traffic Problems

Dear Mr. Zandvliet,

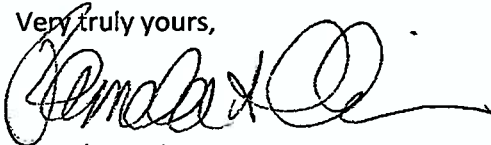
We have lived exclusively in the Sand Section for over twenty years and in our present home for nearly five years. We reside on the 2400 block of Vista Drive, which is a one way street going north, and directly face Grand View Elementary School. Street parking is at a premium and there is little of it available in the immediate vicinity, except on the short block of 25th Street between Vista Drive and Alma Avenue, and on 26th Street above Alma. We are very troubled that under the residential permit parking district proposed in response to various problems surrounding Sand Dune Park even this limited street parking would be taken from us.

We understand a map created by the Community Development Department shows that the proposed residential permit parking district will be bounded by Flournoy Road, Rosecrans Avenue, Alma Avenue and 25th Street, but would exclude the 2400 block of Vista Drive. This exclusion would cause additional hardship for our family as we have an adult family member who is physically disabled and drives. By way of a brief description, we have a two car garage with a short driveway and when this family member elects to drive, it is necessary to park one car outside on the street so he has sufficient space to safely access the driver's seat. The Commission's proposal would unduly restrict access to the already limited street parking, posing a clear adverse consequence and unwelcome challenges.

Rather than excluding the 2400 block of Vista Drive, this short block should be included in the proposed residential permit parking district to eliminate the difficulties and challenges described above.

I am unable to attend the October 22, 2009 public hearing, but wish to strongly voice my concerns. Thank you for your consideration and assistance in fairly evaluating this proposal.

Very truly yours,



Pamela G. Chin

From: GARY GUSTAFSON [mailto:themap@msn.com]
Sent: Wednesday, September 30, 2009 7:45 PM
To: Portia P. Cohen
Subject: Sand Dunes Park

Mayor Portia,

The way to solve the parking problem at Sand Dunes park is to give the people who live in the area stickers & guest placards. If a car on the surrounding streets of the park doesn't have a sticker or guest placard then the vehicle will be towed away. People using the park will have to park their cars in the parking area of the park (no exceptions!). I remember when the sand dunes wasn't a park. Also, is there another place people can go besides the beach to do the same thing?

Gary A. Gustafson