

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

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development
Nhung Madrid, Management Analyst NM
Esteban Danna, Assistant Planner @

BY: Erik Zandvliet, Traffic Engineer

DATE: November 19, 2009

SUBJECT: **2008 Downtown Parking Management Plan
Review of Initial Approved Measures**

RECOMMENDATION:

That the Commission review the results of the implemented strategies of the 2008 Downtown Parking Management Plan, hear public comments from interested parties, and recommend continuation, removal or addition of certain implementation measures to further improve parking conditions in Downtown Manhattan Beach.

BACKGROUND:

On September 19, 2006, the City Council approved initiation of the study and authorized up to \$110,000 from the Council Contingency Fund. The purpose of the Downtown Parking Management Plan (Plan) was to evaluate the overall parking situation in the downtown area and develop strategies for optimizing usage of the public parking lots and on-street parking spaces. The Plan includes a thorough analysis of these issues and recommended numerous strategies to best manage the Downtown parking needs. On October 21, 2008, after several months of Commission meetings, public hearings and discussions, the City Council approved the 2008 Downtown Parking Management Plan. The plan was implemented through a series of initial measures to address parking deficiencies and issues. Most of the approved measures have been implemented, as detailed in this report.

DISCUSSION:

As part of the Downtown Parking Management Plan, the City Council directed staff to conduct a follow-up study to assess the effectiveness of the initial measures. This report provides a status of the initial measures, an evaluation of the successfulness of those measures, and recommendations to further improve the parking conditions in the Downtown area. In preparation for this Commission's public hearing, Staff has invited participation from a variety of stakeholders through various methods, including:

- 800 mailed notices to property owners and residents
- 200 notices distributed by the Downtown Business and Professional Association (DBPA)
- Mailed notices to persons indicating prior interest in the Study
- Advertisement in Beach Reporter on November 5 and 12, 2009
- City Website Announcement

Staff also met with the DBPA Board on August 13, 2009 to discuss how the initial measures were functioning, as well as to listen to new parking issues that should be addressed in the follow-up report. The Board highlighted the need to restore some reserved merchant permit parking in Lot 1 instead of the first-come, first serve combined meter/merchant permit parking spaces. Several merchants have complained that their employees have been unable to find open spaces on busy days when the lot is filled with beachgoers and customers. Some Board members also suggested more enforcement of expired meters and time limits to reduce the number of employees parking on the street.

The City has also received various correspondences from business owners and residents regarding the following issues (with number of responses):

- Employee parking in residential areas east of the new permit parking zone.(11)
- Request to remove resident permit parking program (2)
- Inability for merchants to find parking in Lot 1. (4 and DBPA)

Current Parking Utilization

Staff conducted a series of parking observations in August 2009 after implementation of the initial measures to determine if any changes in the parking demand have occurred in the public parking lots. During these studies, it was noted that the on-street parking demand has not changed measurably. However, the parking demand has changed in several public lots, particularly in Lot M (Metlox). The greater utilization was one of the objectives of the Parking Management Plan, because the strategies emphasized more use of this parking structure by employees and the general public.

**PUBLIC PARKING LOT
PEAK UTILIZATION COMPARISON**

LOT	2008 WEEKDAY PEAK RATE	2009 WEEKDAY PEAK RATE	2008 WEEKEND PEAK RATE	2009 WEEKEND PEAK RATE
1	97%	100%	95%	100%
2	94%	85%	93%	100%
3	70%	70%	81%	100%
6	81%	90%	95%	100%
7	62%	85%	88%	95%
8	92%	95%	91%	95%
Metlox	57%	80%	56%	100%
Civic Ctr	76%	95%	54%	90%
Upper Pier	100%	100%	100%	100%
Lower Pier	55%	100%	72%	100%

Note: 2009 Utilization study conducted in August 2009.

Review of Approved Implementation Measures

A comprehensive set of parking system strategies and specific recommendations were identified and approved for implementation by the City Council on October 21, 2008. This list was chosen based on the greatest need and potential for success to be implemented through the Parking and Public Improvements Commission and Planning Commission and executed by various City departments. Each of these approved strategies is identified below, along with a discussion of the status and effectiveness of the approved measures.

No.	Strategy	Approved Implementation Measures
1	Raise street meter rates to prioritize curb parking for customers and short term users.	Increase the street parking meter rates to \$1.25 per hour in the Downtown Commercial District.

Staff initially recommended increasing the on-street meter rates from \$1.00 to \$1.50 per hour. However, the increase in on-street meter rates from \$1.00 to \$1.25 per hour was approved on October 21, 2008 and enacted on January 1, 2009. It was expected to generate approximately \$347,000 per year in new revenue for the Parking Fund, which would have been used to fund future minor capital and maintenance projects, as well as build reserves which have been depleted over the past several years due to operational and maintenance costs, as well as the debt service for the Metlox Parking Lot (\$875,000 per year). In March 2009, the City Council responded to economic recession concerns and rescinded the meter rate increase and lowered the rate to \$0.75 per hour.

The resulting rate reduction did not achieve the strategy goals to encourage long term users to use the underutilized public parking lots, discourage employee parking, or reduce overtime parking (feeding the meter). The same parking behaviors and conditions have been observed as before, such as parking beyond time limits, employee parking on the street, and inability to find convenient short term customer parking near businesses. There are numerous underutilized spaces in public parking lots, while open on-street spaces are still hard to find.

Recommendation 1: At such time as the City Council finds appropriate based on the economic climate and comparable meter rates, the on-street parking meter rate should be increased to \$1.50 per hour.

2	Continue to provide lower meter rates (1/2 full rate) in underutilized parking lots.	<p>A. Maintain the current public parking lot rates at \$0.75 per hour in all lots.</p> <p>B. Request an amendment to the State and County Agreements for a parking meter rate increase to \$1.50 in the Upper and Lower Pier lots equal to the City street meter rate.</p>
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Both recommendations were implemented and became effective in January 2009. The meter rate in two State Pier parking lots and both County Lots was raised to \$1.50 per hour. The additional funds generated by the increase are planned to be used for the permanent installation of multi-payment type meters in all four lots upon completion of a pilot project to test multi-space and high technology meter systems. (See Measure No. 6B.)

Recommendation 2: Continue parking rate differential when on-street meter rates are increased.

3	Increase the number of 24-minute street parking adjacent to certain businesses with short-term parking needs.	Authorize administrative modification of street parking time limits upon the request of nearby businesses in concurrence with the Traffic Engineer's recommendation.
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This measure has been offered to those local merchants with a need for shorter parking duration than the standard 2 hours. To date, one request for a 24-minute space was received and has been completed. It appears that there are many businesses that would benefit from 24-minute parking, which would increase the parking turnover and make more spaces available for customers

Recommendation 3: Encourage the DBPA to distribute a notification to all business owners of the potential to change the on-street parking time limits adjacent to their businesses.

4	Increase time limits in the upper level of Metlox structure to 3 hours.	Increase in parking time limits in the upper level of Metlox Parking Structure (Lot M) from 2 hours to 3 hours.
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This measure was implemented in January 2009, and has received favorable response from both business owners and citizens. Parking utilization has increased on the upper level of the Metlox structure, partly because patrons can park longer than on-street spaces.

Recommendation 4: No change.

5	Increase time limits lower level of Metlox structure and on the upper level of Lot 3 to 10 hours.	Increase in parking time limits in the lower level of Metlox Parking Structure (Lot M) and upper level of Lot 3 from 8 hours to 10 hours.
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This measure was implemented in January 2009, and has received very good response, primarily from the local employees and visitors who might not have monthly or biannual permits. Besides merchants, the lower level is frequently used by beachgoers and visitors staying all day in downtown. Parking utilization has increased substantially on the lower level of the Metlox structure, which sometimes makes it difficult to find long-term parking during days with heavy parking demand, such as summer beach days and special events. During such days, merchants with parking permits and visitors often compete for available spaces. (See also Measure No. 10.)

Recommendation 5: No change.

6	Pursue installation of ATM style cash key recharge stations in public lots.	A. Staff and DBPA to develop a consignment program for cash key sales. B. Staff to conduct an evaluation of newer technology parking payment systems for all metered spaces within the Downtown area for future consideration by the PPIC.
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A program was implemented in January 2009, and has resulted in about six downtown businesses now offering charged cash keys to their customers. The City provides \$5.00 in free meter time when the initial cash key is purchased through the DBPA. The initial purchase cost to DBPA is \$20.00 to cover the key deposit.

A cash key recharging station was installed at the northeast corner of Manhattan Beach Boulevard and Highland Avenue in August 2009. The station accepts credit card transactions to add parking credit to the user's cash key. This provides the ability to recharge the key at any

time in a convenient location without requiring a visit to City Hall or the Chamber of Commerce. In three months of use, there have been approximately 320 users making \$10,000 in transactions. The installation of a change machine was deemed to have too many disadvantages, especially when compared to newer technologies that allow multiple payment options directly at the parking meter.

On August 4, 2009, the City Council approved solicitation of proposals for a pilot project to install new parking meter equipment in the Upper and Lower Pier Lots with alternate payment options such as credit, debit and smart cards as well as Pay-by-Cell phone capabilities. On November 3, 2009, the City Council approved the installation of two new meter systems: multi-space meter kiosks and individual meters, both with multiple payment options. The multi-space meter machines will accept cash keys as well. Both systems are expected to be operation by early 2010, and will be evaluated approximately 8 months later, after the summer season.

Recommendation 6a: Encourage DBPA to expand consignment program for cash key sales.

Recommendation 6b: Conduct multi-payment parking meter pilot program and consider permanent installations. Pursue Smartcard system for all metered spaces with ability for remote recharging and special rate discounting.

7	Consider installing meters in unmetered public spaces.	No Recommendation was made for initial implementation phase.
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Several areas were identified in the Plan as possible candidates for metered parking. (See Exhibit C.) Those areas were directly adjacent to businesses but did not have existing meters, such as:

- A. South side of 15th Street west of Highland Avenue (2 spaces)
- B. 12th Street west of Manhattan Avenue (4 spaces)
- C. North side of 10th Place east of Morningside Drive (14 spaces)
- D. Manhattan Avenue between 13th Street and 14th Street (14 if allowed residential permits)
- E. Civic Center Upper Parking Lot

The PPIC and City Council did not recommend pursuing additional metering during the initial implementation phase. There were several concerns raised through the public hearing process regarding the adverse impacts to residents that currently use these spaces during the day, and the potential for the relocation of business parking demand to nearby non-metered spaces adjacent to residential areas.

Staff has reviewed these candidate locations and believes some metered spaces would provide additional customer parking availability near businesses without significantly affecting residential parking needs, namely Locations A, B and C (3 parallel spaces).

Recommendation: Install parking meters on the south side of 15th Street west of Highland Avenue (2 spaces), 12th Street west of Manhattan Avenue (4 spaces), and the north side of 10th Place east of Morningside Drive (3 spaces).

9	Provide monthly merchant permits and stickers for employees who may not be able to afford biannual Permits.	<p>Monthly public parking permit program in the lower level of the Metlox lot and 3rd level of Lot 3 with the following conditions on a trial basis:</p> <ul style="list-style-type: none"> A. Expand the existing Metlox Parking Permit program to allow purchase of monthly permit stickers to be placed on a special hang tag. B. Permits could be purchased up to 6 months in advance. C. The monthly permit fee would be equivalent to monthly pro-rated amount of a bi-yearly permit. No pro-rated fee would be available for partial months. D. Monthly permit stickers would only be valid for the months that are purchased and displayed on the hangtag. E. The hangtag would be transferable to other vehicles or users. F. Business owners could obtain multiple monthly stickers on a consignment basis and only pay for those that were distributed to their employees. Unused permit stickers would be returned to the Finance Department at no cost.
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The monthly merchant permit program was implemented in January 2009, and is now grown to about 40 active permits per month. (See Exhibit E.) They are a convenient alternative to biannual permits, and are heavily promoted by the Finance Department for part-time employees. The monthly permit cost is \$27. The monthly sticker was rejected in lieu of actual multicolored hangtags for each month. A consignment plan was offered to merchants, but there was no interest by the business owners, probably due to the hassle of handling the issuance and return of unused permits.

Recommendation: No change. Encourage DBPA to promote the Monthly Merchant Permit Program through distribution and publication of City flyers.

10	Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces.	Volume discount for five biannual parking permits purchased at one time, at a cost of \$500.00 for five permits.
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The approved bulk rate of \$100 per biannual permit is nearly 40% below the prior rate of \$160 per biannual permit with savings of \$60 per permit. (See Exhibit E.) Many merchants and employees have taken advantage of purchasing five or more permits, often joining together to purchase a block of permits at the reduced rate. Large group purchases have not been made, so abuse of the program is not evident. The added popularity has increased parking demand in the lower level of Metlox, which in combination with daily visitors, can fill up the level on busy days. Staff is contemplating allowing overflow merchant permit parking on the 3rd floor of Lot 3 on such days. This measure has been very successful in encouraging merchant parking in the Metlox structure.

Recommendation: No change. Encourage DBPA to promote and distribute program information.

11	Allow residents to override time limit parking restrictions in residential zones within the Downtown area.	<p>Residential override program with the following conditions in two parts: east of Ardmore Avenue and west of Ardmore Avenue.</p> <ul style="list-style-type: none"> A. The area would encompass the downtown study area as identified in the DPMP. B. Residents can opt-in/out of the program in the same manner. C. Permits would be valid within a parking zone to be determined by
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		<p>the City.</p> <p>D. Posted parking restriction will be 1- or 2-hour time limit parking on both sides of the street at the preference of the petitioning residents.</p> <p>E. Up to two hangtags for vehicles registered to the residential address would be allowed, with one transferable guest permit.</p> <p>F. Permits would not be valid to override metered spaces.</p> <p>G. If feasible, allow provisions for small and large group functions.</p>
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The Downtown Residential Parking Override Program east of Ardmore Avenue was implemented in March 2009. (See Exhibit D.) Most residential streets within the permit zone have opted into the program. There have been approximately 170 permits issued to date. Permit parking signs have been posted and residents have purchased their permits. A significant number of residents living to the east and south of the permit zone are concerned about new employee parking activity just beyond the permit zone. This relocated parking demand was anticipated, but was not quantifiable at the time of initial implementation. Since evidence of employee parking has been documented in certain areas, a buffer zone is recommended around the current permit zone, where residents could petition to opt-in to the program, subject to verification by the City Traffic Engineer that such employee parking is prevalent on a recurring basis. (See Exhibit D.) This will ensure that streets with actual parking impacts are part of the program while not posting unnecessary parking restrictions, which could further impact a larger part of the neighborhood.

Recommendation: Expand Downtown Residential Parking Override Program to include a buffer permit zone where participation in the Program would be subject to verification of employee parking impact.

13	Investigate opportunities for disabled parking on streets and in public lots with minimal loss of general parking.	<p>Public Works Department to install four disabled parking spaces on trial basis at:</p> <ul style="list-style-type: none"> • Highland Avenue and 13th Street; • Highland Avenue between 12th and 13th Street; • Manhattan Avenue near 11th Place; and • Manhattan Avenue on 11th Street.
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A total of ten new disabled parking spaces have been added to the Downtown area since the measure was implemented. (See Exhibit C.) Three (3) of the disabled parking spaces are on the public street. The fourth location was determined to be redundant due to an existing nearby disabled space. At this time, all public parking structures have the recommended number of disabled spaces.

Recommendation: No change.

14	Investigate opportunities to provide carpool and "Green Vehicle" parking spaces in public lots.	Public Works Department to install "Smart" and small vehicle parking spaces at locations approved by the Commission as recommended by staff.
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Twelve new small car parking spaces have been added to the Downtown area since the measure was implemented. (See Exhibit C.) These spaces have been designed to allow "Smart" cars and small electric cars to park in designated spaces with a maximum length of 10 feet. No existing parking spaces were lost because the small car spaces were installed on street segments where

full size parking stalls could not be striped. In addition, nine (9) motorcycle parking areas have been designated in public parking lots and on the street without any loss of existing parking.

Recommendation: No change.

15	Implement a Parking directional sign plan with a distinctive and clear identity.	Formation of a small task-force to determine optimum sign placement and style as well as to create a joint City-DBPA promoted publicity program for the Downtown parking lots.
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Soon after the City Council approved the Plan, City crews installed seven (7) parking directional signs on streets surrounding the Metlox parking structure to assist motorists in finding the entrances. A task force comprised of City staff, PPIC members, DBPA members and a Council Member was formed in Spring 2009 and met on March 24, April 8 and July 7. The task force agreed upon a sign style, determined sign locations, discussed lighted and non-lighted options, and updated the City’s Downtown Parking Map (See Exhibit G.) The members even conducted a walking tour to scout the best positions for the directional signs.

Nineteen locations for directional signs were identified, and 14 lot entrance signs were chosen. Two sample signs were fabricated and installed on Valley Drive to confirm the size and visibility needed for driver recognition. The signs will be 36” and 42” in diameter, with reflectorized sheeting that would improve readability at night. The estimated cost for the sign materials is approximately \$15,000. The City Council has authorized \$20,000 for implementation of the directional parking signs. Public Works crews will install the signs on existing poles and street lights where possible, and some new signs would replace existing parking signs.

The task force believes that a few lighted parking lot signs of the same design at key locations would encourage the public to use certain lots. The double-faced lighted signs could be LED illuminated to save electricity, and could be solar powered if existing electrical service is not convenient. It is estimated that lighted signs would cost approximately \$5,000 each. The consensus of the task force was to pursue lighted signs at the following locations:

- Lot M (Metlox) Entrance on Morningside Drive (Power Available)
- Lot 3 Entrance on 12th Street (Power available)
- Manhattan Beach Blvd. at Morningside Drive (For Lots 3 and M) (Power Available)

Recommendation: Recommend City Council approve the purchase and installation of both non-illuminated and illuminated directional signs.

17 New	Modify parking restrictions in Lots 1 and 2 to remove exclusive merchant permit spaces.	<p>Change the merchant permit program for Lots 1 and 2 subject to Coastal Commission approval:</p> <p>A. Lot 1: Remove merchant parking only spaces, add meters in all spaces and open them to everybody on “First come, first serve” basis with merchant permit override.</p> <p>B. Lot 2: Move merchant permits to third level in Lot 3, meter the spaces and open them to everybody.</p> <p>C. Allow Lot 1 parking permit holders to park in Metlox and Lot 3 3rd level if there is no parking available in Lot 1.</p> <p>D. Designate a 30 min loading zone in both parking lots to address merchants’ needs to load and unload.</p> <p>E. Include sunset clause so when the business closes merchant permits cannot be renewed in Lot 1.</p>
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Merchant parking signs were removed from Lots 1 and 2 in August 2009 pursuant to the DBPA recommendation and City Council approval. The merchant permit program has been updated according to the approved changes. (See Exhibit E.) Subsequent to the sign removals, several merchants that use the metered spaces in Lot 1 began to experience difficulty in finding available parking during business hours. It is likely that beachgoers and customers are filling up the lot early, and any employees arriving later are unable to find parking on busy days. This can be very inconvenient to those merchants that personally handle financial and merchandise transfers.

Due to the significant hardship for those merchants that do not have private parking facilities and the limited availability of public parking in the immediate vicinity, staff recommends that 20 Merchant Permit Only spaces in Lot 1 and 11 Merchant Permit Only spaces in Lot 2 be restored, with a modification to limit the permit hours to between 8am and 5pm. The spaces would be metered at other times.

Recommendation: Provide 20 Merchant Permit Only spaces in Lot 1 between 8am and 5pm, and 11 Merchant Permit Only spaces in Lot 2 between 8am and 5pm.

18 New	Provide aggressive parking enforcement of the meters in the Downtown area.	<p>A. Additional parking enforcement at strategic times of the day and week to discourage meter violators.</p> <p>B. Increase fines for expired meters in the Downtown area to \$45.00.</p>
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The City Council approved an increase to \$45 for all parking citations (with the exception of Disabled Parking which is set by State law). These fines had not been increased since 2002. The Police Department has made a concerted effort to enforce expired meters, time limits and non-permitted parking throughout the Downtown area.

Recommendation: Continue enhanced enforcement of parking violations.

CONCLUSION:



It appears that certain parking conditions and driver behavior in the downtown area have changed, particularly with regard to employee parking and use of Lot M (Metlox). However, on-street parking and long-term parking habits in other areas of downtown have not changed measurably. The resident parking override program has been very successful in forcing employee parking out of the surrounding neighborhoods. Some of the relocated employee parking can be addressed by expanding the potential resident parking override zone. The bulk rate and monthly permit programs have been successful in encouraging more employees to park in the public parking lots. The initial measure to remove merchant permit parking in Lot 1 was found to have unacceptable impacts to merchants in the immediate vicinity. Parking enforcement is becoming more effective in stemming unwanted parking practices and violation rates have increased. Parking meter revenues have also slightly increased in comparison to last year's revenues in spite of the reduced on-street parking meter rate as shown in the Parking Meters and Violations Revenues Report. This is likely due to the increase in the parking meter rate in the Pier Lots. The City is embarking on a high technology parking meter program that will offer many customer friendly features such as flexible rate structures and discounting, various payment options, multiple pay locations and special notifications, as well as helping the City control meter revenue and enhance enforcement operations. In the future, it is advised that


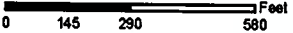
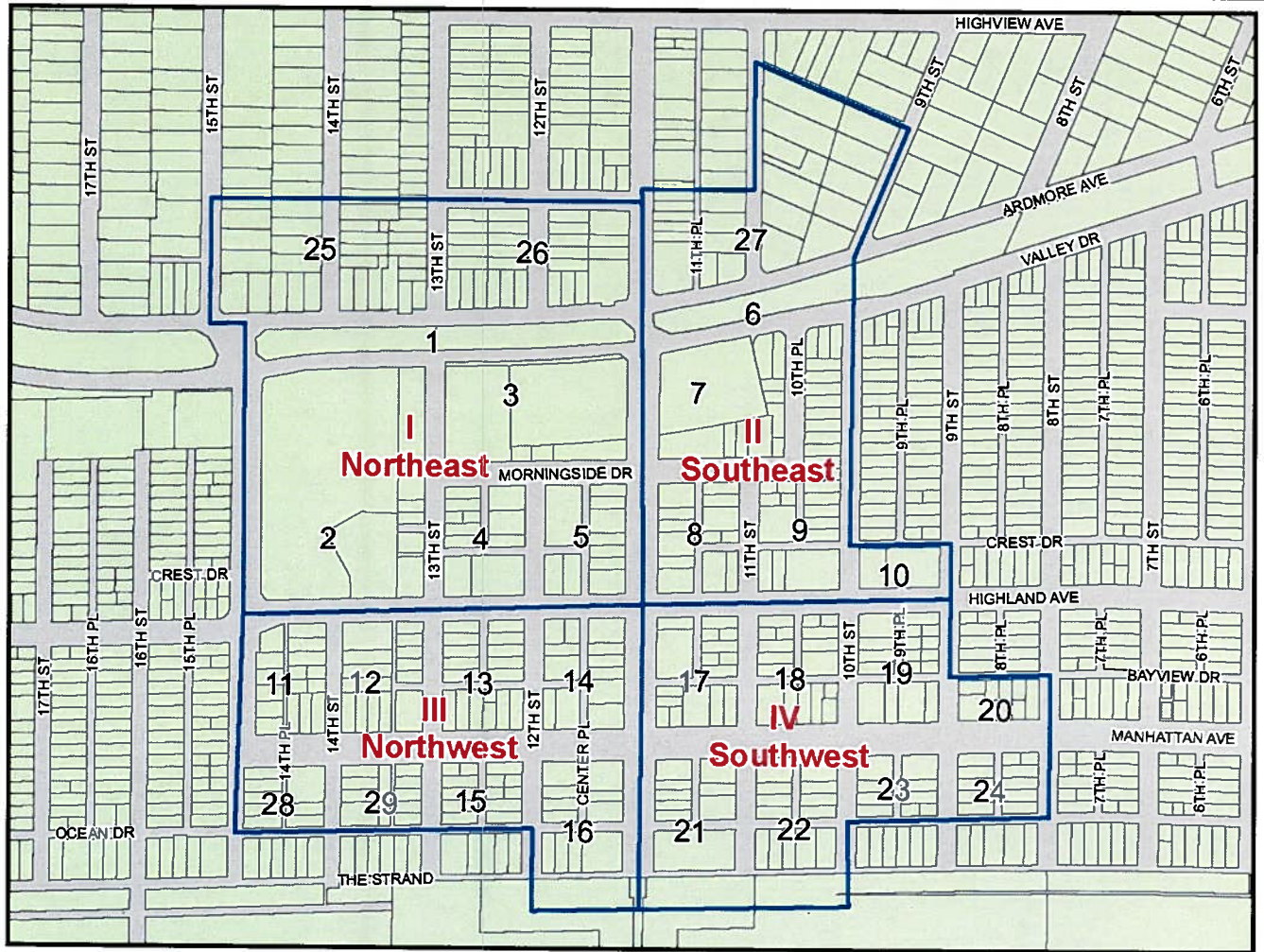
the City revisit some of the other recommendations and suggestions that have not been implemented in anticipation of increased parking demand as development activity begins to increase again in Downtown.

- Attachments:
- A. 2008 Downtown Parking Management Plan Final Report (by reference)
 - B. Downtown Parking Management Study Area Map
 - C. Special Parking Opportunity Map
 - D. Downtown Residential Parking Override Permit Program Information
 - E. Merchant Permit Parking Information
 - F. Where to Park in Downtown Map
 - G. Directional Parking Sign Plan
 - H. Public Meeting Notice and Map
 - I. Public Correspondence Since Initial Implementation

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Legend

-  Parcels
-  Parking Zones
- 1** Block Numbers

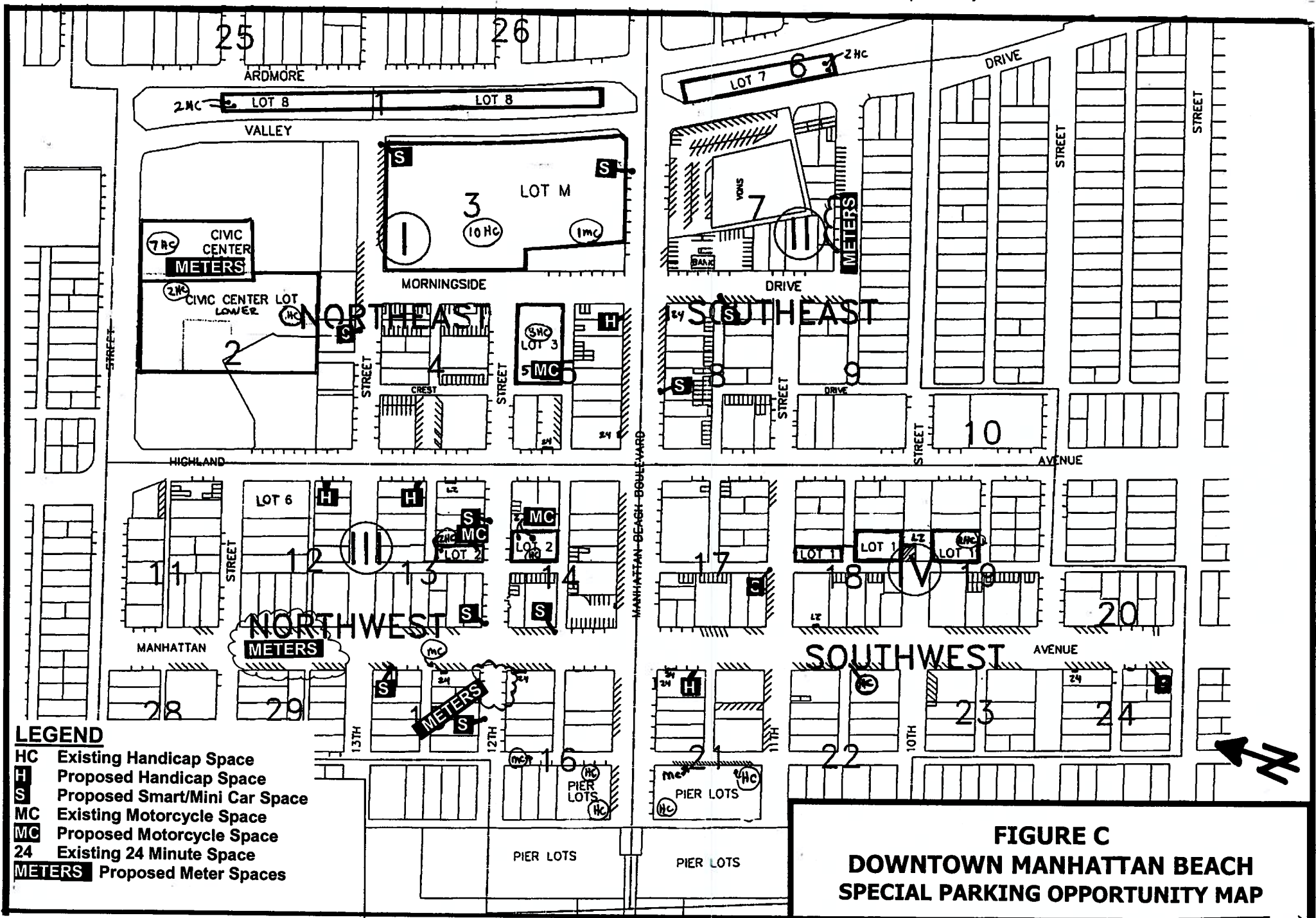




Study Area
 Downtown Parking
 Management Plan

EXHIBIT
B



City of Manhattan Beach
 Community Development



LEGEND

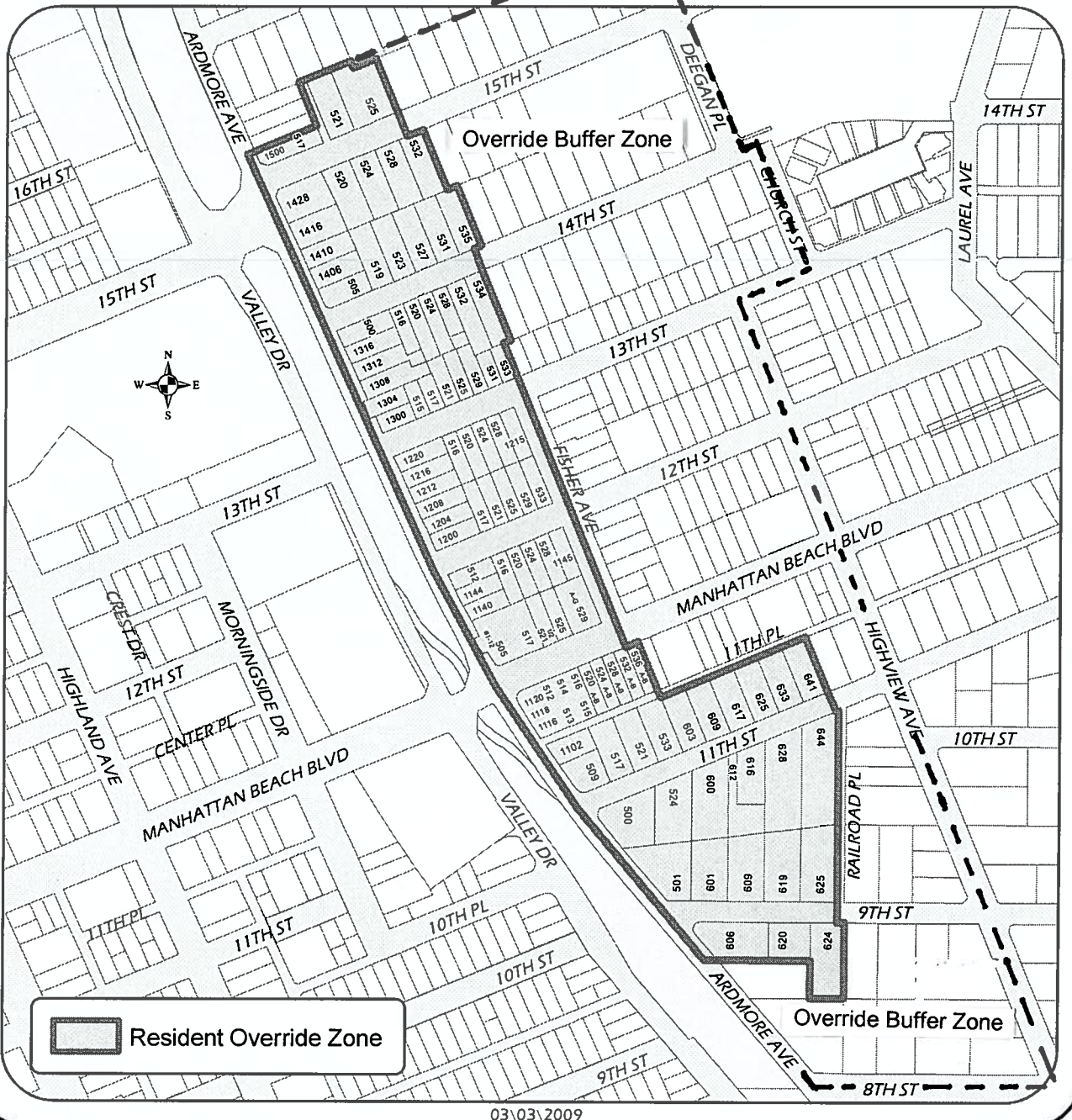
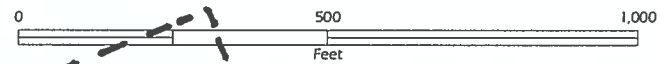
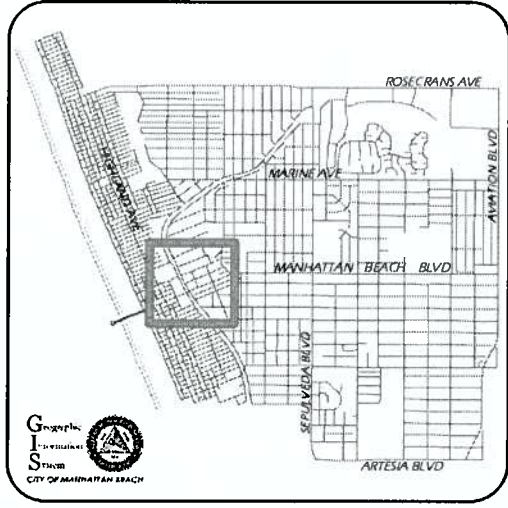
- HC Existing Handicap Space
- H Proposed Handicap Space
- S Proposed Smart/Mini Car Space
- MC Existing Motorcycle Space
- M Proposed Motorcycle Space
- 24 Existing 24 Minute Space
- METERS Proposed Meter Spaces


**FIGURE C
DOWNTOWN MANHATTAN BEACH
SPECIAL PARKING OPPORTUNITY MAP**

EXHIBIT
C

City of Manhattan Beach

Downtown Residential Override Parking Program



 Resident Override Zone



CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
1400 HIGHLAND AVENUE, P.O. BOX 6459
MANHATTAN BEACH, CALIFORNIA 90266

DOWNTOWN RESIDENTIAL OVERRIDE PARKING PROGRAM PETITION FORM PROCEDURES

PROCEDURES

1. The complete criteria and procedures for the Downtown Residential Override Parking 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 two-hour 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 Override Parking 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 Downtown Residential Override Parking 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 "TWO HOUR PARKING 7AM TO 8PM." 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 two (2) hangtags for vehicles registered to occupants of the residence. In addition, one transferable hangtag may be issued to each household to be used for any guest vehicle of that household. Only one transferable hangtag 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 \$15.00 for the first vehicle and \$5.00 for each additional 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 \$5.00.
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.

The current Downtown Residential Override Parking Program term expires March 31, 2011.



APPLICATION FOR DOWNTOWN RESIDENTIAL PARKING OVERRIDE PROGRAM

TERMS AND CONDITIONS

1. Residential override hangtags are available only to applicants who live on a qualified street posted with restricted parking. Applicants must show proof of residence.
2. Each residential household is allowed up to two (2) non-transferable hangtags for vehicles registered to occupants of the residence and one (1) transferable hangtag for a guest vehicle.
3. The issuance fee for an override hangtag is \$15.00 for the first vehicle and \$5.00 each for up to 2 additional vehicles (maximum of 3 hangtags per household). The fee for replacement of lost or stolen non-transferable hangtags is \$5.00 each. Guest transferable hangtags are NOT replaceable.
4. Hangtags will be effective beginning April 1, 2009 or the date of issuance, whichever is later. All hangtags expire March 31, 2011, or until the applicant no longer resides in a qualified dwelling unit for such override, whichever occurs first.
5. All vehicles must be currently registered. The hangtag shall be prominently displayed in the front windshield of the eligible vehicle.
6. The applicant is responsible for all hangtags issued to that residence. Any damaged, lost or stolen hangtags shall be considered invalid, and may be cited in violation of the posted restriction.
7. It is unlawful to sell, rent, lease or duplicate any hangtag, or cause the same, for any value or consideration.
8. All parking meter regulations and other applicable parking restrictions, such as street sweeping and red curbs, must be followed.
9. Any vehicle with an invalid or missing hangtag will be cited in violation of the posted restriction. Any or all hangtags may be revoked if the qualified street petitions out of the program or if the applicant fails to comply with the conditions of the permit.
10. The applicant agrees to comply with any and all requirements related to Downtown Residential Override Parking Program as set forth by the City, including any changes approved subsequent to the issuance of the permit.

APPLICATION

PLEASE PRINT

NAME: _____ DAYTIME PHONE NO: _____

PERMIT ADDRESS: _____ APT. #: _____, 90266

MAILING ADDRESS: _____ CITY: _____ ST: _____ ZIP: _____

Office Use Only

VEHICLE TYPE/MODEL	YEAR	COLOR	VEH. LICENSE NO.
1.			
2.			
Request for Guest Hangtag?		YES <input type="checkbox"/>	NO <input type="checkbox"/>

Tran Code T-6283

_____ Permits issued (\$15.00 for the first vehicle and \$5.00 each for up to 2 additional vehicles).

Make checks payable to "CITY OF MANHATTAN BEACH".

I HAVE READ AND AGREE TO ALL OF THE TERMS AND CONDITIONS LISTED ABOVE.

APPLICANT SIGNATURE _____ DATE _____

ISSUED BY _____ DATE _____



City of Manhattan Beach

Finance Department – 1400 Highland Avenue

Phone: (310) 802-5000
FAX: (310) 802-5551
TDD: (310) 546-3501

BI-ANNUAL DOWNTOWN PARKING PERMIT ACKNOWLEDGEMENT RULES AND REGULATIONS – LOWER LEVEL – LOT M

1. No parking spaces may be used for storage of any kind. All permit holders must vacate the parking spaces within a 24-hour period. No vehicle storage or overnight parking is permitted. Vehicles parked more than 24 hours or overnight are subject to citation and/tow.
2. Lost or stolen permits are the responsibility of the permit holder and should be reported to the City immediately. Charges will apply for replacement permits.
3. Vehicles may exit the lot 24 hours a day.
4. Bi-annual lease payments must be received on or before January 1 (January – June) and July 1 (July – December). The City will not send out reminders or late notices.
5. The parking permit is the property of the City of Manhattan Beach and may be revoked, or the use may be suspended, at any time. Permits are valid for the times posted in the Lot.
6. A 40% volume discount will apply for purchasing 5 bi-annual Lower Level of Lot M permits (permits must all be purchased at the same time).
7. Parking permits are only valid in the Lot indicated on the parking permit and must be displayed by affixing permit to the rear view mirror. Permits must be displayed with the permit number facing the rear of the vehicle. Permits are non-transferable; they shall not be sublet, assigned, or transferred.
8. Parking spaces may be oversubscribed and are available on a first-come/first-served basis. Having a parking permit does not guarantee a parking space.
9. This permit is for the Lower Level of Lot M only and may not be used for the upper parking level of Lot M.
10. Parking permit holders in the lower level of Lot M must adhere to all posted parking signs.
11. Failure to renew a parking permit within 30 days of the expiration date of the permit may result in loss of permit.
12. Transfer, Duplication, use by any unauthorized party or other misuses of this permit as provided by Manhattan Beach Municipal Code Section 3.24.170 is a misdemeanor, punishable by up to six months in jail, a fine of up to \$1,000.00 or both.

PLEASE PRINT

Lot: Lower Level of Lot M

Number of Spaces: _____

I, (name) _____, (title) _____ certify that I have read the parking permit rules and regulations and the business I am authorized to represent below agrees to comply with all conditions.

Business Name: _____ Business License #: _____

Business Address: _____ Telephone Number: _____

Signature: _____ Date: _____ City Staff Initials _____

EXHIBIT
E



C:\Documents and Settings\Graphic\My Documents\EMAILMB
2008MerchantAgreement1.2.4\LotMAgreement2008.doc

DOWNTOWN PARKING PERMIT (LOT M Lower Level)

RULES AND REGULATIONS FOR LOWER LEVEL LOT M

1. No parking space may be used for storage of any kind. All permit holders must vacate the parking space within a 24-hour period. No vehicle storage or overnight parking is permitted. Vehicles parked more than 24 hours or overnight are subject to citation and/or tow.
2. Lost or stolen permits are the responsibility of the permit holder and should be reported to the City immediately. Charges will apply for replacement permits.
3. The entrance will be open from 6:00 a.m. – 11:00 p.m. Vehicles may exit the lot 24 hours a day.
4. Semi-annual lease payments must be received on or before January 1 (January – June) and July 1 (July – December). The City will not send out reminders or late notices.
5. The parking permit is the property of the City of Manhattan Beach and may be revoked, or the use may be suspended, at any time.
6. A maximum of five (5) parking permits may be issued per entity. Parking permits are only valid in the lot indicated on the parking permit and must be displayed by affixing permit to the rear view mirror. Permits must be displayed with the permit number facing the rear of the vehicle. Permits are non-transferable; they shall not be sublet, assigned, or transferred to other businesses and/or persons.
7. Parking spaces may be oversubscribed and are available on a first-come/first-served basis. Once the oversubscription threshold is met, a waiting list will be established by the City. Having a parking permit does not guarantee a parking space.
8. This permit is for the lower level of Lot M only and may not be used for the upper parking level.
9. When a permit becomes available, the City will contact the first eligible entity on the waiting list. An entity will have three (3) working days in which to respond, after which the City may contact the next entity on the waiting list. Only one permit will be given to an entity as they reach the top of the waiting list. The entity will have the option to be added to the bottom of the waiting list.
10. Parking permit holders in the lower level of Lot M must adhere to all posted parking signs.
11. Failure to renew a parking permit within 30 days of the expiration date of the permit will result in loss of permit privileges and the permit will be made available to the first entity on the waiting list.

I, (name) _____, (title) _____ have read, understand, and agree to abide by the rules and regulations for the lower parking level of Lot M.

Name: _____ Number of Spaces: _____

Address: _____ Telephone Number: _____

Signature: _____ Date: _____



City of Manhattan Beach

Finance Department

Phone: (310) 802-5000
FAX: (310) 802-5551
TDD: (310) 546-3501

ATTACHMENT "A"

December 11, 2008

**RE: IMPORTANT CHANGES ADOPTED AS PART OF THE 2008 DOWNTOWN PARKING
MANAGEMENT PLAN**

Dear Business Owner,

The City of Manhattan Beach would like to inform you of changes to the bi-annual parking permit program and introduce the new monthly parking permit program in Lower Level - Lot M.

The 2008 Downtown Parking Management Plan evaluated the overall parking situation in the downtown area and recommended suggestions to optimize downtown parking. Effective, January 1, 2009 there will be two enhancements.

1. Businesses will have the option to purchase parking permits on a monthly basis for \$27 per month. These permits are valid for the entire month, displayed on the permit. Monthly permits can be purchased for up to six months. The permits will not be pro-rated and are only valid in the Lower Level of Lot M.
2. Businesses who purchase 5 bi-annual parking permits at one time for the Lower Level of Lot M will receive a 40% volume discount off of the current rates. The new cost will be \$500 for 5 permits purchased as a single transaction.

Both items can be purchased at the City Hall Cashier between the hours of 8am to 5pm - Monday through Friday. If you have any questions please call the Finance Department at 310-802-5561

Sincerely

Steve S. Charelian
City of Manhattan Beach
Finance Department



G:\Revenue Services\Metlox.Comm 12.04\Merchant Agreement 1.2.4 12.04.doc

APPLICATION FOR MERCHANT PARKING PERMIT & WAITING LIST

RULES AND REGULATIONS LOTS - 1, 2, 4

1. Lease of a merchant parking permit does not guarantee a parking space.
2. All merchant parking spaces are oversubscribed and are available on a first-come/first-served basis.
3. Merchant Parking permits are the property of the City of Manhattan Beach. Only commercially licensed businesses located within a Parking & Business Improvement District are eligible to lease parking permits.
4. A business is allowed to lease a maximum of five (5) permits. The permits are for the exclusive use of the business and shall not be sublet, assigned, or transferred to other businesses and/or persons. The privilege to lease a permit is granted to the business entity only. Parking permits are only valid in the lot number indicated on the parking permit and must be displayed by affixing permit to the rear view mirror. Permits must be displayed with the permit number facing the rear of the vehicle. Merchant permits are valid from 8:00am through 7:00pm.
5. No parking space may be used for storage of any kind. All merchant permit holders must vacate the merchant permit parking space or metered parking space within a 24-hour period. No vehicle storage is permitted.
6. In the event a business with a leased permit is sold, transferred, vacated, or otherwise changes hands (even if the legal title remains with the seller), the permit is revoked and then offered to the first business on the waiting list.
7. When a permit becomes available, the City will contact the first eligible business on the waiting list for that lot. A business will have three (3) working days in which to respond, after which the City may contact the next business on the waiting list. Only one permit will be given to a business as they reach the top of the waiting list. The business will have the option to be added to the bottom of the waiting list.
8. Lost or stolen permits are the responsibility of the permit holder and should be reported to the City immediately. Full semi-annual charges will apply to all lost or stolen permits.
9. Semi-annual lease payments must be received on or before January 1 (January – June) and July 1 (July – December). Failure to renew a leased parking pass within 30 days of the expiration date of the permit will result in loss of lease privileges and the permit will be made available to the first business on the waiting list. The City will not send out reminder or late notices.
10. Failure to renew the annual business license by May 30 or violation of any of the above rules and regulations will result in loss of merchant permit parking program privileges.
11. In the event a leased permit becomes disputed, the business/person claiming ownership must provide the following:
 - a.) a telephone or gas/electric bill from the business establishment, or
 - b.) a lease/ownership agreement of the business, or
 - c.) any other paperwork as requested by City staff.
 Upon City notification, this proof must be furnished within five working days.

Request: Lot Number(s) _____ Number of Spaces: _____

I, (name) _____, (title) _____ certify that I have read the parking permit rules and regulations and the business I am authorized to represent below agrees to comply with all conditions.

Business Name: _____ Business License #: _____

Address: _____ Telephone Number: _____

Signature: _____ Date: _____

PERMIT MUST BE PLACED ON REARVIEW MIRROR WITH
THIS SIDE FACING THE REAR OF THE VEHICLE



CITY OF
MANHATTAN BEACH
PARKING PERMIT
EXPIRES:

APRIL 1 2009

2151

LOT 1

City of Manhattan Beach Parking Summary of Regulations

1. Duplication, use by any unauthorized party or other misuses of this permit as provided by Manhattan Beach Municipal Code Section 3.24.020 is a misdemeanor, punishable by up to six months in jail, a fine of up to \$1,000 or both.
2. Parking permits are the property of the City of Manhattan Beach and are not transferable.
3. Any violation or misuse of the rules and regulations of the City Parking Program can result in the revocation of leased space(s).
4. No parking spaces may be used for storage of any kind. Overnight parking is not permitted and is subject to a citation and/or tow.
5. Charges will apply for lost or stolen permits.
6. Parking permit holders must adhere to all posted parking signs.
7. Parking permit holders are not guaranteed a parking space. All parking lots are over subscribed and are on a first-come/first-served basis.

PERMIT MUST BE PLACED ON REARVIEW MIRROR WITH
THIS SIDE FACING THE REAR OF THE VEHICLE



CITY OF
MANHATTAN BEACH

PARKING PERMIT
EXPIRES:



2329

LOT 3
THIRD LEVEL

City of Manhattan Beach Parking Summary of Regulations

1. Duplication, use by any unauthorized party or other misuses of this permit as provided by Manhattan Beach Municipal Code Section 3.24.020 is a misdemeanor, punishable by up to six months in jail, a fine of up to \$1,000 or both.
2. Parking permits are the property of the City of Manhattan Beach and are not transferable.
3. Any violation or misuse of the rules and regulations of the City Parking Program can result in the revocation of leased space(s).
4. No parking spaces may be used for storage of any kind. Overnight parking is not permitted and is subject to a citation and/or tow.
5. Charges will apply for lost or stolen permits.
6. Parking permit holders must adhere to all posted parking signs.
7. Parking permit holders are not guaranteed a parking space. All parking lots are over subscribed and are on a first-come/first-served basis.

PERMIT MUST BE PLACED ON REARVIEW MIRROR WITH
THIS SIDE FACING THE REAR OF THE VEHICLE



CITY OF
MANHATTAN BEACH
PARKING PERMIT
EXPIRES:



2914

LOT M
LOWER LEVEL

City of Manhattan Beach Parking Summary of Regulations

1. Duplication, use by any unauthorized party or other misuses of this permit as provided by Manhattan Beach Municipal Code Section 3.24.020 is a misdemeanor, punishable by up to six months in jail, a fine of up to \$1,000 or both.
2. Parking permits are the property of the City of Manhattan Beach and are not transferable.
3. Any violation or misuse of the rules and regulations of the City Parking Program can result in the revocation of leased space(s).
4. No parking spaces may be used for storage of any kind. Overnight parking is not permitted and is subject to a citation and/or tow.
5. Charges will apply for lost or stolen permits.
6. Parking permit holders must adhere to all posted parking signs.
7. Parking permit holders are not guaranteed a parking space. All parking lots are over subscribed and are on a first-come/first-served basis.

**PERMIT MUST BE PLACED ON REARVIEW MIRROR WITH
THIS SIDE FACING THE REAR OF THE VEHICLE**



**City of Manhattan Beach
Monthly Parking Permit
Lower Level
Lot M
Permit # 0383**

**Place Valid Monthly
Sticker Here**

**City of Manhattan Beach
Monthly Parking
Summary of Regulations**

1. Duplication, use by any unauthorized party or other misuses of this permit as provided by Manhattan Beach Municipal Code Section 3.24.020 is a misdemeanor, punishable by up to six months in jail, a fine of up to \$1,000 or both.
2. Must place current month's sticker on the designated spot on the front of the permit.
3. No parking spaces may be used for storage of any kind. Overnight parking is not permitted and is subject to a citation and/or tow.
4. Charges will apply for lost or stolen permits. A valid monthly sticker must be affixed to the designated spot on the front of this permit.
5. Parking permit holders must adhere to all posted parking signs any misuse of the Parking Program can result in a citation.
6. Parking permit holders are not guaranteed a parking space. All parking lots are oversubscribed and are on a first-come/first-served basis.
7. No prorated fees are available for partial months. Permits can be purchased up to 6 months in advance.

Where To Park In Downtown Manhattan Beach

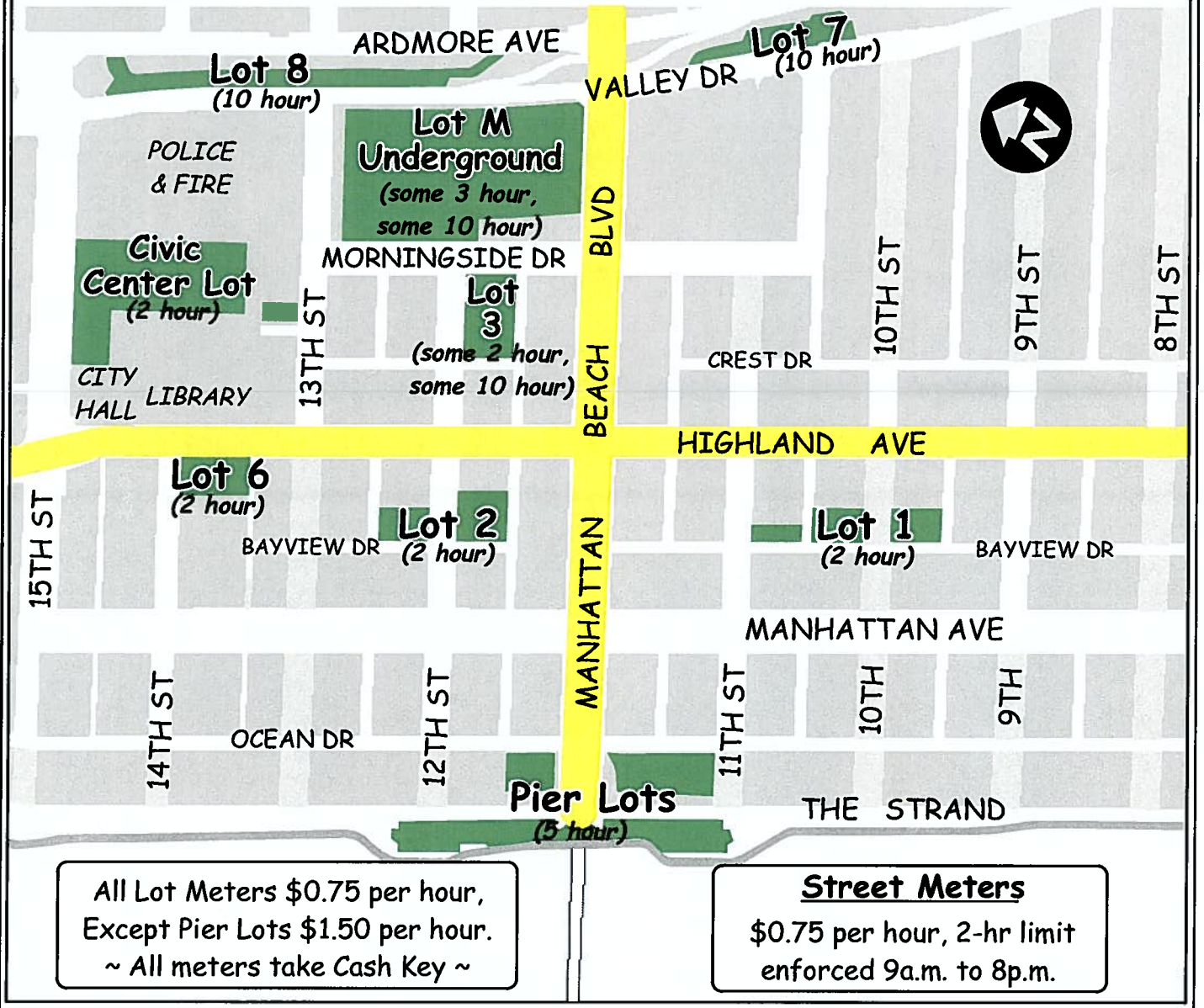
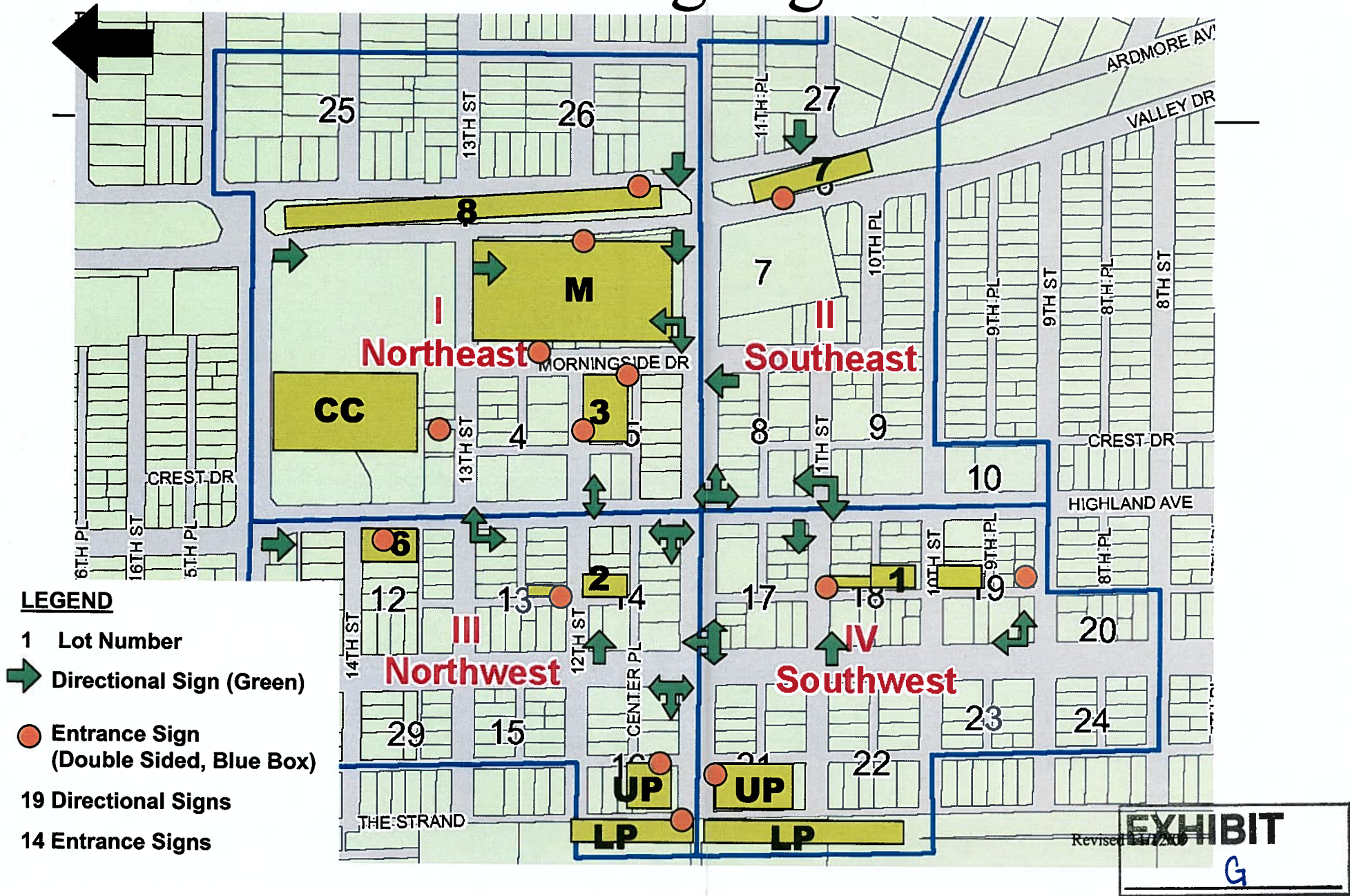


EXHIBIT
F

Downtown Parking Sign Locations



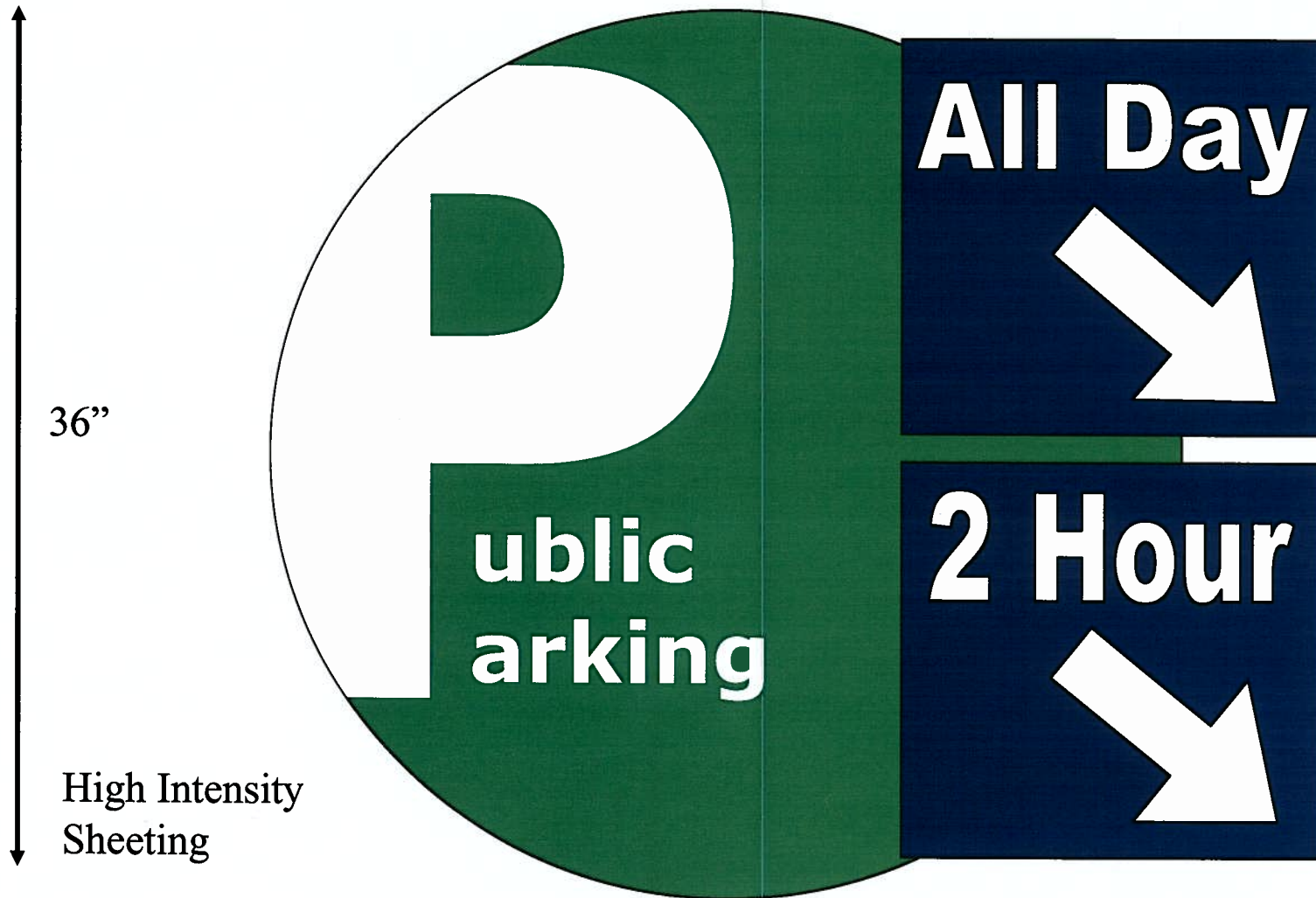
Conceptual design-Directional



36"

High Intensity
Sheeting

Conceptual design-Entrance



Sign Theme / Identity



PUBLIC NOTICE

PUBLIC NOTICE

PUBLIC NOTICE



DOWNTOWN PARKING MANAGEMENT PLAN FOLLOW UP STUDY

The Parking and Public Improvements Commission will conduct a public hearing to review measures implemented as part of the Downtown Parking Management Plan.

PARKING AND PUBLIC IMPROVEMENTS COMMISSION

DOWNTOWN PARKING MANAGEMENT PLAN FOLLOW UP STUDY - PUBLIC HEARING -

WHEN: November 19, 2009 at 6:30 pm
WHERE: Council Chambers, City Hall
1400 Highland Avenue, Manhattan Beach

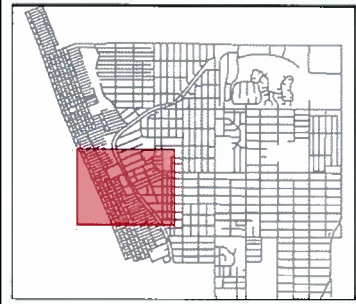
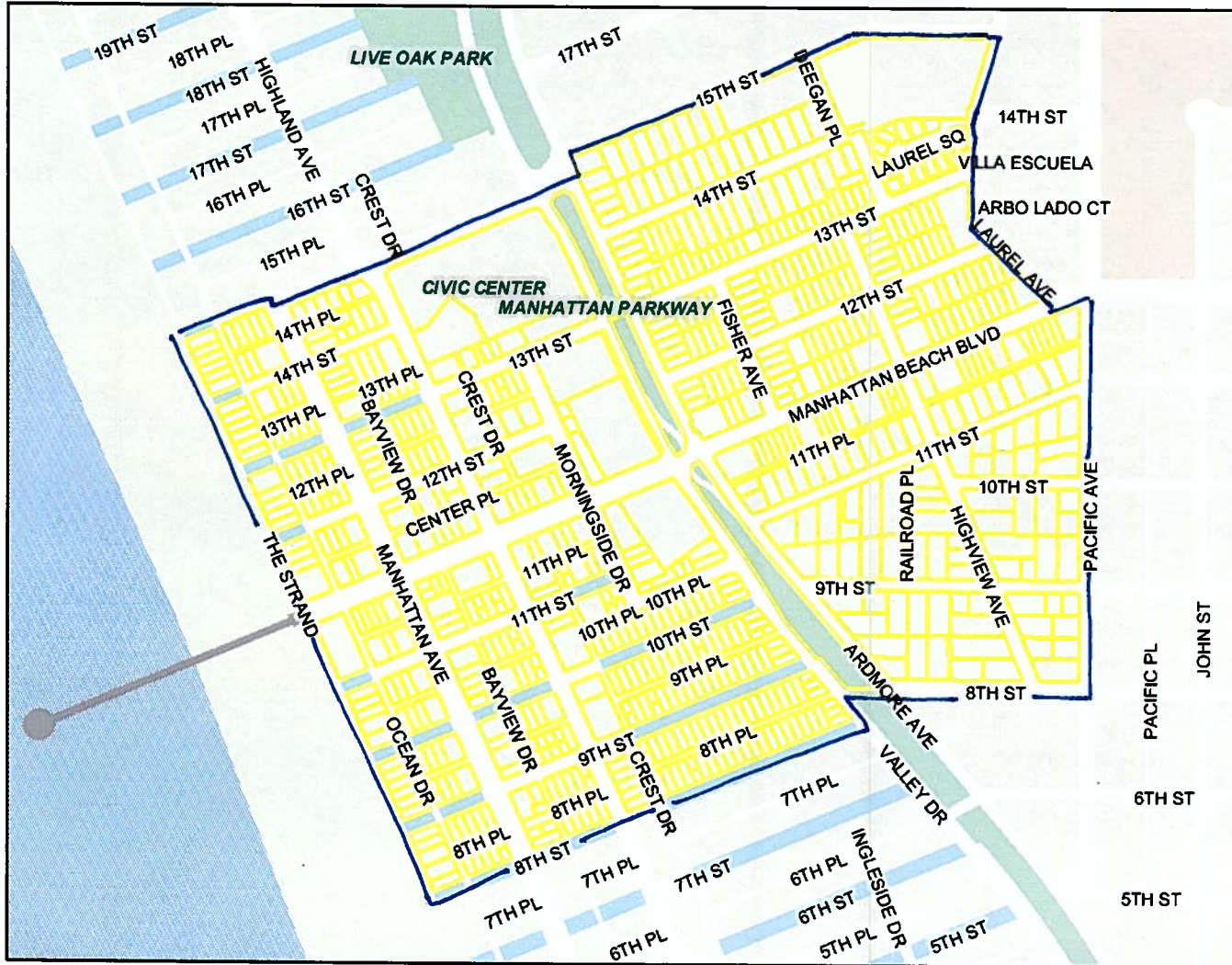
Residents and businesses are encouraged to attend and participate. The staff report will be available at www.citymb.info on Friday, November 13 (afternoon). For additional information, please call Esteban Danna at (310) 802-5514 or email at edanna@citymb.info

Published as The Beach Reporter No. 6883,
November 5, 12, 2009

EXHIBIT

A

Manhattan Beach GIS



Legend

- Parcels
- Basemap
- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- STREET
- WALK STREET

0 650 1300 1950 ft.



Scale: 1:6,659

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.

**DOWNTOWN PARKING MANAGEMENT PLAN
REVIEW OF INITIAL APPROVED MEASURES**

CORRESPONDENCE

EXHIBIT
I

From: Richard Thompson [mailto:rthompson@citymb.info]

Sent: Friday, October 09, 2009 3:47 PM

To: Mary Ann Varni

Cc: Portia P. Cohen; Jim Wagner; J. McLellan; James Shalvoy; Julie Hantzarides; Kevin Barry; Lester Siverman; Maureen McBride; Mike Zislis; Miles Turpin; Ric Arrigoni (hushhairsalon@hotmail.com); Toy Jungle; Trance Boutique; Trilogy; Erik Zandvliet; Geoff Dolan

Subject: Re: PPIC MEETING FOR LOTS 1 & 2 AND DOWNTOWN

Hi Mary Ann-

The Downtown Parking Study follow-up has been delayed until after the Sand Dune parking study is completed, and our resources have been allocated accordingly. With a limited budget we are not able to study both issues at the same time and hold an additional (special) meeting for the Downtown Study. The second PPIC hearing for Sand Dune is scheduled for October 22nd. If we were able to schedule a PPIC meeting to address the Downtown Study in November, the City Council will not be able to address the issue until December or January, after the holidays. Furthermore, any changes that the City Council approves will take some time to implement.

Richard Thompson
Director of Community Development

From: Mary Ann Varni [mailto:maryann@downtownmanhattanbeach.com]

Sent: Friday, October 09, 2009 10:57 AM

To: Richard Thompson; Geoff Dolan

Cc: Portia P. Cohen; Jim Wagner; 'J. McLellan'; 'James Shalvoy'; 'Julie Hantzarides'; 'Kevin Barry'; 'Lester Siverman'; 'Maureen McBride'; 'Mike Zislis'; 'Miles Turpin'; 'Ric Arrigoni (hushhairsalon@hotmail.com)'; 'Toy Jungle'; 'Trance Boutique'; 'Trilogy'; Erik Zandvliet

Subject: RE: PPIC MEETING FOR LOTS 1 & 2 AND DOWNTOWN

Dear Richard & Geoff,

On behalf of the Downtown Business Association I would like to request that the PPIC address our downtown parking review with Council as soon as possible, **specifically Lots 1 & 2.**

With the Holidays upon us, and business owners along with their employees having problems parking in a Lot they have a permit for, the November date will not be good for Holiday business. The merchants do need their lots back. I would urge and appreciate having this brought up to Council during the next meeting on October 20th.

Is it possible for PPIC to hold a special meeting to address this issue prior to 10/20 Council meeting?

Please advise.

Thank you for your attention to this matter.

Sincerely,

Mary Ann Varni
Executive Director/

10/20/2009



Clover Capital Corporation

Peter R. Kelly
President
1112 Ocean Drive, Suite 101
Manhattan Beach, CA 90266

Telephone (310) 318-8805
Fax (310) 318-1344
E-mail Pkelly@clovercapital.com

Bruce Moe, Finance Director
Steve Charelian, Revenue Services Manager
City of Manhattan Beach
1400 Highland Ave.
Manhattan Beach, CA 90266
August 11, 2009

Dear Mr. Moe and Mr. Charelian:

As a downtown Manhattan Beach business owner and Lot 1 parking permit holder for 10 years, the installation of additional parking meters in Lot 1 has created a hardship for my business.

By opening Lot 1 up to the public during business hours, parking has become difficult. Without available parking, I cannot attract and retain employees.

I realize the additional meters are designed to bring in revenue but surely a compromise can be found. I suggest reserving Lot 1 for permit holders during business hours of 8 to 5. Please consider solutions so that paid permit holders' parking needs can be honored.

Sincerely,


Peter Kelly

cc: CityCouncil@citymb.info
MaryAnn@downtownmanhattanbeach.com

Beach Cities Optometry

Dr. Martin J. Melendrez, O.D.

Dr. Robert J. Stahl, O.D.

1103 Highland Ave.

Manhattan Beach, CA 90266

Phone: (310) 376-8975

Fax: (310) 376-4828

08/12/2009

Dear Downtown Manhattan Beach Business and Professional Association,

We are writing this letter in an effort to offer some feedback on the recent changes to the parking at lot one. Since the lot has become public parking our practice has been negatively impacted. This was readily apparent the first day when one of our punctual employees came back from lunch a half hour late. She had found no spaces available in lot one even after waiting an extended period and ultimately had to find street parking some distance from the office. Consequently, every patient for the rest of the afternoon was waiting that extra 30 minutes which we were trying our best to make up. As a longer term result, she no longer leaves to see her two small children for lunch although she is a mere 10-15 minutes from home.

Since the parking change our efficiency has unequivocally suffered. We can no longer leave for lunch meetings or for any type of errand, regardless of how important or helpful it might be to our office and our patients. We do try very hard to offer the best in service and take very seriously our responsibility to preserve and enhance the vision of the Manhattan Beach community, but when we do not have the basic ability to send an employee to an office depot or a medical supply without negative effects to our patients it seems the city is certainly making it more difficult to run a high level practice.

We do realize the City of Manhattan Beach wants to do what is best for all members of the community and we agree completely with this goal, but we also felt that to do so some of the ramifications from the present changes should be known.

Sincerely and Respectfully,



Dr. Martin Melendrez



Dr. Robert Stahl

Erik Zandvliet

From: Portia Cohen [portia_cohen@yahoo.com]
Sent: Sunday, June 14, 2009 11:04 AM
To: 'Geoff Dolan'
Cc: pcohen@citymb.info; 'Mary Ann Varni'; 'jim wagner'; Erik Zandvliet
Subject: Lot One Parking

Folks,

I just want to confirm our discussion of the parking/meter changes in Lot One. My understanding is that the DBPA plans to get feedback from the adjacent area businesses during/following the summer months (July, August). Our concern is that the Lot will be used primarily by non-shoppers/merchants (e.g., surfers, beachgoers) – which was not the intent of the change several months ago.

We look forward to reviewing the results of the survey/inquiry, and determining what action, if any, is best moving forward.

Thank you for a productive discussion, Folks.

Portia Cohen
Mayor
City of Manhattan Beach
www.citymb.info

From: Geoff Dolan [mailto:gdolan@citymb.info]
Sent: Monday, June 08, 2009 4:09 PM
To: Portia Cohen - External email
Subject: RE: Lot one

The fees were reduced and i thought the plan supported by the DBPA was to get those with merchant permits into Metlox or the top of lot 3?

G

From: Portia Cohen [mailto:portia_cohen@yahoo.com]
Sent: Friday, June 05, 2009 5:49 PM
To: Jim Wagner; Mary Ann Varni; Mike Zislis; Geoff Dolan; Portia P. Cohen
Subject: Re: Lot one

Hi Jim,

I hear you. Let me discuss this with the folks of the Down Town Business Association. Our monthly meeting is coming up and I'll ask that this be agendized. I'll bring in the City Manager, as well.

Let's see what other folks think.

Thanks for your outreach.

Portia

Sent from my Verizon Wireless BlackBerry

6/14/2009

From: "jim wagner"
Date: Fri, 5 Jun 2009 16:00:57 -0700
To: Portia Cohen<portia_cohen@yahoo.com>
Subject: Lot one
Ms. Cohen,

I have admired how you have "gone to bat for us" in the downtown district.

A few months ago i had expressed my concern regarding installing parking meters in lot one which has been exclusively for downtown merchants.

My concern was that it would become filled with workers who feed the meters and those of us who "pay" for the parking permits every six months, plus the business tax---would not have any parking if we had to go out.

WELL, it did not take until summer time for the parking lot to fill up ---and not all of those had parking permits!

Manhattan Beach is just becoming more and more inconvenient to have a business as well as the 80% increase i understand that we will be facing! Parking has always been precious and now i can see it becoming impossible to even have a parking place.

Thank you,

James E. Wagner (GBS Financial/ DBA Wagner Investments since 1985)

Erik Zandvliet

From: Portia Cohen [portia_cohen@yahoo.com]
Sent: Monday, September 14, 2009 8:45 AM
To: 'jim wagner'; 'Mary Ann Varni'
Cc: pcohen@citymb.info; 'Mike Zisis'; 'Richard Thompson'; 'Geoff Dolan'; Erik Zandvliet
Subject: RE: Lot ONE----abuse

John and Mary Ann ~

I want to highlight what I wrote in my CITY COUNCIL UPDATE – the following:

October 22 – PPIC to review Down Town Parking Plan (e.g., Lot 1)

November 17 – Council to review PPIC recommendations for Down Town Parking Plan

So, now is the time to rally for input on Lot 1, and to show up to the PPIC public hearing and testify. Council will rely on the PPIC recommendations.

Cheers ~
Portia

PORTIA P. COHEN
MAYOR ~ CITY OF MANHATTAN BEACH
WWW.CITYMB.INFO ~ PCOHEN@CITYMB.INFO

From: jim wagner [mailto:jim.stocks@prodigy.net]
Sent: Friday, September 11, 2009 12:31 PM
To: Mary Ann Varni
Cc: Portia Cohen
Subject: Lot ONE----abuse

went out to my car in lot one this morning at about 8:45 and am now noticing cars parking there with HANDICAP hang tags. This lot could not be more inconvenient for a handi cap person!!!

10:30 this morning, one of my copiers went out. Have to wait until late this afternoon to take to repair and also pick up my mail.

Guaranteed if i left around noon and returned within the hour that there would be NO parking in lot one or overflow.

This situation has, in my opinion, backfired on what was supposed to be a favorable option.

I spoke with Martin melenderez, O.D. and they had run out of some medical supplies needed for patients and could not send anyone out to get them because they also knew that there would be no parking upon return. Result: back-up in patients.

I seriously hope that our gathering at the DBPA mtg when Erik was there got the message across.

sometimes things that look good on paper prove not to be so in reality..

Jim Wagner

9/14/2009

Hi, Mary Ann

Just a sporadic update on lot one.

Sunday 5:15 pm-----4 Hispanic families and 11 kids just coming up from the beach: lot completely full
Wednesday 7-01-09 3:20 pm 6 cars out of 21 merchant slots on the meter. No parking available.

Thursday 7-02-09 12:30 lot virtually full. Could not go get may mail at the post office. No overflow parking either. SHOPPERS?

I wonder how much the business has increased downtown since the meters were installed. Beach traffic has increased significantly!

Apparently if you are here early enough in the morning, it is OK. Try to leave for lunch and count on having to look for street parking; seems somewhat counter to when I went to city hall to pay for my 6 month parking pass and was told the "waiting list" for lot one was a few years!!

June 17th, 12:45 totally filled. Again 3:15.

June 18th 2:30 totally filled again.

These were just the few times that I need to go out to my car. Once I needed to go to the Post Office, but didn't because I knew that lot 1 and the overflow lot would be filled.

Not trying to be a "pain in the neck" just trying to share the date on a frequent basis of someone who is there. Also noticed two employees taking advantage of the new meters.

Jim Wagner

Forgot to mention that in lot one there were four cars --no permit--with two full hours on the meters.

Will they go spend money in our downtown or just enjoy the beach (thereby circumventing the purpose of the meters)?

This is Thursday June 02. Just returned from a client luncheon and returned to lot one and lot one overflow and no parking--again.

But, lots of beachgoers and store employs using the nice new meters. This is imposing a hardship on having a business in Manhattan Beach.

I admire the intent to provide more parking for shoppers, but I sure would like to see a correlation between increasing revenues to the city and the revenue provided by the new parking meters installed on Lot one.

Were you to have something to unload for your business-----where are you supposed to park? Double Park on the street?

Possibly a toll on beachgoers would follow the same logic as the new meters in lot one.

Also, I stand corrected on my previous "wait list" for lot one (I apparently was misinformed); there is NO LONGER a wait list. Rather they are NO LONGER issuing merchant permits.

Also, I understand that the initial 6 months to review the success, or lack thereof, for the new meters has now been pushed back another 6 months.

Please forgive my frustration, but I wonder how many other merchants share the same feeling.

Jim Wagner

July 10, 2009

Hi MaryAnn:

I understand this issue has been raised to you a few times for those of us who hold parking passes in lot 1. This is the first time I am writing, but it is a recurring issue with the parking, now that the lot is metered and not available for merchants only. For the past 3 weeks, I have employees that are scheduled to come to work at noon.....they can neither find a place in lot 1 or the lower level of Metlox. They are spending 20 minutes or more driving around trying to get to work, which obviously is making them extremely late...and there is no available parking for them.

I was always reluctant to give up lot 1 because of where we are located and how far away we are from the Metlox lot. It was seemingly guaranteed to us that there would be sufficient parking in the lower level of Metlox to support our employees, but that is not what we are experiencing. This is turning into a very big problem.....and unlike larger businesses, I have only 1-2 employees at a time that are having this issue. This needs to be spoken about...something needs to be done! This says nothing to the issue if someone leaves at lunch and then returns after their break.....they too, are having the same issues. If you don't get to lot 1 or Metlox (it seems) before 10 or 11:00 in the day, especially Fri/Sat/Sun...you will not find a space!

I can't afford to lose employees because we don't have places for them to park and work here. They not only sustain our business, but they also spend their hard earned dollars in town for lunches, dinner, shopping, etc.

We need to find a fix!
Thanks, Maureen

One of my employees today has been trying since 12:00 to park at either Metlox or our lot, and cannot find spaces in either! She has wasted over an hour looking for parking places.....this isn't right!!!!

If you wish to forward my message to Portia, feel free. I did not copy her on the original.

Also, just for the record, I never voted to approve getting rid of lot 1.....I've been here 10 years and knew this would be an issue! I also challenged the 2 spaces being utilized for handicapped parking up there as well.....

We may need a solution that allows for merchant parking only between specific hours like we do loading zones in front of restaurants between the hours of 9 and 1 or 2 for example.....we need help!

Thanks. M

July 13, 2009

I just came from LOT ONE and the city has now placed TAPE over the word MERCHANT leaving only the glaring word PARKING!

Is this really the way the city wants to treat it's merchants??????? to treat the beachgoers better than the consistent revenue producers who pay for their business license's and parking permits.

That is just outrageous and sends a pretty clear signal that you fully intend to do to LOT ONE the same as you did to other merchant parking lots (ie) Uncle Bills restaurant.

it is difficult to believe that their is any "real intention" of reviewing what is going on when the city proceeds with this type of action!!

Jim Wagner (disgusted)

I haven't personally heard back from anyone. I can tell you this has been an ongoing issue for the past several weeks, and it's a big problem. I had employees over the weekend, not scheduled to work until 11:00 or noon, and it took them more than 45 minutes to find parking.....and they never were able to park either in lot 1 or bottom level of Metlox.

I'd like to discuss on behalf of all of us who have parking passes in lot 1, that we need to find a solution. An immediate recommendation that I have discussed with Mike Z. is that we post on the meters in lot 1 that they are available for "merchant" parking only between specific hours of the day, not unlike what we do with loading zones in front of restaurants, etc. The recommendation is for the hours to be between 9:00am and minimum 2:00pm every day of the week (Mike suggested this be extended to 5:00pm). This way, employees who are scheduled for a later work shift, and regular day time employees that might leave their spot during a lunchtime will at least have the potential to have a spot when they either show up to work, or return from lunch. The lower level of Metlox might need to be reviewed as well. We have advertised it as a place for long term parking, which is what we all intended, however, in doing so, we are now not providing enough parking for the employees that keep our businesses running and that support our downtown with shopping, dining, etc. Please let me know your thoughts.....

Thanks, Maureen

July 14, 2009

i was so angry when i sent the message yesterday that i said the "tape" covering Merchant is actually covering PERMIT parking.

Also, noticed this morning a rather large sign on the west side of LOT ONE saying PUBLIC PARKING.

what type of a "real review" is going to happen in ANOTHER six months (credibility)? It would seem that with the three events that have already been put into place that the permanent decision has already been made.

- 1. tape over Permit parking
- 2. new sign Public parking
- 3. no new Merchant permits being issued

jim wagner

Portia,
Thank you for the copying me on the update regarding LOT ONE.

However, it seems patently obvious to me that the city has already made the decision by incurring the sunk costs of installing the meters and changing the signs and then basically waiting two (2) six month periods to review.

I really have not been involved in city government in the 40+ years i have been down here so i am not exactly sure of how these decisions are made and or reversed.

But, thank you for your courtesy and attention to this matter.
Best,
Jim Wagner

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

From: Portia Cohen
To: 'jim wagner' ; 'Mary Ann Varni'
Cc: 'Erik Zandvliet' ; 'Geoff Dolan' ; 'Mike Zislis' ; 'Maureen McBride' ; 'Maureen McBride' ; 'Richard Thompson' ; 'List - City Council'
Sent: Tuesday, July 14, 2009 12:28 PM
Subject: Down Town Parking Plan - Review by Council Sept 15th, 2009

Hi, Mary Ann,

I spoke with Geoff today, and here is a plan. We would like to agendize the six-month review of the Down Town Parking Plan for our second September meeting (Tues.,Sept. 15). At that meeting, Staff and Council will review all of the measures adopted as part of the plan. This will be the time to address any proposed changes to Lot 1, and all of the measures previously adopted.

Prior to that meeting, we would like the DBPA to meet with the City's traffic engineer, Eric Zandvliet, so that we can fully vet the experiences and recommendations of the down town merchants.

I see that there is a DBPA Board meeting scheduled for Thursday, August 13. Perhaps Eric will be available to meet with you then? (I will be out of the Country; however, if you write up notes from your meeting, I will get up to speed upon my return). Of course, you can set up a separate meeting at any time, but your/our goal is to **get the fullest input from all downtown merchants.**

So we have a plan to address the frustrations ... the good ... the bad... etc. Let me know what you and your folks want to do.

Thanks!

Portia

Portia Cohen
Mayor
City of Manhattan Beach
www.citymb.info

7/14/09

Hi Jim-

The Mayor referred your email to me for response. The Public Works Department is in the process of replacing the parking lot signs as approved by the City Council and supported by the Downtown Business Association. There are two signs remaining to be replaced with tape over the word merchant (as a temporary measure), and will be replaced by Friday. As you know this matter will be review again in the fall and I will be sure to forward your comments for consideration. Thanks again for your interest.

Richard Thompson
Director of Community Development

7/15/09

Mary Ann,

Truly i am not trying to be a pest, merely trying to give input because i am a user of lot one and have been for many years. I would hope that the input is of some value at some point in time.

Frankly, it is apparent to me , now that they have taken the Permit Parking signs down and put up the Public parking signs and installed the meters ---that the decision is based on the premise of generating more revenue for the city and placing the merchants secondarily(the ones who provide the revenues and taxes to the city).

I don't agree with the premise in it's entirety, but possibly my needs are different from Tabula Rusa, Old Venice, Martin the O.D. on Highland, etc, etc.

The city can always use more revenue, but there are many ways to do that.

Hopefully, the holders of Merchant permits will be Grandfathered in and have some advantage. Otherwise it would be much simple to move to a friendlier businesss atmosphere, such as Redondo Beach where the Merchant parking is \$50 annual vs our \$\$320. Parking at their meters with a permit is unlimited time.

I truly question if anyone who uses LOT ONE was in on that decision.

That's it. Thank you

Jim Wagner

I think a discussion item at the next DPBA meeting on Aug. 13 would be a great forum for merchant feedback and any new suggestions. This will be in preparation for our status report back to City Council in September. Could you agendize it?

Erik Zandvliet
City Traffic Engineer

7/15/09

fyi,
when i was finally able to purchase my permit (years ago) i just acquired the company at the top of the list.
while i was there i suggested that we review who else was on the wait list and discovered that there had beenseveral business's that had gone under or moved and never removed their name.
I would be amazed if you were able to contact each holder on that list and they were still operating in downtown MB.
Each year i am amazed when the AVP tournament comes to town, cars show up that i have NEVER seen before with permits hanging from their mirrors: so where did they come from??
I know almost every single merchant car that uses lot one because of the length of time i have been parking there.
Julie is always there early and Martin Melendrez, O.D. almost always park next to each other.
jim wagner

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

From: Mary Ann Varni
To: 'jim wagner'
Sent: Wednesday, July 15, 2009 12:04 PM
Subject: RE: simple statement

Hi Jim,

I actually had requested names of all the permit holders so I could contact them individually and have not seen it yet. It was supported by the Board last Fall, but Maureen stated that she never supported it. The idea, I know you have heard it over and over, was too create more customer parking. That apparently is not the case, so I have been taking your e-mails and pasting them into one document that I will submit with a cover letter to PPIC, Council, Richard Thompson, Public Works (Jim Arndt specifically).

I will cc: you on that correspondence, but still need to reach out to all the permit holders.

Let me know if you have any questions or more comments.

Regards,
Mary Ann

also, Mr. Bohle of "Fonz's" did not support it.
the major question is who was interviewed as to the decision to make that change? I never was.

suggestion: if the city places revenue more important than supporting the merchants would be to split the lot: west side public parking, east side continue (with signage) only MERCHANT parking. We have to have some advantage, otherwise why have a business here?

Prior to obtaining my permit, i had to hunt for street parking for 1 1/2 years. I am in no mood to start that all over again, just not worth it.

Again, i would be happy to be of any assistance to you should you need it.

(also, i understand that there are some "renters" who have merchant hang tags!)

Thank You,
jim wagner

re: customer parking.

going home yesterday, two gentleman were just pulling out in their jeep. Asked them how the beach was and they said fantastic. i then asked if they purchased anything downtown: "yeah, we got a cold drink at the market."

jim wagner

7/16/09

Hi Portia:

I appreciate that you have spoken with Geoff and that we will revisit in September. However, there is an immediate and overriding issue with our employees and their inability to park anywhere downtown on Fridays and the weekends. For the past 3 weeks, employees have not found parking in Lot 1 or the lower level of Metlox if they come to work after 10:00am. This is in large part due to the increased traffic on our beaches during the summer months, yet it is unfair and unreasonable to not provide adequate parking for the employees that keep our downtown running. We proposed this afternoon to Geoff to consider opening up the upper level of Metlox to pass holders at least through this weekend so it gives employees another option since they are not finding space in the spots already allocated. From what I understand, that is not possible. Maryann is contacting American Martyrs to see if that might be an option, but with services on Saturday evening and Sunday, it may not be a viable route to take.

We have spoken with several business owners on Manhattan Avenue, from Jim Komacks office staff, to Dean at the market, Danny at Fonz's, etc. Each of us is having the same issue. We'd like to know if the city has an option that we can share with our employees. As it is, we have all paid for daily parking passes that can't be used because of lack of space. Our employees are showing up late, stressed by the fact that they can't find a place to park and driving around for sometimes 45 minutes to get something within a reasonable distance to their place of employment.

This weekend in particular, as will the 6 man and any other weekends we hold events at the beach, is disasterous. We need some help.....

Maureen

Tabula Rasa Essentials

7/17/09

Internal staff question:

What are your thoughts about temporarily reserving merchant permit parking in part of Lot 1 again until we can settle the full parking lot issue after the summer crunch? The merchants have a point that if all parking lots are full, there's nowhere to park, even if paying the meter. And we don't want them taking up 2-hour spots. I know there are unused parking spaces in private lots, so that's an opportunity to be investigated.

On the bright side, it's good for business to have full parking lots.

Erik

From: Portia Cohen <portia_cohen@yahoo.com>
To: 'Erik Zandvliet' <ezandvliet@willdan.com>; Richard Montgomery; maryann@downtownmanhattanbeach.com <maryann@downtownmanhattanbeach.com>
Cc: Geoff Dolan; Richard Thompson; Juan Price; Esteban M. Danna
Sent: Fri Jul 17 14:10:42 2009
Subject: RE: Down Town Parking Plan - Review by Council Sept 15th, 2009

Erik and All – I am very much in favor of doing this now. Portia

From: Richard Montgomery [mailto:Rmontgomery@citymb.info]
Sent: Friday, July 17, 2009 2:32 PM
To: portia_cohen@yahoo.com
Subject: Re: Down Town Parking Plan - Review by Council Sept 15th, 2009

Erik and all,

If the issue is parking for "business employees" every day - then I am ok with a "summer only" trial.

If it is a parking problem "only on the weekends" - then "no".

Use the parking underground at city hall! How many employees are we talking about?

Are the streets East of valley already restricted to "permits only"?

Sincerely, Richard

Richard P. Montgomery, Council Member
City of Manhattan Beach

On Jul 17, 2009, at 3:00 PM, "Mary Ann Varni" <maryann@downtownmanhattanbeach.com> wrote:

Karen Beebe has generously offered to open up the American Martyrs SCHOOL parking lot (near the baseball field) for downtown employees that aren't able to find parking downtown. As you know the lot is just 4 blocks away, and they are very happy to help us out. The employee must display their permit (if applicable) or have a sign on their dash that shows where they work.

Again, this is for employees/employers only, not customers.

They will post a sign on their fence stating for downtown businesses.

This will be available through summer as the lot is utilized during this time, only during school. By that time we will be meeting with City Council, or shortly thereafter.

I would like to give them a rough idea as to how many employees will be using the lot, so please let me know and I will forward the information.

I would ask any of you business owners to let neighboring businesses know if in fact they have been experiencing the same problems with parking. Thank you.

Questions, call me 310-717-7982 cell

7/24/09

MaryAnn

had a nice conversation with Portia last night (at a fundraiser) and her advice was to just put up a united front.

I would assume that would mean all merchant permit holders to mention their lack of parking and number of occasions.

that parking lot one list looks a little "{suspect" given to someone in the 100 block.

What can i do between now and the "hearing" to be of assistance?

i do not wish to complain and then just sit back. As i told Portia, once we have identified the problem we should have 75% solved the problem.

Have a nice weekend. My computers are being worked on this weekend so i will be out of touch.

jim wagner 310-937-0073

Wed. 7/29/09

Hi, Mary Ann.

been a while since you have heard from me. that does not mean that the Lot ONE situation has improved. each day of sunny = Zero parking any time after 10:30. i had to return home for a bit of an emergency and just got back: zero parking--even in the overflow lot, but several people with "beach chairs and towels" feeding the meters and quite obviously going to the beach. SHOPPERS??

Spoke with both Danny at Fonz's and Dean at the Manhattan Market and they are equally incensed about the parking.

city is taking our money and not providing spaces for the actual merchants. Are the fees from the seasonal traffic worth setting aside honoring their commitment.

When we all signed up, we were told that the lot had been oversold: fine. however, we were NOT told that it would have to compete with all the beach goers who enjoy our fabulous beaches for just parking meter fees.

This is just NOT RIGHT! hopefully the input will positively impact the upcoming decision by our Council. thank you,
jim wagner

Jim,

I am sharing your email with City Manager Geoff Dolan, particularly because of the graffiti.

Please remember that in the fall we Council will revisit Lot 1, as well as all aspects of the Down Town Parking Plan, and make adjustments as make sense. This will be your opportunity, hopefully backed up by most of the down town merchants, to alter the parking terms of Lot 1.

Portia Cohen
Mayor
City of Manhattan Beach
www.citymb.info

From: jim wagner [mailto:jim.stocks@prodigy.net]
Sent: Thursday, July 30, 2009 8:36 AM
To: Mary Ann Varni
Cc: Portia Cohen
Subject: Re: List of Lot 1 businesses:

Good Morning, Mary Ann

Yes, i am aware of the AM school parking lot being opened on a temporary basis. However, that serviced more the AVP weekend than anything else. This morning when i arrived at my business, Lot one was filled with empty beer cups and different trash. Possibly a night crowd? The east wall has been marked with Graffiti: the city was able to install the parking meters on that private property, but not remove or paint over the Graffiti.

Since the lot has been opened to the general public, i have found numerous fingerprints on the windows of my car, as if someone was trying to peer inside: this has never happened before. Possibly this occurs in other lots i don't know, but it wrankles me because of the correlation of the opening of the lot. Thank you for your time and patience.

Jim Wagner
August 3, 2009

Hi Maryann:

Since you are keeping files on our parking issues....this weekend, once again, was pitiful. Not only could my staff not find parking anywhere, but we have never seen the downtown area filled with as many drunk people as on Saturday. Our downtown was trashed by late afternoon and into the early evening.....red cups, trash, glass, bottles strewn everywhere.

Maureen

Monday August 03, 1:42 pm

well, was going to get in my car and go to the main post office to pick up my mail, but certainly there would be no spaces left upon my return.

i couldn't help but notice the 16 people with their beach attire playing around in LOT ONE, unlikely they will be shoppers.

Just an update and an intrruption to my business.

Spoke with George at the Koffee Cart, Marty the optometrist and we all seem to be having the same problems. Also Dean at Manhattan Markets, Danny at Fonz's. etc etc.

JUST AN UPDATE TO SUPPLEMENT CURRENT INFORMATION.

JIM WAGNER

Good Afternoon,

11:45 this morning (8-05-09) i had to go out to my car and the very last parking place was just being filled. I asked the individual if they were going shopping or going to work.

The answer came with a groan "Oh, i am going to work, i wish i was going shopping!) This is the type of thiing that continually happens and i don't think our City Council realized they were giving away our Merchant spaces to downtown employees----who should be parking at Metlox. when we purchaed our Merchant permits, we knew that the lot had been somewhat oversold---but were not told that there was a possibility that sometime in the future we would have to be competeing with the general public at large for those same spaces.

I also spoke with Martin Melendrez,O.D. this morning and his complaints are equal to all of us. We are essentially locked into that lot for the day when we are lucky enough to arrive early enough to get a spot. he is going to be on vacation 9-15-09 and i voluntered to read a letter from him to our Council.

None of us can leave the lot to deposit payrolls, go to the post office, have business lunches, etc. The list really goes on and on.

Dean at Manhattan Market asked me who to e-mail to inform of how this Public Parking is affecting his business: ADVERSELY.

JIM WAGNER

MY EARLIER MEMO STATED THAT I WENT OUT TO MY CAR AT 11:45 AND AT THAT TIME AN EMPLOYEE WAS JUST PARKING AND PUTTING MONEY IN THE METER. I ASKED IF SHE WAS WORKING OR SHOPPING. SHE WAS WORKING.

LOT ONE IS A 2 HOUR PUBLIC PARKING. I JUST CAME BACK FROM GETTING OFFIC SUPPLIES AND THE SAME CAR FRO 11:45 IS NOW SITTING THERE AT 4:00 WITH ANOTHER HOUR ON THE METER. BLACK VW JETTA.

THIS IS NOT MEANT TO BE ANNOYING, BUT I THINK THAT IT IS IMPORTANT THE COUNCIL KNOW FOR "FACT" A LARGE PART OF WHAT IS HAPPENING IS CONTRARY TO THEIR INITIAL DECISION TO OPEN FOR SHOPPERS.

THANK YOU,
JIM WAGNER

August 6, 2009

Mary Ann Varni
Executive Director/Downtown Manhattan Beach
Portia Cohen/Mayor

Subject: Lot 1/Downtown Parking Problem

To Whom it May Concern:

Problem: Inadequate PERMIT parking for EMPLOYERS and their employees. Prior to the recent addition of metered parking in Lot 1, Business owners and their employees had sufficient PERMIT parking. Metered parking has eliminated adequate parking between the hours of 10:00a.m. - 5:00p.m. I have observed that the metered parking has facilitated business employees who don't purchase permits and beach goers to feed the meters every two hours thus eliminating retail business parking spaces and PERMIT parking.

Solution: Change the metered parking in Lot 1 only from 2 hours to 1/2 hour intervals between the hours of 8:00a.m. - 5:00p.m. This will open up the Lot to PERMIT holders and their employees, facilitate downtown shoppers and most importantly eliminate the abuse of beach goers feeding meters and non permit employees who feed meters every two hours.

As a business owner and 16 year/ 4 parking Permit holder, my employees and I should be able to find parking without having to walk 3/4 from Metlox to get to work. Prior to the recent meter installation, the fee we paid for our permits was merited.

Sincerely,

Dean Tribble
Manhattan Meats
310-372-5406
August 11, 2009

12:10 no spaces available in lot one. meaning no trip to the post office on Sepulveda because there would be nothing available upon return. many people share this same problem.

i hope the input helps. it is not meant to bother you.

jim wagner

12:10 no spaces available in lot one. meaning no trip to the post office on Sepulveda because there would be nothing available upon return. many people share this same problem.

i hope the input helps. it is not meant to bother you.

jim wagner

From: Lynette Hilton [lhilton@econone.com]

Sent: Tuesday, October 13, 2009 4:51 PM

To: Esteban M. Danna

Subject: Parking permits -- 12th - 14th Streets

Esteban -

I'm writing to express my displeasure with the parking permits on 12th, 13th, 14th and Ardmore. I view this as private parking for the residents who happen to live on these streets. I live on the edge of the permit parking area -- why is it the case that my neighbor can park in front of my house but I can't park in front of his house? This is unacceptable. I urge the commission to get rid of the permit parking.

I would like this email to be included in the package for the commission's view. Thank you for your attention to this matter.

Lynette Hilton, Ph.D.
Senior Economist
Econ One Research, Inc.
601 West 5th Street, 5th Floor
Los Angeles, CA 90071
213-624-9600
213-624-6994 Fax
lhilton@econone.com
www.econone.com

This e-mail is intended to be a confidential communication only to the person or entity to whom it is addressed. If you have received this e-mail in error, please notify the sender via reply and delete it.

From: GEORGE STERLING <tuttleup@verizon.net>
Date: September 27, 2009 5:01:12 PM PDT
To: adanna@citymb.info
Subject: Traffic and Parking on 14th St. Manhattan Beach

City of Manhattan Beach
Community Development Dept.

Dear Mr. Esteban Danna"

We have lived at 611-14th St. for over 50 years. The traffic and out of town parking is out of control on our street. Recently from a similarly report, the 500 residences now have a 2 hour limit and residence parking like several other streets east of Ardmore. Most of the out of town parking is from worker at local restaurants who use to park down the street in the 500 block. They just moved up the hill. Is it a condition of license for business in MB to provide parking for their employees? In addition I have had to call the trash company twice to have them pick up my trash containers which was blocked by a parked out of town car. 14th St. has become a raceway. Cars and trucks use our street more often then the neighborly streets. We petition you and the City of Manhattan beach to continue the 2 hr and residence parking through the 600 residence to Church St.

MR. & Mrs. George T. Sterling
611-14th St. Manhattan Beach CA
90266-4838

From: Duncan Wible [duncan_wible@yahoo.com]

Sent: Monday, September 14, 2009 3:13 AM

To: Esteban M. Danna

Subject: Resident parking pass

I have been a resident at 1212 Ardmore Ave, Manhattan Beach, Ca. 90266 since October of 1982. I find it absolutely ridiculous that I can only park in front of my residence for 2 hours at a time. Even more ridiculous is the fact that I am only allowed 3 passes for this residence. You are actually dictating to me that I am only allowed to own 3 cars or that I am only allowed to entertain 1 guest at any time, IN MY OWN HOME OF 25 YEARS. What gives you the right? There is no reason to ticket residents, there also is no reason why the residents in this area shouldn't be able to come home and have adequate parking. I have noticed that the enforcement of the parking restrictions in this area are very irregular and done very poorly.

I am not alone in my disgust for this terrible, inadequate and useless plan that has been put into effect. The purpose of this whole thing was so that residents could park at home and for the people that work downtown to find other parking, this is not happening. In fact the only thing you have managed to do is anger the residents, who still do not have adequate parking. And now you're dictating the amount of cars we can have or the amount of guests we are allowed to have by limiting the quantity of passes per household.

I really hope that in the future that there isn't any thing important for you to plan because, if you failed to plan this correctly, I don't even want to think what you would do in a serious situation.

I will be expecting to receive an additional guest pass to use until you can come up with a plan that works for the residents in our area.

Duncan Wible
1212 Ardmore Ave.
Manhattan Beach, Ca. 90266

Erik Zandvliet
City Traffic Engineer
City Hall, 1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Downtown Residential Override Parking Program

Dear Mr. Zandvliet,

I live on the 700th block of 11th Street. It has come to my attention that the City of Manhattan Beach has installed 2 hour parking restrictions from 7 am to 8 pm every day on the streets surrounding downtown Manhattan Beach as part of the Downtown Residential Override Parking Program, providing each neighbor with 3 override hangtags to exempt their cars from the restrictions. I believe this is a very positive measure for the covered areas since it will decrease the number of out of town visitors parking their cars in their residential streets. However, this has negative implications for our block because it is not covered under this measure and it's the closest area to downtown that does not have any street parking limitations. As a result, we should expect to get even more out of town visitors leaving their cars parked on our street for long periods of time reducing the amount of available parking spots for our own guests and increasing the general traffic in our residential community. As summer approaches, this problem becomes exacerbated because of our close proximity to downtown.

I would therefore like to request the inclusion of the 700th block of 11th Street in the Downtown Residential Override Parking Program effective immediately.

Please don't hesitate to contact me if you have any questions.
I look forward to hearing from you,

Best regards,

Name:	<u>Luiz Serrano + May Hasso</u>
Address:	<u>711</u> 11 th Street, Manhattan Beach, CA 90266
Phone number:	<u>310-666-9435</u>
Signature:	<u>Luiz A. Serrano</u>
Date:	<u>5/20/09</u>

Erik Zandvliet
City Traffic Engineer
City Hall, 1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Downtown Residential Override Parking Program

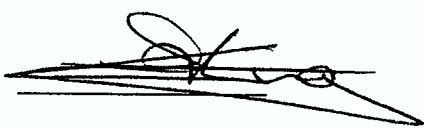
Dear Mr. Zandvliet,

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I would therefore like to request the inclusion of the 700th block of 11th Street in the Downtown Residential Override Parking Program effective immediately.

Please don't hesitate to contact me if you have any questions.
I look forward to hearing from you,

Best regards,

Name:	<u>EDWARD KING</u>
Address:	<u>755 11th Street, Manhattan Beach, CA 90266</u>
Phone number:	<u>310 403 7416</u>
Signature:	
Date:	<u>21 MAY 2009</u>

Erik Zandvliet
City Traffic Engineer
City Hall, 1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Downtown Residential Override Parking Program

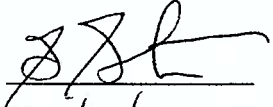
Dear Mr. Zandvliet,

I live on the 700th block of 11th Street. It has come to my attention that the City of Manhattan Beach has installed 2 hour parking restrictions from 7 am to 8 pm every day on the streets surrounding downtown Manhattan Beach as part of the Downtown Residential Override Parking Program, providing each neighbor with 3 override hangtags to exempt their cars from the restrictions. I believe this is a very positive measure for the covered areas since it will decrease the number of out of town visitors parking their cars in their residential streets. However, this has negative implications for our block because it is not covered under this measure and it's the closest area to downtown that does not have any street parking limitations. As a result, we should expect to get even more out of town visitors leaving their cars parked on our street for long periods of time reducing the amount of available parking spots for our own guests and increasing the general traffic in our residential community. As summer approaches, this problem becomes exacerbated because of our close proximity to downtown.

I would therefore like to request the inclusion of the 700th block of 11th Street in the Downtown Residential Override Parking Program effective immediately.

Please don't hesitate to contact me if you have any questions.
I look forward to hearing from you,

Best regards,

Name:	BRIDGET & Andy Batkin
Address:	1000 11 th Street, Manhattan Beach, CA 90266 Highway corner Highway & 11 th
Phone number:	310 379-8004
Signature:	
Date:	5/21/09

Erik Zandvliet
City Traffic Engineer
City Hall, 1400 Highland Avenue
Manhattan Beach, CA 90266

Re: Downtown Residential Override Parking Program

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Best regards,

Name:	<u>Thomas & Tamar Najarian</u>
Address:	<u>724</u> 11 th Street, Manhattan Beach, CA 90266
Phone number:	<u>310-722-1568</u>
Signature:	<u>T. Najarian</u>
Date:	<u>May 20, 09</u>

Erik Zandvliet
City Traffic Engineer
City Hall, 1400 Highland Avenue
Manhattan Beach, CA 90266

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Best regards,

Name:	<u>CHARLES + ROYAMA ELKIND</u>
Address:	<u>763</u> 11 th Street, Manhattan Beach, CA 90266
Phone number:	<u>310 379-3555</u>
Signature:	<u>Charles Elkind</u>
Date:	<u>5/21/09</u>

Erik Zandvliet
City Traffic Engineer
City Hall, 1400 Highland Avenue
Manhattan Beach, CA 90266

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Name:	<u>Thomas + Tamar Najarian</u>
Address:	<u>744</u> 11 th Street, Manhattan Beach, CA 90266
Phone number:	<u>310 722 1568</u>
Signature:	<u></u>
Date:	<u>May 20, 2009</u>

Erik Zandvliet
City Traffic Engineer
City Hall, 1400 Highland Avenue
Manhattan Beach, CA 90266

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Best regards,

Name:	<u>Stephen W. Lind</u>
Address:	<u>748</u> 11 th Street, Manhattan Beach, CA 90266
Phone number:	<u>310 - 374 - 5960</u>
Signature:	<u>Stephen W. Lind</u>
Date:	<u>5-20-09</u>

Erik Zandvliet
City Traffic Engineer
City Hall, 1400 Highland Avenue
Manhattan Beach, CA 90266

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AND HIGHVIEW BETWEEN 11TH
AND 11TH AND 11TH AND 11TH

Please don't hesitate to contact me if you have any questions.
I look forward to hearing from you,

Best regards,

Name:	<u>BRIAN J. POTTER</u>
Address:	<u>701</u> 11 th Street, Manhattan Beach, CA 90266
Phone number:	<u>310-376-3516</u>
Signature:	<u>Brian Potter</u>
Date:	<u>May 19, 2009</u>

Erik Zandvliet
City Traffic Engineer
City Hall, 1400 Highland Avenue
Manhattan Beach, CA 90266

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I look forward to hearing from you,

Best regards,

Name:	<u>Joe + Lisa Mogel</u>
Address:	<u>719</u> 11 th Street, Manhattan Beach, CA 90266
Phone number:	<u>(310) 372-5562</u>
Signature:	<u>Lisa Mogel</u>
Date:	<u>5/20/09</u>

** This also affects us year-round as many employees of downtown businesses - restaurants park on our block during their work shifts

--- On Mon, 9/7/09, Susan Klevens <susanklevens@verizon.net> wrote:

From: Susan Klevens <susanklevens@verizon.net>
To: "Wayne Powell" <waynepowellmb@yahoo.com>
Subject: Parkin Permit Issue
Date: Monday, September 7, 2009, 10:25 AM

Dear Wayne,

I would appreciate your forwarding the letter below to either of the two individuals you suggested, which ever one you think best. I can also send to the other members of the City Council as well if you think that would be a good idea.

Cordially,
Susan Klevens

September 6, 2009

Re: Restricted Parking western area of Hill Section

Dear Councilman Powell,

My husband and I live on Highview Avenue between 8th and 9th streets. I am responding to your suggestion that I write to you to alert you to an unexpected problem that has arisen in response to an action the City has taken on behalf of residents living in the western part of the Hill Section.

Due to individuals working in the downtown core of restaurants and shops in Manhattan Beach, the east/west numbered streets above Valley/Ardmore (the western portion of the Hill Section) had become, over time, the "commercial" parking zone for those not willing to pay the reduced employee parking fees provided by the city at the Metlox underground parking facility.

Eventually the residents of both 11th and 9th streets petitioned the City to stop this practice. The City then agreed to post signs limiting non-street residents to two hour parking from 7 AM to 8 PM every day of the week. This new restrictive parking has been in place for about three weeks.

While I completely understand why my neighbors no longer wanted their residential streets providing long-term parking for non-residents, I do feel that the City was short sighted in its approach because the outcome of this new restricted parking is that these same individuals are now parking in next closest non-restricted area, which is my street, Highview Avenue. The inevitable result is that Highview Avenue between Manhattan Beach Boulevard and 8th street is regularly parked up with cars from out of the neighborhood.

Another consequence is that our street cleaning has become completely ineffectual because the truck can no longer get to any of the curbs and, last week, simply drove down the middle of Highview Avenue, never once having the opportunity to clean the curb areas.

9/8/2009

It would seem that the City should now do a more effective analysis of residential parking to more fully address this issue, which has not gone away but simply oozed to the next unsuspecting areas within the western portion of the Hill Section of Manhattan Beach.

I look forward to your comments and suggestions. Additionally, I would appreciate being informed of any dates and times that the City Council may calendar to discuss this issue.

Most sincerely,

Susan Klevens
820 Highview Avneue
Manhattan Beach
susanklevens@verizon.net

Nhung Madrid

From: John Busby [johnbuzb@gmail.com]
Sent: Tuesday, November 10, 2009 2:11 PM
To: Ana Stevenson
Subject: Re: Parking

Ana,

I wanted to follow-up with you in regard to our conversation earlier this year about the parking changes on 14th Street. As you'll recall, a permit system was introduced along with a two-hour time limit in the 500 block. As you know, the 500 and 600 blocks are contiguous, so we live right next door to the 500 block.

As expected, we are often finding parking very difficult in front of or just up the hill from our home, while the lower half of the block is completely deserted. Most of the parking in the 600 block is taken up by people working in town all day. I understand the thinking behind the permit and two-hour system, but as I mentioned in the spring, the problem has simply been pushed uphill.

I therefore would request that we receive a permit for parking in the 500 block, as I'm often unable to park in front of my own home.

Thanks and I look forward to your response.

Best regards,

John Busby
603 14th Street

On Wed, Apr 8, 2009 at 3:11 PM, Ana Stevenson <astevenson@citymb.info> wrote:

Dear Mr. Busby,

Your email raises very valid concerns. We expect to study the impact of the Downtown Residential Override Parking Program during summer, and evaluate the findings in a Parking and Public Improvements Commission's (PPIC) meeting this Fall. I will include your email in the public comments section, as an issue to be addressed, if I have your permission.

Regarding the sign location, I do not know yet where the signs are going to be posted. However, I am copying the Traffic Engineer in this email and when we have the location, we will let you know. Please do not hesitate to contact me at any moment to know the status of the signs.

Sincerely,

11/12/2009

Ana Stevenson

Management Analyst

City of Manhattan Beach

1400 Highland Ave

Manhattan Beach, CA 90266

Phone: (310) 802-5540

Fax: (310) 802-5501

astevenson@citymb.info

From: John Busby [mailto:johnbuzb@gmail.com]
Sent: Tuesday, April 07, 2009 3:19 PM
To: Ana Stevenson
Subject: Parking

Ana,

Thank you for taking time to discuss the upcoming parking changes on the 500 block of 14th Street. As I mentioned to you during our conversation last week, we live at 603 14th and fully expect to be impacted by the 2 hour limit just west of us. As we talked about and as I understand the change, my next door neighbor will be allowed to park overnight in front of my house, but I won't have the same right since we are being denied a permit. We see this as simply pushing the problem up the street.

You mentioned that signs will be going up soon, and I would like to know the exact proposed location of the sign on 14th, as we do not want it placed in front of our property.

Thank you again for your prompt and thoughtful response to our questions and concerns.

11/12/2009

Sincerely,

John and Debbie Busby

603 14th Street

Erik Zandvliet

From: Geoff Dolan [gdolan@citymb.info]
Sent: Monday, September 28, 2009 9:24 AM
To: BBATKIN@aol.com
Cc: Richard Thompson; Erik Zandvliet; Esteban M. Danna
Subject: RE: HI YOU

Hi,

Sorry you are having this problem and we are hearing from others that have had the same concern. Our desire is to get those folks into Metlox and we have even reduced the cost to try to get them to park there. It may be that we need to expand the permit area to include your block which is probably why your neighbor was passing a petition.

Our Parking and Public Improvements Commission will be reviewing this and other downtown parking issues in November. I have copied this to staff and they will make sure you are notified of when that meeting is so you can attend.

Hope you guys are doing well and Marilee and I are always up for a night out.

Geoff

From: BBATKIN@aol.com [mailto:BBATKIN@aol.com]
Sent: Sunday, September 27, 2009 7:25 PM
To: Geoff Dolan
Subject: HI YOU

Hi Geoff!!! I have a citizens complaint about where employees park who work downtown Manhattan Beach and I don't know where to take it. Ever since 11th St was marked as 2 hour parking it has pushed all the cars up to Highview and above. Every day our house is surrounded by BEAT UP cars that remain for at least 8 hours and cars that partially block our driveway. I am sure the people on 11th had the same problem all these years.

Can't the city find a place for employees to park.....I don't think I have ever seen Metlox parking full....can't they park on the 3 floor....or have some kind of a shuttle from Pacific parking lot downtown....or Aviation downtown.

It isn't fair to us homeowners who pay property taxes to have to provide parking in front of our homes for these people who work downtown. Lately none of our friends can park in front of our house....they have to find parking a block away because of this.

I know that our neighbor on 11th street got a petition together and send it to the city but I don't know what happened.....restricting parking only pushes people to park on the outskirts of the perimeter. What can I do....HELP!!!

Bridget
Concerned Homeowner

9/28/2009