

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
February 25, 2010**

A. **CALL TO ORDER**

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 25th day of February, 2010, at the hour of 6:33 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. **ROLL CALL**

Present: Adami, Vigon, Silverman and Chairman Gross.
Absent: Stabile.
Staff Present: Traffic Engineer Zandvliet, Management Analyst Madrid,
Lt. Harrod and Sgt. Mason.
Clerk: Weeks.

C. **APPROVAL OF MINUTES**

02/25/10-1 January 28, 2010

Commissioner Adami modified page 4, paragraph 2, of the Parking and Public Improvements Commission minutes of January 28, 2010 to read, "...but the trees would be attractive to the neighborhood..."

Commissioner Vigon modified page 12, paragraph 2, to read, "...parking placard that would cost approximately \$100 and would allow the holders to park in metered spaces for one year."

MOTION: Commissioner Silverman moved for the approval of the Parking and Public Improvements Commission minutes of January 28, 2010 as amended. The motion was seconded by Commissioner Vigon and passed by unanimous voice vote, absent Commissioner Stabile.

D. **AUDIENCE PARTICIPATION**

02/25/10-4 Mr. Bill Guichard Re Permit Parking Program on 11th Street

Mr. Bill Guichard, 600 Block of Manhattan Beach Boulevard, voiced concern over insufficient parking in the 600 block of 11th Street as a result of parking restrictions implemented because a few residents complained. He noted that the parking problems in the area are moving further up due to the parking restrictions.

Traffic Engineer Zandvliet explained the procedures for implementing a permit parking program, including residents' ability to opt in or out. He advised that additional information can be obtained on the City's website.

Chairman Gross explained that a very detailed process was established in the City for implementing permit parking and he provided input related thereto.

Commissioner Silverman cautioned that this topic was not on the meeting agenda and, due to the Brown Act, it should not be further discussed. The Commission agreed.

E. **GENERAL BUSINESS**

02/25/10-2 Consideration of City Council 2008-2009 Work Plan Item Regarding Sepulveda Boulevard Parking Evaluation between 8th Street and 30th Street, Including Possible Parking Restrictions near Marine Avenue and Manhattan Beach Boulevard

Management Analyst Madrid introduced the item.

Providing background information, Traffic Engineer Zandvliet explained that this item was previously before the Parking and Public Improvements Commission as part of the Council's Work Plan, at which time the Commission recommended the Council consider a parking policy along Sepulveda Boulevard. He shared information on the process which led to the staff recommendation to: (1) Post "No Parking Anytime" restrictions on the west side of Sepulveda Boulevard between 2617 and 2317 Sepulveda Boulevard, inclusive; (2) Post "No Parking Anytime" restrictions on the west side of Sepulveda Boulevard between 1301 Sepulveda Boulevard and 11th Street inclusive; and (3) Conduct a weekday before and after level of service study between 9:30 a.m. to 3:00 p.m. to compare changes in traffic flow due to additional parking prohibitions at Sepulveda Boulevard/Marine Avenue and Sepulveda Boulevard and Manhattan Beach Boulevard.

In answer to questions from the Commission, Traffic Engineer Zandvliet offered input about Caltrans' control of Sepulveda Boulevard as a State highway. He explained that the State has been pressuring the City to improve traffic flow on Sepulveda Boulevard; that, according to State studies, traffic along Sepulveda continues to increase; and that a study approximately three months after installing the restrictions could be performed.

Chairman Gross called attention to a letter from Donald W. Gantner, owner of 2317 Sepulveda Boulevard (of record, distributed in the agenda packets) objecting to the recommendation for 24 hour restricted parking on the west side of Sepulveda Boulevard.

Management Analyst Madrid related her inability to access 2317 Sepulveda Boulevard or contact anyone at that location to discuss the staff recommendation.

Commissioner Vigon questioned if the proposed changes would make a significant difference in achieving the objective of improving traffic flow; if the potential effect of the improvements could be measured quantitatively; and if the cost of the changes could be shared by the State.

Traffic Engineer Zandvliet advised that at least five parking spaces would remain near 2317 Sepulveda Boulevard and that the parking demand would not be directly impacted until more spaces than currently used are removed; that there is a formula for adding lanes, but not for potential impact of moving parking around; that, should the recommendations be implemented, traffic would improve locally, but not regionally; that, according to Government Code, there are no privileges or rights for on-street parking; and that on-street parking does not help fulfill parking requirements. He shared input on the procedures for changing the parking along Sepulveda, as well as the idea of the State relinquishing control over Sepulveda Boulevard to the City.

Commissioner Adami voiced concern that, if parking is removed, drivers will park across the street or west of Sepulveda Boulevard and impact the neighborhood.

Traffic Engineer Zandvliet explained that parking restrictions would be imposed on the west side of Sepulveda Boulevard between 2617 and 2317 inclusive and on the west side of Sepulveda Boulevard between 1301 and 11th Street inclusive; that business owners would have to make adjustments to let drivers know there is parking in the rear; that, should the proposed measures be approved, directional signs to enter off of Marine Avenue should be installed; and that the option for funding directional signs would be in the Council's purview.

Chairman Gross clarified that the purpose of the proposed traffic measures is to improve the flow of traffic on Sepulveda Boulevard by eliminating choke points at the proposed locations and that safety would also be improved.

Traffic Engineer Zandvliet advised that the State has previously funded the removal of parking on Sepulveda Boulevard and, if this is a beginning in improving the traffic flow, they might be willing to look at sharing the cost of the "No Parking Anytime" restriction signs. But, it would not be too costly if the "No Parking Anytime" signs are in stock and the main cost would be installation, which would be performed by the Public Works Department.

Lt. Harrod provided information on the recommendation to remove parking along Sepulveda Boulevard, including that incidents do not typically occur on Sepulveda as a result of the transition when a lane ends.

Sgt. Mason reported that rear-end collisions at both Sepulveda Boulevard/Marine Avenue and Sepulveda Boulevard/Manhattan Beach Boulevard are very infrequent; but, when lanes end and traffic is compressed, collisions can occur.

Chairman Gross observed that the parking restrictions would be for a fairly short distance and he questioned if doing so would really make a difference.

Sgt. Mason affirmed that lengthening the no parking zone on either side of the intersections would help drivers merge safely and that this would improve the current situation.

Audience Participation

Baden Mansfield, 900 Block of 9th Street, and joint owner of 2609 N. Sepulveda Boulevard, described the parking situation on Sepulveda Boulevard near his property. He related his understanding that the main traffic problems on Sepulveda Boulevard occur during rush hour. Mr. Mansfield acknowledged that parking restrictions on the north portion of the intersections are needed before 3:00 p.m. and he agreed with restrictions on southbound Sepulveda beginning at 3:00 p.m. He asked the Commission to balance the hardship that the removal of parking would have on his business and stated his understanding that the parking restrictions in front of his business at 2609 N. Sepulveda would be the only ones in the vicinity.

Chairman Gross related his understanding that the proposal would allow for four parking spaces immediately north of 2609 Sepulveda Boulevard.

Mr. Baden contended that allowing parking spaces at 2711 Sepulveda Boulevard would cause a choke point. In response to a question from Commissioner Silverman, he related his doubts regarding the possibility of entering into a parking arrangement with nearby businesses and stressed that the proposed parking restrictions would be a hardship on his business.

Walter Urban, joint owner of 2609 N. Sepulveda Boulevard, voiced his opinion that the existing configuration on Sepulveda Boulevard should not be changed. He agreed with the points made by Commissioner Vigon with regard to quantitatively measuring the potential effects of removing parking on Sepulveda Boulevard and also questioned if the recommended measures would really make a significant difference in traffic flow along Sepulveda Boulevard.

Commission Discussion

Commissioner Vigon related his continued concern over the recommended approach to alleviate traffic flow problems on Sepulveda Boulevard. He commented that there would be nominal benefits in removing some of the parking on Sepulveda during the day but, other than during rush hour, there is no evidence that the overall traffic flow would improve; and that this would be a good beginning to a regional approach with the Cities of El Segundo and Hermosa Beach and that a study to open the pipeline from Los Angeles International Airport/190th Street/Pacific Coast Highway would be effective, but he is unsure if removing parking would be for the greater good. Commissioner Vigon related his support for the proposed measures, only if they are intended to be a trial to obtain quantitative evidence in favor of a permanent change. He emphasized the need for some studies to show that the recommended traffic measures would really make a difference.

Commissioner Adami related his understanding that parking north of 2609, 2613, and 2617 Sepulveda Boulevard would not be removed and, therefore, the traffic flow would not be improved. He indicated that, with the exclusion of 2609, 2613 and 2617 Sepulveda from the proposed restrictions, he could support the staff recommendation.

Commissioner Silverman noted the significant number of vehicles that turn left out of Manhattan Village Mall onto southbound Sepulveda Boulevard and he acknowledged that, to a certain degree, traffic flow on southbound Sepulveda would be improved with the proposed measures. He questioned where customers at 2609 Sepulveda would park if on-street parking is removed and observed that a parking agreement between the owners of 2609 Sepulveda and South Bay Brokers could resolve the problem. Commissioner Silverman related his support of the proposed measures, with the caveat that the City will help to mitigate potential parking problems at 2609 Sepulveda, assuming that removing parked cars from the street between 9:00 a.m. and 3:00 p.m. really will make a difference.

Traffic Engineer Zandvliet advised that, when cars are parked in front of 2609 or 2613 Sepulveda Boulevard, the third lane is not used near the intersection because there is a lot of wasted green light time, and this is where the improvements would occur.

Chairman Gross related his great respect for Traffic Engineer Zandvliet's and the Police Department's opinions that implementing the proposed measures will make a significant difference in traffic flow, improve safety and reduce the difficulty of getting over two lanes quickly when turning left out of Manhattan Village Mall onto southbound Sepulveda Boulevard. He agreed that attention should be given to the negative impact the changes would have on 2609 Sepulveda Boulevard and that this should be a trial program with a report provided some time after three months. Chairman Gross stated his appreciation of staff's efforts in trying to resolve a regional and local problem as soon as possible with the least amount of impact on businesses. He favored the entire proposal and felt that the owners of 2609 Sepulveda will find a solution to the potential parking problems, such as with Mr. Tomaro, who is going to construct a new building nearby.

Traffic Engineer Zandvliet expressed his lack of knowledge as to whether there will be surplus parking at Mr. Tomaro's building. He advised that the City makes a great effort not to be involved in agreements between private parties.

It was Commissioner Vigon's opinion that, on the weight of testimony from Traffic Engineer Zandvliet and the Police Department, the recommendations merit a trial period and that three months would be adequate review time. He reiterated his preference for a quantitative report at the end of the trial period.

Traffic Engineer Zandvliet offered information on what would be studied during the trial period. Should the recommended measures be approved, he noted a possible delay in implementing them because Caltrans' approval would be necessary. He advised that a recommendation with regard to the City assisting the owners of 2609 Sepulveda Boulevard in locating parking spaces could be included in a recommendation from the Commission, but the Council might decline it.

MOTION: Chairman Gross moved to recommend approval of the staff recommendations in their entirety, subject to the traffic measures being implemented on a trial basis, a study being performed after three months, this item being returned for the Commission's re-consideration after the three-month trial period; and the City facilitating ways to locate suitable parking for the business at 2609 Sepulveda Boulevard. The motion was seconded by Commissioner Silverman and passed by a 3-1 majority roll call vote, with Commissioner Adami dissenting and Commissioner Stabile absent:

Ayes: Vigon, Silverman and Chairman Gross.
Noes: Adami.
Absent: Stabile.
Abstain: None.

Traffic Engineer Zandvliet advised that the Commission's recommendation will be presented for the Council's consideration at their second meeting in March and that the owners of the affected properties will be re-noticed.

Chairman Gross suggested that the owners of 2609 Sepulveda Boulevard approach the Council with regard to their situation.

F. **COMMISSION ITEMS**

02/25/10-3 Parking Meter Revenues and Traffic Violation Revenues Report

Traffic Engineer Zandvliet and Management Analyst Madrid explained why revenue and traffic violations appeared to be down in January.

Commissioner Silverman mentioned the City Council's recent decision to increase on-street parking meter rates and add hours during which the meters must be fed. He noted that owners of businesses in the Downtown area are unhappy about this due to concerns over possibly discouraging customers from patronizing the Downtown area and related his understanding that people are saying enforcement is too heavy.

Chairman Gross noted that two change machines will be added in the Downtown area.

Management Analyst Madrid discussed the Council's decision to increase on-street parking meter rates.

02/25/10-5 Commissioner Adami Re Crosswalk on Manhattan Beach Boulevard South of Target

At the request of Commissioner Adami, Management Analyst Madrid shared information about the Capital Improvements Project (CIP) request that was submitted to Public Works regarding his request for a crosswalk on Manhattan Beach Boulevard south of Target. Management Analyst Madrid also mentioned that the CIP which will be presented to the Commission at a future meeting.

G. **STAFF ITEMS**

02/25/10-6 Management Analyst Madrid Re Encroachment Permit on 2nd Street

Management Analyst Madrid advised that the Commission's recommendation relative to the Encroachment Permit on 2nd Street has been appealed by the applicant and will be considered by the Council in the near future.

02/25/10-7 Management Analyst Madrid Re Status Report on American Martyrs and Pennekamp Schools

Management Analyst Madrid reported on the status of traffic/safety improvements to be made around American Martyrs and Pennekamp Schools. She advised that staff is scheduled to meet with American Martyrs and the Preschool in the near future to talk about traffic concerns discussed at a previous Parking and Public Improvements Commission meeting.

02/25/10-8 Management Analyst Madrid Re Commissioner Terms

Management Analyst Madrid advised that Commissioner Silverman's and Chairman Gross' terms will expire in May and they must re-apply.

Chairman Gross noted that his position as Chairman expires at the end of April. He explained the protocol for serving as Chairman.

H. **ADJOURNMENT**

The meeting was adjourned at 8:45 p.m.