



Agenda Item #:



# Staff Report

## City of Manhattan Beach

**TO:** Honorable Mayor Montgomery and Members of the City Council

**THROUGH:** Geoff Dolan, City Manager *GD*

**FROM:** Richard Thompson, Director of Community Development  
 Bruce Moe, Director of Finance *BM*  
 Ana Stevenson, Management Analyst *AS*  
 Erik Zandvliet, City Traffic Engineer *EZ*

**DATE:** October 21, 2008

**SUBJECT:** Consideration of Parking and Public Improvements Commission's Recommendations for the Implementation of the 2008 Downtown Parking Management Plan Measures and Public Hearing Adopting Increased Parking Meter Rates and Parking Citation Fines.

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### RECOMMENDATION:

Staff recommends that the City Council:

1. Conduct a public hearing;
2. Discuss and provide direction on the Downtown Parking Management Measures as listed in the Implementation Measures Table;
3. Adopt Resolution No. 6160 increasing on-street parking meter rates from \$1.00 per hour to \$1.50 per hour within the non-appealable coastal zone;
4. Adopt Resolution No. 6161 increasing the parking meter rates within the State Pier lots and the County lots from \$1.00 per hour to \$2.00 per hour within the appealable coastal zone; and increasing on-street parking meter rates from \$1.00 per hour to \$1.50 per hour within the appealable coastal zone; and
5. Adopt Resolution No. 6162 increasing parking citation fines.

### FISCAL IMPLICATION:

The research, analysis, and preparation of the Downtown Parking Management Plan is funded within the current budget. In addition, the City Council authorized up to \$20,000 for the implementation of a parking directional sign program from the Council Contingency Fund on March 25, 2008.

This report includes several parking-related rate increases:

1. An increase in street parking meter rates from the current \$1.00 per hour to \$1.50 per hour, which is estimated to increase Parking Fund revenue by approximately \$550,000 per year.

This increase, which is designed to encourage use of public lots (\$.75 per hour for all lots except the pier and county lots) for longer-term parking, will also provide needed financial support for overall Parking operations.

2. An increase in parking citation fines (See Resolution No. 6162). The majority of citations currently carry fines of \$35 (expired meter fines are \$30). This will increase General Fund revenues by an estimated \$330,000 per year (net collections). The Parking Management Plan recommendation was to increase expired meter fines from \$30 to \$40. Staff recommends that all cites be raised to \$40 at this time to bolster General Fund revenues, which are expected to under perform budgetary expectations this fiscal year. Additionally, fines have not be raised in over six years. A survey of other cities' parking citation fines is provided as Attachment "E."
3. An increase in the State Pier parking lot meter rates from \$1 per hour to \$2 per hour. This increase, which must be approved by the State, will increase revenues to the State Pier Fund by \$300,000 per year. These funds may be used only for Pier-related expenses and capital projects. This may be a trial location for alternative technology meters.
4. An increase in the County parking lot meter rates from \$1 per hour to \$2 per hour. This will increase revenue by \$400,000 per year. While the funds are deposited into the County Parking Lot Fund, the City's General Fund receives 45% of the gross revenue for operations and maintenance. Any surplus after expenses is available for transfer to the General Fund. This increase is expected to result in \$150,000 to \$160,000 of new annual revenue to the General Fund.

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**BACKGROUND:**

The City Council's 2005-2007 Work Plan includes a task to conduct a comprehensive analysis of parking conditions in the downtown area. The most recent study of this type was conducted in 1997. With the addition of the Metlox development and Civic Center parking structures, the parking conditions have changed significantly. On August 24, 2006, the Parking and Public Improvements Commission conducted a public forum and made recommendations on the suggested scope of the study. On September 19, 2006, the City Council approved initiation of the study and authorized up to \$110,000 from the Council Contingency Fund.

On February 19, 2008, the City Council reviewed the Draft Report and discussed its findings at a study session. On March 18, 2008, the City Council finalized the list of strategies and recommendations, and forwarded the Report to the Parking and Public Improvements Commission for additional hearings and implementation. On March 25, 2008, the City Council and PPIC held a joint meeting to clarify the specific measures to be implemented.

On May 22, June 26 and September 25, 2008, the Commission held public hearings to discuss the list of approved strategies and gather public input. After considering comments from numerous stakeholders and supplementary information provided by staff, the Commission recommended a list of methods to implement the approved measures for approval by the City Council.

**DISCUSSION:**

The purpose of the Downtown Parking Management Plan is to evaluate the overall parking situation in the downtown area and develop strategies for optimizing usage of public parking lots

and on-street parking spaces. The Plan intends to help answer the following issues and questions:

- When and what duration is the peak parking demand?
- Who are the users of the different parking areas?
- Is the existing parking supply located near the parking demand?
- How can the existing parking supply be best managed? What parking management strategies should be implemented?
- What is the relationship between public and private parking in the downtown area? Between on-street and off-street parking spaces?
- Is overflow commercial parking occurring in the residential areas surrounding the downtown area? How can this condition be remedied?
- Are the existing parking policies, meter rates and time limits appropriate for the downtown parking needs?
- Should city land use and parking codes be changed to better suit the overall parking strategy? How will future development affect parking demand?
- Should the Merchant Parking Permit or Downtown Parking land use policies be modified?

The Final Report includes a thorough analysis of these issues and recommended numerous strategies to best manage the Downtown parking needs. The Report details the findings and conclusions of the Study, which included the following major efforts:

- Detailed inventory of parking supply
- Background research on prior studies and related documents
- Comprehensive seasonal parking utilization counts in Fall, Winter, Spring and Summer  
The Summer counts included parking duration assessments
- Distribution and tabulation of a parking survey
- Interviews and collaboration with key stakeholders, including the Downtown Business and Professional Association (DBPA)
- Technical analysis of existing and future parking demands
- Analysis of land use policies and potential future trends
- Evaluation of current parking code requirements
- Assessment of potential parking management techniques and prioritization

The Final Report includes a summary of the recommended strategies and recommendations as approved by City Council for referral and consideration. The City Council has directed the Parking and Public Improvements Commission to conduct the appropriate hearings, evaluations and actions as necessary to implement the approved strategies. In preparation for each of the Commission's public hearings, Staff has invited participation to a variety of stakeholders through various methods, including:

- 800 mailed notices to property owners and residents
- 250 notices mailed to the Downtown Business and Professional Association's members.
- Email notifications to the DBPA and the Manhattan Beach Chamber of Commerce.
- Mailed notices to persons indicating prior interest in the Study
- Advertisement in Beach Reporter on May 8 and on October 16

- City Website Announcement
- Personal noticing by Commissioners

Staff also met with the DBPA Director on May 27, 2008 to discuss opportunities for the Association and merchants to provide comments, participate in the implementation process and promote the goals of the Plan. On June 26, July 29, and September 11, 2008, staff met with the DBPA Board and other downtown merchants to brainstorm ways to improve the employee parking situation. At these meetings, the method and details of the Plan’s implementation were refined and evaluated for feasibility. The Finance Department provided future estimates of parking fund revenue and expenditures as well as advice about parking change machines and administrative needs for various parking permit methods. Where possible, consensus was sought from the Downtown stakeholders on particular implementation measures.

Over the last few months, the PPIC, staff and the DBPA have reviewed and discussed the implantation measures thoroughly. The meeting minutes, staff reports and attachments contain important background on the comments, suggestions and concerns that have helped shape the following recommended implementation measures:

**Implementation Measures Table**

No.	Strategy	PPIC Recommendation
1	Raise street meter rates to prioritize curb parking for customers and short term users.	<b>Recommend the City Council increase the street parking meter rates to \$1.50 per hour in the Downtown Commercial District. (3-2 PPIC vote)</b>

The increase in on-street meter rates is expected to generate approximately \$550,000 per year in new revenue for the Parking Fund, which will be 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). Attachment “D” presents Parking Fund income projections under the proposed \$1.50 rate structure. The increase will allow us to build fund balance and reserves while also providing sufficient capital and maintenance funding.

2	Continue to provide lower meter rates (1/2 full rate) in underutilized parking lots.	<b>A. Recommend maintaining the current public parking lot rates at \$0.75 per hour in all lots.</b> <b>B. Recommend the City 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.</b>
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While the PPIC has recommended that the Council approve a \$0.50 per hour increase in meter rates in both the State Pier parking lots and both County Lots to match the proposed street meter rate, the Finance Department is recommending a \$1.00 increase. These lots have not been increased from the current \$1 per hour rate for at least the last thirteen years. Further, the lots, which provide easy access beach parking, are now at the same rate as on-street parking, and if the recommended on-street increase is approved, these lots will be below the street rate. A \$2 per hour rate for the State Pier Parking lots would generate an estimated \$300,000 per year, while an

increase in the County lots is expected to generate \$400,000 per year. These Pier lot funds are 100% restricted for use for the Pier and parking operations (which the City directs), while 45% of the County gross revenue is provided to the City each year for operations and maintenance (with any excess transferable to the General Fund). Any rate increase in the State lots approved by the Council is subject to approval by the State before implementation can occur. Similarly, the City can raise the County lot meter rate with approval of the Director of County Beaches and Harbors. Staff has notified the County of our intent, and is awaiting approval.

Please see Attachment “D” for revenue and expenditure projections for the State and County Parking Funds.

3	Increase the number of 24-minute street parking adjacent to certain businesses with short-term parking needs.	<b>Authorize administrative modification of street parking time limits upon the request of nearby businesses in concurrence with the Traffic Engineer’s recommendation.</b>
4	Increase time limits in the upper level of Metlox structure to 3 hours.	<b>Recommend approval of an increase in parking time limits in the upper level of Metlox Parking Structure (Lot M) from 2 hours to 3 hours.</b>
5	Increase time limits lower level of Metlox structure and on the upper level of Lot 3 to 10 hours.	<b>Recommend approval of an 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.</b>
6	Pursue installation of ATM style cash key recharge stations in public lots.	<p><b>A. Recommend short-term trial installation of a multi-payment change machine stations in the vicinity of the Upper Pier, Metlox and Lot 3 parking structures and/or a downtown business with extended hours.</b></p> <p><b>B. Recommend Staff conduct an evaluation of newer technology parking payment systems for all metered spaces within the Downtown area for future consideration by the PPIC.</b></p>

The proposed cash key recharging station has been difficult to obtain. Two years ago, we placed an order with the vendor (we can obtain this only from the manufacturer of our parking meters, Duncan Industries) with the intent of placing several units in, or in close proximity to our major parking areas. Unfortunately, the vendor has not delivered as promised. The latest update suggests that a unit may be delivered in November 2008, but that remains to be seen.

With regard to change machines, there are several factors that must be considered:

- **Vandalism** – Because these machines contain cash, they are susceptible to theft attempts and destruction in the process.
- **Infrastructure** – The machines may require electrical power which would need to be considered when determining the location, possibly via solar power. Additionally, if the machines are configured to accept credit cards, the machines will require a telecommunications connection via hardwire or wireless service.
- **Servicing** – The machines will require regular servicing to ensure that adequate quarters are stocked, and that the bills inserted for change are removed in a timely fashion. We

will need to determine if staff performs this function or, for security purposes, we utilize an outside service. Servicing by an outside firm, such as armored car personnel, may present some challenges depending upon where the machines are located. For example, if the device is located in the Metlox Parking structure below grade, armored car personnel have indicated that they are not interested in servicing it because they do not want to take their trucks into such a confined space and subject their employees to situations with limited egress.

- **Cost** – Because these machines simply exchange one form of cash for another, it generates no revenue to offset the added costs. Additionally, the machines will require periodic maintenance, which may be frequent given the coastal environment. There may be on-going power costs, and, if applicable, there will be expenses for telecommunications infrastructure and credit card processing fees.
- **Location** – The ideal location for change machines is close to the parked vehicle. Due to the varied street slopes, widespread parking facilities, and need to step away from the vehicle to obtain change, the installation of change machines will have only limited benefit to the most nearby users. They are most useful in areas of high parking concentration, such as the parking lots. As distance from the parked vehicle increases, the frequency of use will decrease.

While staff remains cautious about installing change machines, the City Council should consider the above reasons as well as other possible meter payment options as described in Attachment I when determining ways to improve parking meter utilization. If directed by City Council to pursue centralized payment station(s), staff will determine specific locations based upon security, servicing and infrastructure availability.

Technology is changing, and we believe that suitable alternatives may be available in the near future that will permit more convenient payment options such as credit card, debit card or cell phone payment. When such technologies have a demonstrated track record of reliability, staff will review the alternatives with the PPIC and determine an appropriate trial location for testing. Only when we are confident in the new technology will we recommend full citywide implementation. Past history with new parking technologies that did not perform as advertised (i.e., automated ticket dispensers at the Pier several years ago) remind us that the technology must be proven before we implement.

7	Consider installing meters in unmetered public spaces.	<b>No Recommendation was made for initial implementation phase.</b>
9	Provide monthly merchant permits and stickers for employees who may not be able to afford biannual Permits.	<p><b>Recommend the City Council approve a monthly public parking permit program in the lower level of the Metlox lot and 3<sup>rd</sup> level of Lot 3 with the following conditions on a trial basis:</b></p> <p><b>A. Expand the existing Metlox Parking Permit program to allow purchase of monthly permit stickers to be placed on a special hang tag.</b></p> <p><b>B. Permits could be purchased up to 6 months in advance.</b></p> <p><b>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.</b></p> <p><b>D. Monthly permit stickers would only be valid for the months that</b></p>

		<p>are purchased and displayed on the hangtag.  <b>E. The hangtag would be transferable to other vehicles or users.</b>  <b>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.</b></p>
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10	Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces.	<p><b>Recommend the City Council approve a volume discount for five biannual parking permits purchased at one time, at a cost of \$500.00 for five permits.</b></p>
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Staff believes that the existing fee structure for parking permits, which charges \$160 for each 6 month period (or \$27 per month, \$1.35 per day for a 5 day work week) is already a beneficial rate, and well below what it would cost to feed the parking meters. The suggested bulk rate of \$100 per permit is nearly 40% below the current rate, with savings of \$60 per permit. While this discount will provide an incentive for merchants to purchase additional permits for their employees, it may also provide an incentive for purchasers to resell the permits at a profit. Further, regular purchasers may aggregate with others to obtain a discount, resulting in the City further subsidizing the overall program. Finally, the Parking Fund, before any new meter rate increases, cannot be sustained with the existing revenues, and any further reduction in revenue exacerbates the problem. As a result, the Finance Department is not supportive of any further discounting of public parking.

11	Allow residents to override time limit parking restrictions in residential zones within the Downtown area.	<p><b>Recommend the City Council approve a residential override program with the following conditions in two parts: east of Ardmore Avenue and west of Ardmore Avenue.</b></p> <p><b>A. The area would encompass the downtown study area as identified in the DPMP.</b></p> <p><b>B. Residents can opt-in/out of the program in the same manner.</b></p> <p><b>C. Permits would be valid within a parking zone to be determined by the City.</b></p> <p><b>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.</b></p> <p><b>E. Up to two hangtags for vehicles registered to the residential address would be allowed, with one transferable guest permit.</b></p> <p><b>F. Permits would not be valid to override metered spaces.</b></p> <p><b>G. If feasible, allow provisions for small and large group functions.</b></p>
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13	Investigate opportunities for disabled parking on streets and in public lots with minimal loss of general parking.	<p><b>Authorize the Public Works Department to install four disabled parking spaces on trial basis at the locations approved by the Commission;</b></p> <ul style="list-style-type: none"> <li><b>• Highland Avenue and 13th Street;</b></li> <li><b>• Highland Avenue between 12th and 13th Street;</b></li> <li><b>• Manhattan Avenue near 11th Place; and</b></li> <li><b>• Manhattan Avenue on 11th Street.</b></li> </ul>
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14	Investigate opportunities to provide carpool and "Green Vehicle" parking spaces in	<p><b>Authorize the Public Works Department to install "Smart" and small vehicle parking spaces at locations approved by the Commission as</b></p>
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	public lots.	recommended by staff.
15	Implement a Parking directional sign plan with a distinctive and clear identity.	Recommend 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.
17 New	Modify parking restrictions in Lots 1 and 2 to remove exclusive merchant permit spaces.	<p>Recommend that City Council approve the following changes to 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>
18 New	Provide aggressive parking enforcement of the meters in the Downtown area.	<p>A. Recommend additional parking enforcement at strategic times of the day and week to discourage meter violators.</p> <p>B. Recommend the approval of increasing fines for expired meters in the Downtown area to \$40.00.</p> <p>C. Recommend Staff study an economical way to implement escalating rates for multiple offenses within one year by the same license plate number.</p>

While the PPIC has recommended increasing the expired meter parking citation fine from \$30 to \$40, staff is recommending an across-the-board fine increase to \$40 for all citations (with the exception of Disabled Parking which is set by State law). These fines have not been increased since 2002. Additionally, a recent survey of parking citations fines (Attachment “E”) indicates that we are currently below the average rates of other local cities. The recommended fines place us above the average in some cases. However, we believe that \$40 is substantial enough to discourage certain parking behaviors, which is the purpose of the fine.

**CONCLUSION:**

Staff recommends that the Council:

1. Conduct a public hearing;
2. Discuss and provide direction on the Downtown Parking Management Measures as listed in the Implementation Measures Table;
3. Adopt Resolution No. 6160 increasing on-street parking meter rates from \$1.00 per hour to \$1.50 per hour within the non-appealable coastal zone;
4. Adopt Resolution No. 6161 increasing the parking meter rates within the State Pier lots and the County lots from \$1.00 per hour to \$2.00 per hour within the appealable coastal zone; and increasing on-street parking meter rates from \$1.00 per hour to \$1.50 per hour within the appealable coastal zone; and





5. Adopt Resolution No. 6162 increasing parking citation fines.

- Exhibits:
- A. 2008 Downtown Parking Management Plan Final Report (by reference)
  - B. PPIC Staff Report - September 25, 2008
  - C. PPIC Meeting Draft Minutes - September 25, 2008
  - D. Projections – Parking Fund, State Pier Fund, County Lot Fund
  - E. Parking Meter Rates and Citation Fines Survey
  - F. Special Parking Space Opportunity Map
  - G. Items for Further Consideration By PPIC list (9/11/08)
  - H. Coastal Commission Jurisdiction Plan
  - I. Samples of Automated Change Machines
  - J. Public Correspondence since September 25, 2008
  - K. Meeting Notice
  - L. Resolution No. 6160
  - M. Resolution N0. 6161
  - N. Resolution No. 6162
  - O. Beach Report Ad 10/6/08

CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development 

**BY:** Erik Zandvliet, Traffic Engineer  
Ana Stevenson, Management Analyst 

**DATE:** September 25, 2008

**SUBJECT:** 2008 Downtown Parking Management Plan Implementation Measures  
(Continued from June 26, 2008)

**RECOMMENDATION:**

That the Commission review the study's findings and approved strategies of the 2008 Downtown Parking Management Plan, hear public comments from interested parties, and recommend certain implementation measures for each strategy.

**BACKGROUND:**

The City Council's 2005-2007 Work Plan includes a task to conduct a comprehensive analysis of parking conditions in the downtown area. The most recent study of this type was conducted in 1997. With the addition of the Metlox development and Civic Center parking structures, the parking conditions have changed significantly. On August 24, 2006, the Parking and Public Improvements Commission (PPIC) conducted a public forum and made recommendations on the suggested scope of the study. On September 19, 2006, the City Council approved initiation of the study and authorized up to \$110,000 from the Council Contingency Fund.

On February 19, 2008, the City Council reviewed the Draft Report and discussed its findings at a study session. On March 18, 2008, the City Council finalized the list of strategies and recommendations to be implemented, and forwarded the Report to the Planning Commission and Parking and Public Improvements Commission for additional hearings and implementation. On March 25, 2008, the City Council and PPIC held a joint meeting to clarify the specific measures to be implemented.

On May 22 and June 26, 2008, the Commission held public hearings to discuss the list of approved strategies and gather public input. The public hearing has been continued to this meeting to finalize the discussion and make recommendations on the implementation of these strategies.

## DISCUSSION:

The purpose of the Downtown Parking Management Plan is to evaluate the overall parking situation in the downtown area and develop strategies for optimizing usage of public parking lots and on-street parking spaces. The Plan intends to help answer the following issues and questions:

- When and what duration is the peak parking demand?
- Who are the users of the different parking areas?
- Is the existing parking supply located near the parking demand?
- How can the existing parking supply be best managed? What parking management strategies should be implemented?
- What is the relationship between public and private parking in the downtown area? Between on-street and off-street parking spaces?
- Is overflow commercial parking occurring in the residential areas surrounding the downtown area? How can this condition be remedied?
- Are the existing parking policies, meter rates and time limits appropriate for the downtown parking needs?
- Should city land use and parking codes be changed to better suit the overall parking strategy? How will future development affect parking demand?
- Should the Merchant Parking Permit or Downtown Parking Credit policies be modified?

The Final Report includes a thorough analysis of these issues and recommended numerous strategies to best manage the Downtown parking needs. The Report details the findings and conclusions of the Study, which included the following major efforts:

1. Detailed inventory of parking supply
2. Background research on prior studies and related documents
3. Comprehensive seasonal parking utilization counts in Fall, Winter, Spring and Summer. The Summer counts included parking duration assessments.
4. Distribution and tabulation of a parking survey
5. Interviews and collaboration with key stakeholders, including the Downtown Professional and Business Association (DPBA)
6. Technical analysis of existing and future parking demands
7. Analysis of land use policies and potential future trends
8. Evaluation of current parking code requirements
9. Assessment of potential parking management techniques and prioritization

The Final Report includes a summary of the recommended strategies and recommendations as approved by City Council. The City Council has directed the Planning Commission and Parking and Public Improvements Commission to conduct the appropriate hearings, evaluations and actions as necessary to implement the approved strategies. In preparation for each of the Commission's public hearings, Staff has invited participation to a variety of stakeholders through various methods, including:

- 800 mailed notices to property owners and residents
- 200 notices distributed through the DBPA
- Mailed notices to persons indicating prior interest in the Study
- Advertisement in Beach Reporter on May 8

- City Website Announcement
- Personal noticing by Commissioners

Staff also met with the DBPA Director on May 27, 2008 to discuss opportunities for the Association and merchants to provide comments, participate in the implementation process and promote the goals of the Plan. On June 26, July 29, and September 11, 2008, staff met with the DBPA Board and other downtown merchants to brainstorm ways to improve the employee parking situation. At these meetings, the method and details of the Plan's implementation were refined and evaluated for feasibility. Where possible, consensus was sought from the Downtown stakeholders on particular implementation measures. Their comments, suggestions and concerns of the Downtown stakeholders have helped shape the following recommended implementation measures.

## RECOMMENDED IMPLEMENTATION MEASURES

A comprehensive set of parking system strategies was identified for the City Council's consideration that staff believed would most effectively address the parking deficiencies identified by the findings. Of these strategies, the City Council chose a partial list 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 the recommended means of implementation:

NO.	STRATEGY	OBJECTIVE
1	Raise street meter rates to prioritize curb parking for customers and short term users.	Encourage use of underutilized public parking lots and open up street spaces.

While it was acknowledged that the City's current parking rates are far below market rates, many Downtown stakeholders felt that parking costs should be below market rate to compete with shoppers that may go to nearby shopping centers where parking is free. The participants also understood that an increase in street meter rates, coupled with a lower lot meter rate, would help achieve the intended goal of changing parking behavior by encouraging more use of the public parking lots.

Various increases in street parking meter rates from the current \$1.00 up to to \$2.00 per hour were considered. In addition, the Finance Department calculated the approximate revenue and operating/maintenance expenses to determine to what extent an increase would reduce the current deficit in the Parking Fund. After comparing peer city meter rates (See attached table) and discussing with DPBA members the potential effect on the merchants, the Traffic Engineer believes that an increase in the street meter rate to \$1.50 per hour would be the most appropriate street meter rate. This amount would not be expected to deter potential customers, but would be sufficiently higher than the lot meter rate to redirect some longer term parking to the public lots. This meter rate was evaluated by the Finance Department in the attached memo, in which it states that the expected revenue would significantly decrease the General Fund's subsidization of the Parking Fund, but still not fully cover current operating and maintenance costs. In addition, the eventual replacement of the parking structures would continue to be deferred due to insufficient funding.

**Recommended Implementation: Recommend the City Council increase the street parking meter rates to \$1.50 per hour in the Downtown Commercial District.**

2	Continue to provide lower meter rates (1/2 full rate) in underutilized parking lots.	Redirect long-term parking away from street parking.
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This strategy would institute a discount of one-half the street parking meter rate in the public parking lots as a way to encourage more use of these lots and give a “break” to those wishing to park longer than the street parking time limits. Since the recommended street meter rate is \$1.50 per hour, one-half of this rate is \$0.75 per hour, which is the meter rate currently charged in City public lots. An even lower meter rate was considered for the underutilized lots, which include Metlox (Lot M), Civic Center and Lot 3 (upper Level). However, the Traffic Engineer does not recommend any further reduction at this time, due to the likelihood that those lots will soon begin filling up as the result of a resident override program and merchant permit incentives discussed below.

Finally, the existing meter rate in the Upper and Lower Pier lots has been \$1.00 per hour for several years. These lots have a four-hour time limit. This rate should be increased to the equivalent rate of the City public parking lots of \$1.50 to unify the City’s intent to encourage long-term parking in the underutilized lots.

**Recommended Implementation: Recommend maintaining the current public parking lot rates at \$0.75 per hour in all lots.**

**Recommended Implementation: Recommend the City request an amendment to the County Agreement for a parking meter rate increase to \$1.50 in the Upper and Lower Pier lots equal to the City street meter rate.**

3	Increase the number of 24-minute street parking adjacent to certain businesses with short-term parking needs.	Improve street parking turnover rate and increase usage and convenience.
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**Recommended Implementation: Authorize administrative modification of street parking time limits upon the request of nearby businesses in concurrence with the Traffic Engineer’s recommendation.**

4	Increase time limits in the upper level of Metlox structure to 3 hours.	Encourage parking in underutilized lot for customers with multiple destinations.
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**Recommended Implementation: Recommend approval of an increase in parking time limits in the upper level of Metlox Parking Structure (Lot M) from 2 hours to 3 hours.**

5	Increase time limits lower level of Metlox structure and on the upper level of Lot 3 to 10 hours.	Encourage employee parking in underutilized areas.
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**Recommended Implementation: Recommend approval of an 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.**

6	Pursue installation of ATM style cash key recharge stations in public lots.	Encourage use and compliance of metered spaces in public lots.
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The City Public Works and Finance Departments have been pursuing purchase of an ATM style cash key recharge machine, however, the manufacturer does not currently have such a product.

There has been significant discussion on the maintenance logistics and potential vandalism of installing public change machines, Pay-and-Display or Pay-by-Space or Self-Pay kiosks in the Downtown area. If the City is to provide such convenience, the Finance Department prepared the following list to consider when making this decision:

- Vandalism – Because these machines contain cash, they are susceptible to theft attempts and destruction in the process.
- Infrastructure – The machines may require electrical power which would need to be considered when determining the location. Additionally, if the machines are configured to accept credit cards, telecommunications infrastructure will need to be installed.
- Servicing – The machines will require constant attention to ensure that adequate quarters are stocked, and that the bills inserted for change are removed in a timely fashion. We will need to determine if staff performs this function or, for security purposes, we utilize an outside service.
- Cost – Because these machines simply exchange one form of cash for another, it generates no revenue to offset the added costs. Additionally, the machines will require periodic maintenance, which may be frequent given the coastal environment. There will also be on-going power costs, and, if applicable, there will be expenses for telecommunications infrastructure and credit card processing fees.

Notwithstanding these concerns, the DPBA has emphasized that a short-term solution is needed to allow customers to conveniently pay the meters with 1) coins purchased from a nearby change machine and/or credit card machine, and/or 2) via an easily obtained cash key from a nearby source.

With Option 1, a change machine could be located at one or more retail stores with extended hours or in high-visibility street locations where vandalism would be minimized. To minimize the potential for vandalism, a special token could be dispensed in lieu of a quarter.

Option 2 could be implemented by installing a vending machine with pre-loaded cash keys at a store with extended hours, or have a secondary party, such as the Police Department, provide a cash key dispensing/recharge station at the front desk. Merchants can also pre-purchase cash keys and make them available to their customers and clients, either as a courtesy or for resale. Merchants could then recharge their cash keys during normal business hours without incurring the deposit fee for the cash key itself.

On a long-term basis, the City should explore and evaluate pay-for-parking systems with newer technologies, such as electronic payment, wireless payment devices, and central payment locations. There are many types of systems available that give users many payment methods. In fact, many of the newer systems have presence detection to determine vacancy/occupancy duration and aid in enforcement efforts.

**Recommended Implementation:** Recommend short-term trial installation of a multi-payment change machine stations at the Upper Pier, Metlox and Lot 3 parking structures and/or a downtown business with extended hours.

**Recommended Implementation:** Recommend Staff conduct an evaluation of newer technology parking payment systems for all metered spaces within the Downtown area for future consideration by the PPIC.

7	Consider installing meters in unmetered public spaces.	Encourage greater parking turnover for short term use.
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Staff has provided a map of locations where parking meters could be installed adjacent to commercial businesses for the Commission’s review. Upon further discussion, it was not felt that meters should be installed along Manhattan Avenue adjacent to residential homes, or in the upper level of the Civic Center Lot at this time.

**Recommended Implementation:** Authorize the Public Works Department to install parking meters at the locations approved by the Commission.

9	Provide monthly merchant permits and stickers for employees who may not be able to afford biannual Permits.	Encourage purchase of merchant permits by employees.
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In speaking with the Downtown Business and Professional Association members, it was felt that a monthly permit should be made available for use in the lower level of the Metlox lot and the 3<sup>rd</sup> level of Lot 3. Such a program could be amended into the current bi-yearly parking permit system in the Metlox structure. Staff suggests a monthly public parking program with the following terms:

- 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.

Staff investigated the possibility of a vehicle sticker program that would allow employees to park in particular spaces and pay the meter at a reduced rate, but found that is would be in violation of the Metlox Coastal Development Permit conditions as well as against the intent of the Coastal Commission to keep all public spaces open for all users. In essence, it would create an inequitable condition where certain users would not have equal opportunity to park in public spaces.

**Recommended Implementation: Recommend the City Council approve a monthly public parking permit program in the lower level of the Metlox lot and 3<sup>rd</sup> level of Lot 3 with the above conditions on a trial basis.**

10	Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces.	Provide incentive for employees to park in public lots rather than on residential streets.
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The current merchant permits are \$26.67 per month (\$160 on a bi-yearly basis). This equates to \$0.15 per hour for employees who work 40 hours per week. This is an 80% discount on the public lot meter rate and an 85% discount on the street meter rate. Employees who work less than 40 hours have a proportionately lower discount and those who work more receive a proportionately greater discount. The discount percentage would be even greater with an increase to the proposed street meter rates.

Staff believes that the combination of monthly parking permit program and resident override programs will significantly reduce overflow employee parking in the surrounding residential areas. As such, it is Staff's recommendation to defer further consideration of this measure until it is determined what effect the other measures will have on the occupancy of the underutilized lots.

As an alternative, the Commission could consider a volume discount where anyone purchasing more than five (5) bi-yearly permits at one time would receive a percentage discount. This discount would be made available to the general public as well as employers, so there is no potential for giving preferential rates to certain users but not others. This discount would act as an incentive for employers to purchase permits for their employees.

11	Allow residents to override time limit parking restrictions in residential zones within the Downtown area.	Relieve overflow parking demand in residential area without impacting residents.
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Staff proposed the implementation of a residential override permit program similar to the existing Mira Costa High School area, with the following distinctions:

- 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 the City.
- 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.
- e. Up to two hangtags for vehicles registered to the residential address would be allowed, with one transferable guest permit.
- f. Permits would not be valid to override metered spaces.

It should be noted that this program would be subject to a Coastal Permit approval and/or review by the Coastal Commission for the area generally west of Ardmore Avenue. The Coastal Commission has historically objected to any parking restrictions that are preferential in nature, such that certain users are NOT allowed to park in public parking spaces within the Coastal Zone. While this type of program may be considered a preferential parking program, it could be argued that time-limit parking would still be available to any user, and the intent is to remedy an adverse impact to the public welfare by redirecting employee parking to a more appropriate location. Due to Coastal Zone considerations, staff recommends implementing the residential



override program in two areas: 1) east of Ardmore Avenue to be administered by the City, and 2) west of Ardmore Avenue to be submitted for approval by the Coastal Commission.

**Recommended Implementation: Recommend the City Council approve a residential override program with the above conditions in two parts: east of Ardmore Avenue and west of Ardmore Avenue.**

13	Investigate opportunities for disabled parking on streets and in public lots with minimal loss of general parking.	Provide more accessible parking.
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Staff will provide a map of locations where disabled parking can be provided on streets and in public lots for the Commission’s review.

**Recommended Implementation: Authorize the Public Works Department to install disabled parking spaces at the locations approved by the Commission.**

14	Investigate opportunities to provide carpool and “Green Vehicle” parking spaces in public lots.	Promote green practices by encouraging low emission vehicle use.
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Staff has provided a map of locations where additional “Smart” mini cars and motorcycle parking could be provided on streets and in public lots without decreasing the overall parking supply for the Commission’s review. These vehicles can fit into areas that are too small for full-size cars.

Staff has recently become aware that recent studies have found that preferential parking for “green” vehicles such as electric and hybrid cars has not influenced greater use of these vehicles, but rather by other market forces such as fuel costs and the public’s desire to reduce global warming. As a consequence, the implementation of preferential spaces for “green” and carpool spaces is not recommended at this time.

**Recommended Implementation: Authorize the Public Works Department to install “Smart” and small vehicle parking spaces at locations approved by the Commission.**

15	Implement a Parking directional sign plan with a distinctive and clear identity.	Encourage greater use of public lots through education.
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The implementation of this strategy can range from replacement and expansion of the existing sign program all the way to hiring a parking/marketing consultant to create and implement a plan that defines a new sign identity, specifies sign placement and develops an advertising campaign to raise public awareness, encourage more employer participation, and make better utilization of the City’s parking lots and structures. For example, an advertising campaign could also include and update of the “Downtown Map” for use on websites, flyers and on streetside kiosks to show where public parking is located with respect to particular businesses. Employees should be made aware of the substantial discount in parking costs and benefits offered through the merchant parking permit program. A PPIC/DBPA sub-committee and/or public workshops could also be used to solicit public and merchant comments and promote ownership of the program.

The City Council has already approved \$20,000 towards downtown parking sign updates. It is estimated that the replacement and installation of needed signs would start at \$20,000, while development of a full directional sign program and marketing campaign by a consultant would

cost \$40,000, not including implementation costs. Staff feels that the best fit solution would be to design a parking sign program and advertising campaign to be implemented by City staff and resources.

**Recommended Implementation: Recommend 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.**

NEW	Modify parking restrictions in Lots 1 and 2 to remove exclusive merchant permit spaces.	Encourage greater use of public lots for customers and clients and relocate employees to underutilized lots.
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Pursuant to the June 26, 2008 PPIC meeting and further discussions with the DPBA members, it is expected that better parking utilization could be obtained by changing the merchant permit parking conditions in Lots 1 and 2. Both lots are located in the quadrants with highest parking demand, but many spaces are left unoccupied because they are restricted to merchant permits only. The following changes were proposed by the representatives at the joint City/DPBA meetings:

- 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.
- b. Lot 2: Move merchant permits to third level in Lot 3, meter the spaces and open them to everybody.
- 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.
- d. Designate a 30 min loading zone in both parking lots to address merchants' needs to load and unload.
- e. Include sunset clause so when the business closes merchant permits cannot be renewed in Lot 1.

**Recommended Implementation: Recommend that City Council approve the above changes to the merchant permit program for Lots 1 and 2 subject to Coastal Commission approval.**

NEW	Provide aggressive parking enforcement of the meters in the Downtown area.	Obtain better compliance with time limits to increase parking turnover.
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Pursuant to the June 26, 2008, meeting and further discussions with DPBA members, the consensus is that more stringent parking enforcement is needed to break abusers of the habit of parking in excess of the maximum time limit, and to vacate the spaces for the next vehicle. There are at least two ways to achieve this objective: 1.) increase parking enforcement presence and hours for the purpose of meter enforcement, and/or 2) increase the parking fine for expired meters. More aggressive enforcement can be beneficial in achieving compliance, but has the potential of discouraging patrons to visit downtown if it is perceived that the parking experience is not friendly and convenient. On the other hand, increasing the parking fine may not have a direct influence on illegal parking practices if the high fine is not well known, or if it is felt that the chance of enforcement is low. Adding warning signs at strategic points that state the fine amount for expired meters could help educate the public that the City is serious about enforcement.

**Recommended Implementation: Recommend additional parking enforcement at strategic times of the day and week to discourage meter violators.**

- Attachments:
- A. 2008 Downtown Parking Management Plan Final Report (by reference)
  - B. PPIC Minutes June 26, 2008
  - C. Finance Department – Parking Fund Projections
  - D. Peer City Parking Meter Rates
  - E. Meeting Notice
  - F. Special Parking Space Opportunity Map
  - G. Items for Further Consideration By PPIC list (9/11/08)
  - H. Public Correspondence since June 26, 2008
  - I. Coastal Commission Jurisdiction Plan

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Aviation Boulevard at 19<sup>th</sup> Street could be examined.

Commissioner Silverman suggested that this topic be re-visited after measures to improve the situation have been taken.

Traffic Engineer Zandvliet verified that traffic counts could be taken before and after measures to improve the situation have been taken.

A motion was MADE and SECONDED (Stabile/Gross) to:

- Prohibit left turns from northbound Aviation Boulevard to westbound 12<sup>th</sup> and 19<sup>th</sup> Streets;
- Prohibit left turns from 12<sup>th</sup> and 19<sup>th</sup> Streets onto Aviation Boulevard;
- Create right-turn pockets on Aviation Boulevard at 19<sup>th</sup> Street;
- Revisit this situation in six months; and
- Examine ways to improve sight lines at 12<sup>th</sup> Street.

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

Management Analyst Stevenson advised that the Commission's recommendation will be considered by the City Council on July 22, 2008, 6:30 p.m.

\*

At 8:05 p.m., there was a recess until 8:20 p.m., when the meeting reconvened in regular agenda order with all Commissioners present.

\*

## 2. Downtown Parking Management Plan – Continue Public Hearing

This item was introduced by Management Analyst Stevenson.

Traffic Engineer Zandvliet explained that this item was continued from the Parking and Public Improvements Commission meeting on May 22, 2008 and that the Commission's discussion of the item this evening was re-noticed. He outlined the Downtown Parking Management Plan Strategies recommended by the City Council and clarified that the middle level of Lot 3 is not under utilized; that various areas in the City are designated as unmetered zones by the Coastal Commission and the Coastal Commission's approval would be necessary for areas in the Coastal Zone; that the idea of installing parking meters in unmetered areas adjacent to commercial establishments is being examined; and that staff would not be in favor of installing meters in the upper level of the Civic Center lot because of the government-type uses it serves. Traffic Engineer Zandvliet noted written material provided by Mr. Don McPherson distributed during the meeting and he thanked Commissioner Gross for his additional thoughts, which helped stimulate discussion this evening.

Management Analyst Stevenson advised that the Coastal Commission has jurisdiction over all aspects of public parking close to the beach and that Lot 8 used to be metered, but the Coastal Commission required the removal of the meters. She mentioned that a requirement to park within 1,000 feet of a business is attached to some Conditional Use Permits.

Chair Donahue related his impression that many drivers will park in unmetered residential areas rather than pay for parking.

Commissioner Stabile discussed that the upper level of the Civic Center Lot could be metered after 6:00 p.m. He voiced his understanding that the Commission's recommendations will be considered by the City Council and anticipated that raising parking meter rates/installing more meters adjacent to commercial properties would be approved by the Coastal Commission.

Commissioner Gross related his viewpoint that the elimination of merchant parking spaces in Lots 1 and 2 should be discussed under Strategy No. 9 (Provide monthly merchant permits and stickers for employees who may not be able to afford biannual permits).

Traffic Engineer Zandvliet advised that one alternative to Strategy No. 10 (Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces) would be to raise the six-month permit parking rate and implement an employer incentive program to lower rates for employees and that the idea of Strategy No. 11 (Allow residents to override time limit parking restrictions in residential zones within the Downtown area) is to provide hang tags tied to vehicles and temporary visitor permits tied to residents' addresses.

Chairman Donahue opened the public hearing.

**Michael Zislis, President of the Downtown Business and Professional Association and owner of various businesses in Manhattan Beach**, related his concern that various ideas provided by staff are not as the DBPA understood them to be, and that they differ from the Strategies recommended by the Council as well. He discussed that lots under utilized at the current parking rate will be very much under utilized at an increased rate; that ATM style cash keys are a good idea and could be sold at various Downtown establishments; that employee parking in the lower level of the Metlox structure could be offered at \$10.00 per month; that high impact uses should pay parking taxes; that, if the system were equitable, he could support merchants paying for employee parking permits; that problems on Valley could be resolved with three-hour parking; that Strategy No. 15 (Implement a parking directional sign plan with a distinctive and clear identity) is necessary and should be installed immediately. Mr. Zislis felt that this matter has been extensively discussed and that action should be taken as soon as possible.

Commissioner Gross related his feeling that parking in under utilized lots would have to be free in order for employees to park there and that there are many small parking spaces Downtown in which micro cars could fit. With regard to concerns expressed by the Downtown Business and Professional Association, he clarified that the information presented by staff was compiled prior to receiving input from the public and the Commission.

**Ron Koch, Chairman of the Business Improvement District (BID) in the Downtown area**, echoed Mr. Zislis' comments. He suggested that consideration be given to

how doubling the parking meter rates in the Downtown area will affect the customer base; that there appears to be a disconnect between the people who are administering the parking plan and the users; that employers should be required to provide parking spaces/fees for their employees in under utilized lots; that this item needs to be further addressed and the Commission should not make recommendations to the Council this evening; and that care must be taken not to make too many changes at once.

**David Arias, 1219 Morningside Drive**, provided input regarding his examination of the existing parking situation and recommendations for the Downtown area, including the excessive revenues that would be generated from the proposed parking rate increases. It was his opinion that behavior could be changed through an employer parking program requiring employees to park in the least desirable areas; that parking rate increases will not deter drivers from parking where it is convenient; that it is not necessary to extend the metered parking hours to 7:00 or 8:00 a.m.; that parking rates for part-time employees should be less, but not free; that more revenue will be generated by issuing more permits at lower rates; and that the proposed parking plan will tax business owners in the Downtown area and could discourage customers from shopping there.

Commissioner Gross explained that the main purpose of this effort is to change behavior, not generate revenues, and that any extra revenue generated could be used to subsidize an employer parking program.

Noting that her comments are centered around one block on 11<sup>th</sup> Street, **Edna Murphy, 625 11<sup>th</sup> Street**, related her agreement with the majority of the proposed Strategies, including increased parking meter rates to encourage short visits to the Downtown area, but not an extension of metered parking to 7:00 a.m. She asked that the idea of crafting parking permit programs for specific areas be considered and that the Commission examine Hermosa Beach's resident permit parking plan and problems resulting from employees of Advanced Painting parking on 11<sup>th</sup> Street.

**Mary Ann Barney, Executive Director of the Downtown Business and Professional Association**, shared information on her efforts to inform Downtown business owners of the importance of educating employees about parking. She indicated that some of the proposed Strategies are different than those to which the DBPA agreed; that pass keys need to be made available to patrons, and she would be willing to assist in this process; that the biggest issue appears to be encouraging employees to park in the lower Metlox Lot; that monthly parking permits should be issued for part-time employees; and that a parking fee of \$2.00 per hour seems excessive.

Commissioner Silverman commented on the importance of considering every group during the decision-making process. He noted the objective to alleviate stress of parking Downtown.

Traffic Engineer Zandvliet explained that a resident parking permit program for a portion of the City could be approved and that approximately one-half or more of the Downtown business owners have indicated they would not pay for employee parking permits on a voluntary basis.

Referring to written material he provided during the meeting, **Don Macpherson, 1014 1<sup>st</sup> Street and owning residential property at 10<sup>th</sup> and Bayview**, stressed the importance of

coordinating with the Coastal Commission far in advance of presenting a Downtown parking plan to them. He entertained the idea of freeing up parking spaces for the public to use in Lots 1 and 2 and moving merchant parking elsewhere.

**Jackie May, 10<sup>th</sup> Street and Highland**, observed that discussion of parking problems has addressed businesses and residents, but not beachgoers. Ms. May explained that she does not have problems parking in her neighborhood, but parking there is difficult for visitors, and that she could support residential parking permit requirements with temporary visitor permits.

Chair Donahue closed the public hearing at 10:00 p.m.

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At 10:00 p.m., there was a recess until 10:15 p.m., when discussion of the Downtown Parking Management Plan continued with all Commissioners present.

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The Commissioners generally agreed that, given the late hour, it would be a good idea to express their thoughts and continue the item.

Management Analyst Stevenson clarified the three big issues at hand: raising parking meter rates; implementing a residential parking permit program; and implementing a merchant parking program whereby employers pay employee parking.

Commissioner Adami observed that implementing a directional sign plan for parking would be a quick fix.

A MOTION was MADE and SECONDED (Gross/Adami) to form a subcommittee consisting of two Parking and Public Improvements Commissioners to examine the idea of installing directional parking signage Downtown, with the understanding that immediate temporary signs that fit within the directional sign program are a priority.

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

A MOTION was MADE and SECONDED (Silverman/Stabile) to nominate Commissioners Gross and Adami to serve on the Parking and Public Improvements Commission subcommittee to examine the idea of installing directional parking signage Downtown, with the understanding that immediate temporary signs that fit within the directional sign program are a priority.

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

Mentioning that this is his first meeting as a Parking and Public Improvements Commissioner, Commissioner Adami said that he would like more information prior to making any determinations. However, he stated his disagreement with parking meters in residential areas and that requiring parking meters after 10:00 p.m. would create problems. He noted a residential parking permit program in another city that includes the capability of obtaining visitor permits over the internet, as well as machines in another city that accept credit cards for payment of parking.

Commissioner Stabile voiced his understanding that removing employer/employee parking from the streets and into parking lots/redistributing parking into under utilized lots are of high priority and he indicated the following: that he would like to see a system where employers are required to either provide on-site parking for employees or pay for employee parking permits that would be valid only in the lower Metlox Lot, upper Lot 3 and lower Civic Center Lot, with the permits being tied into the business license renewals; that employer/employee parking should be eliminated in Lots 1 and 2 to free up spaces for beach and customer parking in the southwest quadrant, where there appears to be a shortage; that he could not support metered parking in residential areas or a residential override program (complicated and difficult to enforce), but could support a residential parking permit system for residents only, that is as close to free as it can be and includes a mechanism to obtain visitor parking permits over the internet; that he could support the proposed recommendations for parking meter rates and meters in commercial areas; and that meters on the upper level of the Civic Center Lot should be from 6:00 p.m. forward so parking there during business and Library hours would be free.

Commissioner Silverman stated his opposition to extending parking meter hours to 7:00 a.m.; his concern that the Downtown Business and Professional Association had a different impression than the recommendations before the Commission this evening; his agreement with proposed Strategy Nos. 3 (Increase the number of 24-minute street parking adjacent to certain businesses with short-term parking needs), 4 (Increase time limits in the upper level of Metlox structure to 3 hours), 5 (Increase time limits lower level of Metlox structure to 10 hours and on the upper level of Lot 3) and 6 (Pursue installation of ATM style cash key recharge stations in public lots), but not for a profit. He commented that he would like additional information prior to requiring parking meters after 10:00 p.m.; that \$2.00 per hour for parking seems excessive; that the concentration should be on removing employer/employee parking from the streets; that an employer parking program for employees could be subsidized and he would prefer providing incentives rather than requiring such a program; and that he could agree with a residential parking permit system as a pilot program with a review in the future.

Commissioner Gross expressed his concern over being able to adequately sell the program to the Council and the Coastal Commission. He indicated his agreement with many of Commissioner Stabile's ideas and pointed out that their success would depend on how they are implemented. Commissioner Gross pointed out that parking payment machines were previously utilized at the lower beach lot, but they failed, and that a subcommittee could be formed to help avoid any more surprises such as those mentioned this evening by various speakers from the Downtown Business and Professional Association, to examine possible locations for free employee parking, which could be subsidized by businesses and, possibly, the City, with different parameters for small and large businesses, and to examine means of distributing cash keys in the near future on a temporary basis. It was his opinion that a \$2.00 per hour parking rate is a good idea because there should be a big enough differential



between where drivers want to park and where the City wants them to park, but this has been poorly communicated; that directional parking signs are very important in changing behavior; that he could agree with implementing 24 minute street parking adjacent to businesses with short-term parking needs and increasing time limits in the upper level of the Metlox Lot to three hours; that parking meters should accept tokens or dollar coins, instead of other coins; that it is very important to remove employer/employee parking from Lots 1 and 2; and that enforcement is a very important issue that must be addressed.

Traffic Engineer Zandvliet clarified that a \$2.00 per hour parking rate has been a recommended policy from the beginning of the discussions about Downtown parking.

**F. COMMISSION ITEMS**

**Parking Meter Revenues and Traffic Violations Revenues Report**

Provided in agenda packets.

**G. STAFF ITEMS**

None.

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**H. ADJOURNMENT**

The meeting was adjourned at 10:50 p.m.

# Parking Fund Projections - \$1.50 On-Street Rate

## Parking Fund Revenue (Projected)

	<u>2008-2009</u>	<u>2009-2010</u>	<u>2010-2011</u>	<u>2011-2012</u>	<u>2012-2013</u>
A <u>Parking Fund Projected Operating Revenues</u> (Includes \$.50 increase on-street)	\$ 2,059,249	\$ 2,334,249	\$ 2,334,249	\$ 2,334,249	\$ 2,334,249
<u>Parking Fund Operating Costs/Minor Capital</u>					
B <u>Operational Costs (salaries, benefits, goods and services, maintenance)</u>	\$ (738,733)	\$ (768,282)	\$ (799,014)	\$ (830,974)	\$ (864,213)
C <u>Minor Capital Projects (Annual)</u>	\$ (325,000)	\$ (400,000)	\$ (416,000)	\$ (432,640)	\$ (449,946)
D <u>Debt Service (Metlox Structure)</u>	\$ (860,000)	\$ (860,000)	\$ (860,000)	\$ (860,000)	\$ (860,000)
E <u>Subtotal</u>	\$ (1,923,733)	\$ (2,028,282)	\$ (2,075,014)	\$ (2,123,614)	\$ (2,174,159)
F <u>Projected Income (A+E)</u>	\$ 135,516	\$ 305,967	\$ 259,235	\$ 210,635	\$ 160,090

### Assumptions:

- Rates increased January 1, 2009 on street to \$1.50 per hour. No further meter rate increases beyond that (A)
- No change in existing merchant permit revenues (A)
- 4% inflation for operational and maintenance costs (B)
- No funding is set aside for future replacement of existing structures
- No change in demand included in revenue projections

**EXHIBIT**

**C**

# Parking Fund Projections - \$1.25 On-Street Rate

	<u>2008-2009</u>	<u>2009-2010</u>	<u>2010-2011</u>	<u>2011-2012</u>	<u>2012-2013</u>
<u>Parking Fund Revenue (Projected)</u>					
A Parking Fund Projected Operating Revenues (Includes \$.25 increase on-street)	\$ 1,921,749	\$ 2,059,249	\$ 2,059,249	\$ 2,059,249	\$ 2,059,249
<u>Parking Fund Operating Costs/Minor Capital</u>					
B Operational Costs (salaries, benefits, goods and services, maintenance)	\$ (738,733)	\$ (768,282)	\$ (799,014)	\$ (830,974)	\$ (864,213)
C Minor Capital Projects (Annual)	\$ (325,000)	\$ (400,000)	\$ (416,000)	\$ (432,640)	\$ (449,946)
D Debt Service (Metlox Structure)	\$ (860,000)	\$ (860,000)	\$ (860,000)	\$ (860,000)	\$ (860,000)
E Subtotal	\$ (1,923,733)	\$ (2,028,282)	\$ (2,075,014)	\$ (2,123,614)	\$ (2,174,159)
F Projected Income (A+E)	\$ (1,984)	\$ 30,967	\$ (15,765)	\$ (64,365)	\$ (114,910)

Assumptions:

- Rates increased January 1, 2009 on street to \$1.25 per hour. No further meter rate increases beyond that (A)
- No change in existing merchant permit revenues (A)
- 4% inflation for operational and maintenance costs (B)
- No funding is set aside for future replacement of existing structures
- No change in demand included in revenue projections

# Parking Fund Projections - No Change in Rates

	<u>2008-2009</u>	<u>2009-2010</u>	<u>2010-2011</u>	<u>2011-2012</u>	<u>2012-2013</u>
<u>Parking Fund Revenue (Projected)</u>					
A Parking Fund Projected Operating Revenues (No Increase)	\$ 1,784,249	\$ 1,711,832	\$ 1,713,873	\$ 1,714,575	\$ 1,713,834
<u>Parking Fund Operating Costs/Minor Capital</u>					
B Operational Costs (salaries, benefits, goods and services, maintenance)	\$ (738,733)	\$ (768,282)	\$ (799,014)	\$ (830,974)	\$ (864,213)
C Minor Capital Projects (Annual)	\$ (325,000)	\$ (400,000)	\$ (416,000)	\$ (432,640)	\$ (449,946)
D Debt Service (Metlox Structure)	\$ (860,000)	\$ (860,000)	\$ (860,000)	\$ (860,000)	\$ (860,000)
E Subtotal	\$ (1,923,733)	\$ (2,028,282)	\$ (2,075,014)	\$ (2,123,614)	\$ (2,174,159)
F Projected Income (A+E)	\$ (139,484)	\$ (316,450)	\$ (361,141)	\$ (409,039)	\$ (460,325)

Assumptions:

- No change in existing merchant permit revenues (A)
- 4% inflation for operational and maintenance costs (B)
- No funding is set aside for future replacement of existing structures

# EXHIBIT D

City	Parking Meter Rates \$	Parking Citation Meter Expire \$	Parking Citation Street Sweep \$	Parking Citation No Parking Red Zone \$
1 BEVERLY HILLS 310-285-2420	.50 - 1.50	\$ 35.00	\$ 45.00	\$35.00 - 65.00
2 EL SEGUNDO 310-524-2300 *(Commercial Only)	NO METERS	N/A	\$ 35.00	\$ 35.00
3 GARDENA 310-217-9500	NO METERS	N/A	\$ 35.00	\$ 40.00
4 HAWTHORNE 310-970-7902	NO METERS	N/A	\$ 35.00	\$ 35.00
5 HERMOSA BEACH 310-318-0225	\$ 1.00	\$ 35.00	\$ 25.00	\$ 35.00
6 HUNTINGTON BEACH 714-536-5237 **(Seniors Exempt)	\$ 1.50	\$ 42.00	\$ 38.00	\$36.00 - 55.00
7 INGLEWOOD 310-412-5301	\$ 0.50	\$ 30.00	\$ 47.00	\$47.00 - 70.00
8 LONG BEACH 562-570-6845	1.00 - 2.00	\$ 35.00	\$ 39.00	\$ 37.00
9 LOS ANGELES 213-485-2121	.50 - 1.50	\$ 40.00	\$ 50.00	\$ 70.00
10 MALIBU 310-456-2489	NO METERS	NO METERS	L A CNTY SHERIFF	L A CNTY SHERIFF
11 MANHATTAN BEACH 310-802-5000	.75 - 1.00	\$ 30.00	\$ 35.00	\$ 35.00
12 NEWPORT BEACH 714-644-3126	.50 - 1.50	\$ 44.00	\$ 41.00	\$ 59.00
14 REDONDO BEACH 310-372-1171	.50 - 1.00	\$ 30.00	\$ 35.00	\$ 35.00
15 SANTA MONICA 310-458-8301	.50 - 1.00	\$ 35.00	\$ 47.00	\$ 47.00
16 TORRANCE 310-618-5880	NO METERS	N/A	\$ 35.00	\$ 35.00

**EXHIBIT**

**€**

**Continue Public Hearing ...**



**DOWNTOWN PARKING MANAGEMENT PLAN**

On March 18, 2008, the City Council directed the Parking and Public Improvements Commission (PPIC) to conduct a public hearing and review the Draft 2008 Downtown Parking Management Plan findings and strategies.

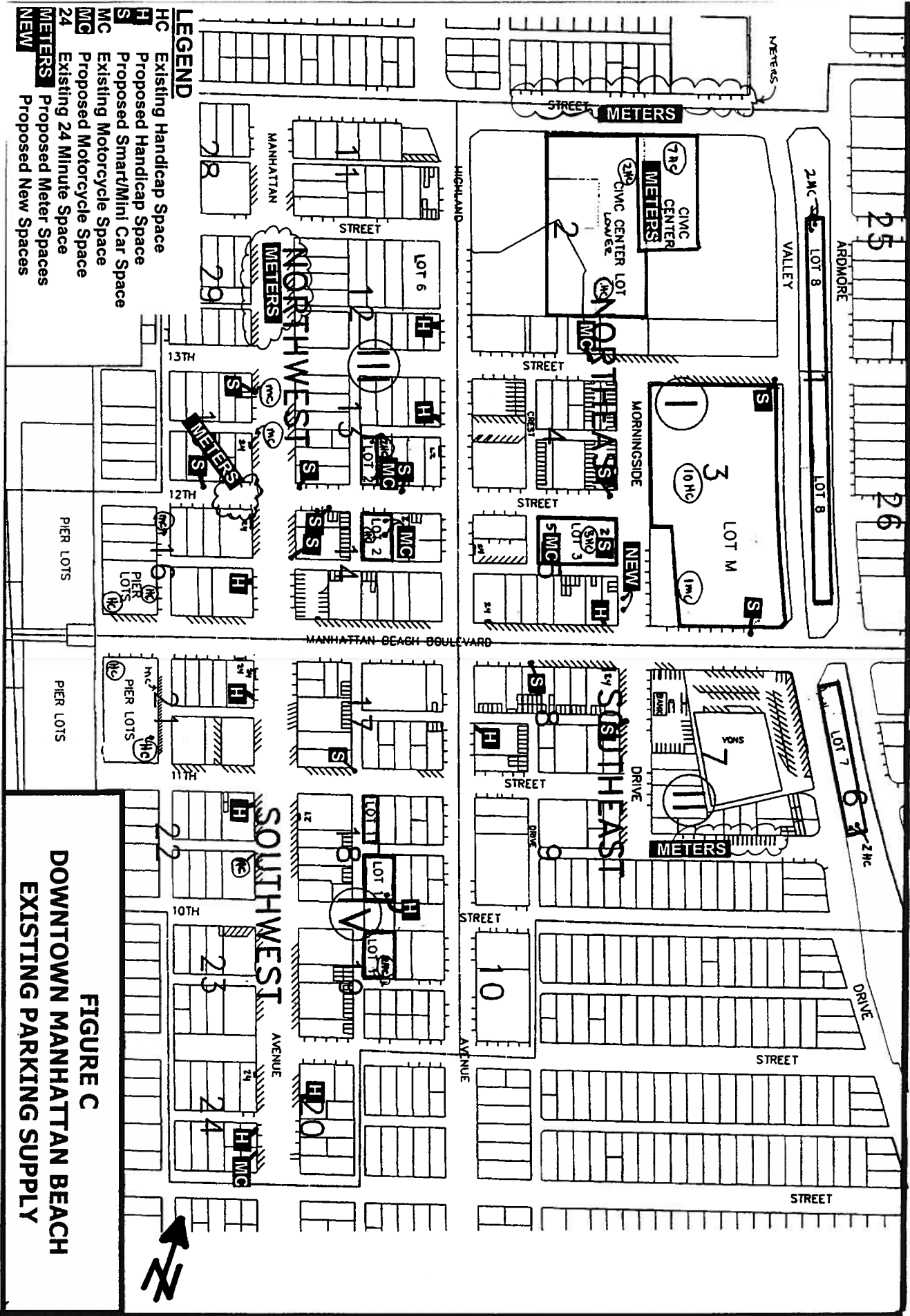
**PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
DOWNTOWN PARKING MANAGEMENT PLAN - 3RD PUBLIC HEARING**

**WHEN: September 25, 2008 at 6:30 pm**

**WHERE: Council Chambers (1300 Highland Avenue)**

Residents and businesses are encouraged to attend and participate. A copy of the 2008 Downtown Parking Management Plan is available at [www.citymb.info](http://www.citymb.info)

For additional information, please call Ana Stevenson at (310) 802-5540 or email at [astevenson@citymb.info](mailto:astevenson@citymb.info)



**EXHIBIT**

**DOWNTOWN PARKING MANAGEMENT PLAN**

Downtown Business and Professional Association Meeting - September 11, 2008

**ITEMS FOR FURTHER COSIDERATION BY PPIC \***

Comprehensive strategy that would include the following measures:

1. Parking Permit Program with a discount. Open to everybody, not just merchants. Encourage employers to participate in the program and buy parking stickers for their employees.
2. Changes in Lots 1 and 2:
  - 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.
  - b. Lot 2: Move merchant permits to third level in Lot 3, meter the spaces and open them to everybody.
  - c. Allow Lot 1 parking permit holders to park in Metlox and Lot 3 3<sup>rd</sup> level if there is no parking available in Lot 1.
  - d. Designate a 30 min loading zone in both parking lots to address merchants' needs to load and unload.
  - e. Include sunset clause so when the business closes merchant permits cannot be renewed in Lot 1.
3. Aggressive parking enforcement in the Downtown Area, especially the 24 minutes meters.
4. Research additional pay systems to make more convenient to pay for parking meters:
  - a. Immediate solution: make meter keys/coins easily available
  - b. Explore new technologies for the future
5. Improve parking directional signs in downtown.
6. Implement a Public Relations Campaign to promote business participation.
7. Implement moderate increase in street meter rates to encourage parking in parking lots with lower meter rates. Rate increase to cover Parking Fund deficit.
8. Implement a Residential Override Parking Permit program.
9. Evaluate opportunities for additional metered spaces and disabled parking spaces.

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\* These measures are the result of a joint meeting between the Manhattan Beach Downtown Business and Professional Association and City Staff on September 11, 2008.



<b>EXHIBIT</b> <b>H</b>
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**Ana Stevenson**

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**From:** todthebod@gmail.com on behalf of Todd Dipaola [tdipaola@alum.berkeley.edu]  
**Sent:** Monday, August 11, 2008 4:04 PM  
**To:** Ana Stevenson  
**Subject:** Re: FW: City of Manhattan Beach: Parking and Public Improvements Commission (PPIC) Meeting

Dear Parking and Public Improvements Commissioners,

Thank you for embarking on the Downtown Parking planning process. I will be out of town at your next meeting, but Ana Stevenson has been extremely helpful in allowing me to submit my comments electronically.

Thank you for taking the time to consider points below as you work on your improvements to parking downtown. I have lived for years in numerous cities with residential parking programs (Berkeley, Santa Clara, Oakland, San Francisco) and would like to offer my suggestions based on my experiences.

After reading through your study, it is clear that staff's suggested changes to downtown parking would make many helpful improvements. One of the repetitive findings in the study was that were to few spaces available to residents on the streets and more were being removed due to construction. The current plan does not address this issue thoroughly, and one component, new parking meters, would make the issue worse.

Part of the proposal in front of you would increase the number of parking meters along 15th and Manhattan Ave. These will eliminate more spaces available to residents that your study already indicates already has too few. If there are not enough spaces for residents to park now, why convert more of the few available spaces into meters where residents can never park?

I believe you can achieve your goal of more turnover parking for stores as well as preserving spaces for residents through a modified residential parking pass program.

If existing spaces along 15th and Manhattan Ave were converted to either 1 hour parking or metered spaces, and residents were able to override those new restriction you would achieve this goal.

In the parking study it was recommended to follow the "Mira Costa model" of block by block opting in. While this method makes sense for the large blocks with 10+ parking spaces on each block near the high school, downtown has a different urban plan. In downtown, single blocks range from about 0-5 parking spaces per block. Therefore, the residents on each block opting into the program will have few if any available spots for their block. If your commission created significantly larger parking districts where residents could park anywhere inside of, then residents would be more likely to find an available spot. Perhaps the city could create one district for the new restricted spaces north of Manhattan Beach Blvd and one district south of Manhattan Beach Blvd.

**To summarize, my recommendations for increasing merchant turnover and preserving spaces for residents in the streets around downtown:**

- Any unlimited residential space removed should be able to be overridden by residents so as not to decrease residential capacity**
- Convert existing unlimited spaces to 1hr limits (chalked tires)**
- Allow residents to bypass these new restrictions through a residential parking program**
- Create significantly larger districts to reflect the fewer parking spaces per block compared to the Mira Costa area**

09/18/2008

I am available via phone and email to answer any questions you might have regarding my comments. Thank you for considering my suggestions.

Warm Regards,  
Todd Dipaola 310-986-2303, downtown homeowner  
123 14th Pl

**Erik Zandvliet**

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**From:** david@tranceboutique.com  
**Sent:** Monday, July 07, 2008 10:17 PM  
**To:** Erik Zandvliet; Ana Stevenson; Signs@PacificSignDesign.com  
**Cc:** Mary Ann Varni; David Oliver; Susanne Lee  
**Subject:** Downtown Parking Study

Dear Committee,

My name is David Oliver, Co-owner of Trance Boutique, 310 Manhattan Beach Blvd. I am also a newly elected Board Member of the DBPA.

I am writing in response to an email that was sent to me that was a "recap" of your meeting on June 26th. If I understand correctly, there are two or three "suggested" changes that were discussed that night that the DPBA was not aware of prior to the meeting. I would like to offer my thoughts on these issues as a member of the downtown business community.

1. Increase the street parking meter rates to \$2.00 per hour and extend the "hours of enforcement" an additional four hours per 24 hour period.

I am strongly opposed to this as I believe that it will "discourage" many of our "Local" Customers from shopping downtown. Admittedly, I am not certain of the reason that this is being proposed.....ie. does the City need more revenue? Are you trying to discourage Store and Office employees from parking on the street?

2. Increase rates in "underutilized" parking lots (ie. Lower level of Metlox) to double the current rates.

I don't understand the logic here! How will this help to encourage more use of these lots? Lowering the rates would make more sense.....not that it is necessary from my perspective.

3. Increase in Merchant Permit rates: I am o.k. with a "nominal" increase, but to hit businesses with a 60% to 100% increase during these relatively tough economic times doesn't seem justified. I do like the idea of some sort of incentive for Employer sponsored parking.

I hope my comments are taken constructively and with the understanding that because I am relatively new in town, I may not see the whole picture. It is my hope that in the coming weeks, I will have a chance to become more educated on these issues. In the meantime, I thank you for your consideration.

Sincerely,

David Oliver  
Trance Boutique

07/08/2008

**Erik Zandvliet**

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**From:** Dana McFarland [danamcf@adelphia.net]  
**Sent:** Wednesday, July 02, 2008 7:45 PM  
**To:** Erik Zandvliet; Ana Stevenson; Signs@PacificSignDesign.com; Mary Ann Varni  
**Subject:** Meters, Plastic Bags

Dear City Council,

I am very concerned about the recent issues the city is pondering. Issues that I feel are anti-business. The two current issues I am speaking about are the meter increases and the plastic bag ban.

My parents owned one of the first houses on the strand in Manhattan Beach and my Mom still lives there. I've lived here my entire life and have owned Wright's for 20 years, Baby Wright's for 16 years, Lulu's for 10 years, and The Beehvie for 8 years. The town obviously changed a great deal and everyone did well. Starting about 5 years ago things began to change for the worse. Landlords were all of a sudden asking for "key" money to lease their spaces. We lost our Baby Wright's location because the landlord wanted \$10,000 and a 30% increase in rent to renew our lease after 16 years. Other businesses were asked to pay much more to buy leases and some as much as \$250,000 just for the lease.

I'm sure you can see from the sales tax and business licenses that business is no longer booming. Many of the businesses that payed the key money must be close to going out of business. This is not your fault, but you shouldn't pile on to the problems.

Why should the City Council or the community care about downtown business?

Just using my stores as an example:

- 1) My stores raise hundreds of thousands of dollars in sales tax every year, which I'm not sure, but would assume the city gets some of.
- 2) We pay our business license, which goes to the city.
- 2) We offer unique places to shop, which helps make Manhattan Beach a destination for an upper scale clientele.
- 3) We donate to Mira Costa, Grand View, Pennekamp, Robinson, Pacific, American Martyrs, MBEF, Boys and Girls Volleyball, basketball, Richstone Center, pre-schools,  
 .....
- 4) We employ approximately 50 local people, including 4 single Moms who rely on us to make ends meet.

The plastic bag ban will cost businesses money and be bad for the environment and it only takes a little common sense to figure this out.

**IT TAKES 8 TRUCKS TO DELIVER PAPER BAGS, COMPARED TO ONE TRUCK FOR PLASTIC!**

9/10/2008

**THE LAND FILLS ARE SEALED AND IT DOESN'T MATTER IF THERE IS PAPER OR PLASTIC IN THEM!**

**The meter increases are another anti-business ploy.**

**How about 25 cents for 2 hours to encourage people to come to town, rather than discourage them?**

**You people are going to destroy the town that I grew up in!**

**Dana McFarland**

**Erik Zandvliet**

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From: Ana Stevenson  
Sent: Friday, June 27, 2008 12:10 PM  
To: 'Dana McFarland'; Erik Zandvliet; Signs@PacificSignDesign.com; Mary Ann Varni  
Subject: RE: Parking

Dear Mr. McFarland,

Thank you for your email. I will add your comments to the next PPIC meeting package, for the Commissioners' consideration.

Sincerely,

Ana Stevenson  
Management Analyst

City of Manhattan Beach  
1400 Highland Ave  
Manhattan Beach, CA 90266  
Phone: (310) 802-5540  
Fax: (310) 802-5501  
astevenson@citymb.info

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

From: Dana McFarland [mailto:danamcf@adelphia.net]  
Sent: Friday, June 27, 2008 12:04 PM  
To: Erik Zandvliet; Ana Stevenson; Signs@PacificSignDesign.com; Mary Ann Varni  
Subject: Parking

I strongly oppose any parking meter increases. As downtown merchants for 20 years we have seen customers leave town in favor of the shopping malls such as Manhattan Village and El Segundo where they can park for free.

Increases to the parking meters would be bad for businesses and bad for the city.

Thank you, Dana McFarland

Wright's, The Beehive, Lulu's

David Arias  
6/26/08

	May 2008 Revenue *	Meters	Per Meter Per Month	Per Meter Per Day	Hourly Rate **	Hours Per Day	Reomended Rate	Projected Revenue
Streets	72,467.12	417	173.78	5.79	\$ 0.75	7.72	\$ 2.00	193,245.65
Lot 1	2,312.65	28	82.59	2.75	\$ 1.00	2.75	\$ 1.50	3,468.98
Lot 2	4,186.71	46	91.02	3.03	\$ 1.00	3.03	\$ 1.50	6,280.07
Lot 3	14,310.64	143	100.07	3.34	\$ 0.75	4.45	\$ 1.33	25,377.53
Lot 4	6,949.38	66	105.29	3.51	\$ 1.00	3.51	\$ 1.50	10,424.07
Lot 6	2,323.58	26	89.37	2.98	\$ 0.50	5.96	\$ 1.50	6,970.74
Lot 7	929.92	20	46.50	1.55	\$ 0.50	3.10	\$ 1.50	2,789.76
Metlox	14,767.84	460	32.10	1.07	\$ 1.00	1.07	\$ 1.25	18,459.80
Pier 65A	27,275.91	118	231.15	7.71	\$ 1.00	7.71	\$ 1.50	40,913.87
65B Lot	5,899.71	68	86.76	2.89	\$ 1.00	2.89	\$ 1.50	8,849.57
65C Lot	21,065.46	228	92.39	3.08	\$ 1.00	3.08	\$ 1.50	31,598.19
Civic Center	1,029.67	110	9.36	0.31	\$ 1.00	0.31	\$ 1.50	1,544.51
Totals	173,518.59	1,730	100.30	3.34				349,922.72

\* Revenue does not Include Fees for Permit Parking of about \$15,000 per month

\*\* Hourly Rates are as of June 25, 2008  
The Hourly Rate for a 24 Minute Meter is \$0.30;  
or \$.05 for 12 minutes; \$0.10 for 24 minutes; or for convenience \$0.25 for 24 minutes

David Ardas  
6/28/08

	May 2008 Revenue *	Meters	Per Meter Per Month	Per Meter Per Day	Hourly Rate **	Hours Per Day	<del>2008/2009</del> Rate	2008/2009 Revenue
Streets	72,467.12	417	173.78	5.79	\$ 0.75	7.72	\$ 1.00	96,622.83
Lot 1	2,312.65	28	82.59	2.75	\$ 1.00	2.75	\$ 0.75	1,734.49
Lot 2	4,186.71	46	91.02	3.03	\$ 1.00	3.03	\$ 0.75	3,140.03
Lot 3	14,310.64	143	100.07	3.34	\$ 0.75	4.45	\$ 0.75	14,310.64
Lot 4	6,949.38	66	105.29	3.51	\$ 1.00	3.51	\$ 0.75	5,212.04
Lot 6	2,323.58	26	89.37	2.98	\$ 0.50	5.96	\$ 0.75	3,485.37
Lot 7	929.92	20	46.50	1.55	\$ 0.50	3.10	\$ 0.75	1,394.88
Metlox	14,767.84	460	32.10	1.07	\$ 1.00	1.07	\$ 0.75	11,075.88
Pier 65A	27,275.91	118	231.15	7.71	\$ 1.00	7.71	\$ 1.00	27,275.91
65B Lot	5,899.71	68	86.76	2.89	\$ 1.00	2.89	\$ 1.00	5,899.71
65C Lot	21,065.46	228	92.39	3.08	\$ 1.00	3.08	\$ 1.00	21,065.46
Civic Center	<u>1,029.67</u>	<u>110</u>	<u>9.36</u>	<u>0.31</u>	\$ 1.00	0.31	\$ 0.75	<u>772.25</u>
Totals	173,518.59	1,730	100.30	3.34				191,989.48

\* Revenue does not include Fees for Permit Parking of about \$15,000 per month

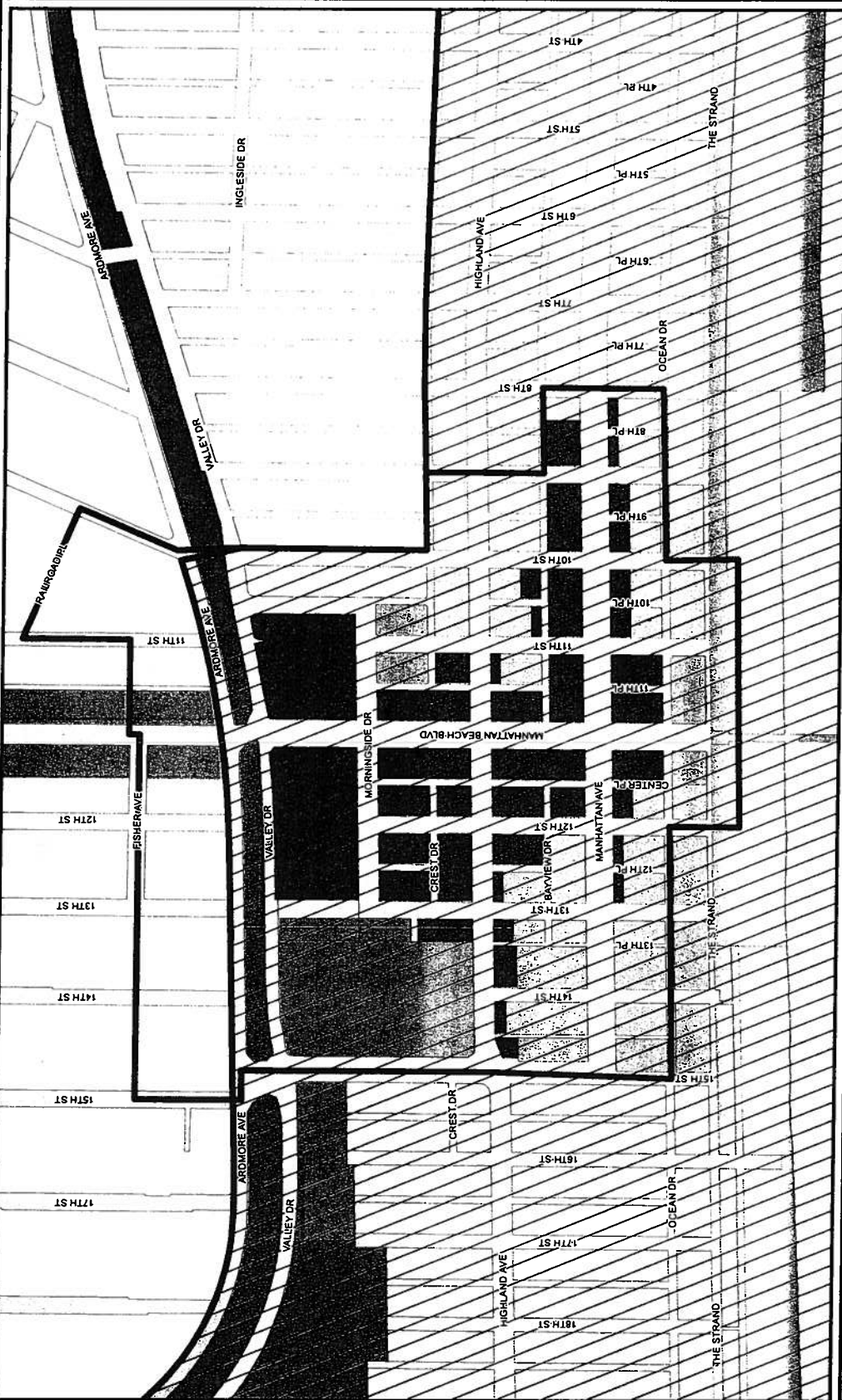
\*\* Hourly Rates are as of June 25, 2008

The Hourly Rate for a 24 Minute Meter is \$0.30;

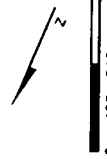
or \$.05 for 12 minutes; \$0.10 for 24 minutes; or for convenience \$0.25 for 24 minutes



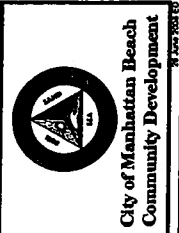
# EXHIBIT I



- Legend**
- Downtown Study Area
  - Coastal Zone
  - Blocks
  - Zoning**
  - CD - Downtown Commercial
  - OS - Open Space
  - PS - Public and Semi-Public
  - RH - Residential High Density
  - RM - Residential Med Density
  - RS - Residential Single Family



## Coastal Commission Jurisdiction Downtown Parking Study



01/23/2008



**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
SEPTEMBER 25, 2008**

**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 28<sup>th</sup> day of August, 2008, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. ROLL CALL**

Present: Adami, Silverman, Gross, Stabile and Chairman Donahue.  
Absent: None.  
Staff Present: Stevenson, Zandvliet.  
Clerk: Weeks.

**C. APPROVAL OF MINUTES -**

A motion was MADE and SECONDED (Adami/Silverman) to approve the minutes of August 28, 2008 as written. The motion was passed by unanimous vote.

**D. AUDIENCE PARTICIPATION**

None.

**E. GENERAL BUSINESS**

**Downtown Parking Management Plan – Continue Public Hearing**

Management Analyst Stevenson noted that this is the third public hearing on the Downtown Parking Management Plan (DPMP). She related staff's hope that a recommendation from the Commission will be presented for the Council's consideration in the near future.

Traffic Engineer Zandvliet outlined the recommended strategies and implementation measures as included in the staff report. He advised that the plan approved by the Council will be implemented on a trial basis and that several meetings between staff and the Downtown Business Professional Association (DBPA) included discussion of a monthly parking permit program, methods of providing pocket change for parking meters, cash keys and means of recharging them, enforcement options, a

\$1.50 per hour street parking meter rates and parking meter violation fees, which will all be presented for the Commission's consideration this evening.

Traffic Engineer Zandvliet clarified the recommendation that parking meter hours remain as they are. He noted that the DBPA feels it would not be beneficial to expand the parking meter hours and that the Council did not make a recommendation this regard.

Finance Director Moe and Traffic Engineer Zandvliet shared information pertaining to Recommendation No. 1 (*Recommend the City Council increase the street parking meter rates to \$1.50 per hour in the Downtown Commercial District*). They affirmed that, with a \$1.50 per hour street meter rate in the Downtown commercial district, the General Fund subsidization of the parking fund would significantly decrease, but current operating and maintenance costs and the eventual replacement of parking structures would not be fully covered.

Traffic Engineer Zandvliet offered input on Recommendation No. 2 (*Recommend maintaining the current public parking lot rates at \$0.75 per hour in all lots and Recommend the City request an amendment to the County agreement for a parking meter rate increase to \$1.50 in the upper and lower Pier lots equal to the City street meter rate*). He explained the recommendation that the current public parking lot rate of \$.75 be maintained since they were raised by \$.25 earlier this year. Mr. Zandvliet advised that these recommendations would be appropriate from a consistency standpoint; that Downtown businesses would not be severely impacted; and that meter usage based on price could be analyzed; but, thus far, there has been no change in use as a result of the rate increase earlier this year.

With regard to Recommendation Strategy No. 4 (*Recommend approval of an increase in parking time in the upper level of Metlox parking structure (Lot M) from 2 hours to 3 hours*), Traffic Engineer Zandvliet clarified that the Parking Study included an increase in time limits only in the Metlox lot in an effort to encourage longer uses to park there.

Traffic Engineer Zandvliet related staff's concerns over vandalism, maintenance, reloading and initial installation costs associated with associated with Recommendation No. 6 (*Recommend short-term trial installation of a multi-payment change machine station at the upper Pier and Lot 3 parking structures and/or a Downtown business with extended hours and Recommend staff conduct an evaluation of newer technology parking payment systems for all metered spaces within the Downtown area for future consideration by the PPIC*). He related the DBPA's opinion that a short-term solution is necessary to provide extra service for convenience purposes.

Commissioner Gross commented that central parking payment systems are very expensive; that, if approved, multi-payment change machine stations at the upper Pier, Metlox and Lot 3 parking structures and/or a Downtown business with extended hours would be installed on a short-term trial basis; and that equipment installed on a short-

term basis prior to the completion of a staff evaluation of newer technology parking payment systems would be standard, off-the-shelf equipment. He related his understanding that the third level of Lot 3 was added to Recommendation No. 9 (*Provide monthly merchant permits and stickers for employees who may not be able to afford biannual permits*).

Commissioner Stabile pointed out that a \$.15 per hour permit parking rate for full-time employees would be much less than the street parking meter rate. He observed that the rate for half-time employees would be \$.30 per hour, so hang tags might work better for them.

Traffic Engineer Zandvliet explained recommendation No. 7 (*Authorize the Public Works Department to install parking meters at the locations approved by the Commission*) and stated that staff does not recommend installing parking meters in residential areas.

Traffic Engineer Zandvliet discussed problems with bulk permits in Recommendation No. 10 (*Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces*). Noting the Coastal Commission's concern over equitability, he explained that, as an alternative, a volume discount for the purchase of more than five biannual permits at one time could be offered to the general public and employers. Mr. Zandvliet clarified staff's recommendation to keep merchant permit fees as they are and not offer discounts for bulk purchases.

Traffic Engineer Zandvliet provided input on staff's concerns regarding a resident override program for Recommendation No. 11 (*Recommend the City Council approve a residential override program with conditions in two parts: east of Ardmore Avenue and west of Ardmore Avenue*). He indicated that such a program would be patterned after Mira Costa's with variations and that some residents' preference for an override program that includes areas rather than streets would be feasible.

With regard to Recommendation No. 14 (*Authorize the Public Works Department to install "smart" and small vehicle parking spaces at locations approved by the Commission*), Traffic Engineer Zandvliet affirmed that some very small parking spaces that otherwise could not be used for parking could be added in the Downtown area for "smart" mini cars and motorcycles.

Traffic Engineer Zandvliet verified that a 30-minute loading zone in both Lots 1 and 2 would be provided to address merchants' needs to load and unload as part of New Recommendation No. 17 (*Recommend that the City Council approve changes to the merchant permit program for Lots 1 and 2 as outlined in the staff report and subject to the Coastal Commission's approval*).

While reviewing new Recommendation No. 18 (*Recommend additional parking enforcement at strategic times of the day and week to discourage meter violators*), Traffic Engineer Zandvliet indicated that the current fines for parking meter violations are generally in line with the fines in other cities.

Commissioner Stabile related his understanding that the current fines for parking meter violations are apparently an ineffective deterrent.

Commissioner Gross entertained the idea of an escalating parking meter violation citation fee system tied to license plate numbers for continued infractions. He questioned how increased enforcement would be funded and noted that additional revenue from expired parking meter citations could be used for this purpose.

Traffic Engineer Zandvliet related staff's feeling that increased parking meter violation citation fines with an escalating system would not significantly change the parking situation Downtown.

Commissioner Adami voiced his concern that increasing parking meter rates in a poor economy could negatively impact Downtown businesses. He pointed out that parking meter violation citation fees could be increased instead of parking meter rates.

Finance Director Moe confirmed that fees from expired parking meter citations go into the City's general fund and that revenue from parking meters supports parking operations.

Traffic Engineer Zandvliet explained that the main goal is to change drivers' behavior, not to penalize them, and that revenue received from increased parking meter rates would help pay for debt service out of the general fund which would, in turn, release general fund monies that could be used for additional enforcement.

Chairman Donahue opened the public hearing at 7:25 p.m.

**Don Murphy, 625 11<sup>th</sup> Street**, stated his agreement with a residential override program as outlined in Recommendation No. 11. He cautioned that a hardship would be placed on minimum wage workers should they be required to pay for parking.

Relating his impression that the purpose of the Downtown Parking Management Plan is to change drivers' behavior, **David Arias, 1219 Morningside Drive, DBPA**, said that parking meter rates were raised earlier this year and doing so again would negatively impact Downtown businesses; that bonds should be used to pay for new parking lots, as those who use the lots would pay for them; and that to obtain additional revenue, parking meter citation fees could be increased or the meters better enforced.

**Stephanie Chais, 633 11<sup>th</sup> Street**, supported mandating merchants to pay for their employees' parking and she questioned how Recommendation No. 11 would benefit or inconvenience residents east of Ardmore.

**Caitlin Yumori, 8<sup>th</sup> Street east of Sepulveda Boulevard**, related her concern over a residential permit parking program in that the Mira Costa program focuses on specific hours of the day, but the Downtown area is used all day. She questioned how a residential permit parking program would impact residents east of Ardmore.

Traffic Engineer Zandvliet advised that the time restrictions placed on residential streets would be at residents' discretion; that residents could opt in or out; and that the inconvenience for residents east of Ardmore would be purchasing the permits and placing tags in cars.

**Edna Murphy, 625 11<sup>th</sup> Street**, asked for clarification about a residential permit parking program, particularly when hosting a large function at home. She voiced her concern over the hardship that would be placed on minimum wage workers should they be required to pay for parking.

Traffic Engineer Zandvliet advised that, should a decision be made in favor of a residential permit parking program, large functions at residences could be addressed by the Commission.

**Jill Lamkin, 904 Manhattan Avenue, DBPA**, commented that how to accomplish parking for both residents and patrons of Downtown businesses should be the main focus. She felt that the recommendations differ from those previously proposed; that an increase in the parking meter rates to \$1.50 will impact Downtown businesses; and that parking permits should be offered to merchants at a cost-effective rate. Ms. Lamkin related the DBPA's support of an escalating parking meter violation citation system and she agreed with modifying parking restrictions in Lots 1 and 2 to remove exclusive merchant permit spaces.

**Mike Zislis, 477 29<sup>th</sup> Street, DBPA President**, contended that a parking permit system whereby employees exchange hangtags would not work; that the majority of business owners will not purchase parking permits for their employees unless they are mandatory; that an increase in the parking meter rates to \$1.50 per hour will impact Downtown businesses; and that it would not be a good idea to raise parking meter rates in this difficult economy. He supported the idea of offering parking permits to merchants at cost-effective rates, such as a 75% discount for businesses that prove their number of employees, and an increase in parking meter violation fees; suggested utilizing a parking attendant at the Metlox parking structure; commented on the need for additional enforcement and the importance of available parking in front of Downtown businesses; and agreed that the changes implemented should be for a six-month trial period.

**David Levin, 300 & 324 Manhattan Beach Boulevard**, discussed that merchants could be required to purchase parking permits for their employees as part of business license requirements; that the original intent of the DTPMP was to better manage parking; that, while an increase in parking meter rates would impact businesses, he does not expect the general fund to subsidize revenue for the

Downtown area; and that bonds should be used to pay for parking structures, as those who use the structures would pay for them.

Commissioner Stabile advised that parking meter revenue goes into the parking fund, which is currently operating at a deficit.

**David Okada, 609 11<sup>th</sup> Street**, voiced his appreciation that a solution for parking problems on 11<sup>th</sup> Street appears to be near and he requested input on procedures following a recommendation from the Commission.

Chairman Donahue explained that the Commission will discuss the recommendations and forward a proposal to the City Council for consideration.

**Edna Murphy** came forward again to ask for input on the number of employees compared to parking spaces in the Downtown area.

Commissioner Silverman advised that it was determined in the initial Parking Study that there is enough employee parking, and the question is how to allocate them.

Returning to the podium, **Mike Zislis** entertained the idea of mandating high-impact businesses, such as restaurants, salons and painters, to purchase employee parking permits.

**Stephanie Chais** questioned why residents should be required to have permits to park in front of their homes and why hangtags would be necessary if the situation would be mitigated. She voiced her concern that a City representative did not attend the recent South Bay Economic Conference.

**Roger Kohn, 11<sup>th</sup> Street**, expressed his concern that street sweeper access is often impossible due to parked cars and, should a residential parking permit program be approved, he asked if residents could park in areas other than their immediate frontage. Mr. Kohn stressed the importance of a system that allows for residents to have various types of workers at their homes for more than two to four hours at a time.

Chairman Donahue affirmed for Mr. Kohn that residents would be able to park in areas other than their immediate frontage should a residential parking program be approved.

**Brent Enright, 648 33<sup>rd</sup> Street**, highlighted the importance of directional signage for parking structures. He advised Ms. Chais that Mayor Montgomery attended the South Bay Economic Conference.

Chairman Donahue advised that signage is part of Recommendation No. 15.

Chairman Donahue closed the public hearing at 8:10 p.m.

### **Recess and Reconvene**

There was a recess at 8:10 p.m. until 8:15 p.m., when the meeting reconvened and discussion of the DPMP continued.

### **Recommendation Nos. 3, 4 and 5**

After the break, discussion of the DPMP continued with Commissioner Gross relating his agreement with Recommendation Nos. 3 (*Authorize administrative modification of street parking time limits upon the request of nearby businesses in concurrence with the Traffic Engineer's recommendation*); 4 (*Recommend approval of an increase in parking time limits in the upper level of Metlox Parking Structure [Lot M] from 2 hours to 3 hours*); 5 (*Recommend approval of an 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*); 13 (*Authorize the Public Works Department to install disabled parking spaces at the locations approved by the Commission*); 14 (*Authorize the Public Works Department to install "smart" and small vehicle parking spaces at locations approved by the Commission*); and 15 (*Recommend 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*).

The Commission unanimously recommended the approval of Recommendation Nos. 3 (*Authorize administrative modification of street parking time limits upon the request of nearby businesses in concurrence with the Traffic Engineer's recommendation*), 4 (*Recommend approval of an increase in parking time limits in the upper level of Metlox Parking Structure [Lot M] from 2 hours to 3 hours*); and 5 (*Recommend approval of an 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*).

### **Recommendation No. 7**

Commissioner Stabile related his support of Recommendation No. 7 (*Authorize the Public Works Department to install parking meters at locations approved by the Commission*), with the exception of residential areas and the civic center lot. He also agreed with installing meters on 10<sup>th</sup> Street where businesses are adjacent to homes, as shown on Exhibit F.

Traffic Engineer Zandvliet advised that meters are being considered in four different areas, as shown on Exhibit F, and that staff does not recommend meters in front of homes.

The Commission generally agreed that meters should not be installed in front of homes.

Chairman Donahue noted that meters could be installed on 10<sup>th</sup> Street where businesses are adjacent to homes.



Commissioner Gross pointed out that a residential override program must be considered if meters in front of homes are approved.

The Commission continued discussion of Recommendation No. 7.

### **Recommendation No. 13**

Traffic Engineer Zandvliet explained that Recommendation No. 13 (*Authorize the Public Works Department to install disabled parking spaces at locations approved by the Commission*), as shown on Exhibit F, would be exclusively for disabled drivers and adjacent to areas for loading and unloading. He clarified that the State requires a specific number of disabled parking places in parking lots, but not on streets; that the number to be added would be at the Commission's discretion; and that nine on-street spaces were identified on Exhibit F.

Chairman Donahue related his feeling that additional disabled parking on the street is not necessary. However, if the majority of the Commission supports this, he suggested adding four spaces close to the Downtown area on a trial basis.

Commissioner Gross pointed out that the Council asked the Commission to consider additional disabled parking on the street and he said that he could agree with adding approximately one-half of the nine on Exhibit F.

Commissioner Adami noted that additional disabled parking could be installed on a trial basis.

Commissioner Silverman related his impression that existing parking spaces would not be impacted with additional disabled parking as shown on Exhibit F. He agreed with Commissioner Gross to add approximately one-half the nine shown on Exhibit F and suggested that these additional disabled spaces be publicized.

In response to a comment made by **Mr. Levin**, Traffic Engineer Zandvliet verified that drivers with handicapped placards can park for free in any metered parking spaces, at any time, and for any length of time.

The Commission noted that there is currently a disabled parking space on Manhattan Avenue near 11<sup>th</sup> Street and agreed to add four disabled parking spaces, with the understanding that they will be reviewed in six months. The following motion was offered:

A motion was MADE and SECONDED (Stabile/Silverman) to recommend the approval of four additional disabled parking spaces at the following locations, with the understanding that they shall be reviewed in six months:

- Highland Avenue and 13<sup>th</sup> Street;

- Highland Avenue between 12<sup>th</sup> and 13<sup>th</sup> Street;
- Manhattan Avenue near 11<sup>th</sup> Place; and
- Manhattan Avenue on 11<sup>th</sup> Street.

The motion was passed by unanimous vote.

Traffic Engineer Zandvliet advised that there is currently one disabled parking space in Lot 1 and another could be added. However, doing so is not required by the American Disabilities Act (ADA) and the City currently meets ADA requirements for disabled parking spaces.

The Commission agreed that disabled parking spaces should not be added in parking lots.

#### **Recommendation No. 14**

Traffic Engineer Zandvliet indicated that staff does not recommend adding spaces for “green,” hybrid or electric vehicles, as in Recommendation No. 14 (*Authorize the Public Works Department to install “smart” and small vehicle parking spaces at locations approved by the Commission*).

The Commission unanimously recommended the approval of Recommendation No. 14.

#### **Recommendation No. 15**

Traffic Engineer Zandvliet advised that Recommendation No 15 (*Recommend formation of a small task force to determine optimum sign placement and style as well as create a joint City DBPA promoted publicity program for the Downtown parking lots*) coincides with a previous recommendation made by the Commission.

The Commission unanimously approved Recommendation No. 15 (*Recommend formation of a small task force to determine optimum sign placement and style as well as create a joint City DBPA promoted publicity program for the Downtown parking lots*).

#### **New Recommendation No. 17**

Due to the poor economy and his concern that adding meters in Lots 1 and 2 will impact Downtown businesses, Commissioner Adami related his objection to New Recommended Implementation Measure No. 17 (*Recommend that the City Council*

approve changes as outlined in the staff report to the merchant permit program for Lots 1, 2 and 3, subject to Coastal Commission's approval.) He stated that parking meter violation citation fees could be increased to provide additional revenue.

The Commission agreed to discuss New Recommendation No. 17 later in the meeting (see page 14).

### **Recommendation No. 1**

Commissioner Adami voiced his objection to raising street parking meter rates as in Recommendation No. 1 (*Recommend the City Council increase the street parking meter rates to \$1.50 per hour in the Downtown Commercial District*) due to his concern over the economy and the impact on Downtown businesses.

Commissioner Gross pointed out that Recommendation No. 1 would widen the gap between street parking and under-utilized parking areas and that the purpose of raising the meter rates on the street is to change drivers' behavior.

Management Analyst Stevenson noted that drivers have the option of parking in lots if they object to increased street meter rates.

Commissioner Stabile pointed out that parking rates in other cities should not be a determining factor since the City is not attempting to obtain what the market will bear. However, the parking fund has been running in the red and the City should not be subsidizing it.

Management Analyst Stevenson and Traffic Engineer Zandvliet affirmed for Commissioner Stabile that, should the street meter rates be increased and meters installed in currently unmetered places, the deficit in the parking fund would be eliminated.

A motion was MADE and SECONDED (Stabile/Gross) to recommend the approval of Recommendation No. 1 (*Recommend the City Council increase the street parking rates to \$1.50 per hour in the Downtown commercial district*). The motion was passed by a 3-2 majority roll call vote as follows, with Commissioners Adami and Silverman dissenting:

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

Traffic Engineer Zandvliet verified that concerns expressed during this discussion will be forwarded to the Council.

### **Recommendation No. 2**

Traffic Engineer Zandvliet advised that four parking lots by the Pier are owned by the County; that they have a current rate of \$1.00 per hour and the meters are administered by the City; and that Recommendation No. 2 is to maintain the current public parking lot rates at \$.75 per hour in all lots and request an amendment to the County agreement for a parking meter rate increase to \$1.50 in the upper and lower Pier lots equal to the City street meter rate.

The Commission unanimously recommended the approval of Recommendation No. 2 (*Recommend maintaining the current public parking lot rates at \$.75 per hour in all lots and recommend the City request an amendment to the County agreement for a parking meter rate increase to \$1.50 in the upper and lower Pier lots, equal to the City street meter rate*).

### **Recommendation No. 6**

Commissioner Gross stated his agreement with Recommendation No. 6 (*Recommend short-term trial installation of multi-payment change machine stations at the upper Pier, Metlox and Lot 3 parking structures and/or a Downtown business with extended hours and Recommend staff conduct an evaluation of newer technology parking payment systems for all metered spaces within the Downtown area for future consideration by the PPIC*), particularly since the equipment would be off-the-shelf and it would be on a trial basis. He mentioned that, should the machines be successful on a trial basis, more could be installed throughout the City.

Because of his concern over the potential for vandalism, Commissioner Stabile related his opposition to multi-payment change machine stations in Lot 3; however, knowing exactly where the machines would be installed could affect his decision.

Traffic Engineer Zandvliet explained that staff has not yet determined exactly where the machines should be installed in the upper Pier, Metlox and Lot 3 parking structures.

Chairman Donahue mentioned that crime statistics could be prepared by the Police Department to assist with determining a secure place to put the machines. He favored a Commission decision this evening.

A motion was MADE and SECONDED (Gross/Stabile) to recommend the approval of Recommendation No. 6 with the understanding that the location shall be

determined by staff and concerns expressed by the Commission with regard to location shall be taken into account. The motion was passed by unanimous roll call vote.

Commissioner Stabile noted the difficulty of separating Recommendation Nos. 9, 10 and 11 and he suggested they be considered together. The Commission agreed.

### **Recommendation Nos. 9, 10 and 11**

Traffic Engineer Zandvliet explained that that the Coastal Commission's approval would not be necessary for Recommendation No 9 (*Recommend a monthly public parking permit program in the lower level of the Metlox lot and the 3<sup>rd</sup> level of Lot 3, with conditions as included in the staff report, on a trial basis*); because it would be offered to everybody, not just to businesses for their employees. Mr. Zandvliet added that a monthly public parking permit program as proposed would include stickers on a hangtag; that it would be voluntary; that, it may be necessary to change the Code if employers are required to purchase employee parking permits, and that employee parking permits could be offered for free as an option.

Management Analyst Stevenson advised that the DBPA appeared to be divided about how a monthly public parking permit program could work and that any proposal could be implemented on a trial basis.

Commissioner Stabile related his opinion that the single-most important thing to accomplish is employees parking in lots (and not on the street); that employers must either be mandated to provide on-site parking or purchase their employees' permits because employees will not; and that the cost of the permits should be reasonable so as not to burden employers.

Commissioner Silverman voiced his impression that a parking permit program is of utmost concern to residents.

Management Analyst Stevenson provided input on the operation of Mira Costa's permit parking program.

Commissioner Adami observed that residents appear to be sympathetic to requiring employees to pay for parking and he entertained the idea of providing parking permits free to employees.

Commissioner Stabile voiced his understanding that, due to Coastal Commission requirements, should the permits be free to employees, they must be free to everyone.

Traffic Engineer Zandvliet advised that the Coastal Commission's approval would be necessary to charge different rates for parking permits.

Commissioner Gross supported Recommendation No. 9. Noting that residents appear to support some type of parking restrictions with override, Commissioner Gross also supported implementing a residential override program, implementing it as soon as

possible east of Ardmore Avenue as in Recommendation No. 11 (*Recommend the City Council approve a residential override program with conditions outlined in the staff report in two parts: east of Ardmore Avenue to be administered by the City and west of Ardmore Avenue to be submitted for the Coastal Commission's approval*), with one transferrable guest permit. With regard to Recommendation No. 10 (*Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces*), Commissioner Gross recommended a volume discount for the purchase of five biannual permits at one time, at a cost of \$500.00.

Commissioner Stabile and Chairman Donahue agreed with a volume discount for the purchase of five biannual permits at one time, at a cost of \$500.00. They highlighted the importance of ensuring that employees do not park in residential areas.

Traffic Engineer Zandvliet explained that other cities have implemented a two-tiered system in residential areas with the first phase including time restrictions determined by residents and, if ineffective, residents can request resident-only parking; and that the Commission could recommend either a limited number of guest permits or provide a caveat for parking when residents have events at their homes.

Management Analyst Stevenson noted that the Mira Costa parking override program has been very successful. She questioned if event permits should be part of a resident program since there are parking structures in the vicinity of residences near Downtown, there is the potential for misuse during popular events and they would create an administrative burden.

Commissioner Silverman commented on the need to get employees off the street and he noted the possibility that employees will quit or lose annual permits. He agreed with a cost of \$500.00 for five biannual permits purchased at one time and with a residential override program.

A motion was MADE and SECONDED (Donahue/Gross) to recommend the approval of the following:

- Recommendation Nos. 9 (*Recommend the City Council approve a monthly public parking permit program in the lower level of the Metlox lot and the 3<sup>rd</sup> level of Lot 3, with conditions as outlined in the staff report, on a trial basis*);
- Recommendation No. 10 (*Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces*), including a volume discount for five biannual parking permits purchased at one time, at a cost of \$500.00 for five; and
- Recommendation No. 11 (*Recommend the City Council approve a residential override program, with conditions in the staff report, in two parts: east of Ardmore Avenue to be administered by the City and west of*

*Ardmore Avenue to be submitted for the Coastal Commission's approval), with the caveats that staff shall determine a means of implementing a residential override program that does not have to be returned to the Commission and that, if feasible, the program shall include provisions for small and large groups on some type of restricted basis.*

The motion was passed by unanimous vote.

Commissioner Stabile reiterated his feeling that parking permits will not work unless they are mandatory.

Traffic Engineer Zandvliet verified for Commissioner Gross that, should it be approved by the Council, a residential override program east of Ardmore Avenue will be implemented as soon as possible.

### **New Recommendation No. 17**

At this time, discussion returned to New Recommendation No. 17 (*Recommend that the City Council approve changes, as outlined in the staff report, to the merchant permit program for Lots 1 and 2, subject to the Coastal Commission's approval*).

Commissioner Stabile related his agreement with New Recommendation No. 17 due to his beliefs that Lots 1 and 2 should be opened to the public and merchant parking should be moved to Lot 3 and the Metlox lot. However, he was concerned that the changes might not be made until businesses close.

Traffic Engineer Zandvliet confirmed that New Recommendation No. 17 includes a sunset clause so that merchant permits in Lot 1 would not be renewed when businesses close. He explained that the goal is for unused parking spaces to be used.

Chairman Donahue asked if drivers without parking permits could park in Lots 1 and 2. He noted that New Recommendation No. 17 would provide public use in Lots 1 and 2 and give those with merchant permits other options.

Traffic Engineer Zandvliet advised that some merchant parking in Lots 1 and 2 is unused and that New Recommendation No. 17 would require the Coastal Commission's approval.

Management Analyst Stevenson related her understanding that the Coastal Commission's approval would not be necessary.

Traffic Engineer Zandvliet indicated that it might be within the Council's ability through the Coastal Permit process to make these changes.

Commissioner Gross expressed his agreement with New Recommendation No. 17 which, he said, should be implemented immediately.

A motion was MADE and SECONDED (Gross/Silverman) to recommend the approval of New Recommendation No. 17. The motion was passed by unanimous roll call vote.

Traffic Engineer Zandvliet advised that staff will examine if this can be implemented immediately, or if further steps must be taken.

### **New Recommendation No.18**

Commissioner Stabile emphasized that strict enforcement is necessary for a residential override program to work. He proposed that only residents could park in the override residential area.

Chairman Donahue and Commissioner Gross disagreed and pointed out that if the override program does not work, the Commission can always review it in the future and make the program stricter.

The Commissioners agreed to recommend approval of New Recommendation No. 18 (*Recommend additional parking enforcement at strategic times of the day and week to discourage meter violations*).

Commissioner Gross recommended that parking meter violation citation fees be increased immediately and that staff perform a study to see if there is a feasible way to have escalating fines based on continued infractions and tied to license plate numbers. He recommended an increase to \$40.00, which is the mid point of the study performed by staff. Commissioner Gross noted that this is similar to what the State is doing for using a cellular telephone and text messaging while driving.

Commissioner Stabile mentioned that fines could be added for override violations.

Traffic Engineer Zandvliet advised that fines for permit violations are approximately the same amount as those for parking meter violations; that fines for override violations would be the same as those for parking over the posted limit; and that it would be possible to impose fines for override violations only in the Downtown area.

Commissioner Adami related his agreement with increasing the parking meter violation citation fees. However, he stated his understanding that fines cannot be increased by location; pointed out that fines for street sweeping violations could be increased as well; and mentioned that it might be necessary to conduct a public hearing on this issue.



A motion was MADE and SECONDED (Donahue/Gross) to recommend:

1. Additional parking enforcement at strategic times of the day and week to discourage meter violators.
2. Approval of increasing fines for expired meters and overtime limit in the Downtown area to \$40.00.
3. Staff study an economical way to implement escalating rates for multiple offenses within one year by the same license plate number.

Commissioners Stabile and Adami questioned if it is within the City's purview to limit increases to one area.

Traffic Engineer Zandvliet advised that staff will forward this information to the Council with a comment to increase the fines in a manner in which it can be done.

Management Analyst Stevenson indicated that the Commission's recommendations will be presented for the Council's consideration on October 21, 2008.

#### **F. COMMISSION ITEMS**

##### **Parking Meter Revenue and Traffic Violations Revenue Report**

Received and filed as written.

#### **G. STAFF ITEMS**

Management Analyst Stevenson provided input on the Council's approval of the Commission's recommendations for Pacific School, American Martyrs' School and Meadows School.

#### **H. ADJOURNMENT**

The meeting was adjourned at 9:57 p.m. to Thursday, October 23, 2008.

# Parking Fund Projections

	<u>2008-2009</u>	<u>2009-2010</u>	<u>2010-2011</u>	<u>2011-2012</u>	<u>2012-2013</u>
<u>Parking Fund Revenue (Projected)</u>					
Parking Fund Projected Operating Revenues (Includes \$.50 increase on-street)	\$ 2,059,249	\$ 2,334,249	\$ 2,334,249	\$ 2,334,249	\$ 2,334,249
<u>Parking Fund Operating Costs/Minor Capital Operational Costs (salaries, benefits, goods and services, maintenance)</u>	\$ (738,733)	\$ (768,282)	\$ (799,014)	\$ (830,974)	\$ (864,213)
Minor Capital Projects (Annual)	\$ (325,000)	\$ (400,000)	\$ (416,000)	\$ (432,640)	\$ (449,946)
Debt Service (Metlox Structure)	\$ (860,000)	\$ (860,000)	\$ (860,000)	\$ (860,000)	\$ (860,000)
Subtotal	\$ (1,923,733)	\$ (2,028,282)	\$ (2,075,014)	\$ (2,123,614)	\$ (2,174,159)
Projected Income	\$ 135,516	\$ 305,967	\$ 259,235	\$ 210,635	\$ 160,090
Beginning Fund Balance	\$ 1,196,649	\$ 1,332,165	\$ 1,638,132	\$ 1,897,367	\$ 2,108,002
Ending Fund Balance	\$ 1,332,165	\$ 1,638,132	\$ 1,897,367	\$ 2,108,002	\$ 2,268,092

Assumptions:

- Rates increased January 1, 2009 on street to \$1.50 per hour.
- No change in existing merchant permit revenues
- 4% inflation for operational and maintenance costs
- No funding is set aside for future replacement of existing structures
- No change in demand included in revenue projections

# State Pier Fund Projections

## Pier Parking Fund Revenue (Projected)

Parking Fund Projected Operating Revenues  
(Includes \$1 increase)

	<u>2008-2009</u>	<u>2009-2010</u>	<u>2010-2011</u>	<u>2011-2012</u>	<u>2012-2013</u>
\$	535,177	\$ 686,000	\$ 686,000	\$ 686,000	\$ 686,000

## Parking Fund Operating Costs/Minor Capital

Operational Costs (salaries, benefits, goods and

services, maintenance)

Capital Projects

Subtotal

\$	(327,508)	\$ (341,134)	\$ (355,936)	\$ (370,941)	\$ (386,578)
\$	-	\$ -	\$ -	\$ -	\$ (720,000)
\$	<u>(327,508)</u>	<u>(341,134)</u>	<u>(355,936)</u>	<u>(370,941)</u>	<u>(1,106,578)</u>

Projected Income

\$	<u>207,669</u>	<u>\$ 344,866</u>	<u>\$ 330,064</u>	<u>\$ 315,059</u>	<u>\$ (420,578)</u>
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Beginning Fund Balance

Ending Fund Balance

\$	1,795,296	\$ 2,002,965	\$ 2,347,831	\$ 2,677,895	\$ 2,992,954
\$	2,002,965	\$ 2,347,831	\$ 2,677,895	\$ 2,992,954	\$ 2,572,376

## Assumptions:

Rates increased January 1, 2009 from \$1 per hour to \$2 per hour

4% inflation for operational and maintenance costs

No change in demand included in revenue projections

Capital Project in 2012-2013 is Pier railing replacement

# County Lot Fund Projections

	<u>2008-2009</u>	<u>2009-2010</u>	<u>2010-2011</u>	<u>2011-2012</u>	<u>2012-2013</u>
<u>County Parking Fund Revenue (Projected)</u>	\$ 604,500	\$ 804,500	\$ 804,500	\$ 804,500	\$ 804,500
<u>Parking Fund Projected Operating Revenues</u> (Includes \$1 increase)					
<u>Parking Fund Operating Costs/Minor Capital</u>					
Operational Costs (salaries, benefits, goods and services, maintenance, base rent to County)	\$ (329,997)	\$ (444,196)	\$ (449,304)	\$ (454,180)	\$ (444,196)
Increased rent to County from New Meter Rate Capital Projects	\$ (110,000)	\$ (220,000)	\$ (220,000)	\$ (220,000)	\$ (220,000)
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Projected Income	\$ (439,997)	\$ (664,196)	\$ (669,304)	\$ (674,180)	\$ (664,196)
Potential Equity Transfer to General Fund	\$ 164,503	\$ 140,304	\$ 135,196	\$ 130,320	\$ 140,304
	\$ 164,503	\$ 140,304	\$ 135,196	\$ 130,320	\$ 140,304

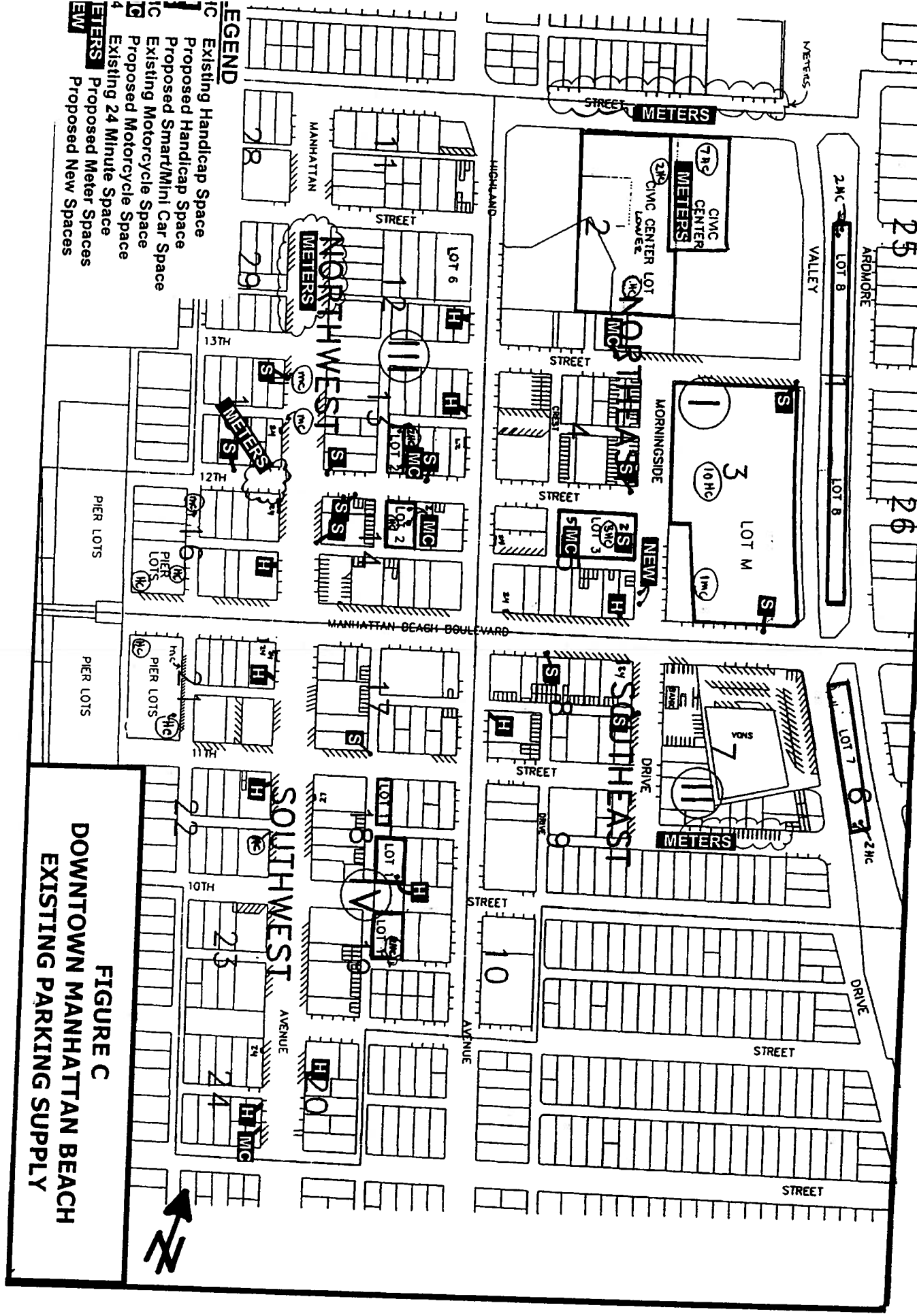
Assumptions:

Rates increased January 1, 2009 from \$1 per hour to \$2 per hour  
 4% inflation for operational and maintenance costs  
 No change in demand included in revenue projections  
 County lease = 55% of gross revenue. Remaining funds used by City to operate lots. Surpluses transferrable to the General Fund

**EXHIBIT**  
**E**

	City	Parking Meter Rates \$	Parking Citation Meter Expire \$	Parking Citation Street Sweep \$	Parking Citation No Parking Red Zone \$
1	<b>BEVERLY HILLS</b> 310-285-2420	.50 - 1.50	\$ 35.00	\$ 45.00	\$35.00 - 65.00
2	<b>EL SEGUNDO</b> 310-524-2300 *(Commercial Only)	NO METERS	N/A	\$ 35.00	\$ 35.00
3	<b>GARDENA</b> 310-217-9500	NO METERS	N/A	\$ 35.00	\$ 40.00
4	<b>HAWTHORNE</b> 310-970-7902	NO METERS	N/A	\$ 35.00	\$ 35.00
5	<b>HERMOSA BEACH</b> 310-318-0225	\$ 1.00	\$ 35.00	\$ 25.00	\$ 35.00
6	<b>HUNTINGTON BEACH</b> 714-536-5237 **(Seniors Exempt)	\$ 1.50	\$ 42.00	\$ 38.00	\$36.00 - 55.00
7	<b>INGLEWOOD</b> 310-412-5301	\$ 0.50	\$ 30.00	\$ 47.00	\$47.00 - 70.00
8	<b>LONG BEACH</b> 562-570-6845	1.00 - 2.00	\$ 35.00	\$ 39.00	\$ 37.00
9	<b>LOS ANGELES</b> 213-485-2121	.50 - 1.50	\$ 40.00	\$ 50.00	\$ 70.00
10	<b>MALIBU</b> 310-456-2489	NO METERS	NO METERS	L A CNTY SHERIFF	L A CNTY SHERIFF
11	<b>MANHATTAN BEACH</b> 310-802-5000	.75 - 1.00	\$ 30.00	\$ 35.00	\$ 35.00
12	<b>NEWPORT BEACH</b> 714-644-3126	.50 - 1.50	\$ 44.00	\$ 41.00	\$ 59.00
14	<b>REDONDO BEACH</b> 310-372-1171	.50 - 1.00	\$ 30.00	\$ 35.00	\$ 35.00
15	<b>SANTA MONICA</b> 310-458-8301	.50 - 1.00	\$ 35.00	\$ 47.00	\$ 47.00
16	<b>TORRANCE</b> 310-618-5880	NO METERS	N/A	\$ 35.00	\$ 35.00

# EXHIBIT 4



# DOWNTOWN PARKING MANAGEMENT PLAN

Downtown Business and Professional Association Meeting - September 11, 2008

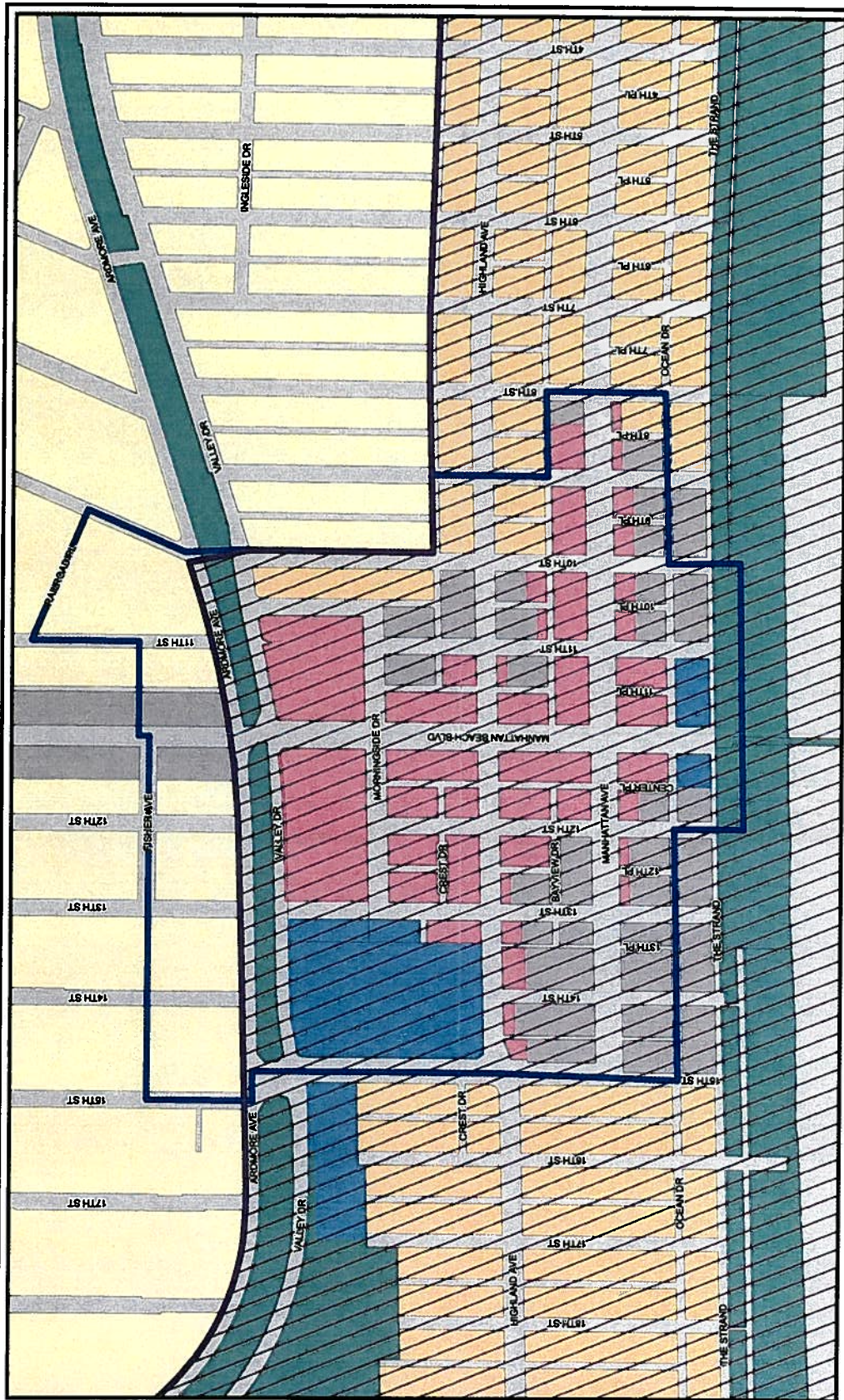
## ITEMS FOR FURTHER CONSIDERATION BY PPIC \*

Comprehensive strategy that would include the following measures:

1. Parking Permit Program with a discount. Open to everybody, not just merchants. Encourage employers to participate in the program and buy parking stickers for their employees.
2. Changes in Lots 1 and 2:
  - 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.
  - b. Lot 2: Move merchant permits to third level in Lot 3, meter the spaces and open them to everybody.
  - c. Allow Lot 1 parking permit holders to park in Metlox and Lot 3 3<sup>rd</sup> level if there is no parking available in Lot 1.
  - d. Designate a 30 min loading zone in both parking lots to address merchants' needs to load and unload.
  - e. Include sunset clause so when the business closes merchant permits cannot be renewed in Lot 1.
3. Aggressive parking enforcement in the Downtown Area, especially the 24 minutes meters.
4. Research additional pay systems to make more convenient to pay for parking meters:
  - a. Immediate solution: make meter keys/coins easily available
  - b. Explore new technologies for the future
5. Improve parking directional signs in downtown.
6. Implement a Public Relations Campaign to promote business participation.
7. Implement moderate increase in street meter rates to encourage parking in parking lots with lower meter rates. Rate increase to cover Parking Fund deficit.
8. Implement a Residential Override Parking Permit program.
9. Evaluate opportunities for additional metered spaces and disabled parking spaces.

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\* These measures are the result of a joint meeting between the Manhattan Beach Downtown Business and Professional Association and City Staff on September 11, 2008.



- Legend**
- Downtown Study Area
  - Coastal Zone
  - Blocks
- Zoning**
- CD - Downtown Commercial
  - OS - Open Space
  - PS - Public and Semi-Public
  - RH - Residential High Density
  - RM - Residential Med Density
  - RS - Residential Single Family



**Coastal Commission  
Jurisdiction  
Downtown Parking Study**

EXHIBIT  
#



# EXHIBIT I

## PARKING METER PAYMENT TYPES

### COIN AND CARD KEY SINGLE METER

Single parking meters are individual parking meters located at each parking space that accept coins and/or coded card keys with pre-loaded cash credit. The City currently has approximately 1,320 card key single meters in the Downtown area.

- Features:
- Accepts coins or cash key
  - Cash key requires deposit for cost to manufacture key
  - Recharging keys can be cumbersome with limited recharging stations
  - Enforcement by viewing expired flag
  - User can not take remaining time to another parking space
  - Requires individual servicing to collect coins
  - Individual units may break down resulting in loss of meter revenue
  - Does not require leaving vehicle to make payment and risk possible citation
  - Simple operation – meter corresponds to parking space
  - Battery operated
  - Few moving parts-long lasting
  - Per Unit Cost - \$

### MULTIPAYMENT SINGLE METER

Multi-payment parking meters are individual parking meters located at each parking space with the ability to accept coins, tokens, credit/debit cards, and/or wireless cell phone payment options. The units can be retrofitted into existing meter bodies or purchased as a complete unit.

- Features:
- Similar to coin and cash key single meter except:
  - No cash keys means no \$10 key deposit or hassles to recharge key
  - Allows multiple payment options (coins, tokens, credit/debit cards and/or cell phone - no bills)
  - Less coins used per meter means less collection service
  - Enforcement is similar to existing meters, plus units wirelessly send alarms to officers
  - User can not take remaining time to another parking space
  - Meter “feeding” still possible
  - Does not require leaving vehicle to make payment and risk possible citation
  - Simple operation – meter corresponds to parking space
  - Data management programs available to monitor meter use (monthly cost)
  - Remote alarms can be sent to summon maintenance or repairs
  - Remote programming to change meter rates or display “Free” messages
  - Time-of-day variable rates or refuse payment during “free” time
  - No receipt or receipt tape refilling.
  - Credit/debit payment require transaction fees (Approx \$0.12 per credit transaction)
  - Wireless telecommunication necessary for on-line credit transactions and data management
  - Battery operated with solar recharging
  - Per unit cost: \$450 to \$495 (\$180,000 for 400 on-street meters)
  - Monthly unit service costs - \$3.50 secure gateway + \$1.50 data management =\$5.00

## PAY-AND-DISPLAY

Pay-and-Display parking meter system is a centralized meter payment kiosk for multiple parking space locations within close walking range, such as on-street parking. Once parked, the user goes to the pay-and-display kiosk, pays for the desired parking duration with coins, credit/debit cards or bills, receives a printed ticket, and returns to the vehicle to affix the ticket inside the windshield.

Features:

- Allows multiple payment options (cash, token, credit/debit cards and/or cell phone)
- Fewer units to service than individual meters = less operating cost / cash handling
- Requires parking officer to read ticket in window rather than red flag on meter
- Unexpired time is not used by next user in parking space
- No loss of meter revenue due to out-of-order single meters
- Requires user to leave vehicle to make payment and risk possible citation
- User must purchase additional tickets at end of maximum time limit
- Less sidewalk clutter by eliminating individual meter posts
- Does not require marking of individual spaces
- Data management programs available to monitor meter use (additional cost)
- Remote alarms can be sent to summon maintenance or repairs
- Time-of-day variable rates or refuse payment during "free" time
- Ticket can be used as receipt for payment
- User can take remaining time to another parking space
- Credit/debit payment require transaction fees (Approx \$0.12 per use)
- Hard-wire or wireless telecommunication necessary for on-line credit transactions and data management option
- Solar powered options
- Per unit cost: \$7,000 to \$15,000

## PAY-BY-SPACE

Pay-by-Space parking meter system is a centralized meter payment kiosk that typically serves large parking lots. Once parked, the user notes the parking space number, goes to the Pay-by-Space kiosk, enters their space number, pays for the desired parking duration with coins, credit/debit cards or bills, receives a printed ticket, and leaves for their destination. There is no need to return to the vehicle.

Features:

- Similar to Pay-and-Display except:
- Each space must be marked with a number
- Works best at parking locations with limited access points
- User does not have to return to space; the space is logged into the kiosk
- User can not take remaining time to another parking space
- Enforcement is monitored at central location, either the kiosk or via wireless telecommunication
- Overall costs generally lower than Pay-and-Display due to fewer number of kiosks
- Per unit cost: \$7,000 to \$15,000

## AUTOMATED CHANGE MACHINE

Automated change machines are centralized kiosks that typically serve a concentrated parking area. Once parked, a user that does not have coins or a cash key can go to the automated change machine, obtain coins or tokens for an equivalent amount in credit/debit cards, bills and sometimes by cell phone, and returns to their vehicle to insert the coins into the individual parking meter.

Features:

- Allows multiple payment options (cash, token, credit/debit cards and/or cell phone)
- Offers centralized location to obtain coins for meter use instead of asking retailers
- Uses existing meters and citation methods
- Meter "feeding" still possible
- Requires user to leave vehicle to make payment and risk possible citation
- User must return to feed meter if expired within maximum time limit allowed
- May encourage use of machine to exchange money for other uses
- Requires regular maintenance and service to restock coins or fix jams
- Large central storage of coins and deposited cash may encourage vandalism
- Credit/debit payment require transaction fees (Approx \$0.12 per use)
- Hard-wire or wireless telecommunication necessary for on-line credit transactions
- Solar powered options
- Per unit cost: \$5,000 to \$10,000

## COURTESY PAYMENT BOXES

Courtesy payment boxes were in vogue many years ago for long term parking in public lots as a way to collect voluntary or required payment for lot maintenance. Users would deposit bills or coins in the designated amount through a slot with the parking space number to verify meter payment. Any parked vehicles corresponding to slots without the correct deposited amount could be given a parking citation. A parking maintenance service would have to empty the boxes daily or more often to remove the cash. Once familiar in beach lots, most boxes have since been removed due to low revenue collection, disrepair, vandalism and failure to properly use the system.

## CASH KEY RECHARGE STATIONS

A cash key recharge station is a device operated by authorized personnel to load additional cash credit on a user's key in the amount desired. The recharge station is generally located in a secure location where cash transactions can be made safely and under surveillance. One possible location is the Police Department, where a recharge station would be made available to the public during non-working hours and weekends. The current recharge stations are located a City Hall and the Chamber of Commerce.

## CASH KEY DISPENSERS

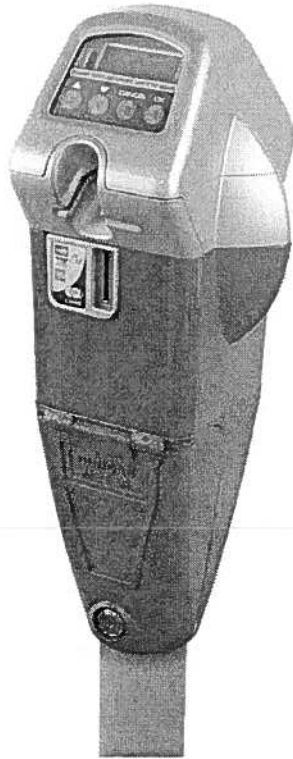
The City has unsuccessfully pursued the purchase of a cash key dispensing machine that would provide pre-loaded cash keys in exchange for an equivalent amount deposited into the machine. These machines would be located in public areas close to a high concentration of metered parking. To date, the manufacturer has not been able to deliver on the City's request. This machine would have similar features to an Automated Change Machine. (See above.)

Parking industry studies have indicated that up to 75% of all parking meter transactions are by credit/debit card when this payment option is offered.



## IPS Single Space Parking Meter

Wireless Credit Card, Debit Card, and Coin Meter  
Model SSPM-2007



The IPS Single Space Parking Meter (SSPM) provides the perfect upgrade path for cities and towns wanting to accept Credit and Debit Card payments without having to make major changes the current method of doing business, incurring high monthly costs for consumables, and having to deal with printer jams and confused motorists.

The IPS Single Space Parking Meter is engineered to be a direct retrofit and will work with your existing single space poles and lower housings in a few seconds, thereby minimizing installation time, cost and risk. The meter is battery powered and a solar array keeps the battery charged. No external power is run to the meter.

The IPS Single Space Parking Meter communicates with the host system using wireless technologies such as Cellular, Zigbee or WiFi. This enables encrypted Credit and Debit Card transactions as well as remote status reporting and configuration of the meter. Status and fault notifications can now automatically be relayed to maintenance staff via email or text message to improve service and minimize downtime.

With a well-established history of parking meter manufacture and outsourcing – IPS has designed its range of parking meters with ease of use and reliability in mind. The meter is robust and extremely resistant to vandalism.

### Major Features:

- Accepts Credit Cards, Debit Cards, and Coins
- SSL Encrypted Communications
- Compatible with existing meter maintenance equipment and collection carts.
- Low maintenance – easy, modular design and drop-in replacement.

### Options:

- Pay By Cell
- Contactless Credit Card
- Reset to Zero
- Advanced Management System

### IPS GROUP, Inc.

12526 High Bluff Drive, Suite 165  
San Diego, CA 92130  
U.S.A.

Phone: (858) 764 4225 Fax: (858) 764 4226

Email: [info@ipsgroupinc.com](mailto:info@ipsgroupinc.com)

Web: [www.ipsgroupinc.com](http://www.ipsgroupinc.com)

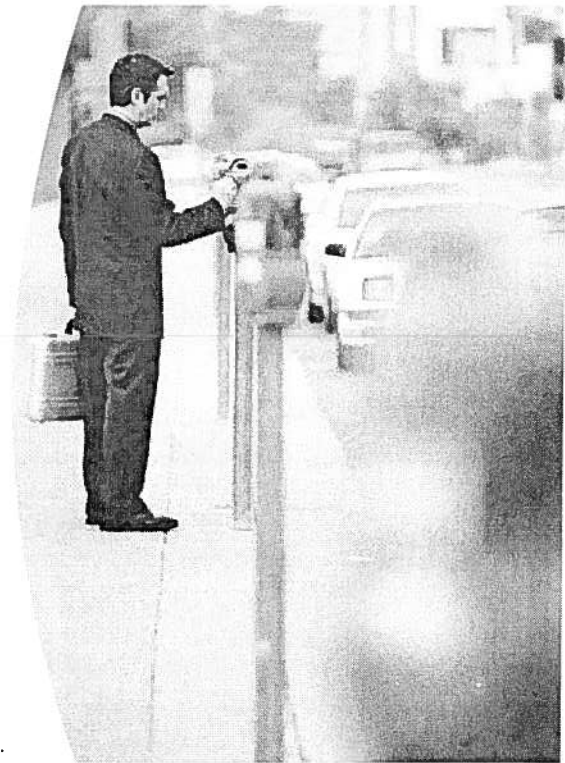
EXHIBIT  
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## Single-Space Meters

Smart technology for true system integration and intelligent parking management

There are good reasons that the majority of single-space parking on streets and lots across North America are metered by Duncan Solutions®. It's because our meters offer matchless reliability and functionality. Duncan® single-space electronic meters use our patented operating system and intelligent software to run powerful management applications. Data such as audit, maintenance status, battery condition, self-diagnostics events and location are readily available. The results are higher accuracy, streamlined operations and long-lasting benefits to your entire parking program.



Raising the bar for craftsmanship, durability and performance

- **Long-lasting reliability.** Next-generation construction and electronics.
- **Improves uptime.** Patented coin recognition avoids jams.
- **Reduces upkeep.** No moving parts or exposed wires for longer, easier performance.
- **Increases revenues.** Programmable to use Smart Cards.
- **Saves time and money.** Easily reprogram time and rate in just seconds.
- **Enhance management and planning.** Generates records of audit, inventory and maintenance.
- **Streamline enforcement.** Easy-to-read, bright liquid crystal displays.
- **Efficient system integration.** Patented operating system and smart software communicate with authorized data terminals.
- **Added security.** Option of patented Duncan® CashKey™ and/or CashCard™ protects against fraudulent manipulation of data.
- **Cost-effective.** Compatible with all Duncan® housings.



Expanded Functionality.  
Enhanced Reliability.



DUNCAN® EAGLE OPTIMA

Designed for multi-use, E-Purse Smart Cards

Extra security via SAM (Secure Access Module)

Dot-matrix backlit LCD for easy nighttime visibility and custom message capability

User-friendly decrement button



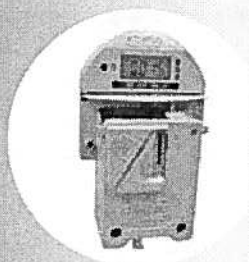
DUNCAN® EAGLE 2100™

Best coin recognition in the industry

Exceptionally robust card reader

Gold contacts for years of trouble-free operation

Molded card wiper for extra protection



DUNCAN® EAGLE CK

Cost-conscious choice for upgrading from mechanical to electronic

Popular, reliable meter since 1994

Uses common 9-volt battery

Convenient Duncan® CashKey™ debit system



*Integrating and streamlining  
your entire parking and  
enforcement process*

METERS  
HANDHELDS  
PROCESSING  
COLLECTIONS

METER SOLUTIONS

*From initial needs evaluation through lifecycle support,  
Duncan Solutions, Inc. is your single source partner.  
End-to-end or modular, we offer intelligent solutions for:*

- >> ENFORCEMENT. Handheld Citation Issuance Computers, Enforcement Software, Management Software
- >> PARKING METERS. Pay-by-Space, Pay & Display, Single Space
- >> CITATION MANAGEMENT & DEBT COLLECTION. Processing, Collections, Customer Call Center, Permit Management, Appeals & Correspondence Management
- >> FINANCE OPTIONS & PARTNERSHIP PACKAGES. Purchase, Lease, Lease to Own, Revenue Sharing, Concession Models, Performance Contracting

duncan  
solutions

Suite 1600  
633 W. Wisconsin Avenue  
Milwaukee, Wisconsin 53203  
888.99DUNCAN  
or 888.993.8622

[www.duncansolutions.com](http://www.duncansolutions.com)

*The Duncan® RSV3's award-winning stainless steel cabinet houses the world's most innovative parking system software for total integration of parking, processing and management.*



## Multi-Space Meters

The world's most advanced meters generate rapid return on investment

**Duncan® multi-space meters** know no equal when it comes to maximizing parking program success. Designed to simplify and optimize parking management and enforcement, our multi-space meters give you the control, insight and performance reports you need to strengthen decision making and enforcement, and grow revenues. In addition to being exceedingly durable and secure, their award-winning, aesthetically pleasing design conforms with and enhances city streetscapes.

Multi-space meters from Duncan Solutions are the only meters that communicate with AutoCITE® handheld citation writers, greatly increasing any officer's speed and accuracy when it comes to writing citations. Precise, real-time meter status is readily available to reinforce the adjudication process. Our wireless management system option provides online, secure access of audit, transaction and maintenance data and real-time reporting. With maximized accuracy, streamlined operations and simplified management, Duncan® multi-space meters deliver a rapid return on investment.

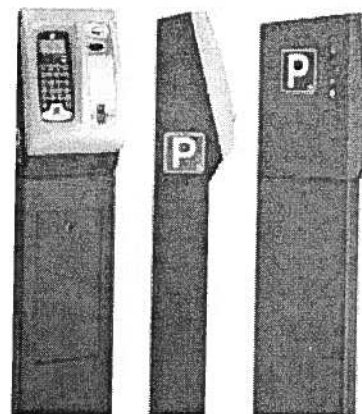


## Pay-by-Space Meters

**Next-generation features and functionality for peerless advantages**

- **Safe & secure.** High-security design provides unequalled asset protection. Locked cashbox exchange means no handling of cash on the street.
- **Convenient.** Accepts payments from credit, debit or smart cards, coins or cell phones. Text message reminder when time is low. Time can be extended by cell phone.
- **Improves compliance.** Interactive help screens, multiple languages and range of payment options encourage use and increase revenues.
- **Simplifies enforcement.** Eliminates "windshield walking" with remote ability to quickly check status of all cars from the patrol car or across the street.

*Offering advanced, technology at an affordable price, the Duncan® RMV1 is available in a range of color-customizable, double-skinned metal housings. Modular design enables placement on a wall, building, parking structure... wherever you choose.*



- **Efficient.** One meter can manage multiple spaces for minimal maintenance and decreased sidewalk clutter.
- **Strengthens planning.** Electronic diagnostic capabilities help refine repair operations, maintenance routes, revenue collection schedules and rates.
- **Optimizes management.** Patented online management and reporting tools let you monitor meter performance, automatically collect audit data and analyze transactions.
- **Cost-effective advancements.** Easy upgrades to hardware, electronics and software without replacing the long-lived cabinet.
- **Reduces maintenance.** Minimal moving parts and modular solid-state design ensure less problems and easy, logical service procedures. Real-time fault detection increases uptime.
- **Strengthens adjudication.** Increased accuracy in issuance and information transfer reduces contested cites and dismissal rates.

*With advanced wireless technology, the Duncan MX is a fully integrated pay-and-display meter.*



## Pay-and-Display Meters

### Smart, flexible and easy-to-use

- **Reliable.** Design simplicity and field-proven, top-quality components ensure consistently superb performance.
- **Flexible.** Elegant styling complements streetscapes, parking garages and lots. Modular to fit anywhere that requires a parking receipt.
- **Tough & secure.** Durable stainless steel housing is vandal resistant, long-lasting and easy to maintain.
- **Safe.** Locked cashbox exchange means no handling of cash on the street.
- **Convenient.** Program with your choice of payment options: credit, debit or smart cards, cash or cell phone.
- **Easy use.** Illuminated LCD interface and interactive messages guide users through the process.
- **Enhances control.** Electronic diagnostic capabilities help refine repair operations, maintenance routes, revenue collection schedules and rates.
- **Optimizes management.** Patented online management and reporting tools provide real-time visibility of revenue, audit and transaction data for optimum asset management.
- **Cost-effective advancements.** Easy upgrades to hardware, electronics and software without replacing the cabinet.

*Integrating and streamlining  
your entire parking and  
enforcement process*

METERS  
HANDHELDS  
PROCESSING  
COLLECTIONS

METER SOLUTIONS

*From initial needs evaluation through lifecycle support,  
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- >> FINANCE OPTIONS & PARTNERSHIP PACKAGES.  
Purchase. Lease. Lease to Own, Revenue Sharing.  
Concession Models, Performance Contracting

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## A Smart Component of a Successful Parking Program

*“The improved performance of multi-space meters results in significantly increased meter revenue and more accurate citations, which lead to a reduction in contested cites and dismissal rates and increased citation revenue.”\**

On-street parking is a scarce resource and requires considerable oversight in order to meet the needs of the traveling public and land uses, particularly in the commercial and retail areas of cities. According to a white paper prepared by Diane Cunningham and Frances Banerjee, when meters are installed to regulate parking restrictions, parking programs can increase revenues. In turn, parking meter revenue can be used to construct off-street parking facilities and citation revenue can be used to build a city’s general fund.

The electronic meter ushered in a new era of on-street parking management and contributed greatly to the transition of parking programs from a simple way of managing curb regulations into a public sector “business” replete with benchmarks for operating costs and enforcement efficiencies. Parking meters became an important element of transportation programs and a source of dedicated parking revenue, as well as general fund revenue. A reliable and efficient parking meter plan is now essential for a successful program.

The latest technological advancement, the multi-space meter, offers dramatic enhancements in operability, maintenance, collections, revenue and customer convenience. These meters provide the same advantages typically associated with electronic meters, such as reconciliation of revenue with collection, ability to assist



*\*Excerpts from the white paper  
“On-Street Parking: Components  
of a Successful Program”  
by Diane L. Cunningham  
and Frances T. Banerjee*

adjudication by verifying meter performance, information to manage collection, maintenance and repair schedules, etc. The difference, however, is their level of performance since multi-space



meters can perform at nearly 100 percent operability.

In particular, Pay-by-Space meters have

proven to be highly reliable in terms of dramatically improved operability; reduced maintenance, repair and collection costs; reduction in vandalism; and the availability of online viewing of meter operations from a centralized computer. Most models accept credit cards and other payment methods, improving customer service and reducing theft.

When the Pay-by-Space meter includes the unique feature that shows the status of each parking space, enforcement is greatly enhanced. Officers can patrol the beat from

vehicles since each meter displays which spaces have expired. Enforcement efficiencies can lead to increased parking patrols, which in turn may result in increased citation revenue. Meter revenue is improved due to reliable meter operability, use of credit cards and reduced vandalism. Plus, no paper transactions are required, eliminating the costly ongoing expense of paper. In addition, because the motorist is not required to return to the vehicle after paying for the space, customer convenience is enhanced.

Increasingly, cities are exploring the operational benefits offered by technological advances in new meter equipment, such as Pay-by-Space. Selection of the

right type of equipment can play a key role in increasing parking enforcement efficiency and revenue from meters and citations.\*



#### DUNCAN AESTHETICS

Duncan Pay-by-Space meters are designed to enhance a city's streetscape and add to its ambiance. Standing about four feet high and with a scant 8 2/3" x 11" footprint, Duncan meters are easy and inviting to operate, even for a first-time user. Backlit LCD screens allow the meter to be operated from both seated (wheelchair access) and standing heights. Buttons and screens are laid out in an ergonomically correct manner. Smart design ensures that the user's hands do not obscure the screen during transactions. Finishing is marine-grade steel, paint-resistant and available in a variety of colors.

#### DUNCAN FUNCTIONALITY

Due to its intuitive design, few instructions are needed on Duncan meters. The helpful interactive prompts guide users through the simple and quick payment process. Easy-to-read screens plainly convey an almost unlimited variety of customizable messages, making operation easy for anyone. Pay-by-Space meters easily handle many different spaces, variable rate periods and a variety of languages, enhancing public acceptance and simplifying management. In addition, as the need for alternate forms of payment increases, a single, interactive screen becomes even more important. Meters that lack this advanced level of functionality are unable to tell a user that a card is upside down, needs to be inserted more slowly, has an insufficient balance, etc. Duncan meters handle all this and much more.

## Choice is good.



Our goal is to make parking a win-win for everyone: the City or organization, motorists, parking managers, even local businesses. Our meter payment options are designed to optimize the parking experience and improve revenues.



**Pay by Cell Phone.** Your parking meter is about to expire. You know because your cell phone just alerted you. No need to panic. Just add time with your cell phone from wherever you are. It's a Duncan® multi-space meter with technology from **mPARK**, the leading mobile parking payment system. Motorists can pay for parking or add time to a meter via a cell phone. Simply call the toll-free number, key in the meter number and purchase time or add extra time. Charges are billed to a credit card, providing an expense record. Proven to increase average revenue in parking meters, mPARK is available with all our multi-space meters.



**Pay with a Card.** Forget the frantic search for the right change. When motorists use a debit, credit or Smart card, they tend to increase the amount of their meter payments. With a Duncan® meter, cards never leave the motorist's hand. Because there's no chance of cards getting stuck, downtime is minimized and customer satisfaction is maximized.

**Pay with Cash.** The superior coin recognition of Duncan® meters simplifies the pay-with-cash option. Minimized chance of a jammed foreign object translates to reduced maintenance and increased uptime.

## Duncan® Pay-by-Space Meters The World's Most Advanced



Duncan meters know no equal when it comes to maximizing parking program success. They're the only meters that communicate with AutoCITE™ handheld citation issuance computers, greatly increasing any officer's speed and accuracy when it comes to writing citations. Precise, real-time meter status is readily available to reinforce the adjudication process. Staff can provide motorists with an instant printout of the meter status that relates to a contested citation as proof that the citation is valid.

AutoTRAX™, a wireless management system option, provides online, secure access of audit, transaction and maintenance data and real-time reporting. Duncan meters offer a variety of payment options: coins, credit card, Smart Cards and cell phone with mPark technology.

In addition to being exceedingly durable and secure, Duncan Pay-by-Space's award-winning, aesthetically pleasing design conforms with and enhances city streetscapes. With maximized accuracy, streamlined operations and simplified management, Duncan Pay-by-Space meters deliver a rapid return on investment.

### DUNCAN AUDIT CAPABILITY

Duncan meters' intelligent cashbox system is powerful and simple, ensuring that audit data is recorded from each machine at exactly the same time as cash is collected. The secret is an advanced data chip located on the cashbox, itself. While the cashbox is in the meter, the data chip is constantly updated with audit, transaction and maintenance data. When the cashbox is collected, so is the data. The audit can never be out of sync.

The advanced coin validator ensures that only accounted-for cash winds up in the cashbox. As an example, the City of San Francisco currently operates its audit system at 99.55% accuracy of counted coins over 1,700 metered spaces. Duncan's powerful cashbox system allows the city to perform a real per-meter audit of data vs. actual cash. With the AutoTRAX wireless management system option, Duncan Pay-by-Space meters can also provide this information online, in real time for dynamic reporting and management of meters.



## Duncan Pay-by-Space Meters Generate Rapid Return on Investment

Its inherent advantages over all other types of meters make Duncan Pay-by-Space the logical choice for cities and facilities seeking to start or improve parking programs. Next-generation features and functionality make Duncan meters more convenient and easier to use.

- **Unparalleled reliability.** They're simple to maintain and have no moving parts, no paper to reload and no printer to maintain. That means less time and money spent on maintenance.
- **Ease and convenience.** Multiple payment options increase user satisfaction and revenues. Cell phone reminders when time is low offer additional convenience.
- **Cost-effective enforcement.** Checking for violations is fast and easy. Street-side displays light up in red indicating expired spaces. An option is also available for AutoCITE that enables officers to check space status by beaming the data from the meter's infrared port.
- **Real-time communication.** Real-time audit capability tells officers where cars are parked and for how long. If a meter malfunctions or is being vandalized, a technician is alerted, resulting in greater uptime. Real-time supply-and-demand information can be used for stronger decision-making, including the ability to change parking rates on the fly – an essential capability for managing parking assets to their fullest value.
- **Successful adjudication.** AutoTRAX documents when a meter expired and when a citation was issued. The result is fewer contested citations and a higher rate of favorable outcomes.
- **Enhanced streetscapes.** Attractive, color-customizable cabinets are high-tech and elegant. Stainless-steel casings are graffiti- and paint-resistant for a long-lasting, high-quality appearance.

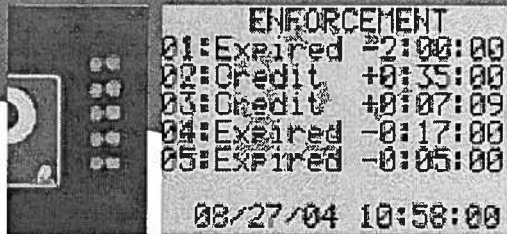
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Computers, Enforcement Software, Management Software

>> PARKING METERS. Pay-by-Space, Pay & Display, Single Space, In-Car

>> CITATION MANAGEMENT & DEBT COLLECTION.  
Processing, Collection, Customer Call Center, Permit  
Management, Appeals & Correspondence Management

>> FINANCE OPTIONS & PARTNERSHIP PACKAGES.  
Purchase, Lease, Lease to Own, Revenue Sharing,  
Concession Models, Performance Contracting



*(Left) Red lights enable officers to quickly view expired spaces from a distance, saving time and energy. (Right) A variety of real-time data is available with AutoCITE.*

PAY-BY-SPACE



Parking & Enforcement.  
From Start to Finish.

Suite 1600  
633 W. Wisconsin Avenue  
Milwaukee, Wisconsin 53203  
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or 888.993.8622



*Changing the World...*

*One Bill at a Time*

**Hamilton Manufacturing Corp.**

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## Gold Line® 3600R

### High Capacity, Rear-Load

Hamilton's 3600R Series Changer offers more versatility than ever before. It can be ordered with one, two or three hoppers, single or dual validators, and a coin acceptor to fit the needs of your business. The 3600R is built in a rugged 3/16" thick carbon steel cabinet with a stainless steel faceplate. It is also equipped with the Audit Pro 2000 Controller for a convenient way to control payout combinations and auditing capabilities.

#### Changes/Pays

\$1, \$5, \$10, \$20 to Coins/Tokens

#### Features

- Hamilton XE Validator (with Tokenote® acceptance)
- 1000 Bill Stacker
- Two heavy duty Medeco® locks
- 7 gauge stainless steel
- Maximum Capacity: \$1200QTRS
- Audit Pro 2000
- Power: 120 VAC 60 Hz
- Weight: 325 lbs.

#### Options

- Hamilton STA (with Tokenote® acceptance), Coinco®, Mars®, Conlux® or CashCode® Validators
- Coin Acceptor
- Audit Pro Hand Held Remote
- Separating Stacker (with XE only)
- Token Face Panel
- Portable Thermal Report Printer

#### Dimensions: U.S. & Metric

Cabinet & Minimum Wall Opening:  
34 7/8" H x 21 1/4" W x 14 3/8" D  
88.6 cm H x 54 cm W x 36.5 cm D  
Faceplate: 38 3/8" H x 24 3/4" W  
x 3/16" D  
97.5 cm H x 63 cm W x .48 cm D

## DRS

### Dual Rear-Load

For high volume locations, Hamilton offers the model DRS rear-load changer. The DRS is actually two separate changers in one all stainless steel cabinet, to insure back-up service. It comes fully equipped with two identical sets of components, including validators and hoppers giving you a total of \$2400 quarter capacity. The DRS also features a stainless steel wrap-around anti-pry door for added security.

#### Changes/Pays

\$1, \$5, \$10, \$20 to Coins or Tokens

#### Features

- Hamilton XE Validator (with Tokenote® acceptance)
- 1000 Bill Stacker
- 11 gauge stainless steel
- Two heavy duty Medeco® plug locks
- Maximum Capacity: \$2400 QTRS
- Power: 120 VAC 60 Hz
- Weight: 230 lbs./104K

#### Options

- Hamilton STA (with Tokenote® acceptance), Coinco®, Conlux® or Mars® Validators
- Separating Stacker (with XE Only)
- Token Face Panel
- Audit Pro 2000/Hand Held
- Portable Thermal Report Printer (must be purchased with Audit Pro 2000)

#### Dimensions: U.S. & Metric

Cabinet & Minimum Wall Opening:  
34-3/4" H x 18-3/16" W x 14-7/16" D  
88.3 cm H x 46.4 cm W x 36.8 cm D  
Faceplate: 38-5/16" H x 21-5/8" W  
97.3 cm H x 54.9 cm W

## RNS

### Single Rear-Load

The RNS features an all stainless steel cabinet with wrap-around anti-pry door designed for additional security and one stainless steel hopper with a \$1200 quarter capacity.

#### Changes/Pays

\$1, \$5, \$10, \$20 to Coins or Tokens

#### Features

- Hamilton XE Validator (with Tokenote® acceptance)
- 1000 Bill Stacker
- 11 gauge stainless steel
- Two heavy duty Medeco® plug locks
- Maximum Capacity: \$1200 QTRS
- Power: 120 VAC 60Hz
- Weight: 150 lbs./68K

#### Options

- Hamilton STA (with Tokenote® acceptance), Coinco®, Conlux® or Mars® Validators
- Separating Stacker (with XE Only)
- Token Face Panel
- Audit Pro 2000/Hand Held
- Portable Thermal Report Printer (must be purchased with Audit Pro 2000)

#### Dimensions: U.S. & Metric

Cabinet & Minimum Wall Opening:  
34-1/2" H x 9" W x 13" D  
89.6 cm H x 22.9 cm W x 33 cm D  
Faceplate: 38-1/2" H x 12" W  
97.8 cm H x 30.5 cm W

## ER-60

### Economy Rear-Load

Specifically designed for lower volume locations, the ER-60 features the same dependability as the entire Hamilton changer line with a \$600 quarter capacity.

#### Changes/Pays

\$1, \$5, \$10, \$20 to Coins or Tokens

#### Features

- Hamilton XE Validator (with Tokenote® acceptance)
- 1000 Bill Stacker
- 7 gauge carbon steel cabinet, stainless steel faceplate
- Two heavy duty Medeco® plug locks
- Maximum Capacity: \$600 QTRS
- Power: 120 VAC, 60 Hz
- Weight: 135 lbs./61K

#### Options

- Hamilton STA (with Tokenote® acceptance), Coinco®, Conlux® or Mars® Validators
- Separating Stacker (with XE Only)
- Token Face Panel
- Audit Pro 2000/Hand Held
- Portable Thermal Report Printer (must be purchased with Audit Pro 2000)

#### Dimensions: U.S. & Metric

Cabinet & Minimum Wall Opening:  
20-3/4" H x 15" W x 13" D  
52.71 cm H x 38.10 cm W x 33.02 cm D  
Faceplate: 24-3/4" H x 18" W  
62.87 cm H x 45.72 cm W



## HS-2/HS-3

### Versatile Front-Load

Choose the HS-2 for two hopper capacity or the HS-3 for three hopper capacity. As always, these hoppers have a \$1200 quarter capacity each and are built of durable carbon steel with Hamilton's exclusive direct-payout feature.

### Changes/Pays

\$1, \$5, \$10, \$20 to Coins or Tokens

### Features

- Hamilton XE Validator (with Tokennote® acceptance)
- 1000 Bill Stacker
- 7 gauge carbon steel
- Two heavy duty Medeco® plug locks
- Maximum Capacity:  
HS-2 - \$2400 QTRS  
HS-3 - \$3600 QTRS
- Power: 120 VAC 60 Hz
- Weight: 280 lbs./127K

### Options

- Hamilton STA Validator (with Tokennote® acceptance)
- Separating Stacker (with XE Only)
- Token Face Panel
- Console Base
- Coin Acceptor
- Audit Pro 2000/Hand Held
- Portable Thermal Report Printer (must be purchased with Audit Pro 2000)

### Dimensions: U.S. & Metric

41-3/8" H x 20" W x 12-7/8" D  
105 cm H x 50.8 cm W x 32.7cm D

## 1200FL-S & 1200FL-C

*FL-S Recommended for Outdoor Use*

*FL-C Recommended for Indoor Use*

### Heavy Duty Front-Load

The Gold Line 1200FL-S features an 11-gauge stainless steel cabinet while the 1200FL-C is built with an 11-gauge carbon steel cabinet. Both machines include the same high quality components including Hamilton's stainless steel hopper with a \$1200 quarter capacity.

### Changes/Pays

\$1, \$5, \$10, \$20 to Coins or Tokens

### Features

- Hamilton XE Validator (with Tokennote® acceptance)
- 1000 Bill Stacker
- 11 gauge steel
- Two heavy duty Medeco® plug locks
- Maximum capacity: \$1200 QTRS
- Power: 120 VAC 60 Hz
- Weight: 1200FL-S/130 lbs.;  
1200FL-C/160 lbs.

### Options

- Hamilton STA (with Tokennote® acceptance), Coinco®, Mars®, Conlux®, or CashCode® Validators
- Separating Stacker (with XE only)
- Coin Acceptor
- Token Face Panel
- Console Base
- Audit Pro 2000/Hand Held
- Portable Thermal Report Printer (must be purchased with Audit Pro 2000)

### Dimensions: U.S. & Metric

26" H x 19 1/8" W x 12 27/32" D  
66.04 cm H x 48.58 cm W x 32.62 cm D

## 2000V/2600V

*Recommended for Indoor Attended Locations*

### High Capacity, Economy

The 2000V/2600V changer, designed to be economical while still maintaining the quality, security, and dependability you expect from Hamilton. The 2000V is a one-hopper high capacity model. The 2600V is a two-hopper model for multiple coins or increased capacity.

### Changes/Pays

\$1, \$5, \$10, \$20 to Coins or Tokens

### Features

- Hamilton XE Validator (with Tokennote® acceptance)
- 1000 Bill Stacker
- 12 gauge carbon steel cabinet
- Four-point high security locking mechanism
- Blue, Green, Red or Black and White Face Panel
- Maximum Capacity:  
2000V - \$2000 QTRS  
2600V - \$2600 QTRS
- Coinco® Power: 120 VAC, 60 Hz
- Weight: 135 lbs./61K

### Options

- Coinco® or Mars® Validators
- Token Face Panel
- Coin Acceptor
- Audit Pro 2000/Hand Held
- Portable Thermal Report Printer (must be purchased with Audit Pro 2000)

### Dimensions: U.S. & Metric

34" H x 18" W x 131/4" D

## VN-1

*Recommended for Indoor Attended Locations*

### One Hopper Slim Line

The Gold Line® VN-1 Changer has been redesigned to allow you to choose from a variety of validators, including the Hamilton XE or STA with Tokennote® acceptance, Coinco®, Mars®, CashCode® or Conlux®. It has a \$1200 quarter capacity hopper and is built in a lightweight cabinet for mounting versatility. It can be placed on the available header and base kit or mounted to a wall.

### Changes/Pays

\$1, \$5, \$10, \$20 to Coins or Tokens

### Features

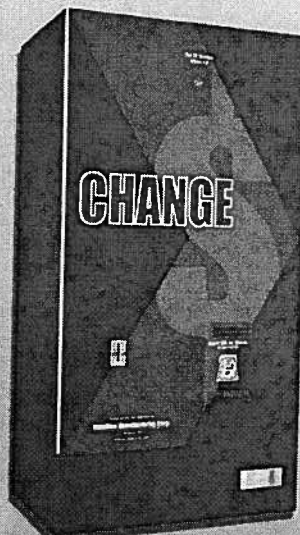
- Hamilton XE Validator (with Tokennote® acceptance)
- 1000 Bill Stacker
- 12 gauge steel
- Removable metal faceplate in matte black finish
- 3-point locking system
- Maximum Capacity: \$1200 Qtrs
- Power: 120 VAC 60 Hz
- Weight: 115 lbs./52K

### Options

- Hamilton Coinco®, Mars® or CashCode® Validator
- Token Face Panel
- Red Cabinet
- Header and Base Kit
- Audit Pro 2000/Hand Held
- Portable Thermal Report Printer (must be purchased with Audit Pro 2000)

### Dimensions: U.S. & Metric

36-3/8" H, 9-15/16" W, 13-1/4" D  
92.4 cm H x 25.4 cm W x 33.6 cm D





## E-385 / E-770

Recommended for Indoor Attended Locations

### One & Two Hopper Economy

The E385 and E770 Economy Changers are designed to provide reliability at a lower cost without sacrificing quality.

The E385 is a single hopper machine with a quarter capacity of \$385.

The E770 is the two hopper model with a quarter capacity of \$770.

Whichever model you choose, it maintains its compact design to be the ideal space saving changer.

The Model E385T/E770T designed to dispense metal tokens is also available.

### Changes/Pays

E385 - \$1, \$5, \$10, \$20 to coins or tokens

E770 - \$1, \$5, \$10, \$20 to coins or tokens

### Features

- Coinco® Validator
- 14 gauge steel
- 3-point locking system
- Maximum Capacity:  
E385 - \$385 QTRS  
E770 - \$770 QTRS
- Power: 120 VAC 60 Hz
- Weight: E385-58 lbs/E770-75 lbs

### Options

- Conlux® Validator
- Header and Base Kit
- Token Face Panel
- Red Cabinet

### Dimensions: U.S. & Metric

22-3/8" H x 12" W x 15-1/4" D

57.38cm H x 30.48cm W x 38.74cm D



## Options



XE Validator



Audit Pro Hand-Held



Tokenotes®



Data Access Network

### Validators

Choose from the Hamilton XE or STA with Tokenote® acceptance or the Mars®, Coinco®, CashCode® or Conlux® Validators.

### Audit Pro 2000/Hand Held

A convenient way to view audit data and change payout options. All coin, bill and Tokenote® payout transactions are displayed on the LCD screen.

(Not available in the E385/E770)

### Portable Thermal Printer

Print hard copy audit reports. The printer can be purchased with the Audit Pro 2000/Hand Held to print audit data.

### Separating Stacker

Holds up to 1200 bills and separates \$1 bills from \$5, \$10 and \$20 bills. Easy bill removal from front or back of stacker. (For use with XE Validator only.)

### Tokenotes®

For Changers with Hamilton Validators, Tokenote® acceptance is available. Tokenotes® are used the same as paper currency, but reduce the amount of cash handling within your business.

### Data Access Network / ADAM Modules

Monitor changers and other devices remotely via Hamilton's Data Access Network & ADAM Modules. Contact Hamilton sales department for more information.

## Headers & Bases

### Header & Base Kit

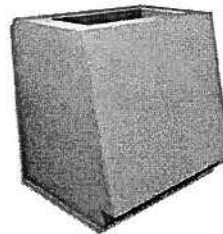
For 72" In-Line Banking. For use with the VN-1, E385/E-770 and 2000V/2600V Changers. Color Options: Black or Red

### Console Bases

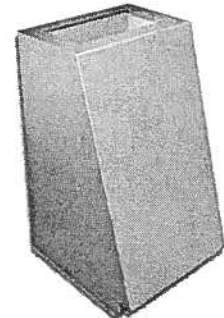
Large Console Base available for the HS Series Changers.  
Medium Console Base available for the 1200FL Series Changers.  
Color Options: Grey or Black



VN-1 shown with Header & Base Kit



Large Console Base



Medium Console Base

### Token Face Panel

For changers dispensing tokens, a token face panel is available at no additional cost.

### Coin Acceptor

A Slugbuster® or IDX® Coin Acceptor is available for the 3600R, 1200FL or 2000/2600V Series Changers. A Coinco® coin acceptor is available for the HS Series Changers.

### Out-of-Service Relay Kit

Permits connection of your Hamilton product to the wash computer or a paging system to notify you of a service problem. (Not available in the E385/E770 or 2000V/2600V changers)

### Locking Hopper Cover

Deters removal of coins from an open hopper. (Not available in the E385/E770, ER-60 or 2000V/2600V changers)

### Locking Stacker Cover

Helps prevent removal of currency from the stacker in front-load model changers. (For use with the 1200FL Series, VN-1, 2000V and HS Series Changers.)

For more information contact your local Hamilton Distributor

Subject to change without notice

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Document #5115

Rev 8/07

# Hamilton Changer Price List 2008

## 3600R Rear Load Model Changers



VALIDATOR	QTY VALIDATORS	QTY HOPPERS	MAXIMUM CAPACITY	PRICE
Hamilton STA	2	3	14,400 Quarters	\$ 6,295.00
Hamilton XE	2	3	14,400 Quarters	\$ 5,895.00
Mars	2	3	14,400 Quarters	\$ 5,895.00
CashCode	2	3	14,400 Quarters	\$ 5,695.00
Coinco	2	3	14,400 Quarters	\$ 5,495.00

Hamilton STA	1	3	14,400 Quarters	\$ 5,095.00
Hamilton XE	1	3	14,400 Quarters	\$ 4,895.00
Mars	1	3	14,400 Quarters	\$ 4,895.00
CashCode	1	3	14,400 Quarters	\$ 4,795.00
Coinco	1	3	14,400 Quarters	\$ 4,695.00

Hamilton STA	2	2	9,600 Quarters	\$ 5,995.00
Hamilton XE	2	2	9,600 Quarters	\$ 5,595.00
Mars	2	2	9,600 Quarters	\$ 5,595.00
CashCode	2	2	9,600 Quarters	\$ 5,395.00
Coinco	2	2	9,600 Quarters	\$ 5,195.00

Hamilton STA	1	2	9,600 Quarters	\$ 4,795.00
Hamilton XE	1	2	9,600 Quarters	\$ 4,595.00
Mars	1	2	9,600 Quarters	\$ 4,595.00
CashCode	1	2	9,600 Quarters	\$ 4,495.00
Coinco	1	2	9,600 Quarters	\$ 4,395.00

Hamilton STA	1	1	4,800 Quarters	\$ 4,495.00
Hamilton XE	1	1	4,800 Quarters	\$ 4,295.00
Mars	1	1	4,800 Quarters	\$ 4,295.00
CashCode	1	1	4,800 Quarters	\$ 4,195.00
Coinco	1	1	4,800 Quarters	\$ 4,095.00

OPTIONS		PRICE
<i>Prices reflected are for new equipment orders only. If purchased as individual parts - prices may vary.</i>		
Audit Pro Remote (Part #100-0136)		\$ 395.00
IDX Coin Mech*		\$ 465.00
Locking Hopper Cover (Part #11-0052A)		\$ 72.00
Locking Stacker Cover (with XE Stacker Only) (Part #36-0052A)		\$ 55.00
Out of Service Relay Kit (Part #47-0155A)		\$ 30.00
Portable Thermal Printer (Part #47-2021A)		\$ 582.00
Separating Stacker (with XE Validator Only) (Part #35-0100)		\$ 165.00
Serial to Ethernet Converter (for D.A.N.) (Part #100-0088)		\$ 360.00
Slugbuster Coin Mech*		\$ 165.00
Token Face Panel		No Charge

Prices reflected are for new equipment orders only. If purchased as individual parts - prices may vary.

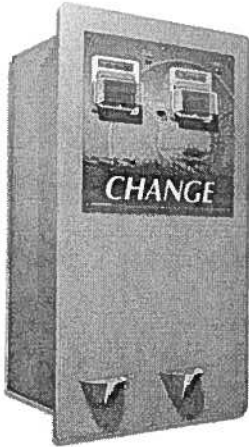
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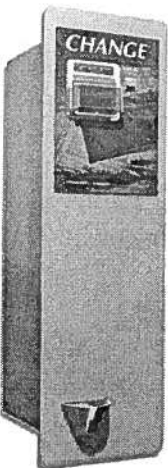
Prices and options subject to change without notice.

# Hamilton Changer Price List 2008

## Rear Load Model Changers



DRS



RNS



ER-60

MODEL	VALIDATOR	MAXIMUM CAPACITY	CABINET	PRICE
DRS	STA	9,600 Quarters	Stainless Steel Faceplate, Carbon Steel Cabinet	\$6,195.00
DRS	XE	9,600 Quarters	Same as above	\$5,795.00
DRS	Mars	9,600 Quarters	Same as above	\$5,795.00
DRS	Coinco	9,600 Quarters	Same as above	\$5,395.00

RNS	STA	4,800 Quarters	Stainless Steel Faceplate, Carbon Steel Cabinet	\$3,595.00
RNS	XE	4,800 Quarters	Same as above	\$3,395.00
RNS	Mars	4,800 Quarters	Same as above	\$3,395.00
RNS	Coinco	4,800 Quarters	Same as above	\$3,195.00

ER-60	STA	2,400 Quarters	Stainless Steel Faceplate, Carbon Steel Cabinet	\$2,695.00
ER-60	XE	2,400 Quarters	Same as above	\$2,495.00
ER-60	Mars	2,400 Quarters	Same as above	\$2,495.00
ER-60	Coinco	2,400 Quarters	Same as above	\$2,295.00

OPTIONS	PRICE
Audit Pro Remote (Part #100-0136)	\$ 395.00
Extended Face Plate (for use with the ER-60 only)	\$ 95.00
Locking Hopper Cover (excluding ER-60) (Part #11-0052A)	\$ 72.00
Locking Stacker Cover (with XE Stacker only) (Part #36-0052A)	\$ 55.00
Out of Service Relay Kit (Part #47-0155A)	\$ 30.00
Portable Thermal Printer (Part #47-2021A)	\$ 582.00
Separating Stacker (with XE Validator Only) (Part #35-0100)	\$ 165.00
Token Face Panel	No Charge

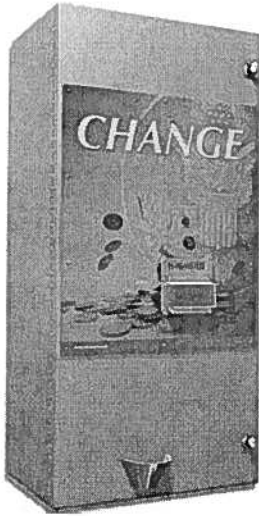
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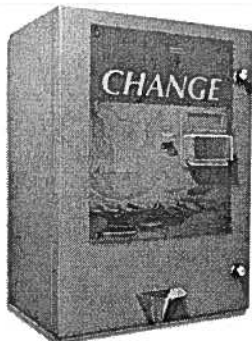
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# Hamilton Changer Price List 2008



HS  
(HSC models include  
a coin acceptor)



1200FL

MODEL	VALIDATOR	MAXIMUM CAPACITY	CABINET	PRICE
HS-2	STA	9600 Quarters	7 Gauge Carbon Steel/Front Load	\$3,495.00
HS-2	XE	9600 Quarters	Same as above	\$3,295.00
HSC-2	STA	9600 Quarters	Same as above	\$3,795.00
HSC-2	XE	9600 Quarters	Same as above	\$3,595.00

HS-3	STA	14,400 Quarters	Same as above	\$3,895.00
HS-3	XE	14,400 Quarters	Same as above	\$3,695.00
HSC-3	STA	14,400 Quarters	Same as above	\$4,195.00
HSC-3	XE	14,400 Quarters	Same as above	\$3,995.00

1200FL-C	STA	4800 Quarters	11 Gauge Carbon Steel	\$3,295.00
1200FL-C	XE	4800 Quarters	Same as above	\$3,095.00
1200FL-C	Mars	4800 Quarters	Same as above	\$3,095.00
1200FL-C	CashCode	4800 Quarters	Same as above	\$2,995.00
1200FL-C	Coinco	4800 Quarters	Same as above	\$2,895.00

1200FL-S	STA	4800 Quarters	11 Gauge Stainless Steel	\$3,595.00
1200FL-S	XE	4800 Quarters	Same as above	\$3,395.00
1200FL-S	Mars	4800 Quarters	Same as above	\$3,395.00
1200FL-S	CashCode	4800 Quarters	Same as above	\$3,295.00
1200FL-S	Coinco	4800 Quarters	Same as above	\$3,195.00

OPTIONS	PRICE
Audit Pro Remote (Part #100-0136)	\$ 395.00
Large Console Base for HS (Part #61-0578A)	\$ 495.00
Locking Hopper Cover (Part #11-0052A)	\$ 72.00
Locking Stacker Cassette (for CashCode Only) (Part #46-0210)	\$ 199.00
Locking Stacker Cover (for XE Stacker Only) (Part #36-0052A)	\$ 55.00
Medium Console Base for 1200FL (Part #61-0029A)	\$ 535.00
Out of Service Relay Kit (Part #47-0155A)	\$ 30.00
Portable Thermal Printer (Part #47-2021A)	\$ 582.00
Separating Stacker (with XE Validator Only) (Part #35-0100)	\$ 165.00
Token Face Panel	No Charge

Prices reflected are for new equipment orders only. If purchased as individual parts - prices may vary.

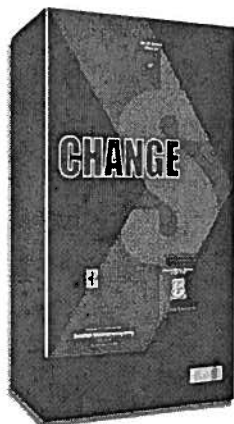
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# Hamilton Changer Price List 2008

## Front Load Model Changers



2000V



E-385 / E770



VN-1

Model	Validator	Stacker	Hopper Capacity	Price
2000-V/A	<b>One Hopper, Front Load High Security, High Capacity</b>			
	Coinco	700 Bills	8,000 Quarters	\$1,649.00
	XE w/ Tokennote® acceptance	1000 Bills	8,000 Quarters	\$1,949.00
	Mars	700 Bills	8,000 Quarters	\$1,949.00
	No Validator-Coinco ready	None	8,000 Quarters	\$1,349.00
	No Validator-XE ready	None	8,000 Quarters	\$1,349.00
No Validator-Mars ready	None	8,000 Quarters	\$1,349.00	

Model	Validator	Stacker	Hopper Capacity	Price
2600-V/A	<b>Two Hopper, Front Load High Security, High Capacity</b>			
	Coinco	700 Bills	10,400 Quarters	\$1,949.00
	XE w/ Tokennote® acceptance	1000 Bills	10,400 Quarters	\$2,249.00
	Mars	700 Bills	10,400 Quarters	\$2,249.00
	No Validator-Coinco ready	None	10,400 Quarters	\$1,649.00
	No Validator-XE ready	None	10,400 Quarters	\$1,649.00
No Validator-Mars ready	None	10,400 Quarters	\$1,649.00	

Options for 2000V or 2600V		Price
Audit Pro Remote (Part # 100-0136)		\$395.00
Change or Token Panel (Red, Green, Blue or Black)		No Charge
Floor Mount Base (Part #100-0107)		\$355.00
Header/Base Kit (Part #100-0105)		\$295.00
Slugbuster Coin Mech (Part #97-0052)		\$459.00
Vending Base (Part #100-0104)		\$195.00
Vending Header (Part #61-2597)		\$98.00

MODEL	VALIDATOR	MAX CAPACITY	CABINET	PRICE
E385	Coinco	1540 Quarters	14 Gauge Steel	\$1,545.00
E770	Coinco	3080 Quarters	Same as above	\$1,945.00
VN-1	XE	4800 Quarters	12 Gauge Carbon Steel	\$2,445.00
	Mars	4800 Quarters	Same as above	\$2,445.00
	CashCode	4800 Quarters	Same as above	\$2,345.00
	Coinco	4800 Quarters	Same as above	\$2,245.00

OPTIONS		PRICE
E385/E770 Header & Base Kit (Part #61-0611A)		\$ 258.00
VN-1 Header & Base Kit (61-0576A)		\$ 258.00
Token Face Panel		No Charge

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# PAY & DISPLAY Autocashier



## Simplicity + Reliability = Hamilton's Pay & Display Autocashier!

Now the popular Pay and Display parking solution is available with the reliability you've come to know from Hamilton.

Reduce overhead costs and secure payment with this more efficient system of collecting parking fees. Pay & Display is the ideal solution for many pre-pay parking situations including municipalities, hospitals, marinas or universities—lots and garages alike.

The Autocashier's user-friendly design allows customers to quickly and easily complete their transaction. They choose from eight pre-programmed time blocks and pay with cash, credit or tokens. The receipt is then placed on the dashboard of the vehicle. It's just that simple.

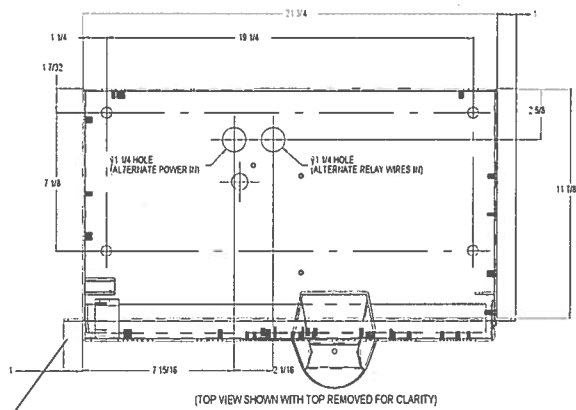
You can easily program up to eight blocks of time anywhere from 0 minutes to over 4 days. The receipt is printed with large bold type that allows an enforcement officer to read the expiration date and time from a distance of 20 feet or more!

*Shown with optional stainless steel mounting base and lighted hood.*

## Hamilton Manufacturing Corp.

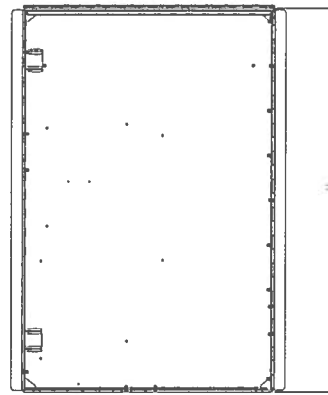
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## Cabinet



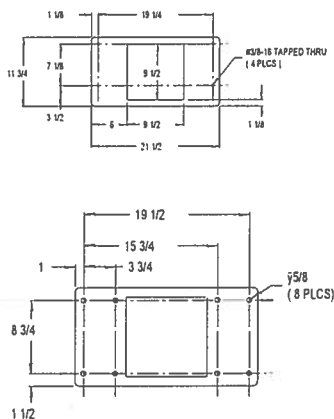
\* Flange extends 1" from edge of cabinet.

NOTE: Specifications on drawing subject to change.

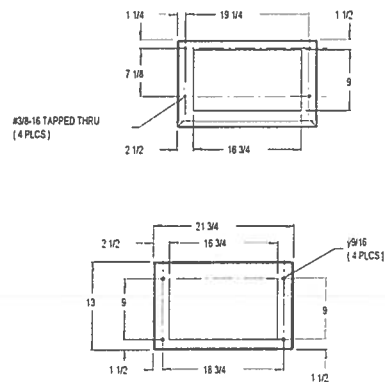


(FRONT VIEW SHOWN WITH DOOR REMOVED FOR CLARITY)

### Pedestal Base



### Stainless Steel Base



### FEATURES

- Credit card acceptance (dedicated phone line required)
- XE Validator with \$1, \$5, \$10, \$20 bill and Tokenote<sup>®</sup> acceptance
- Two coin acceptors
- Dispenses change for customers paying with cash
- High speed receipt printer with easy paper loading
- Durable stainless steel cabinet construction
- Two heavy-duty Medeco<sup>®</sup> plug locks
- Up to 99 hours and 59 minutes of programmable time blocks
- User settable time display: hours and minutes, decimal hours, minutes only
- Voice prompts walk customers through the transaction process

### OPTIONS\*

- STA stainless steel validator with \$1, \$5, \$10, \$20 bill and Tokenote<sup>®</sup> acceptance
- Cash Code Validator for U.S. or foreign currency
- Custom voice prompts
- 20" or 26" Stainless steel mounting base
- Lighted hood
- Interactive scrolling display
- Hand-held thermal printer

### SPECIFICATIONS

Cabinet .....	10 gauge stainless steel
Weight .....	approx. 200 lbs
Power .....	110 VAC 60 Hz
Door Voltage .....	24 VAC, DC

### CABINET DIMENSIONS

27 1/2" H x 21 3/4" W x 11 7/8" D

\* Additional validator options may be available, contact Hamilton for more details.

Subject to change without notice.

For more information contact your local Hamilton Distributor.

# Hamilton Manufacturing Corp.

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# GOLD LINE<sup>®</sup> PARKING

## Autocashier



***The Gold Line<sup>®</sup> Parking Autocashier is your 24/7 Automatic Parking Attendant.***

The Hamilton Gold Line<sup>®</sup> Parking Autocashier is a cost effective solution to your parking needs. This in-lane paystation will independently collect fees, return change and operate an entrance or exit gate 24 hours a day, seven days a week, eliminating the need for an attendant. Among its many new developments, the GL-ACW-P can now be programmed with up to 9 different parking rates for automatic changes on a daily, weekly or special event basis. This increase in flexibility gives you the opportunity to adjust fees more frequently. A receipt printer option is available for customers who need a record of their parking transaction. They can choose to collect a receipt with their cash or credit card transactions.

The Hamilton Gold Line<sup>®</sup> paystation is an ideal parking solution for hospitals, universities, municipalities, airports and private lots, in both parking garage and surface lot applications.

The Gold Line<sup>®</sup> ACW-P is the worry-free choice for reducing payroll costs without compromising reliability.

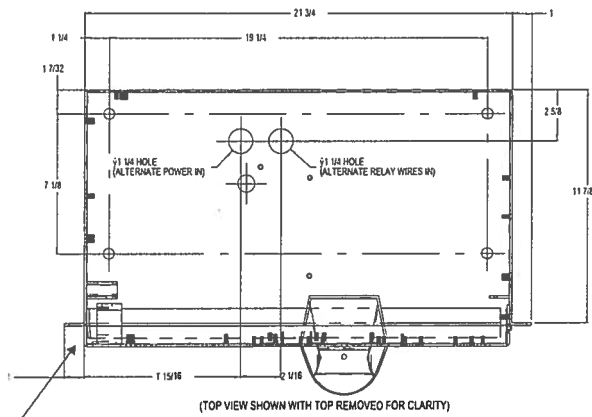
*Shown with optional stainless steel mounting base and lighted hood.*

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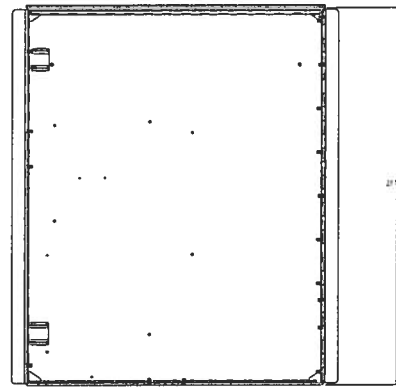


## Cabinet



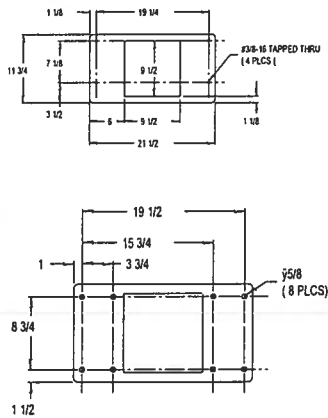
\* Flange extends 1" from edge of cabinet.

NOTE: Specifications on drawing subject to change.

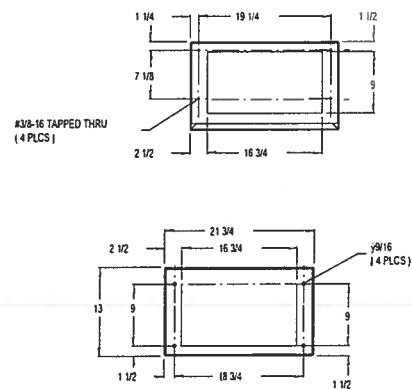


(FRONT VIEW SHOWN WITH DOOR REMOVED FOR CLARITY)

## Pedestal Base



## Stainless Steel Base



## FEATURES

- XE Validator with \$1, \$5, \$10, \$20 bill and Tokenote® acceptance
- Instructional LED display
- Programmable clock/calendar
- Two coin acceptors
- Stainless steel hopper with \$800 quarter capacity
- Durable stainless steel cabinet construction
- Two heavy duty Medeco® plug locks
- Voice prompts walk customers through the transaction process

## OPTIONS\*

- Hamilton STA Validator with Tokenote® Acceptance
- CashCode® Validator for U.S. or foreign currency
- Credit card acceptance
- Receipt printer
- Lighted hood
- Interactive scrolling display
- Stainless steel mounting base (20" or 26")
- Pedestal base (20" or 26")
- Hand-held thermal printer
- Custom Voice prompts

## SPECIFICATIONS

Cabinet .....	10 gauge stainless steel
Weight .....	approx. 200 lbs
Power .....	110 VAC 60 Hz
Door Voltage .....	24 VAC, DC

## CABINET DIMENSIONS

27 1/2" H x 21 3/4" W x 11 7/8" D

\* Additional validator options may be available, Contact Hamilton for more details.

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### Automated Pay Station - APS

The Orion<sup>XR</sup> Pay Station is a comprehensively flexible unit capable of working independently or as part of a ZMS network system. A variety of ISO standard cards and tickets are accepted through the station's single slot making transactions user friendly and effective. Customized tariffs and a wide range of payment methods (coins, bank notes, credit card, debit card, value and city card or electronic purse) facilitate and allow secure and fast payment transactions. The Orion<sup>XR</sup> Pay Station is capable of proficiently serving one or a number of car parks and taking up to 350 payments per hour (according to payment methods and equipment configuration).

## Controls and Housing

The cabinet's improved design allows optimum use of space and has a robust, corrosion-resistant housing. Controls are arranged in sequence by transaction occurrence for practicality and efficiency. The LCD display ensures a clear and legible view of user information even under poor lighting conditions. Assemblies are easily accessed for straightforward service and maintenance.

## Payment Methods

The Orion<sup>XR</sup> Pay Station securely accepts a vast range of payment methods including coins, bank notes, prepaid cards, bank cards, credit cards, smart cards, pre-coded credit tickets and tokens. Change is returned according to the station's specification either by coins and/or bank notes. The station's self-replenishing coin processing system checks and sorts up to 6 different coin denominations; bank notes are checked by a bank note accepting system and can recycle up to 3 different denominations.



## Security

The Orion<sup>XR</sup> Pay Station is protected by a multi-level locking system for maximum security. Multiple copies of the coded information are stored on the magnetic stripe to maintain excellent media readability. Segmental evaluation of data blocks and error correction logic guarantee high operational security. Fraudulent media with false and/or insufficient data are detected, rejected and retained by the system; similarly tickets that have not been taken by users are retrieved and retained. Transaction data is stored with power failure protection by means of a buffer battery for maximum security and data protection.

## User Interface

- Multilingual display for user instructions
- Flashing push buttons and illuminated ticket slot
- Quick change inserts for accepted coins/notes and tariff information
- Remote support

## Product Features

- Coin and note payment & change or cashless payment
- Prepayment of tickets
- Replacement ticket issue

- Reloading of magnetic & RFID value cards
- Stand alone operation or online with management system

### Hardware Description

- Stainless steel cabinet 1.4301, RAL 9006 white aluminium
- Polyurethane front panel, RAL 5013 cobalt blue
- LCD (4x20 characters) or colour TFT (10,4" VGA; 8" visible)
- UCD with thermal printer
- Recycling coin system with 4 or 5 tubes or 6 hoppers
- Bank note verifier with intermediate cash till and stacking safe or bank note recycler
- Bank note dispenser with 2 or 3 cassettes
- Peripheral computer with RS232, RS422 and TCP/IP interfaces and zero potential inputs and outputs
- Heating/ventilation with thermostat
- Multi-level security system
- Thermal paper receipt printer

### Technical Data

- Temperature: 0°C ...+40°C in protected (roofed) environment
- Power supply: 115 and 230 VAC +/-10%, 50/60 Hz
- Load: 900 VA (at -20°C)
- Weight: approx. 170 kg (incl. standard plinth)
- Width: 880 mm; Height: 1700 mm; Depth: 577 mm (incl. plinth)

*(Further function packages on request )*

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# StreetSmart

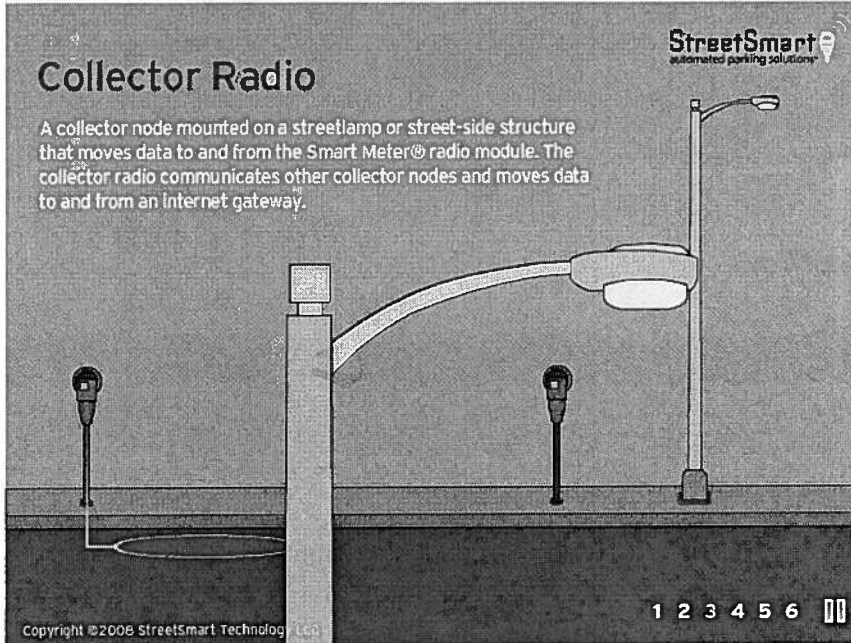
automated parking solutions™

Transform Chaos Into Control. Get StreetSmart.

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## Collector Radio

A collector node mounted on a streetlamp or street-side structure that moves data to and from the Smart Meter® radio module. The collector radio communicates other collector nodes and moves data to and from an internet gateway.



The StreetSmart Solution™ is the integration of parking space monitoring and metering equipment, wireless radio telemetry, handheld computers, and back office support systems designed to produce a state-of-the-art parking management system. The key components are:

- Smart Meters® equipped with vehicle detection features monitor both space activity and payments made.
- A proprietary wireless communications network transmits data back to a web-based Management Console.
- Workforce automation and electronic work orders track events and responses by on-street personnel.
- Field personnel are directed to problems proactively when they occur.

**System Overview** StreetSmart Technology™ actively monitors the status of every metered parking space 24/7. The StreetSmart Solution™ links your parking meters to state-of-the-art sensors and radio telemetry and generates critical parking system status information in near real time.

These data are presented via the web-enabled StreetSmart Portal™. When a parking violation or maintenance event occurs, the system automatically alerts the responsible field personnel via digital mobile communications.

StreetSmart monitors every aspect of your on-street parking operation:

- Equipment status
- Occupancy status
- Violation status
- Collection status

The StreetSmart Solution™ was engineered as an integrated system, where the components work seamlessly together to provide a turnkey, parking management solution:

### StreetSmart Vehicle Detectors and Preformed Loops

The patented StreetSmart vehicle detection system provides the most reliable way of determining the arrival and departure of each occupant. This is a foundational requirement of any advanced parking management system.

### StreetSmart Smart Meters®

The StreetSmart SmartMeters® provide revenue and operational benefits not available from any standard meter system. StreetSmart installs the meters programmed and equipped to provide integration with the remaining elements of the StreetSmart Solution™. Each meter mechanism includes all of the features available to *enhance revenues up to 60% and increase space turnover by up to 35%.*

### StreetSmart Portal™

The StreetSmart Solution™ represents the parking manager's "eyes on the street" providing an unprecedented near real-time view of every aspect of the parking operation. The system utilizes a variety of means, methods, and technologies to present, navigate, and analyze remote parking asset information for the day-to-day management, operation, maintenance, and enforcement of a municipal parking operation.

### StreetSmart Data Center™

The StreetSmart Data Center™ provides a 24/7/365 level 3 and 5 capability hosted data and applications. The Data Center is co-located in a limited access secure facility at 1 of 6 Internet pairing points, providing world-class Internet connectivity, availability and survivability.

**StreetSmart Telemetry™ Sub-Network Infrastructure**

The StreetSmart Solution™ provides the entire infrastructure needed to enable telemetry for each parking meter. This proprietary 900 MHz frequency hopping spread spectrum system communicates seamlessly with the StreetSmart Field Force Automation™ tools and the remote management web portal. This allows all users to access needed data and status information from a single integrated information system.

Each meter is equipped with a radio that communicates to collector nodes dispersed throughout the city. These collector nodes all communicate with one or more gateway computers that transmit all of the meter readings over the Internet to the StreetSmart Data Center™.

**StreetSmart Field Force Automation™**

City parking operations are dramatically enhanced with the StreetSmart Field Force Automation™ tools. These tools allow for the remote monitoring and management of the city's parking resources and associated equipment. Each meter is equipped with a wireless radio, which transmits key operational data back to a central command and control interface. The interface allows for messaging to be sent back to enforcement, collections, and maintenance personnel in the field. This messaging directs personnel to the spaces that require their attention. When work performed by staff is completed this information is then relayed back to the central command and control interface allowing supervisory personnel to track the status of parking operations and the activities of field personnel.

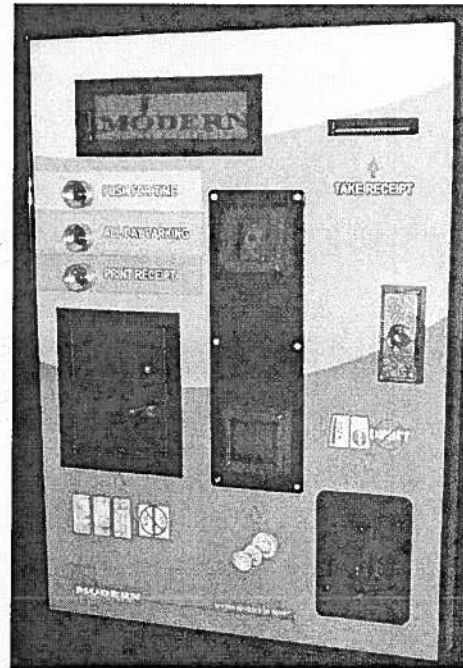
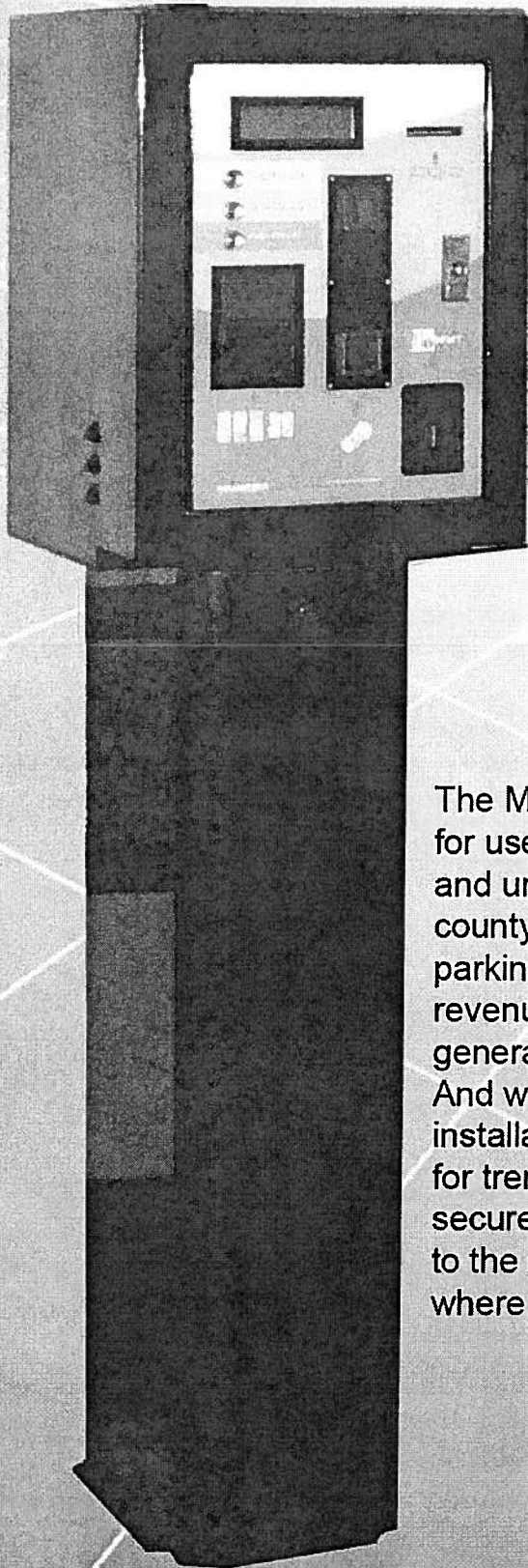
**StreetSmart SOAR® Analysis**

StreetSmart Solution™ includes its patent pending SOAR® system. The historical analysis provided by this system allows parking managers to make informed management decisions about parking policy by putting timely and actionable parking study data at their fingertips.

**StreetSmart Real Time Parking Information™**

The StreetSmart Real Time Parking Information™ system can be readily exploited to incorporate outdoor LED-based Variable Message Sign (VMS) signage capable of Ethernet or Dial-up Modem network connectivity. This will allow the StreetSmart Solution™ customer to enhance their parking solution to provide automated street-side way-finding information to motorists based on real-time occupancy and space availability data, as well variable pricing/rate display. This reduces cruising for parking and improves traffic flow and perceived parking availability near commercial business district destinations.

## "SOLAR" PAY & DISPLAY STATION



The Modern PD-400 Pay & Display Pay Station is designed for use in unattended parking facilities. It is ideal for colleges and universities, hospitals and medical office parking facilities, county offices and court buildings; anywhere that frequent parking space turnover occurs. Turning an unproductive non-revenue generating parking facility into a high-profit revenue generating operation is extremely easy AND cost efficient. And with the new "Solar-Power" option, the costs of effective installation have been significantly reduced ... no more need for trenching and conduit for AC power! Just provide adequate secure mounting pad or surface, install mounts and bolt securely to the ground ... and you're up and operating, generating income where you were once only incurring costs of maintenance!

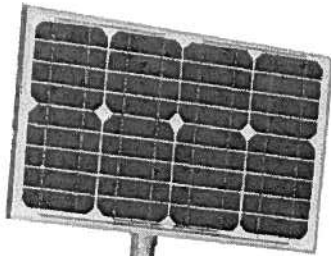
**ACCESS TO PEACE OF MIND™**

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**USA 800-663-5715**

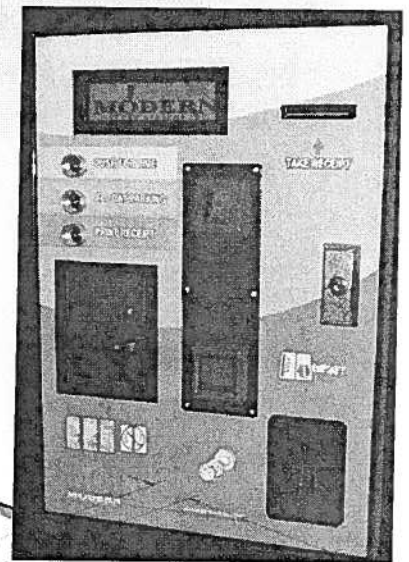
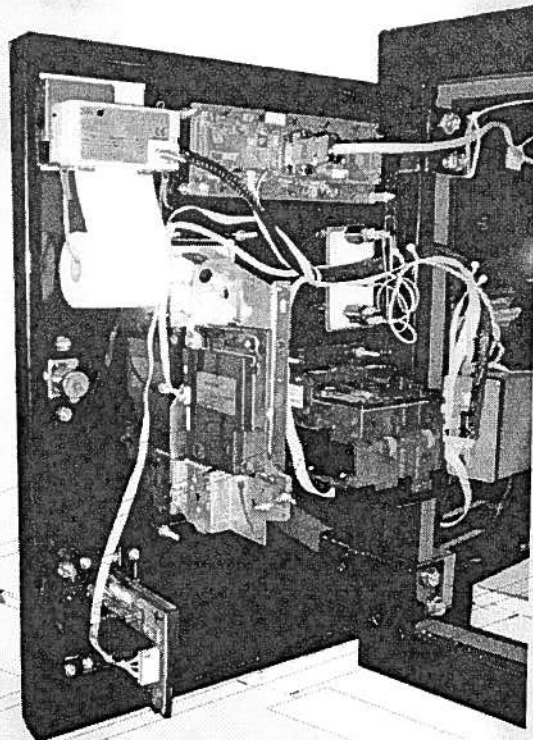
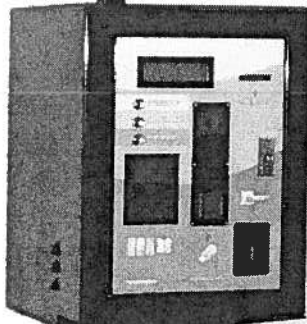
**CDN 866-512-8374**

# "SOLAR" PAY STATION



## Features:

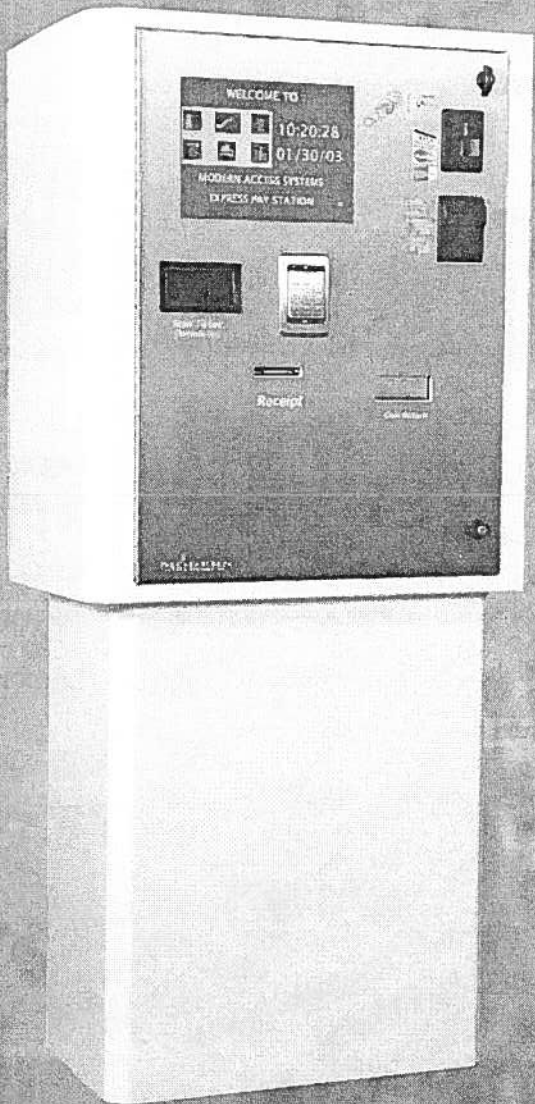
- \* Solar panel (hidden) mounted flush with housing top
- \* *Optional* mast w/ oversized Solar Panel for sites where direct sunlight is insufficient and/or deficient in strength.
- \* Multiple denomination coin acceptor
- \* Multiple denomination banknote acceptor
- \* Credit Card reader
- \* Special "RATE KEY" available
- \* 7-Day, evening, & weekend rates available
- \* Field programmable Rate Structures
- \* Rugged theft-resistant solid steel construction
- \* Built-in replaceable/rechargeable sealed gell-cell batteries
- \* Thermal ticket roll issues approximately 3000 receipts
- \* Large clear 4-line by 40-character back-lit display
- \* Modular component design for easy maintenance
- \* Custom colors and overlays to match decor requirements





## POF900 Pay On Foot

The POF900 provides a complete, unattended parking management system with great reliability and flexibility. It provides improved revenue control and total automation, thereby reducing the intervention of employees for transaction processing and cash management.



- **15" LCD display guides users through transaction process**
- **Payment by coins, bills and credit cards**
- **Field-programmable electronic coin selector**
- **Facility to link to real-time central monitoring system**
- **UPS memory backup in case of power failure**
- **Continues to operate in off-line mode (loss of communication)**
- **Optional Pay At Exit (PE300)**

**ACCESS TO PEACE OF MIND™**

**SECURITY • PARKING • ACCESS CONTROL**

## Features:

- 15" LCD display guides users through transaction process
- User-friendly programmable messages
- Payment by coins, bills (4-way read) and credit cards (2-way read)
- 4 coin recycling tubes
- Field-programmable electronic coin selector
- Lockable coin vault and bill vault
- Thermal receipt printer (intelligent barcode)
- Heater
- Full auditing
- 5 alarm inputs, including machine status alarm
- Self-diagnostic capability
- Industry standard Local Area Network
- Facility to link to real-time central monitoring system
- Multi-point security locks and concealed hinges
- UPS memory backup in case of power failure
- Continues to operate in off-line mode (loss of communication)
- Modular design components for easy field replacement

## Options:

- Dial-out intercom to phone/pager
- Programmable screens to show advertising
- Touch screen
- Voice instructions
- Ticket transport unit (for true ticket inventory)
- Bill dispenser
- Coin dispensing hopper(s)
- Bank debit card
- Camera for security applications
- Multiple language button
- Lost ticket button
- Pay At Exit (PE300)
- Stainless steel
- Security bar
- Custom colours and overlays to match décor

## Specifications:

<b>Housing</b>	Galvanized steel - 14ga/3mm (0.105in)
<b>Finish</b>	Powder-coated paint finishes, environmentally friendly and durable
<b>Power Requirements</b>	115V 15Amp
<b>Dimensions</b>	79cm wide x 51cm deep x 173cm high (31" x 20" x 68")
<b>Weight</b>	180kg (400 lbs)
<b>Temperature Range</b>	-30° to + 40°C (-22° to +104° F)

## Intelligent Pay Stations

### The key of your integrated parking solution

#### Increased Revenue Stream

Although price is certainly important it is the overall cost of ownership and revenue return that must be evaluated when purchasing a new parking solution. The ability to be completely wireless allows for an inexpensive installation procedure that can be performed by a single person within less than an hour.

Designed from the bottom up to be solar powered, Parkeon pay stations operate in a standby mode when not being used to conserve energy. A fully integrated solar panel, allows the machine to be installed without the additional expense of an add-on pole.

The fully wireless cellular communication package enables you to monitor the increased revenues of your entire inventory of pay stations and receive real-time alarms for a number of defined conditions.



#### Fully hosted Parkfolio™ management system allows full control over an entire parking installation

Each Parkeon pay station can be fully integrated within our Parkfolio™ terminal management system allowing you to:

- ▣ reduce operating costs, through real-time knowledge of events and statistical analysis, enabling efficient maintenance planning.
- ▣ increase parking revenues, enhancing enforcement information and optimizing terminal locations.
- ▣ improve turnover by monitoring and optimizing occupancy rates enhance cash security with security alarms and collection reporting.



#### Multiple payment options

Parkeon pay stations can accept payment in the form of coins, smart cards, credit cards, and bills ensuring that your citizens are able pay for the time they need to stay instead of basing their payment decision on the number of quarters that they have in their pocket.

Online credit card authorization allows the operator to accept payment on valid cards, while practically eliminating fraud through bad or expired cards.

A variable rate structure can improve the turnaround in your downtown areas by encouraging short stays and reducing the number of "all day parkers".



#### Security

All cash is stored in a double walled vault area, accessible through a locked system of cash transfer, which is , protected by a specific access control separating the functional areas dealing with maintenance and collections.

The intelligent electronic locking option allows on-site programming and modification of combinations, without the need for tools. For additional security, keys can be tracked through the Parkfolio® terminal management system.

An advanced attack detection system available as an option on certain pay stations, can detect an attack with power tools and communicate the alarm via Parkfolio™ to allow an early response to an incident.



**Strada™**

- ☐ Fully autonomous solar power
- ☐ Accepts all means of payment — coins, bills, credit cards and smart cards
- ☐ Exchangeable coin box and bill stacker designed for safe and speedy collection




---

**An unmatched combination of enhanced security & ease-of-management**
**Simplified collection**

The Strada is capable of handling multiple payment methods—coins, bills, credit cards and smart cards. The ability to process and authorize credit card transactions on-line prevents fraudulent card use. Minimal effort is needed to open the cash vault to make a collection. An electronic key is simply placed against a concealed lock detection sensor deactivating the vault locking mechanism. The vault door then can be easily pulled open, the coin box and bill stacker lifted out, replacement units placed in the vault and the door pushed shut, it's as simple as that.

**Easy to empty**

The coin box is fitted with a two-trigger, one-shot system that is easily rearmed. An aperture, the full width and depth of the coin box, means that it only has to be tipped over once to completely empty the contents. With a capacity of 550 bills, the stacker also features a one-shot system for collection security. The unique patented method for collection allows no access to the vault from the maintenance compartment.

---

**Security is paramount**

Security was a prime consideration in the design of the Strada. Special materials have been incorporated to enhance the terminal's ability to resist attacks. The terminal is also fitted with a highly secure electronic locking mechanism that is fully-shielded inside the vault. Once opened, the door to the cashbox vault provides no direct access to secure areas. The cash can only be accessed by authorized personnel using an electronic key to deactivate the locking system. Although it is a highly secure mechanism, keys and locks can easily be reprogrammed, saving time and money, minimizing machine downtime in the event of key loss. The electronic locking system allows parking management to quickly change the combination for a single unit or the entire inventory of pay stations should a key be lost or stolen.

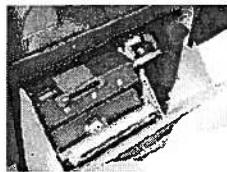
**Enhanced power management**

Power consumption has been optimized on the solar-powered version of the Strada to further increase its daily ticket issuing capability—including that of the more demanding bill acceptor model. The need for external recharging of the battery is eliminated, reducing maintenance time on the terminal. This makes the environmentally-friendly and easily installed solar version a viable option in most locations.

---

**Designed to address health & safety concerns**

The Strada is designed to make the lifting and removal of the coin box and bill stacker a quick, easy and ergonomically correct procedure. Before withdrawing the coin box, collection personnel can anticipate the weight, as the receptacle is supported by the open vault door. The coin box can be lifted and withdrawn at the optimum height and position for the collector, in most cases removing the need to bend or stoop during the collection process. The coin box can be easily removed with either the left or right hand. The handle is easily grasped, even in adverse weather conditions. All customer controls on the Strada are within 48" of ground level, making the terminal ADA-compliant for both front and side reach. An extra large graphic display panel is designed to make the machines even more user-friendly for motorists and maintenance personnel alike.





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Intelligent Pay Stations

Strada

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DG Range

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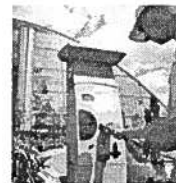
FAQ

>> More info

**Stelio™**  
**The key of your integrated parking solution**

**Maximizes parking revenues through multiple payment options and a more efficient mode of operation**

The high reliability rates of the Stelio™ pay station, coupled with the ease with which the fully modular components can be changed - most modules can be swapped on site within a few minutes - leads to a significant decrease in maintenance costs. Add to this the resulting loss of downtime and you could easily realize a significant increase in your overall parking revenue.



**Stylish housing, available in multiple colors, is at home in any downtown area**

Featuring a stylish die cast housing and multiple color options, the Stelio™ unit will be an attractive addition to your downtown.

In addition to being architecturally appealing, the sturdy housing, and galvanized steel base construction on the Stelio allows the unit to hold up well to a wide range of environmental conditions.

From the cold winters of Canada to the steaming heat of the Gulf States, the Stelio™ will retain its stylish appearance and, most importantly, remain operational, ensuring that you make the most of your available parking operations year round.



**Fully integrated solar power and wireless communication facilitates installation**

The fully Integrated wireless communication kit ensures that important maintenance, payment information and usage statistics are made available to you through Parkeon's state of the art Parkfolio™ management system.

- ↳ Real-time notification of alarms informs you within seconds when maintenance is required.
- ↳ Secure HTML access to the Parkfolio™ system allows connection from any Internet terminal.
- ↳ On-line credit card authorization allows the operator to accept payment on valid cards, while practically eliminating fraud through bad or expired cards.



[Parkeon USA sitemap](#)



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**[DG Range](#)**

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**DG Range**  
**The key of your integrated parking solution**

**Maximizes parking revenues: multiple payment options and a more efficient mode of operation**

**With a complete range of payment options, the DG Range will allow motorists to quickly and easily pay for their parking time.**

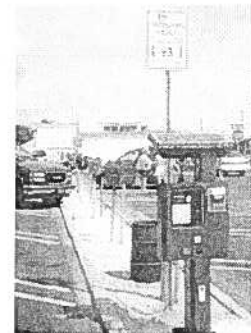
The ability to pay with coins, bank notes, credit cards and smart cards allows people to pay for the time they need to stay instead of basing their payment decision on the number of quarters that they have in their pocket. A varied rate structure can be programmed into the pay stations, allowing for parking fees that will help facilitate better turnover, ensuring that your limited spaces are not taken up by "all day parkers" and are available to those who need access to business districts.



**Optimize system performance through better reliability and wireless reporting of machine status**

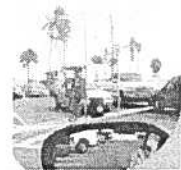
The fully integrated wireless communications capability ensures that important maintenance, payment information and usage statistics are made available to you through Parkeon's state of the art **Parkfolio™** management system.

- ↳ Real-time notification of alarms allows to better manage your equipment as the system informs you immediately when maintenance is required.
- ↳ Secure HTML access to the **Parkfolio™** system allows connection from any Internet terminal.
- ↳ On-line credit card authorization allows the operator to accept payment on valid cards, while practically eliminating fraud through bad or expired cards.



**Achieve enhanced streetscape aesthetics and harness the use of solar power with smart system design**

A number of upgrades, both mechanical and electronic, have ensured that the **DG** has remained at the forefront of technology, while retaining the familiar look that is recognized throughout the world. Take control of your parking needs to revitalize your downtown, enhance parking revenue and improve your streetscape with the **DG Range** of pay stations from Parkeon.



[Parkeon USA sitemap](#)

Offer the public the best parking management system available and today's parking problems will be a thing of the past. As one of the leading players in the field, Metric Parking provides unbeatable and cost-effective solutions for all Pay and Display requirements, Pay by Space requirements and for both on-and off-street parking.

**ACCENT 3**

Robust design, modular component flexibility with dual printer option.



ACCENT 3

**ACCENT 3  
CARD AND  
COIN ONLY**

Robust design, modular component flexibility with dual printer option.



**PAY & DISPLAY AND PAY BY SPACE OPTIONS**

The ACCENT 3 range of Pay & Display and Pay by Space ticket vending machines, with their proven track record, are the result of over 30 years experience in the field of vehicle parking applications.

**PAYMENT METHODS**

**COINS/TOKENS**

All ACCENT 3 models accept 15 different coins. Each machine is provided with a 6 litre self-locking coin box capable of storing up to 4800 quarters. Each has single or dual button operation and up to 3 languages can be incorporated.

**PAPER CURRENCY**

Paper currency acceptance is available on the ACCENT 3. The ACCENT 3 can be programmed to accept one, five, ten, twenty, fifty and hundred dollar bills. Each paper currency box can store up to 600 bills. The ACCENT 3 Card and Coin machine is not capable of accepting paper currency.

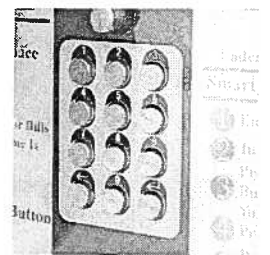
**CARD ACCEPTANCE - REAL-TIME AUTHORIZATION**

A wide variety of cards can be accepted by the ACCENT 3 including high security and specially encoded magnetic cards, debit cards, credit cards, pre-paid chip cards and re-chargeable chip cards.

**KEYPAD OPTIONS**

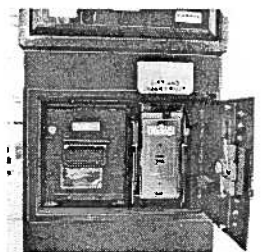
A simple to use numeric keypad enables a wide variety of options to be offered including:

**Parking Space Numbering** This can be used on-street, in lots or in multi-story parking decks to control spaces by zone with a 9,999 space capacity.



**SECURITY/AUDIT**

All Metric ACCENT 3 machines use metals, materials and process finishes that make them extremely strong and durable pieces of modern street furniture. Both the machine and the vault doors activate a 105dB intruder alarm system if forced. For added security the vault doors are 5mm thick with a fitted anti-drill plate. The lock and key is unique to each customer and there are no master keys. With each cashbox and/or bill box withdrawal, a sequentially numbered receipt is issued which gives the location, cash value and number of tickets sold. A detailed audit is available on all transactions and the last 10 cash box and/or bill box totals. The Metric cash box and bill box retention system is recognized as being the model for the parking industry.



## SOLAR POWER

In today's modern world solar power has rapidly become one of the most popular power sources in the parking industry with many authorities specifically making this mandatory in all bid specifications.

### ADVANTAGES

**Installation Costs** – these are dramatically reduced due to the absence of traditional electrical installation methods. The machines can be surface mounted with a minimum amount of roadside disruption.

**Environment** – natural solar power eliminates the need for an electric power source helping to contribute to a reduction in regional power consumption.

**Maintenance** – The ACCENT 3 solar machines fitted with a solar panel and 'accumulator' battery, can function for up to 5 years with no replacement necessary.



## STAND ALONE OR NETWORKED

### UNRIVALED MULTI-SPACE TECHNOLOGY

Each ACCENT 3 can operate as a stand alone machine or in a networked group.

**Network Benefits-** A Pay by Space networked system has benefits for the parking customer. There is no need to return to your vehicle after payment at the Metric ACCENT 3 Pay by Space pay station. A printed receipt with space number and return time offer proof of payment and a reminder of allotted time. The customer is able to add time to a parking space at any pay station anywhere in your town or city.

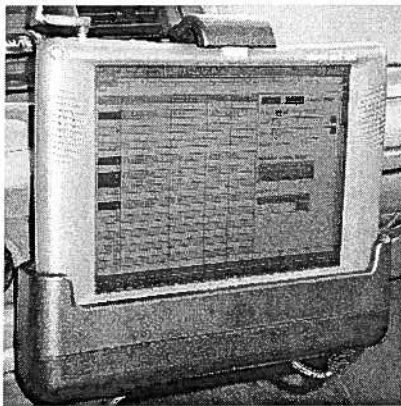


**Metric Skeye Enforcement Device-** A simple, fast, wireless enforcement device delivering real-time status of all Pay by Space parking areas everywhere in your town or city. Each Metric Pay by Space pay station reports all space data to your central server utilizing a GPRS connection. The central server communicates this real-time data to all of your enforcement staff equipped with the Metric SKEYE mobile enforcement device for immediate awareness of the paid status of every numbered space.

The SKEYE mobile enforcement device allows at-a-glance viewing of entire parking areas on- or off-street. View the status of each space from anywhere in the town or city. Speed enforcement and increase revenue by knowing when and where to send enforcement staff. This device eliminates the need to leave their vehicle to determine if a space is expired and no need to read single space meters.

**Alert-** Real time 'event' monitoring. A central server program gathers information from the parking machines and sends this information to any computer for monitoring.

**STATS-** Reporting package. The underlying technology of this software package is Microsoft SQL database. This enables a number of users to have simultaneous access to the data for the generation of reports which can in turn be customized to suit any requirement.



## TECHNICAL SPECIFICATION

### ACCENT 3

**Machine Dimensions**  
7'6" (H) x 1.6' (W) x 1' (D)

**Machine Weight**  
325 lbs.

**Power Supply**  
110/220/240v AC single phase. Street lighting supply, stand alone battery operation and solar power with battery back-up

**Operating Voltage**  
12v DC

**Operating Temperature**  
-20°F to 140°F

**Humidity**  
up to 100%RH (non-condensing)

**Payment Systems**  
Coin, token, bill, smart card and credit card with real-time authorization

**Coin Acceptance**  
15 different coins

**Paper Currency Acceptance**  
One, five, ten, twenty, fifty and hundred dollar bills

**Casework**  
Welded reinforced 3mm steel

**Pedestal**  
Welded reinforced 3mm steel, 5mm door

**Ticket Printing**  
Thermal alphanumeric printer

**Ticket Capacity**  
up to 5,000. Option of 2 printers can provide 10,000 fan folded tickets

**Single Ticket Size**  
2.75" x 2.125"

**Display**  
2 lines x 16 characters at .3" high backlit LCD display

**Cash Boxes**  
4800 quarter capacity, self-locking on removal

**Paper Currency Boxes**  
600 bill capacity

**Heaters**  
Thermostatically controlled (110v)

**ACCENT 3 Card and Coin Machine**  
Machine Weight  
275 lbs.

**Payment Systems**  
Coin, token, smart card and credit card with real-time authorization

**Coin Acceptance**  
15 different coins

**Standard Colors**  
Black, other colors may be supplied at additional cost.

*Metric Group reserves the right to amend or change specifications at any time.*

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Cranbury, NJ 08512  
Phone 609.395.8570  
Fax 609.395.8541  
www.metricparking.com



Introducing the

# AURA

THE NEXT GENERATION NOW



THE NEXT GENERATION NOW

- Advanced modular design
- Superior security features
- Cashless payment options
- Communication options
- Impressive customer interface

## AURA - NEXT GENERATION TECHNOLOGY

The AURA represents the next and most innovative generation of multi-space technology specially developed by Metric to satisfy the most rigorous demands of today's and tomorrow's parking operations. The AURA offers you state of the art technology which will be invaluable in helping you to manage your parking operation. This new generation of machines have been designed to give reliability, ease of use and are simple to maintain even in the most demanding of environments.

### SECURITY

#### KEY MANAGEMENT

This advanced feature using electronic keys is pushing out tradition and driving forward customer needs. The keys can be programmed, tracked and assigned to specific personnel.

For complete peace of mind, networked machines will also have remote facilities to block lost keys immediately. Changing locks because of lost keys will become a chore of the past.

#### AUDIT

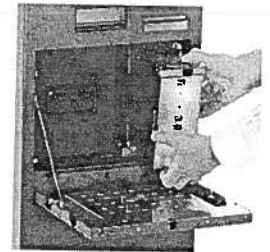
A key feature of the machine is the security of transactions and the cash handling system. The system for transporting the cash into the cashbox has been designed to prevent malicious interference and increase the speed of the transfer to the cash box. The proven design of the current cash box has been incorporated into the AURA. The automatic sealing and locking of the box on removal makes transporting cash a safe process.



Access to the vault is secured by an electronic mechanism with no visible locks. The vault area is composed of a series of stainless and hardened steel and composite material designed to resist attack.

#### ELECTRONIC LOCKING

A configured electronic key is used to activate a time sensitive unlocking sequence on both the upper casework and secure pedestal area.



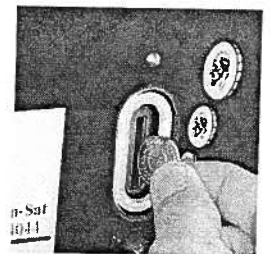
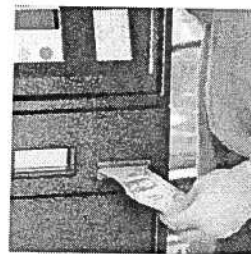
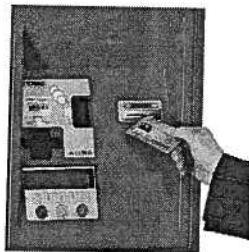
For easy exchange of the cash box a drop down door on the pedestal is lowered 90° to a horizontal position, which acts as a shelf to support the cash box. The main vault door slides smoothly downward to allow access.

#### CASH AND CASHLESS PAYMENTS

The coin system has been redesigned to incorporate faster coin validation and swift transport to the coin box.

The AURA will accept credit card payments. Using the same reader it will also accept most types of Smart Cards including the in-house Metric Card configured to suit customer requirements.

The AURA can be programmed to accept one, five, ten, twenty, fifty and hundred dollar bills.



THE PARKING PROFESSIONALS

# METRIC

P A R K I N G

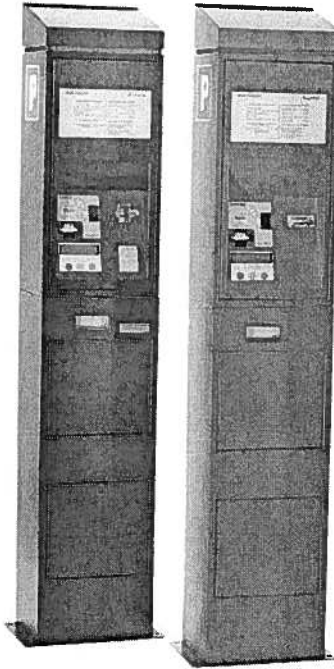
PERFECT SOLUTIONS FOR ALL YOUR PARKING PROBLEMS

## STAND ALONE OR NETWORKED

### UNRIVALED MULTI-SPACE TECHNOLOGY

Each AURA can operate as a stand alone machine or in a networked group.

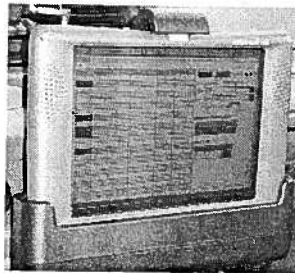
**Network Benefits-** A multi-spaced networked system has benefits for the parking customer. There is no need to return to your vehicle after payment at the AURA multi-space pay station. A printed receipt with space number and return time offer proof of payment and a reminder of allotted time. The customer is able to add time to a parking space at any pay station anywhere in your town or city.



## SPACE NETWORK SYSTEM

**Metric Skeye Enforcement Device-** A simple, fast, wireless enforcement device. Real-time status of all multi-space parking areas everywhere in your town or city. Each AURA multi-space pay station reports all space data to your central server utilizing a GPRS connection. The central server communicates this real-time data to all of your enforcement staff with the Metric SKEYE mobile enforcement device for immediate awareness of the paid status of every numbered space.

When combined with a GPRS Network, the Skeye mobile enforcement device can be used as an on- or off-street enforcement tool with a 9,999 space capacity. View the status of each space from anywhere in the town or city. Speed enforcement and increase revenue by knowing when and where to send enforcement staff. Eliminate the need to leave a vehicle to determine if a space is expired. No need to read expired single space meters. The new system incorporates the SKEYE Pad which can be carried by the attendant or alternatively mounted on the dashboard of a vehicle or office desk.

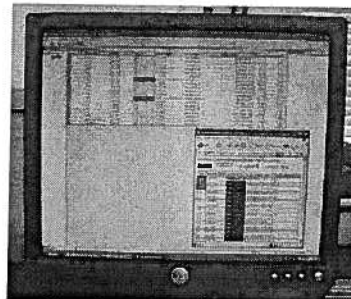


## BACK OFFICE SOFTWARE & NETWORKS

**Alert-** Real time 'event' monitoring. A central server program gathers information from the pay stations and sends this information to any workstation that requires it.

**STATS-** The underlying technology of this software package is Microsoft SQL database. This enables a number of users to have simultaneous access to the data for the generation of reports which can in turn be customized to suit any requirement.

Applications	Communication
STATS (Reporting)	GSM Networks
ALERT (Monitoring)	GPRS Networks
Tariff Editor	Web Interface
Space Network	



## TECHNICAL SPECIFICATION

### AURA

**Machine Dimensions**  
6'6" (H) x 1'2.5" (W) x 1' (D)

**Machine** 99.25 lbs. **Pedestal** 99.25 lbs.

### Power Supply

110/220/240v AC single phase. Street lighting supply, stand alone battery operation and solar power with battery back-up

**Operating Voltage**  
12v DC

**Operating Temperature**  
14°F to 140°F

**Humidity**  
up to 99%, non-condensing

### Payment Systems

Coin, token, bill, smart card and credit card with real-time authorization

### Coin Acceptance

Electronic up to 15 different coins

### Paper Currency Acceptance

One, five, ten, twenty, fifty and hundred dollar bills

### Casework

Welded reinforced treated steel, optional stainless steel

### Pedestal

Welded reinforced treated steel, 9mm reinforced door with combined material protection, optional internal hardened steel plates, optional stainless steel

### Ticket Printing

Thermal 8 dots/mm graphic print head

### Ticket Capacity

110 micron paper roll. 4,300 tickets

### Single Ticket Size

2.36" x 2.2835"

### Backlit Display

240 x 64 dot graphic LCD

### Cash Boxes

4800 quarter capacity, self-locking on removal

### Paper Currency Boxes

600 bill capacity

### Heaters

Thermostatically controlled optional pedestal heater

### Standard Colors - Powder Coated Finish

Black, other colors may be supplied at additional cost.

*Metric Group reserves the right to amend or change specifications at any time.*

THE PARKING PROFESSIONALS

**METRIC**

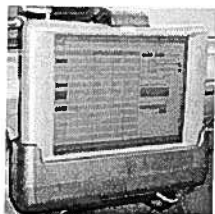
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SKEYE Pad

Metric Parking Wireless Space Management System (Patent Pending)

Features

The Metric Parking Wireless space management product is a numbered space application. Each space in town is numbered consecutively from 1 to whatever number of spaces available. All pay stations are programmed to accept payment for any space. Payment can be made with bill, coin, token or smart card. Customers can add time for any space at any pay station in town. All machines are solar powered and incorporate wireless data transfer (GPRS). All pay stations communicate space information in real time to the central server via an IP address. All enforcement officers view the web page for paid or unpaid spaces with the Metric Parking web pad. The central server incorporates a reporting package including all revenue and machine status information in real time. Enforcement officers and maintenance staff can view the status of each machine with the Metric Parking web pad or anywhere an internet connection exists.

Benefits

- Increase Revenue
- Reduce enforcement costs while increasing enforcement revenue.
- Reduce system collection / maintenance costs while increasing revenue.
- Increase customer convenience.
- Utilize information related to space usage for future planning.

Metric Parking equipment is utilized by more than 20 New Jersey / New York area municipalities.



**AURA**  
 THE NEXT GENERATION NOW

Our system is the only system which would enable your customers to pay or add time to any parking space with any pay station, in your town. Your spaces would be numbered in a consecutive fashion. The customer parks the vehicle at any space and pays the nearest pay station. If that customer is across town and would like to add time, they may use any pay station close to them. No need to return to original parking area or place receipt on dashboard. The customer would then take the receipt to any shop for a refund if you wish.

Enforcement personnel would immediately see the status of each paid or unpaid space via a wireless internet connection. No need to check dashboards or individual parking meters.

Enforcement officers would view all spaces for the entire town from the Metric Parking portable Web Pad from any location in town with wireless internet access.

The Metric Parking pay stations are all solar powered (no cables) and utilize wireless data transfer to the local Metric Parking server installed in your town. The Pay Stations are available with coin, bill acceptor, token or smart card payment method. Your town may use the smart cards as a local parking card and add value to the card as required.

Please contact Metric Parking today for the latest information regarding Multi Space parking systems.

*Skeye is a trademark of Hoft & Wessel.*

Metric Parking  
 2540 Route 130, Suite 114  
 Cranbury, NJ 08512  
 Phone 609.395.8570  
 Fax 609.395.8541  
[sales@metricparking.com](mailto:sales@metricparking.com)

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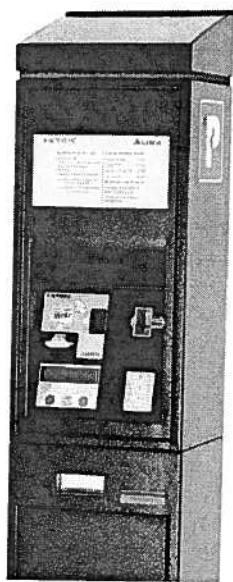
  
 HOFT & WESSEL

Offer the public the best parking management system available and today's parking problems will be a thing of the past. As one of the leading players in the field, Metric Parking provides unbeatable and cost-effective solutions for all Pay and Display requirements, Pay by Space requirements and for both on-and-off-street parking.



**ACCENT 3**

Robust design, modular component flexibility with dual printer option.



**AURA**  
THE NEXT GENERATION NOW

- Advanced modular design
- Superior security features
- Cashless payment options
- Communication options
- Impressive customer interface

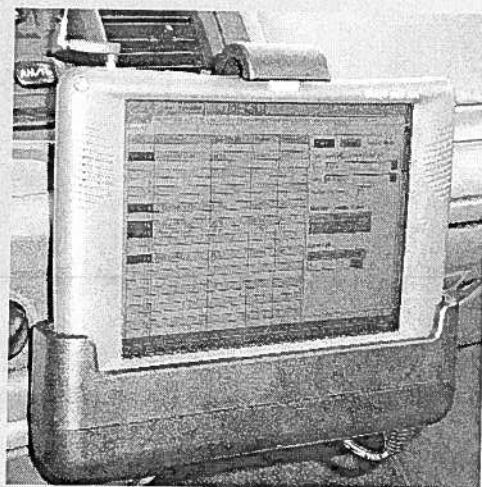
SPACE NETWORK SYSTEM

**SPACE NETWORK SYSTEM**

Metric Parking, in addition to the Metric Pay By Space system, offers the best parking space management system available today. Your enforcement staff has the real-time data required to enforce effectively.

**METRIC SKEYE ENFORCEMENT DEVICE**

A simple, fast, wireless enforcement device. Real-time status of all multi-space parking areas everywhere in your town or city. Each multi-space pay station reports all space data to your central server utilizing a GPRS connection. The central server communicates this real-time data to all of your enforcement staff with the Metric Skeye mobile enforcement device for immediate awareness of the paid status of every numbered space. Status of each pay station is reported in real-time.



**SKEYE PAD**

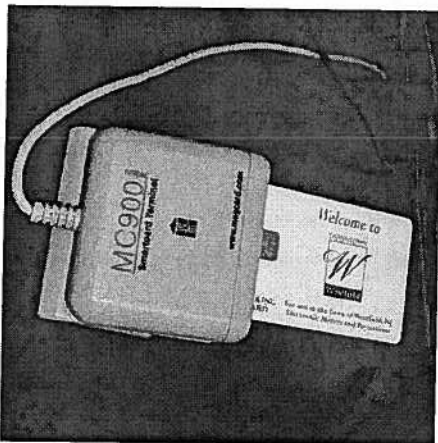
When combined with a GPRS Network, the Skeye mobile enforcement device can be used as an on- or off-street enforcement tool with a 9,999 space capacity. View the status of each space from anywhere in your town or city. Speed enforcement and increase revenue by knowing when and where to send enforcement staff. Eliminate the need to leave a vehicle to determine if a space is expired. No need to read expired single space meters. The new system incorporates the SKEYE Pad which can be carried by the attendant or alternatively mounted on the dashboard of a vehicle or office desk.



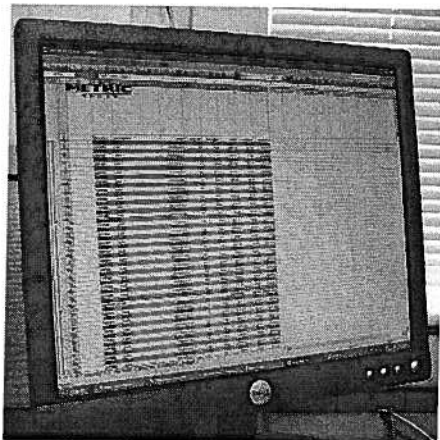
The customer also benefits from the networked system. Payment can be made from any paystation. Time can also be added from any pay station in your town.



**Networked System**



**Smart Card Recharger**



**Statistical Reports**

## MONITOR ALL PARKING MACHINES

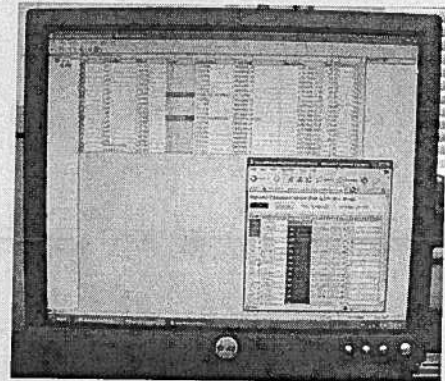
Metric has the technology to perform the many functions needed to monitor a large number of parking machines or a small number of parking machines. STATS and Alert Software have client/server architecture which means there is no limit to the number of parking machines that can be monitored and processed.

### STATS

The underlying technology of this software package is Microsoft SQL database. This enables a number of users to have simultaneous access to the data for the generation of reports which can in turn be customized to suit any requirement.

The technology used for report generation is based on Microsoft Excel which gives the customer a basic report set to cover most requirements. The package is remarkably easy to customize, allowing easy generation of many types of reports. Full graph and charting functions are available.

All data stored in Microsoft SQL can be exported to many other applications.



### ALERT

This technology has been developed by Metric. The underlying database technology is Microsoft SQL.

Real time 'event' monitoring. A central server program gathers information from the pay stations and sends this information to any computer for monitoring.

To assist in managing a large network of multi space machines, Alert allows you to configure and view the network in a variety of ways. Tree view is similar to using Windows Explorer and allows quick navigation to any machine using the familiar folders structure. Multiple views of Alert status windows can be launched allowing you to view all the information you want at once.

#### Applications

STATS (Reporting)  
 ALERT (Monitoring)  
 Tariff Editor  
 Space Network  
 MCI (Metric Card Issuer)

#### Communication

GSM Networks  
 GPRS Networks  
 Web Interface

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 Microsoft SQL, Microsoft Excel & Windows Explorer are trademarks.

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 Phone 609.395.8570  
 Fax 609.395.8541  
 www.metricparking.com



**Ana Stevenson**

---

**From:** Michael Zislis [zislis@aol.com]  
**Sent:** Thursday, October 16, 2008 7:19 AM  
**To:** Ana Stevenson  
**Cc:** maryann@downtownmanhattanbeach.com  
**Subject:** Parking Plan

Please add a change in ownership clause in your language for all high impact businesses. Require 2 spaces in Metlox every 1000 sq feet in all new business or ownership changes.

Cheers,

Michael Zislis  
Owner  
Shade Hotel  
Mucho Ultima Mexicana  
ROCK'N FISH Manhattan Beach  
ROCK'N FISH LA LIVE  
zislis@aol.com  
310.704.8507 cell

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**Ana Stevenson**

---

**From:** Mary Ann Varni [maryann@downtownmanhattanbeach.com]  
**Sent:** Monday, October 13, 2008 9:54 AM  
**To:** Portia P. Cohen; Ana Stevenson; Erik Zandvliet  
**Cc:** J. McLellan; James Shalvoy; Julie Hantzarides; Kevin Barry; Lester Siverman; 'Mary Ann Varni'; Maureen McBride; Mike Zislis; Miles Turpin; Ron Miranda; Sprout; Trance; Trilogy; 'Autorite'; 'Baby Wright's'; 'Barbie K'; 'David Levin'; Mike Zislis; 'Old Venice'; 'Sharks Cove'  
**Subject:** Downtown Parking Recommendation from DBPA  
**Attachments:** DOWNTOWN PARKING AND PLANNING IMPROVEMENT PROJECT SUMMARY 10-2008 R.4.doc

On behalf of the Downtown Manhattan Beach Business & Professional Association, I have attached a proposal of their parking recommendations. They have spent time with PPIC, and among themselves discussing and fine tuning what they, as business owners, think will deliver positive results. Based on doing business, knowing their customers, the community and watching the changes that have occurred over time, the attached proposal reflects an understanding of what it takes to do business downtown. The area has grown, is very desirable and unique, but still comes with challenges. The goal is to face these challenges together and come up with solutions that will continue to deliver thriving, successful, independent businesses in Downtown Manhattan Beach.

Please take time to review and consider the attached. Do not hesitate to call with any questions.

Sincerely,

---

Mary Ann Varni  
Executive Director/  
Downtown Manhattan Beach  
Business & Professional Association  
1104 Highland Avenue, Suite N  
P.O. Box 3298  
Manhattan Beach, CA 90266  
310-379-9901  
(fax) 310-372-0767  
[www.downtownmanhattanbeach.com](http://www.downtownmanhattanbeach.com)

10/16/2008



## PROPOSED SOLUTIONS FOR THE DOWNTOWN PARKING AND PLANNING IMPROVEMENT PROJECT

When developing a parking strategy for the downtown, it is essential to assess the competitive environment in which our downtown retailers operate. Our downtown merchants must compete with two major shopping centers, which offer large free parking lots and an excellent assortment of retail brands. Additionally, and currently of greatest concern, is our current economic situation. A majority of our downtown business owners are "independent" and cannot compete with the bigger guys on price.

If parking downtown to shop becomes too difficult or shoppers' meter expense become high enough for shoppers to notice, it is reasonable to assume that many of our local shoppers will take the path of least resistance and drive to one of our two contiguous malls. Convenience will override the charm and ambience of the downtown. We have a unique culture and draw to our downtown that needs to be nurtured during these challenging times in our economy. Not too many communities offer pristine beaches, tradition and unique shopping & dining.

The foregoing means that the City cannot just compare our parking fees with other South Bay communities. We have to determine as best we can that point at which potential shoppers feel comfortable that they'll find parking downtown without too much trouble and the amount of money they're willing to put in the meters before parking cost becomes one more reason to drive to our local malls rather than coming downtown to do business, shop, eat, etc.

Naturally another element of our overall parking strategy must be what the City of Manhattan Beach can afford for making the shopper parking experience good enough so that all aspects of parking don't become a barrier to shopping in the downtown. We appreciate that the City's budgetary constraints must be given important consideration. But we also respectfully submit that cost can't be the overriding determinant in developing a shopper friendly strategy for downtown.



Miles J. Turpin  
Advisor  
DBPA

(Downtown Manhattan Beach Recommendations to PPIC on 7/29/08)

The following merchants were present: **Ron Koch-Autorite; David Arias; Ron Miranda-Bacchus Wine Made Simple; Michael Zislis-Shade Hotel, Rock n' Fish, Mucho; Jill Lamkin- Sprout; David Levine-Lulus, Beehive.** The following items were discussed and supported by those Downtown merchants that were present for a PPIC meeting at the City.

Recommendations were further discussed with PPIC during the DBPA Board Meeting on 9/11/08.

**Revision #4 10/08/08 (revised since meeting held 9/25/08)**

## **DBPA PROPOSAL**

1. Strict enforcement on the meters. Too many tickets for expired meters and constantly feeding the meter may discourage people from abusing the 2 hour limit and from parking in front of their place of employment. We believe a tiered pricing approach should be utilized for repeat offenders, i.e. fines for violations increase with repeated offenses.
2. **Employers must:**
  - Unilaterally enforce a zero-tolerance policy for employees parking at meters in front of their place of employment;
  - No employee should be allowed to leave their place of employment to feed meters. This has to be enforced by the downtown business owners for #3 to be effective and to allow customers to park in an area that already has limited spaces.
3. Structure an **extremely affordable** monthly employee parking program that allows **High Impact** downtown merchants to partner with their employees to either subsidize employees' parking in approved lots, or share in the employees' cost of permit parking.

### **DBPA Proposal:**

- City should **mandate (perhaps through business licensure)** permit parking for those businesses deemed as **HIGH IMPACT** (Restaurants,

Hair Salons, Hotels and Banks). High impact businesses are defined as those with a large number of employees on shift at the same time. The specific number of employees that deems a business "High Impact" can be mutually defined at a future date. The same bulk rate should be offered to all businesses, so that others may choose to participate; however, we believe the greatest benefit in gaining street parking for customers would be to mandate the aforementioned.

- To administer this proposal, employers would provide payroll lists to the City showing the number of employees on payroll during any given month. Each business would then be issued that number of parking permits at a rate equal to 25% off the current bulk rate. The DBPA feels that 25% of current rate is a fair pricing structure based on the number of permits that would actually be used simultaneously. Our belief is that the current PPIC proposal of merely reducing the parking permit rate does not take into account the difficulty of logistics in "sharing" hang tag permits.
- For hypothetical purposes, let's say a business has 100 employees, but only 25 employees work on each shift. If an employer purchases 25 hanging permits at the proposed bulk rate to cover all employees on a shift, the tags would have to be transferred between cars and employees at each shift change. Inevitably, there will be employees who leave with the tag in their car or employees who decide to come early or stay late, leaving the employee on the alternating shift without a hang tag for that period. If each employee is issued their own tag, they are much more likely to be used effectively and they can be issued at a price that makes it cost-effective for our businesses and employees.
- We also believe that utilizing this "bulk" methodology adheres to the Coastal Commission's requirement that no preferential treatment is given in terms of parking pricing. To that end, this same pricing would be available to anyone who wanted to purchase the "bulk" number of parking permits (the "bulk" number can be mutually defined at a later date). It is doubtful that many residents would band together to purchase a bulk number of said permits, but the same pricing structure would be available to those who chose to do so.
- **DBPA strongly recommends we do a 6 month trial in the downtown** (with a bulk reduced rate permit program for employers and their employees), and **NOT** include residential permits at the same time. We need to see the results of moving employees to the Metlox before implementing too many changes. Visitors coming to the downtown

will always look to park in residential areas anyway, particularly if it is a peak time of year.

We realize that this is a major philosophical shift for the City and it will inevitably come with additional administrative responsibilities. The DBPA, however, thinks that any increase in the downtown parking rates be postponed until the economy begins to pick up or, at the very least, until we can see how this softening of the economy that we're experiencing will affect consumers and their buying habits. If shoppers become more and more price conscious, it doesn't make much sense to place another possible barrier in the way of shopping in downtown Manhattan Beach, particularly for our loyal downtown customers.

4. The position of the DBPA is that raising the meter rates, as noted in the opening page, will discourage customers and locals from shopping downtown as many other local shopping options are available that offer more convenient, free parking. We need to work on keeping our customer base and keeping the downtown thriving for the better of our community. If it begins to cost more to shop in downtown, and then people will go elsewhere to save, especially with our current economic situation. Last, raising rates with Parking Fund projections was presented during the 9/11/08 Board meeting, however further explanation and justification on the increase of rates is advised. Particularly, if the City sees increased revenue based on #1 and #3, raising the meter rates seems even less strategic.
5. Moving merchants from Lots 1 & 2.
  - a. Meter Lot 1 (parking would still be available for those with permits, but on a first come first serve basis, as customers will be permitted to park there as well)
  - b. In Lot 1, **merchants strongly recommend** that a space not be taken up for a loading zone, as it would be a waste of a parking space. Secondly, the handicap space in Lot 1 is not utilized and in an area not conducive for a handicap driver given the steep hill. DBPA proposes taking out the handicap space as long as it is not placed in Lot 1 for statutory reasons. If in fact the handicap space must stay in Lot 1, then use that space for a loading zone as well, thereby giving it a dual purpose – handicap/loading
  - c. Merchants from Lot 2 move to 3<sup>rd</sup> level in Lot 3

## OTHER CONSIDERATIONS

6. Distribute the handicap spaces throughout the City vs. having such a heavy concentration of them on Manhattan Avenue and 9<sup>th</sup> & 10<sup>th</sup> Street, for example.
  7. CHANGE machines. It is very frustrating for some merchants to have to hand out quarters on a regular basis. As Downtown is not a particularly high-crime area, it seems unlikely that change machines would be a target of vandalism. Another option would be to allow merchants, placed in different parts of the downtown, to sell "pre-loaded" cash keys at their businesses to provide more convenient hours and locations for residents wishing to purchase a cash key.
-

**Ana Stevenson**

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**From:** vic.law1@gmail.com  
**Sent:** Friday, October 10, 2008 11:06 AM  
**To:** Ana Stevenson  
**Subject:** RE:DOWNTOWN PARKING MANAGEMENT PLAN-COMMENTS TO PLEASE BE CONSIDERED AT ANY HEARING ON THE MATTER

Dear Ms. Stevenson:

It was my pleasure to have the opportunity to speak with you this morning, October 10, 2008, about my objection(s) concerning the above proposed plan which Plan has not been made available to me as of this time.

Thank you for your information about the increased parking meter rates. I object to the increase in parking meter rates for reasons including but not limited to the fact that it will tend to reduce access to the beach which is a requirement of the California Coastal Act and the filings with the California Coastal Commission including but not limited to the current approved filed plans including inter alia the LUP, Implementation Plan and other approved actions in effect which in fact have induced the California Coastal Commission to grant Manhattan Beach the permit to have the parking meter rates which exist today as I write to you.

In a separate matter, I ask you and through you, your department : who paid for the parking meters during the 10K run in the state owned and city owned parking lots? Was that paid out by the 10K organization from the \$25.00 paid by each of the over 4,000 participants? I think that it should be . I ask you to forward a copy of this email to Richard Gill, Director of Parks and Recreation since I do not have his email address and I know he would respond if he received this email concerning the question of the parking lot fees during the evening before and the day of the 10K run. Through this email, I respectfully thank him in advance.

Furthermore, continuing with the objection to the untimely , misguided parking meter increases, I believe that the existing business in the downtown will be adversely affected and they need all the help that they can get to survive in light of the relatively new competition from Metlox complex as well as the Manhattan Village free Parking Mall.

Perhaps the PPIC and the Staff who devised this questionable improvement have not become adequately aware of the fact that there is at this time an economic crises which Manhattan Beach Merchants and residents are not immune to , an economic environment that reminds many of the historians of the Great Depression where like then, availability of discretionary income has taken a severe hit.

This proposal may indicate to some observers that there may be too much time on the hands of SOME of the City Staff to come up with such untimely and misguided ideas. I would appreciate acknowledgement that you have received this email and instructions as to how and when I can access the "DOWNTOWN PARKING MANAGEMENT PLAN" on the Internet. Please include my objection to the increase in parking meter rates in your report to the Council when your staff report has been completed/becomes available to the Council..

Lastly, it is respectfully requested that this email/letter be considered a suggestion that the meter rates in the down town be lowered during the period which the economic crisis continues and it be used as a selling point to help the downtown merchants remain in business.

Ms. Stevenson, I really appreciate your assistance and the informative/helpful manner in which you responded to my inquiry.

10/16/2008

Respectfully yours,

William Victor  
Manhattan Beach property owner



## **DOWNTOWN PARKING MANAGEMENT PLAN**

The 2008 Downtown Parking Management Plan provides a comprehensive analysis of parking conditions in the downtown area and develops strategies for optimizing usage of on-street parking spaces and public parking lots.

The Parking and Public Improvements Commission and City staff have held a series of public meetings resulting in a number of recommendations, which include adjusting parking meters, monthly parking permits, a residential override parking program and improved signage.

### **CITY COUNCIL MEETING**

**WHEN:** October 21, 2008 at 6:30 pm

**WHERE:** Council Chambers (1400 Highland Avenue)

Residents and businesses are encouraged to attend and participate. The staff report is available at [www.citymb.info](http://www.citymb.info) on Friday, October 17 (noon). For more information please call Ana Stevenson at (310) 802-5540 or email at [astevenson@citymb.info](mailto:astevenson@citymb.info)

RESOLUTION NO. 6160

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH APPROVING A COASTAL DEVELOPMENT PERMIT TO ALLOW MODIFICATIONS TO PUBLIC PARKING METER RATES WITHIN THE NON-APPEALABLE PORTION OF THE CITY'S COASTAL ZONE - CA 08-32 (City of Manhattan Beach)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Manhattan Beach, California, hereby makes the following findings:

- A. The City of Manhattan Beach has proposed citywide modifications to the public parking meter rates in Manhattan Beach for on-street parking; in the City of Manhattan Beach.
- B. The proposed project includes raising the fee for public parking meters by fifty cents per hour resulting in \$1.50 per hour for streets.
- C. The subject parking meter locations are located within the City of Manhattan Beach Coastal Zone, in the non-appealable area. In accordance with the Manhattan Beach Local Coastal Program (MBLCP), Coastal Development Permit approval is required for this portion of the project.
- D. The applicant and property owner is the City of Manhattan Beach.
- F. The City Council of the City of Manhattan Beach conducted a noticed public hearing regarding the project at their regular scheduled meeting of October 21, 2008. The public hearing was advertised pursuant to applicable law and testimony was invited and received. All decisions set forth in this resolution are based upon substantial evidence received at said public meeting.
- G. The proposal is exempt from the requirements of the California Environmental Quality Act (CEQA) due to determination that it has no potential for having a significant effect on the environment, per CEQA Guidelines Section 15061(b)(3).
- H. The subject locations are located within Area Districts III and IV, and are zoned Downtown Commercial, Local Commercial, North-End Commercial, Public and Semi-public, and Open Space. The surrounding properties are generally also zoned the same as the parking meter locations, or are residentially zoned. The General Plan designations for the subject locations all correspond to the zoning designations.
- I. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- J. This Resolution, upon its effectiveness, constitutes the Coastal Development Permit for the subject parking meter rate changes
- K. Since the project is consistent with the following General Plan Goals and Policies, the project is also consistent with the Local Coastal Program (LCP), as discussed below, and since the LCP is consistent with the General Plan, the project is also consistent with the General Plan.

**GENERAL PLAN  
POLICIES: LAND USE**

Policy 2.3: Protect public access to and enjoyment of the beach while respecting the privacy of beach residents.

**GOALS: CIRCULATION**



**GOAL 3: PROTECT LOW DENSITY RESIDENTIAL NEIGHBORHOODS FROM THE TRAFFIC AND PARKING IMPACTS OF ADJACENT COMMERCIAL AREAS.**

- M. Based on the MBLCP Sections A.96.150 the following findings are made:  
That the project, as described in the application and accompanying materials, conforms with the certified Manhattan Beach Local Coastal Program, since the project is consistent with the following applicable policies from Chapter 4 of the Local Coastal Program:

**COASTAL ACCESS POLICIES**

**A. Access Policies**

- Policy I.A.2: The City shall encourage, maintain, and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access.
- Policy I.A.3: The City shall preserve pedestrian access systems including the Spider Web park concept (Spider Web park concept: a linear park system linking the Santa Fe railroad right-of-way jogging trail to the beach with a network of walkstreets and public open spaces. See Figure NR-1 of the General Plan).
- Policy I.A.4: The City shall maintain the use of commercial alleys as secondary pedestrian accessways.

**B. Transit Policies**

- Policy I.B.4: The City shall maintain the use of the Santa Fe right-of-way as a non-automobile transportation corridor between the northern city boundary and the intersection of Valley-Ardmore and Manhattan Beach Boulevard, as the closest link to the commercial business district and beach use.
- Policy I.B.5: The City shall maintain a pathway to facilitate jogging and pedestrian usage along the Santa Fe right-of-way.
- Policy I.B.7: The City shall provide adequate signing and directional aids so that beach goers can be directed toward available parking.

**C. Parking Policies**

- Policy I.C.2: The City shall maximize the opportunities for using available parking for weekend beach use.
- Policy I.C.3: The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.
- Policy I.C.10: Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).
- Policy I.C.11: Maintain the existing public parking system in the vicinity of Valley/Ardmore/Manhattan Beach Boulevard to provide parking out of the downtown area.
- Policy I.C.15: Continue management of existing parking facilities through enforcement to improve efficiency by keeping on-street spaces available for short-term users and encouraging the long-term parkers to use off-street parking lots.

**Policy I.C.16: Improve information management of the off-street parking system through improved signing, graphics and public information and maps.**

**II. COASTAL LOCATING AND PLANNING NEW DEVELOPMENT POLICIES**

**A. Commercial Development**

**Policy II.A.6: Encourage development of adequate parking facilities for future development through ground level on-site parking or a requirement to pay the actual cost of constructing sufficient parking spaces. Maximize use of existing parking facilities to meet the needs of commercial uses and coastal access.**

**SECTION 2.** The City Council of the City of Manhattan Beach hereby APPROVES the subject Coastal Development Permit subject to the following conditions.

***General Conditions***

1. The proposed project shall be in substantial conformance with the project description, as approved by the City Council on October 21, 2008, subject to any special conditions set forth below. Any substantial deviation from the approved project description must be reviewed and approved by the City Council.
2. Parking quantities, locations, and permits in the non-appealable area of the coastal zone shall not be changed or affected by this project.

***Procedural***

3. **Effective Date.** The subject Coastal Development Permit shall become effective after expiration of the time limits established by Manhattan Beach Municipal Code and Local Coastal Program.
4. **Fish and Game.** Pursuant to Public Resources Code Section 21089 (b) and Fish and Game Code Section 711.4 (c), the project is not operative, vested, or final until the required filing fees are paid.
5. **Terms and Conditions are Perpetual.** These terms and conditions shall be perpetual, and it is the intention of the Director of Community Development and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.
6. **Review.** All provisions of the Coastal Development Permit are subject to review by the Community Development Department 6 months after occupancy and yearly thereafter. At any time in the future, the City Council may review the Coastal Development Permit for the purposes of revocation or modification. Modification may consist of conditions deemed reasonable to mitigate or alleviate impacts to adjacent land uses.
7. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the City Council.
8. **Inspections.** The Community Development Department staff shall be allowed to inspect the site and the development during construction at any time.
9. **Assignment.** Pursuant to Section A.96.220 of the City's certified Local Coastal Program (Implementation Program), the Coastal Development Permit may be assigned to any qualified persons subject to submittal of the following information to the Director of Community Development.

**SECTION 3.** Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90

days of the date of this resolution and the City Council is served within 120 days of the date of this resolution.

SECTION 4. This resolution shall take effect immediately.

SECTION 5. The City Clerk shall certify to the adoption of this resolution; enter it into the original records of the City and thenceforth and thereafter the same shall be in full force and effect.

SECTION 6. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

PASSED, APPROVED AND ADOPTED this 21<sup>st</sup> day of October 2008.

Ayes:  
Noes:  
Absent:  
Abstain:

\_\_\_\_\_  
Mayor, City of Manhattan Beach, California

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

By   
\_\_\_\_\_  
City Attorney

RESOLUTION NO. 6161

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH APPROVING A COASTAL DEVELOPMENT PERMIT TO ALLOW MODIFICATIONS TO PUBLIC PARKING METER RATES WITHIN THE APPEALABLE PORTION OF THE CITY'S COASTAL ZONE - CA 08-33 (City of Manhattan Beach)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Manhattan Beach, California, hereby makes the following findings:

- A. The City of Manhattan Beach has proposed citywide modifications to the public parking meter rates in the City of Manhattan Beach.
- B. The proposed project includes raising the fee for public parking meters by fifty cents per hour resulting in \$1.50 per hour for streets, and by \$1 per hour resulting in \$2 per hour for pier and beach parking lots.
- C. The subject parking meter locations are located within the City of Manhattan Beach Coastal Zone, in the appealable area. In accordance with the Manhattan Beach Local Coastal Program (MBLCP), Coast Development Permit approval is required for this portion of the project, which is appealable to the California Coastal Commission.
- E. The applicant and property owner is the City of Manhattan Beach.
- F. The City Council of the City of Manhattan Beach conducted a noticed public hearing regarding the project at their regular scheduled meeting of October 21, 2008. The public hearing was advertised pursuant to applicable law and testimony was invited and received. All decisions set forth in this resolution are based upon substantial evidence received at said public meeting.
- G. The proposal is exempt from the requirements of the California Environmental Quality Act (CEQA) due to determination that it has no potential for having a significant effect on the environment, per CEQA Guidelines Section 15061(b)(3).
- H. The subject locations are located within Area Districts III & IV, and are zoned Downtown Commercial, Open Space, and Public and Semi-public. The surrounding properties are generally also zoned the same as the parking meter locations, or are residentially zoned. The General Plan designations for the subject locations all correspond to the zoning designations.
- I. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- J. This Resolution, upon its effectiveness, constitutes the Coastal Development Permit for the subject parking meter rate changes
- K. Since the project is consistent with the following General Plan Goals and Policies, the project is also consistent with the Local Coastal Program (LCP), as discussed below, and since the LCP is consistent with the General Plan, the project is also consistent with the General Plan.

**GENERAL PLAN**  
**POLICIES: LAND USE**

Policy 2.3: Protect public access to and enjoyment of the beach while respecting the privacy of beach residents.

**GOALS: CIRCULATION**

**GOAL 3: PROTECT LOW DENSITY RESIDENTIAL NEIGHBORHOODS FROM THE TRAFFIC AND PARKING IMPACTS OF ADJACENT COMMERCIAL AREAS.**

- M. Based on the MBLCP Sections A.96.150 the following findings are made:  
That the project, as described in the application and accompanying materials, conforms with the certified Manhattan Beach Local Coastal Program, since the project is consistent with the following applicable policies from Chapter 4 of the Local Coastal Program:

**COASTAL ACCESS POLICIES**

**A. Access Policies**

- Policy I.A.2: The City shall encourage, maintain, and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access.
- Policy I.A.3: The City shall preserve pedestrian access systems including the Spider Web park concept (Spider Web park concept: a linear park system linking the Santa Fe railroad right-of-way jogging trail to the beach with a network of walkstreets and public open spaces. See Figure NR-1 of the General Plan).
- Policy I.A.4: The City shall maintain the use of commercial alleys as secondary pedestrian accessways.

**B. Transit Policies**

- Policy I.B.4: The City shall maintain the use of the Santa Fe right-of-way as a non-automobile transportation corridor between the northern city boundary and the intersection of Valley-Ardmore and Manhattan Beach Boulevard, as the closest link to the commercial business district and beach use.
- Policy I.B.5: The City shall maintain a pathway to facilitate jogging and pedestrian usage along the Santa Fe right-of-way.
- Policy I.B.7: The City shall provide adequate signing and directional aids so that beach goers can be directed toward available parking.

**C. Parking Policies**

- Policy I.C.2: The City shall maximize the opportunities for using available parking for weekend beach use.
- Policy I.C.3: The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.
- Policy I.C.10: Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).
- Policy I.C.11: Maintain the existing public parking system in the vicinity of Valley/Ardmore/Manhattan Beach Boulevard to provide parking out of the downtown area.
- Policy I.C.15: Continue management of existing parking facilities through enforcement to improve efficiency by keeping on-street spaces available for short-term users and encouraging the long-term parkers to use off-street parking lots.

**Policy I.C.16:** Improve information management of the off-street parking system through improved signing, graphics and public information and maps.

**II. COASTAL LOCATING AND PLANNING NEW DEVELOPMENT POLICIES**

**A. Commercial Development**

**Policy II.A.6:** Encourage development of adequate parking facilities for future development through ground level on-site parking or a requirement to pay the actual cost of constructing sufficient parking spaces. Maximize use of existing parking facilities to meet the needs of commercial uses and coastal access.

**SECTION 2.** The City Council of the City of Manhattan Beach hereby APPROVES the subject Coastal Development Permit subject to the following conditions.

***General Conditions***

1. The proposed project shall be in substantial conformance with the project description, as approved by the City Council on October 21, 2008, subject to any special conditions set forth below. Any substantial deviation from the approved project description must be reviewed and approved by the City Council.
2. Parking quantities, locations, and permits in the appealable area of the coastal zone shall not be changed or affected by this project.

***Procedural***

3. **Effective Date.** The subject Coastal Development Permit shall become effective after expiration of the time limits established by Manhattan Beach Municipal Code and Local Coastal Program.
4. **Fish and Game.** Pursuant to Public Resources Code Section 21089 (b) and Fish and Game Code Section 711.4 (c), the project is not operative, vested, or final until the required filing fees are paid.
5. **Terms and Conditions are Perpetual.** These terms and conditions shall be perpetual, and it is the intention of the Director of Community Development and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.
6. **Review.** All provisions of the Coastal Development Permit are subject to review by the Community Development Department 6 months after occupancy and yearly thereafter. At any time in the future, the City Council may review the Coastal Development Permit for the purposes of revocation or modification. Modification may consist of conditions deemed reasonable to mitigate or alleviate impacts to adjacent land uses.
7. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the City Council.
8. **Inspections.** The Community Development Department staff shall be allowed to inspect the site and the development during construction at any time.
9. **Assignment.** Pursuant to Section A.96.220 of the City's certified Local Coastal Program (Implementation Program), the Coastal Development Permit may be assigned to any qualified persons subject to submittal of the following information to the Director of Community Development.

**SECTION 3.** Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90

days of the date of this resolution and the City Council is served within 120 days of the date of this resolution.

SECTION 4. This resolution shall take effect immediately upon completion of applicable California Coastal Commission appeal periods or procedures.

SECTION 5. The City Clerk shall certify to the adoption of this resolution; enter it into the original records of the City and thenceforth and thereafter the same shall be in full force and effect.

SECTION 6. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

PASSED, APPROVED AND ADOPTED this 21<sup>st</sup> day of October 2008.

Ayes:  
Noes:  
Absent:  
Abstain:

\_\_\_\_\_  
Mayor, City of Manhattan Beach, California

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

By \_\_\_\_\_

City Attorney

RESOLUTION NO. 6162

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, ESTABLISHING A SCHEDULE OF FEES TO BE CHARGED BY VARIOUS DEPARTMENTS OF THE CITY REGARDING PERMITS AND SERVICES, MODIFYING ALL RESOLUTIONS OR ORDERS IN CONCERT THEREWITH, AND APPROVING AN INCREASE IN CERTAIN PARKING CITATION RATES

WHEREAS, the Office of the City Manager of the City has reviewed the fee schedule and made certain recommendations to the City Council; and

WHEREAS, the schedule of fees for permits and services represents reimbursement for cost incurred by the City in providing direct services to particular individuals or groups rather than to the general populace of the City of Manhattan Beach; and

WHEREAS, it is equitable that the City of Manhattan Beach be compensated for providing such direct services; and

WHEREAS, the City of Manhattan Beach has certain fees established including parking citation rates for violation of parking regulations; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY DECLARE, FIND, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City Council hereby finds as follows:

- A. The fees adopted hereunder are set forth in "Schedule A," attached hereto and incorporated herein by this reference.
- B. The proposed project has been found to be statutorily exempt from the provisions of the California Environmental Quality Act (CEQA), as implemented by the City of Manhattan Beach CEQA guidelines, pursuant to sections 15273 (a) "Rates, Tolls, Fares, and Charges" of the CEQA Guidelines.
- C. The proposed project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish & Game Code.
- D. The proposed project is in conformance with applicable policies and regulations of the Certified Manhattan Beach Local Coastal Program.
- E. The proposed project is consistent with the public access and recreation policies of Chapter 3 of the California Coastal Act of 1976. The project will not impact existing public access, nor recreational opportunities, within the City's Coastal Zone.
- F. This resolution shall serve as the coastal development permit for those areas under the jurisdiction of the Manhattan Beach Local Coastal Plan.

SECTION 2. The City Manager's Office has reviewed the fee schedule and made certain recommendations to the City Council. The schedule of fees shall be modified to include the rates for parking citations adjusted in accordance with the attached schedule.

SECTION 3. The City Manager shall have the authority to interpret the provisions of this resolution for purposes of resolving ambiguities. The City Manager shall have the authority to authorize and require reasonable compensation for the temporary use of City property or receipt of City services not otherwise provided for by City resolution or ordinance.

SECTION 4. This resolution shall be effective upon passage.

SECTION 5. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this resolution is adopted.

SECTION 6. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.



PASSED, APPROVED and ADOPTED this 21<sup>st</sup> day of October, 2008.

Ayes:  
Noes:  
Absent:  
Abstain:

\_\_\_\_\_  
Mayor, City of Manhattan Beach, California

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

By   
\_\_\_\_\_  
City Attorney

Classification	Description	Current	Proposed
Parking Violations	15 Minute Parking	\$ 35.00	\$ 40.00
Parking Violations	25 ft. of blvd. stop	\$ 35.00	\$ 40.00
Parking Violations	25 ft. of crosswalk	\$ 35.00	\$ 40.00
Parking Violations	25 ft. of sign	\$ 35.00	\$ 40.00
Parking Violations	Adjacent school	\$ 35.00	\$ 40.00
Parking Violations	Bus zone	\$ 35.00	\$ 40.00
Parking Violations	Commercial loading 20 min.	\$ 35.00	\$ 40.00
Parking Violations	Commercial Plates Required	\$ 35.00	\$ 40.00
Parking Violations	Demo/sale/lease	\$ 35.00	\$ 40.00
Parking Violations	Green/yellow zone	\$ 35.00	\$ 40.00
Parking Violations	Hazard area	\$ 35.00	\$ 40.00
Parking Violations	Head in only	\$ 35.00	\$ 40.00
Parking Violations	In lines	\$ 35.00	\$ 40.00
Parking Violations	Limited parking - (1 hour)	\$ 35.00	\$ 40.00
Parking Violations	Limited parking - (2 hour)	\$ 35.00	\$ 40.00
Parking Violations	No parking	\$ 35.00	\$ 40.00
Parking Violations	No permit	\$ 35.00	\$ 40.00
Parking Violations	No stop zone	\$ 35.00	\$ 40.00
Parking Violations	Not Within Lines	\$ 35.00	\$ 40.00
Parking Violations	Opposite/front garage	\$ 35.00	\$ 40.00
Parking Violations	Over posted limit	\$ 35.00	\$ 40.00
Parking Violations	Over 72 hours	\$ 35.00	\$ 40.00
Parking Violations	Overtime	\$ 35.00	\$ 40.00
Parking Violations	Overtime 24 minute/index	\$ 35.00	\$ 40.00
Parking Violations	Parallel one way	\$ 35.00	\$ 40.00
Parking Violations	Parkway	\$ 35.00	\$ 40.00
Parking Violations	Permission to load or unload	\$ 35.00	\$ 40.00
Parking Violations	Private property	\$ 35.00	\$ 40.00
Parking Violations	Project/lines	\$ 35.00	\$ 40.00
Parking Violations	Public property	\$ 35.00	\$ 40.00
Parking Violations	Red zone	\$ 35.00	\$ 40.00
Parking Violations	Repair vehicle/street	\$ 35.00	\$ 40.00
Parking Violations	Safe on grade	\$ 35.00	\$ 40.00
Parking Violations	Stop/alley	\$ 35.00	\$ 40.00
Parking Violations	Stop/corn/load	\$ 35.00	\$ 40.00
Parking Violations	Stop/hazard	\$ 35.00	\$ 40.00
Parking Violations	Stop/white zone	\$ 35.00	\$ 40.00
Parking Violations	Street sweeping	\$ 35.00	\$ 40.00
Parking Violations	Temporary parking prohibited	\$ 35.00	\$ 40.00
Parking Violations	Valet parking prohibited	\$ 35.00	\$ 40.00
Parking Violations	Vehicle prohibited in City park	\$ 35.00	\$ 40.00
Parking Violations	Walk street	\$ 35.00	\$ 40.00
Parking Violations	Wash/polish vehicle	\$ 35.00	\$ 40.00
Parking Violations	Wheels not curbed	\$ 35.00	\$ 40.00
Parking Violations	White zone	\$ 35.00	\$ 40.00
Parking Violations	Within islands	\$ 35.00	\$ 40.00
Parking Violations	Compact spaces	\$ 35.00	\$ 40.00
Parking Violations	Meter expired	\$ 30.00	\$ 40.00
Parking Violations	Current License Tab	\$ 35.00	\$ 40.00

<b>Parking Violations</b>	Parking on Sidewalk	\$ 35.00	\$ 40.00
<b>Parking Violations</b>	Blocking Driveway	\$ 35.00	\$ 40.00
<b>Parking Violations</b>	Wrong direction/curb parking	\$ 35.00	\$ 40.00
<b>Parking Violations</b>	Hydrant distance	\$ 35.00	\$ 40.00
<b>Parking Violations</b>	parking in crosshatch	\$ 35.00	\$ 40.00
<b>Parking Violations</b>	Safety Zone	\$ 35.00	\$ 40.00
<b>Parking Violations</b>	Fire Lane	\$ 35.00	\$ 40.00
<b>Parking Violations</b>	Double parking	\$ 35.00	\$ 40.00
<b>Parking Violations</b>	parking in intersection	\$ 35.00	\$ 40.00
<b>Parking Violations</b>	other parking citations with current fines of \$35 but not otherwise identified	\$ 35.00	\$ 40.00

The Beach Reporter  
400 S Sepulveda Ste 247  
Manhattan Beach CA 90266  
**Proof of Publication**  
(2015.5 C.C.P)

STATE OF CALIFORNIA,  
COUNTY OF LOS ANGELES

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years; and I am not a party to or interested in the notice published. I am the chief legal advertising clerk of the publisher of the

**BEACH REPORTER**

a newspaper of general circulation, printed and  
published Weekly

in the City of Manhattan Beach  
County of Los Angeles, and which newspaper has been  
adjudged a newspaper of general circulation by the Superior  
Court of the County of Los Angeles, State of California,

under the date of December 29, 19 83

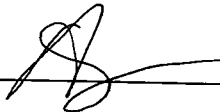
Case Number C 474258  
that the notice, of which the annexed is a printed copy, has been  
published in each regular and entire issue of said newspaper  
and not in any supplement thereof on the following dates, to-wit:

October 09, 2008

all in the year 20 08  
I certify (or declare) under penalty of perjury that the foregoing  
is true and correct

Dated at Manhattan Beach

California, this 09<sup>th</sup> October 20 08



Signature

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**DOWNTOWN PARKING MANAGEMENT PLAN**

The 2008 Downtown Parking Management Plan provides a comprehensive analysis of parking conditions in the downtown area and develops strategies for optimizing usage of on-street parking spaces and public parking lots.

The Parking and Public Improvements Commission and City staff have held a series of public meetings resulting in a number of recommendations, which include adjusting parking meters, monthly parking permits, a residential override parking program and improved signage.

On October 21, 2008, the City Council will consider the Parking and Public Improvements Commission's recommendations.

**CITY COUNCIL MEETING**

**DOWNTOWN PARKING MANAGEMENT PLAN  
- PUBLIC HEARING -**

WHEN: October 21, 2008 at 6:30 pm  
WHERE: Council Chambers, City Hall  
1400 Highland Avenue, Manhattan Beach

Residents and businesses are encouraged to attend and participate. A copy of the 2008 Downtown Parking Management Plan is available at [www.citymb.info](http://www.citymb.info). The staff report will be available at [www.citymb.info](http://www.citymb.info) on Friday, October 17 (noon). For more information, please call Ana Stevenson at (310) 802-5540 or email at [astevenson@citymb.info](mailto:astevenson@citymb.info)

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