



Agenda Item #: \_\_\_\_\_

# Staff Report

## City of Manhattan Beach

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

**THROUGH:** Geoff Dolan, City Manager

**FROM:** Richard Thompson, Director of Community Development  
Esteban Danna, Assistant Planner  
Erik Zandvliet, City Traffic Engineer

**DATE:** June 16, 2009

**SUBJECT:** Consideration of Parking and Public Improvements Commission recommendation to Adopt Parking Policies for Sepulveda Boulevard

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### **RECOMMENDATION:**

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission (PPIC) recommendations to adopt a policy in support of limited parking restrictions near traffic signals along Sepulveda Boulevard during peak traffic flow hours on a case-by-case basis, and to oppose a blanket parking prohibition on Sepulveda Boulevard.

### **FISCAL IMPLICATION:**

No Fiscal Impact.

### **BACKGROUND:**

During Work Plan discussions in 2008, the City Council identified and prioritized several traffic studies to be conducted throughout the City. The City Council's 2008-2009 Work Plan includes a task to consider the potential impacts of imposing further parking restrictions along Sepulveda Boulevard, and analyze possible traffic and parking impacts, alternatives and restrictions to balance regional transportation needs with the preservation of local business parking and protection of adjacent residential neighborhoods. The PPIC and City Council staff reports are a summary of the Traffic Engineer's analysis, findings and recommendations resulting from this study.

### **DISCUSSION:**

Pursuant to the Work Plan, the City Traffic Engineer began a study of the existing parking and traffic conditions along Sepulveda Boulevard in January 2009. On February 26, 2009, the Commission reviewed the staff report describing the current parking conditions along the Sepulveda Boulevard corridor and reviewed a list of findings for the Commission to consider (See attached PPIC report). After hearing both resident and business concerns and suggestions, the Commission directed staff to conduct additional analysis and explore possible measures that could be implemented to manage current and future parking conditions along Sepulveda Boulevard. The

PPIC was interested in identifying what could be done about the existing parking impacts in the surrounding neighborhoods as well as determining what additional impacts would occur if parking were completely removed from Sepulveda Boulevard.

### **PPIC Meeting**

On April 23, 2009, the Commission reviewed the City Traffic Engineer's evaluation of possible actions that would be required to mitigate parking and residential traffic intrusion impacts as they exist now, as well as additional potential impacts if curb parking were removed from Sepulveda Boulevard completely. The Commission again heard both resident and business concerns and suggestions and discussed possible policy recommendations.

Mailed notices were sent to all residents and businesses within 300 feet of the Sepulveda Boulevard corridor prior to each of the PPIC meetings. The Commission heard from three (3) residents and eight (8) business owners and received written correspondence from five additional residents on this matter. The residents were concerned about current parking impacts and congestion on local streets such as Oak Avenue and Dianthus Street/Duncan Avenue/1<sup>st</sup> Street as the result of insufficient business parking, while business owners felt that any additional street parking restrictions would adversely impact their businesses.

As described in the attached report, City staff recommended that the Commission approve a policy to consider limited parking prohibitions along Sepulveda Boulevard near heavily congested signalized intersections on a case-by-case basis. The Commissioners recommendation is based on several findings and observations, including:

1. The intersections are the primary constraint on traffic flow, not mid-block. Restricted parking in the curb lanes approaching and departing the traffic signal would improve intersection capacity by adding an additional lane.
2. Traffic flow is not constricted during off-peak times, when street parking is needed by adjacent businesses, so an all-day parking prohibition is not necessary.
3. Many businesses need convenient short-term street parking as a function of their operation.
4. The loss of additional parking would increase traffic intrusion into the neighborhoods caused by drivers searching for spaces.
5. The expected adverse impacts to those businesses that do not have sufficient off-street parking outweigh the limited operational benefit that would be gained by prohibiting mid-block parking.
6. Additional parking restrictions would be expected to create additional parking and circulation impacts to the surrounding neighborhoods.
7. Intersection capacity improvements are already planned for two intersections at Marine Avenue and Manhattan Beach Boulevard.
8. Some of the overflow street parking would be relieved if business owners/managers stopped the practice of prohibiting employee parking in their parking lots.
9. Proactive measures to improve the off-street parking supply should be implemented before considering the removal of any additional street parking.

As part of the comprehensive study, the Traffic Engineer identified several pockets of current neighborhood parking impacts that could be addressed by initiating neighborhood traffic management plans or providing parking incentives to businesses. The PPIC offered several

suggestions (Exhibit 1) that the City Council may want to discuss when staff and discretionary funding resources become available.

Meeting notices for the City Council meeting were sent to all residences and businesses within 300 feet of Sepulveda Boulevard within the City limits.

- Exhibits:
1. Potential Parking Management Actions
  2. PPIC Report dated 4/23/09 with attachments
  3. PPIC Minutes 2/26/09 and 4/23/09
  4. City Council Meeting Notice
  5. Public Comments

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**EXHIBIT 1**  
**SEPULVEDA BOULEVARD CORRIDOR**  
**POTENTIAL PARKING MANAGEMENT ACTIONS**

At its April 23, 2009 meeting, Parking and Public Improvements Commission recommended several potential actions to improve existing parking issues as follows:

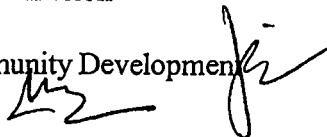
- A. Initiate Neighborhood Traffic Management Plans in areas that have been identified with parking or traffic intrusion issues, beginning with the Oak Avenue neighborhood from Rosecrans Avenue to Manhattan Beach Boulevard, and the Duncan Avenue/Dianthus Street/1<sup>st</sup> Street/2<sup>nd</sup> Street neighborhood.
- B. Study the feasibility of facilitating a BID or business association to address parking issues related to the Sepulveda Boulevard Corridor.
- C. Explore options restricting access to Oak Avenue between Rosecrans Avenue and Manhattan Beach Boulevard to eliminate southbound cut-through commuter traffic.

Any or all of these actions may be approved separately or evaluated pursuant to the City Council's Work Plan discussions.

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

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Ana Stevenson, Management Analyst  
Erik Zandvliet, Traffic Engineer



**DATE:** April 23, 2009

**SUBJECT: Sepulveda Boulevard Corridor Parking Study  
Evaluation of Existing and Potential Impacts**

**RECOMMENDATION:**

Staff recommends that the Commission approve a policy to consider limited parking prohibitions along Sepulveda Boulevard near heavily congested signalized intersections on a case-by-case basis to improve intersection capacity except at locations where sufficient off-street parking is not readily available for adjacent businesses.

**BACKGROUND:**

On October 1, 2002 and November 19, 2003, the City Council reviewed and approved the Citywide Neighborhood Traffic Management Program (NTMP). This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures. On September 4, 2007 and during the Work Plan discussions, the City Council prioritized several areas of the City for further analysis.

The City Council identified parking and traffic issues along the Sepulveda Boulevard as one of these priority areas to be studied. With regard to parking issues, the City Council's 2008-2009 Work Plan includes a task to consider the potential impacts of imposing further parking restrictions along Sepulveda Boulevard, and analyze possible traffic and parking impacts, alternatives and restrictions to balance regional transportation needs with the preservation of local business parking and protection of adjacent residential neighborhoods.

On February 26, 2009, the Commission reviewed the staff report describing the current parking conditions along the Sepulveda Boulevard corridor and reviewed a list of findings for the Commission to consider. After hearing both resident and business concerns and suggestions, the Commission directed staff to conduct additional analysis and explore possible measures that could be implemented to manage current and future parking conditions along Sepulveda Boulevard.

This report presents an evaluation of possible actions that would be required to mitigate parking and residential traffic intrusion impacts as they exist now, and potential impacts if curb parking were removed from Sepulveda Boulevard completely. This meeting will also be a continuation of the public forum to hear both resident and business concerns and suggestions.

## **DISCUSSION:**

Sepulveda Boulevard is designated as State Route 1 through the City of Manhattan Beach, and serves as a regional north-south arterial roadway in the South Bay. It is classified as a major arterial highway in the City's General Plan. The adjacent land use is primarily retail business with some office, automobile service and auto dealer uses. Sepulveda Boulevard is a six-lane roadway with left turn pockets and raised center medians along certain sections. It has a posted speed limit of 35 mph and carries between 54,800 and 64,200 vehicles per day. AM peak period traffic is higher in the northbound direction, while PM peak period traffic is predominately southbound.

Street parking is generally allowed on both sides of the street, except during peak periods, when the parking lane becomes the third travel lane in each direction. Parking is restricted in the northbound direction between 5:30-9:30am Monday through Friday (except holidays), and restricted in the southbound direction between 3-7pm Monday through Friday (except holidays). Street parking is prohibited along certain street segments at all times, including street frontages along Manhattan Village, Target, and near major intersections.

Traffic flow becomes congested in the peak commuter hours largely due to high directional volumes. During these peak periods, the State of California has imposed turn restrictions at many non-signalized intersections to reduce turning interference and prevent collisions. The traffic signals operate on a 240 second cycle, and are synchronized via Caltrans' centralized Traffic Management Center.

The City has two capital projects currently in the design phase to add dual left turn lanes at two intersections along Sepulveda Boulevard. Dual westbound to southbound left turn lanes will be constructed on Marine Avenue at Sepulveda Boulevard. Second, dual northbound to westbound, and westbound to southbound left turn lanes will be added to the intersection of Sepulveda Boulevard and Manhattan Beach Boulevard.

### **Parking Conditions**

A survey of existing parking facilities was conducted both on-street and on private property along Sepulveda Boulevard. Observations taken during various times of the day found that street parking is generally light, due to the availability of off-street parking and apparent risks of parking along a high volume street. There are several pockets of on-street parking demand, particularly adjacent to several small businesses with limited or no off-street parking and at two large office buildings with underground parking structures. Moderate to heavy on-street parking was observed during mid-day at the following locations:

1. 2121 to 2417 (west side) small businesses with small lots
2. 1701 to 1731 (west side) small businesses and auto repair
3. 1145 to 1301 (west side) small businesses and auto repair
4. 111 N (west side) office building with underground parking
5. 225 to 317 S (west side) office Building with Sketchers

6. 120 to 240 S (east side) small businesses and auto repair

Almost all businesses along Sepulveda Boulevard have off-street parking lots or structures, however, some lots may not meet current parking codes for the current, more-intense land uses. Front and rear parking lots are common, and several larger buildings have underground parking structures. Those businesses with parking structures generally provide access via a side street. There are four businesses without any parking facilities at 2309 through 2317 Sepulveda Boulevard.

Several businesses have rear parking lots that take access via a parallel street behind the businesses. Eleven (11) businesses have driveways to Oak Street on the west side of Sepulveda Boulevard. Five (5) businesses have driveways on Cedar Avenue between Marine Avenue and 19<sup>th</sup> Street on the east side, and seven (7) businesses have driveways on Kuhn Drive between Rhonda Drive and Keats Street on the east side. Customers and employees that use these driveways increase the traffic volumes on the streets which also front residential properties. In addition, customers that occasionally pass up the business driveway they intend to visit may use one of the parallel streets to return to Sepulveda Boulevard to make another attempt to enter the front driveway.

Overflow commercial parking on residential streets is not generally evident except for a few localized areas adjacent to large office buildings or auto repair shops. Specifically, overflow parking was found during business hours at the following locations and as indicated on the attached aerial views (observed causes in parenthesis):

- A. Oak Avenue between Rosecrans Avenue and 35<sup>th</sup> Street (Hotel employees)
- B. 30<sup>th</sup> Street east of Oak Avenue (smog check and small businesses)
- C. 19<sup>th</sup> Street east of Cedar Avenue (small businesses fronting 19<sup>th</sup> and bank)
- D. 17<sup>th</sup> Street west of Sepulveda Boulevard (tire shop and day care employees)
- E. Oak Avenue north of Manhattan Beach Boulevard (day care and auto repair employees)
- F. 9<sup>th</sup> Street east of Sepulveda Boulevard (Hotel employees)
- G. 9<sup>th</sup> Street west of Sepulveda Boulevard (small business employees)
- H. 2<sup>nd</sup> Street west of Sepulveda Boulevard (111 office building employees)
- I. 1<sup>st</sup> Street west of Sepulveda Boulevard (111 office building and day care employees)
- J. Kuhn Drive between Rhonda Drive and Keats Street (small businesses and Remax bldg.)
- K. Duncan Avenue west of Sepulveda Boulevard (225 office building employees)

**Resident Concerns**

Over the past few years, the City has received numerous complaints about non-resident parking and traffic on streets adjacent to Sepulveda Boulevard. Specifically, residents on Oak Avenue are concerned about a day care business at 1203 Sepulveda Boulevard and a small restaurant at 1019 Manhattan Beach Boulevard with parking lots on Oak Avenue. Other Oak Avenue residents have noted a large amount of commuter traffic and speeding caused by drivers trying to avoid congestion at the intersection of Sepulveda Boulevard/Manhattan Beach Boulevard. Many of the residents concerns are attached to this report.

A review of the collision history along Sepulveda Boulevard was conducted for the period between January 1, 2004 and December 31, 2007. The review reveals that there are no locations with elevated collision rates due to parked cars on Sepulveda Boulevard.



## **Findings:**

1. Almost all businesses along Sepulveda Boulevard have some off-street parking spaces available for their private use. Several businesses and/or property owners have shared parking arrangements for use of a common parking lot.
2. Only four businesses have no off-street parking lot (southbound side).
3. Peak hour parking restrictions generally deter on-street employee parking along Sepulveda Boulevard, except at locations with significant off-street parking deficiencies.
4. Customers don't often realize there is parking in the rear or below buildings, and use on-street parking instead.
5. Many of the smaller off-street parking lots are inconvenient to use and require excessive maneuvering to exit. Larger parking lots tend to have multiple driveways for better circulation.
6. Parking lots with side street driveway access do not generally cause a measurable increase in traffic volumes on the street in the residential areas due to the inconvenience of using the local street system.
7. On-street parking demand on Sepulveda Boulevard is generally light with localized pockets of high parking demand caused by insufficient or inconvenient off-street parking supply. Parking demand is lighter than on other commercial streets in the City largely due to apparent safety concerns about parking on a high-speed, high-volume street.
8. Office buildings, auto repair/service, day care uses and high concentrations of small businesses tend to have the highest on-street parking demand.
9. The highest on-street parking demand is typically caused either by improper use of the off-street parking (reserved parking) or an overly intensive land use that exceeds the off-street parking availability.
10. Commercially oriented street parking was not prevalent in residential areas, except for localized pockets near businesses with intensive land uses.
11. Overflow parking is mostly caused by employees of adjacent businesses, either by choice (convenience) or by owner's directives to reserve off-street parking for customers.
12. Commercial traffic and parking intrusion on adjacent residential streets is generally limited to businesses that have rear parking access, but cause adverse impacts to adjacent residents who have limited off-street parking availability.
13. Diversion of commuter traffic onto residential streets adjacent to Sepulveda Boulevard was not observed, with the exception of Oak Avenue south of Rosecrans Avenue and Oak Avenue north of Manhattan Beach Boulevard. These two street segments experienced some cut-through traffic during the PM peak period due to the congested southbound traffic flow on Sepulveda Boulevard.
14. It appears that commuter traffic on adjacent residential streets is generally comprised of residents of the City taking alternate routes to avoid additional delay on Sepulveda Boulevard.

## **Mitigation of Existing Parking Impacts**

At each of the identified locations with current overflow parking or traffic conditions, one or more remedies is discussed below that would significantly reduce adverse impacts to the surrounding neighborhood and/or adjacent businesses. In some cases, an immediate or inexpensive solution may not be readily available. Some solutions may, in turn, have the potential to relocate the parking impacts to another area, or possibly affect the profitability of a business. To the degree possible, such remedies are not recommended in this evaluation. Since



all parking is generally localized by nature of walking distance, a universal one-size-fits-all plan may not satisfy all users.

A. Oak Avenue between Rosecrans Avenue and 35<sup>th</sup> Street (Hotel employees)

1. Execute private shared parking agreement for hotel employees at Plaza El Segundo or Manhattan Village.
2. Post 1-hour parking restrictions along residential frontages during business hours.
3. Make Oak Avenue one-way northbound and stripe diagonal parking on east side.

B. 30<sup>th</sup> Street east of Oak Avenue (smog check and small businesses)

1. Post 1-hour parking restrictions on 30<sup>th</sup> Street and Oak Avenue during business hours.
2. Construct permanent wall across 30<sup>th</sup> Street at current landscape planters.
3. Negotiate agreements with business to connect and share contiguous parking lots.

C. 19<sup>th</sup> Street east of Cedar Avenue (small businesses fronting 19<sup>th</sup> and bank)

1. Execute private shared parking agreements between adjacent businesses for employees of impacted businesses such as the pet groomer and hotel.
2. Post 1-hour parking restrictions along residential frontages during business hours.
3. Encourage development a new parking structure with additional retail space behind businesses on northeast corner.
4. Prohibit reserved spaces in private parking lots.

D. 17<sup>th</sup> Street west of Sepulveda Boulevard (tire shop and day care employees), and

E. Oak Avenue north of Manhattan Beach Boulevard (day care and auto repair employees)

1. Require off-site parking for non-active vehicle repairs and day-care employees.
2. Execute private shared parking agreements with Target or between adjacent businesses for employees of impacted businesses.
3. Post 1-hour parking restrictions along residential frontages during business hours.
4. Post turn restrictions in and out of commercial driveways along Oak Avenue.

F. 9<sup>th</sup> Street east of Sepulveda Boulevard (Hotel employees), and

G. 9<sup>th</sup> Street west of Sepulveda Boulevard (small business employees)

1. Execute private shared parking agreements between adjacent businesses for employees of impacted businesses.
2. Post 1-hour parking restrictions along residential frontages during business hours.
3. Prohibit reserved spaces in private parking lots.

H. 2<sup>nd</sup> Street west of Sepulveda Boulevard (111 office building employees) and

I. 1<sup>st</sup> Street west of Sepulveda Boulevard (111 office building and day care employees)

1. Post 1-hour parking restrictions along residential frontages during business hours.
2. Prohibit reserved spaces in office building parking lot.
3. Review tenant space utilization and parking code compliance in office building.
4. Require certain employees to park and shuttle from an off-site location.

J. Kuhn Drive between Rhonda Drive and Keats Street (small businesses and Remax bldg.)

1. Require off-site parking for non-active vehicle repairs.
2. Execute private shared parking agreements between adjacent businesses for employees of impacted businesses.

3. Post 1-hour parking restrictions along residential frontages during business hours.
4. Make Kuhn Drive one-way northbound and stripe diagonal parking on east side.

K. Duncan Avenue west of Sepulveda Boulevard (225 office building employees)

1. Post 1-hour parking restrictions along residential frontages during business hours.
2. Prohibit reserved spaces in office building parking lot.
3. Review tenant space utilization and parking code compliance in office building.
4. Require certain employees to park and shuttle from an off-site location.
5. Execute private shared parking agreements for Sketchers employees in both buildings.
6. Institute Smart parking plan to inform office employees of available shared parking.

L. Other Possible Measures

1. Prohibit through movements on Oak Avenue at 19<sup>th</sup> Street, 17<sup>th</sup> Street and 14<sup>th</sup> Street.
2. Implement stricter ridesharing requirements on new or changed land uses.
3. Provide development incentives for constructing surplus parking supply and entering into shared parking agreements along Sepulveda Boulevard corridor.
4. Create a Sepulveda Parking Assessment District to provide supplemental funding for construction of surplus parking spaces for public use.

**Potential Impacts and Remedies for Complete Parking Prohibition**

In general, the removal of parking along the entire length of Sepulveda Boulevard would aggravate areas with current overflow conditions. In addition, several additional areas would be significantly impacted. These additional impacts include businesses with limited or no off-street parking, and residents located on connecting or parallel streets to Sepulveda Boulevard that would be used by customers and employees searching for available parking, either on-street or in private parking lots.

The anticipated areas with increased parking impacts are:

1. Elm Avenue from Manhattan Beach Boulevard to 30<sup>th</sup> Street,
2. All side streets between Longfellow and 30<sup>th</sup> Street,
3. 2309 to 2317 Sepulveda Boulevard – No available off-street parking,
4. Larsson Street,
5. Dianthus Street between Manhattan Beach Boulevard and Duncan Avenue,
6. Various business with narrow frontages and little or shared off-street parking,
7. Businesses with short-term customer parking needs.

Due to the extensive parking impacts and circulation issues that would be generated, a complete prohibition of street parking on Sepulveda Boulevard is not recommended at this time. Further, since traffic volume decreases significantly in off-peak periods, the loss of street parking during these times would be wasted when adjacent businesses could still benefit from it, particularly retail businesses with extended hours and hotels with high evening parking demand.

**Removal of Parking Near Signalized Intersections**

Congestion on any street is typically limited by the capacity of the intersections. Traffic signals, in particular, reduce the available capacity of the travel lanes by limiting the green time in order to serve other turning movements. As traffic volumes continue to increase on the roadway network, vehicle delay also increases on Sepulveda Boulevard, causing traffic diversion onto residential streets, increasing lost driver time and exacerbating frustration levels. Almost all of

the signalized intersections along Sepulveda Boulevard currently operate at or above capacity (LOS-F). One way to increase capacity is to add turning or through lanes, but this can have a direct adverse impact on street parking if additional road width is not available. At present, the posted limited time parking restrictions increase this capacity during the peak periods in the highest volume directions. This has worked for many years, and has balanced the need for commercial street parking during the remainder of the day.

As a way to decrease traffic congestion and reduce the tendency for commuters to divert to parallel residential street, some curb parking could be removed near intersections to increase the capacity through the signalized intersections. Such locations should not be near businesses with a current demand for street parking without considering alternative solutions to replace that lost parking. Otherwise, highly impacted businesses may experience significant income loss or other hardships in operating their business.

Several street segments near signalized intersections have been identified that would benefit from full-time parking prohibitions, while not significantly adding to parking impacts, including:

1. Sepulveda Boulevard between 33<sup>rd</sup> Street and Marine Avenue (West side)
2. Sepulveda Boulevard South of Marine Avenue (East side)
3. Sepulveda Boulevard South of Manhattan Beach Boulevard (Both sides)
4. Sepulveda Boulevard North and South of 8<sup>th</sup> Street (East side)

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## **CONCLUSION:**

After reviewing the existing and potential impacts, discussing the possible remedies, and hearing from local residents and businesses along the Sepulveda Boulevard corridor, the Commission should discuss which parking mitigation measures should be pursued, and if any additional parking restrictions should be considered. Staff can conduct specific studies in areas with the highest potential for on-street and off-street parking impacts if desired. Those recommendations that are made by the PPIC will be forwarded to the City Council for implementation.

By way of mailed notices, the residents, businesses and property owners within 300 feet of the Sepulveda Boulevard corridor have been invited to the PPIC meeting and/or submit their comments to the City.

## **ATTACHMENTS:**

- A. Sepulveda Boulevard Corridor Aerial Views
- B. Meeting Minutes February 26, 2009
- C. Meeting Notice 4/23/09 PPIC meetings
- D. Resident Correspondence and E-mails





# Rosecrans to Valley



Scale: 1:1,443

## EXHIBIT A

### Legend

-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
-  (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
-  (cont)

This map is a user-generated static output from the "MB GIS info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.













# Valley to 3200 Block



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
-  (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
-  (cont)

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# 3200 to 2800 Block



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
- Parcels
- 2006 4in color
- Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.







# 2800 Block to Marine



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
- Parcels
- 2006 4in color
- ▣ Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

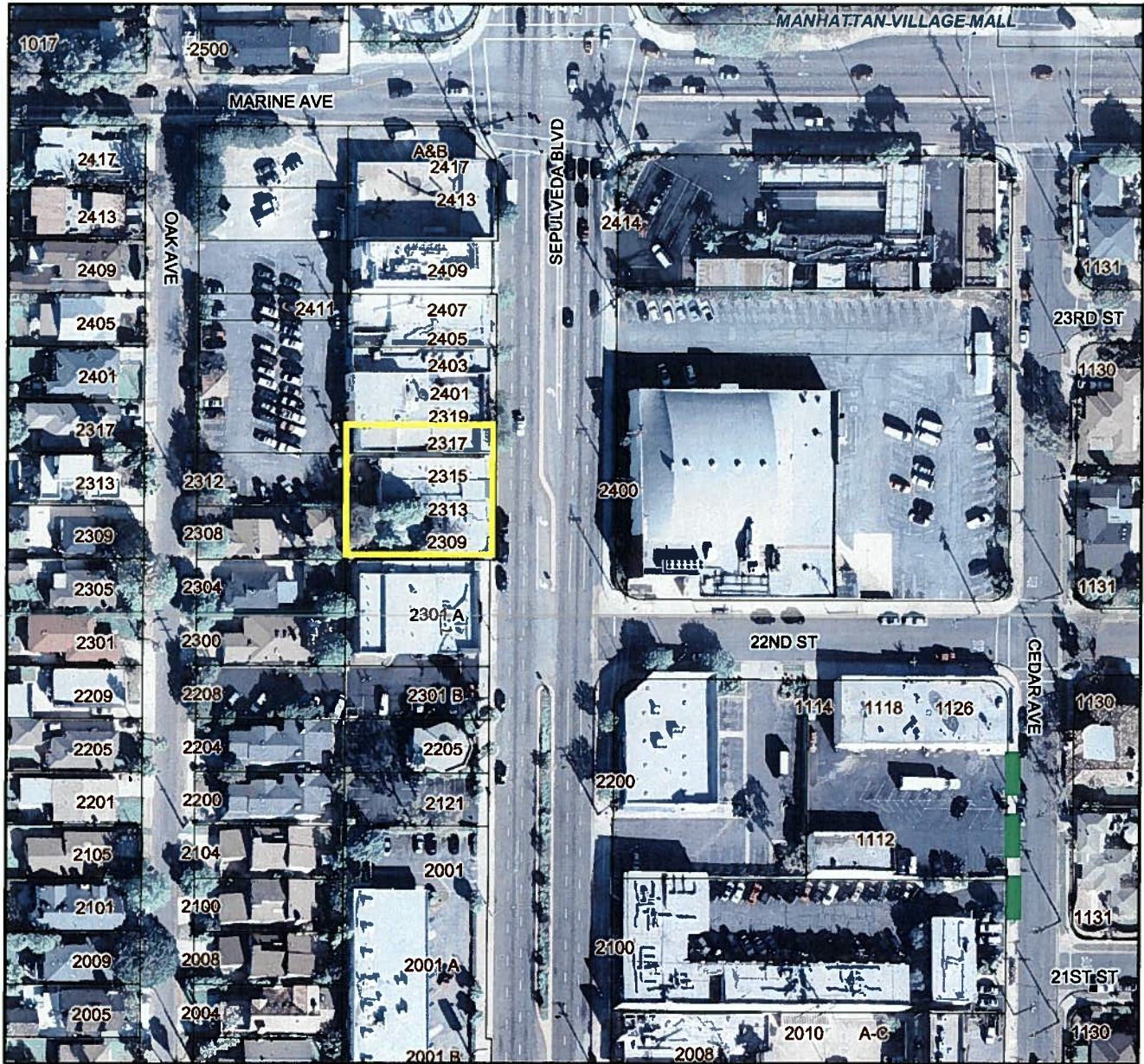
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# Marine to 2000 Block



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street
-  Properties with No Off-Street Parking

- Addresses**
-  Parcels
-  2006 4in color
-  Insured Assets
- Basemap (cont)**

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
- (cont)**

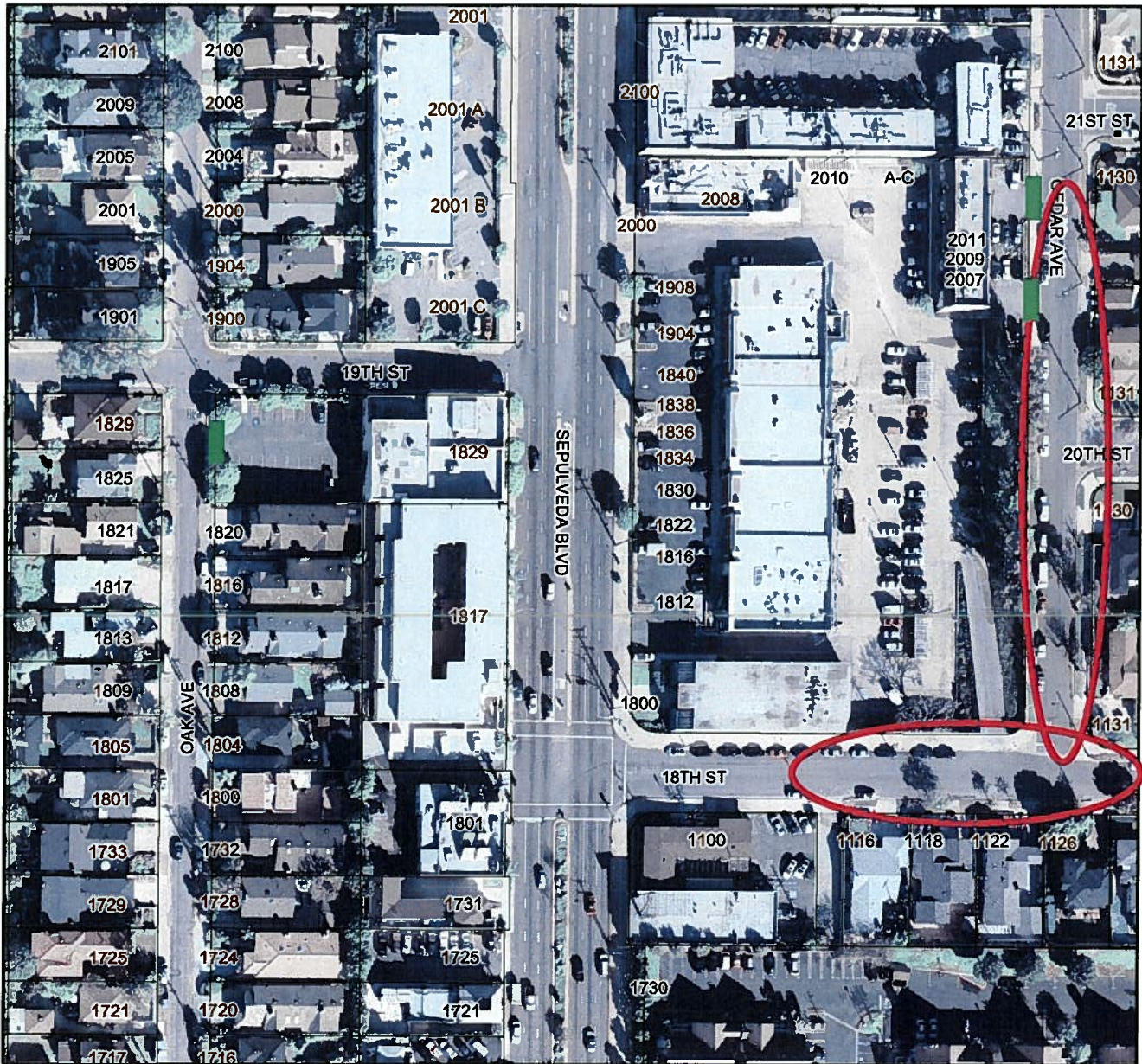
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

# 2000 Block to 18th



### Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
-  Parcels
- 2006 4in color
-  Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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# 1700 to 1400 Block



## Legend

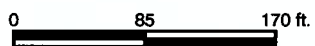
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-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
-  Parcels
- 2006 4in color
-  Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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# 14th to MBB



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

### Addresses

 Parcels

 2006 4in color

 Insured Assets

Basemap

(cont)


### BEACH

 BLOCK

 DEADEND

 PARK

 PIER

 PRIVATE STREET

 SCHOOL

(cont)

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0 85 170 ft.

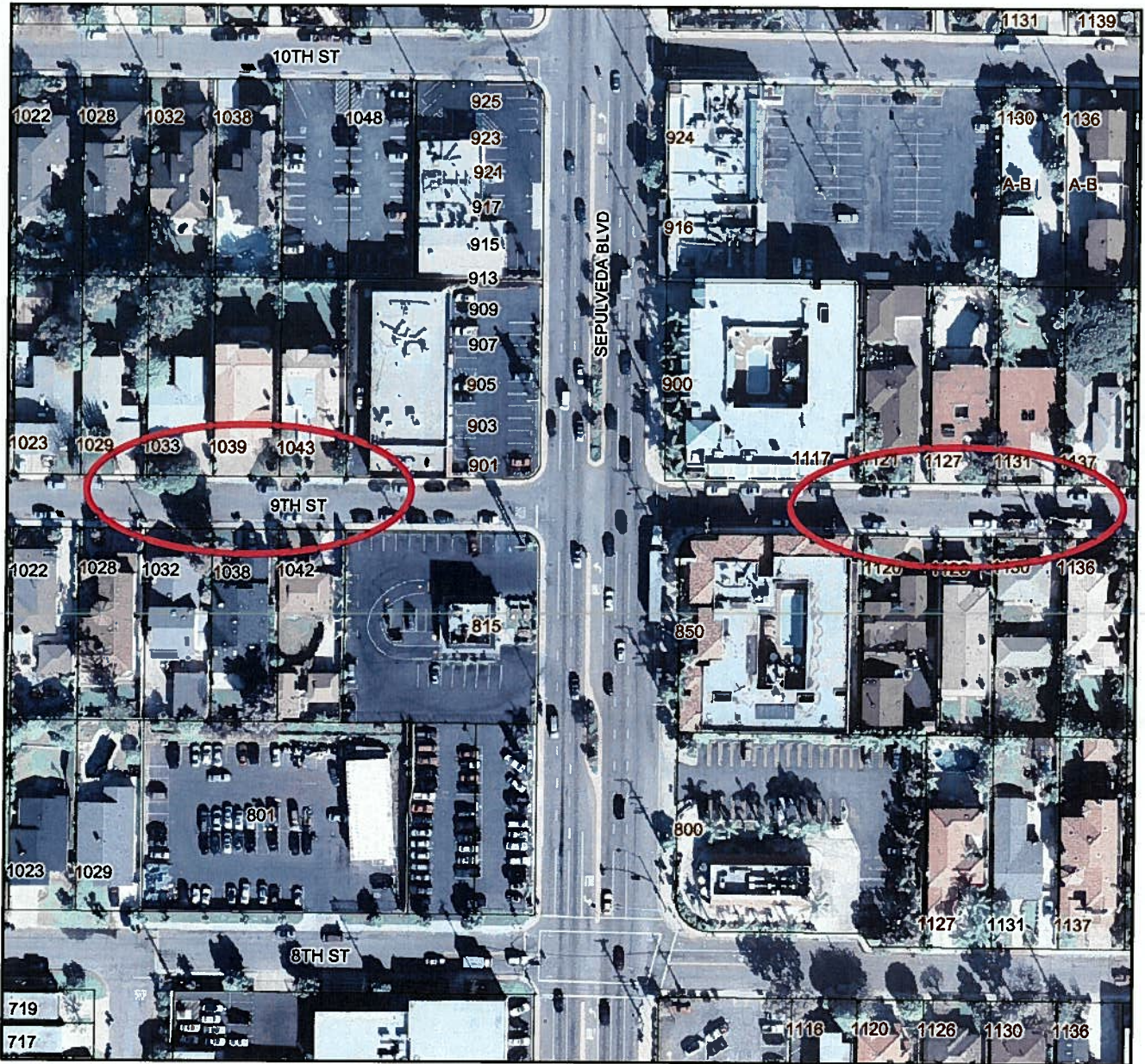










# 10th to 8th



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
- Parcels
- 2006 4in color
- Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

This map is a user-generated static output from the "MB GIS Info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.







# 8th to 5th



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
- Basemap
- (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
- (cont)

This map is a user-generated static output from the "MB GIS Info" intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.







# 5th to 2nd



## Legend

Scale: 1:1,443


-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
- Parcels  
2006 4in color
- Insured Assets  
Basemap  
(cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL  
(cont)

This map is a user-generated static output from the "MB GIS info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.








# 2nd to Duncan



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
- Parcels
- 2006 4in color
- Insured Assets
- Basemap
- (cont)

- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

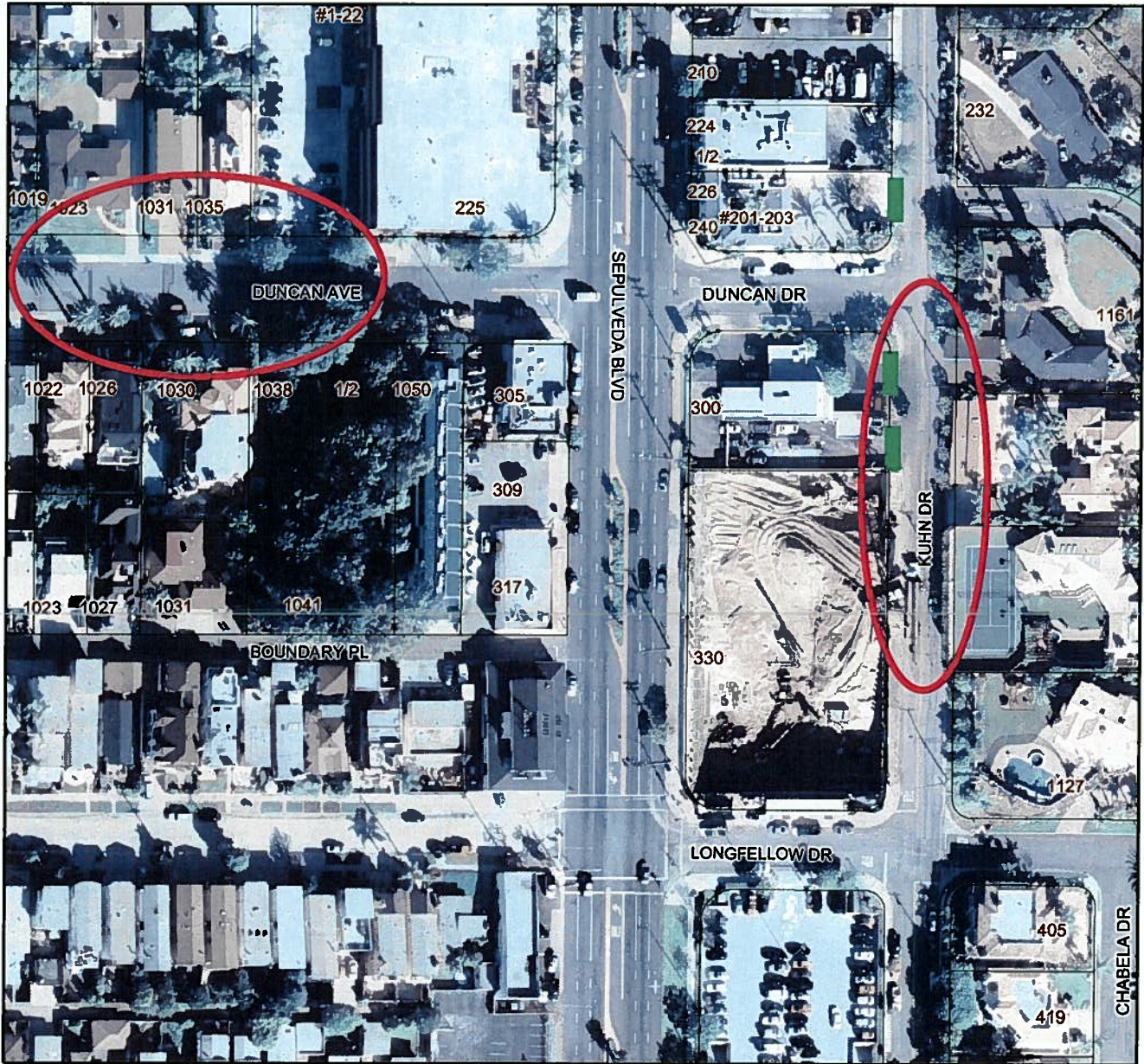
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0 85 170 ft.










# Duncan to Longfellow



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

- Addresses
-  Parcels
- 2006 4in color
-  Insured Assets
- Basemap
- (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
- (cont)

This map is a user-generated static output from the "MB GIS Info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.













# Longfellow to Keats



## Legend

Scale: 1:1,443


-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
-  (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
-  (cont)

This map is a user-generated static output from the "MB GIS Info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.








# Keats to Artesia



## Legend

Scale: 1:1,443


-  Residential Overflow Parking
-  Driveway on Parallel Street

-  Addresses
-  Parcels
-  2006 4in color
-  Insured Assets
-  Basemap
-  (cont)

-  BEACH
-  BLOCK
-  DEADEND
-  PARK
-  PIER
-  PRIVATE STREET
-  SCHOOL
-  (cont)

This map is a user-generated static output from the "MB GIS Info" Intranet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

0 85 170 ft.




**02/26/09-3 Sepulveda Boulevard Corridor Parking Restriction Study**

Chairman Gross explained that this item is presented for discussion this evening and that it will be discussed at approximately three Parking and Public Improvements Commission meetings.

Traffic Engineer Zandvliet presented background information on the Sepulveda Boulevard Corridor Parking Restriction Study. He advised that this is a fact-finding meeting; that approximately 1,200 notices of this meeting were mailed to property owners along Sepulveda Boulevard and one street off of Sepulveda Boulevard; that residents expressed concerns over cut-through traffic and speeding; that a separate priority item is to examine neighborhoods adjacent to and west of Sepulveda Boulevard; that parking on Sepulveda Boulevard is affected by drivers' fear of accidents, but there are no accident patterns in one particular area on Sepulveda; and that, based on the Commission's direction, recommendations would be presented at the next Parking and Public Improvements Commission meeting. Mr. Zandvliet related staff's recommendation that the Commission review the initial findings of the Study, receive public input and provide direction to staff for further analysis and preparation of parking and traffic measures.

At the Commission's request, Traffic Engineer Zandvliet used overhead photographs to review existing parking conditions on Sepulveda Boulevard. He advised that there are approximately 200 parking spaces on the west side of Sepulveda Boulevard and 100 on the east side; that approximately 50% of the east side and approximately 25% on the west side of Sepulveda Boulevard is designated as "no parking;" that the majority of businesses on Sepulveda Boulevard have private parking; that localized areas with parking issues involve large office buildings, daycare centers, auto repair businesses and businesses with small parking lots, or those with lots that are difficult to access; that cars parked in the residential areas are primarily associated with office buildings; and that traffic problems are created by drivers picking up children at a daycare center on Oak Avenue at Manhattan Beach Boulevard;

Traffic Engineer Zandvliet related staff's general opinion that a large overflow parking problem in the neighborhoods adjacent to Sepulveda Boulevard does not exist; that the removal of parking on Sepulveda Boulevard would exacerbate existing problems; and that the majority of cut-through traffic on Oak Avenue is from residents. He recommended that the City's two capital projects to add dual left-turn lanes at two intersections along Sepulveda Boulevard, Cal Trans' desire to restrict parking on the west side of Sepulveda Boulevard at Marine Avenue and require a second left-turn lane for an increased turning radius for large trucks at that intersection be taken into consideration. He explained Cal Trans' contemplation of removing all parking along Sepulveda in Manhattan Beach and Hermosa Beach and clarified that the City Council forwarded this item to the Commission with the thought that improving traffic movement through the City will divert cut-through traffic in residential streets.

Commissioner Vigon state his viewpoint that there would be no point in removing parking on Sepulveda Boulevard to improve traffic flow without doing the same in adjacent cities; that there are other ways to solve traffic flow problems; and that it seems the City of Manhattan Beach would be better at controlling Sepulveda Boulevard than the State.



Traffic Engineer Zandvliet explained that control of Sepulveda Boulevard could be relinquished back to the City; but, doing so would result in the City incurring maintenance costs; that the Sepulveda bridge over Veteran's Parkway could be widened to the full width in each direction; and that the City does not have the ability to implement permit parking in areas other than Downtown or Mira Costa High School.

### **Audience Participation**

Chairman Gross opened the public hearing at 9:15 p.m.

**Wendy Triggs, Lomita, Bay Animal Hospital Manager**, described where employees of the Animal Hospital currently park on side streets near Sepulveda Boulevard and she voiced her concern that, should parking on Sepulveda be restricted, they will park in the residential areas.

**Steve Finestone, , Manhattan Postal Center, 2711 N. Sepulveda Boulevard**, informed the Commission of the limited parking for his business. He noted that his customers park on Sepulveda Boulevard until approximately 3:00 p.m. and that, should parking be removed, Sepulveda will become a bigger race track.

**Dave Salzman, Owning a Real Estate Business at 1509 N. Sepulveda Boulevard**, agreed that the removal of parking on Sepulveda Boulevard would significantly impact residential streets, especially Pine Avenue.

**Mori Biener, CTJ Congregation, 1829 N. Sepulveda Boulevard**, stated the Congregation's need for parking on Sepulveda Boulevard, particularly on Friday nights and Saturday mornings, and he asked what is wrong with the system as it is at this time.

Chairman Gross explained that traffic backs up near signalized intersections on Sepulveda Boulevard and that, if parking is removed near some of the intersections, traffic flow would be improved.

Chairman Gross closed the public hearing at 9:35 p.m.

### **Commission Discussion**

Commissioner Silverman related his understanding that there have been several accidents near on Sepulveda Boulevard near 10<sup>th</sup> Street, near Versailles Restaurant. He noted that Councilmember Ward, who has an office on Sepulveda Boulevard, has discussed various parking issues on that street; that he anticipates the ultimate decision will include no changes, but it is important to have further information; and that it is important for businesses on Sepulveda Boulevard to survive.

Traffic Engineer Zandvliet explained the visibility restrictions at 10<sup>th</sup> Street and Sepulveda Boulevard, noting that this is not a problem all hours of the day and that parking is restricted there during peak periods. He advised that, should parking on Sepulveda Boulevard be restricted, traffic speeds would increase, and that the demand is not great enough to remove parking to allow for four lanes from 10:00 a.m. to 4:00 p.m. Mr. Zandvliet further advised that the intersection of Rosecrans Avenue and Sepulveda Boulevard is saturated with an "F" level of service and, by removing some

parking near the intersection, traffic flow would improve without impacting the rest of the street.

Chairman Gross pointed out that business associations such as the Downtown and North End Business Improvement Districts provide great assistance in identifying problems and coming up with solution; encouraged business owners along Sepulveda Boulevard to consider forming an association; and requested input on the Commission's ability to require the formation of a Sepulveda Boulevard Business Improvement District. Commissioner Gross noted that there is a lot of underutilized parking on Sepulveda Boulevard and that there are traffic problems at the major intersections during most of the daylight hours. He recommended that the Commission direct staff to explore and define parking to be eliminated to improve traffic flow at the major intersections (Artesia Boulevard, Marine Avenue, Rosecrans Avenue and Manhattan Beach Boulevard) at all times, including how much parking would be lost and how much is in critical areas.

Traffic Engineer Zandvliet suggested that business owners along Sepulveda Boulevard contact the Chamber of Commerce to discuss organizing a Business Improvement District and that a recommendation to form this type of organization could be made, but such a requirement must come from the Council.

Commissioner Vigon commented on the need to discuss what staff should analyze and he questioned the impetus for improving the flow of traffic on Sepulveda Boulevard. He stated his impression that there are alternatives to removing parking on Sepulveda, such as permit parking in residential areas, and suggested that staff explore whether removing parking would really help traffic flow.

Traffic Engineer Zandvliet reiterated the importance of protecting neighborhoods. He explained that the question is whether the benefit of removing parking is outweighed by the consequences and that one of the ways to lessen impact on residential streets is to make the main streets flow better would be to restrict turns into neighborhoods, but residents would be restricted as well.

Commissioner Adami suggested that the idea of removing parking from Manhattan Beach Boulevard to Marine Avenue be examined. He highlighted that the first priority is to take care of Manhattan Beach residents and related his feeling that no changes should be made on Sepulveda Boulevard from Manhattan Beach Boulevard to Marine Avenue.

Commissioner Stabile stated his confusion over the lack of a guiding principle or clearly-stated priority with regard to this matter. He expressed his understanding that the Council would like to further restrict parking on Sepulveda Boulevard in response to pressure from Cal Trans and that they would like the Parking and Public Improvements Commission to take the first cut at it.

Traffic Engineer Zandvliet clarified that the Council is asking the Commission to provide reasons to either remove or retain parking on Sepulveda Boulevard.

Commissioner Silverman recommended that residents and businesses on Sepulveda Boulevard be surveyed.

**Mr. Salzman** discussed the importance of balancing interests. He explained that, during the greater part of the business day, neither the neighborhoods nor the

traffic flow on Sepulveda Boulevard are severely impacted with only two lanes, but they would be if parking on Sepulveda Boulevard is restricted.

It was Chairman Gross' contention that some amount of change to the balance on Sepulveda Boulevard should be brought forward to improve traffic flow during non-peak hours (parking is already restricted during peak hours); but, all parking should not be eliminated. However, he suggested that the idea of eliminating parking on both sides of Sepulveda and the impacts this would have on cut-through traffic and commercial businesses be examined in order to provide definitive information to the Council.

Commissioner Vigon recommended that the actions that would have to be taken in the neighborhoods from a parking and traffic standpoint to eliminate the impact without changing parking restrictions on Sepulveda Boulevard be explored.

Traffic Engineer Zandvliet advised that this could be done from an anecdotal standpoint, but it could not be quantified; and that residents would prefer cut-through traffic and turning restrictions over parking permits.

Commissioner Stabile pointed out that no residents were present at the meeting to provide input.

Commissioner Silverman mentioned the importance of knowing which businesses on Sepulveda Boulevard would be most impacted if parking was completely removed and he noted questioned if there is a location along Sepulveda where there could be three lanes all of the time.

Chairman Gross related his understanding that the majority of the Commission would agree not to change the current parking configuration on Sepulveda and he recommended that staff be asked to provide information on why it would be wrong for it to remain status quo.

Traffic Engineer Zandvliet proposed that, since the full range of the impacts is not known, the Commission direct staff to examine extremes, such as not removing parking, to see what would have to be done to protect the neighborhoods and, conversely, completely removing parking to identify the areas that would be significantly impacted, and for what reasons. It was his opinion that individual intersections need not be analyzed.

Commissioner Adami noted that approximately 1200 meeting notices were mailed, but only five business owners attended the meeting, and that, because the most significant problem appears to be between 6<sup>th</sup> Street to Marine Avenue, alternatives for this segment could be examined

Traffic Engineer Zandvliet suggested that the lack of attendance signifies that many people do not think there is a problem on Sepulveda Boulevard. With regard to the idea of surveying residents and business owners, he indicated that it would be beneficial to know areas where parking could be removed and opinions about completely removing parking.

**MOTION:** Commissioner Vigon moved to direct staff to explore preserving

existing parking conditions and the measures that would be necessary to protect the neighborhoods from cut-through traffic and completely removing parking on Sepulveda Boulevard and the potential impacts on the neighborhoods and businesses, as well as any potential benefits of both. The motion was seconded by Commissioner Stabile and passed by unanimous voice vote.

Commissioner Silverman questioned what would be asked on a survey, the cost and the benefits. The Commission agreed to discuss the idea of a survey at a future meeting

Traffic Engineer Zandvliet advised that this item will be returned for the Commission's consideration in the near future.



**EXHIBIT**

**C**

## **Continue Public Hearing ...**



### **SEPULVEDA BOULEVARD CORRIDOR PARKING RESTRICTION STUDY**

The Parking and Public Improvements Commission (PPIC) will conduct a second public hearing to discuss parking restrictions on Sepulveda Boulevard as described in the City Council's 2008 Work Plan.

#### **PARKING AND PUBLIC IMPROVEMENTS COMMISSION SEPULVEDA BOULEVARD CORRIDOR PARKING RESTRICTION STUDY**

**WHEN: April 23, 2009 at 6:30 pm**

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

Residents and businesses are encouraged to attend and participate. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on April 17 after 5 pm.  
For additional information, please call Ana Stevenson at (310) 802-5540 or email at [astevenson@citymb.info](mailto:astevenson@citymb.info)

2601 Pine Ave.  
Manhattan Beach CA 90266  
April 15, 2009

Parking and Public Improvements Commission  
Sepulveda Blvd. Corridor Parking Restriction Study

Commissioners and Participants:

Some twenty-five years ago, then Public Works Director Morton August proposed NO PARKING on both sides of Sepulveda Blvd. 24/7 from Rosecrans to Artesia. He predicted disasters in the near future including gridlock on the boulevard and contamination of adjacent residential streets if his plans were not adopted.

After many hearings and studies, Mr. August was shot down and he eventually sought employment elsewhere. His predictions were not fulfilled and today, a couple of decades later, the traffic situation is almost identical to that in 1984.

I'm attaching a copy of a letter which I wrote in 1985 but which I might well have written this morning.

For the record, if I get a vote, I recommend maintaining the status quo, continuing the restrictions now in place and working well.

Sincerely,



Donald W. Gantner

# GANTNER PHOTOGRAPHY

2317 SEPULVEDA BLVD.

MANHATTAN BEACH, CA. 90266

(213) 545-8995

August 2, 1985

Manhattan Beach City Council  
Manhattan Beach Public Works Commission  
The Beach Reporter

Gentlemen:

Along with many of my Sepulveda Boulevard neighbors, I am much dismayed at recent City Council proposals, as prompted by Public Works' Mort August. The rationale of the current drive to turn Sepulveda Boulevard into Sepulveda Freeway, escapes us.

The businesses on Sepulveda Boulevard provide the financial lifeblood of the City of Manhattan Beach, accounting for the large majority of the City's sales tax revenue. Unlike property tax income which requires the city to spend more on services than it receives, this money is pure gravy. It enables the city to provide basic services and goodies that the residents cannot afford through their property taxes.

Not one business on Sepulveda will be benefitted by further parking restrictions. The degree of damage will vary widely. Those with offstreet parking will notice the loss of a few parking spaces, customer inconvenience and some customer reluctance to turn right into a narrow driveway with a car on their tail doing thirty-five or better. Those with only onstreet parking will notice additional deterioration of their business, as the restricted hours are expanded. The process will eventually become fatal as these Boulevard businesses become "land-locked" by the proposed final phase, calling for no parking at anytime.

It is a myth that Mr. August's "Sepulveda Sewer" will spill into adjacent residential neighborhoods. Local residents will continue some use of side streets, which is reasonable and proper. Through traffic will continue to use Sepulveda as they simply cannot tolerate boulevard stops every few blocks. For example, even the semi-arterial, nearly parallel, Valley-Ardmore route is relatively lightly used.

One wonders why Manhattan Beach should magnanimously destroy its own tax base, while those cities to the

Page 2

south, which created the problem, steadfastly defend their business people and concede nothing to alleviate the congestion.

One also wonders at the wisdom of a city which buys parking spaces downtown at a cost of more than ten thousand dollars each, then gives away several hundred spaces along the length of Sepulveda.

And finally, why does anyone think that, after our having provided them with improved access at great public and private cost, they won't build more highrise office buildings in El Segundo, and more condos in Redondo, thus returning us to the exact spot where we are now?

I say, let the people who made the problem find the solution or accept the consequences of their own actions. Let us give our business people and our residents a break by returning to unrestricted parking on Sepulveda Boulevard.

---

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Donald W. Gantner". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Donald W. Gantner

## Erik Zandvliet

---

**From:** Ana Stevenson  
**Sent:** Tuesday, September 16, 2008 12:29 PM  
**To:** [REDACTED]  
**Cc:** Erik Zandvliet; Erik Zandvliet; Esteban M. Danna  
**Subject:** RE: Status of Traffic study on public hearing held on 9/4/2007

Dear Mr. Lee,

Thank you for taking the time to send us your concerns regarding Oak. I have added the request to the Sepulveda Neighborhood Traffic Management Study for evaluation. As Erik mentions in his email, the Sepulveda Study is expected to start this fall. Please do not hesitate to contact me at any moment for an update.

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

---

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

**From:** [REDACTED]  
**Sent:** Tuesday, September 16, 2008 12:10 PM  
**To:** Ana Stevenson  
**Cc:** Erik Zandvliet  
**Subject:** RE: Status of Traffic study on public hearing held on 9/4/2007

Hi Ana Stevenson,

Some residents on Oak Ave have brought this to my attention that the intersection of Oak Ave should be closed completely by extending the medium concrete strip at both sides (east and west) together for safety reasons. The Oak intersection is constantly blocked with cars waiting for the left hand turn arrow at Sepulveda to change. Connecting the medium strip together will ease Oak Ave traffic. Without the no left hand turns from Manhattan Bch blvd unto Oak it will give the left hand turn lane additional waiting time for the Sepulveda traffic light to change. There are also two U turn signs on both sides of the concrete strip and motorists do not pay attention to them anyway. Also suggest the driveway at Oak be closed completely from the new proposed project at the vacant Shell station. This will prevent motorists from turning right and intruding into the residential streets. Currently, the Creative Kids preschool in the middle of the block do not turn left, but right into Oak regardless of the no right hand turn sign in the school parking lot. They speed on Oak with cell phones in their hands. If additional clarifications are required do not hesitate to contact me at (310) 54-8371 or by electronic email at wlee@mailstation.com

Thanking you in advance,  
Mr. Lee



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

>**From:** Erik Zandvliet <ezandvliet@citymb.info>  
>**Sent:** Sep 9, 2008 8:08 PM  
>**To:** [REDACTED]  
>**Cc:** Ana Stevenson <astevenson@citymb.info>  
>**Subject:** RE: Status of Traffic study on public hearing held on 9/4/2007

>HI Mr. Lee,



>  
>Yes, last year, the neighborhood's request for a study on Oak Avenue  
>was prioritized as a future neighborhood traffic management study. As  
>it so happens, the issues along Oak Ave. will be part of the next study  
>we initiate, which is expected to begin this fall. This study will  
>encompass traffic, access and parking issues along the Sepulveda Blvd.  
>corridor and surrounding streets.

>  
>Thank you for your patience through this process to complete a backlog  
>of large neighborhood studies throughout the City.

>  
>You will be kept informed of our progress and the entire neighborhood  
>will be invited to contribute their opinions and concerns as we conduct  
>the study. There will be several public meetings in which to  
>participate in the discussion and recommendations that will be brought  
>to City Council for approval.

>  
>Please feel free to contact Ana Stevenson, Traffic Division Management  
>Analyst, or myself with other suggestions/observations so they can be  
>made part of the study, too.

>  
>Erik Zandvliet  
>City Traffic Engineer  
>City of Manhattan Beach  
>(310) 802-5540

>  
>  
>-----Original Message-----  
>From: [REDACTED]

>Sent: Monday, August 04, 2008 12:46 PM  
>To: Erik Zandvliet  
>Cc: william lee  
>Subject: Status of Traffic study on public hearing held on 9/4/2007

>  
>8/4/2008

>  
>Mr. Ezandvliet, Traffic Engineer

>  
>On 9/4/2007 a public hearing was held on future traffic engineering  
>studies on Sepulveda Blvd and streets affecting Oak Avenue in the Tree  
>Section. A group of residents living on Oak Ave and the surrounding  
>streets voiced our concerns for a restricted left hand turn unto Oak  
>during the morning and evening rush hours because Oak Ave is used as a  
>bypass by the public to get back onto to Sepulveda North at Marine Ave.  
>Oak Ave intersection at Manhattan Bch Blvd is also consistently blocked  
>by cars during the evening rush hours not allowing cars to turn east  
>from Oak. Suggestion was made to put white lettering in the asphalt  
>indicating "DO NOT BLOCK INTERSECTION".

>  
>The group at the hearing would like a status regarding the above at  
>your earliest schedule.

>  
>Sincerely,  
>William Lee  
>[REDACTED]m

Investigate

26 October 2007

Lt. Andy Harrod, Traffic Division  
430 15<sup>th</sup> Street  
Manhattan Bch, CA 90266

Dear Lt. Harrod:

It was a pleasure meeting you at the special meeting on Graffiti held at the Lifeguard headquarters community room on 24 October 2007. I am a resident of MB for 34 years and enjoy living in a safe community and a member of MB Neighborhood Watch.

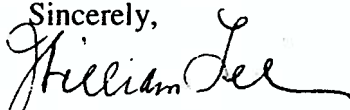
As a block captain of the NW program representing the 1100-1300 block of Oak Avenue it has been brought to our attention that the residents have a serious concern of the **impeding traffic** created by the parents of the Creative Kids preschool. Parents block the residents' driveways waiting to turn into the preschool parking lot. There used to be a parking monitor directing traffic. The school has not found another replacement after the last one retired and left. Socializing in the parking lot makes turnover of parking spaces difficult.

On 23 October 2007 Lillie asked a parent to move so she could get out. The parent ignored her while she was applying body lotion. This happened between 8:30 AM to 8:40 AM. Officer Presgraves had formerly spoken to the Director of the pre-school to notify the parents to go around the block when the lot is full. Oak is a busy street used by the public making it as a short cut to Marine Avenue, and then to Sepulveda Blvd. Parents are also observed dropping off their children on Oak instead of in the parking lot. This is a safety issue because motorists travel in excess of 25 miles on the street. Additionally, parents loitering and socializing on the street also creates a danger for passing cars.

Suggest a motorcycle police officer be present during the morning hours of 8:15 AM – 9:00 AM and noon hours from 11:30 AM-12:30 PM. Warning citations should be issued to parents for impeding traffic or have the officer speak to the Director of the pre-school to make the parents aware of the traffic problems caused by them. Neighbors have tried contacting the Director but she does not return phone calls.

Your assistance is highly appreciated in light of the above. If you have any further questions please contact me at (310) 336-1073 or Lillie at (310) 336-1073.

Sincerely,

  
William Lee

Cc: Ms Jackie Harris, MB Community Development dept.

**Erik Zandvliet**

---

**From:** Esteban M. Danna [edanna@citymb.info]  
**Sent:** Tuesday, January 13, 2009 4:58 PM  
**To:** Erik Zandvliet; Erik Zandvliet  
**Subject:** FW: Oak Ave. Traffic

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

**From:** Oh, Susie [mailto: [REDACTED]@sno.sony.com]  
**Sent:** Monday, January 12, 2009 9:00 PM  
**To:** Esteban M. Danna  
**Subject:** Oak Ave. Traffic

Dear Esteban --

Thank you for speaking with me this afternoon. My name is Susie Schilling and I live at 3117 Oak Ave. with my husband Tom Schilling and 14 month old son Tyler (now a toddler). I called earlier today to determine what can be done to slow down traffic on Oak Avenue (particularly between Marine and Valley/Ardmore). As you probably already know, drivers often seem to use Oak as an alternate route from Sepulveda and, similarly, drive about as fast as they can to bypass the Sepulveda traffic. There have been many instances where I have been outside with my (now walking) child and have seen cars drive by extremely quickly and closely. Although our home is on the west side of Oak Ave., since Oak is fairly narrow in many places, cars traveling northbound on Oak still come VERY close to the west side of the street (essentially driving down the middle of the road).

Also, since we do not have sidewalks, there is no protected area for pedestrians and residents to walk or even stand (unless, arguably) in a resident's driveway. In fact, at one point, a speeding car honked at me as I was trying to get into the street-side door of my car (which was parked entirely within the parking space in front of my house).

We currently have several young babies and toddlers on our street, as well as many children and young teens who often play in the street. I am seriously concerned that these speeding drivers will injure us and/or anyone else walking along Oak. I understand that speed bumps were previously voted down by the MB City Council due to noise and other reasons. However, we would greatly appreciate it if you would implement other safeguards or a different traffic system as soon as possible to make Oak Avenue more safe.

Please let me know if you have any questions or need any additional information.

Kind regards,  
Susie (Oh) Schilling

Susie H. Oh  
Business & Legal Affairs | Sony Pictures Digital Production  
10202 W. Washington Blvd., Astaire 2414 | Culver City, CA 90232  
t 310 344 8100 f 310 344 8102

1/14/2009



**Erik Zandvliet**

---

**From:** Esteban M. Danna [edanna@citymb.info]  
**Sent:** Tuesday, January 13, 2009 4:57 PM  
**To:** Erik Zandvliet; Erik Zandvliet  
**Subject:** FW: Traffic questions/concerns 2900 blk of Oak  
**Attachments:** FW: Traffic questions/concerns 299 blk of Oak

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

**From:** Catherine Cobb, [redacted]  
**Sent:** Wednesday, January 07, 2009 12:31 PM  
**To:** Esteban M. Danna  
**Subject:** Re: Traffic questions/concerns 2900 blk of Oak

Mr. Danna -

Thank you for your email.

We live at 2812 Oak Avenue, Manhattan Beach, and have lived there for the past six years.

The traffic we see on a daily basis - is out of control in terms of how fast cars travel on Oak from Marine - they turn right, in going down Oak, we need to look at putting in some kind of SLOW sign in or something like maybe looking at a stop sign at Oak and 29th? Right around the corner from Childrens Orchard.

We have two children 5 years and 8 years - we are outside all the time and notice several times in a week were the trafficspeed is exceeding the speed llimit well over 40mph.

How can we get some help from the city before a child or adult gets hit by a speeding car?

Thank you,

Catherine Cobb

[redacted] contact phone

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

**From:** RWC [mailto:████████████████████]

**Sent:** Friday, January 04, 2008 5:15 PM

**To:** Ana Stevenson

**Subject:** 1208 Oak Avenue

Pursuant to our conversation of this afternoon I have a request on how to improve the parking situation in front of my house. I am in the midst of businesses that have patrons who either park in front of the house or block the driveway during the AM or PM when dropping off/picking up children for the pre-school which is next door.

This also involves restaurant patrons at the restaurant at the corner of MB Blvd and Sepulveda as well as adjacent businesses. I am requesting a sign that says something to the effect of no commercial parking. You can also place a handicapped parking space in front of my house since my wife is handicapped. That may alleviate some, but not all of the parking as it is amazing how many people have or utilize handicapped placards without need as many people use other people's placards illegally. Please let me know your thoughts as the current situation is problematic.

2/10/2009

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**02/26/09-3 Sepulveda Boulevard Corridor Parking Restriction Study**

Chairman Gross explained that this item is presented for discussion this evening and that it will be discussed at approximately three Parking and Public Improvements Commission meetings.

Traffic Engineer Zandvliet presented background information on the Sepulveda Boulevard Corridor Parking Restriction Study. He advised that this is a fact-finding meeting; that approximately 1,200 notices of this meeting were mailed to property owners along Sepulveda Boulevard and one street off of Sepulveda Boulevard; that residents expressed concerns over cut-through traffic and speeding; that a separate priority item is to examine neighborhoods adjacent to and west of Sepulveda Boulevard; that parking on Sepulveda Boulevard is affected by drivers' fear of accidents, but there are no accident patterns in one particular area on Sepulveda; and that, based on the Commission's direction, recommendations would be presented at the next Parking and Public Improvements Commission meeting. Mr. Zandvliet related staff's recommendation that the Commission review the initial findings of the Study, receive public input and provide direction to staff for further analysis and preparation of parking and traffic measures.

At the Commission's request, Traffic Engineer Zandvliet used overhead photographs to review existing parking conditions on Sepulveda Boulevard. He advised that there are approximately 200 parking spaces on the west side of Sepulveda Boulevard and 100 on the east side; that approximately 50% of the east side and approximately 25% on the west side of Sepulveda Boulevard is designated as "no parking;" that the majority of businesses on Sepulveda Boulevard have private parking; that localized areas with parking issues involve large office buildings, daycare centers, auto repair businesses and businesses with small parking lots, or those with lots that are difficult to access; that cars parked in the residential areas are primarily associated with office buildings; and that traffic problems are created by drivers picking up children at a daycare center on Oak Avenue at Manhattan Beach Boulevard;

Traffic Engineer Zandvliet related staff's general opinion that a large overflow parking problem in the neighborhoods adjacent to Sepulveda Boulevard does not exist; that the removal of parking on Sepulveda Boulevard would exacerbate existing problems; and that the majority of cut-through traffic on Oak Avenue is from residents. He recommended that the City's two capital projects to add dual left-turn lanes at two intersections along Sepulveda Boulevard, Cal Trans' desire to restrict parking on the west side of Sepulveda Boulevard at Marine Avenue and require a second left-turn lane for an increased turning radius for large trucks at that intersection be taken into consideration. He explained Cal Trans' contemplation of removing all parking along Sepulveda in Manhattan Beach and Hermosa Beach and clarified that the City Council forwarded this item to the Commission with the thought that improving traffic movement through the City will divert cut-through traffic in residential streets.

Commissioner Vigon state his viewpoint that there would be no point in removing parking on Sepulveda Boulevard to improve traffic flow without doing the same in adjacent cities; that there are other ways to solve traffic flow problems; and that it seems the City of Manhattan Beach would be better at controlling Sepulveda Boulevard than the State.

Traffic Engineer Zandvliet explained that control of Sepulveda Boulevard could be relinquished back to the City; but, doing so would result in the City incurring maintenance costs; that the Sepulveda bridge over Veteran's Parkway could be widened to the full width in each direction; and that the City does not have the ability to implement permit parking in areas other than Downtown or Mira Costa High School.

**Audience Participation**



Chairman Gross opened the public hearing at 9:15 p.m.

**Wendy Triggs, Lomita, Bay Animal Hospital Manager**, described where employees of the Animal Hospital currently park on side streets near Sepulveda Boulevard and she voiced her concern that, should parking on Sepulveda be restricted, they will park in the residential areas.

**Steve Finestone, , Manhattan Postal Center, 2711 N. Sepulveda Boulevard**, informed the Commission of the limited parking for his business. He noted that his customers park on Sepulveda Boulevard until approximately 3:00 p.m. and that, should parking be removed, Sepulveda will become a bigger race track.

**Dave Salzman, Owning a Real Estate Business at 1509 N. Sepulveda Boulevard**, agreed that the removal of parking on Sepulveda Boulevard would significantly impact residential streets, especially Pine Avenue.

**Mori Biener, CTJ Congregation, 1829 N. Sepulveda Boulevard**, stated the Congregation's need for parking on Sepulveda Boulevard, particularly on Friday nights and Saturday mornings, and he asked what is wrong with the system as it is at this time.

Chairman Gross explained that traffic backs up near signalized intersections on Sepulveda Boulevard and that, if parking is removed near some of the intersections, traffic flow would be improved.

Chairman Gross closed the public hearing at 9:35 p.m.

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### Commission Discussion

Commissioner Silverman related his understanding that there have been several accidents near on Sepulveda Boulevard near 10<sup>th</sup> Street, near Versailles Restaurant. He noted that Councilmember Ward, who has an office on Sepulveda Boulevard, has discussed various parking issues on that street; that he anticipates the ultimate decision will include no changes, but it is important to have further information; and that it is important for businesses on Sepulveda Boulevard to survive.

Traffic Engineer Zandvliet explained the visibility restrictions at 10<sup>th</sup> Street and Sepulveda Boulevard, noting that this is not a problem all hours of the day and that parking is restricted there during peak periods. He advised that, should parking on Sepulveda Boulevard be restricted, traffic speeds would increase, and that the demand is not great enough to remove parking to allow for four lanes from 10:00 a.m. to 4:00 p.m. Mr. Zandvliet further advised that the intersection of Rosecrans Avenue and Sepulveda Boulevard is saturated with an "F" level of service and, by removing some parking near the intersection, traffic flow would improve without impacting the rest of the street.

Chairman Gross pointed out that business associations such as the Downtown and North End Business Improvement Districts provide great assistance in identifying problems and coming up with solution; encouraged business owners along Sepulveda Boulevard to consider forming an association; and requested input on the Commission's ability to require the formation of a Sepulveda Boulevard Business Improvement District. Commissioner Gross noted that there is a lot of underutilized parking on Sepulveda Boulevard and that there are traffic problems at the major intersections during most of the daylight hours. He recommended that the Commission direct staff to explore and define parking to be eliminated to improve traffic flow at the major intersections (Artesia Boulevard, Marine Avenue, Rosecrans Avenue and Manhattan Beach Boulevard) at all times, including how much parking would be lost and how much is in critical areas.



Traffic Engineer Zandvliet suggested that business owners along Sepulveda Boulevard contact the Chamber of Commerce to discuss organizing a Business Improvement District and that a recommendation to form this type of organization could be made, but such a requirement must come from the Council.

Commissioner Vigon commented on the need to discuss what staff should analyze and he questioned the impetus for improving the flow of traffic on Sepulveda Boulevard. He stated his impression that there are alternatives to removing parking on Sepulveda, such as permit parking in residential areas, and suggested that staff explore whether removing parking would really help traffic flow.

Traffic Engineer Zandvliet reiterated the importance of protecting neighborhoods. He explained that the question is whether the benefit of removing parking is outweighed by the consequences and that one of the ways to lessen impact on residential streets is to make the main streets flow better would be to restrict turns into neighborhoods, but residents would be restricted as well.

Commissioner Adami suggested that the idea of removing parking from Manhattan Beach Boulevard to Marine Avenue be examined. He highlighted that the first priority is to take care of Manhattan Beach residents and related his feeling that no changes should be made on Sepulveda Boulevard from Manhattan Beach Boulevard to Marine Avenue.

Commissioner Stabile stated his confusion over the lack of a guiding principle or clearly-stated priority with regard to this matter. He expressed his understanding that the Council would like to further restrict parking on Sepulveda Boulevard in response to pressure from Cal Trans and that they would like the Parking and Public Improvements Commission to take the first cut at it.

Traffic Engineer Zandvliet clarified that the Council is asking the Commission to provide reasons to either remove or retain parking on Sepulveda Boulevard.

Commissioner Silverman recommended that residents and businesses on Sepulveda Boulevard be surveyed.

**Mr. Salzman** discussed the importance of balancing interests. He explained that, during the greater part of the business day, neither the neighborhoods nor the traffic flow on Sepulveda Boulevard are severely impacted with only two lanes, but they would be if parking on Sepulveda Boulevard is restricted.

It was Chairman Gross' contention that some amount of change to the balance on Sepulveda Boulevard should be brought forward to improve traffic flow during non-peak hours (parking is already restricted during peak hours); but, all parking should not be eliminated. However, he suggested that the idea of eliminating parking on both sides of Sepulveda and the impacts this would have on cut-through traffic and commercial businesses be examined in order to provide definitive information to the Council.

Commissioner Vigon recommended that the actions that would have to be taken in the neighborhoods from a parking and traffic standpoint to eliminate the impact without changing parking restrictions on Sepulveda Boulevard be explored.

Traffic Engineer Zandvliet advised that this could be done from an anecdotal standpoint, but it could not be quantified; and that residents would prefer cut-through traffic and turning restrictions over parking permits.

Commissioner Stabile pointed out that no residents were present at the meeting to provide input.

Commissioner Silverman mentioned the importance of knowing which businesses on Sepulveda Boulevard would be most impacted if parking was completely removed and he noted questioned if there is a location along Sepulveda where there could be three lanes all of the time.

Chairman Gross related his understanding that the majority of the Commission would agree not to change the current parking configuration on Sepulveda and he recommended that staff be asked to provide information on why it would be wrong for it to remain status quo.

Traffic Engineer Zandvliet proposed that, since the full range of the impacts is not known, the Commission direct staff to examine extremes, such as not removing parking, to see what would have to be done to protect the neighborhoods and, conversely, completely removing parking to identify the areas that would be significantly impacted, and for what reasons. It was his opinion that individual intersections need not be analyzed.

Commissioner Adami noted that approximately 1200 meeting notices were mailed, but only five business owners attended the meeting, and that, because the most significant problem appears to be between 6<sup>th</sup> Street to Marine Avenue, alternatives for this segment could be examined

Traffic Engineer Zandvliet suggested that the lack of attendance signifies that many people do not think there is a problem on Sepulveda Boulevard. With regard to the idea of surveying residents and business owners, he indicated that it would be beneficial to know areas where parking could be removed and opinions about completely removing parking.

---

**MOTION:** Commissioner Vigon moved to direct staff to explore preserving existing parking conditions and the measures that would be necessary to protect the neighborhoods from cut-through traffic and completely removing parking on Sepulveda Boulevard and the potential impacts on the neighborhoods and businesses, as well as any potential benefits of both. The motion was seconded by Commissioner Stabile and passed by unanimous voice vote.

Commissioner Silverman questioned what would be asked on a survey, the cost and the benefits. The Commission agreed to discuss the idea of a survey at a future meeting

Traffic Engineer Zandvliet advised that this item will be returned for the Commission's consideration in the near future.

**G. COMMISSION ITEMS**

**01/22/09-4 Parking Meter Revenues and Traffic Violation Revenue Report**

Received and filed.

**Commissioner Silverman Re Parking Meter Rates**

Commissioner Silverman related his understanding of many concerns over the increase in parking meter rates to \$1.25.

**Commissioner Silverman Re Directional Signage**



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

**A. CALL TO ORDER**

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

**B. ROLL CALL**

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

**C. APPROVAL OF MINUTES – March 26, 2009**

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

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

**D. AUDIENCE PARTICIPATION**

None.

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

**E. GENERAL BUSINESS**

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

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

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

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

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

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

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

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

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



by-case basis to improve intersection capacity except at locations where sufficient off-street parking is not readily available for adjacent businesses.

### **Audience Participation**

The Following persons spoke on this item:

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

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

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

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

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

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

Commissioner Gross closed public comments at 8:20 pm.

## Discussion

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



## **SEPULVEDA BOULEVARD CORRIDOR PARKING RESTRICTION STUDY**

The City of Manhattan Beach City Council will consider the Parking and Public Improvements Commission recommendation to adopt parking and circulation policies for Sepulveda Boulevard corridor.

The Parking and Public Improvements Commission and City staff held two public meetings resulting in a number of recommendations.

### **CITY COUNCIL MEETING**

**WHEN:** June 16, 2009 at 6:30 pm

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

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The staff report will be available at [www.citymb.info](http://www.citymb.info) on Friday, June 12, 2009.  
For more information, please call Esteban Danna at (310) 802-5514  
or email at [edanna@citymb.info](mailto:edanna@citymb.info)

**EXHIBIT**

**4**



Fwd FW Parking of Employees in Residential - Dianthus btwn Duncan Boundary.txt  
From: Administrator Marcwear [dero60@gmail.com]  
Sent: Friday, April 24, 2009 1:39 PM  
To: Esteban M. Danna  
Subject: Fwd: FW: Parking of Employees in Residential - Dianthus btwn  
Duncan & Boundary

Hi Esteban:

As promised, I am forwarding you the correspondence between myself and the city regarding the parking issues surrounding the 225 S. Sepulveda building. Most, if not all, of this might be "old news" for you after last night's meeting, but I hope it will nonetheless help frame the issue.

I sure hope the common wisdom, i.e., that the opening of the new Skechers building will alleviate the problem, proves accurate. As the process moves forward, please feel free to contact me if you think there is any way I can be helpful. It was good to meet you last night. Good luck with your responsibilities.

Tom DeRogatis

301 South Dianthus Street  
Manhattan Beach, CA 90266

(310) 318-8026 -- Home  
(310) 418-5578 -- Cell

----- Forwarded message -----

From: Administrator Marcwear <dero60@gmail.com>  
Date: Tue, Mar 17, 2009 at 11:58 AM  
Subject: Re: FW: Parking of Employees in Residential - Dianthus btwn Duncan & Boundary  
To: Erik Zandvliet <ezandvliet@citymb.info>

You're welcome. I have noted the date and, at this point, I plan to be in attendance. I will be sure to introduce myself to you. You may share my e-mail address (dero60@gmail.com) with whomever you choose.

On Tue, Mar 17, 2009 at 11:13 AM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

> Thanks for the new e-mail address!

>

>

>

> Erik

>

>

>

>

>

> From: Erik Zandvliet

> Sent: Tuesday, March 17, 2009 11:04 AM

> To: 'teresa@hotcotton.com'

> Cc: 'portia\_cohen@yahoo.com'; Portia P. Cohen; Rod Uyeda; Richard

> Thompson; Ana Stevenson

> Subject: RE: Parking of Employees in Residential - Dianthus btwn

> Duncan & Boundary

>

>

>

> Hello Mr. DeRogatis,

>

>

>

<b>EXHIBIT</b> 5
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Fwd FW Parking of Employees in Residential - Dianthus btwn Duncan Boundary.txt  
> I have been keeping your concerns in mind as we began our review of  
> the Sepulveda Boulevard Corridor Parking study, initiated last month.  
> A copy of the initial findings is attached to this e-mail that was  
> presented to the Parking and Public Improvements Commission on  
> February 26, 2009, and identifies your neighborhood as impacted by  
> commercial parking. The Commission will be continuing its discussion  
> at their April 23, 2009, meeting. I wish to invite you to this  
> meeting, to be held in the Council Chambers at City Hall beginning at  
> 6:30pm. I think your personal comments would help the Commission in  
> their recommended solutions which will be subsequently forwarded to the City  
> Council.

>  
>  
>  
> I look forward to seeing you at the meeting, or if you are unable,  
> please feel free to send me any correspondence to be forwarded to  
> them. Please let me know if you want your prior e-mail to be given to  
> the Commission in the next staff report.

>  
>  
>  
> Thank you again for your interest in the welfare of our City.  
> Erik Zandvliet  
> City Traffic Engineer  
> (310) 802-5540

---

> From: Ana Stevenson  
> Sent: Friday, June 13, 2008 3:50 PM  
> To: 'teresa@hotcotton.com'  
> Cc: 'portia\_cohen@yahoo.com'; Portia P. Cohen; Richard Thompson; Rod  
> Uyeda; Geoff Dolan; Eric Haaland; 'Erik Zandvliet'; Erik Zandvliet  
> Subject: RE: Parking of Employees in Residential - Dianthus btwn  
> Duncan & Boundary

>  
>  
>  
> Dear Mr. DeRogatis,

>  
>  
> Thank you for taking the time to send your concerns regarding parking  
> at Dianthus Street between Duncan and Boundary. I have been asked to  
> provide you with a status report.

>  
>  
>  
> Skechers and the City are aware of the ongoing parking problems at  
> Dianthus Street, and committed to try to solve them. Skechers and the  
> City determined early in the design of 330 S. Sepulveda that more than  
> minimum parking would be appropriate to provide extra parking for all  
> their needs. The new building has at least 270 conventional and 50+  
> obstructed/tandem spaces, although the general office code requirement  
> for it is only 188 spaces. The Conditional Use Permit says:

Fwd FW Parking of Employees in Residential - Dianthus btwn Duncan Boundary.txt  
> 20. \* The facility operator shall prohibit employees from parking  
> personal vehicles on the surrounding public streets. Employees must  
> park on-site or be transported to the site from other off-street  
> parking facilities subject to Community Development Department  
> approval. As a minimum, the owner of the building shall include  
> prohibitions against employee parking on local streets in any lease and/or rental  
> agreements.  
> Prior to building permit issuance, a written employee parking program  
> shall be submitted for Community Development Department approval.

>  
>  
> The new building at 330 S. Sepulveda is not yet completed and may be  
> occupied as early as late fall. We would appreciate your patience  
> until then. We are open to discuss other options if the soon to be new  
> available parking does not address the current needs.

>  
>  
> Regarding 225 S. Sepulveda, it is our understanding that Skechers  
> plans to continue occupying that building indefinitely.

>  
>  
> Please do not hesitate to contact me if you have any questions or comments.

>  
>  
> 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

>  
>  
> From: Richard Thompson  
> Sent: Thursday, June 12, 2008 7:58 AM  
> To: 'Teresa DeRogatis '  
> Cc: Geoff Dolan; Rod Uyeda; Portia P. Cohen  
> Subject: RE: Parking of Employees in Residential - Dianthus btwn  
> Duncan & Boundary



Fwd FW Parking of Employees in Residential - Dianthus btwn Duncan Boundary.txt  
> Mr DeRogatis-

>  
> Your email below was forwarded to me by Mayor Pro Tem Cohen for  
> response. I will look into the situation and get back to you with a  
> status report sometime next week.

>  
>  
> Richard Thompson  
> Director of Community Development

>  
> \_\_\_\_\_  
> From: Portia Cohen [mailto:portia\_cohen@yahoo.com]  
> Sent: Wednesday, June 11, 2008 4:34 PM  
> To: 'Teresa DeRogatis'; Richard Thompson; Rod Uyeda; Geoff Dolan  
> Subject: Parking of Employees in Residential - Dianthus btwn Duncan &  
> Boundary

>  
>  
> Hi Richard and Rod,

>  
>  
> Apparently an historic parking situation is rearing its head again.  
> As you will read below, the employees who work on Sepulveda (Sketchers  
> building;  
> others?) are assumed to be taking up a lot of residential parking on  
> Dianthus between Duncan and Boundary. would you kindly address Tom &  
> Teresa DeRogatis's concerns, below, and keep me in the loop?

>  
>  
> Many thanks,

> Portia  
> Portia Policastro Cohen  
> Mayor Pro Tem  
> City of Manhattan Beach  
> pcohen@citymb.info

>  
> \_\_\_\_\_  
> From: Sent: Wednesday, June 11, 2008 3:05 PM  
> To: pcohen@citymb.info  
> Subject:

>  
>  
> Hi Portia:

>  
> You may recall our meeting at my home on Dianthus Street while you  
> were going door-to-door during your campaign. Among the things we  
> discussed in our brief meeting was the fact that our daughter,  
> Rachael, and McKenzie were classmates during their Robinson careers as  
> well as members of the same Brownie troop.

> I am writing to ask your help regarding which City department and/or

Fwd FW Parking of Employees in Residential - Dianthus btwn Duncan Boundary.txt  
> individual I should contact regarding my issue.  
>  
> The streets in the immediate vicinity of our home, especially Dianthus  
> Street between Duncan and Boundary have become a veritable parking lot  
> for the office building(s) on Sepulveda. My sense, based on history,  
> is that most if not all of the cars are related to those working in  
> the current/former Sketchers building. I say this because the parking  
> has been a problem -off and on- for a number of years. It seems like  
> every time there is a new tenant or new employees, the situation becomes acute.  
> Currently, it is as if Dianthus Street has reserved parking spots for  
> the building's employees. By and large, the same cars are parked in  
> the same locations -day in and day out- by 8:15 or 9:00 every morning.  
> The upshot is that there is virtually no parking available for the  
> residents during weekdays.  
>  
> As a group, the residents -in the past- have discussed this with the  
> Sketchers' people because we "knew" the employees were theirs. Now,  
> because of their new headquarters building, we cannot be sure who the people are.  
> what we did learn through our previous discussions is that the C of O  
> for the building (and presumably the others on Sepulveda as well)  
> requires that parking be provided for tenants' employees, and  
> therefore, the employees should not be advised to park on the local streets.  
>  
> Please direct me to the appropriate department and/or individual so  
> that we can review this situation with City representatives who are  
> equipped to discuss the substantive issues and assist us in remedying this  
> nuisance.  
>  
> Thank you. I hope you are enjoying your public service experience.  
>  
>  
> Tom DeRogatis  
>  
>  
> 301 S. Dianthus Street  
>  
> (310)318-8026 - HOME  
>  
> (310)418-5578 -- CELL  
>  
>  
>  
> No virus found in this incoming message.  
> Checked by AVG.  
> Version: 7.5.524 / Virus Database: 270.2.0/1497 - Release Date:  
> 6/11/2008  
> 8:32 AM  
>  
> No virus found in this outgoing message.  
> Checked by AVG.  
> Version: 7.5.524 / Virus Database: 270.2.0/1497 - Release Date:  
> 6/11/2008  
> 8:32 AM  
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