



# Staff Report

## City of Manhattan Beach

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

**THROUGH:** Richard Thompson, Interim City Manager

**FROM:** Laurie B. Jester, Acting Director of Community Development  
 Nhung Madrid, Management Analyst  
 Erik Zandvliet, Traffic Engineer

**DATE:** September 21, 2010

**SUBJECT:** Consideration of Parking and Public Improvements Commission (PPIC) Recommendation for the City Council 2009-2010 Work Plan Item to Install Parking Meters on Parkview Avenue and Village Drive, Authorize the City Manager to Enter into Contracts with IPS Group and Duncan Industries, and Appropriate \$223,000 from the Parking Fund.

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### RECOMMENDATION:

Staff recommends that the City Council approve the Parking and Public Improvements Commission (PPIC) recommendation to:

1. Approve the installation of parking meters on both sides of Parkview Avenue and Village Drive effective between 9:00 am and 6:00 pm daily with no parking time limitation and a metered parking rate of \$1.25 per hour; and
2. Authorize the City Manager to enter into a contract to purchase 200 smart technology individual parking meters from IPS Group for \$110,000; and
3. Waive formal bidding per Municipal Code Section 2.36.140 (waivers) and award contracts to IPS Group for \$110,000 for parking meter mechanisms and Duncan Industries for \$85,000 for parking meter housings; and
4. Transfer \$223,000 from the CIP Fund to the Parking Fund and appropriate those funds to purchase the parking meters and related materials which will be repaid through an inter-fund loan repayment program with interest.

### FISCAL IMPLICATION:

This purchase is not budgeted in FY 2010-2011 and will require an appropriation of \$223,000 for 200 smart technology parking meters and related equipment, including poles, signs, pavement marking paint, and operational costs (technology gateway and bank charges). Further, because the Parking Fund has insufficient current funds to pay for this purchase, a loan from the CIP Fund is recommended in order to expedite this purchase. If approved, \$223,000 of CIP funds will be transferred to the Parking Fund and appropriated, and repaid with interest (at the City's prevailing portfolio yield) from future parking revenues in the Parking Fund. This repayment program was approved for a recent similar street parking meter purchase throughout the City. Meter collection

and enforcement activities will be handled with existing staff with minor reassignment of duties needed in order to maintain the new meter locations. Ongoing maintenance costs will increase incrementally in proportion to the City's existing inventory of parking meters to be paid with existing budgets and programs.

**BACKGROUND:**

The City Council's 2009-2010 Work Plan includes a proposal to install parking meters on Parkview Avenue. The meters would be similar to those in other commercial areas of the City including Downtown, North Manhattan Beach, and East Manhattan Beach Boulevard. This area is being considered on the basis of adjacent high density commercial land use and high parking demand.

**DISCUSSION:**

As directed by City Council, the City Traffic Engineer conducted an evaluation of potential impacts of installing parking meters at the public street parking on both sides of Parkview Avenue between Village Drive and its easterly terminus east of Market Place, and on Village Drive between Rosecrans Avenue and Parkview Avenue. Both Parkview Avenue and Village Drive were included in the study area because the roadways act as one continuous public street serving the same uses, and are the only public streets in this commercial area with curb parking. Conversely, placing meters on only one street segment would significantly increase parking demand on other segments without meters. Since there is no parking allowed on Park Way or Market Place, no meters are being considered for these streets.

There are 112 curb spaces west of Park Way including Village Drive, and 86 spaces east of Park Way, for a total of 198 spaces. Parking is restricted during street sweeping times on Thursdays and Fridays. Parking is prohibited between 2:00 am and 4:00 am on both sides of Parkview Avenue.

Street parking demand is generally moderate to heavy throughout the work day, and is light in the evening. A parking demand study reveals that the average daytime occupancy rate is between 72% and 90%, which means that many parking spaces are available at all times. All of the adjacent businesses have parking lots that provide sufficient parking supply for the current uses. During every study period, at least 30% of the spaces were available in each of the private parking lots. However, it was noted that patrons and employees of several businesses, such as the Manhattan Country Club and Marriott Hotel, often use free street parking in lieu of occupying the private lots due to convenience, private parking fees, or at the request of their employers. Also, these same businesses offer meeting rooms and special event services that can create additional parking demand that overflows onto the street. Staff has been working with the Country Club to address their parking concerns.

*PPIC Meeting*

On August 26, 2010, the Parking and Public Improvements Commission (PPIC) reviewed the City Traffic Engineer's evaluation of the existing parking conditions and potential impacts of parking meters. The PPIC heard both resident and business concerns and suggestions and discussed the merits of parking meters and conditions that may affect businesses or employees. The PPIC staff report and draft minutes are attached as Exhibits A & B. Two written correspondences were submitted and three speakers gave public testimony, all noting the probable impacts to employees

and patrons to the Marriott Hotel and Country Club if free street parking is removed. After discussing the suggested parking restrictions and meter rates, the Commissioners unanimously recommended City Council approve installation of parking meters on both sides of Parkview Avenue and Village Drive with the following conditions:

- A. Unlimited time limits during metered portion of the day,
- B. Meter enforcement between 9:00 am and 6:00 pm daily, and
- C. Metered parking rate of \$0.75 per hour.

The Commissioners felt that a time limit on the meters would not be necessary because there is excess parking capacity, there is little demand for short term parking, and any overflow parking can be accommodated in private parking lots. In addition, they recognized that the City's standard metered hours between 8:00 am and 9:00 pm would potentially impact local users of the conference facilities at the Marriott Hotel and Country Club during the early morning and evening hours. Lastly, the Commissioners believed that a lower meter rate would be appropriate, since this is a remote parking area and there is no other public parking option in the area except the Manhattan Village Sports Field parking lot located east of the Country Club.

Staff feels that creating different street parking rates in various areas of the City may be confusing to the general public, and might be considered a preferential condition to those businesses along Parkview Avenue. Further, the operational costs of the new credit card-accepting meters (estimated to be approximately \$21,400 per year for this new location) need to be recovered through the meter revenue generated. Therefore, the recommendation to City Council does not include a reduction in the standard meter rate as recommended by the PPIC. Staff is recommending a metered parking rate of \$1.25 per hour in order to maintain Citywide consistency.

#### *Funding*

The initial cost for the 200 IPS Group smart technology parking meters and related equipment totals \$210,000. On-going operational costs for technology gateways and estimated credit card processing fees add \$12,500 in FY 2010-2011 (\$21,400 for a full fiscal year). In order to implement the program, a total of \$223,000 needs to be appropriated for this unbudgeted project.

Ongoing operation and maintenance efforts will also be required for coin collection, service call-outs, and repairs. These costs will be borne by the respective departments handling these tasks, with an incremental increase reflected in future department operation budgets.

Meter revenues of approximately \$308,000 per year will be expected after meter installation. This conservative estimate is based on the following formula, reflecting a predicted loss in parking demand and hourly fluctuations recorded in prior studies along Parkview Avenue:

$$200 \text{ street spaces} * \$1.25 \text{ per hour} * 9 \text{ hours per day} * 0.75 \text{ (average occupancy rate)} \\ * 0.50 \text{ (loss in parking demand)} * 365 \text{ days/year} = \$307,968 \text{ /year}$$

For reference, weekend parking represents approximately 23% of the total parking demand, or \$70,833 per year in potential meter revenue, along Parkview Avenue.

Due to the nature of this operation, the Parking Fund will be used to pay for the meter equipment purchase. However, due to insufficient capital in the current Parking Fund, staff recommends that the funds required for the meters be borrowed from the CIP fund, and repaid as a loan over time, with interest at the City's portfolio yield rate. The estimated \$230,000 cost is available in the unreserved CIP fund balance (\$1.7 million).

*Public Notice*

Mailed notices with an invitation to attend and/or submit comments to the PPIC and City Council meetings were sent to all adjacent properties. Property managers within the same noticing area were contacted by phone and/or email and asked to distribute copies of the notice to their tenants. Also, the meetings were noticed in The Beach Reporter and posted on the City's Website. Finally, notice flyers were placed on parked vehicles along Parkview Avenue and Village Drive on a typical weekday in August prior to the PPIC meeting. Public comments received after the August 26, 2010 PPIC Meeting are provided in Exhibit D.

**CONCLUSION:**


Based on 1) the field observations of on-street parking demand, 2) calculated off-street parking surplus, and 3) the actual parking conditions for each business, the Traffic Engineer has concluded that installing parking meters along Parkview Avenue and Village Drive is feasible and would not be a significant hardship to adjacent businesses. Parking meters on these streets are consistent with commercial streets throughout the City. Alternate private parking is available at each business in lieu of street metered parking, however, it is understood that there are times when street parking may be needed for special events and peak periods. A funding plan has been developed which will allow for immediate purchase of these meters despite insufficient reserves in the Parking Fund. New meter revenue will pay back the initial infrastructure investment in approximately 3 years, with \$308,000 in annual estimated meter revenue thereafter.

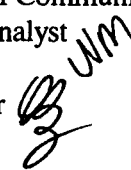
In addition, the purchase of the IPS parking meter mechanisms and Duncan parking meter housings is consistent with the parking meters that have been recently installed throughout the City. Competitive bidding on both products is not possible since both vendors are manufacturers and direct suppliers. As a result, staff recommends that Council waive formal bidding per Municipal Code Section 2.36.140 (waivers) and approve the purchase from IPS Group and Duncan Industries. If approved, we anticipate meter installation by January 2011.

- Exhibits:
- A. PPIC Staff Report dated August 26, 2010 with Attachments
  - B. PPIC Draft Minutes dated August 26, 2010
  - C. City Council Meeting Public Notices
  - D. Additional Public Correspondence and E-mails

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

**TO:** Parking and Public Improvements Commission

**FROM:** Laurie Jester, Acting Director of Community Development  
Nhung Madrid, Management Analyst 

**BY:** Erik Zandvliet, Traffic Engineer 

**DATE:** August 26, 2010

**SUBJECT:** Consideration of City Council 2009-2010 Work Plan Item Regarding Parking Meters on Parkview Avenue

**RECOMMENDATION:**

Staff recommends that the Commission propose the installation of 2-hour parking meters on both sides of Parkview Avenue and Village Drive enforced between 8am and 9pm everyday.

**BACKGROUND:**

The City Council's 2009-2010 Work Plan includes a proposal to install parking meters on Parkview Avenue. The meters would be similar to those in other commercial areas of the City including Downtown, North Manhattan Beach, and East Manhattan Beach Boulevard. This area is being considered on the basis of adjacent high density commercial land use and high parking demand.

Pursuant to the Work Plan, the City Traffic Engineer began a study of the existing parking and traffic conditions along Parkview Avenue in June 2010. This report is a summary of the existing conditions, current parking supply and demand, and potential consequences of adding parking meters along Parkview Avenue and Village Drive.

**DISCUSSION:**

As directed by City Council, this report focuses on the potential impacts of installing parking meters at the public street parking on both sides of Parkview Avenue between Village Drive and its easterly terminus east of Market Place, and on Village Drive between Rosecrans Avenue and Parkview Avenue. Both Parkview Avenue and Village Drive were included in the study area because the roadways act as one continuous public street serving the same uses, and are the only public streets in this commercial area with curb parking. Conversely, placing meters on only one street segment would significantly increase parking demand on other segments without meters. Since there is no parking allowed on Park Way or Market Place, no meters are being considered for these streets. Installation costs of approximately \$1,200 per credit-card/coin meter would be offset by future meter revenues and parking citation fines.

## **Existing Conditions**

Parkview Avenue is a 36 to 40-foot wide two-lane local street located in a commercial area south of Rosecrans Avenue. It is an east-west parallel roadway serving several large office buildings, including Manhattan Towers, Kinecta, Marriott Hotel, Manhattan Country Club, and Manhattan Marketplace. Village Drive is a 40-foot wide two-lane local street between Rosecrans Avenue and Parkview Avenue. Both streets have a posted speed limit of 25 mph and carry approximately 2,000 vehicles per day. Park Way and Market Place are north-south connecting streets between Rosecrans Avenue and Parkview Avenue, with parking prohibitions on both sides of each street.

Curb parking is allowed on both sides of Parkview Avenue and Village Drive, and parking tees are striped on the westerly portion of Parkview Avenue only. There are 112 curb spaces west of Park Way including Village Drive, and 86 spaces east of Park Way, for a total of 198 spaces. Parking is restricted during street sweeping times on Thursdays and Fridays. Parking is prohibited between 2am and 4am on both sides of Parkview Avenue.

Field observations taken during various times on typical days found that street parking demand is generally moderate to heavy throughout the work day, and is light in the evening. A parking demand study conducted between June 8 and July 6, 2010 reveals that the average occupancy rate is between 72% and 90% percent, which means that many parking spaces are available at all times.

DATE	TIME	PARKING DEMAND	
		West of Park Way	East of Park Way
06/08/2010	3:00 PM	87	55
06/15/2010	2:15 PM	82	58
06/22/2010	4:00 PM	92	64
06/22/2010	7:41 PM*	46	34
06/29/2010	2:30 PM	92	67
07/06/2010	10:30 AM	95	67
Average Occupancy (%)		90 (90%)	62 (72%)
TOTAL SPACES		112	86

\* - Evening parking demand not counted in average occupancy.

All of the adjacent businesses have parking lots that provide sufficient parking supply for the current uses. During every study period, at least 30% of the spaces were available in each of the private parking lots. A table attached to this report summarizes the code required and actual parking supply for each of the properties (Exhibit B).

## **Findings**

In comparing the actual private parking supply to the expected parking demand, it was found that all adjacent businesses provide ample off-street parking, and do not need to rely on street parking. However, it was noted that customers and employees of several businesses, such as the Manhattan Country Club and Manhattan Village Shopping Center, often use convenient street parking in lieu of occupying the private lots due to convenience or at the request of their employers. In addition, overflow parking at the west end near the Pacific Movie Theater is common, due to the

convenience of parking on the street rather than a more distant mall parking lot. The parking time limits imposed by metered parking will eliminate long-term street parking. Even if all street parking demand were to be relocated to private lots, no businesses would be expected to exceed their parking supply. Based on these findings, it is expected that future street parking demand will decrease, resulting in more open spaces.

Metered curb spaces may have a small impact on hotel guests that now enjoy free parking during the day, since the Hotel charges for self-parking or for use of the valet service. As noted above, overnight parking is prohibited on Parkview Avenue. This means that hotel guests must find off-street parking if staying the night. It should also be noted that Manhattan Country Club has an agreement with the Kinecta property to provide overflow parking for its employees. Lastly, the adjacent Manhattan Studios often obtains temporary parking permits to park overflow vehicles on the east end of Parkview Avenue, which could continue, albeit with additional fees to compensate for lost meter and parking citation revenue.

The Finance and Police Departments believe the addition of meters along Parkview Avenue and Village Drive can be implemented and serviced using existing procedures and personnel.

### **Public Notice**

Mailed notices with an invitation to attend the PPIC meeting and/or submit comments were sent to all properties as shown in Exhibit C. Property managers within the same noticing area were contacted by phone and asked to distribute copies of the notice to their tenants. Also, the meeting was noticed in The Beach Reporter and posted on the City's Website. Finally, notice flyers were placed on parked vehicles along Parkview Avenue and Village Drive on a typical weekday in August prior to the meeting. Any public comments will be presented at the meeting.

### **CONCLUSION:**

Based on 1) the field observations of on-street parking demand, 2) calculated off-street parking surplus, and 3) the actual parking conditions for each business, the Traffic Engineer has concluded that there would not be a hardship by installing parking meters along Parkview Avenue and Village Drive. Parking meters on these streets are consistent with commercial streets throughout the City. A 2-hour parking restriction would accommodate most short-term parking needs, such as office visits, workouts, dining, and shopping. If customers or employees need longer parking or do not want to pay for metered parking, alternate parking is available at each business. Parking tees would have to be painted adjacent to any metered parking to identify the parking space associated with that meter.

- Exhibits:
- A. Vicinity Map with Proposed Meter Locations
  - B. Calculated Private Parking Surplus/Deficit
  - C. PPIC Meeting Notice and Noticing Area Map

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**EXHIBIT A  
PARKVIEW AVENUE  
PROPOSED METER LOCATIONS AND QUANTITY**





Exhibit B  
Calculated Parking Surplus/Deficit  
Parkview Avenue

ADDRESS	BUSINESS NAME	PARKING REQUIREMENT	ACTUAL PARKING	SURPLUS/ DEFICIT	SPECIAL CONDITIONS
<b>North Side</b>					
1230-40 Rosecrans Avenue	Manhattan Towers	978	1,010	+32	
1440 Rosecrans Avenue	Kinecta Office Building	266	296	+30	
1500 Rosecrans Avenue	Manhattan Marketplace Offices	441	458	+17	1989 Parking Code Requirements
1550 Rosecrans Avenue A-G	Manhattan Marketplace	659	660	+1	
1570 Rosecrans Avenue A-R	Manhattan Marketplace				
1590 Rosecrans Avenue A-Q	Manhattan Marketplace				
<b>South Side</b>					
	Manhattan Village Sports Field	N/A	50	N/A	50 spaces leased to Manhattan Country Club
1330-34 Parkview Avenue	Country Club/Professional Building	294	294-329	0	244 on-site spaces with 50 leased spaces in City lot to west. All employees to park leased spaces, 77 spaces reserved to 1334 Parkview until 6pm weekdays, full time free valet required to over-park to 329 spaces
1400 Parkview Avenue	Marriott Hotel	650	650	0	

**EXHIBIT**

C

**PUBLIC MEETING**  
**PARKING METERS**  
**ON VILLAGE DR & PARKVIEW AVE**



The Parking and Public Improvements Commission (PPIC) will conduct a public meeting to discuss and evaluate the possibility of installing parking meters on Village Drive and Parkview Avenue as described in the City Council's 2009-10 Work Plan.

**PARKING AND PUBLIC IMPROVEMENTS COMMISSION**

**WHEN: August 26, 2010 at 6:30 pm**

**WHERE: City Hall Council Chambers**  
1400 Highland Avenue, Manhattan Beach, CA 90266

Businesses and all interested parties are encouraged to attend and participate. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on August 20, 2010 after 5 pm. For additional information, please contact Nhung Madrid at (310) 802-5540 or email at [nmadrid@citymb.info](mailto:nmadrid@citymb.info).

MAILED NOTICES ON AUGUST 10, 2010



## **PARKING METERS ON PARKVIEW AVENUE PARKING STUDY**

The Parking and Public Improvements Commission (PPIC) will conduct a public meeting to discuss and evaluate the possible installation of parking meters on Parkview Avenue and Village Drive as described in the City Council's 2009-10 Work Plan.

### **PARKING AND PUBLIC IMPROVEMENTS COMMISSION**

#### **- PUBLIC MEETING -**

**WHEN:** August 26, 2010 at 6:30 pm  
**WHERE:** Council Chambers, City Hall  
1400 Highland Avenue, Manhattan Beach

Businesses and other interested parties are encouraged to attend and participate. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on August 20, 2010 after 5 pm.

For additional information, please contact Nhung Madrid at (310) 802-5540 or email at [nmadrid@citymb.info](mailto:nmadrid@citymb.info).

THE BEACH REPORTER AD  
AUGUST 12 & 19, 2010



**-PUBLIC MEETING-  
PARKING METERS ON PARKVIEW AVENUE  
PARKING STUDY**

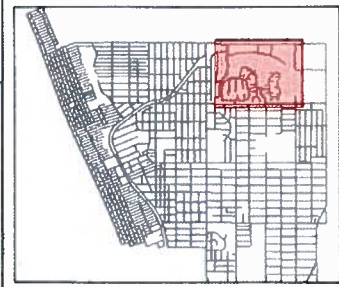
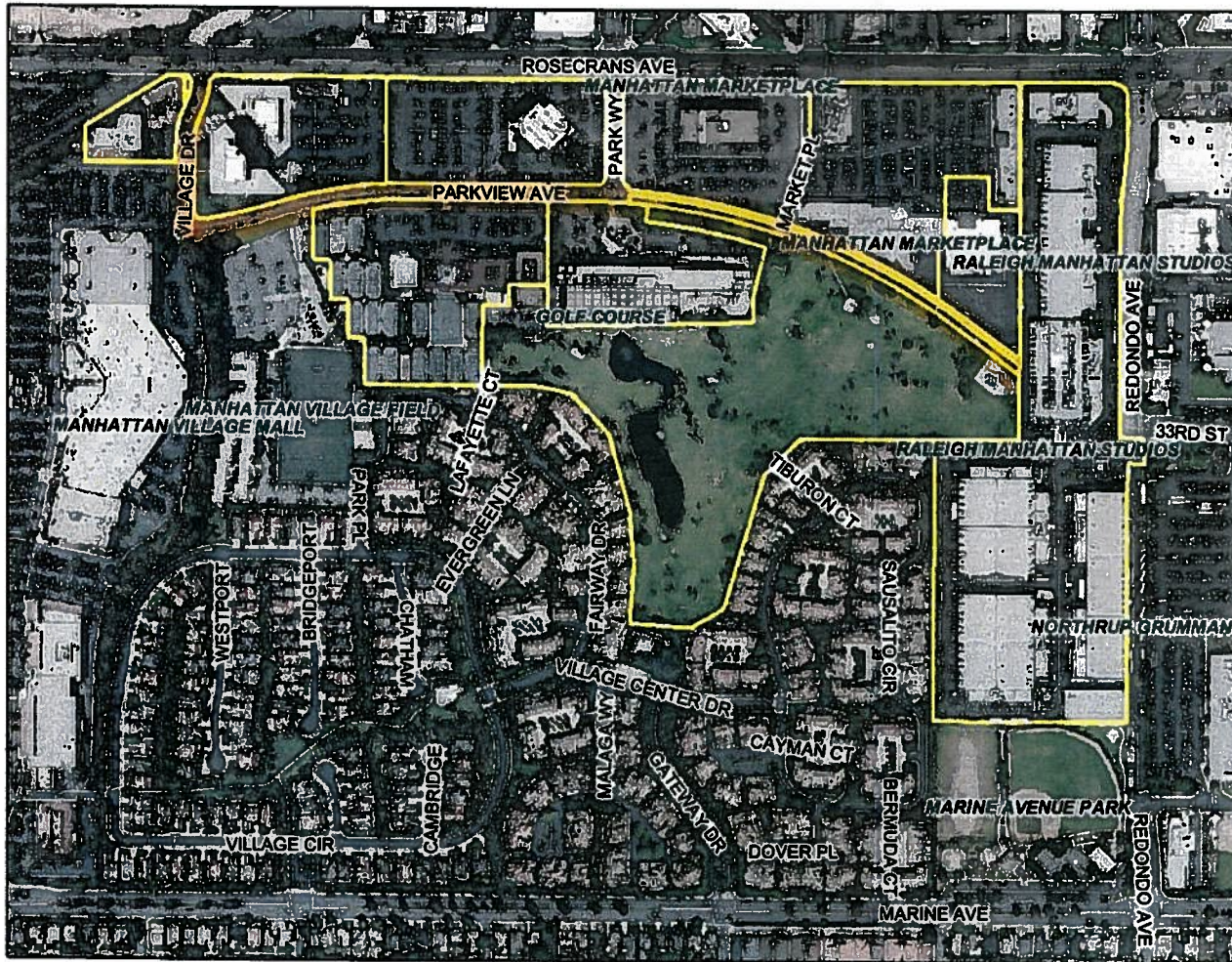
The Parking and Public Improvements Commission (PPIC) will discuss and evaluate the possibility of installing parking meters on Parkview Avenue and Village Drive.

**DATE:** August 26, 2010 at 6:30 pm  
**LOCATION:** City Hall Council Chambers  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Businesses and other interested parties are encouraged to attend and participate. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on August 20, 2010 after 5 pm.

For additional information, please contact Nhung Madrid at (310) 802-5540 or email at [nmadrid@citymb.info](mailto:nmadrid@citymb.info).

# Parkview Noticing Area Map



## Legend

- Parcels
- 2008 4in color
- Basemap
- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- STREET
- WALK STREET

**MAILED NOTICES**

**CAR FLYERS**



**A** Scale: 1:6,319

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.

Comments for Parkview Meters  
PPIC 8/26/10

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

**From:** President Roger Cox [mailto:mailservice@clubrunner.ca]

**Sent:** Tuesday, August 24, 2010 5:26 PM

**To:** richmont11@verizon.net

**Subject:** MB set to charge for parking on street at Marriott

To: Richard Montgomery, Rotary Club of Manhattan Beach

Hello Rotarians,

I received this email today from Les Silverman.

Dear Roger:

As you may know I'm on the Parking Commission. This Thursday night we will be taking up the question of installing parking meters on Parkview Dr. which is directly in front of the Marriott Hotel where many of our members park for the Monday weekly mtg.

The meters are proposed to start at 8am which as we all realize impacts most of our members as we start at ~7:15 and go till 8:30. It might be worthwhile to have you or someone from Rotary attend the Thursday mtg. at 6:30 at City Hall to mention the impact on Rotary.

Best,

Les

This would severely impact our meetings. Unfortunately the Mozart concert is Thursday night so many of you (including myself) will not be able to make the meeting at city hall.

I shall be writing a response on behalf of the club asking for the meters to start at 9am but if anyone can attend the meeting I am sure that would help as well.

Thanks for your consideration,

President Roger Cox  
Rotary Club of Manhattan Beach

## Nhung Madrid

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**From:** Toni Reina [treina@continentaldevelopment.com]

**Sent:** Wednesday, August 25, 2010 4:43 PM

**To:** Nhung Madrid

**Cc:** Laurie B. Jester

**Subject:** August 26 PPIC Public Meeting - Proposed Parking Meters on Parkview Ave and Village Drive

Good afternoon Nhung,

Confirming our conversation this morning, please distribute the attached Continental Development Corporation comment letter regarding the parking meter proposal to PPIC members. Unfortunately, I am unable to attend the PPIC meeting tomorrow evening because my attendance is required at a Planning Commission meeting in another city.

Thank you for your assistance. If you have any questions regarding the attached correspondence, please don't hesitate to contact me.

Toni Reina  
Planning Manager  
Continental Development Corporation  
T. 310-640-1520, Ext. 205  
F. 310-414-9279  
treina@continentaldevelopment.com



# CONTINENTAL DEVELOPMENT CORPORATION

August 25, 2010

Parking and Public Improvements Commission  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Avenue, CA 90266

Subject: Proposed Installation of Parking Meters on Parkview Avenue and Village Drive

Chairman Lester and Commission Members:

Among its Manhattan Beach holdings, Continental Development Corporation owns and manages 1500 Rosecrans Avenue, a multi-tenant office building bounded on the south by Parkview Avenue, on the north by Rosecrans Avenue, on the east by Marketplace and on the west by Park Way. 1500 Rosecrans Avenue is identified as "Manhattan Marketplace" on Exhibit A to the PPIC Commission staff report. It should be noted that 1500 Rosecrans and the Manhattan Marketplace shopping center are under separate ownership.

In connection with the current proposal to install parking meters on Parkview Avenue and Village Drive, Continental wishes to submit a recommendation that curb parking on Parkview Avenue and Village Drive be entirely eliminated, as the City's investigation indicates there is ample off-street parking to serve the adjacent businesses. At minimum, it is our opinion that the decision regarding installation of parking meters should be delayed until additional information is gathered. We request the PPIC consider the following when determining its recommendation regarding this proposal.

Calculated off-street parking surplus: The City Traffic Engineer's study and staff report findings support the position that there is an off-street parking surplus and that all adjacent businesses provide ample off-street parking and do not need to rely on street parking. Elimination of street parking would enhance traffic flow on these two-lane local commercial area streets.

Public safety: The PPIC should consider public safety issues during decision-making. The study of the existing parking and traffic conditions should not only look at the potential consequences of adding parking meters from a parking demand standpoint, but should consider benefits and impacts to public safety with existing conditions, with prohibition of street parking, and with installation of parking meters.

Manhattan Village Shopping Center Expansion: A Draft Environmental Impact Report is currently being prepared to study potential impacts of the proposed 123,672 square foot expansion of the Manhattan Village Shopping Center. Parkview Avenue is used as an





## CONTINENTAL DEVELOPMENT CORPORATION

August 25, 2010  
Parking and Public Improvements Commission  
Page 2

alternate route to Rosecrans Avenue for travel to and from the Manhattan Village Shopping Center. At the time of the Notice of Preparation for the DEIR, Continental submitted an EIR scoping comment requesting that the DEIR traffic impact analysis study potential traffic impacts at the Parkview Avenue / Parkway intersection and that the pros and cons of elimination of on-street parking on Parkview Avenue should also be studied.

Thank you for consideration of Continental's input. If you have any questions, please contact me at 310-640-1520, or via email at [treina@continentaldevelopment.com](mailto:treina@continentaldevelopment.com).

Sincerely,

Toni Reina  
Planning Manager

Copy: Laurie Jester, Acting Director of Community Development, City of Manhattan Beach  
Nhung Madrid, Management Analyst, City of Manhattan Beach  
Richard C. Lundquist, President, Continental Development Corporation  
Alex J. Rose, Senior Vice President – Development and Asset Management, CDC

REC'D 8/26/10

Miles Tucker

# MANHATTAN COUNTRY CLUB



EXECUTIVE REPORT OF THE CONCERNS  
EXPRESSED BY THE MANHATTAN COUNTRY CLUB  
RELATIVE TO THE PROPOSED METERING OF  
VILLAGE DRIVE AND PARKVIEW AVENUE.



**MANHATTAN**  
C O U N T R Y C L U B

Thursday, August 26, 2010

Ladies and Gentlemen:

As noted in my speech to the PPIC on 8-26-10, the Country Club's concerns about metering can be divided into three key areas: Finance, Health and Safety and Community Relations.

Please find to follow details of our concerns:

**FINANCIAL IMPLICATIONS:**

- We lease 100 spaces from the City in the Manhattan Village Field Parking Lot, of which 50 are reserved for public use. We pay over \$30,000 per year for those spaces and, over the term of our lease, have paid the City in excess of \$500,000 for their use. We have been philanthropic with regards to the use of all of these spaces in the past but will not be able to continue with this generous community effort if the overflow parking that is currently available on the street is withdrawn.
- Staffing the Manhattan Village Field parking lot to ensure that our spaces are only being used by our employees will cost the Club approximately \$50,000 per year.
- The staff report states that "Based on these findings, it is expected that future street parking demand will decrease, resulting in more open spaces." If that is truly the City's position then one would have to question whether or not this investment of over \$250,000 into infrastructure for metering will pay for itself in a timely fashion.
- The cost of installation and maintenance is significant and, while all residents are no doubt sensitive to the City's need to increase revenue, the logic behind investing almost a quarter of a million dollars in non-essential activities while public services (and public sector pay) is something we would like to better understand.
- The cost to the country club of installing entry gates to ensure only members, guests and other persons entitled to be using the lot are doing so is expected to be in the region of \$80,000.

**HEALTH AND SAFETY CONCERNS:**

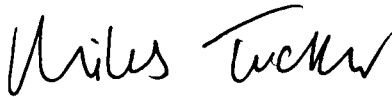
- In order to control the use of their parking lot, the Deloitte Building installed entry gates so that only people who are allowed in their lot got access.
- Every morning cars are backed up onto the street at both gate locations and there have been multiple accidents in that area as a result.

- The employees in that building, and other buildings nearby now try to park in the parking lot in the mall to the East (where Houston's, etc...is located). That lot is now manned to try and limit the number of office workers parking there and this problem would only get worse after metering.
- Other businesses, including the Country Club, will need to evaluate whether or not this proposal would result in a need to install entry gates, which could in turn lead to more queuing on Parkview.

#### **COMMUNITY RELATIONS**

- We have had to call the police out to help us with evicting trespassers on a regular basis. Metering will lead to more people trying to use our lot, which in turn will result in more evictions.
- In cases where we do not identify the issue on arrival, cars parked in our lots (or our spaces in the Village Filed parking lot) will be towed at the owners expense in keeping with our current policies and past practices. The ensuing negative PR associated with towing is something we would like to avoid.

Respectfully submitted,

A handwritten signature in black ink that reads "Miles Tucker". The signature is written in a cursive, slightly slanted style.

Miles Tucker  
General Manager

# MANHATTAN COUNTRY CLUB



SUMMARY OF PARKING  
(2004)

**TABLE 1**

**SUMMARY OF EXISTING PARKING SUPPLY<sup>1</sup>  
Manhattan Country Club, Manhattan Beach**

Parking Lot	First Access Spaces					Tandem <sup>2</sup> Spaces	Total Supply
	Standard	Visitor	Reserved	Handicap	Loading		
Club Lot	76	0	1	2	2	24	105
Office Lot	95	8	3	3	2	16	127
<b>Subtotal On-site</b>	<b>171</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>40</b>	<b>232</b>
City Leased Lot	50	-	-	-	-	-	50
<b>Subtotal Off-street</b>	<b>221</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>40</b>	<b>282</b>
Parkview Ave (Curbside)	84	-	-	-	-	-	84
<b>Total Supply</b>	<b>305</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>40</b>	<b>366</b>

<sup>1</sup> Source: Based on field inventory by LLG, Engineers, March, 2004.

<sup>2</sup> Parking spaces in tandem with a second space where access is gained by first moving another vehicle.

**TABLE 2A**

**ENGINEERS SUMMARY OF OFF-STREET PARKING SURVEY DATA - WEDNESDAY MARCH 3, 2004**  
**Manhattan Country Club, Manhattan Beach**

Time Period	CLUB LOT		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		ON-SITE TOTALS		CITY LEASED LOT		TOTALS	
	Supply Parked	105 Parking	Supply Parked	50 Parking	Supply Parked	77 Parking	Supply On-site	232 Parking	Supply Parked	50 Parking	Supply Parked	282 Parking
	Vehicles	Utilization	Vehicles <sup>1</sup>	Utilization	Vehicles	Utilization	Subtotal	Utilization	Vehicles	Utilization	Vehicles	Utilization
7:00 AM	24	23%	9	18%	10	13%	43	19%	15	30%	58	21%
7:30 AM	25	24%	9	18%	10	13%	44	19%	15	30%	59	21%
8:00 AM	33	31%	9	18%	10	13%	52	22%	15	30%	67	24%
8:30 AM	42	40%	9	18%	10	13%	61	26%	15	30%	76	27%
9:00 AM	54	51%	24	48%	39	51%	117	50%	46	92%	163	58%
9:30 AM	55	52%	30	60%	49	64%	134	58%	<b>50</b>	<b>100%</b>	184	65%
10:00 AM	68	65%	32	64%	46	60%	146	63%	49	98%	<b>195</b>	<b>69%</b>
10:30 AM	68	65%	32	64%	46	60%	146	63%	47	94%	193	68%
11:00 AM	<b>70</b>	<b>67%</b>	28	56%	50	65%	<b>148</b>	<b>64%</b>	47	94%	<b>195</b>	<b>69%</b>
11:30 AM	68	65%	28	56%	47	61%	143	62%	44	88%	187	66%
12:00 Noon	67	64%	28	56%	47	61%	142	61%	47	94%	189	67%
12:30 PM	67	64%	24	48%	53	69%	144	62%	45	90%	189	67%
1:00 PM	54	51%	31	62%	44	57%	129	56%	45	90%	174	62%
1:30 PM	54	51%	31	62%	44	57%	129	56%	31	62%	160	57%
2:00 PM	54	51%	31	62%	44	57%	129	56%	31	62%	160	57%
2:30 PM	29	28%	25	50%	<b>55</b>	<b>71%</b>	109	47%	19	38%	128	45%
3:00 PM	29	28%	25	50%	<b>55</b>	<b>71%</b>	109	47%	19	38%	128	45%
3:30 PM	25	24%	30	60%	54	70%	109	47%	16	32%	125	44%
4:00 PM	26	25%	28	56%	54	70%	108	47%	14	28%	122	43%
4:30 PM	30	29%	<b>34</b>	<b>68%</b>	49	64%	113	49%	12	24%	125	44%
5:00 PM	48	46%	<b>34</b>	<b>68%</b>	49	64%	131	56%	14	28%	145	51%
5:30 PM	56	53%	30	60%	33	43%	119	51%	14	28%	133	47%
6:00 PM	56	53%	30	60%	33	43%	119	51%	19	38%	138	49%
6:30 PM	56	53%	30	60%	33	43%	119	51%	20	40%	139	49%
7:00 PM	53	50%	19	38%	16	21%	88	38%	9	18%	97	34%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking supply within this parking lot consists of 37 office spaces, 8 visitor spaces, 3 handicap spaces and 2 loading only spaces.

**TABLE 2B**

**ENGINEERS SUMMARY OF OFF-STREET PARKING SURVEY DATA - SATURDAY MARCH 6, 2004  
Manhattan Country Club, Manhattan Beach**

Time Period	CLUB LOT		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		ON-SITE TOTALS		CITY LEASED LOT		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles <sup>1</sup>	50 Parking Utilization	Supply Parked Vehicles	77 Parking Utilization	Supply Parked Vehicles	232 Parking Utilization	Supply Parked Vehicles	50 Parking Utilization	Supply Parked Vehicles	282 Parking Utilization
7:00 AM	16	15%	10	20%	1	1%	27	12%	6	12%	33	12%
7:30 AM	16	15%	13	26%	3	4%	32	14%	6	12%	38	13%
8:00 AM	27	26%	14	28%	4	5%	45	19%	8	16%	53	19%
8:30 AM	33	31%	17	34%	7	9%	57	25%	8	16%	65	23%
9:00 AM	40	38%	17	34%	7	9%	64	28%	8	16%	72	26%
9:30 AM	48	46%	<b>27</b>	<b>54%</b>	15	19%	90	39%	7	14%	97	34%
10:00 AM	50	48%	<b>27</b>	<b>54%</b>	16	21%	93	40%	9	18%	102	36%
10:30 AM	50	48%	26	52%	18	23%	<b>94</b>	<b>41%</b>	11	22%	105	37%
11:00 AM	<b>51</b>	<b>49%</b>	24	48%	<b>19</b>	<b>25%</b>	<b>94</b>	<b>41%</b>	<b>12</b>	<b>24%</b>	<b>106</b>	<b>38%</b>
11:30 AM	44	42%	24	48%	18	23%	86	37%	<b>12</b>	<b>24%</b>	98	35%
12:00 Noon	32	30%	21	42%	17	22%	70	30%	<b>12</b>	<b>24%</b>	82	29%
12:30 PM	32	30%	15	30%	14	18%	61	26%	<b>12</b>	<b>24%</b>	73	26%
1:00 PM	33	31%	13	26%	12	16%	58	25%	10	20%	68	24%
1:30 PM	32	30%	12	24%	12	16%	56	24%	10	20%	66	23%
2:00 PM	37	35%	14	28%	12	16%	63	27%	10	20%	73	26%
2:30 PM	40	38%	14	28%	11	14%	65	28%	10	20%	75	27%
3:00 PM	37	35%	16	32%	8	10%	61	26%	10	20%	71	25%
3:30 PM	29	28%	15	30%	6	8%	50	22%	10	20%	60	21%
4:00 PM	26	25%	15	30%	5	6%	46	20%	<b>12</b>	<b>24%</b>	58	21%
4:30 PM	15	14%	9	18%	5	6%	29	13%	10	20%	39	14%
5:00 PM	17	16%	14	28%	5	6%	36	16%	10	20%	46	16%
5:30 PM	19	18%	21	42%	6	8%	46	20%	8	16%	54	19%
6:00 PM	30	29%	<b>27</b>	<b>54%</b>	8	10%	65	28%	7	14%	72	26%
6:30 PM	28	27%	25	50%	8	10%	61	26%	7	14%	68	24%
7:00 PM	26	25%	25	50%	8	10%	59	25%	7	14%	66	23%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking supply within this parking lot consists of 37 office spaces, 8 visitor spaces, 3 handicap spaces and 2 loading only spaces.



**TABLE 3A**

**SUMMARY OF CURBSIDE PARKING SURVEY DATA  
WEDNESDAY MARCH 3, 2004  
Manhattan Country Club, Manhattan Beach**

Time Period	PARK VIEW AVENUE	
	Number of Vehicles	Parking Utilization
7:00 AM	58	69%
7:30 AM	58	69%
8:00 AM	58	69%
8:30 AM	57	68%
9:00 AM	71	85%
9:30 AM	77	92%
10:00 AM	78	93%
<b>10:30 AM</b>	<b>79</b>	<b>94%</b>
11:00 AM	77	92%
11:30 AM	78	93%
12:00 Noon	78	93%
12:30 PM	75	89%
1:00 PM	76	90%
1:30 PM	76	90%
2:00 PM	76	90%
2:30 PM	77	92%
3:00 PM	69	82%
3:30 PM	66	79%
4:00 PM	63	75%
4:30 PM	66	79%
5:00 PM	62	74%
5:30 PM	56	67%
6:00 PM	53	63%
6:30 PM	50	60%
7:00 PM	48	57%

Note: The **BOLD**, shaded data represents the existing peak parking demand.

**TABLE 3B**

**SUMMARY OF CURBSIDE PARKING SURVEY DATA  
SATURDAY MARCH 6, 2004  
Manhattan Country Club, Manhattan Beach**

Time Period	PARIS VIEW AVENUE	
	Number of Vehicles	Parking Utilization
7:00 AM	23	27%
7:30 AM	24	29%
8:00 AM	42	50%
8:30 AM	48	57%
9:00 AM	51	61%
9:30 AM	58	69%
10:00 AM	59	70%
10:30 AM	63	75%
<b>11:00 AM</b>	<b>68</b>	<b>81%</b>
<b>11:30 AM</b>	<b>68</b>	<b>81%</b>
12:00 Noon	66	79%
12:30 PM	63	75%
1:00 PM	63	75%
1:30 PM	63	75%
2:00 PM	56	67%
2:30 PM	59	70%
3:00 PM	59	70%
3:30 PM	50	60%
4:00 PM	44	52%
4:30 PM	42	50%
5:00 PM	44	52%
5:30 PM	45	54%
6:00 PM	48	57%
6:30 PM	56	67%
7:00 PM	56	67%

Note: The **BOLD**, shaded data represents the existing peak parking demand.

**TABLE 4**

**PARKING DEMAND SUMMARY  
Manhattan Country Club, Manhattan Beach**

Location and Time of Peak Observed		Observed Parking Demand								Total Observed Parking (282 Spaces)	
		Club Lot (105 Spaces)		Office Lot - Zone A (50 Spaces)		Office Lot - Zone B (77 Spaces)		City "Leased" Lot (50 Spaces)			
		Cars Parked	Percent Occupied	Cars Parked	Percent Occupied	Cars Parked	Percent Occupied	Cars Parked	Percent Occupied	Cars Parked	Percent Occupied
<b>Wed March 3, 2004</b>											
Club Peak	11:00 AM	70	67%	28	56%	50	65%	47	94%	195	69%
Office Peak Zone A	4:30 PM	30	29%	34	68%	49	64%	12	24%	125	44%
	5:00 PM	48	46%	34	68%	49	64%	14	28%	145	51%
Office Peak Zone B	2:30 PM	29	28%	25	50%	55	71%	19	38%	128	45%
	3:00 PM	29	28%	25	50%	55	71%	19	38%	128	45%
<b>Overall Peak</b>	<b>10:00 AM</b>	<b>68</b>	<b>65%</b>	<b>32</b>	<b>64%</b>	<b>46</b>	<b>60%</b>	<b>49</b>	<b>98%</b>	<b>195</b>	<b>69%</b>
	<b>11:00 AM</b>	<b>70</b>	<b>67%</b>	<b>28</b>	<b>56%</b>	<b>50</b>	<b>65%</b>	<b>47</b>	<b>94%</b>	<b>195</b>	<b>69%</b>
<b>Sat March 6, 2004</b>											
Club Peak	11:00 AM	51	49%	24	48%	19	25%	12	24%	106	38%
Office Peak Zone A	9:30 AM	48	46%	27	54%	15	19%	7	14%	97	34%
	10:00 AM	50	48%	27	54%	16	21%	9	18%	102	36%
	6:00 PM	30	29%	27	54%	8	10%	7	14%	72	26%
Office Peak Zone B	11:00 AM	51	49%	24	48%	19	25%	12	24%	106	38%
<b>Overall Peak</b>	<b>11:00 AM</b>	<b>51</b>	<b>49%</b>	<b>24</b>	<b>48%</b>	<b>19</b>	<b>25%</b>	<b>12</b>	<b>24%</b>	<b>106</b>	<b>38%</b>

MANHATTAN  
COUNTRY CLUB



LETTER FROM THE OWNER OF  
MINUTE MAN PARKING COMPANY



# MINUTEMAN PARKING COMPANY

1601 N. Sepulveda Blvd., Suite 368 • Manhattan Beach, CA 90266  
1-877-5-PARKING (1-877-572-7546)  
www.minutemanparking.com

August 18, 2010

Miles Tucker  
General Manager  
Manhattan Country Club  
1330 Parkview Ave  
Manhattan Beach, CA 90266

Miles,

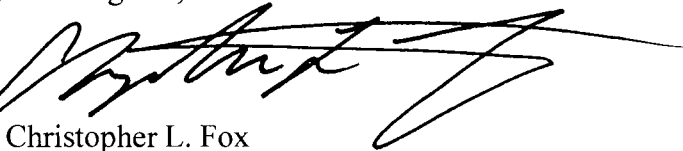
I just received your correspondence regarding the proposal from the City of Manhattan Beach to put paid parking meters on Parkview Ave.

This will adversely impact our parking operations at the club. Outsiders not affiliated with the club may attempt to park in our lots to avoid paying the parking meters. This may require us to add more staff and monitor the lot more hours a day in order to maintain a safe and convenient environment for club members and tenants of the office building.

Arguably an even bigger impact will be felt in the Manhattan Village parking lot and, should this proposal pass, I believe you will need to consider coning off the MCC spaces and manning that lot to avoid abuse.

I suspect the only cost effective measure that you will be able to employ (in the longer term) if this measure passes would be to install entry gates at your parking lots. The office building opposite the Marriott has these in place and suffers from more traffic than your location. As such, if the City were insistent on moving forward, I would encourage you to explore this alternative with them.

Best Regards,



Christopher L. Fox

MANHATTAN  
COUNTRY CLUB



PARKING LOT LEASE  
(2010)

PARKING LOT LEASE

5/20/85

THIS LEASE, made as of the 1st day of April, 1985, by and between the CITY OF MANHATTAN BEACH, (hereinafter "Lessor",) and A.O. DEVELOPMENT CORPORATION, dba ALPHA OMEGA DEVELOPMENT CORPORATION, (hereinafter "Lessee,"):

Lessor, for and in consideration of the rent hereinafter specified to be paid by Lessee, and the covenants and agreements hereinafter contained, by the Lessee to be kept and performed, hereby leases to Lessee certain property in the City of Manhattan Beach, County of Los Angeles, State of California, as follows:

1. Fifty (50) Parking Spaces in Manhattan Village Park City Parking Area for parking purposes as described in Exhibit A-1 and A-2 attached and made a part hereof; and

2. Manhattan Country Club Slope Easement for slope easement and recreational purposes as described in Exhibit B-1 and B-2 attached and made a part hereof, (hereinafter collectively referred to as the "Property").

Said lease is made by Lessor to Lessee on the following terms and conditions:

1. TERM: The term of this lease shall commence upon City issuing a Certificate of Occupancy or a Temporary Certificate of Occupancy for the building known as Country Club Plaza and shall continue thereafter for twenty (20) years. Upon the conclusion of said initial 20-year term, Lessee shall have six (6) consecutive options to extend the term of five (5) years each. Such extended terms shall be upon all terms and provisions applicable to this LEASE.
2. RENTAL: Lessee covenants and agrees to pay the Lessor as rent for the Property the sum of thirteen hundred dollars (\$1,300) per month. Said rental is for fifty (50) parking spaces. The fifty (50) leased spaces in addition to fifty (50) reserved for the public soccer field shall be maintained in accordance with Par. 8, herein.
3. PAYMENT: Rental payment shall be in advance, monthly, and shall be due and payable upon City issuing a Certificate of Occupancy or a Temporary Certificate of Occupancy for the building known as Country Club Plaza. Rental payment shall be due and payable on the first working day each month. Rental payments required to be made by Lessee to Lessor pursuant to this lease shall be made in a timely manner. In the event payment is not made within ten days after the date such payment is due Lessee shall pay the Lessor the monthly rent, plus the sum of one and one half (1.5%) percent of the monthly rent for each day beyond the ten (10) day extended period.

4. ADJUSTMENT TO FIXED RENT: The Fixed Rent payable to Lessor pursuant to Section 2 above shall be adjusted as follows:

Rental sums due Lessor, at the expiration of each twelve (12) month period after commencement of the lease, shall be adjusted upwards in the same proportion as the Consumer Price Index, published by the Bureau of Labor Statistics, for the Los Angeles/Long Beach/Anaheim area, All Urban Consumers, ALL ITEMS, 1967=100, for the final month of the aforesaid twelve (12) month period; except that any such twelve (12) month increase shall not exceed five percent (5%).

5. PURPOSES: The entire parking area described in Exhibit A-1 and A-2, consisting of 100 parking spaces, shall be improved, repaired and maintained by Lessee as provided herein. Fifty (50) parking spaces shall be reserved for public use.

6. IMPROVEMENTS: Asphaltic improvements, striping, automotive restraint bumpers and landscaping shall be installed and maintained by the Lessee, shall have the approval of the Public Works Department and shall meet the requirements of the City Code. All fixtures and improvements shall remain the property of the City.

7. TAXES: Lessee shall pay any and all taxes levied and assessed upon any personal property, fixtures, and improvements belonging to Lessee and located upon said premises, and all leasehold and possessory interest taxes levied or assessed by any proper taxing authority.

Lessee recognizes and understands that this Lease may create a possessory interest subject to property taxation and that the Lessee may be subject to the payment of property taxes levied on such interest.

8. REPAIRS AND MAINTENANCE: Lessee represents that Lessee has inspected and examined the premises and accepts them in their present condition, and agrees that Lessor shall not be required to make any improvements or repairs whatsoever in or upon the premises hereby leased or any part thereof; Lessee agrees to install landscaping, make any and all improvements and repairs at Lessee's sole cost and expense, and agrees to keep said premises safe and in good order and condition at all times during the term hereof, and upon expiration of this Lease, or at any sooner termination thereof, the Lessee will quit and surrender possession of said premises quietly and peaceably and in as good order and condition as the same were at the commencement hereof, reasonable wear, tear, and damage by the elements accepted; Lessee further agrees to leave said premises free from all nuisance and dangerous and defective conditions.



9. ASSIGNMENT AND MORTGAGES: Neither the leased premises nor any portion thereof shall be sublet, nor shall this Lease, or any interest therein be assigned, hypothecated or mortgaged by Lessee, and any attempted assignment, subletting, hypothecation or mortgaging of this Lease shall be of no force or effect, and shall confer no rights upon any assignee, sublessee, mortgagee, or pledgee, unless so agreed upon in writing, by the Lessor.

In the event that Lessee shall become incompetent, bankrupt, or insolvent, or should a guardian, trustee, or receiver be appointed to administer Lessee's business or affairs, neither this Lease nor any interest herein shall become an asset of such guardian, trustee, or receiver, and in the event of the appointment of any such guardian, trustee, or receiver, this Lease shall immediately terminate and end.

10. LIABILITY: Lessee shall save Lessor harmless and indemnify Lessor from any loss, cost, or damage including attorneys fees of Lessor that may arise out of or in connection with this Lease including its preparation, or the use of leased premises by Lessee, or his agents, or employees, or any other person using said premises; and Lessee agrees to deliver to Lessor upon the execution of this Lease two (2) executed copies of a continuing public liability and property damage insurance policy satisfactory to Lessor, indemnifying and holding Lessor harmless against any and all claims, in the amount of One Million Dollars (\$1,000,000.00) for injury to any one person, and Five Hundred Thousand Dollars (\$500,000.00) for property damage, per occurrence, and shall keep the same in force during the term of this Lease.

11. MECHANIC'S LIENS: Lessee will post and record, or cause to be posted and recorded, as provided by law, a notice of non-responsibility on behalf of Lessor, giving notice that said Lessor is not responsible for any work, labor, or materials used or expended, or to be used or expended on the leased premises.

12. TERMINATION BY LESSOR: Lessor may terminate this Lease at any time during the term of this LEASE upon sixty (60) day written notice to Lessee.

13. DEFAULT: In the event that Lessee shall be in default of any payment of any rent or in the performance of any of the terms or conditions herein agreed to be kept and performed by Lessee, then in that event, Lessor may in addition to legal remedies provided by law terminate and end this Lease, forthwith, and Lessor may enter upon said premises and remove all persons and property therefrom, and Lessee shall not be entitled to any money paid hereunder or any part thereof; in the event Lessor shall bring a legal action to enforce any of the terms hereof, or to obtain possession of said premises by reason of any default of Lessee, or otherwise, Lessee agrees to pay Lessor all costs of such legal action.

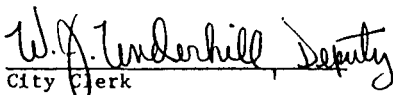
14. HOLDING OVER: Lessee may hold over and remain in possession of the Property with the consent of the Lessor, and holding over shall be deemed to be from month to month.
15. NOTICES: Any notices which are required hereunder, or which either Lessor or Lessee may desire to serve upon the other, shall be in writing and shall be deemed served when delivered personally, or when deposited in the United States mail, postage prepaid, return receipt requested, addressed to Lessee at Alpha Omega Development, 1334 Park View Avenue, Manhattan Beach, California, 90266, or addressed to Lessor at City of Manhattan Beach, 1400 Highland Avenue, Manhattan Beach, California, 90266, attention City Manager.
16. ADVANCE RENTAL: Lessor acknowledges receipt of the sum of Thirteen Hundred Dollars (\$1,000), which shall be credited by Lessor to the last month's installment of rent to become due hereunder.
17. WAIVER: Waiver by Lessor of any default in performance by Lessee of any of the terms, covenants, or conditions contained herein, shall not be deemed a continuing waiver of the same or any subsequent default herein.
18. COMPLIANCE WITH LAWS: Lessee agrees to comply with all of the laws, ordinances, rules and regulations which may pertain or apply to the leased premises or the use thereof.
19. LESSOR MAY ENTER: Lessee agrees that Lessor, its agents or employees, may enter upon said premises at any time during the term of any extension hereof for the purpose of inspection, making surveys, taking measurements, and doing similar work, with the understanding that said work will be performed in such a manner as to cause a minimum of interference with the use of the property by Lessee.
20. SUCCESSORS IN INTEREST: All of the terms, covenants, and conditions contained herein shall continue, and bind all successors in interest of Lessee herein.

IN WITNESS WHEREOF, the parties hereto have executed this Lease the date and year first above written.

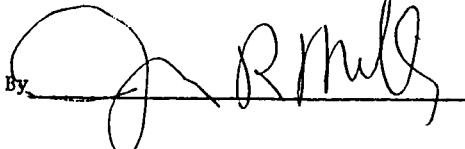
APPROVED AS TO FORM: ..

  
CARL K. NEWTON, City Attorney

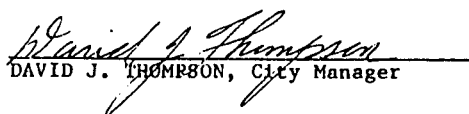
ATTEST:

  
W. J. Underhill, Deputy  
City Clerk

ALPHA OMEGA DEVELOPMENT COMPANY, "Lessee"

By 

CITY OF MANHATTAN BEACH, "Lessor"

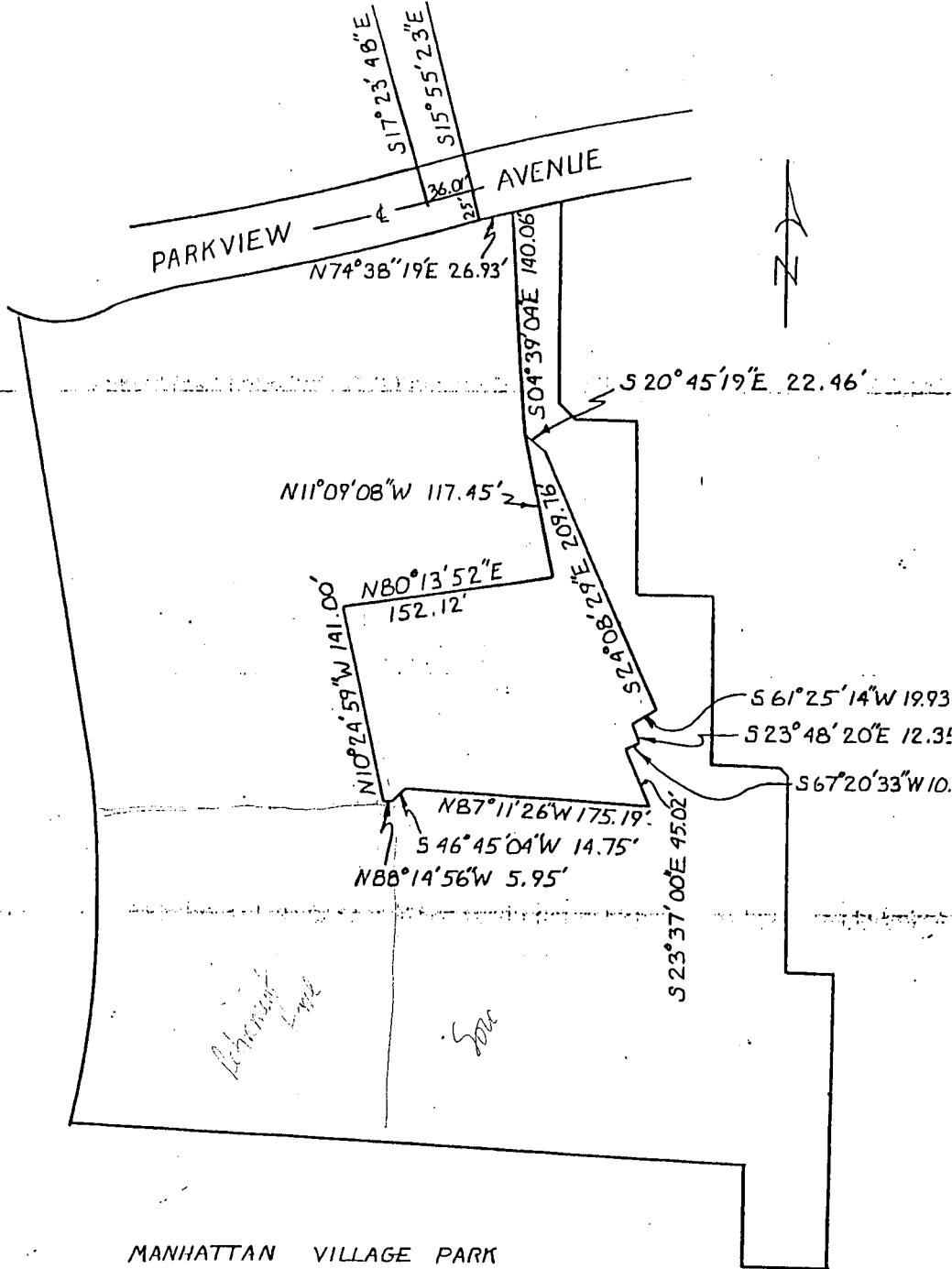
  
DAVID J. THOMPSON, City Manager

MANHATTAN VILLAGE PARK  
CITY PARKING AREA

That portion of Parcel 3 of Parcel Map No. 13910 in the City of Manhattan Beach, County of Los Angeles, State of California as per map filed in Book 145, pages 24 and 25, in the Office of the County Recorder of said County described as follows:

Beginning at the B.C. of that certain curve on the centerline of Park View Avenue described as C-2 on said parcel map and being concave southerly having a radius of 1400 feet and a length of 424.58 feet; thence easterly along said curve through a central angle of  $1^{\circ} 28' 25''$  a distance of 36.01 feet; thence along southerly radial to said curve south  $15^{\circ} 55' 23''$  east 25.00 feet; thence north  $74^{\circ} 38' 19''$  east 26.93 feet; thence south  $04^{\circ} 39' 04''$  east 140.06 feet to the true point of beginning; thence south  $20^{\circ} 45' 19''$  east 22.46 feet; thence south  $24^{\circ} 08' 29''$  east 209.76 feet; thence south  $61^{\circ} 25' 14''$  west 19.93 feet; thence south  $23^{\circ} 48' 20''$  east 12.35 feet; thence south  $67^{\circ} 20' 33''$  west 10.08 feet; thence south  $23^{\circ} 37' 00''$  east 45.02 feet; thence north  $87^{\circ} 11' 26''$  west 175.19 feet; thence south  $46^{\circ} 45' 04''$  west 14.75 feet; thence north  $88^{\circ} 14' 56''$  west 5.95 feet; thence north  $10^{\circ} 24' 59''$  west 141.00 feet; thence north  $80^{\circ} 13' 52''$  east 152.12 feet; thence north  $11^{\circ} 09' 08''$  west 117.45 feet more or less to the true point of beginning.

EXHIBIT "A-1"



MANHATTAN VILLAGE PARK  
CITY PARKING AREA

EXHIBIT "A-2"

SCALE 1" = 100'

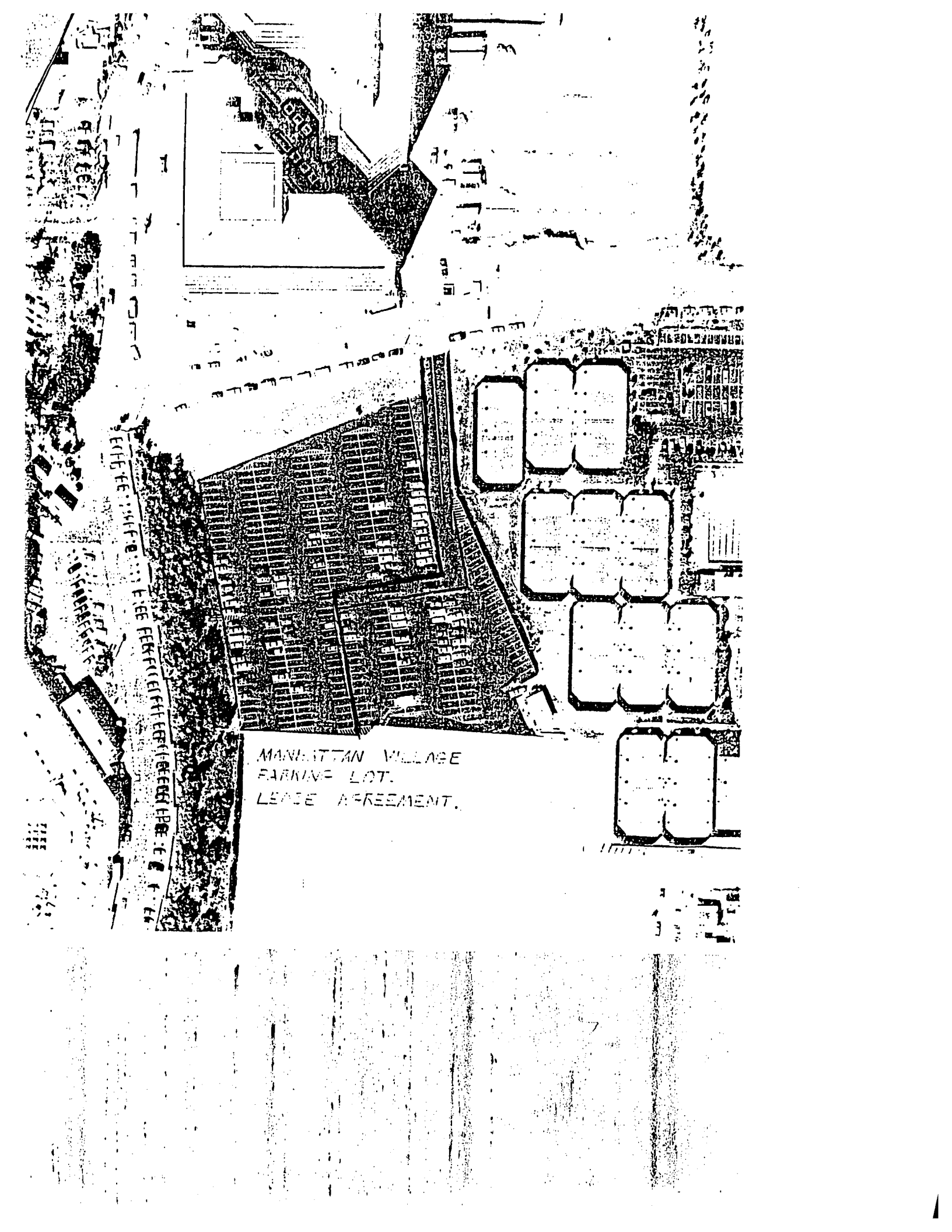
Per Paul Shung... 7/21/316  
216-5C

MANHATTAN COUNTRY CLUB  
SLOPE LEASE EASEMENT

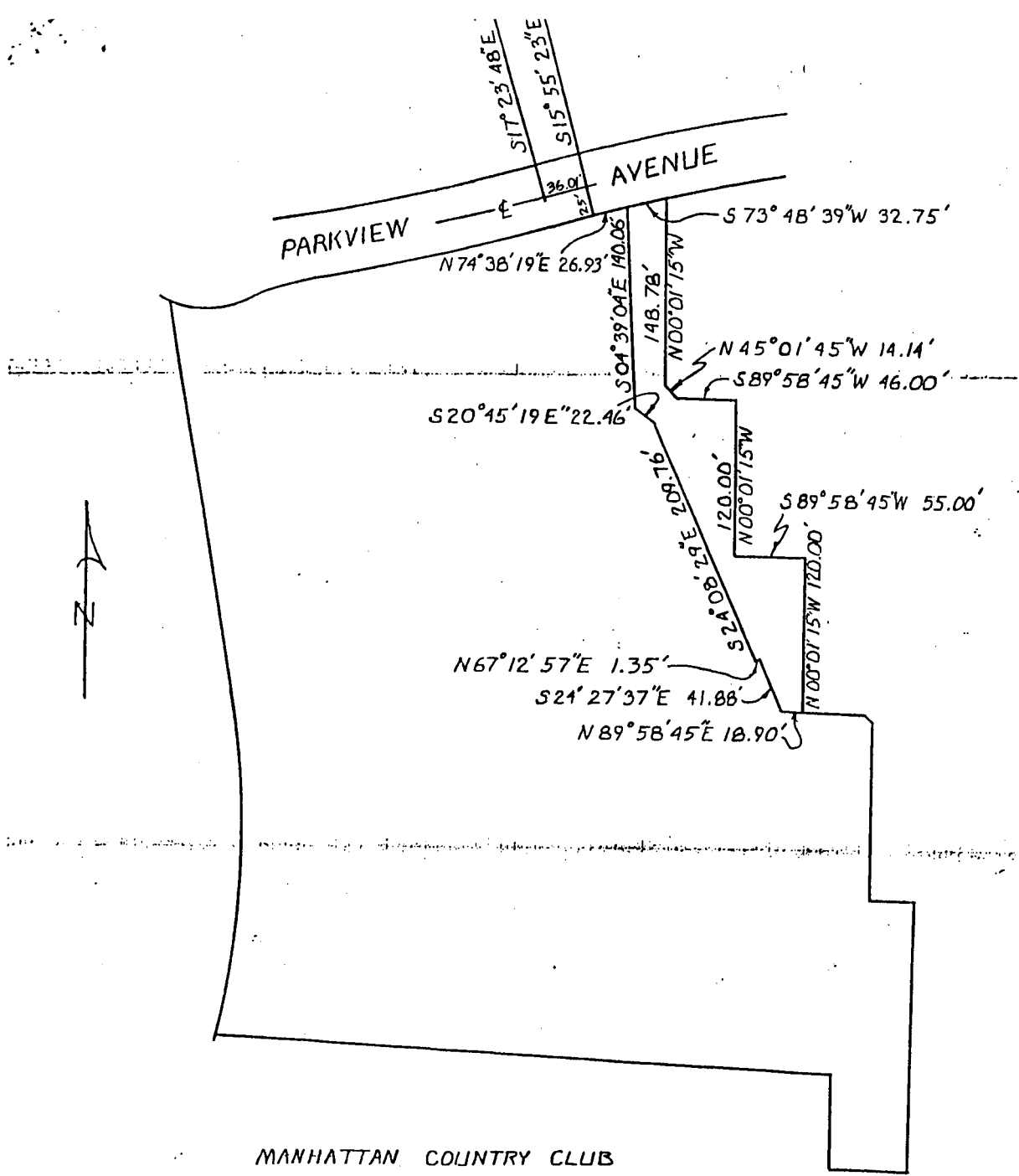
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EXHIBIT "B-1"

An aerial photograph of a city block. In the center is a large, multi-story building with a grid-like window pattern. To its right is a parking lot with several rows of rectangular parking spaces. The surrounding area shows other buildings and streets. The image is high-contrast and grainy.

MANHATTAN VILLAGE  
PARKING LOT.  
LEASE AGREEMENT.



MANHATTAN COUNTRY CLUB  
SLOPE LEASE EASEMENT

EXHIBIT "B-2"

SCALE 1" = 100'

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
DRAFT MINUTES OF A REGULAR MEETING  
August 26, 2010**

**A. CALL TO ORDER**

The regular meeting of the Manhattan Beach Parking and Public Improvements Commission was held on the 26<sup>th</sup> day of August, 2010, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. ROLL CALL**

Present: Adami, Gross, Stabile, Vigon and Chairman Silverman.  
Absent: None.  
Staff Present: Management Analyst Madrid, Lt. Harrod, Sgt. Mason and Traffic Engineer Zandvliet.  
Clerk: Weeks.

**C. APPROVAL OF MINUTES**

**06/24/10-1 July 22, 2010**

Commissioner Stabile corrected Page 9, last paragraph, of the July 22, 2010 Parking and Public Improvements Commission minutes to read, "...A 24 hour period (where vehicle was off the street) would be necessary **after** each 48 hour increment."

**MOTION:** Commissioner Gross moved to approve the Parking and Public Improvements Commission minutes of July 22, 2010 as amended. The motion was seconded by Commissioner Stabile and passed by unanimous voice vote, with Commissioner Adami abstaining due to his absence from that meeting.

**D. AUDIENCE PARTICIPATION**

None.

**E. GENERAL BUSINESS**

**08/26/10-2 Consideration of City Council 2009-2010 Work Plan Item Regarding Parking Meters on Parkview Avenue**

Q Traffic Engineer Zandvliet presented the staff report. He explained that this item arose as part of the City Council's 2009-2010 Work Plan to make the area more consistent with other commercial areas in the City. Copies of letters from Roger Cox, Rotary Club of Manhattan Beach, and Toni Reina, Continental Development, relating concerns over the proposed parking meters, were distributed at the meeting. Mr. Zandvliet shared input on the notification for this item and he verified that it will be re-noticed when it is considered by the Council.

Prior to receiving input from the public, discussion amongst the Commission and staff included the following: the revenue from the proposed parking meters and whether  
Parking and Public Improvements Commission  
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it would be cost effective; lengthening the maximum parking time; the lack of responses from property owners in the area; the appropriate parking meter rate and the rate of \$1.25 per hour, which is consistent with the rate in other parts of the City; the reasons why drivers sometimes prefer to park on the street rather than in private lots; the subject area being the only commercial area in the City without parking meters; the idea that parking meters produce movement in cars; the availability of parking spaces in private lots in the area; the potential effects of the proposed parking meters on various businesses/activities in the area, such as the Marriott Hotel, Manhattan Beach Country Club and special events; the implementation of the proposed parking meters with a trial period; and the idea of offering parking passes.

### **Audience Participation**

**An unidentified speaker** commented on the potential impacts of the proposed parking meters and on the importance of having alternatives to the expensive parking at the Marriott Hotel.

As a resident and Rotary Club member, **Steve DeBaets, 1350 – 18<sup>th</sup> Street**, related his understanding that the purpose of encouraging vehicle turn over in a commercial zone is to allow patrons of retail businesses to access the businesses, but that is not the case in this area. He discussed the negative impact parking meters would have on employees of Manhattan Marketplace and employees/patrons of Marriott Hotel and Manhattan Beach Country Club; the probability that drivers think the private lots in the area are for patrons of the businesses; and the lack of anything positive about the proposed parking meters, other than revenue.

**Miles Tucker, Redondo Beach resident and employed by Manhattan Beach Country Club, 1330 Parkview**, expressed concern over the potentially negative impact the proposed parking meters would have on Manhattan Beach Country Club. Referring to written material he distributed to the Commission during the meeting, Mr. Tucker explained the negative public relations the proposed parking meters would create for the Country Club and the cost burden of installing gates into the Country Club's parking lot, which will be necessary if the proposed parking meters are installed. He related his understanding of the number of parking spaces in the area compared to information provided in Exhibit B (Calculated Parking Surplus/Deficit Parkview Avenue) attached to the staff report and the use of Kinecta's parking lot when parking near the Country Club is unavailable. Mr. Tucker advised that at least 20 local associations patronize the Country Club and that the Club intends to seek more banquet business in the future, which will require more than two hour parking.

**Gerry O'Connor, No Address Provided**, voiced concern over the possibility of Manhattan Beach Country Club expanding its business in the future. He discussed that the Country Club should not be dependent on on-street parking and that this should not impact the Commission's consideration of the proposed parking meters.

### **Commission Discussion**

Commissioner Stabile noted the difficulty of absorbing written material distributed to the Commission during the meetings. He pointed out that there is no problem in the area in need of a solution; but, the City Council desired a means of enhancing revenue and providing consistency with other commercial areas in the City. Commissioner

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Stabile stated his opinion that a two-hour parking restriction would be totally unreasonable, particularly since this is not a retail area with the need for vehicle turn over and the type of parking needed is more long-term; and he, therefore, suggested that consideration be given to a four- to six-hour maximum parking time.

Noting his very personal and extensive experience parking on the street while previously working in the area, Commissioner Vigon stated his feeling that the proposed parking meters make sense conceptually because there is a demand for them and they will create revenue for the City. But, he cautioned that the parking meter program must be "simple" and structured to be practical, enforceable and raise revenue. He noted that the amount of revenue obtained on weekends would be less because parking spaces in some of the private lots in the area are available on weekends. Commissioner Vigon felt that two-hour parking would be incongruent with the general uses in the area; that the rate of \$1.25 should be further examined to ensure it would be appropriate; and that unmetered handicapped parking spaces should be provided. He indicated that he could support the parking meters as proposed, with a longer maximum parking time and an hourly rate which is more consistent with the supply and demand for the parking in the area.

Commissioner Gross stated his appreciation of information provided in the staff report. He related his agreement with parking meters as recommended by staff, with the understanding that this area is much different than the Downtown area and that the time restrictions and hourly rates shall be flexible. He pointed out that parking in the area will eventually become difficult, so meters should be installed, and that the revenue obtained could be used to build up the parking fund to expand parking where it is needed in other parts of the City.

Commissioner Adami estimated that the revenue from the parking meters would result in a two- to three-year payback for the cost of the meters and he suggested that, should the meters be approved, they be implemented in two phases. He agreed with an hourly rate of \$.75 or \$1.00 and discussed the financial burden of area employees paying for parking; the need to increase the maximum parking time to four/five hours; and the idea of providing handicapped parking, such as on Manhattan Beach Boulevard.

Chairman Silverman agreed that there is not a parking problem in the area and that, unlike Downtown, turn over in parking in the area is not necessary for retail uses. He voiced his concern that community groups would be impacted by the parking meters and entertained the idea of the meter hours beginning later in the morning to help reduce the impact. Chairman Silverman favored flexible/cautionary hours and rates should the meters be approved.

Commissioner Stabile related his understanding of the Council's desire for a revenue enhancer and he indicated that he could support a "simple" parking meter plan; an hourly rate of \$.75; a four-hour maximum parking time; and no handicapped parking. Commissioner Stabile mentioned that it would have been helpful to have had information on the estimated revenue to be obtained from the parking meters prior to making a determination. He noted that on-street parking could be greatly reduced when parking spaces are available in private lots.

Chairman Silverman and Commissioner Stabile voiced concern that businesses in the area could charge less than the on-street rate to park in their lots, which would diminish the demand for the on-street parking and lower potential revenue.

Traffic Engineer Zandvliet clarified that the smart meters which would be installed would not contain a vehicle sensor; that the west side of the Kinecta private parking lot is free; and that the Marriott Hotel has a large number of employees and all parking for that establishment is supposed to be on site. Staff anticipated that, excluding maintenance and enforcement costs, the parking meters would produce approximately \$250,000 per year in revenue. He recommended against implementing the parking meters in two phases since this could be a bit risky due to unforeseen problems.

Commissioner Gross agreed with Commissioners Stabile and Vigon about the importance of implementing a "simple" parking meter program; an hourly rate of \$.75; and a four-hour maximum parking time.

**MOTION:** Commissioner Stabile moved to recommend to the City Council that parking meters be installed on both sides of Parkview Avenue between Village Drive and its easterly terminus east of Market Place, and on Village Drive between Rosecrans Avenue and Parkview Avenue, with the following conditions: a maximum parking time of four hours; enforcement between the hours of 8:00 a.m. and 9:00 p.m. daily; and an hourly parking rate of \$.75. The motion was seconded by Commissioner Gross and ultimately withdrawn.

Commissioner Adami related his preference that a parking meter program be implemented in two phases.

Chairman Silverman suggested that the parking meters be enforced from 9:00 a.m. to 6:00 p.m. with unlimited hours. His fellow Commissioners agreed.

Commissioner Stabile withdrew the motion and Commissioner Gross withdrew his second.

Commissioner Gross suggested that staff further analyze this topic and provide recommended modifications at the next meeting.

Commissioner Vigon supported the Commission approving parking meters this evening, with the understanding that further analysis will be provided to the City Council.

**MOTION:** Commissioner Stabile moved to recommend to the City Council that parking meters be installed on both sides of Parkview Avenue between Village Drive and its easterly terminus east of Market Place, and on Village Drive between Rosecrans Avenue and Parkview Avenue, with the following conditions: that parking shall be for an unlimited time; that the parking meters shall be enforced between 9:00 a.m. and 6:00 p.m. daily; and that an hourly parking rate of \$.75 shall be charged. The motion was seconded by Commissioner Gross and passed by unanimous roll call vote:

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

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Traffic Engineer Zandvliet advised that pertinent cost information and anticipated on-street parking demand, etc. will be provided for the Council's consideration of this item.

### RECESS AND RECONVENE

At 8:20 p.m., there was a recess until 8:27 p.m., when the meeting reconvened in regular agenda order with all Commissioners present.

### 08/26/10-3 Oversized Vehicle Parking Ordinance and Parking Permit Program

Lt. Harrod presented the staff report. He provided background information; outlined the proposed draft Oversized Vehicle Parking Ordinance and Parking Permit Program; and addressed concerns expressed by the Commission at the last meeting.

During discussion between the Commission and staff, Traffic Engineer Zandvliet clarified that individuals not associated with persons in Manhattan Beach could not take advantage of the proposed Oversized Vehicle Parking Ordinance and Parking Permit Program; that the proposed 24-hour period would be from noon to noon so only one permit would be required to park overnight; and that running hook-ups from a residence is not allowed due to related liability and the only exception would be an encroachment permit for a temporary purpose. He further clarified that the staff recommendation is for the Commission to develop guidelines which can be recommended to the City Council.

Lt. Harrod advised that, unless pedestrian and vehicular safety are jeopardized, the goal would be not to tow oversized vehicles; that there is no rule as to the number of violations required before towing; that the \$45.00 fine for each infraction would be imposed every 24 hours.

With regard to Section 14.46.090 Violation of Chapter, Commissioner Stabile related his opinion that the phrase "...with the intent to avoid compliance with this Chapter..." should be deleted in that there is no plausible explanation as to why an individual displaying a fraudulent permit would not have the intent to violate the Ordinance and this phrase could result in much litigation.

### Audience Participation

Due to the late hour and the large number of individuals wishing to speak to this item, with the agreement of his fellow Commissioners, Chairman Silverman announced that speakers would be limited to three minutes.

Individuals addressing the Commission on this item were as follows:

**Steve DeBaets, 1350 18<sup>th</sup> Street, Manhattan Beach RV Owners' Association,** related his support of oversized vehicle parking restrictions contiguous to schools. He voiced his opposition to any parking permit programs for oversized vehicles and related his understanding that a very small number of recreation vehicle (RV) owners are generating complaints; and that California Department of Motor Vehicle Code 22507 gives cities the opportunity to make regulations to stop parking of vehicles on public streets; but, not the authority to discriminate on which type of vehicle can be parked.

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## **PARKING METERS ON PARKVIEW AVENUE AND VILLAGE DRIVE**

On September 21, 2010, the City Council will consider the Parking and Public Improvements Commission's recommendation to install parking meters on Parkview Avenue and Village Drive as described in the City Council's 2009-10 Work Plan.

### **CITY COUNCIL MEETING**

**WHEN:** September 21, 2010 at 6:30 pm  
**WHERE:** Council Chambers, City Hall  
1400 Highland Avenue, Manhattan Beach

Businesses and other interested parties are encouraged to attend and participate. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on September 17, 2010 after 5 pm.

For additional information, please contact Nhung Madrid at (310) 802-5540 or email at [nmadrid@citymb.info](mailto:nmadrid@citymb.info).

# **CITY COUNCIL MEETING**

## **PARKING METERS ON PARKVIEW AVE & VILLAGE DR**



On September 21, 2010, the City Council will consider the Parking and Public Improvements Commission's recommendation to install parking meters on Parkview Avenue and Village Drive as described in the City Council's 2009-10 Work Plan.

**WHEN: September 21, 2010 at 6:30 pm**

**WHERE: City Hall Council Chambers  
1400 Highland Avenue, Manhattan Beach, CA 90266**

Businesses and all interested parties are encouraged to attend and participate. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on September 17, 2010 after 5 pm. For additional information, please contact Nhung Madrid at (310) 802-5540 or email at [nmadrid@citymb.info](mailto:nmadrid@citymb.info).

MAILED POSTCARD NOTICES: SEPTEMBER 7, 2010

**Nhung Madrid**



**From:** Daniel Bomfim [DanielB@helenscycles.com]

**Sent:** Thursday, September 09, 2010 5:14 PM

**To:** Nhung Madrid

**Subject:** Parking meters at Parkview Ave

Dear Nhung,

I will not be in town for the public meeting, but these are my thoughts on the matter.

Parkview AVE is used primarily by people who work in the area, like myself, people who are generating revenue for the city.

Charging people to park on the street is only going to push them to the parking lots near by, which are for customer use.

Employees and other non-customers taking away customers parking is obviously not good for business, and not good for the city.

My vote is against the parking meters.

Thank you for your attention,

Daniel S. Bomfim  
Helen's Cycles  
Manhattan Beach, California  
310-321-5290

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## Nhung Madrid

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**From:** Ralph G Barton Jr. [ralphbarton@hotmail.com]

**Sent:** Wednesday, September 15, 2010 9:39 AM

**To:** Nhung Madrid

**Subject:** Parking Meters on Parkview Avenue and Village Drive - NO

As a tenant of 1570 Rosecrans Avenue I wanted to send my comments with respect to the pending decision to add parking meters to the above mentioned streets. I would strongly be NOT in favor of making this change for the following 3 reasons:

- 1) Increased vehicle/RVs parking on the property (illegally, which reduces actual customer parking and causes other unwanted issues)
- 2) Increased security costs for tenants to secure parking lot (to manage illegal parking on the premises)
- 3) Reduced parking for employees safe from golf balls that currently park on Parkview Ave. (employee parking is an important part of having growing and thriving businesses in Manhattan Beach, if we want to continue to build a strong local economy, we must help businesses)

Thanks for your time and consideration – I cannot attend the council meeting but wanted to send my input.

Ralph Barton  
Nothing Bundt Cakes  
1570-C Rosecrans Ave.  
Manhattan Beach, CA 90266

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**Ralph G. Barton, Jr.**  
**Managing Partner**  
*Gibbs Pizza LLC - Papa John's Pizza*  
*McDonald Cakes LLC - Nothing Bundt Cakes*  
**Principal Consultant**  
*Shadowfax Consulting LLC*  
*(Mobile) 310-633-4963*  
*(Fax) 310-564-7577*

9/15/2010