

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
September 27, 2018**

**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 **27<sup>th</sup> day of September 2018**, at the hour of **6:02 p.m.**, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. PLEDGE TO THE FLAG**

**C. ROLL CALL**

Present:	Lipps, Franklin, Delk, Vice Chair Longhurst
Absent:	Chair Paralusz
Staff Present:	Erik Zandvliet
Clerks:	Drew Teora

**D. APPROVAL OF MINUTES**

**09/27/18-1 July 26,2018**

**MOTION:** Vice Chair Longhurst made a motion to approve the minutes with no changes. The motion was seconded by Commissioner Delk.

Ayes:	Longhurst, Lipps, Franklin, Delk
Noes:	None
Abstain:	None
Absent:	Paralusz

**E. AUDIENCE PARTICIPATION**

Vice Chair Longhurst opened Audience Participation (3-Minute Limit).

There was no Audience Participation.

Vice Chair Longhurst closed Audience Participation.

F. **GENERAL BUSINESS**

**09/27/18-2 Consider a Request for Resident Permit Parking Restrictions on the 700 Block of 17<sup>th</sup> Street**

**Traffic Engineer Erik Zandvliet** presented and summarized his staff report with the aid of slides. Staff received a petition from two residents who live on the North side of 17<sup>th</sup> Street between Laurel Avenue and Pacific Avenue, asking for resident permit parking only in that area, as part of the Downtown Resident Parking Permit Program. He noted that if permit parking restrictions are approved, these parking permits would be issued to any property with a frontage on that street.

**Commissioner Franklin** inquired if this specific parking permit can be used to park anywhere in Manhattan Beach. **Traffic Engineer Zandvliet** confirmed that this permit was not address-specific and anyone with a Downtown Resident Parking permit will be able to park in any Downtown Resident restricted area. He also clarified that each property would receive up to 3 parking permits and 1 guest parking permit.

If the Commission recommends adding this zone to the Downtown Resident Parking Program, it can be done administratively. If the Commission decides on something different from the Downtown Resident Parking Program, then it will be recommended to City Council for final approval. Traffic Engineer Zandvliet also confirmed the larger noticing area for this specific item.

**Vice Chair Longhurst** opened Public Comment.

**Melinda Beswick, resident at 1729 Pacific Avenue**, stated that her home is located on the corner of Pacific and 18<sup>th</sup> Street believes that if this is passed the issues on 17<sup>th</sup> Street would just be transferred to 18<sup>th</sup> Street or adjacent areas. She stated her opposition to the permit parking restrictions, unless the problem can be resolved for all residents in the adjacent area.

**Daniel Kurz, resident at 1700 Laurel Avenue**, stated that the Spirituality Center now holds frequent meetings in the day and evening, as well as having overnight guests and housing a homeless program. There is no parking for the Spirituality Center, except for the American Martyrs parking garage, which is two blocks away. He explained there is a lot of noise and traffic generated from activities taking place at Pacific School, the Spirituality Center and American Martyrs, which disrupts his family. He is seeking this permit program as protection from the issues caused by these surrounding facilities.

**Paul Beswick, resident at 1729 Pacific Avenue**, stated that his residence has traffic and parking issues, but believes we should be speaking to Pacific School, American Martyrs and the Spirituality Center to find a solution. The parking and traffic issue will only be moved to 18th Street if these parking permits are approved.

**Vice Chair Longhurst** followed up on a question posed by Mr. Beswick, which was if the Convent had proper approval and permitting to change its use to a Spirituality Center. **Traffic Engineer Zandvliet** stated that he believes a church and any ancillary structures are allowed in a residential zone with a use permit, but would have to verify if this use was approved.

**Vice Chair Longhurst** closed Public Comment.

## COMMISSION DISCUSSION

**Commissioner Lipps** stated his concern with increasing parking issues in residential areas. He also emphasized his desire for American Martyrs to discuss these parking problems with surrounding neighbors and establish a positive relationship. He believed that the parking garage may be too far away for some, however, if this area is added to the Downtown Parking Permit Program, it will just push the parking issue out to other streets.

**Commissioner Delk** asked if staff can provide alternatives for Pacific School drop off and pick up to help relieve traffic and parking issues. He agrees that approving a permit parking zone will push these problems to other streets and that all streets should then have the same treatment.

**Commissioner Franklin** stated he was concerned about the Spirituality Center changing their use, and requested a follow up for this documentation. He asked if American Martyrs would allow people who are not doing business with them to make use of the parking garage. He emphasized the need to discuss issues between American Martyrs, Pacific School and the neighbors to find solutions instead of pushing parking problems to other streets.

**Vice Chair Longhurst** said he shares the concerns voiced by the other Commissioners. He believes this is an enforcement issue and doesn't think this should be part of the Downtown Parking Permit Program. If this was approved, the permits should be restricted to the street in question and not usable in the Downtown area. He also emphasized that the issues of 18<sup>th</sup> Street residents should also be heard, addressed and taken into consideration.

**Commissioner Lipps** suggested that the residents should go to the next school board meeting to present these issues and ask for solutions from Pacific School. He also suggested the residents meet with American Martyrs to discuss proper parking locations for the Spirituality Center. He agreed that Staff should confirm that the Spirituality Center has proper permitting for use and that their parking requirements are being met and enforced.

**Vice Chair Longhurst** inquired if there are potential measures that would help American Martyrs traffic and parking issues. **Traffic Engineer Zandvliet** confirmed that Staff can 1) confirm and enforce the use permit and conditions for the Spirituality Center,

2) speak with American Martyrs directly and work out traffic/safety/loading zone plans to assist with the concerns of parents, and 3) research solutions for parking problems and improved loading zone options at Pacific School. He also noted overnight parking restrictions or additional time-limit parking time limits can be posted administratively. He also suggested potentially switching parking to the other side of the street.

**MOTION:** Commissioner Lipps made a motion to deny the request for the parking permit restrictions and directed Staff to meet with American Martyrs and Pacific School to develop a traffic/parking plan that addresses the issues brought forth by the neighborhood residents. The motion was seconded by Commissioner Delk.

Ayes: Franklin, Delk, Lipps, Vice Chair Longhurst  
Noes: None  
Abstain: None  
Absent: Chair Paralusz

**09/27/18-3 Consider a Petition to Prohibit Left Turns from Northbound Sepulveda Boulevard to Westbound 11<sup>th</sup> Street**

**Traffic Engineer Zandvliet** presented and summarized the staff report. Staff received a petition from 11th Street residents requesting prohibition of left turns at all times from northbound Sepulveda Boulevard onto 11<sup>th</sup> Street. This left turn is currently prohibited from 3:00-7:00p.m. Monday-Friday only. These residents are concerned with the high volume and speed of the cars on 11<sup>th</sup> Street trying to avoid traffic at the intersection of Manhattan Beach Boulevard and Sepulveda Boulevard. He also noted opposition from the medical building owner at the corner of 11th Street and Sepulveda Boulevard, whose parking lot access would potentially be affected by the left turn prohibition.

**Commissioner Delk** inquired if there was enough room to construct double left turn pockets at Manhattan Beach Boulevard. **Traffic Engineer Zandvliet** responded that the City has proper dedications to widen the street for this purpose.

**Commissioner Franklin** asked what the anticipated increase in vehicle capacity would be by adding the double left turn pockets. **Traffic Engineer Zandvliet** responded that there will be an anticipated increase of 40%. Discussion followed regarding use of physical barriers, painting, and striping to prohibit left turns.

There was discussion regarding the process for posting further restrictions at 8th, 10<sup>th</sup> and 11<sup>th</sup> Streets.

**Vice Chair Longhurst** opened Public Comment.

**Damian Stevens, resident at 1022 11<sup>th</sup> Street**, noted that the left turn prohibition at Aviation Boulevard and 11<sup>th</sup> Street has a slotted median for fire truck access. He recognizes that the left turn at Sepulveda Boulevard and 11<sup>th</sup> Street is used frequently to avoid traffic,

but noted that there are also businesses located near Aviation and 11<sup>th</sup> Street which has a left turn prohibition. He believes that the proposed double turn lane will put the traffic where it needs to go. He voiced his concerns about potential Gelson's traffic in the neighborhood. He posed multiple questions to **Traffic Engineer Zandvliet**, who answered them after Public Comment.

**Jerry Carew, resident at 1019 11<sup>th</sup> Street**, said he believes that the big issue is the speed in which drivers travel down 11<sup>th</sup> Street. He doesn't think the turn prohibition will impact 9<sup>th</sup> or 10<sup>th</sup> Street, but will instead direct traffic down Manhattan Beach Boulevard, where it is meant to go. He emphasized that taking away the left turn would increase safety for both the residents of 11<sup>th</sup> Street and the drivers in that area.

**Stefani White, resident at 1022 11<sup>th</sup> Street**, voiced her concerns that cars travel very fast due to the adjacent hill, paired with drivers attempting to turn left, can create a dangerous bottleneck. This bottlenecking effect is further exacerbated due to high traffic volume in the mornings and afternoons on the narrow street with parking on both sides. She noted that any businesses affected by the loss of the left turn can use Manhattan Beach Boulevard or 10<sup>th</sup> Street instead.

**Jim Yi, resident at 1029 11<sup>th</sup> Street**, said he is concerned for his children's safety in the front of his home and other residents who don't have a fence or gate to keep their kids safe. He explained there are other ways to get to the medical offices without turning left on 11<sup>th</sup> Street. He emphasized that Sepulveda Boulevard is a short block and cars are speeding southbound, which makes the left turn very dangerous. He fully supports closing 11<sup>th</sup> Street to left turns.

**Vice Chair Longhurst** closed Public Comment.

## COMMISSION DISCUSSION

**Commissioner Franklin** stated he is familiar with the street and believes it is impacted. In terms of traffic enforcement, he suggested the Police Department could put up a decoy police car to discourage speeding and increase patrol measures. He voiced support of the proposed double left turn lanes, as well as the extension of the center median to help block left turns onto 11<sup>th</sup> Street.

**Commissioner Lipps** voiced his support of the prohibition and emphasized the potential benefit of adding the dual left turn lanes. He believes that this is a huge safety issue based on the speed of the cars coming down the hill on Sepulveda Boulevard paired with the speed of the cars attempting to make the left turn.

**Commissioner Delk** inquired about the possibility of a U-Turn for northbound to southbound Sepulveda Boulevard at Manhattan Beach Boulevard. **Traffic Engineer Erik Zandvliet** confirmed that although the street may be wide enough for the movement, it will most likely be prohibited due to the potential installation of a concurrent green right arrow for eastbound to southbound movements.

Discussion followed regarding other potential restrictions at different times of the day, as well as the needs of the medical office.

**Commissioner Franklin** inquired what the medical office discussed in their letter to the Commission. **Traffic Engineer Erik Zandvliet** confirmed that the medical office opposes the left turn prohibition because they believed it would affect access to their building.

**Vice Chair Longhurst** believes that this is a public safety issue and agrees with the residents of 11th Street. He is optimistic that Caltrans will agree with our findings and voiced support for the extended median, which he hopes will solve the problem.

**MOTION:** **Vice Chair Longhurst** made a motion to recommend the City Council approve the prohibition of left turns from northbound Sepulveda Boulevard onto 11th Street. The motion was seconded by **Commissioner Lipps**.

Ayes:	Franklin, Delk, Lipps, Vice Chair Longhurst
Noes:	None
Abstain:	None
Absent:	Chair Paralusz

**Traffic Engineer Erik Zandvliet** confirmed that this will be forwarded to City Council for approval before going to Caltrans with the request.

**G. OTHER ITEMS**

**09/27/18-4 Monthly Revenue and Expenditure Reports: Receive and File**

**Traffic Engineer Zandvliet** noted that the City will see an increase in revenue as the increased parking meter rates goes into effect, which was approved by City Council. In addition, the City Council approved an increase of parking meter time limits to 3 hours from 6:00p.m. to 9:00p.m.

Discussion followed regarding parking meters, parking structures and parking fee increases.

Received and Filed.

**09/27/18-5 Staff Updates**

**Traffic Engineer Zandvliet** updated the Commission on multiple projects that will be coming to them in the near future. City Council imposed a moratorium on bike /scooter share businesses in the City, directing Staff to come up with a proposed set of operations and regulations to be considered by both the Parking and Public Improvements

Commission, as well as City Council. Other tentative items mentioned were 19th Street traffic calming measures, City-wide parking code revisions, and the upcoming Downtown Parking Management Study and Plan.

### **09/27/18-6 Commissioner Items**

**Commissioner Delk** inquired if delivery trucks can park in multiple metered spots and if the Police Department be called to remove them. **Traffic Engineer Erik Zandvliet** confirmed that there is law which states you must park within the parking space lines and the Police Department will enforce it.

**Commissioner Lipps** inquired if it is possible for a section of the City to hang special decorations from their street lamps during the holidays. **Traffic Engineer Erik Zandvliet** stated that residents could apply for a temporary encroachment permit to do so.

**Commissioner Franklin** posed an idea to the Commission about potentially establishing dual shared parking spots for small “smart” cars. These parking spots would be located in already existing spaces that are large enough to fit two “smart” cars perpendicular to the curb. Discussion followed regarding this topic. **Traffic Engineer Erik Zandvliet** stated that it would require physically marking the pavement and modifying the municipal code to allow this type of parking alignment. There was consensus with the Commissioners to ask the City Council to approve adding this topic as a future PPIC agenda item.

## **H. ADJOURNMENT**

The meeting was adjourned at **8:00p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, October 25, 2018, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.