

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
MAY 22, 2008**

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 22<sup>nd</sup> day of May, 2008, at the hour of 6:35 pm., in the City Council Chambers of City Hall, at 1400 Highland Avenue, in said City.

**A. ROLL CALL**

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

**B. AGENDA CHANGES**

None.

**C. APPROVAL OF MINUTES – April 24, 2008**

Commissioner Silverman amended page 2, paragraph 1, second sentence, of the April 24, 2008 minutes to read, "...Commissioner Silverman remarked that, because the problem centered on Southern California Edison and was not Dr. Jilani's fault, he could approve the request."

A motion was MADE and SECONDED (Gross/Stabile) to approve the minutes of April 24, 2008 as amended.

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

**D. AUDIENCE PARTICIPATION**

None.

**E. REORGANIZATION**

1. Recognition of Outgoing Chair Kathleen Paralusz and Selection of New Chair

The Commissioners thanked Chair Paralusz for her effective and efficient service as Chair of the Parking and Public Improvements Commission over the past year and presented her with a Certificate of Recognition in appreciation of her leadership.

Oh behalf of the Public Works Department, Management Analyst Stevenson also presented Chair Paralusz with a Certificate of Recognition. She verified that the Commissioners serve as Chair based on seniority.

A motion was MADE and SECONDED (Silverman/Gross) to nominate Commissioner Donahue to serve as Chairman of the Parking and Public Improvements Commission during 2008-2009.

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

Newly elected Chairman Donahue conducted the remainder of the meeting.

**F. GENERAL BUSINESS**

1. Downtown Parking Management Plan

Management Analyst Stevenson presented staff's report and recommendation that the Commission receive input from the public and review the Downtown Parking Management Plan Strategies recommended by the City Council.

Traffic Engineer Zandvliet reviewed the "Parking Management Plan Strategies as Recommended by City Council on March 18, 2008." He outlined the procedures for the Council's consideration of the Downtown Parking Management Plan. Mr. Zandvliet clarified the following: that the City Council chose not to pursue some of the proposals in the original traffic study at this time, but the Commission could recommend that some of the proposals be further examined; that, since 1996, parking spaces in the Downtown area have been added, but Downtown parking is still inadequate; that there needs to be some type of incentive to encourage Downtown employees to park in certain areas; and that approximately 800 notices about this meeting were mailed.

## Audience Participation

**Joe Taylor, 520 – 12<sup>th</sup> Street**, provided input about parking difficulties on 12<sup>th</sup> Street, and the entire Downtown area. He commented on problems caused by employees parking in the residential area and suggested some type of system to identify employees in case there is a need to contact them about their vehicles. Mr. Taylor felt that parking meters are not necessary on 12<sup>th</sup> Street and that resident permit parking for resident-only parking could be implemented.

**Don Murphy, 625 – 11<sup>th</sup> Street**, discussed parking difficulties on 11<sup>th</sup> Street resulting from an abundance of Downtown employees parking there. He voiced concern over cars parked on 11<sup>th</sup> Street for 72 hours or more and stated his agreement with recommended Strategy No. 11 (Allow residents to override time limit parking restrictions in residential zones within the Downtown area).

**Martha Andreani, Downtown Manhattan Beach Business Association**, commented on the increasing parking problems in the Downtown area, which are made worse by residents parking on the street instead of their garages and Downtown employees parking on the street. She highlighted the importance of parking enforcement and larger, more visible public parking signs. Ms. Andreani stated her agreement with free parking during the Holidays, her disagreement with increasing parking rates and her hope that the requirement for merchant parking is never eliminated.

**Jim Quilliam, 124 – 12<sup>th</sup> Street**, provided the Commission with written material entitled “Manhattan Beach Downtown Issues” from the Downtown Residents Team. He voiced his concerns about parking problems on 12<sup>th</sup> Street at Center Place; suggested that, since it is not being adhered to, the yellow commercial parking line be decreased or removed; and supported resident parking permits and disagreed with metered parking on 12<sup>th</sup> Street.

**Edna Murphy, 625 – 11<sup>th</sup> Street**, commented on the parking problems on 11<sup>th</sup> Street, including those caused by employees and merchants parking on the street. She asked the Commission to examine the City of Hermosa Beach’s resident parking permit program. It was her opinion that merchants should pay for employee parking permits and that parking meters should not be installed on 11<sup>th</sup> Street.

**Don McPherson, residing at 1014 – 1<sup>st</sup> Street, and owning property at 1001 Bayview Drive**, distributed written material to the Commission. He commended the Downtown Parking Management Plan and stressed the importance of accuracy. Mr. McPherson questioned whether parking spaces have been added over the past 12 years and commented on the inequity of parking space use; the need to determine how the City is doing in meeting parking demands; and the idea of increasing the cost of parking. He stated his opinions that free parking during the Holidays should be discontinued; that business owners should pay for employee parking, and that employees should be required to park in structures that are under utilized, such as Lots

1 and 2; that one parking space per 50 square feet of seating area should be imposed for uses with a high parking demand, such as restaurants; and that Section 10.64.060 of the Local Coastal Plan should be deleted, but the portion about parking permits should remain, and that this should be explicitly stated in the parking study.

**Dan Levin, 603 – 11<sup>th</sup> Street**, related his concern that 11<sup>th</sup> Street was not identified in the conclusion of the Downtown Parking Management Plan. He discussed the parking problems on 11<sup>th</sup> Street and related safety issues with the hill and no sidewalk on 11<sup>th</sup> Street, as well as the difficulty of emergency vehicle access with cars parked on both sides of the street. Mr. Levin suggested that parking be allowed on only one side of 11<sup>th</sup> Street; that a resident permit parking program be instituted; and that the Police Department patrol side streets in addition to major thoroughfares.

**Nate Hubbard, 1300 N. Ardmore**, applauded the Downtown Parking Management Plan. He noted the recent hit-and-run accident on 13<sup>th</sup> Street and Ardmore; voiced his agreement with resident permit parking and green areas for hybrid vehicles; and suggested that temporary parking permits be obtained via the internet.

**David Okada, 609 – 11<sup>th</sup> Street**, commented on 11<sup>th</sup> Street parking problems, particularly due to parking on both sides of the street, and on safety issues caused by cars parked at the intersection of 11<sup>th</sup> Street and Ardmore. He expressed his concern over cars parked 72 hours or more on 11<sup>th</sup> Street and suggested that the time limit be changed to 48 hours. Mr. Okada felt that Police Department patrols should be increased; that the red curbs designating no parking by driveways on 11<sup>th</sup> Street should be wider; and that there needs to be an incentive for employees to park in structures.

**Ron Koch, 1441 – 8<sup>th</sup> Street**, shared information about parking problems, primarily due to deliveries, on Center Place from Morningside to Ocean. He supported more enforcement in the area and doing anything needed to reduce Downtown employee parking in residential areas, such as requiring the Downtown Manhattan Beach Business Association to develop a program to eliminate the problem. Mr. Koch contended that free parking during the Holidays should not be offered and that parking in the Downtown area has never been better, but some parking assets are under utilized and commercial parking in the southwest area of the City is inadequate. He questioned the difference between the parking requirements on the first and second levels of the Metlox structure and suggested that Lot 1 be used for public parking and the Metlox structure be used for employee parking. However, the parking problems in the residential areas must be resolved prior to doing so to see how the lower level of the Metlox structure is affected. As a previous member of the Parking and Public Improvements Commission, Mr. Koch noted that the Commission used to receive parking/citation revenue information at each meeting, which was a good management tool.

**David Arias, Morningside Drive**, highlighted the importance of enforcement, following up with the Downtown Parking Management Plan and maintaining parking fund reserves. He related his surprise that very few business parking permits in the lower level of the Metlox structure have been issued and it was his viewpoint that merchants should be responsible for employee parking/permits, which could somehow be tied to business licenses.

**Kathy Okada, 609 – 11<sup>th</sup> Street**, agreed with parking on only one side of 11<sup>th</sup> Street.

**Dick Strom, 809 Duncan Avenue**, commended staff's efforts in addressing parking in Downtown Manhattan Beach. He expressed his criticism that the parking study was not reported in terms of statistical parameters with standard deviation and distributed a parking survey that he performed. Mr. Strom offered his recommendations to improve parking in the Downtown area, including employees parking in under utilized structures and providing 160 additional parking spaces.

**Steve Wible, 1212 N. Ardmore**, related his understanding that the conditional use permit for the Metlox development requires an employee parking program, which the Community Development Department feels is too difficult to impose, and that the City does not monitor conditional use permit requirements.

Returning to the podium, **Ron Koch** noted that many businesses in the Downtown area do not have conditional use permits, which could be used to put regulate parking.

**Martha Andreani** came forward again to ask the City to look into parking problems caused by taxi cabs utilizing parking spaces, especially on Manhattan Beach Boulevard between Ocean and Highland.

**Joe Taylor** noted liability problems with the Metlox parking structure situated so close to the Shade Hotel. He voiced his concern over debris left behind from the construction of the Metlox structure.

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At 9:25 p.m., there was a recess until 9:35 p.m., when the meeting reconvened with all members present and discussion of the Downtown Parking Management Plan continued.

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In response to comments made by previous speakers, Traffic Engineer Zandvliet provided input on the Police Department procedures to address cars violating the 72 hour parking limit; recommended Strategy No. 11 (Allow residents to override time limit parking restrictions in residential zones within the Downtown area); the addition of parking spaces in the Downtown area since 1996; the difficult parking situation on Center Place; the merchant parking permit process; and the type of parking analysis

performed by staff. He related his intent to provide information about the Mira Costa High School and City of Hermosa Beach parking permit programs to the Commission at a future meeting.

Continuing to address input from speakers, Traffic Engineer Zandvliet advised the following: that, many times, the conditions of approval for projects with increased use include parking-related requirements; that residents can request parking restrictions, such as parking only on one side of a street, through the Parking and Public Improvements Commission, with the ultimate approval from the City Council; that incentives, such as low parking rates, could be implemented to increase parking in structures; that the second level of the Metlox parking structure is mainly for merchants, anyone can purchase a permit for the Metlox structure and there is a limit of five per business; that the conditional use permit for the Metlox development applies to Metlox tenants and requires the tenants to provide a system for employee parking; that the City monitors conditional use permit requirements on a complaint basis; and that, per contracts between taxi companies and the City, taxis are not allowed to utilize parking spaces.

Lt. Harrod clarified the Police Department's efforts to patrol side streets, and streets with the most problems, whenever possible.

Management Analyst Stevenson explained that a public hearing on June 3<sup>rd</sup> will be held to address the issues of parking meters and the parking fund; that finances are the Council's responsibility and they will address the parking fund reserves; and that parking management, and not finances, is the responsibility of the Parking and Public Improvements Commission.

Traffic Engineer Zandvliet added that information about parking fund reserves was not included in the Downtown Parking Management Plan because the Plan should not be influenced by funding; but, the Commission should consider whether changes made could contribute to the depletion of the parking fund; and that the parking fund reserves are being used to pay back loans for the Metlox parking structure, which is contributing to the depletion.

## **Discussion**

Commissioner Paralusz suggested that Ms. Andreani take pictures of taxis taking up parking spaces and provide them to the City. She entertained the ideas of the Commission receiving parking fund revenue information on a quarterly basis and increasing the number of merchant parking permits. Commissioner Paralusz assured the Commission of her intent to be sensitive to parking issues during her forthcoming service on the Planning Commission.

Commissioner Gross pointed out that the original parking study recommended a second taxi area in the vicinity of Ocean and Highland. He discussed the importance of enforcement and said that the majority of resident concerns appear to be centered on employees parking in residential areas. Commissioner Gross requested input on the effectiveness of meter card keys and asked staff to provide information on possible ways to create a merchant program and regulate employee parking through the Downtown Business Association. He supported the idea of requiring merchants to monitor employee parking and, with regard to recommended Strategy No. 1 (Raise street meter rates to prioritize curb parking for customers and short-term users), he voiced his desire for suggestions from staff regarding increasing street meter rates. Relating his understanding of the sharp line between finances and parking management, Commissioner Gross agreed that it would be helpful to have information about the parking fund reserves.

Commissioner Gross pointed out that it would be helpful to know the locations that are being considered relative to recommended Strategy No. 7 (Consider installing meters in unmetered public spaces) and No. 13 (Investigate opportunities for disabled parking on streets and in public lots with minimal loss of general parking). He related his impression that recommended Strategy No. 15 (Implement a parking directional sign plan with a distinctive and clear identity) would require the Commission to recommend a consultant and asked staff to provide options related thereto.

Commissioner Stabile voiced his desire for information about parking fund reserves on a monthly basis, at least until the Downtown Parking Management Plan falls into place, as well as some options for merchants providing employee parking. He agreed that merchants should enforce parking requirements for their employees and that a resident permit parking program could be implemented, with time limits and resident override.

Commissioner Silverman commented on the importance of the Commission receiving the parking fund revenue information on a regular basis, particularly with the implementation of the new Downtown Parking Management Plan Strategies. He noted that the City is trying to take resident concerns into consideration.

Chairman Donahue questioned if it is within the Commission's purview to consider finances and called attention to the difficulty of the parking problems in the Downtown area.

Traffic Engineer Zandvliet explained that additional enforcement was included in the draft Downtown Parking Management Plan, but the Council felt the Police Department would provide additional enforcement without it being part of the Plan, so it was deleted; that, should the Commission so desire, the parking fund revenue information previously provided can be reinstated; that, to increase usage, additional advertisement about the availability of meter card keys is needed; and that this is a good opportunity for the City and the Downtown Business Association to create a program to make merchants responsible for employee parking through means such as

an ordinance or business licenses; that, except for Lot 1, there is no cap on the number of parking permits that can be purchased.; that comments received from residents were in support of a parking permit system; that the idea of raising street meter rates has been established and the Commission is to consider the strategy to do so; that, barring any legal problems, staff will provide the Commission with suggestions about increased street meter rates; that parking structures have not been examined to find out where there are opportunities to install meters in unmetered public spaces and disabled parking on streets and public lots; that staff will provide the Commission with information about options and consequences of implementing a parking directional sign plan;

Management Analyst Stevenson provided input regarding parking citation revenue, approximately 50% of which comes from the Downtown area.

Lt. Harrod offered information on the City's monitoring of traffic statistics on a monthly basis, and on monitoring tools, such as counters, in parking structures. He related his intent to meet with residents on 11<sup>th</sup> and 12<sup>th</sup> Streets to discuss their concerns and help address them.

#### **G. COMMISSION ITEMS**

1. Mentioning his recent difficulty exiting onto 24<sup>th</sup> Street from a parking lot on Grandview onto 24<sup>th</sup> Street, Commissioner Silverman suggested that construction vehicles be restricted on 24<sup>th</sup> Street during school drop-off and pick-up times.

Traffic Engineer Zandvliet advised that cars are not supposed to park on both sides of 24<sup>th</sup> Street, but the signs are unclear, and that, unless otherwise noted in the construction requirements for a project, construction vehicles are allowed to park on the street.

Management Analyst Stevenson stated her intent to discuss this problem with the Community Development Department.

2. Commissioner Paralusz expressed her pleasure in working with her fellow Commissioners and staff during her tenure on the Parking and Public Improvements Commission.

3. Commissioner Stabile shared information about the recent traffic workshop he attended along with Commissioners Gross and Donahue. He announced that the cover for the material distributed at the workshop was designed by Traffic Engineer Zandvliet.

**H. STAFF ITEMS**

1. Management Analyst Stevenson advised the following: that the City Council approved the request to relocate the utility pole at 1750 Nelson Avenue; that a mandatory board and commission orientation will be held on June 10, 2008, 6:00 to 8:00 p.m.; that traffic issues in the vicinity of Pacific and American Martyrs' Schools will be considered at the July 24<sup>th</sup> meeting of the Parking and Public Improvements Commission; that traffic signal improvements at Rosecrans and Sepulveda will be considered by the Council on June 17<sup>th</sup> and the idea of a policy to allow speed bumps around schools will be considered by the Council on July 15<sup>th</sup>; and that the Downtown Parking Management Plan, Aviation and 12<sup>th</sup> Street and Aviation and 19<sup>th</sup> Street will be considered at the next regular meeting of the Parking and Public Improvements Commission. Management Analyst Stevenson indicated that a special meeting of the Parking and Public Improvements Commission is tentatively scheduled for June 19, 2008, 6:00 p.m., and asked the Commissioners to verify they can attend by May 23<sup>rd</sup>;

Additional information pertaining to the traffic signal improvements at Rosecrans and Sepulveda was provided by Traffic Engineer Zandvliet. He explained that, due to the changed traffic patterns in the area, Aviation and 12<sup>th</sup> Street and Aviation and 19<sup>th</sup> Street will be considered at the next regular meeting.

**I. ADJOURNMENT**

The meeting was adjourned at 10:15 p.m.

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WENDY WEEKS  
Recording Secretary

ATTEST:

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ANA STEVENSON  
Management Analyst