

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

A. CALL TO ORDER

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 28th day of August, 2008, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

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

C. APPROVAL OF MINUTES -

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

D. AUDIENCE PARTICIPATION

None.

E. GENERAL BUSINESS

Downtown Parking Management Plan – Continue Public Hearing

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Recess and Reconvene

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

Recommendation Nos. 3, 4 and 5

After the break, discussion of the DPMP continued with Commissioner Gross relating his agreement with Recommendation Nos. 3 (*Authorize administrative modification of street parking time limits upon the request of nearby businesses in concurrence with the Traffic Engineer's recommendation*); 4 (*Recommend approval of an increase in parking time limits in the upper level of Metlox Parking Structure [Lot M] from 2 hours to 3 hours*); 5 (*Recommend approval of an increase in parking time limits in the lower level of Metlox Parking Structure [Lot M] and upper level of Lot 3 from 8 hours to 10 hours*); 13 (*Authorize the Public Works Department to install disabled parking spaces at the locations approved by the Commission*); 14 (*Authorize the Public Works Department to install "smart" and small vehicle parking spaces at locations approved by the Commission*); and 15 (*Recommend formation of a small task force to determine optimum sign placement and style as well as to create a joint City-DBPA promoted publicity program for the Downtown parking lots*).

The Commission unanimously recommended the approval of Recommendation Nos. 3 (*Authorize administrative modification of street parking time limits upon the request of nearby businesses in concurrence with the Traffic Engineer's recommendation*), 4 (*Recommend approval of an increase in parking time limits in the upper level of Metlox Parking Structure [Lot M] from 2 hours to 3 hours*); and 5 (*Recommend approval of an increase in parking time limits in the lower level of Metlox Parking Structure [Lot M] and upper level of Lot 3 from 8 hours to 10 hours*).

Recommendation No. 7

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

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

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

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

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

The Commission continued discussion of Recommendation No. 7.

Recommendation No. 13

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

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

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

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

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

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

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

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

- Highland Avenue and 13th Street;

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

The motion was passed by unanimous vote.

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

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

Recommendation No. 14

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

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

Recommendation No. 15

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

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

New Recommendation No. 17

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

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

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

Recommendation No. 1

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

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

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

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

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

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

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

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

Recommendation No. 2

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

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

Recommendation No. 6

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

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

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

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

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

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

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

Recommendation Nos. 9, 10 and 11

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The motion was passed by unanimous vote.

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

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

New Recommendation No. 17

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

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

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

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

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

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

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

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

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

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

New Recommendation No.18

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

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

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

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

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

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

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

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

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

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

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

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

F. COMMISSION ITEMS

Parking Meter Revenue and Traffic Violations Revenue Report

Received and filed as written.

G. STAFF ITEMS

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

H. ADJOURNMENT

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