



# Staff Report

## City of Manhattan Beach

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

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

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

**DATE:** April 20, 2010

**SUBJECT:** Consideration of Parking and Public Improvements Commission (PPIC) Recommendation for City Council 2008-09 Work Plan Item to Prohibit Parking on the West Side of Sepulveda Boulevard near Marine Avenue and Manhattan Beach Boulevard.

### RECOMMENDATION:

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

1. Post "No Parking Anytime" restrictions on the west side of Sepulveda Boulevard between 2617 and 2317 Sepulveda Boulevard (near Marine Avenue) inclusive;
2. Post "No Parking Anytime" restrictions on the west side of Sepulveda Boulevard between 1301 Sepulveda Boulevard and 11<sup>th</sup> Street (near Manhattan Beach Boulevard) inclusive; and
3. Direct staff to work with the business owners at 2609 Sepulveda Boulevard to try to locate suitable parking for their business.

### FISCAL IMPLICATION:

Installation of the identified "No Parking Anytime" restrictions requires modification of existing signs and curbs markings. These changes could be funded through existing Public Works Department operating budget. The fiscal implications of a possible before-and-after the parking restrictions level-of-service study are evaluated in the discussion portion of this report as there is no funding to perform this study.

### BACKGROUND:

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

Pursuant to the Work Plan, the City Traffic Engineer began a study of the existing parking and traffic conditions along Sepulveda Boulevard in January 2009. On February 26, 2009, the Parking and Public Improvements Commission (PPIC) reviewed the staff report describing the current parking conditions along the Sepulveda Boulevard corridor and reviewed a list of findings for consideration (See Exhibit H). After hearing resident/business concerns and suggestions, the PPIC directed staff to conduct additional analysis and explore possible measures to manage current and future parking conditions with an emphasis on addressing existing and potential parking impacts in the surrounding neighborhoods.

On April 23, 2009, the PPIC reviewed the City Traffic Engineer's evaluation of possible actions that would be required to mitigate parking and residential traffic intrusion impacts as they exist now, as well as additional potential impacts if curb parking were removed from Sepulveda Boulevard completely. The PPIC again heard both resident and business concerns and suggestions and discussed possible policy recommendations. After extensive discussion, the Commissioners recommended City Council approve a policy to consider limited parking prohibitions along Sepulveda Boulevard near heavily congested signalized intersections on a case-by-case basis.

On June 16, 2009, the City Council reviewed the PPIC's recommendations and heard additional testimony from businesses and residents (See Exhibit F and G). The City Council forwarded the matter to the PPIC to further evaluate No Parking restrictions near Marine Avenue and Manhattan Beach Boulevard only.

#### **PPIC Meeting**

On February 25, 2010, the PPIC conducted a public hearing primarily to obtain input from affected property/business owners on potential No Parking restrictions near Marine Avenue and Manhattan Beach Boulevard and discussed the findings made by the Traffic Engineer. Approximately 165 postcard notices were mailed to property owners and business owners with a frontage along the west side of Sepulveda Boulevard between 30<sup>th</sup> Street and Manhattan Beach Boulevard, and on both sides of Sepulveda Boulevard between Manhattan Beach Boulevard and 6<sup>th</sup> Street. As noted earlier, the east side is not being considered for parking prohibitions because most of it is already posted with No Parking Restrictions near the study intersections. The Commission only heard testimony from the two property owners at 2609 Sepulveda Boulevard, and received written correspondence from one property owner at 2317 Sepulveda Boulevard (See Exhibit D and E).

During their discussion, the Commission expressed concern regarding whether the proposed measures would improve traffic flow and safety. After hearing testimony from the Traffic Engineer, the Police Department, as well as comments from businesses, the Commission decided that the proposed measures would make a difference in traffic flow and improve safety, and supported the proposed measures on a trial basis. The Commission voted to approve staff's recommendation as identified in this report, subject to the traffic measures being implemented on a trial basis in order to obtain quantitative evidence to justify a permanent change. Additionally, the Commission recommended that staff be directed to provide a follow-up study to be brought back to the Commission for review after a three month period, and to work with the business owners at 2609 Sepulveda Boulevard to locate suitable parking.

**DISCUSSION:**

As directed by City Council, this report focuses on the potential impacts of parking prohibitions that may be imposed along Sepulveda Boulevard in the vicinity of two intersections: Marine Avenue and Manhattan Beach Boulevard. Staff conducted an analysis of the existing off-street parking supply for each business, and compared it to the Parking Code requirements for the specific land uses. This comparison is detailed in Exhibits A and B. Those businesses with less than Code required parking are highlighted.

There are approximately 99 parking spaces along the west side and 17 spaces on the east side of Sepulveda Boulevard between 30<sup>th</sup> Street and 6<sup>th</sup> Street. Since most of the street frontage along the east side of Sepulveda Boulevard is posted with No Parking restrictions, only the west side is under consideration at this time. Almost all businesses along Sepulveda Boulevard in the vicinity of the two study intersections have off-street parking lots or structures, however, some lots may not meet current parking codes for the current, more-intense land uses. There are only four businesses without any parking facilities at 2309 through 2317 Sepulveda Boulevard.

Field observations taken during various times of the day found that street parking is generally light, primarily due to the availability and preference of off-street parking, as well as the apparent risks of parking along a high volume street. However, moderate to heavy on-street parking was observed during mid-day adjacent to small businesses without sufficient parking. Currently, parking is prohibited on the west side of Sepulveda Boulevard in the southbound direction between 3 PM – 7 PM Monday through Friday (except holidays). Overflow commercial parking on residential streets is not generally evident except for a few localized areas adjacent to over parked businesses or auto repair shops.

Based on 1) the field observations of street parking demand, 2) calculated off-street parking surplus or deficit, and 3) the actual parking conditions for each business, the Traffic Engineer determined the appropriate length for parking prohibitions. The proposed parking restrictions are terminated at the location where the loss of curb parking would begin to significantly affect parking availability to nearby businesses with insufficient off-street parking and/or where the relocation of curb parking demand would likely increase parking demand in the adjacent neighborhood.

Using these criteria, the proposed No Parking Anytime restrictions would extend from 2617 to 2317 Sepulveda Boulevard inclusive, and between 1301 Sepulveda Boulevard to 11<sup>th</sup> Street inclusive, as is shown in Exhibit C. This restriction would reduce available on-street parking by approximately 10 spaces near Marine Avenue, and 14 spaces near Manhattan Beach Boulevard.

With the parking restriction in place, some adjustments by the businesses may be necessary to help direct customers and employees to off-street parking lots or to better manage their parking lot usage. Also, additional directional signs may be helpful to direct customers to find the correct parking lot or driveway to enter, especially if it is accessed via the rear or side street. It is understood that traffic circulation may change slightly due to a loss in curb parking. Since the existing curb parking demand on Sepulveda Boulevard along the proposed No Parking zones is light, overall traffic volumes on residential streets would not be expected to measurably increase.

### **Next Steps**

Once the parking prohibitions are approved by Council, the Traffic Engineer will submit a request to Caltrans for their approval before permanent installation of signs and curb markings can be performed by Public Works. Approval from Caltrans typically takes eight to twelve weeks. Staff will also work with the business owners at 2609 Sepulveda Boulevard during this time to address their parking concerns.

As mentioned earlier, the Traffic Division does not have the additional funding to perform a before-and-after level-of-service study, which would cost approximately \$4,000. If the Council chooses to approve the measures on a trial basis, as recommended by the Commission, a before-and-after level-of-service study will determine the effectiveness of additional parking prohibitions near the intersections. Specifically, the intersection level-of-service will be compared during the mid-day period (9:30am to 3pm) concurrent with the times when parking is currently allowed on the west side of Sepulveda Boulevard. In particular, the traffic counts will be performed for two days before and two days after installation of the parking restrictions. Traffic counts will study the average number of vehicles waiting at each red light, and the number of cars that get through on each green light. The before counts will be compared to the after counts to determine if there is a reduction in the number of cars waiting and a corresponding increase in cars getting through.

Also, if the measures are implemented on a trial basis, the Commission has requested that approximately three months after implementation, the results of the before-and-after study be presented to the PPIC for discussion, and consideration to continue the parking restrictions on a permanent basis. The PPIC's recommendation will be then forwarded to the City Council for approval.

### **CONCLUSION:**

A public hearing was conducted by the Commission primarily to obtain input from affected property/business owners on potential No Parking restrictions near Marine Avenue and Manhattan Beach Boulevard and to discuss the findings made by the Traffic Engineer. In response to the input received, the Commission recommended to approve staff's recommendation subject to the measures being implemented on a trial basis; for staff to perform a before-and-after level-of-service follow-up study; and to assist the business owners at 2609 Sepulveda Boulevard to locate suitable parking. Due to budgetary constraints, there is no funding for a before-and-after level-of-service study. Staff feels that a study is unnecessary, and that the recommended parking prohibitions should be implemented permanently. Staff will work with the business owners at 2609 Sepulveda Boulevard to address their parking concerns.

- Exhibits:
- A. Calculated Parking Surplus/Deficit near Marine Avenue
  - B. Calculated Parking Surplus/Deficit near Manhattan Beach Boulevard
  - C. Proposed Parking Prohibition Aerial Maps
  - D. PPIC Staff Report dated February 25, 2010 without attachments
  - E. PPIC Draft Minutes dated February 25, 2010
  - F. City Council Staff Report dated June 16, 2009 with attachments
  - G. City Council Minutes dated June 16, 2009
  - H. PPIC Staff Report dated February 26, 2009 without attachments
  - I. City Council Meeting Notice (mailed on April 7, 2010)
  - J. Additional Public Correspondence and E-mails

Exhibit A  
 Calculated Parking Surplus/Deficit  
 West Side of Sepulveda Boulevard near Marine Avenue

ADDRESS	BUSINESS NAME	PARKING REQUIREMENT	ACTUAL PARKING	SURPLUS/ DEFICIT	SPECIAL CONDITIONS
<b>30TH STREET</b>					
2909 N SEPULVEDA BLVD	AUTO CHEK CENTER	1	4	3	????
2905 N SEPULVEDA BLVD	ELAN VITAL SALON	5	5	0	NONE
2809 N SEPULVEDA BLVD	AMERICAN HEARING BALANCE JOHN REHM MD MANHATTAN BEACH DERMATOLOGY	18	19	1	NONE
2711 N SEPULVEDA BLVD	2705-SPARKLE 2709-OASIS THAI MASSAGE 2711-POSTAL CENTER	16	22	6	NONE
2701 N SEPULVEDA BLVD	CHILDREN'S ORCHARD	9	9	0	
<b>27TH STREET</b>					
2617 N SEPULVEDA BLVD	DUPLEX UNDER CONSTRUCTION	NA	NA	NA	NA
2613 N SEPULVEDA BLVD	UNDER CONSTRUCTION	NA	NA	NA	NA
2609 N SEPULVEDA BLVD	MANHATTAN LAW	4	4	0	
2501 N SEPULVEDA BLVD	E ESCROWS SOUTH BAY BROKERS	68	69	1	ON SITE LOADING
<b>MARINE AVENUE</b>					
2413 N SEPULVEDA BLVD	MANHATTAN FLORIST & TAILOR	22	23	1	
2409 N SEPULVEDA BLVD	#102-ARCHER TYPE EXPRESS #105-KUMON MANHATTAN BEAH #204-DAVID BAME CPA #208-SULPORCOM. #300-MANAGER #301 MAXI BODY #305-NORTHSTAR	SPECIAL CONDITION	64 SHARED SPACES	0	PROPERTIES AT 2409,2407,2405,2403,2401,2319 SHARE THE 64 SPACES IN REAR 19 SPACES; ADJACENT GUITAR STUDIO 6 SPACES; AS IT IS A RETAIL USE OF 2000 SQ FT (1 PER 300); ADJ APPURTENANT PARKING AREA PROVIDES 24 SP WHICH DOES NOT INCLUDE 2 COMPACT SPACES AT REAR OF BUILDING
2405 N SEPULVEDA BLVD	EDIBLE ARRANGEMENTS				
2401 N SEPULVEDA BLVD	THE CASTLE				
2317 N SEPULVEDA BLVD	NASH EDITIONS				
2313 N SEPULVEDA BLVD	DIAL INSTANT PRINTERS				
2309 N SEPULVEDA BLVD	VACANT	NA	NA	NA	NA
2301 N SEPULVEDA BLVD	MONKEY WRENCH ENTERPRISE RENT A CAR	16	17	-1	
2205 N SEPULVEDA BLVD	DIVAT SALON	4	16	12	
<b>19TH STREET</b>					

Exhibit B-1  
 Calculated Parking Surplus/Deficit  
 West Side of Sepulveda Boulevard North of Manhattan Beach Boulevard

ADDRESS	BUSINESS NAME	PARKING REQUIREMENT	ACTUAL PARKING	SURPLUS / DEFICIT	SPECIAL CONDITIONS
<b>19TH STREET</b>					
1817 N SEPULVEDA BLVD	HAWTHORN SUITES	59	66	7	
1801 N SEPULVEDA BLVD	BAY ANIMAL HOSPITAL	15	10	-5	OFF STREET PARKING SHALL BE 1 PER 200 GROSS SQ FEET OF THE BUILDING
1731 N SEPULVEDA BLVD	WILSON FLOOR CO	7	2	-5	
1721 N SEPULVEDA BLVD	LAW OFFICES	8	11	3	
1717 N SEPULVEDA BLVD	MBZ DYNAMIC PERFORMANCE	7	15	8	
1701 N SEPULVEDA BLVD	BRIDGESTONE RETAIL	11	7	-4	
<b>17TH STREET</b>					
1605 N SEPULVEDA BLVD	GLACIER ICE CREAM & GELATO	22	16	-6	
1601 N SEPULVEDA BLVD	THE UPS STORE	4	5	1	
1509 N SEPULVEDA BLVD	CONTINUM REAL ESTATE	3	5	2	
1505 N SEPULVEDA BLVD	RESIDENTIAL DUPLEX	GARAGES	GARAGES	0	
1501 N SEPULVEDA BLVD	GRUNIONS RESTAURANT	68	41+11	-16	41 SPACES BEHIND PROPERTY AND SHARES 11 SPACES WITH 1413 N SEPULVEDA BLVD
1413 N SEPULVEDA BLVD	1413-RIDDLE & ROSS FAMILY TRUSTS 1415-MEMORY LANE 1417-CYNTHIA SNYDER STATE FARM 1419-FRIENDLY TAILORS	13	11+ (Share w/ Grunions)	-2	
1405 N SEPULVEDA BLVD	VALVOLINE	6	6	0	
1401 N SEPULVEDA BLVD	ANIMAL MEDICAL GROUP	5	3	-2	NO LESS THAN 5 OFF STREET PARKING SPACES BE PROVIDED
<b>14TH STREET</b>					
1313 N SEPULVEDA BLVD	1315-ORTHO MATTRESS	8	4	-4	4 ANGLED PARKING SPACES AND ADDITIONAL 4 OFF SITE OFF STREET SPACES
1309 N SEPULVEDA BLVD	MANHATTAN SPRAY KLEEN	8	7	-1	
1301 N SEPULVEDA BLVD	AUTO MEISTER	2	27	25	
1213 N SEPULVEDA BLVD	1213-SILVER SCISSORS 1215-FUJI PET SALON 1217-LA DOLCE VITA SALON	5	15	10	
1209 N SEPULVEDA BLVD	PS LIMO SERVICE	1	6	5	
1203 N SEPULVEDA BLVD	CREATIVE KIDS	15	15	0	MINIMUM OF 15 ON SITE PARKING SPACES MAX OF 2 SPACES IN TANDEM
1145 N SEPULVEDA BLVD	1145/-PAWS-A-WHILE 1145/1151-JAMES KLINE DDS	25	25	0	
1129 N SEPULVEDA BLVD	WELLS FARGO BANK	37	37	0	EMPLOYEE PARKING ON SITE 37 SPACES REQUIRED
<b>MANHATTAN BEACH BLVD.</b>					

Exhibit B-2  
 Calculated Parking Surplus/Deficit  
 West Side of Sepulveda Boulevard South of Manhattan Beach Boulevard

ADDRESS	BUSINESS NAME	PARKING REQUIREMENT	ACTUAL PARKING	SURPLUS/ DEFICIT	SPECIAL CONDITIONS
<b>MANHATTAN BEACH BLVD. (WEST SIDE)</b>					
1119 N SEPULVEDA BLVD	JIFFY LUBE	12	9	-3*	EMPLOYEE PARKING PROHIBITED ON LOCAL STREETS IN ANY LEASE OR RENTAL AGREEMENT *DRIVE-THRU SPECIAL USE
1101 N SEPULVEDA BLVD	HSIEH DDS/AU DDS MANHATAN PROFESSIONAL LAWRENCE MOY MD PACIFIC COAST FAMILY GROUP FOOT AND ANKLE INSTITUTE	19	25	-5*	* ADDITIONAL 4-5 SPACES BY RESTRIPIING LOT
<b>11TH STREET</b>					
1021 N SEPULVEDA BLVD	THE GOLF AGENCY BTB MARKETING BETTY BLUE DOMESTIC AGENCY THE RUSSELL GROUP FRANCES NAIL SPA GIA SALON SONIA PSYCHIC READER DIANNE KELLEY BEACH CITIES VOLLEYBALL CLUB EVELYN WRIGHT	23	25	2	PARKING LOT LOCATED AT 1048
1015 N SEPULVEDA BLVD	THAI DISHES RESTAURANT	17	17	0	NO SPECIAL CONDITIONS
1003 N SEPULVEDA BLVD	CORNER COTTAGE	SPECIAL CONDITION	2+SHARE	0	AGREEMENT WITH POST OFFICE FOR 7 SPACES AT 1040/1048 10TH STREET LOT
1001 N SEPULVEDA BLVD	POST OFFICE	38	52	14	
<b>10TH STREET</b>					
917 N SEPULVEDA BLVD	913-O SHO RESTAURANT 917-SEPULVEDA WINE CO 921-EL GRINGO RESTAURANT 923-MONTAGE SKIN 925-BASKIN ROBBINS	SPECIAL CONDITION	21+14+10	12	REQUIRES 33 SPACES-21 ON SITE AND SUBLEASES 14 ADDITIONAL STALLS (AND 10 ADDITIONAL AFTER 5 PM) FROM PARKING LOT TO THE WEST LEASED BY THE POST OFFICE
901 N SEPULVEDA BLVD	903-DOOR TO DOOR VALET CLEANERS 905-ERIKA'S HAIR DESIGN 907-MAGIC NAIL SPA 909-MANHATTAN VILLAGE FLORIST 915-BODY BY DESIGN	27	27	0	
<b>9TH STREET</b>					
815 N SEPULVEDA BLVD	JACK IN THE BOX	SPECIAL CONDITION	23	0	REQUIRE 20 PARKING SPACES 3 SPACES WEST OF BUILDING FOR EMP
813 N SEPULVEDA BLVD	PARKING LOT		35		
801 N SEPULVEDA BLVD	Y & S AUTO BODY	1/300	59	51	
<b>8TH STREET</b>					

**3200 to 2800 Block**

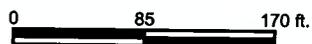


**Legend**

Scale: 1:1,443

- Proposed No Parking Restrictions
  - Driveway on Parallel Street
  - Properties with Insufficient Off-Street Parking
- Addresses**
- Parcels
  - 2006 4in color
  - Insured Assets
  - Basemap (cont)
- BLOCK
  - DEADEND
  - PARK
  - PIER
  - PRIVATE STREET
  - SCHOOL (cont)

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



# 2800 Block to Marine



## Legend

Scale: 1:1,443

- - - - Proposed No Parking Restrictions
- Driveway on Parallel Street
- Properties with Insufficient Off-Street Parking

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

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

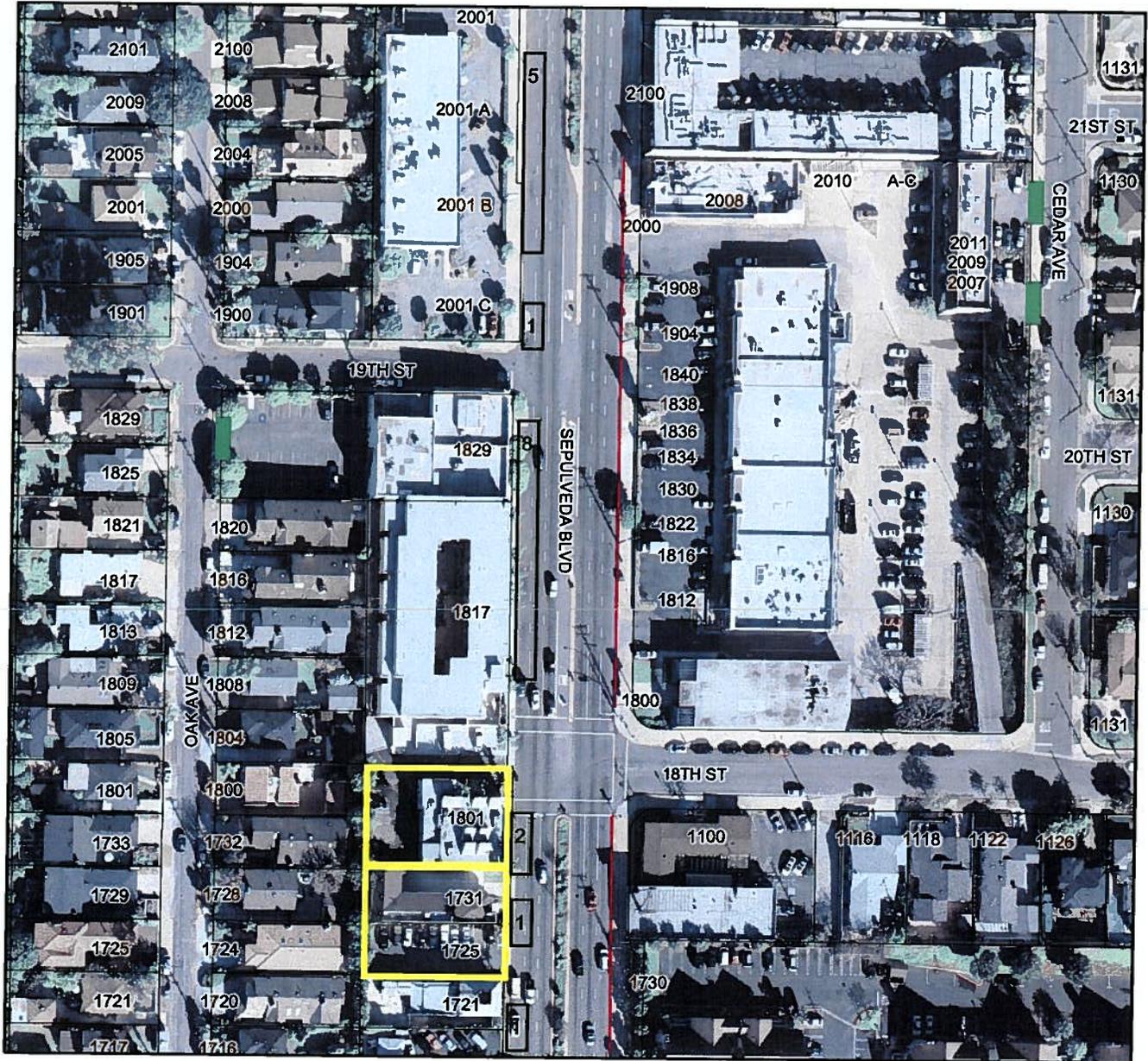
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0 85 170 ft.





# 2000 Block to 18th



## Legend

Scale: 1:1,443

- - - - Proposed No Parking Restrictions
- █ Driveway on Parallel Street
- Properties with Insufficient Off-Street Parking
- Addresses
- Parcels
- █ 2006 4in color
- Insured Assets
- Basemap (cont)
- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.



# 1700 to 1400 Block



## Legend

Scale: 1:1,443

- - - - Proposed No Parking Restrictions
  - Driveway on Parallel Street
  - Properties with Insufficient Off-Street Parking
- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li><span style="color: blue;">•</span> Addresses</li> <li><span style="border: 1px solid gray; display: inline-block; width: 10px; height: 10px;"></span> Parcels</li> <li>2006 4In color</li> <li><span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Insured Assets</li> <li>Basemap</li> <li>(cont)</li> </ul> | <ul style="list-style-type: none"> <li><span style="background-color: #e0e0e0; border: 1px solid gray; display: inline-block; width: 10px; height: 10px;"></span> BEACH</li> <li><span style="background-color: #d0d0d0; border: 1px solid gray; display: inline-block; width: 10px; height: 10px;"></span> BLOCK</li> <li><span style="background-color: #c0c0c0; border: 1px solid gray; display: inline-block; width: 10px; height: 10px;"></span> DEADEND</li> <li><span style="background-color: #b0b0b0; border: 1px solid gray; display: inline-block; width: 10px; height: 10px;"></span> PARK</li> <li><span style="background-color: #a0a0a0; border: 1px solid gray; display: inline-block; width: 10px; height: 10px;"></span> PIER</li> <li><span style="background-color: #909090; border: 1px solid gray; display: inline-block; width: 10px; height: 10px;"></span> PRIVATE STREET</li> <li><span style="background-color: #808080; border: 1px solid gray; display: inline-block; width: 10px; height: 10px;"></span> SCHOOL</li> <li>(cont)</li> </ul> |
|--|--|

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0 85 170 ft.



# 14th to MBB



## Legend

Scale: 1:1,443

- Proposed No Parking Restrictions
- Driveway on Parallel Street
- Properties with Insufficient Off-Street Parking

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

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

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0 85 170 ft.



# MBB to 10th



## Legend

Scale: 1:1,443

- - - - Proposed No Parking Restrictions
- Driveway on Parallel Street
- Properties with Insufficient Off-Street Parking

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

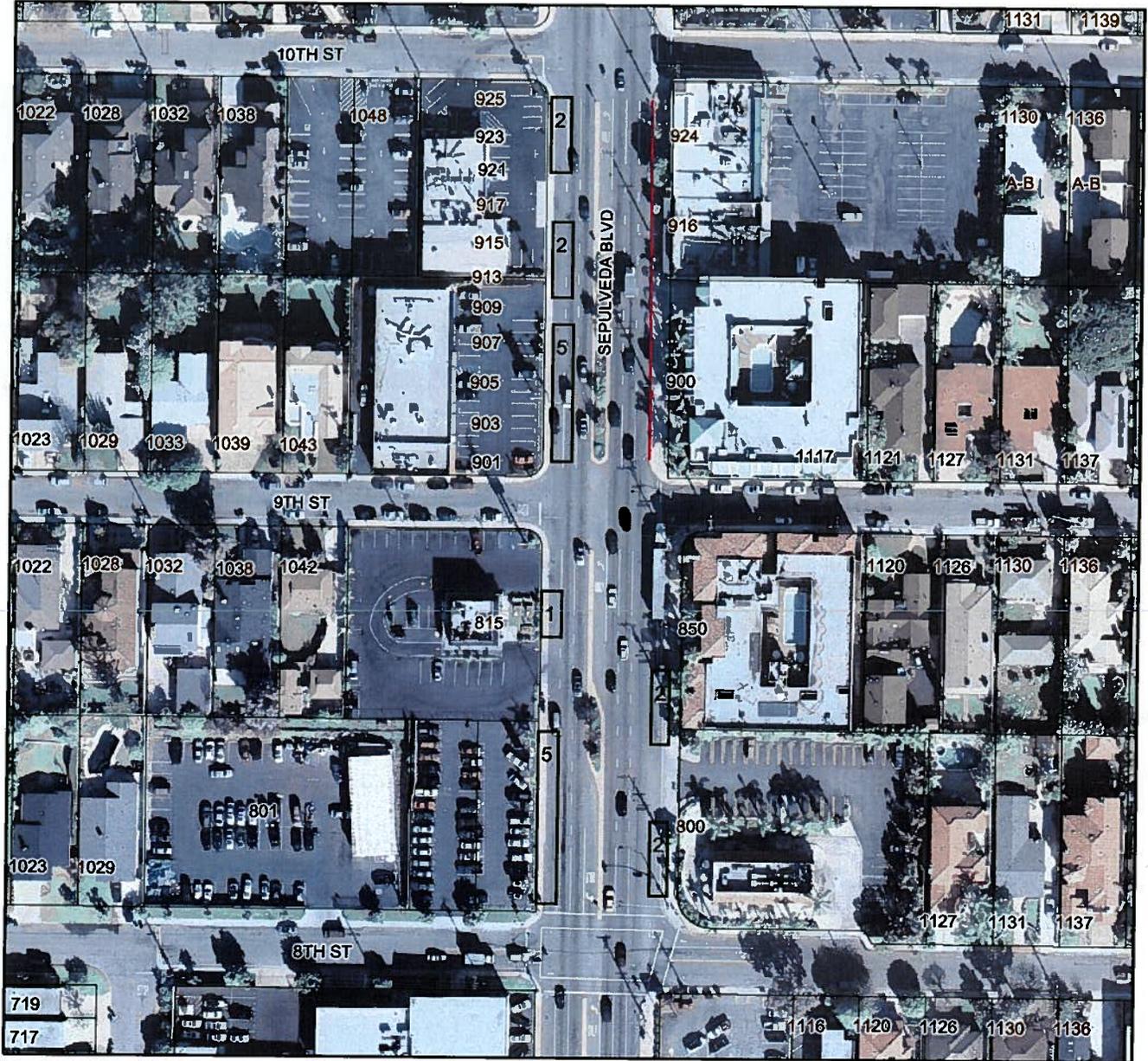
- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.



# 10th to 8th



## Legend

Scale: 1:1,443

- Proposed No Parking Restrictions
- Driveway on Parallel Street
- Properties with Insufficient Off-Street Parking

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

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

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0 85 170 ft.



**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 *NM* *UJ*

**BY:** Erik Zandvliet, Traffic Engineer *EZ*

**DATE:** February 25, 2010

**SUBJECT:** Consideration of City Council 2008-2009 Work Plan Item Regarding Sepulveda Boulevard Parking Evaluation between 8<sup>th</sup> Street and 30<sup>th</sup> Street, Including Possible Parking Restrictions Near Marine Avenue and Manhattan Beach Boulevard

**RECOMMENDATION:**

Staff recommends that the Commission propose the following actions on the following street segments:

1. Post No Parking Anytime restrictions on the west side of Sepulveda Boulevard between 2617 and 2317 Sepulveda Boulevard inclusive,
2. Post No Parking Anytime restrictions on the west side of Sepulveda Boulevard between 1301 Sepulveda Boulevard and 11<sup>th</sup> Street inclusive, and
3. Conduct a weekday before-and-after Level-of-Service study between 9:30am to 3pm to compare changes in traffic flow due to additional parking prohibitions at Sepulveda Boulevard/Marine Avenue and Sepulveda Boulevard/Manhattan Beach Boulevard.

**BACKGROUND:**

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

Pursuant to the Work Plan, the City Traffic Engineer began a study of the existing parking and traffic conditions along Sepulveda Boulevard in January 2009. On February 26, 2009, the Commission reviewed the staff report describing the current parking conditions along the Sepulveda Boulevard corridor and reviewed a list of findings for consideration (See Exhibit F). After hearing resident/business concerns and suggestions, the Commission directed staff to conduct additional analysis and explore possible measures to manage current and future parking conditions with an emphasis on addressing existing and potential parking impacts in the surrounding neighborhoods.

On April 23, 2009, the Commission reviewed the City Traffic Engineer's evaluation of possible actions that would be required to mitigate parking and residential traffic intrusion impacts as they exist now, as well as additional potential impacts if curb parking were removed from Sepulveda Boulevard completely. The Commission again heard both resident and business concerns and suggestions and discussed possible policy recommendations. After extensive discussion, the Commissioners recommended City Council approve a policy to consider limited parking prohibitions along Sepulveda Boulevard near heavily congested signalized intersections on a case-by-case basis.

On June 16, 2009, the City Council reviewed the Commission's recommendations and heard additional testimony from businesses and residents (See Exhibit D and E). The City Council forwarded the matter to this Commission to further evaluate No Parking restrictions near Marine Avenue and Manhattan Beach Boulevard and deferred further neighborhood traffic and parking studies until budget and priorities permit.

### **DISCUSSION:**

As directed by City Council, this report focuses on the potential impacts of parking prohibitions that may be imposed along Sepulveda Boulevard in the vicinity of two intersections: Marine Avenue and Manhattan Beach Boulevard. Staff conducted an analysis of the existing off-street parking supply for each business, and compared it to the Parking Code requirements for the specific land uses. This comparison is detailed in Exhibits A and B. Those businesses with less than Code required parking are highlighted.

Once the expected parking demand and supply were calculated, those businesses with insufficient parking were identified. These are businesses that would be expected to experience some hardship in finding convenient parking for their employees and customers if curb parking was eliminated. Any special conditions that may adversely impact a business or the surrounding neighborhood were also noted.

Lastly, the Traffic Engineer determined the extent of curb parking prohibitions that could be posted without significantly impacting businesses with insufficient off-street parking.

### **Existing Conditions**

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

Street parking is generally allowed on both sides of the street, except during peak periods, when the parking lane becomes the third travel lane in each direction. Parking is restricted in the northbound direction between 5:30-9:30am Monday through Friday (except holidays), and

restricted in the southbound direction between 3-7pm Monday through Friday (except holidays). Street parking is prohibited along certain street segments at all times, including street frontages along Manhattan Village, Target, and near major intersections.

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

### **Sepulveda Boulevard near Marine Avenue**

There are approximately 40 parking spaces along the west side of Sepulveda Boulevard between 30<sup>th</sup> Street and 19<sup>th</sup> Street and no spaces on the east side. Since the entire street frontage along the east side near Marine Avenue is posted with No Parking restrictions, only the west side is under consideration.

Almost all businesses along Sepulveda Boulevard between 30<sup>th</sup> Street and 19<sup>th</sup> Street have off-street parking lots or structures, however, some lots may not meet current parking codes for the current, more-intense land uses. Front and rear parking lots are common, and several larger buildings have covered parking structures. There are four businesses without any parking facilities at 2309 through 2317 Sepulveda Boulevard.

Field observations taken during various times of the day found that street parking is generally light, primarily due to the availability and preference of off-street parking as well as the apparent risks of parking along a high volume street. However, moderate to heavy on-street parking was observed during mid-day near 2317 through 2121 adjacent to small businesses without sufficient parking.

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

- A. 30<sup>th</sup> Street east of Oak Avenue (smog check and small businesses)
- B. 19<sup>th</sup> Street east of Cedar Avenue (Animal Hospital, hotel and bank)

Based on 1) the field observations of street parking demand, 2) calculated off-street parking surplus or deficit, and 3) the actual parking conditions for each business, the length of parking prohibitions north and south of the intersection of Marine Avenue was determined. The proposed parking restriction is terminated at the location where the loss of curb parking would begin to significantly affect parking availability to nearby businesses with insufficient off-street parking and/or where the relocation of curb parking demand would likely increase parking demand in the adjacent neighborhood. Using these criteria, the proposed parking restrictions would extend from 2617 to 2317 Sepulveda Boulevard inclusive with a reduction of approximately 10 spaces. The proposed No Parking zone is shown in Exhibit C.

## **Sepulveda Boulevard near Manhattan Beach Boulevard**

There are approximately 59 parking spaces along the west side of Sepulveda Boulevard between 19<sup>th</sup> Street and 8<sup>th</sup> Street and 17 spaces on the east side. Since most of the street frontage along the east side north and south of Manhattan Beach Boulevard is posted with No Parking restrictions, only the west side is under consideration at this time.

Almost all businesses along the west side of Sepulveda Boulevard between 19<sup>th</sup> Street and 8<sup>th</sup> Street have off-street parking lots or structures, however, some lots may not meet current parking codes for the current, more-intense land uses. Front and rear parking lots are common, and several office/retail buildings have shared parking agreements to meet deficient on-site parking requirements. Nine (9) businesses have driveways to rear parking lots that take access via Oak Street on the west side of Sepulveda Boulevard. It was also noted that the businesses between 1145 and 1203 Sepulveda Boulevard have their primary entrances at the rear.

Field observations taken during various times of the day found that street parking is generally light in this segment, however, moderate to heavy on-street parking was observed during mid-day at the following locations:

1. 1701 to 1731 (west side) small businesses and auto repair
2. 1145 to 1301 (west side) small businesses and auto repair

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

- A. 17<sup>th</sup> Street west of Sepulveda Boulevard (tire shop and day care employees)
- B. Oak Avenue north of Manhattan Beach Boulevard (day care and auto repair employees)
- C. 9<sup>th</sup> Street east of Sepulveda Boulevard (Hotel employees)
- D. 9<sup>th</sup> Street west of Sepulveda Boulevard (small business employees)

Based on the 1) field observations of street parking demand, 2) calculated off-street parking surplus or deficit, and 3) the actual parking conditions for each business, the length of parking prohibitions north and south of the intersection of Manhattan Beach Boulevard was determined. The proposed parking restriction is terminated at the location where the loss of curb parking would begin to significantly affect parking availability to nearby businesses with insufficient off-street parking and/or where the relocation of curb parking demand would likely increase parking demand in the adjacent neighborhood. Using these criteria, the proposed parking restrictions would extend between 1301 Sepulveda Boulevard and 11<sup>th</sup> Street inclusive with a loss of approximately 14 spaces. The proposed No Parking zone is shown in Exhibit C.

## **CONCLUSION:**

The proposed parking prohibition zones on the west side of Sepulveda Boulevard near Marine Avenue and Manhattan Beach Boulevard were determined after considering the actual off-street parking supply, calculated parking requirements for each business, and the potential for adverse impacts due to a loss of curb parking or its relocation to a nearby neighborhood street.

Some adjustments by the businesses may be necessary to help direct customers and employees to off-street parking lots or to better manage their parking lot usage. For example, auto repair and vehicle rental companies that have ample off-street parking may need to reduce the number of stored vehicles in order to provide sufficient open parking for employees and/or customers. Also, additional directional signs may be needed to help direct customers to find the correct parking lot or driveway to enter, especially if it is accessed via the rear or side street.

It is understood that traffic circulation may change slightly due to a loss in curb parking. A small number of customers may accidentally drive past the business, and have to double back to enter the driveway. Similarly, other customers or employees that would normally park on Sepulveda Boulevard would be required to drive to the rear if the business has driveway access from the rear only. These shifts in traditional traffic patterns can be minimized by providing positive sign guidance and customer parking information. Since the existing curb parking demand on Sepulveda Boulevard along the proposed No Parking zones is light, overall traffic volumes on residential streets would not be expected to measurably increase.

A before-and-after study is recommended to determine the effectiveness of additional parking prohibitions near the intersections. Specifically, the intersection level-of-service should be compared during the mid-day period (9:30am to 3pm) concurrent with the times when parking is currently allowed on the west side of Sepulveda Boulevard.

Approximately 160 mailed notices with an invitation to attend the PPIC meeting and/or submit comments were sent to property owners and businesses with a frontage along the west side of Sepulveda Boulevard between 30<sup>th</sup> Street and Manhattan Beach Boulevard, and on both sides of Sepulveda Boulevard between Manhattan Beach Boulevard and 6<sup>th</sup> Street. As noted earlier, the east side is not being considered for parking prohibitions because most of it is already posted with No Parking Restrictions near the study intersections.

- Exhibits:
- A. Calculated Parking Surplus/Deficit near Marine Avenue
  - B. Calculated Parking Surplus/Deficit near Manhattan Beach Boulevard
  - C. Proposed Parking Prohibition Aerial Maps
  - D. City Council Staff Report dated June 16, 2009 with attachments
  - E. City Council Minutes dated June 16, 2009
  - F. PPIC Staff Report dated February 26, 2009 w/out attachments
  - G. PPIC Meeting Notice
  - H. Additional Public Correspondence and E-mails

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
February 25, 2010**

**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 25<sup>th</sup> day of February, 2010, at the hour of 6:33 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. ROLL CALL**

Present: Adami, Vigon, Silverman and Chairman Gross.  
Absent: Stabile.  
Staff Present: Traffic Engineer Zandvliet, Management Analyst Madrid, Lt. Harrod and Sgt. Mason.  
Clerk: Weeks.

**C. APPROVAL OF MINUTES**

**02/25/10-1 January 28, 2010**

Commissioner Adami modified page 4, paragraph 2, of the Parking and Public Improvements Commission minutes of January 28, 2010 to read, "...but the trees would be attractive to the neighborhood..."

Commissioner Vigon modified page 12, paragraph 2, to read, "...parking placard that would cost approximately \$100 and would allow the holders to park in metered spaces for one year."

**MOTION:** Commissioner Silverman moved for the approval of the Parking and Public Improvements Commission minutes of January 28, 2010 as amended. The motion was seconded by Commissioner Vigon and passed by unanimous voice vote, absent Commissioner Stabile.

**D. AUDIENCE PARTICIPATION**

**02/25/10-4 Mr. Bill Guichard Re Permit Parking Program on 11<sup>th</sup> Street**

**Mr. Bill Guichard, 600 Block of Manhattan Beach Boulevard,** voiced concern over insufficient parking in the 600 block of 11<sup>th</sup> Street as a result of parking restrictions implemented because a few residents complained. He noted that the parking problems in the area are moving further up due to the parking restrictions.

Traffic Engineer Zandvliet explained the procedures for implementing a permit parking program, including residents' ability to opt in or out. He advised that additional information can be obtained on the City's website.

Chairman Gross explained that a very detailed process was established in the City for implementing permit parking and he provided input related thereto.

Commissioner Silverman cautioned that this topic was not on the meeting agenda and, due to the Brown Act, it should not be further discussed. The Commission agreed.

**E. GENERAL BUSINESS**

**02/25/10-2 Consideration of City Council 2008-2009 Work Plan Item Regarding Sepulveda Boulevard Parking Evaluation between 8<sup>th</sup> Street and 30<sup>th</sup> Street, Including Possible Parking Restrictions near Marine Avenue and Manhattan Beach Boulevard**

Management Analyst Madrid introduced the item.

Providing background information, Traffic Engineer Zandvliet explained that this item was previously before the Parking and Public Improvements Commission as part of the Council's Work Plan, at which time the Commission recommended the Council consider a parking policy along Sepulveda Boulevard. He shared information on the process which led to the staff recommendation to: (1) Post "No Parking Anytime" restrictions on the west side of Sepulveda Boulevard between 2617 and 2317 Sepulveda Boulevard, inclusive; (2) Post "No Parking Anytime" restrictions on the west side of Sepulveda Boulevard between 1301 Sepulveda Boulevard and 11<sup>th</sup> Street inclusive; and (3) Conduct a weekday before and after level of service study between 9:30 a.m. to 3:00 p.m. to compare changes in traffic flow due to additional parking prohibitions at Sepulveda Boulevard/Marine Avenue and Sepulveda Boulevard and Manhattan Beach Boulevard.

In answer to questions from the Commission, Traffic Engineer Zandvliet offered input about Caltrans' control of Sepulveda Boulevard as a State highway. He explained that the State has been pressuring the City to improve traffic flow on Sepulveda Boulevard; that, according to State studies, traffic along Sepulveda continues to increase; and that a study approximately three months after installing the restrictions could be performed.

Chairman Gross called attention to a letter from Donald W. Gantner, owner of 2317 Sepulveda Boulevard (of record, distributed in the agenda packets) objecting to the recommendation for 24 hour restricted parking on the west side of Sepulveda Boulevard.

Management Analyst Madrid related her inability to access 2317 Sepulveda Boulevard or contact anyone at that location to discuss the staff recommendation.

Commissioner Vigon questioned if the proposed changes would make a significant difference in achieving the objective of improving traffic flow; if the potential effect of the improvements could be measured quantitatively; and if the cost of the changes could be shared by the State.

Traffic Engineer Zandvliet advised that at least five parking spaces would remain near 2317 Sepulveda Boulevard and that the parking demand would not be directly impacted until more spaces than currently used are removed; that there is a formula for adding lanes, but not for potential impact of moving parking around; that, should the recommendations be implemented, traffic would improve locally, but not regionally; that, according to Government Code, there are no privileges or rights for on-street parking; and that on-street parking does not help fulfill parking requirements. He shared input on the procedures for changing the parking along Sepulveda, as well as the idea of the State relinquishing control over Sepulveda Boulevard to the City.

Commissioner Adami voiced concern that, if parking is removed, drivers will park across the street or west of Sepulveda Boulevard and impact the neighborhood.

Traffic Engineer Zandvliet explained that parking restrictions would be imposed on the west side of Sepulveda Boulevard between 2617 and 2317 inclusive and on the west side of Sepulveda Boulevard between 1301 and 11<sup>th</sup> Street inclusive; that business owners would have to make adjustments to let drivers know there is parking in the rear; that, should the proposed measures be approved, directional signs to enter off of Marine Avenue should be installed; and that the option for funding directional signs would be in the Council's purview.

Chairman Gross clarified that the purpose of the proposed traffic measures is to improve the flow of traffic on Sepulveda Boulevard by eliminating choke points at the proposed locations and that safety would also be improved.

Traffic Engineer Zandvliet advised that the State has previously funded the removal of parking on Sepulveda Boulevard and, if this is a beginning in improving the traffic flow, they might be willing to look at sharing the cost of the "No Parking Anytime" restriction signs. But, it would not be too costly if the "No Parking Anytime" signs are in stock and the main cost would be installation, which would be performed by the Public Works Department.

Lt. Harrod provided information on the recommendation to remove parking along Sepulveda Boulevard, including that incidents do not typically occur on Sepulveda as a result of the transition when a lane ends.

Sgt. Mason reported that rear-end collisions at both Sepulveda Boulevard/Marine Avenue and Sepulveda Boulevard/Manhattan Beach Boulevard are very infrequent; but, when lanes end and traffic is compressed, collisions can occur.

Chairman Gross observed that the parking restrictions would be for a fairly short distance and he questioned if doing so would really make a difference.

Sgt. Mason affirmed that lengthening the no parking zone on either side of the intersections would help drivers merge safely and that this would improve the current situation.

### Audience Participation

**Baden Mansfield, 900 Block of 9<sup>th</sup> Street, and joint owner of 2609 N. Sepulveda Boulevard,** described the parking situation on Sepulveda Boulevard near his property. He related his understanding that the main traffic problems on Sepulveda Boulevard occur during rush hour. Mr. Mansfield acknowledged that parking restrictions on the north portion of the intersections are needed before 3:00 p.m. and he agreed with restrictions on southbound Sepulveda beginning at 3:00 p.m. He asked the Commission to balance the hardship that the removal of parking would have on his business and stated his understanding that the parking restrictions in front of his business at 2609 N. Sepulveda would be the only ones in the vicinity.

Chairman Gross related his understanding that the proposal would allow for four parking spaces immediately north of 2609 Sepulveda Boulevard.

Mr. Baden contended that allowing parking spaces at 2711 Sepulveda Boulevard would cause a choke point. In response to a question from Commissioner Silverman, he related his doubts regarding the possibility of entering into a parking arrangement with nearby businesses and stressed that the proposed parking restrictions would be a hardship on his business.

**Walter Urban, joint owner of 2609 N. Sepulveda Boulevard,** voiced his opinion that the existing configuration on Sepulveda Boulevard should not be changed. He agreed with the points made by Commissioner Vigon with regard to quantitatively measuring the potential effects of removing parking on Sepulveda Boulevard and also questioned if the recommended measures would really make a significant difference in traffic flow along Sepulveda Boulevard.

### Commission Discussion

Commissioner Vigon related his continued concern over the recommended approach to alleviate traffic flow problems on Sepulveda Boulevard. He commented that there would be nominal benefits in removing some of the parking on Sepulveda during the day but, other than during rush hour, there is no evidence that the overall traffic flow would improve; and that this would be a good beginning to a regional approach with the Cities of El Segundo and Hermosa Beach and that a study to open the pipeline from Los Angeles International Airport/190<sup>th</sup> Street/Pacific Coast Highway would be effective, but he is unsure if removing parking would be for the greater good. Commissioner Vigon related his support for the proposed measures, only if they are intended to be a trial to obtain quantitative evidence in favor of a permanent change. He emphasized the need for some studies to show that the recommended traffic measures would really make a difference.

Commissioner Adami related his understanding that parking north of 2609, 2613, and 2617 Sepulveda Boulevard would not be removed and, therefore, the traffic flow would not be improved. He indicated that, with the exclusion of 2609, 2613 and 2617 Sepulveda from the proposed restrictions, he could support the staff recommendation.

Commissioner Silverman noted the significant number of vehicles that turn left out of Manhattan Village Mall onto southbound Sepulveda Boulevard and he acknowledged that, to a certain degree, traffic flow on southbound Sepulveda would be improved with the proposed measures. He questioned where customers at 2609 Sepulveda would park if on-street parking is removed and observed that a parking agreement between the owners of 2609 Sepulveda and South Bay Brokers could resolve the problem. Commissioner Silverman related his support of the proposed measures, with the caveat that the City will help to mitigate potential parking problems at 2609 Sepulveda, assuming that removing parked cars from the street between 9:00 a.m. and 3:00 p.m. really will make a difference.

Traffic Engineer Zandvliet advised that, when cars are parked in front of 2609 or 2613 Sepulveda Boulevard, the third lane is not used near the intersection because there is a lot of wasted green light time, and this is where the improvements would occur.

Chairman Gross related his great respect for Traffic Engineer Zandvliet's and the Police Department's opinions that implementing the proposed measures will make a significant difference in traffic flow, improve safety and reduce the difficulty of getting over two lanes quickly when turning left out of Manhattan Village Mall onto southbound Sepulveda Boulevard. He agreed that attention should be given to the negative impact the changes would have on 2609 Sepulveda Boulevard and that this should be a trial program with a report provided some time after three months. Chairman Gross stated his appreciation of staff's efforts in trying to resolve a regional and local problem as soon as possible with the least amount of impact on businesses. He favored the entire proposal and felt that the owners of 2609 Sepulveda will find a solution to the potential parking problems, such as with Mr. Tomaro, who is going to construct a new building nearby.

Traffic Engineer Zandvliet expressed his lack of knowledge as to whether there will be surplus parking at Mr. Tomaro's building. He advised that the City makes a great effort not to be involved in agreements between private parties.

It was Commissioner Vigon's opinion that, on the weight of testimony from Traffic Engineer Zandvliet and the Police Department, the recommendations merit a trial period and that three months would be adequate review time. He reiterated his preference for a quantitative report at the end of the trial period.

Traffic Engineer Zandvliet offered information on what would be studied during the trial period. Should the recommended measures be approved, he noted a possible delay in implementing them because Caltrans' approval would be necessary. He advised that a recommendation with regard to the City assisting the owners of 2609 Sepulveda Boulevard in locating parking spaces could be included in a recommendation from the Commission, but the Council might decline it.

**MOTION:** Chairman Gross moved to recommend approval of the staff recommendations in their entirety, subject to the traffic measures being implemented on a trial basis, a study being performed after three months, this item being returned for the Commission's re-consideration after the three-month trial period; and the City facilitating ways to locate suitable parking for the business at 2609 Sepulveda Boulevard. The motion was seconded by Commissioner Silverman and passed by a 3-1 majority roll call vote, with Commissioner Adami dissenting and Commissioner Stabile absent:

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

Traffic Engineer Zandvliet advised that the Commission's recommendation will be presented for the Council's consideration at their second meeting in March and that the owners of the affected properties will be re-noticed.

Chairman Gross suggested that the owners of 2609 Sepulveda Boulevard approach the Council with regard to their situation.

F. **COMMISSION ITEMS**

**02/25/10-3 Parking Meter Revenues and Traffic Violation Revenues Report**

Traffic Engineer Zandvliet and Management Analyst Madrid explained why revenue and traffic violations appeared to be down in January.

Commissioner Silverman mentioned the City Council's recent decision to increase on-street parking meter rates and add hours during which the meters must be fed. He noted that owners of businesses in the Downtown area are unhappy about this due to concerns over possibly discouraging customers from patronizing the Downtown area and related his understanding that people are saying enforcement is too heavy.

Chairman Gross noted that two change machines will be added in the Downtown area.

Management Analyst Madrid discussed the Council's decision to increase on-street parking meter rates.

**02/25/10-5 Commissioner Adami Re Crosswalk on Manhattan Beach Boulevard South of Target**

At the request of Commissioner Adami, Management Analyst Madrid shared information about the Capital Improvements Project (CIP) request that was submitted to Public Works regarding his request for a crosswalk on Manhattan Beach Boulevard south of Target. Management Analyst Madrid also mentioned that the CIP which will be presented to the Commission at a future meeting.

G. **STAFF ITEMS**

**025/25/10-6 Management Analyst Madrid Re Encroachment Permit on 2<sup>nd</sup> Street**

Management Analyst Madrid advised that the Commission's recommendation relative to the Encroachment Permit on 2<sup>nd</sup> Street has been appealed by the applicant and will be considered by the Council in the near future.

**02/25/10-7 Management Analyst Madrid Re Status Report on American Martyrs and Pennekamp Schools**

Management Analyst Madrid reported on the status of traffic/safety improvements to be made around American Martyrs and Pennekamp Schools. She advised that staff is scheduled to meet with American Martyrs and the Preschool in the near future to talk about traffic concerns discussed at a previous Parking and Public Improvements Commission meeting.

**02/25/10-8 Management Analyst Madrid Re Commissioner Terms**

Management Analyst Madrid advised that Commissioner Silverman's and Chairman Gross' terms will expire in May and they must re-apply.

Chairman Gross noted that his position as Chairman expires at the end of April. He explained the protocol for serving as Chairman.

H. **ADJOURNMENT**

The meeting was adjourned at 8:45 p.m.



Agenda Item #:

**EXHIBIT**

F

# Staff Report

## City of Manhattan Beach

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

**THROUGH:** Geoff Dolan, City Manager

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

**DATE:** June 16, 2009

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

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### **RECOMMENDATION:**

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

### **FISCAL IMPLICATION:**

No Fiscal Impact.

### **BACKGROUND:**

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

### **DISCUSSION:**

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

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

**PPIC Meeting**

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

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

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

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

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

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

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

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

G:\1 TRAFFIC & ROW DIVISION\TRAFFIC ENGINEER\City Council\CSR-Sepulveda Parking Study 6-16-09 rev1.doc

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

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

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

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

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

**TO:** Parking and Public Improvements Commission

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



**DATE:** April 23, 2009

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

**RECOMMENDATION:**

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

**BACKGROUND:**

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

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

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



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

### **DISCUSSION:**

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

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

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

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

### **Parking Conditions**

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

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

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

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

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

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

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

**Resident Concerns**

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

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

### **Findings:**

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

### **Mitigation of Existing Parking Impacts**

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

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

- A. Oak Avenue between Rosecrans Avenue and 35<sup>th</sup> Street (Hotel employees)
  1. Execute private shared parking agreement for hotel employees at Plaza El Segundo or Manhattan Village.
  2. Post 1-hour parking restrictions along residential frontages during business hours.
  3. Make Oak Avenue one-way northbound and stripe diagonal parking on east side.
  
- B. 30<sup>th</sup> Street east of Oak Avenue (smog check and small businesses)
  1. Post 1-hour parking restrictions on 30<sup>th</sup> Street and Oak Avenue during business hours.
  2. Construct permanent wall across 30<sup>th</sup> Street at current landscape planters.
  3. Negotiate agreements with business to connect and share contiguous parking lots.
  
- C. 19<sup>th</sup> Street east of Cedar Avenue (small businesses fronting 19<sup>th</sup> and bank)
  1. Execute private shared parking agreements between adjacent businesses for employees of impacted businesses such as the pet groomer and hotel.
  2. Post 1-hour parking restrictions along residential frontages during business hours.
  3. Encourage development a new parking structure with additional retail space behind businesses on northeast corner.
  4. Prohibit reserved spaces in private parking lots.
  
- D. 17<sup>th</sup> Street west of Sepulveda Boulevard (tire shop and day care employees), and
- E. Oak Avenue north of Manhattan Beach Boulevard (day care and auto repair employees)
  1. Require off-site parking for non-active vehicle repairs and day-care employees.
  2. Execute private shared parking agreements with Target or between adjacent businesses for employees of impacted businesses.
  3. Post 1-hour parking restrictions along residential frontages during business hours.
  4. Post turn restrictions in and out of commercial driveways along Oak Avenue.
  
- F. 9<sup>th</sup> Street east of Sepulveda Boulevard (Hotel employees), and
- G. 9<sup>th</sup> Street west of Sepulveda Boulevard (small business employees)
  1. Execute private shared parking agreements between adjacent businesses for employees of impacted businesses.
  2. Post 1-hour parking restrictions along residential frontages during business hours.
  3. Prohibit reserved spaces in private parking lots.
  
- H. 2<sup>nd</sup> Street west of Sepulveda Boulevard (111 office building employees) and
- I. 1<sup>st</sup> Street west of Sepulveda Boulevard (111 office building and day care employees)
  1. Post 1-hour parking restrictions along residential frontages during business hours.
  2. Prohibit reserved spaces in office building parking lot.
  3. Review tenant space utilization and parking code compliance in office building.
  4. Require certain employees to park and shuttle from an off-site location.
  
- J. Kuhn Drive between Rhonda Drive and Keats Street (small businesses and Remax bldg.)
  1. Require off-site parking for non-active vehicle repairs.
  2. Execute private shared parking agreements between adjacent businesses for employees of impacted businesses.

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

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

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

L. Other Possible Measures

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

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

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

The anticipated areas with increased parking impacts are:

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

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

**Removal of Parking Near Signalized Intersections**

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

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

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

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

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

#### **CONCLUSION:**

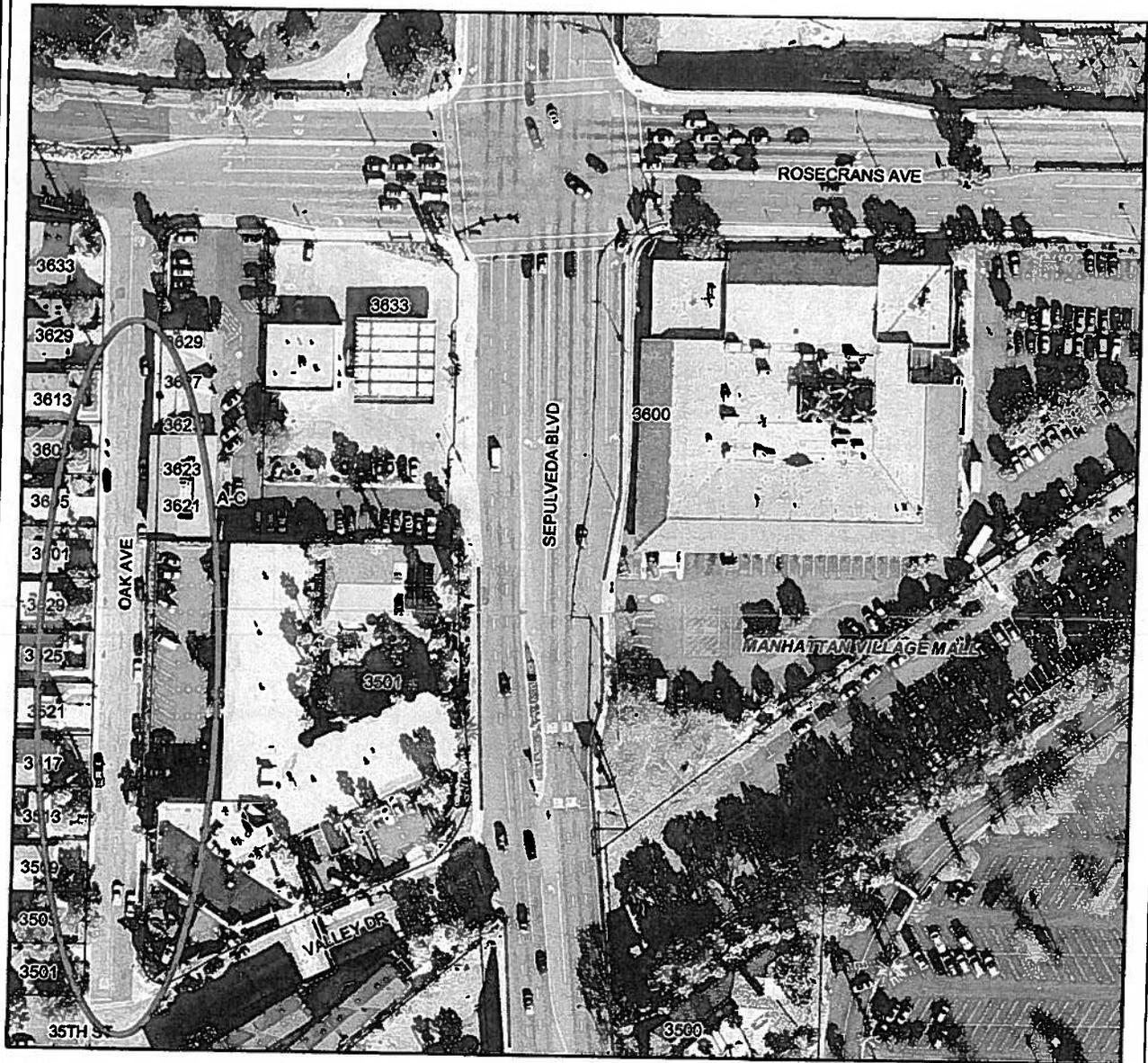
After reviewing the existing and potential impacts, discussing the possible remedies, and hearing from local residents and businesses along the Sepulveda Boulevard corridor, the Commission should discuss which parking mitigation measures should be pursued, and if any additional parking restrictions should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

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

#### **ATTACHMENTS:**

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

# Rosecrans to Valley



**EXHIBIT A**

**Legend**

-  Residential Overflow Parking
-  Driveway on Parallel Street

Scale: 1:1,443

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

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

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



# Valley to 3200 Block



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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0 85 170 ft.



# 3200 to 2800 Block



## Legend

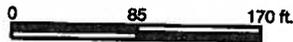
Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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# 2800 Block to Marine



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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0 85 170 ft.



# Marine to 2000 Block



## Legend

Scale: 1:1,443

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

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

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

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# 2000 Block to 18th



## Legend

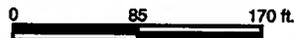
Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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.



# 1700 to 1400 Block



## Legend

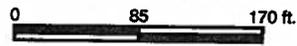
Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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# 14th to MBB



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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0 85 170 ft.



# MBB to 10th



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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0 85 170 ft.



# 10th to 8th



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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0 85 170 ft.



# 8th to 5th



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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0 85 170 ft.



# 5th to 2nd



## Legend

-  Residential Overflow Parking
-  Driveway on Parallel Street

Scale: 1:1,443

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

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

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0 85 170 ft.



# 2nd to Duncan



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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# Duncan to Longfellow



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

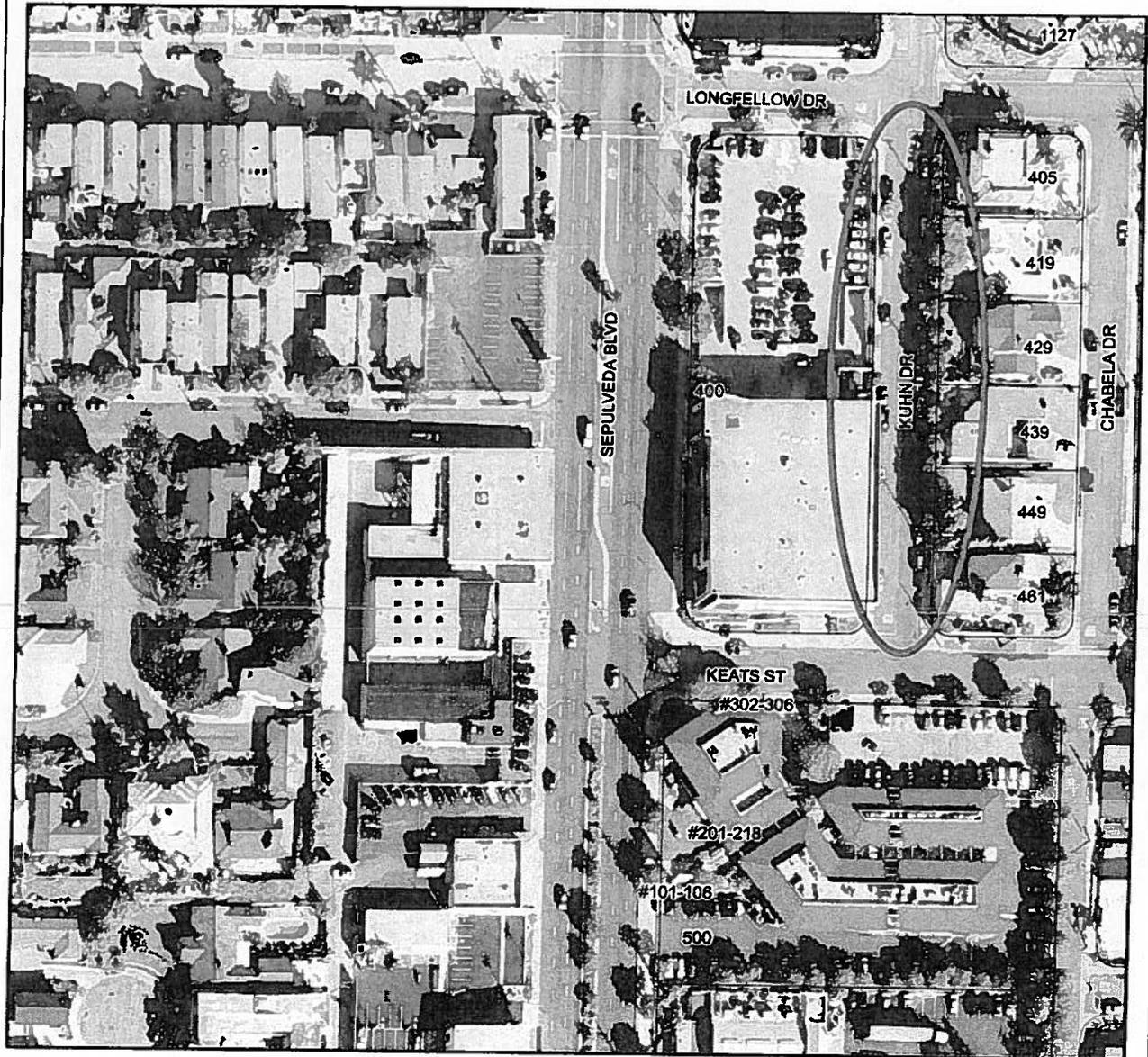
- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.



# Longfellow to Keats



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

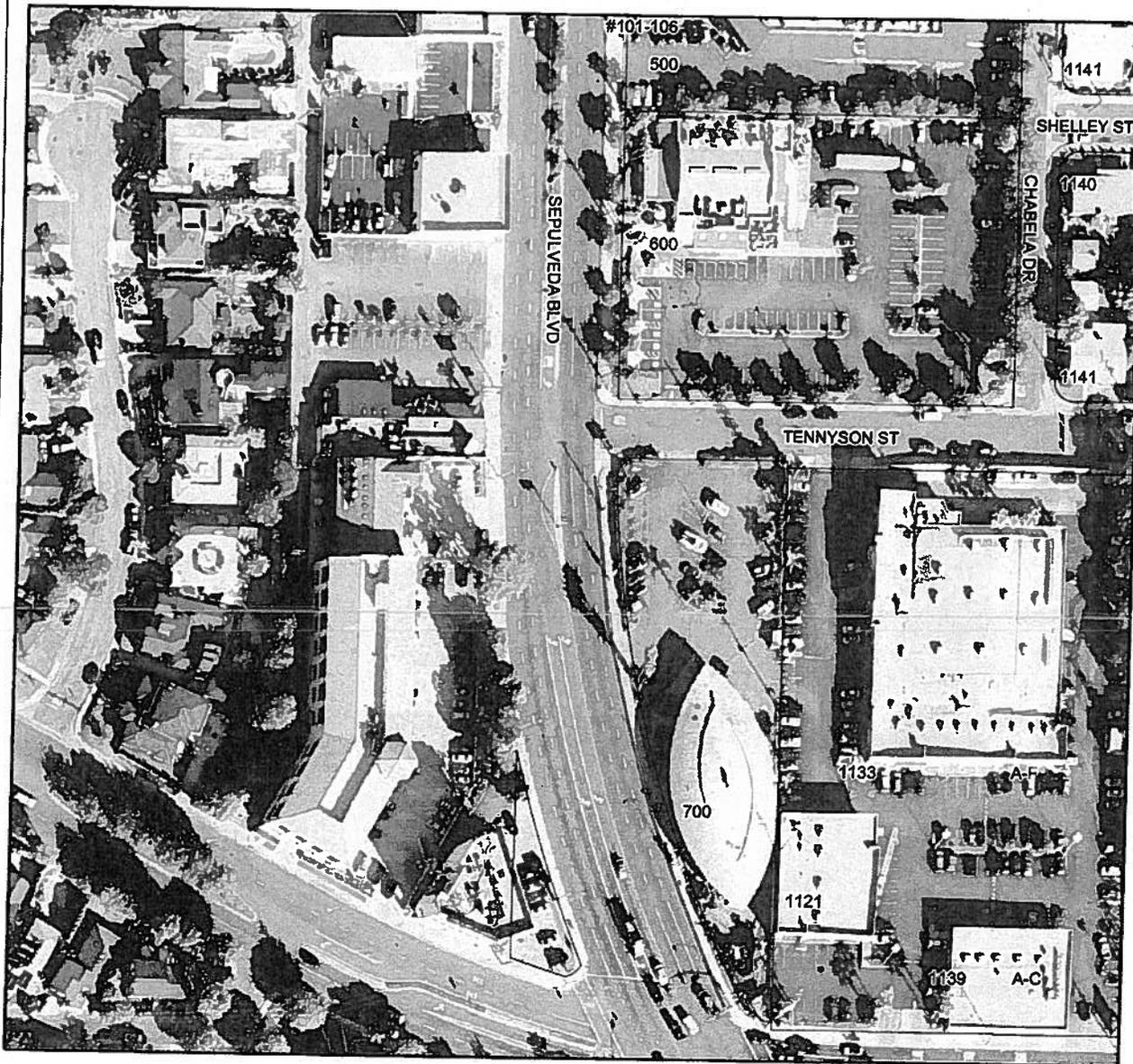
- BEACH
- BLOCK
- DEADEND
-  PARK
-  PIER
- PRIVATE STREET
- SCHOOL
- (cont)

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0 85 170 ft.



# Keats to Artesia



## Legend

Scale: 1:1,443

-  Residential Overflow Parking
-  Driveway on Parallel Street

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

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

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

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

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

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

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

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

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

### **Audience Participation**

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

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

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

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

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

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

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

### **Commission Discussion**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**EXHIBIT**

**C**

**Continue Public Hearing ...**



**SEPULVEDA BOULEVARD CORRIDOR  
PARKING RESTRICTION STUDY**

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

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

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

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

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



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

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

Commissioners and Participants:

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

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

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

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

Sincerely,

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

Donald W. Gantner

# GANTNER PHOTOGRAPHY

2317 SEPULVEDA BLVD.

MANHATTAN BEACH, CA. 90266

(213) 545-8995

August 2, 1985

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

Gentlemen:

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

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

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

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

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

Page 2

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

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

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

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

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Donald W. Gantner". The signature is stylized with a large, sweeping flourish that extends to the right and then loops back down and left.

Donald W. Gantner

**Erik Zandvliet**

---

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

Dear Mr. Lee,

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

Sincerely,

Ana Stevenson  
Management Analyst

City of Manhattan Beach  
1400 Highland Ave  
Manhattan Beach, CA 90266  
Phone: (310) 802-5540  
Fax: (310) 802-5501  
astevenson@citymb.info

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

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

Hi Ana Stevenson,

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

Thanking you in advance,  
Mr. Lee



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

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

>  
>HI Mr. Lee,

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

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

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

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

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

>  
>  
>-----Original Message-----

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

>  
>8/4/2008

>  
>Mr. Ezandvliet, Traffic Engineer

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

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

>  
>Sincerely,  
>William Lee

>[REDACTED]m

Investigate

26 October 2007

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

Dear Lt. Harrod:

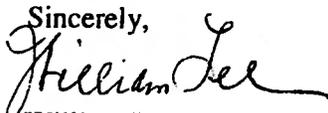
It was a pleasure meeting you at the special meeting on Graffiti held at the Lifeguard headquarters community room on 24 October 2007. I am a resident of MB for 34 years and enjoy living in a safe community and a member of MB Neighborhood Watch.

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

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

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

Your assistance is highly appreciated in light of the above. If you have any further questions please contact me at [REDACTED] or Lillie at [REDACTED].

Sincerely,  
  
William Lee

Cc: Ms Jackie Harris, MB Community Development dept.

**Erik Zandvliet**

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

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

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

Dear Esteban --

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

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

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

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

Kind regards,  
Susie (Oh) Schilling

Susie H. Oh  
Business & Legal Affairs | Sony Pictures Digital Production  
10202 W. Washington Blvd., Astaire 2414 | Culver City, CA 90232  
t: 310.244.8884 f: 310.244.8102  
[REDACTED]

1/14/2009

**Erik Zandvliet**

---

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

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

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

Mr. Danna -

Thank you for your email.

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

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

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

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

Thank you,

Catherine Cobb

[REDACTED]

1/14/2009

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

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

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

**To:** Ana Stevenson

**Subject:** 1208 Oak Avenue

Pursuant to our conversation of this afternoon I have a request on how to improve the parking situation in front of my house. I am in the midst of businesses that have patrons who either park in front of the house or block the driveway during the AM or PM when dropping off/picking up children for the pre-school which is next door. This also involves restaurant patrons at the restaurant at the corner of MB Blvd and Sepulveda as well as adjacent businesses. I am requesting a sign that says something to the effect of no commercial parking. You can also place a handicapped parking space in front of my house since my wife is handicapped. That may alleviate some, but not all of the parking as it is amazing how many people have or utilize handicapped placards without need as many people use other people's placards illegally. Please let me know your thoughts as the current situation is problematic.

2/10/2009

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

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

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

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

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

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

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

**Audience Participation**



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

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

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

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

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

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

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

#### **Commission Discussion**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**G. COMMISSION ITEMS**

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

Received and filed.

**Commissioner Silverman Re Parking Meter Rates**

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

**Commissioner Silverman Re Directional Signage**

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

**A. CALL TO ORDER**

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

**B. ROLL CALL**

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

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

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

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

**D. AUDIENCE PARTICIPATION**

None.

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

**E. GENERAL BUSINESS**

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

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

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

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

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

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

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

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

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

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

### **Audience Participation**

The Following persons spoke on this item:

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

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

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

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

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

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

Commissioner Gross closed public comments at 8:20 pm.

## Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



**SEPULVEDA BOULEVARD CORRIDOR  
PARKING RESTRICTION STUDY**

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

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

**CITY COUNCIL MEETING**

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

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

The staff report will be available at [www.citymb.info](http://www.citymb.info) on Friday, June 12, 2009.

For more information, please call Esteban Danna at (310) 802-5514  
or email at [edanna@citymb.info](mailto:edanna@citymb.info)

**EXHIBIT**

4



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

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

>  
>  
>

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

>  
>  
>

> Thank you again for your interest in the welfare of our City.

> Erik Zandvliet

> City Traffic Engineer

> (310) 802-5540

>  
>  
>

---

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

>  
>  
>

> Dear Mr. DeRogatis,

>  
>  
>

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

>  
>  
>

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

>  
>  
>

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

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

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

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

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

> Sincerely,

> Ana Stevenson

> Management Analyst

> City of Manhattan Beach

> 1400 Highland Ave

> Manhattan Beach, CA 90266

> Phone: (310) 802-5540

> Fax: (310) 802-5501

> astevenson@citymb.info

> From: Richard Thompson

> Sent: Thursday, June 12, 2008 7:58 AM

> To: 'Teresa DeRogatis'

> Cc: Geoff Dolan; Rod Uyeda; Portia P. Cohen

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



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

**GENERAL BUSINESS**

06/16/09-21. Consideration of the Parking and Public Improvements Commission Recommendations to Adopt Parking Policies for Sepulveda Boulevard

Traffic Engineer Erik Zandvliet outlined the Sepulveda Boulevard corridor parking evaluation which included an examination of the balance between regional needs, the preservation of businesses along Sepulveda, parking and the protection of adjacent residential neighborhoods. He offered information on the existing conditions along Sepulveda Boulevard; the areas with the highest parking demand; and the Parking and Public Improvements Commission's recommendations to consider various measures to improve parking conditions on Sepulveda Boulevard. He explained that those include adopting a policy in support of parking restrictions near major intersections along Sepulveda Boulevard.

The Council discussed that some of the traffic problems on Sepulveda Boulevard are due to driver habits; that traffic on south bound Sepulveda Boulevard appears to be worse than northbound; and that the problems should be further analyzed, intersection by intersection, before considering additional restrictions. The Council expressed concern with cut-through traffic on residential streets, particularly Oak Avenue, and that restricting parking on Sepulveda Boulevard may encourage drivers to park behind businesses.

Traffic Engineer Zandvliet stressed that the parking of large vehicles along Sepulveda Boulevard for advertising purposes has a big impact; suggested that parking restrictions at the intersection of Marine Avenue and Manhattan Beach Boulevard should be further examined.

City Attorney Robert Wadden advised that parking on Sepulveda Boulevard can be restricted, but, oversized vehicles cannot be discriminated against.

City Manager Geoff Dolan explained that follow-up studies should be performed prior to the Council's further consideration of this matter and that it would be helpful if the Council would direct staff to look at particular intersections. He verified that the visibility problems at Marine Avenue/south bound Sepulveda Boulevard and Manhattan Beach Boulevard/south bound Sepulveda Boulevard will be forwarded to the Parking and Public Improvements Commission for further evaluation. He also stated that staff will work with Traffic Engineer Zandvliet to fit the study into his schedule within the current budget and that striping on Sepulveda Boulevard close to Manhattan Beach Boulevard would be evaluated.

**The following individuals spoke on this item:**

- **Bill (Last Name Not Given), 1100 Block of Oak**
- **Esther Besbris, 2<sup>nd</sup> Street**
- **Karol Wahlberg, No Address Provided**
- **Jacque May, Downtown Manhattan Beach**
- **Lisa Komick, No Address Provided**
- **Kathleen Paralusz, No Address Provided**

With regard to addressing parking through the annual review of Conditional Use Permits (CUPs), City Attorney Wadden provided information about the difficulty of amending CUPs.

Traffic Engineer Zandvliet explained that the City could aggressively pursue the idea of requiring employees to park in business lots.

City Manager Dolan affirmed that a broader look at Oak Avenue could be taken. He related staff's intent to provide the Council with time frames associated with the Sepulveda Boulevard Corridor Study, costs, etc.

CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT



**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Esteban Danna, Assistant Planner

**BY:** Erik Zandvliet, Traffic Engineer

**DATE:** February 26, 2009

**SUBJECT: Sepulveda Boulevard Corridor Parking Study  
Initial Findings and Public Workshop**

**RECOMMENDATION:**

Staff recommends that the Commission review the initial findings of the parking study along the Sepulveda Boulevard business corridor, hear public testimony and provide direction to staff for further analysis and preparation of recommended parking and traffic measures.

**BACKGROUND:**

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

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

Staff has researched the current parking conditions, made numerous observations along the corridor and compiled a list of findings for the Commission to consider. This meeting is intended to be a public forum to present these findings and to hear both resident and business concerns and suggestions. At the Commission's direction, staff will conduct additional analysis and/or explore possible measures that can be implemented to manage current and future parking conditions along Sepulveda Boulevard. The Commission should discuss the potential effects of removing street parking along Sepulveda Boulevard on a full-time basis, and make appropriate recommendations to the City Council for their consideration.

## **DISCUSSION:**

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

Street parking is generally allowed on both sides of the street, except during peak periods, when the parking lane becomes the third travel lane in each direction. Parking is restricted in the northbound direction between 5:30-9:30am Monday through Friday (except holidays), and restricted in the southbound direction between 4-7pm Monday through Friday (except holidays). Street parking is prohibited along certain street segments at all times, including street frontages along Manhattan Village, Target, and near major intersections.

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

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

## **Parking Conditions**

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

1. 2121 to 2417 (west side) small businesses with small lots
2. 1701 to 1731 (west side) small businesses and auto repair
3. 1145 to 1301 (west side) small businesses and auto repair
4. 111 N (west side) office building with underground parking
5. 225 to 317 S (west side) office Building with Sketchers
6. 120 to 240 S (east side) small businesses and auto repair

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

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

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

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

### **Resident Concerns**

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

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

## **Findings:**

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

## **Next Steps**

After hearing from local residents and businesses along the Sepulveda Boulevard corridor, the Commission should discuss which issues and areas should be analyzed further. Staff can conduct specific studies in areas with the highest potential for on-street and off-street parking impacts. A list of initial recommendations will be presented at an upcoming PPIC meeting to

address current overflow parking issues, as well as mitigate potential future impacts if parking is ultimately removed from Sepulveda Boulevard permanently. Those recommendations that are made by the PPIC will be forwarded to the City Council for implementation.

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

**ATTACHMENTS:**

- A – Sepulveda Boulevard Corridor Aerial Views
- B – Meeting Notice for 2/26/09 PPIC meeting
- C – Notification Area Maps
- D – Resident Correspondence and E-mails

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# EXHIBIT I

NOTICES MAILED APRIL 6, 2010

**CITY COUNCIL MEETING  
SEPULVEDA BOULEVARD CORRIDOR  
PARKING EVALUATION**



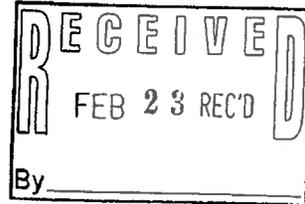
The Parking and Public Improvements Commission (PPIC) recommendation for the City Council 2008-09 Work Plan item regarding Sepulveda Boulevard parking, including "No Parking Anytime" restrictions near Marine Avenue and Manhattan Beach Boulevard, will be considered as follows:

**CITY COUNCIL MEETING**

**WHEN:** April 20, 2010 at 6:30 pm

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

The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on April 16, 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).



2601 Pine Ave.  
Manhattan Beach CA 90266  
February 22, 2010



Parking and Public Improvements Commission  
Sepulveda Boulevard Corridor Parking Restriction Study

Commissioners and Participants:

As the owner of the property at 2317 Sepulveda Boulevard, I strongly object to the Staff recommendation for 24 hour restricted parking on the west side south of Marine. I had hoped that your April actions had put to rest additional Sepulveda tinkering for at least several years.

It should go without saying that these changes would reduce the value of my property. The parcel has no off-street parking and no prospect of acquiring any.

What is not clear is the benefit these changes would afford to others. If there is a bottleneck in the half block south of Marine (debatable), this change would merely push the bottleneck a half a block south. Furthermore, this additional lane would encourage more marginal merges with the higher speed main lanes.

For the above reasons, I urge you to maintain the status-quo, continuing the 3 to 7 restrictions applied to the rest of Sepulveda.

Thank you.

Sincerely,

A handwritten signature in black ink that reads "W. W. Gantner".

Donald W. Gantner