

TO:

Honorable Mayor and Members of the City Council

THROUGH:

David N. Carmany, City Manager

FROM:

Richard Thompson, Director of Community Development
Nhung Madrid, Management Analyst
Erik Zandvliet, T.E., City Traffic Engineer

SUBJECT:

Discussion of Beach Area Street Parking Policies.

DISCUSS AND PROVIDE DIRECTION

RECOMMENDATION:

Staff recommends that the City Council consider comments from the public and provide direction to Staff.

FISCAL IMPLICATIONS:

None.

BACKGROUND:

On March 6, 2013, the City Council considered an appeal of a Parking and Public Improvements Commission decision to deny the request to remove a street parking space at 217 4th Place. The Commission based their decision on Staff's evaluation that the space met the guidelines as a valid parking space. After hearing public testimony and arguments from the appellants, the City Council voted to remove the parking space. At the March 19, 2013 City Council meeting, the City Council directed staff to provide a report on the administrative process to request or remove public parking spaces.

On May 21, 2013, the City Council received a staff report that explained the administrative process used when citizens request the installation or removal of an on-street public parking space. See Attachment 1. Pursuant to the discussion on this item, the City Council directed staff to review and provide additional information regarding street parking practices in the beach areas.

Beach parking was considered by the Traffic Engineer at the time he evaluated the public parking space adjacent to 217 4th Place, and is always considered when evaluating public parking spaces.

DISCUSSION:

Public roadways are open for public use and the needs of all users must be considered on an equal basis, including those wishing to utilize public parking spaces. Public on-

street parking is very limited within the City, especially in the Coastal Zone. It is the City's policy as well as the Local Coastal Program policy that staff makes every effort to retain existing public on-street parking spaces.

Types of Parking in Beach Area

There are generally four types of parking provided on public streets in the beach areas:

1. Public Parking - Public parking is a compact (15'-18' long) or standard (18' long) space located completely within the roadway and is available for any user. Full size public spaces are typically not marked with parking tees outside the downtown area.
2. Parking in Front or Opposite Garages or Driveways - This means that vehicles can park between garages as long as another garage is not directly opposite the street space. Also, vehicles owned by the property owner can park across or opposite their OWN garage only on the posted side of the street.
3. Parking Off-Pavement - Parking is generally allowed outside the paved portion of the street, either in front of their own garage/driveway or on a parking pad. Those parking pads that are completely within the public right-of-way may be used by the public; however, any parking pad partly on private property can only be used by the resident.
4. Partial Public/Private Space - Vehicles owned by a resident may be parked partially in a driveway and hang out into the street, as long as parking is allowed on that side of the roadway. Such vehicles are not allowed to block a sidewalk, if any. This is common along Manhattan Avenue between 1st Street and 10th Street, and in North Manhattan Beach. This can be problematic if the vehicle extends far into the street. This issue has been addressed with parking edge lines on 44th Street and a portion of Ocean Drive.

See Attachments 2 and 3

Current Practice

The City's current practice is to follow these basic guidelines when establishing or removing street parking, subject to traffic safety considerations:

1. The number of public parking spaces should be maintained and increased wherever possible for the benefit of the general public.
2. Due to the unique traffic conditions of every street, street parking modifications shall be considered on a case-by-case basis.
3. Only current parking and traffic conditions should be considered in the evaluation of public parking spaces.
4. Streets in the Sand and Dune sections of the City should maintain a minimum 10' wide travel lane without obstructions.
5. A minimum 24' back-up distance should be provided at private driveways.
6. When parking restrictions are posted, they should be posted in a similar manner to maintain consistency with driver expectation, unless justified otherwise.
7. Parking may be prohibited to provide greater sight distance or necessary turning radius at intersections at the discretion of the Traffic Engineer.
8. Parking should not block access to a private walkway in areas where the street parking directly abuts the property line.

9. Parking restrictions may be considered if parking is a factor in a recurring collision history.
10. Illegal or improper parking activity shall not be a factor in considering parking restrictions.
11. Parking restrictions on one or both sides of a street block may be considered pursuant to a petition of the majority of residents along the affected street section.
12. General traffic safety shall not be compromised for parking convenience.

It should be noted that every request to change the existing parking is evaluated by the City's Traffic Engineer and is considered on a case-by-case basis. The Traffic Engineer bases his evaluation on his professional engineering judgment, current state/federal standards, and past experience along with the above City practices. Changes to adjacent land uses are often opportunities to increase or modify street parking conditions.

The current practice also discourages the use of red curb or red stripes in locations where signs or the vehicle code clearly prohibit parking in certain areas. For example, parking in front of a driveway is prohibited by the vehicle code unless that vehicle is owned by the resident, so red curb is typically not placed next to a driveway to prevent vehicles from encroaching into the driveway. Similarly, red curb/stripes are not painted along streets posted for "NO PARKING THIS SIDE". Both examples are enforceable without red curbs/stripes. However, it is acknowledged that there are many red curbs/stripes that have been painted in the past that do not conform to the current practice.

Existing Conditions

Most but not all of the east-west streets between 1st Street and 45th Street wider than 18 feet have parking prohibitions on the south side and "NO PARKING IN FRONT OR OPPOSITE GARAGES OR DRIVEWAYS" restrictions on the north side. There are some segments where this condition is reversed to increase the parking supply. These parking restrictions are typically enforced on a complaint basis. Anyone parking on the same side as a "NO PARKING ANYTIME" restriction is subject to a citation. In this way, at least one travel lane is guaranteed on all streets.

Historically, the "NO PARKING IN FRONT OR OPPOSITE GARAGES OR DRIVEWAYS" restriction allows some residents the chance to park on the street where non-residents may not be allowed. This opportunity only exists for residents who can legally park a vehicle on the side with this restriction, not on the side with a "NO PARKING THIS SIDE" prohibition. It also means that residents can park partially across their own garage or driveway and partially in a public parking space if necessary.

Ocean Drive (25' wide) is posted with "NO PARKING ANYTIME" restrictions on the west side and "NO PARKING IN FRONT OR OPPOSITE GARAGES OR DRIVEWAYS" on the east side. In addition, there is red curb adjacent to some walk streets where restricted view at a crosswalk make it necessary to prohibit parking.

Bayview Drive (14' wide), Crest Drive (14'-20' wide) and Vista Street (14' wide) are posted with "NO PARKING THIS STREET" restrictions. Parking on Manhattan Avenue between Rosecrans Avenue and Marine Avenue is allowed on the east side only, while the segment between 15th Street and Homer Street has parking on both sides. Parking on Highland Avenue is allowed on both sides. Few streets have curbs to help define public parking, except Highland Avenue and Manhattan Avenue. As a result, there is often some combination of public and private parking area being occupied by vehicles.

There are several spaces scattered throughout the beach area that are compact size (15' to 18') and are marked with "COMPACT" stencils and/or parking tees to designate the maximum allowable size. It is the City's practice to mark all compact spaces to define the parking limits.

At corners, special consideration is made for vehicles exiting or entering a street segment. Typically, parking is restricted only to the extent that turns can be safely made into or out of the single travel lane. Also, sight distance on wider streets is important, so parking may be prohibited to improve driver sight distance before entering the cross-street. Of course, red curb is painted throughout the beach area at locations where parking would pose a safety issue as determined by the City Traffic Engineer.

Enforcement

Enforcement of parking restrictions and laws is handled by parking enforcement officers during normal working hours proactively on a random basis. When parking enforcement officers are not working, enforcement is handled by patrol and traffic officers on a complaint basis subject to priority emergency calls. In addition, parking restrictions that allow residents to park in front or opposite their garages is solely handled in response to resident calls. Any calls related to vehicles blocking the street are handled immediately.

Any non-resident vehicle parked partially in front of opposite of garages or driveways is subject to citation. Also, any vehicle parked partially on the roadway on the side prohibiting any parking is subject to a citation.

Sometimes, the enforcement of public parking spaces can be difficult, due to the physical variations of the street, unclear signs and markings, or inability to determine the width of the street right-of-way. This is particularly true along Ocean Drive and at parking pad locations.

CONCLUSION:

The current practices used to maintain street parking provide flexibility to match the needs of the neighborhood with the desire to maximize public parking. There are few opportunities to add public parking due to the density of residential properties in the beach area. Changing current practices may have the unintended consequence of reducing local parking supply in certain areas, but more analysis would be required to determine the overall effect in the beach area.

In conclusion, Staff recommends that the City Council consider comments from the public and provide direction to Staff.

Attachments:

1. May 21, 2013 City Council Staff Report for Administrative Process for On-Street Public Parking Spaces
2. Beach Area Parking Types
3. Example Photos of Beach Parking Types
4. May 9, 2013 Letter and Attachments from Francey Marzicola
5. May 9, 2013 Letter from Richard Lesser
6. July 9, 2013 Letter and Attachments from Peter Goodwin & Mary Anderson
7. July 15, 2013 Letter to Mary Anderson and Peter Goodwin from City Attorney
8. Mailed Public Meeting Notice