

ATTACHMENT 4

**Valley Drive
Neighborhood Traffic Management
Study
Initial Recommendations**

Correspondence Received

After

February 23, 2017 PPIC Meeting
Agenda Posting

ERIK.

JUST A FEW COMMENTS. I THINK THAT CONVERTING 4TH STREET TO A WALK ST. IS GREAT FOR THOSE RESIDENTS. BUT WILL INCREASE TRAFFIC ON OTHER LOCATIONS, 6TH PLACE FOR EXAMPLE.

WHY WOULD THE CITY TAKE AWAY WHAT LITTLE PARKING THERE IS #8

POSTED SIGNS ARE INEFFECTIVE AS THE PAINTED ONES

TRAFFIC ENFORCEMENT IS HARD, NO PLACE TO HIDE. WHY IS THERE ONLY ONE OPTION FOR 6TH

LASTLY ONLY ONE SUGGESTION FOR 6TH PLACE, I WOULD LIKE TO SEE A ONEWAY FULL OR PART TIME.

QUESTION: WHY WAS THE PARKING PLACE AT THE END OF INGLE SIDE TAKEN AWAY NORTHERN

REGARDS

JAN SCHULTZ

Erik Zandvliet

From: alan waxman <alanwaxman@gmail.com>
Sent: Monday, February 27, 2017 10:52 PM
To: Erik Zandvliet
Subject: Preserve our Parking

I am Opposed to making the 500 block of 4th st a walk street. This would reduce available parking in the area by approximately 20 spaces.

Traffic flow in the area has adjusted over 25 years and is NOT broke. Please don't try to fix it to please a few home owners at the expense of most homes in the area.

Thanks

Alan Waxman 433 3rd st 90266

Erik Zandvliet

From: David Rodriguez <davidprodriguez@hotmail.com>
Sent: Tuesday, February 14, 2017 2:34 PM
To: Erik Zandvliet
Subject: Survey on 4th Street and Manhattan Beach: New Request # 92681 [3164646362313931]

Mr Zandvliet

I recent received and I replied to a survey on 'traffic calming'. While I agree that traffic and traffic safety in our neighborhood are goals we should work to improve, and much of what makes our area special is born from 'walk streets', I think presenting making 4th street a walk street as part of a general traffic and safety survey and using public funds to create a walk street are inconsistent with traffic safety and the proper use of public funds.

Making a new walk street benefits a select few at a cost of the majority – it will increase traffic on other streets and the alleys, will increase parking pressure and, presumably, and if funded by the city indirectly costing us all in terms of taxes or other public projects that would benefit us. If the neighborhood approves, the residents of 4th street should fund it themselves – they benefit directly on their investment and the neighborhood gets a little more 'walk street' magic albeit at a cost in terms of traffic and parking.

I do agree with many other ideas presented on the survey. Based on cost and impact to 'traffic calming', here are what I believe most would agree would be the best bang for the buck and a good place to start:

1. Post and enforce speed signs on Ingleside. This is a pathway to Robinson with quite a bit of people driving comparatively quickly on. I believe this would not only increase safety, but also help manage city liability as it is currently not posted. Given that less than 10 signs would be required and many of the poles already exist, this would be the biggest 'bang for the buck'.
2. Post and enforce speed signs on the alleys south of MB Blvd. Again, I believe this would not only increase safety, but also help manage city liability as it is currently not posted.
3. Review and assess the Ingleside sidewalk based on impact to existing construction with options for each side of the street and present this to the neighbors as an option for either side of the street or not at all.

Since item #1 is inexpensive, has great impact and is a pending liability, I have separately created a request (Manhattan Beach: New Request # 92681 [3164646362313931]. I hope this can be implemented regardless of the outcome of 4th street. Please advise on next steps on this matter. Thank you for your attention to this.

Regards,

Dave

DavidPRodriguez@Hotmail.com

Mobile: 310.600.2289

LinkedIn: www.linkedin.com/in/davidprodriguez

I think the biggest traffic issue in the neighborhood that needs to be addressed is traffic safety on Ingleside and in the alleys followed by parking. I also believe that creating a walk street on 4th greatly benefits a few to

the detriment of the rest of the neighborhood; thus I find the proposal to create a walk street on 4th to be counter to the interests of the majority of the neighborhood.

Here is what I would do, ranking by cost to implement and impact:

1. Post and enforce speed signs on Ingleside. This is a pathway to Robinson with quite a bit of people driving comparatively quickly on. I believe this would not only increase safety, but also help manage city liability as it is currently not posted. Given that less than 10 signs would be required and many of the poles already exist, this would be a good 'bang for the buck'.
2. Post and enforce speed signs on the alleys south of MB Blvd. Again, i believe this would not only increase safety, but also help manage city liability as it is currently not posted.
4. Consider a side walk on the east side of Ingleside. Given current sidewalk status and current construction, this would seem like a an approach to balance safety with impact on current neighbors.

Here is the rationale for my survey response:

1. Not in Favor. This makes traffic and parking worse for the majority.
2. No Opinion. Not sure how this helps.
3. No Opinion. Not sure how this helps.
4. No Opinion. Not sure how this helps.
5. Not in favor, would support a side walk on the east side of Ingleside as given current sidewalk status and current/encumbent construction, this would seem like a an approach to balance safety with impact on current neighbors.
6. In Favor. This would be a great idea to increase safety on the 6th street alley.
7. In Favor. This would increase safety on the 6th street alley, though implementation maybe tricky given the space limitations.
8. In Favor. This would be a great idea to increase safety for the neighborhood. (I see too many over caffeinated soccer moms late for drop off an rushing to pilates on the mobile phones not paying attention..ok, I had to say it...)
10. In Favor. This would be a great idea to increase safety for the neighborhood.
11. In Favor. This would be a great idea to increase safety for the neighborhood.

One final thought: For making 4th street a walk street, where is the funding coming from? If this does pass, I have a problem with funding this for the betterment of a few and the detriment of the whole. Why would i foot the bill to increase their property values 10-20%?



Cindy Kohlmler

541 2nd Street, Manhattan Beach CA 90266

February 25, 2017

Erik Zandliet, City Traffic Engineer
Parking and Public Improvements Commission
Neighbors on the 500 Block of 4th Street

Dear Neighbors,

At the 23 February 2017 Thursday's Commission meeting, I appreciated hearing the results of the neighborhood survey and the recommendations of the City Traffic Engineer, as well as having the opportunity to speak and hear my neighbors speak during the public comment period. I also appreciated the thoughtful consideration the Commission gave to each of the 3 neighborhood petitions and the City Traffic Engineer's recommendations.

I support the Commission's recommendation to temporarily convert the 500 block of 4th Street into a one-way street and look forward "participating" as a near-by resident and to the results. I think this change will definitely calm the traffic on this block. I personally believe converting to one-way east bound would have an even greater positive effect and realize this change would move the parking to the other side of the block, something not all residents may agree to.

I also support the Commission's action to not support the petition to turn the 500 block of 4th Street into a walk street.

Everyone would like to live on a walk street. Yes, there are inconveniences. And living on a walk street is a net positive. In no particular order, walk streets increase property value, offer a gathering place for neighbors, increase the sense of community, provide a safe playground for children, create an open space free from cars in front of homes, etc. - for the residents who live on the walk street. I would like to emphasize the phrase "for the residents who live on the walk street."

Neighbors on surrounding streets reap some of these benefits, as well. And neighbors on surrounding streets also experience the negative impact of living near and not on a walk street. The 500 block of 4th Street is one striking example. This block is filled with cars at all times largely because it is adjacent to two walk streets. Even if every household on 4th Street parked their cars in their garages, the street would still be full. And if this block were

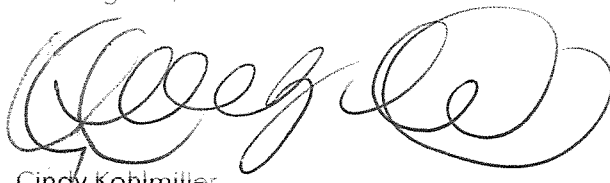
turned into a walk street, those cars would move to further fill the already crowded 400 & 500 blocks of 3rd Street, 2nd Street, and 1st Street.

I have no doubt that the mother who initiated the 4th Street petition after witnessing two accidents in front of her home began her campaign to address safety concerns. I also have no doubt that other 4th Street residents have their own reasons for wanting to live on a walk street and they are not all about safety.

I appreciate the Commission's recommendation to implement additional safety measures in our neighborhood in the form of stop signs and speed limit signs and traffic enforcement. I encourage the City Traffic Engineer and Commission to more fully consider additional measures such as sidewalks, long-term parking restrictions, increasing site lines at corners, reduced speed limit on Valley, stairs and crosswalks to the green belt, etc.

When our neighborhood was designed families were smaller. Most families / households had one car. The original houses were primarily summer cottages less than 1000 square feet with detached garages and yards. Many homeowners only visited on the weekends or holidays. Photos from the 60's and 70's show that not every lot had a house on it. What is now the green belt was a train track. The composition of our neighborhood has changed dramatically since the times referenced by residents in Jan Dennis' book on Manhattan Beach. I invite us all to come together to identify contemporary solutions to our neighborhood's challenges.

Kind regards,



Cindy Kohimilier

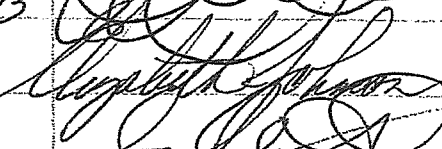
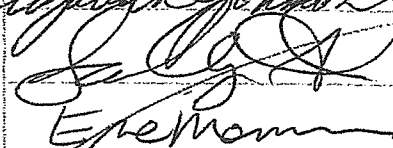
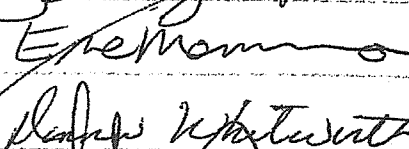
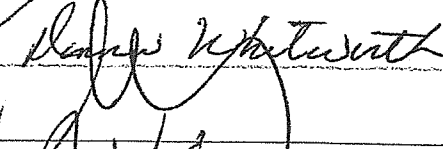
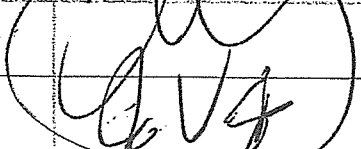
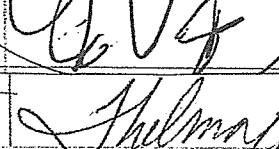
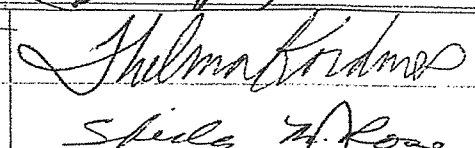
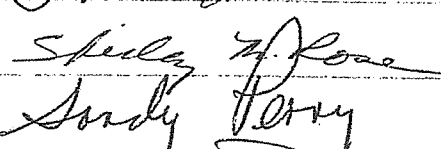
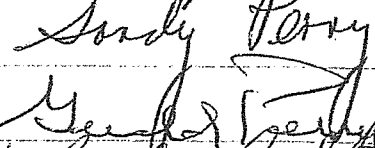
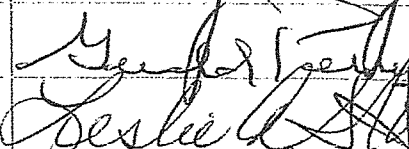
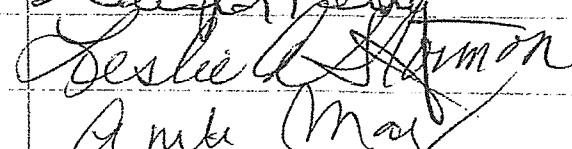
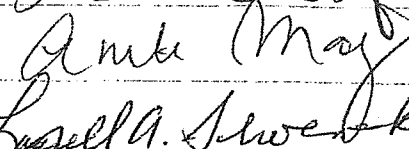
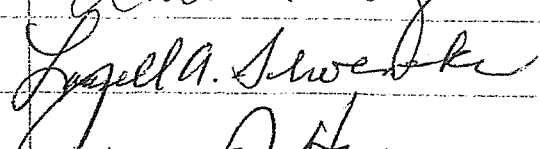
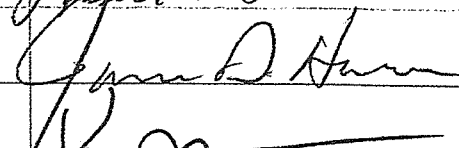
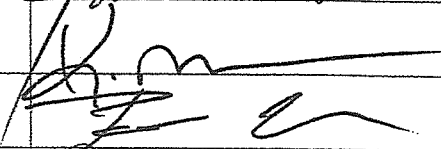
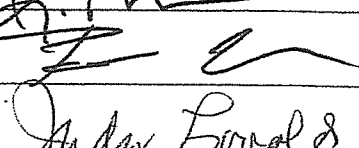
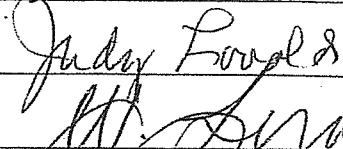
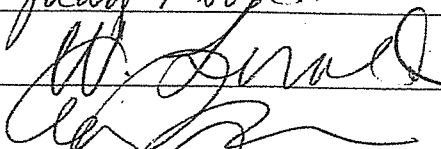
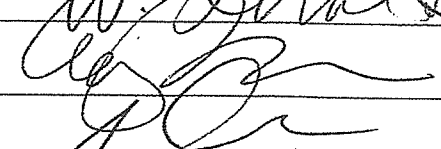
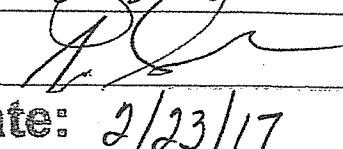
SUBMITTED BY PEGGY NISEN
2/23/17

Petition To: Prohibit 500 Block of 4th Street Conversion to a Walk Street

Printed Name

Address

Signature

Cindy Kohl Miller	541 2nd Street, MB	
ELIZABETH JOHANSON	500 2nd Street MB	
Sally Alder	510 2nd St MB	
Eve Memmo	536 2nd St, MB	
Hanna Whitworth	512 2nd St. M.B	
MILAN SMITH	509 2nd N MB	
Roger VanRaman	509 3rd St.	
Thelma Kordones	337 5th St	
SHIRLEY ROSE	332-5th St.	
SANDY PERRY	336 5th St	
Gerald E Perry	336 5th St	
Leslie Stormon	341 5th	
ANITA MAY	340 5th St.	
LAURELL SCHWENKER	337 5th St.	
JAMES D. HORNER	341-5th St.	
Karla Mendelson	408 5th St.	
FAT MENDELSON	408 5th St.	
Judy Lovold	412 5th St.	
William Lovold	412-5th St.	
ANN BARBER	409 5th St.	
Don Swidler	409 5th	

Date: 2/23/17

My name is Ruth Wallin at 533 3rd St. and I am 89 yrs of age and do not like to talk in public so I am writing these suggestions. We bought our beach cottage in 1957 and never had any problem until now.

1. I am following up on last night's Planning meeting at the City Hall. I am very glad for converting the 500 block of 4th St. into a walk street was eliminated and am supportive of the one-way trial on the 500 block of 4th St. I didn't feel comfortable speaking last night but would like to share my thoughts based on the comments made by 4th St. residents.

2. Nothing was said about using their garages to park their cars and storing their belongings in a storage bin they have to pay for somewhere as my son does so he can park their 2 cars in their garage. An alley neighbor told me that all 4th St. would park their cars in their garages if necessary—HA HA. Could we possibly have them do this?

3. On 3rd street the kids used to play in the street all the time after school and on week-ends but now they play in the alley – 3rd Place.

4. They mentioned that it was not safe for their children to play in the street but they do not want a sidewalk as it would take some of their front yard away. Can't have it both ways.

5. On about every 5th week on a Wednesday I have bridge for 4-6 people (from 10-4 or 12-4) who are my age and older and they cannot walk very far. I have put two chairs with signs on them "reserved" but a neighbor was having a party at her house one time and came and told me I could not do that as it is a public street. I have tried to get street cleaning but the majority have more than 1 car and they use their garage for storage and also 4th St. comes at night and park their cars on our street all day Wednesday as they have "no parking on their street" because they do have street cleaning signs for Wednesday. As you can see by the attached how cars were parked with their licence numbers. I know you can find out whether they are people who live on 4th St. or 3rd Street. I am sure most of the cars parked on 3rd St. are people from 4th St.

6. I have a friend on Manhattan Ave. in Hermosa. You can only park their for a limited time but she has been given a sign for her company to put in their car window allowing them to park n front of her house. Perhaps we can have something like that?

Thank you.

Cars parked on 4th St, 3rd Alley, 3rd St, & Valley between 4th St and 3rd St

on 12-21-2016, 12:30 -1:20. I don't know who belongs to these cars but I am sure you could check and you would probably find out that most belong to 4th St.

Ingleside between 3rd St & 4th St

6JJJ161 Camry

5ZYT558 Saturn

4th St, north side (no parking on south side at any time)

7MUP788

6LVP260 Ford

No license Pilot

6SAG850 Saturn

5FPF753 Lexus

7G75532 Toyota Tundra

6HRK602

6ESN209 Toyota

7MYC050 Black CX-5

4WQY168 Toyota

4MNF659 Chevy Suburban

7AQM741 Land Rover

1VDU542 Land Cruiser

5VYJ694 Nissan

3PDDLRS Ford

Valley between 4th St & 3rd Alley

5UNE921 Toyota

7DQB337 Tahoe

3rd Alley - 3rd St on Valley

6SKT298 Buick

92328VI Black

4AFP570 Volkswagen (Marks)

3rd Alley

7RYC116

7ATY461

10-26-16 This is sweeping day but was agreed several years ago we didn't want it, sorry to say. These are the cars parked on 3rd Street at 11:20 am

North side:

G11EGX Honda

6XYG114 Toyota

6TTL204 Gerade's children's Ford (They are in college Eastern US)

7LBD298 Lexus

8WON1421 Chevrolet

7AUD220 Prius

7MMV794 Fiat

5LTP943 Ford

5HUX498 Jeep

7PDT111 Scion
7KTS763 Lexus
No license Mercedes Benz
No license Audi
6NYX320 Kia

South Side – Has 5 driveways so limited parking compared to North side:

7FKR772 Yukon
6RLK116 Escape
5GUM214 BMW
5SCX (or SLX)402 Lexus
6RCL319 Ford
7EYB766 Honda
4JJM351 Chrysler
7HLB806 BMW
4YRX765 BMW
4AWK779 Volvo

Erik Zandvliet

From: Jannet Gregory <jannetgregory@aol.com>
Sent: Tuesday, February 28, 2017 12:32 AM
To: Erik Zandvliet
Subject: Traffic Calming on Crest Drive

Let's make Crest Drive (Ocean and Bayview, also) a safe and friendly place for Pedestrians by eliminating public usage of the alley.

An easy and cost effective way to do this is to make all of the intersections into traffic circles, slowing down all traffic and minimizing usage to local and the pedestrian community.

I like the idea of making the east end of 4th Street into a walk street.

Also, what ever happened to the policy of no parking in the alley.

It really seems to have gotten out of hand over the years. Don't folks know that garages are made for cars?



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

In Favor
Not in Favor

POSSIBLE TRAFFIC CALMING MEASURES

Please check one box for each measure or option:

- | | | |
|-------------------------------------|-------------------------------------|---|
| ☐ | ☒ | 1. Convert 4 th Street between Ingleside Drive and Valley Drive into a walkstreet. |
| ☒ | ☐ | 2. Restrict traffic on 4 th Street between Ingleside Drive and Valley Drive to one-way in the westbound direction with parking on the north side of the street. |
| ☐ | ☒ | 3. Restrict traffic on 4 th Street between Ingleside Drive and Valley Drive to one-way in the eastbound direction with parking on the south side of the street. |
| ☐ | ☒ | 4. Construct a sidewalk on 4 th Street between Ingleside Drive and Valley Drive. (requires removal of some private encroachments) |
| ☐ | ☒ | 5. Construct a sidewalk on the west side of Ingleside Drive between 1 st Street and 7 th Street. (requires removal of private encroachments and 3 parking pads) |
| ☒ | ☐ | 6. Prohibit westbound traffic on 6 th Place across Valley Drive into the neighborhood to reduce volume. (Allow westbound to southbound left turns.) |
| ☒ | ☐ | 7. Install a stop sign on Ingleside Drive at 6 th Place in the northbound direction. |
| ☐ | ☒ | 8. Prohibit parking on both sides of 1 st , 2 nd , 3 rd , 4 th , 5 th and 6 th Place alleys at all times. |
| ☒ | ☐ | 9. Provide targeted speed enforcement in the neighborhood. |
| ☒ | ☐ | 10. Post 15 MPH speed limit signs on Ingleside Drive. |
| ☒ | ☐ | 11. Post 15 MPH speed limit signs on 6 th Place at Ingleside Drive (both directions). |

NAME:
(Optional and Confidential)

ADDRESS:
(Required)

PHONE:
(Optional and Confidential)

E-MAIL:
(Optional and Confidential)

Tom Mulholland
P.O. Box 3435 (I own 5324th St)
310-545-4176
Tom.Mulholland

NOTE: You may submit additional comments on a separate paper.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

In Favor
Not in Favor

POSSIBLE TRAFFIC CALMING MEASURES

Please check one box for each measure or option:

- | In Favor | Not in Favor | |
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| ☒ | ☐ | 11. Post 15 MPH speed limit signs on 6 th Place at Ingleside Drive (both directions). |

NAME:

(Optional and Confidential)

ADDRESS:

(Required)

PHONE:

(Optional and Confidential)

E-MAIL:

(Optional and Confidential)

332 6th St

NOTE: You may submit additional comments on a separate paper.

PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION

Valley Drive
Neighborhood Traffic Management
Study
Initial Recommendations

Correspondence Received
After Agenda Posting

Erik Zandvliet

From: Gary McAulay <gary.mcaulay@gmail.com>
Sent: Thursday, February 23, 2017 12:21 PM
To: List - PPIC
Subject: 500 block of 4th Street

Dear PPIC

Because we continue to have hearings on 4th Street, I am writing in again express my opposition to turn the 500 block of 4th Street into a walk street.

One word: Parking.

At least twenty parking spaces (twenty two by my count) pushed onto surrounding streets, is unacceptable, and there is no real justification.

The historic walk street argument, after much research, cannot be verified. If it were ever remotely true, it regardless would have been a minimum of 66 years ago. Even then, streets were not legally closed by code until at least 1962. The (apparently false) argument that it was once a walk street now matters no more than that it was once bare sand.

Most of the reasons given by proponents could apply to any street in the city: aesthetics, sense of community, block parties in the street, the “magic” of a walk street. It would be just lovely if every street in the city was a walk street; except, virtually every household in the city uses motor vehicles, and if every street was a walk street, there would be no place to drive, and no place to park.

Then, the safety argument: kids might go into the street and get hit by a car. Just like every other street. And people are forced to walk in the street because there are no sidewalks- just like so many (too many) other streets in town, starting with the cross street, Ingleside.

Easy solution: every property on 4th Street that has encroached out onto the public right of way can pull their fences and their landscaping back to the property lines, and they can put in sidewalks. There is a 60' right of way, of which approximately 20' is being used for the street. The rest is just free land for the residents, yards built on property that belongs to me and every other citizen in town.

Based on a recent 4th Street sale, land value is approximately \$1022/sq ft. Based on that, a 30 x 4 sidewalk area is worth \$122,640. Quite a land grab. How about at least this much space go back to the public that owns it so that we may all walk safely on a sidewalk, without worrying about the cars that need to move about town? Mixing pedestrians and motor vehicles is unsafe, and poor policy.

(While we are at it: if we are fretting about a place for the kids to play, perhaps consider buying a house with a yard. And, consider changing our building codes so that new houses are not built right to the property lines, and actually *have* yards. But back to today's question...)

Times have changed. Some forty years ago or so, dad drove the family car. Now, husband and wife each have their own car, every child 16 years old and up has a car, and likely the family also owns a mini car or a golf cart to scoot around town. Maybe even a practical car, like an Escalade, to save the Tesla for nicer occasions. The reality is that a single vehicle doesn't fit modern family lifestyles.

The nanny has a car to drive the younger kids around, and the gardener has a truck. Dry cleaning, pizza, and online shopping get delivered to our door. There is an endless stream of painters, carpet cleaners, tree trimmers, and other maintenance workers, more construction workers than ever, and continuing efforts by the City to increase the number of visitors in town. For a host of reasons, the reality is that there are more vehicles, and we are more dependent on them, than ever. All on the same streets we have always had.

Pushing the burden of twenty or more parking spots onto surrounding streets, and the traffic that has very few in and out points from Valley, so that a few families can have block barbeques in the street, or higher property values, would be nothing less than a land giveaway, and a gross disservice to the surrounding neighborhood.

Respectfully,

Gary D. McAulay

Erik Zandvliet

From: Gary McAulay <gary.mcaulay@gmail.com>
Sent: Friday, February 17, 2017 5:08 PM
To: Erik Zandvliet
Subject: history of 4th Street and its church
Attachments: 1927 c aerial of MB 4th Street real estate office MBHS collection O271 arrow.jpg; IMG_8360.JPG; IMG_8361.JPG; IMG_8362.JPG; 1936 City Directory - 4th Street IMGP5882.JPG; 1962-0213 walk streets IMGP5836.JPG

Dear Mr Zandvliet -

I'm writing to address an historical issue regarding the proposal to make the 500 block of 4th Street a new walk street. I'm sure you will recall that one of the arguments in favor of this proposal was that it would return the street to its "original" status as a walk street. The claim is that the block had long ago been opened to traffic to accommodate a church at 4th and Ingleside.

I have found no substantiation for this claim in any historic record. If any exists, I would be happy to see it.

Here is what I have been able to document: In 1927, there existed a small real estate office at 4th and Ingleside (see 1927 aerial photo). According to a 1953 newspaper article, the office was built right after the first World War (which ended in 1918). The office was sold lots to passengers disembarking from the Santa Fe Railway, which ran down the current Greenbelt. As you see in the photo, even in 1927 the surrounding area was mostly bare sand, although streets were graded.

After the real estate office closed (date unknown) the newly-formed American Martyrs Church began meeting there. According to local author Jan Dennis (*A Walk Beside the Sea*, pg 129), the congregation of eight people first met at a home in 1930 but "soon moved to a drafty hall in the barren sand dunes at Fourth Street and Ingleside." They only met there for about a year before moving to their new church on Highland in 1931.

The 4th Street building sat empty until late 1935, when it was purchased by the First Orthodox Presbyterian Church. That congregation began construction of a new church at Ardmore and MB Blvd in 1949, and moved there in late 1951. The building then sat empty until March 1953, when it was moved out of the city. So, to be clear, the very latest time that the building was a church was in 1951, and they knew by 1949 that they were planning to move.

Only one home was in the 500 block of 4th Street in 1936, when the First Presbyterian had just bought the old church hall, according to a City Directory. In 1947, a directory shows five homes, plus the church. There were 24 homes on the 500 block (3 vacant) and the church was gone by 1952.

I have found no substantiation for the story that in the 13 years from 1936 until 1949, when the church decided to move, the 500 block of 4th Street was developed, became a walk street, and was then re-opened to accommodate burgeoning church traffic. In fact, judging by the 1947 directory, the street was still quite empty by the time the church had plans to move.

As you are no doubt aware, MB streets were not "originally built" as sidewalk streets. Originally they were only graded sand, laid out pre-automobile. I have not been able to document when some streets became walk streets, but it should be noted that the "sidewalk streets" were not made permanent, by ordinance, until 1962.

In summary, even had the 500 block of 4th Street *ever* actually been a walk street, that was later opened for church traffic, it would have been over 66 years ago.

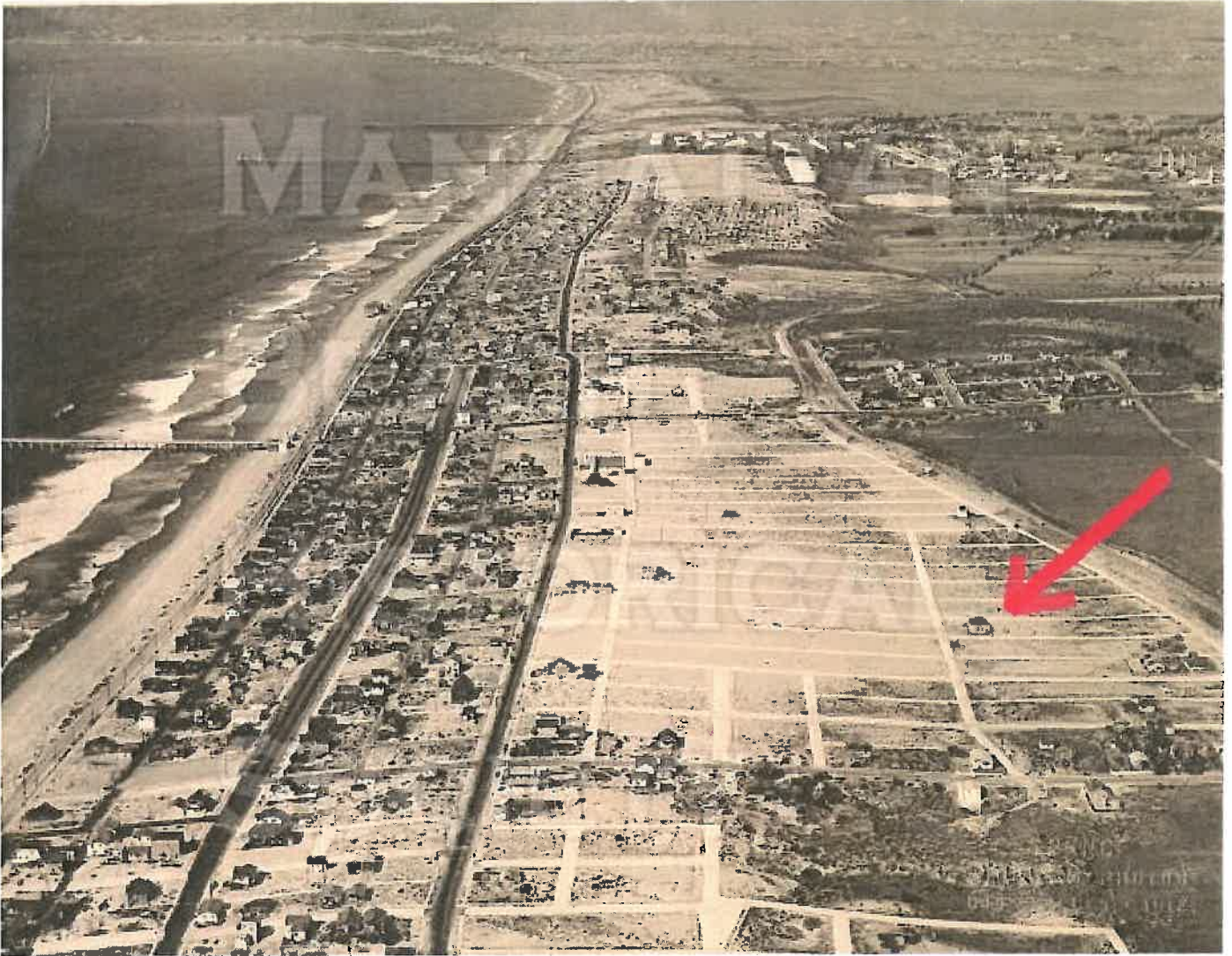
Respectfully,

Gary D. McAulay

Manhattan Beach Historical Society

Archives

Submitted by Gary McAulay



Circa 1927 Aerial Photo

Follows Hearing

Booked; d Term

H. Emerson, 50, was today after the death and V. Darby, 50, an on the chin. huge in his office 16 after the blow, collapsed, in a receiving hospital and his wife had argued with Darby during a meeting over the Emersons the young women had been near fatal stroke. The Emersons the supervisor collapsed and when he saw heading of Darby's death, he conferred with his attorney C. Harbert.

Los Angeles real estate was booked after a conference last night and Attorney E. Ernest was released this morning.

Wednesday
Charles D. Newburn, surgeon, said Darby died of an apoplexy hemorrhage in the brain stem. The report also indicated high stress.

He explained: "The stress and excitement of the episode was of such that it materially raised or elevated blood pressure, putting additional strain on blood vessels and leading to brain hemorrhage."

He was attributed by Ben H. Brown for "The" and no formal complaint issued until after the Emersons Governor Warren against the unfairly persecuted Darby. He had long and faithful service of his city and county, a substantial contribution to growth and development. It was he greatly missed.

He staggered Darby, but it fell. Witnesses quoted telling Emerson: "If I've high blood pressure, I'll get away with this."

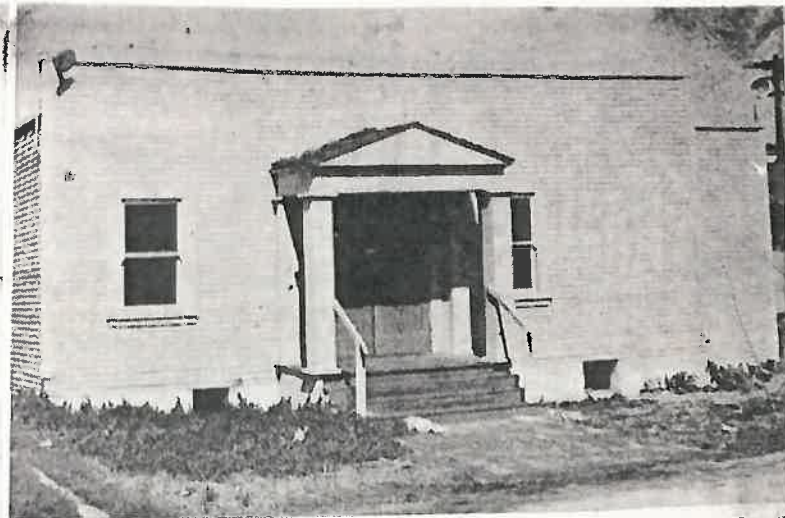
Request
Mr. Darby was the only one to have requested the Emersons request.

He said they were without a representative at the meeting. Darby Emersons: "All you want and this kind to a lot of."

Emerson stepped up, crying, not true. I demand an

did not sprinkle but a railing between board and operators and said: "Like to talk to you?"

to differ at this point Emerson and Darby told her



MOVING FROM MANHATTAN—Is the old church building (above located on Fourth St. just east of Ingleside Drive. Built just after World War I, the structure served as a real estate office where meals were served to prospective buyers of vacant lots who journeyed down on the nearby Santa Fe Railroad from Los Angeles. It was owned by three church congregations until it was sold to a house moving company recently. (Daily Breeze photo)

Old Landmark, Used as Real Estate Office, Then Church, Is Moved Away

An old church building—a landmark in Manhattan Beach for many years—is being moved out of the city.

It is the former First Presbyterian Church, located on Fourth St. near Ingleside Drive.

Built just after World War I by the Manhattan Beach Development Co., it first was used as a hall to entertain prospective buyers of vacant lots on the barren sand dunes in the South end of the city.

Hundreds of persons rode down on the old Santa Fe Railroad from Los Angeles in the early twenties. They would disembark near Fourth St. and walk over to the hall.

There they would receive lunch and a pep talk regarding the value of lots in Manhattan. After the meal they would go tramping over the sand dune, filling their shoes with sand. Occasionally, they would buy a lot or two for about \$1500 apiece.

Church Use in 1931

After the building had served its purpose as a real estate office, it stood idle until the Catholics of Manhattan began using it as a church.

Then in 1931, when the present American Mariya Church was completed, the parishioners moved out and the old church building was added to the Calvary Memorial Church.

DAILY BREEZE, REDONDO BEACH, FRIDAY, MARCH 6, 1933

The Calvary Memorial Church, prior to buying the building at Fourth St. and Ingleside Drive, had been meeting at Strand and Marine Ave.

Church members added two sections to the rear of the building, making it about twice as large.

Finally, the congregation of the Calvary Memorial Church united with the Presbyterian group in Manhattan and the building became known as the First Presbyterian Church.

A little more than a year ago the congregation moved to the southeast corner of Ardmore Ave. and Manhattan Beach Blvd., abandoning the old church building.

Considered by Players

It remained empty. At one time the Manhattan Players considered buying and moving the building to their plot of ground on the sand dune east of the City Hall. However, the project was abandoned as too costly for what the building was worth.

Recently Paul Walker, trustee of the First Presbyterian Church, handled the sale of the building to Moon & Hanson House Sales, located at 5551 E. Compton Blvd., Paramount.

Thus far a section has been taken off the rear of the church building and moved out of the city. The rest will be moved out and the old church building, where the building will be relocated or whether it will be torn apart and the lumber reused in their structures.

Folk Dance Party Planned Tonight

The newly-organized Manhattan Beach Folk Dancers will hold a party tonight at the Manhattan Heights School, Sixth and Herrin Sts.

Beginning at 8 p.m., the party will be the first held by the group.

The dances are sponsored by the Manhattan Community Recreation Program under the direction of Carl Buzzolara and John Shaw.

Beginners as well as accomplished folk dancers are invited to learn the authentic dances of other lands.

DAILY BREEZE, REDONDO BEACH, FRIDAY, MARCH 6, 1933

James until Governor Warren appoints a successor. Darby's term has about three and a half years to run.

Native of Kansas

Born in Washington County, Kansas, he graduated from the University of Kansas. After Navy service in World War I, he worked as a geologist for the Empire Gas and Fuel Company of Bartlesville, Okla. In 1922 he came to California where he became a successful businessman and rancher.

Darby's political career began in 1926. He was an Ingleside councilman four years and the city's

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MAY B. HOPKINS---Real Estate Broker

311 Torrance Blvd.

REDONDO BEACH

Telephone 2006

MANHATTAN BEACH HOUSEHOLDERS DIRECTORY (1936)

379

3D—East from Strand, 9 s of Center

116 Newell Ida Mrs (o)
121 Vacant
124 Vacant
125 Cochran W A (o)

Manhattan av intersects

216 Connelly P M
217 Ballinger C F (o)
221 Schneider W T (o)
224 Adams G W (o)
Bandini Ralph
225 Weissman S M (o)

Highland av intersects

316 Perry W B (o)
320 Vacant
401 Kelly W M (o)

Ingleside dr intersects

505 Snelling J B (o)
528 Vacant
541 Vacant
545 Kimball May Mrs (o)
549 Gray Albt (o)

West Railroad dr intersects

Rowell av intersects

1411 Missall H H (o)
1652 Collison Geo
O'Brien Leo (o)

Redondo av intersects

3D PLACE—East from Highland av, bet 3d and 4th

522 Graves W J

4TH—East from Strand, 8 s of Center

116 Thorsen H H Mrs (o)
117 Vacant
120 Vacant
121 Moreland F H
124 Withers C C
128 Ashby Arth
129 Crandall M J (o)
132 Goeller H W (o)

Manhattan av intersects

216 Vacant
217 Offutt H K Mrs (o)
223 Demarest Garrett
227 Vinacke Mabel Mrs (o)
229 Anderson Diana W (o)

Highland av intersects

235 Cox J R
325 White Russ

Ingleside dr intersects

501 Calvary Memorial Church
536 Mears R J (o)

West Railroad dr intersects

4TH PLACE—East from Manhattan av, bet 4th and 5th

320 Reich Gladys Mrs (o)
Ingleside dr intersects
521 Vacant

West Railroad dr intersects

5TH—East from Strand, 7 s of Center

117 Prior A H (o)
124 Thompson T W
125 Vacant
129 Osburn P W (o)

Manhattan av intersects

216 Vacant
220 McIntosh W M
221 Way A C (o)
224 Osborne L E
229 Major Agnes Mrs
229½ Neely H R (o)
233 Vacant

Highland av intersects

321 Vacant
324 Anderson P E (o)
325 Palliser F W (o)

Ingleside dr intersects

504 Rensen G E (o)
529 Crawford C O Mrs (o)
533 Ralph Bobby Mrs

West Railroad dr intersects

1230 Cardinell E K Mrs (o)
1257 Kuhn J M
1505 Barrows W J (o)
1514 Vink N M Mrs (o)

5TH PLACE—East from Manhattan av, bet 5th and 6th

129 Vacant

Manhattan av intersects

6TH—East from Strand, 6 s of Center

124 Vacant
128 Vacant
129 Scott Beatrice Mrs (o)
132 Hine S B Mrs (o)

Manhattan av intersects

221 Snay Maud E (o)
224 Kelso C C (o)
325 McGarry Evelyn Mrs

Highland av intersects

521 Hum H C (o)
Ingleside dr intersects

Rowell av intersects

cor Rowell av MacKay Radio & Telegraph Co (Receiving sta)

1521 Andrus Hubert (o)
Herrin av intersects

1612 Fritz C B Mrs (o)
1648 Lebrun O (o)
1653 Libott Etie Mrs (o)

Redondo av intersects

1821 Modlin R L (o)
1827 Modlin C W (o)
1833 Taylor Chas (o)
1852 Chase L A (o)

Wiseburn av intersects

6TH PLACE—East from Manhattan av, bet 6th and 7th

328 Vacant
340 Vacant
506 Shipley W R (o)

West Railroad dr intersects

PACIFIC GARAGE

300 North Pacific Ave.

Redondo Beach

A. W. CRAIG

AUTO ELECTRIC

TOW SERVICE

STORAGE

GAS AND OIL

TIRES AND TUBES

24-Hour Service

BATTERIES

PHONE 3021



MEETING HALL. — The Manhattan Beach Property Owners Association is shown as envisioned by architect. Building will be constructed at Manhattan Beach Boulevard near Herbie Avenue next to proposed Manhattan Brights

branch of Los Angeles County Library building at left. City is building meeting hall for association in exchange for land for library building.

FEB 13 1962

Walk Street Ordinance Draws Protest From Foye

A former Manhattan Beach city councilman's action of mayor has struck out of his mind last week's meeting. He did not indicate in the letter whether he disagreed with the principle of keeping the walk streets closed. He took issue only with the manner in which it was done.

Thomas P. Foye, attorney, former city councilman and mayor, has sent a protest letter to the City Council. Foye said he was appalled by

city councilmen's action of last week's meeting. He did not indicate in the letter whether he disagreed with the principle of keeping the walk streets closed. He took issue only with the manner in which it was done.

Foye agreed with City Attorney Walter N. Anderson, who said the ordinance was not a proper subject of an initiative action in California and was unconstitutional.

Quite an Assumption
The former mayor said accepting the petition with 5,000 signatures as the mandate of 17,000 registered voters was "quite an assumption" for councilmen to make.

Foye said it would be better if city councilmen had denied the petition and forced petitioners to seek a court order to get the question on the ballot.

The expense would be less to the city than the litigation he foresees if the ordinance is adopted, he said.

Councilmen Disagree
City councilmen, meanwhile, disagreed with Foye and explained their action.

Mayor William E. Suppe said he isn't an attorney and would not go into the legal aspects of the question. He said the streets have been closed for the last 40 years or more.

"Let's keep them so," Suppe said.

Councilman Robert G. Beverly, also an attorney, said Anderson and Royal Swenson, attorney for the petitioners, disagree on whether the matter is a proper subject for an initiative.

What the councilmen, Beverly said, was to adopt the ordinance to close the streets, both attorneys agreed that the council has the power in an initiative regarding the initiative question. Beverly said a substantial number of voters, the more the more seen petition the councilmen, wanted the ordinance.

He did not agree that the ordinance would result.

Councilman Harold W. Perry said Foye would "have to show people prove their rights."

"Would Mr. Foye ask the council to regard the will of the people by challenging their action in court," he said.

Councilman Ralph T. Brown said the council did not want the initiative question. He accepted the ordinance proposal, he said.

The 5,000 signatures, Councilman Charles Perry Walker said, represented a majority of the number of votes cast in any municipal election the city has held.

He said the initiative question was a controversial matter between two legal authorities.

The council, he said, selected one of the two views.



Erik Zandvliet

Sent: Friday, February 17, 2017 11:20 AM
To: Erik Zandvliet
Subject: traffic survey valley/walk streets

Hello,

Just checking to make sure you got my survey. The only return contact info was this email address. i submitted my survey via the mail boxes for payment of bills, parking tickets etc. in front of city hall.

I am disappointed my email sent months ago when the traffic study was started was not responded to.

Please note the additional problem area that has yet to be addressed is the exit onto Valley drive from the 4th place alley. There is currently a red curb on Valley that is used daily for illegal parking. There is a problem with visibility even when people legally park on Valley especially if it is a truck or other high profile vehicle. When cars park in the red zone it is virtually impossible to pull onto valley safely. You are entering Valley blind. Today, in the rain and slick roads, there is a FIOS van fully in the red zone. Police dispatch were called to have it ticketed but that doesn't solve the problem. It should be towed. We have teen drivers all over this area and there is going to be a horrible accident if this safety issue is not addressed. USPS uses the red zones all the time as well. More parking enforcement is needed and double the fines with a sign posting the amount, "Fines doubled in red zones".

Solution: extend the red curb on Valley. Add another red curb at 4th place and valley on the right turn side. Place a no high profile vehicle parking sign for the length of valley between 5th place and 4th place. This would also help with the problem of individuals who sleep in their high profile vehicles on this stretch of valley.

Regardless of any traffic changes done, this lack of visibility must be addressed.

Thank you for your time and response.

Finally, I trust this email is in strict confidence. i was asked to sign a survey and write a letter during the early part of the survey by a neighbor in support of some changes. My husband encouraged me to decline as he stated we had no way of knowing where my opinion might end up.

i was subsequently shocked to see many of my neighbors opinions posted on the city website along with personal info and signatures. i believe that had the potential to pit neighbor against neighbor in a very awkward fashion. A resident should know in advance what private info will be posted on a public website. My neighbor who asked me to write a letter never stated it would become public info. I am glad i did not contribute.

Erik Zandvliet

From: Lisa Jadon <lisajadon@sbcglobal.net>
Sent: Thursday, February 23, 2017 12:19 PM
To: Erik Zandvliet
Subject: Neighborhood survey (valley/1st/7th)
Attachments: Scan0216.pdf

Hello,

I apologize for the delay. I hope you will still take our preferences into consideration.

Our main issue is the traffic going down 6th place. We have children who walk down Ingleside to get to school and friends' houses. The only intersection I ever worry about is Ingleside/6th...people fly through there. Of course, what I would really want is for Ingleside to be a walk street! ☺

Regards,
Lisa

Erik Zandvliet

From: Rachel Judson <rjudson@gmail.com>
Sent: Wednesday, February 22, 2017 2:22 PM
To: David Lesser; Wayne Powell (External); Mark Burton; Amy Thomas Howorth (External); Tony D'Errico; Kyle King; Steven Delk; Stewart Fournier; Mark Lipps; Steven Nicholson
Cc: Erik Zandvliet
Subject: PPIC Meeting - Feb 23, 2017: opposed to eliminating parking

Dear PPIC & City Council:

Views and parking: 2 things I always thought are held sacred and fiercely protected by beach residents. The latter comes before the PPIC tomorrow night and I want to reiterate my opposition to any potential elimination of parking to accommodate the request of a few homeowners who wish they lived on a walkstreet. It would be a huge disservice to the immediate neighbors and the community as a whole, and to the beach going public.

Over the last couple of months, I've been taking [photos](#) of the 500 block of 4th Street and as you can see from my album (note the info stamps on each photo show time of day & date), these parking spots are in very frequent use. (I actually have tried to find a time when *at least* half the spots are not in use and have found it impossible.) **It is completely unacceptable to think the community as a whole should absorb these 20 cars** so the homeowners on this street could exponentially benefit. **Please put a halt to the request with an unequivocal "NO" response.**

I applaud the city officials who stopped the conversation of making an additional walkstreet when it surfaced 15 or so years ago. I applaud the city officials who so smartly laid out the South End neighborhoods to make them peaceful with good traffic flow from the time cars and pavement became prevalent at the beach. I think it is fabulous how well it works and has worked all these years. (I cannot think of a time I've been delayed entering/exiting the neighborhood by more than a few seconds.) I love too that the city was laid out from homes on walkstreets, alleys, drive streets, main thoroughfares to Manhattan Village as a planned unit community. How great it is that people can move if they find their home doesn't fit their lifestyle.

Please focus time, energy, costs and efforts to brilliant innovative solutions to parking and traffic issues through use of things like the new Downtowner shuttle, valet parking in downtown and meters with credit cards for easy payment and use. The elimination of public parking in any part of our community is unacceptable, especially so when it impacts access to spots near the beach and downtown. I hope you unanimously feel the same and will act accordingly.

Thank you,

Rachel Judson

429 3rd Street, Manhattan Beach (15+ year home owner)

--

Rachel D. Judson

310.408.7719 cell/text . rachel@judson.us

CA Real Estate Broker License #01210596

<http://RealEstateENetworking.com/>

Erik Zandvliet

From: Erik Zandvliet
Sent: Tuesday, February 21, 2017 9:39 AM
To: John MacEachern; shannonmurphycastellani@gmail.com
Subject: RE: Available parking spots

Thank you, John, for your reports. You can summarize them at the PPIC meeting during the public comment period if you like. If you send me documentation, I will forward it to the Commissioners.

Erik

Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



Please consider the environment before printing this email.

Office Hours: M - Th 7:30AM - 5:30 PM | Alternate Open Fridays 8:00AM - 5:00 PM | Closed Alternate Fridays | Not Applicable to Public Safety

From: John MacEachern [mailto:johnnymac123@msn.com]
Sent: Saturday, February 18, 2017 3:01 PM
To: Erik Zandvliet <ezandvliet@citymb.info>; shannonmurphycastellani@gmail.com
Subject: Fw: Available parking spots

This afternoon, Saturday, between 12:15 and 12:30 pm there were 76 available parking spaces in the geographic area mentioned below. Erik, I will have a report detailing where these parking spots are located each day for you and the commissioners prior to the PPIC meeting Thurs. Feb. 23. Thanks, John

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

From: John MacEachern
To: Erik Zandvliet ; shannon murphy castellani
Sent: Friday, February 17, 2017 9:57 AM
Subject: Fw: Available parking spots

This morning between 9:15 and 9:45 there were 51 available parking spaces in the same geographic area. Please note an addition of construction workers arriving to work on projects. John

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

From: John MacEachern
To: shannon murphy castellani
Sent: Thursday, February 16, 2017 7:27 PM
Subject: Fw: Available parking spots

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

From: johnnymac123@msn.com
To: shannon murphy castellani
Sent: Thursday, February 16, 2017 6:19 PM

Erik Zandvliet

From: Ron Hacoen <ron@bravozulu.net>
Sent: Saturday, February 18, 2017 2:15 PM
To: Kyle King; Steven Delk; Stewart Fournier; Mark Lipps; Steven Nicholson
Cc: Erik Zandvliet
Subject: 500 Block of 4th Street - It's not about safety.

Dear PPI Commissioners,

I was disappointed to see that my neighbors in the 500 block of 4th Street had not withdrawn their petition seeking what amounts to a blatant land grab. Using "safety" as a guise, their real objective is to add hundreds of thousands of dollars to the value of each of their lots. Meanwhile, parking 20 of their cars on the surrounding congested streets.

The petitioners have already been taking full advantage of the city's generosity. They have each encroached on the public right-of-way, fencing in front yards, adding private patios and outdoor spaces. All of it 100% tax free. And now, after being given an inch they want the mile. In this era of truth vs. alternative facts it's important to understand the true motivations of these petitioners. It's not safety. If it was, there are better and fairer solutions. Unfortunately, their motivation is simple and unabashed greed looking out for no one but themselves.

Finally, approving this petition would set a significant precedent with far reaching consequences. I have owned a property on the 400 block of Sand Section in North MB since 1989. The issues in that area are very similar, except there is twice as much traffic due to the cul-de-sacs backing up to the dune. There too, cars park on one side of the street next to one traffic lane. Is the commission prepared to grant permission to all homeowners who petition a walk street?

Please reject their walk street petition.

Thank you,

Ron Hacoen

436 3rd Street

MICHAEL D. UPDIKE

ATTORNEY AT LAW

1219 MORNINGSIDE DRIVE
MANHATTAN BEACH, CA. 90266
TELEPHONE: 310.545.9244
FACSIMILE: 310.376.5012
E-MAIL: mdu@michaelupdike.com

February 15, 2017

Erik Zandvliet
City of Manhattan Beach
Valley Drive-1st to 7th Street Neighborhood Survey

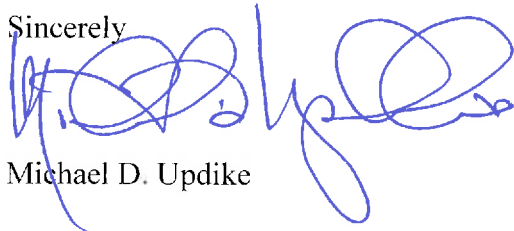
Dear Erik

Specifically in regard to the Possible Traffic Calming Measures, item 8, prohibiting parking on both sides of alleys from 1st-6th Place, I believe that such a measure would dramatically and adversely affect all other parking, specifically on Valley Drive.

We have lived at 532 5th St. (four doors west of Valley Drive) for 25 years, and residents parking behind their houses, typically on driveway aprons, does not in my opinion cause any impediment to traffic whatsoever. There are obviously certain people who will park extra-large vehicles, or more typically, construction workers parked behind a house which can impede traffic, but to simply ban all parking would result in many more vehicles parking on Valley Drive and Ardmore, and will cause many more problems than it solves. I would think a much better solution would be to enforce what codes must be in place about blocking the alleys with construction vehicles, although I assume that there are some sorts of work permits that allow the construction vehicles to park in alleys. Those construction vehicles, legally parked or not, cause the vast majority of any congestion issues in the alleys. It is not clear from your potential calming measures if construction vehicles would be potentially banned from ever parking in the alleys. If such a ban would apply to residents only, and not to the true cause of congestion, the construction vehicles, such a ban would undoubtedly and justifiably anger residents.

Additionally, many homes, particularly older ones such as mine, were not built to the property lines, and my driveway, as well as several others on my block, have ample parking behind the garage which does not extend out to the level of some of the newer houses. As such, banning all parking behind all houses would be an unfair burden on those who own homes which are not necessarily built to fill all property lines.

Sincerely



Michael D. Updike

Addendum to TRAFFIC CALMING MEASURES

317 6th Street Resident

6th Place:

Consider restricting trucks of a certain size from accessing 6th Place (both directions) unless a permit is obtaining for deliveries & moving vans.

NOTE: It is almost impossible for large trucks to make the turn on/to Crest & Sixth Place.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

In Favor
Not in Favor

POSSIBLE TRAFFIC CALMING MEASURES

Please check one box for each measure or option:

- | In Favor | Not in Favor | |
|-------------------------------------|-------------------------------------|---|
| ☐ | ☐ | 1. Convert 4 th Street between Ingleside Drive and Valley Drive into a walkstreet. |
| ☐ | ☐ | 2. Restrict traffic on 4 th Street between Ingleside Drive and Valley Drive to one-way in the westbound direction with parking on the north side of the street. |
| ☐ | ☐ | 3. Restrict traffic on 4 th Street between Ingleside Drive and Valley Drive to one-way in the eastbound direction with parking on the south side of the street. |
| ☐ | ☐ | 4. Construct a sidewalk on 4 th Street between Ingleside Drive and Valley Drive. (requires removal of some private encroachments) |
| ☒ | ☐ | 5. Construct a sidewalk on the west side of Ingleside Drive between 1 st Street and 7 th Street. (requires removal of private encroachments and 3 parking pads) |
| ☐ | ☐ | 6. Prohibit westbound traffic on 6 th Place across Valley Drive into the neighborhood to reduce volume. (Allow westbound to southbound left turns.) |
| ☐ | ☐ | 7. Install a stop sign on Ingleside Drive at 6 th Place in the northbound direction. |
| ☐ | ☒ | 8. Prohibit parking on both sides of 1 st , 2 nd , 3 rd , 4 th , 5 th and 6 th Place alleys at all times. |
| ☐ | ☐ | 9. Provide targeted speed enforcement in the neighborhood. |
| ☐ | ☐ | 10. Post 15 MPH speed limit signs on Ingleside Drive. |
| ☒ | ☐ | 11. Post 15 MPH speed limit signs on 6 th Place at Ingleside Drive (both directions). |

NAME:

(Optional and Confidential)

ADDRESS:

(Required)

PHONE:

(Optional and Confidential)

E-MAIL:

(Optional and Confidential)

549 1st Street, M.A.

NOTE: You may submit additional comments on a separate paper.

* Right turn onto 1st Street from Valley can be very dangerous
people swerve very quickly



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

In Favor
Not in Favor

POSSIBLE TRAFFIC CALMING MEASURES

Please check one box for each measure or option:

- | In Favor | Not in Favor | Measure |
|-------------------------------------|-------------------------------------|---|
| ☐ | ☒ | 1. Convert 4 th Street between Ingleside Drive and Valley Drive into a walkstreet. |
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| ☐ | ☒ | 10. Post 15 MPH speed limit signs on Ingleside Drive. |
| ☐ | ☒ | 11. Post 15 MPH speed limit signs on 6 th Place at Ingleside Drive (both directions). |

NAME:

(Optional and Confidential)

ADDRESS:

(Required)

PHONE:

(Optional and Confidential)

E-MAIL:

(Optional and Confidential)

517 3rd Street

NOTE: You may submit additional comments on a separate paper.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

In Favor
Not in Favor

POSSIBLE TRAFFIC CALMING MEASURES

Please check one box for each measure or option:

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(Optional and Confidential)

ADDRESS:

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E-MAIL:

(Optional and Confidential)

529 3rd St

NOTE: You may submit additional comments on a separate paper.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

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City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

POSSIBLE TRAFFIC CALMING MEASURES

In Favor

Not in Favor

Please check one box for each measure or option:

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6. Prohibit westbound traffic on 6th Place across Valley Drive into the neighborhood to reduce volume. (Allow westbound to southbound left turns.)

☒☐

7. Install a stop sign on Ingleside Drive at 6th Place in the northbound direction.

☒☐

8. Prohibit parking on both sides of 1st, 2nd, 3rd, 4th, 5th and 6th Place alleys at all times.

☒☐

9. Provide targeted speed enforcement in the neighborhood.

☒☐

10. Post 15 MPH speed limit signs on Ingleside Drive.

☒☐

11. Post 15 MPH speed limit signs on 6th Place at Ingleside Drive (both directions).

NAME:

(Optional and Confidential)

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City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
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In Favor
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NAME:

(Optional and Confidential)

ADDRESS:

(Required)

PHONE:

(Optional and Confidential)

E-MAIL:

(Optional and Confidential)

501 7th St.

NOTE: You may submit additional comments on a separate paper.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

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PHONE:

(Optional and Confidential)

E-MAIL:

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609-7th St

NOTE:

You may submit additional comments on a separate paper.

Parking is so limited as it is. Decreasing parking spaces for residents would be too restricted with the above not in favor options.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

In Favor
Not in Favor

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NAME:

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(Optional and Confidential)

E-MAIL:

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532 5A St, MB, CA 90266

NOTE: You may submit additional comments on a separate paper.



City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

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PHONE:

(Optional and Confidential)

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528 6th St. MB, CA 90266

NOTE:

You may submit additional comments on a separate paper.

*Speed bumps?

* = Changing to a 1-way just pushes traffic to



**City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017**

In Favor

Not in Favor

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445 1st Street, Manhattan Beach

NOTE:

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City of Manhattan Beach
VALLEY DRIVE- 1ST TO 7TH STREET
NEIGHBORHOOD SURVEY
PLEASE RETURN BY:
FEBRUARY 14, 2017

In Favor

Not in Favor

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ATTACHED.

Good evening Commissioners,

My name is John MacEachern and I'm a homeowner at 540 4th Street. My wife, Ann, and I have owned our home since 1974. I'm in favor of making the 500 block of 4th Street a walk street. Yesterday, I delivered to City Hall a parking availability survey for our neighborhood. This survey comprises the following areas: 1. Ingleside from 2nd to 6th Street. 2. 2nd Street, from Valley to Highland. 3. Morningside Drive, from 2nd Street to Third Street. 4. 3rd Street from Valley to Highland. 5. Valley Drive from 2nd Street to 6th Street. This survey includes a different time each day from morning thru evening hours. It also includes week days and weekend days. Here is what I found. There are, on average, 71 available parking spaces each day at the times the survey was taken. The specifics on the number of available spaces by street, and times are designated in the report.

Now, let's talk about the 500 block of 4th Street. Our street is 400 feet long and 18 feet wide, just like the other walk streets in the sand section. Per the city of Manhattan Beach, a parallel parking space requires 22 feet to maneuver in/out. Doing the math, there are 18 parking spots on our street. If we become a walk street, we pick up two parking spaces on Valley which bring the net parking spaces in question to 16. Our 500 block of 4th Street residents know we have a responsibility to take care of our personal cars. The remaining cars our neighborhood can accommodate.

This past fall the 500 block of 4th Street was closed for over two weeks for sewer line repair with no impact to the neighborhood.

To conclude, we are asking for a trial period of 6 months to see if this program will work. Thank you.

2/21/2017

TO: ERIK ZANDVLIET, MB Traffic Engineer, MB
PPIC Commissioners

FROM: JOHN MACFHERN, 540 4th St. Manhattan Beach

SUBJECT: Sand Section Parking Availability Survey. 2-22-17

Sand Section Parking Availability Survey

①

Ingliside, 2nd Street to 6th Street

Thursday, 2-16-17. Time: 5:30 pm to 6 p.m.
15 available parking spaces

Friday, 2-17-17. Time: ~~9:15 am to 9:45 am~~ ^{12:00} 9:15-9:45^{am}
4 available parking spaces

Saturday, 2-18-17. Time: 12:15 pm to 12:45 pm
7 available parking spaces

Sunday, 2-19-17. Time: 8:15 pm to 8:45 pm
8 available parking spaces

Tuesday, 2-21-17. Time: 9:45 am to 10:15 am
8 available parking spaces.

Sand Section Parking Availability Survey

②

3rd Street, Valley to Highland

Thursday, 2-16-17. Time: 5:30 pm to 6 pm.
26 available parking spaces

Friday, 2-17-17. Time: ~~9:00 am to 9:15 am~~ 9:15 am to 9:45 am
30 available parking spaces

Saturday 2-18-17. Time: 12:15 pm to 12:45 pm
29 available parking spaces

Sunday 2-19-17. Time: 8:15 am to 8:45 pm
21 available parking spaces

Tuesday 2-21-17. Time: 9:45 am to 10:15 am
27 available parking spaces

Sand Section Parking Availability Survey

③. Morningside Drive, 2nd Street to 3rd Street

Thursday 2-16-17. Time: 5:30pm to 6pm.
6 available parking spaces

Friday 2-17-17. Time: 9:15am to 9:45am
5 available parking spaces

Saturday 2-18-17. Time: 12:15pm to 12:45pm
8 available parking spaces

Sunday 2-19-17. Time: 8:15pm to 8:45pm
4 available parking spaces

Tuesday 2-21-17. Time: 9:45am to 10:15am
5 available parking spaces

Sand Section Parking Availability Survey

④

Valley Drive, 2nd Street to 6th Street

Thursday, 2-16-17. Time: 5:30pm to 6pm
16 available parking spaces

Friday, 2-17-17. Time: 9:15am to 9:45am
1 available parking space

Saturday 2-18-17. Time: 12:15pm to 12:45pm
7 available parking spaces

Sunday 2-19-17. Time: 8:15pm to 8:45pm
13 available parking spaces

Tuesday 2-21-17. Time: 9:45am to 10:15am
3 available parking spaces

Sand Section Parking Availability Survey

⑤

2nd Street, Valley to Highland

Thursday, 2-16-17. Time: 5:30 p.m. to 6 p.m.
25 available parking spaces

Friday, 2-17-17. Time: 9:15 a.m. to 9:45 a.m.
11 available parking spaces

Saturday, 2-18-17. Time: 12:15^{pm} - 12:45 p.m.
25 available parking spaces

Sunday, 2-19-17. Time: ~~9:15 a.m. to 9:45 a.m.~~ 8:15 p.m. to 8:45 p.m.
22 ~~11~~ available parking spaces

Tuesday, 2-21-17. Time: 9:45 a.m. to 10:15 a.m.
27 available parking spaces

Sand Section Parking Availability Survey Recap

Thursday, 2-16-17, 5:30^{pm} to 6pm, Total Available parking spaces (88)

Friday, 2-17-17, 9:15am to 9:45am, Total Available parking spaces (51)

Saturday, 2-18-17, 12:15pm to 12:45pm, Total Available parking spaces (76)

Sunday, 2-19-17, 8:15pm to 8:45pm, Total Available parking spaces (68)

Tuesday, 2-21-17, 9:45am to 10:15am, Total Available parking spaces (70)

71, average number of available parking spaces as a result of this survey.