

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF A REGULAR MEETING
April 28, 2016**

A. CALL TO ORDER

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 28th day of April 2016, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

Present: Chair Lipps, Delk, Fournier, Nicholson, King.
Absent: None.
Staff Present: Traffic Engineer Erik Zandvliet.
Clerk: Angela Soo.

C. APPROVAL OF MINUTES

04/28/16-1 January 28, 2016

MOTION: Commissioner Nicholson made a motion to approve the minutes with no corrections. The motion was seconded by Commissioner Delk.

Ayes: Nicholson, Chair Lipps, King, Delk, Fournier.
Noes: None.
Abstain: None.
Absent: None.

D. AUDIENCE PARTICIPATION

Chair Lipps opened Audience Participation (3-Minute Limit).

Steve De Baets, 1350 18th Street, said he noticed an increase in new red zones and was not in favor of the upsurge. He requested the Commission to reevaluate the process for installing red curbs. He listed various areas in the City where parking spaces have been removed, especially pointing out on Ardmore Avenue between 15th and 18th streets, which affect Joslyn Center visitors.

In response to a question from Commissioner Fournier, Traffic Engineer Zandvliet confirmed several red curbs were recently added and installed for safety reasons. The topic of reevaluating red curb installations can be scheduled for a future meeting after he has an opportunity to prepare a full report.

Chair Lipps closed Audience Participation and approved reordering the agenda items to present the CIP item first.

E. GENERAL BUSINESS

4/28/16-4 Review of Proposed Fiscal Year 2016-2017 Capital Improvement Plan

Public Works Director Tony Olmos explained the Commission's advisory role in the overall Capital Improvement Plan (CIP) approval process. Any Commission feedback will be presented to City Council on May 5, 2016 and included in the June 21, 2016 staff report for final adoption. He said anyone may request staff to consider a CIP project, including the public and staff members. He noted a change in the threshold amount for projects included in the CIP list, from \$10,000 to \$50,000, which is typical of other cities.

Director Olmos presented the staff report and discussed the background, timeline, approval process, proposed projects and funding for CIP items.

Commissioner Nicholson asked if the public would have an opportunity to provide input on the Veterans Parkway Pedestrian Access Master Plan and also requested clarification on the Ocean Drive Walkstreet Crossing item.

Director Olmos confirmed the City will seek public input to identify and analyze all access points to Veterans Parkway. He also explained the Ocean Drive Walkstreet Crossing would not install a bridge, but rather construct raised crosswalks to provide traffic calming.

Commissioner Nicholson asked to clarify the Annual Non-Motorized Transportation Project of \$100,000.

Director Olmos said those funds are primarily for the Traffic Engineer to use on smaller pedestrian and bicycle projects. The funds allow the City to promptly move forward without having to obtain City Council approval for appropriation of funds each time.

Commissioner King asked for further details on largest item of \$7.5 million for Peck Ground Level Reservoir Replacement.

Director Olmos said the reservoir is the highest priority for water projects on the Master Plan. The reservoir is nearly 60 years old and is in need of replacement due to a leaking slab, roof issues and the pump station is beyond its design life. Staff is recommending a complete replacement in the same location and will explore design features to potentially build on top of the roof.

In response to a question from Commissioner King, Traffic Engineer Zandvliet confirmed Traffic Signal Battery Back-Up Systems last seven to 10 years and have the ability to self-charge when the power on.

In response to a request from Commissioner Nicholson, Director Olmos provided an update on the Dorsey Field project and said the design phase is nearing completion with an estimated construction date of summer. He also agreed to look into repairing the netting around the batting cage area.

In response to a question from Chairperson Lipps, Traffic Engineer Zandvliet provided an update on the striping along Ocean Drive.

Commissioner Fournier requested Director Olmos to return at a later date to explain how street repaving projects are prioritized and the selection process for the contractors. He expressed concern over the poor work performed by outside contractors on Sepulveda Boulevard and Chabela Drive.

Director Olmos agreed to return with a complete presentation on the Pavement Management System.

Chair Lipps opened Audience Participation.

Audience Participation

Mike Zislis, Downtown resident, said the City should not hire the lowest bidder and explained his negative experience with the Downtown repaving project that resulted in a car accident.

Jim Burton, downtown resident, agreed with Mr. Zislis and further added that contractors should go through a qualifying process.

Bill Victor, property owner since 1977, stressed the importance of references and driving down some of the streets paved by prospective contractors prior to awarding the job.

Martha Andreani, Downtown resident, said the project was the worst she ever witnessed and pointed toward a Terranea slurry job as an example of quality work.

Chair Lipps closed Audience Participation and invited Director Olmos to respond.

Director Olmos explained the process for awarding different contract types and explained the City must select the lowest most responsible bidder, which is not always the lowest contract amount.

Chair Lipps closed Audience Participation.

4/28/16-2 Consider Expansion of Resident Permit Zone or Removal of Parking Restrictions on Church Street

Traffic Engineer Zandvliet summarized the staff report and corrected a date which should have been March 2016. He then answered questions from Commissioners to provide clarification.

Chair Lipps opened Audience Participation.

John McLaughlin, 14 Laurel Square, distributed photos taken of Church and 13th Streets during various periods over the last week and urged the Commission to remove parking restrictions altogether. His second choice would be to issue permits to affected residents and proximate to the area, if the signs remain. He said Church Street was always less congested than 13th Street prior to the parking restriction taking effect, and now it is further underutilized.

Tom Seth, 9 Laurel Square, lives in the middle of Church Street and apologized to his neighbors with no street access, whom he said should have a permit. He witnessed over the years various people parking long term on Church Street due to the absence of restrictions. This led him to petition for the Downtown Residential Override Parking Program. He advised 13th and 14th street residents to apply for the same permit program.

Lauren Missioreck, 4 Laurel Square, agreed with Mr. Seth but wanted to point out that 13th Street does not have any parking restrictions but only one side allows parking. She said displaced motorists that would have normally parked on Church Street now use 13th Street. She would like 13th Street to be included in the program.

Linda Figueroa, 642 14th Street, said she would also like to be included in the expanded zone.

Marlene McNeil, 12 Laurel Square, said the parking restrictions should be completely rescinded even though her residence would most likely be included in the expanded zone. She believed it unfair to limit Church Street to a select few and said it was not difficult for the petitioner to obtain the minimum 66% of support signatures, given that the street is fairly small.

Kenneth Thompson, 720 13th Street, said he supports removing the parking restrictions because the program does not solve the actual problem. He said employees will continue to park in free spaces. He referred to the Downtown Parking Management Plan and said the merchant parking program recommendation proved ineffective because there is no incentive for the employees.

Barry Paquette, 709 13th Street, said he supports the current parking restrictions and pointed out the summer months are busier. He said 100% of Church Street residents signed the petition, including the bridge lady.

Barbara Landon, 720 13th Street, does not support the parking restrictions and said cars that miss the stop sign at Church Street poses a threat. Parking restriction should go away.

Chris Thomas, 12 Laurel Square, is one of the landlocked parcels and said he would like to see fewer restrictions on the street. Even though his residence would most likely be included in the expanded area, he is not in support of the parking restrictions because he often observes Church Street being underutilized. He said if the main problem stems from people parking their cars on a long-term basis, then a solution to prevent that occurrence would be more effective.

Rick Stumm, 7 Laurel Square, agreed with Mr. Thomas and said he understands the original need to prevent merchants from parking in the area, but the restrictions now affect residents who live as close as 50 feet away. He said having that ground level street access during the day is convenient and should be open to all residents.

Mr. McLaughlin, returned to comment and added that he prefers parking on Church Street over Laurel Avenue because it is quieter.

Carolyn Jurk, 716 13th Street, said she can go either way on the restriction, but requested that her house be included in the program if the restriction remains. She said it was unfair when her application for a parking permit was rejected because she does not have a Church Street address even though the street dead-ends into her garage.

Chair Lipps closed Audience Participation.

COMMISSION DISCUSSION

Commissioner Delk asked if the two-hour time restriction could be extended to four or six hours.

Traffic Engineer Zandvliet said the hours can be modified though it would be nonstandard. He provided other potential restrictions residents may apply for that would flush out the cars each day.

Commissioner Delk said it is difficult to determine where to draw the line so that other streets are not negatively impacted, causing a ripple of petition requests that might turn the entire City into permit parking.

Commissioner Nicholson suggested that instead of permit parking, a four-hour restriction be posted similar to Valley Drive near Joslyn Center, where it provides enough time to do an activity, as a two-hour restriction might not.

Commissioner Fournier thanked the public for their testimony because it enabled him to conclude that 13th Street residents generally support the parking restriction if they

are included in the program. He would consider a three or four-hour parking restriction that would give enough time for visiting guests. He would support keeping the Church Street restriction and adding 13th Street to the area, which would require another hearing.

Commissioner Nicholson said the actual problems they are trying to solve are Downtown employees and long-term parking. He observed Church Street being underutilized every time he drove by and said more people should have access. He is more inclined to support removing the permit parking and opting for a four-hour time limit.

Traffic Engineer Zandvliet confirmed that the church parking lot is private property and cannot be subjected to any City restrictions.

Chair Lipps said he is not in favor of additional permits because the problems do not get solved, but are pushed out to a different area.

Commissioner Nicholson said the Downtown Specific Plan did not address merchant parking.

Commissioner King suggested a City-wide resident sticker parking program.

MOTION: Commissioner Fournier made a motion to allow the three Laurel Square residents to be eligible for permit parking with the understanding that Commissioners can continue to discuss the issue. The motion was seconded by King. Discussion continued among the Commission.

Commissioner Fournier said adding the three permits do not pose a great impact and he foresees 13th Street being added to the parking program. He also supports changing the hours to reflect three-hour parking on Church Street.

MOTION: Commissioner Fournier amended his first motion to also increase the parking restriction to three hours on Church Street. The amended motion was seconded by King.

Ayes: Fournier, Nicholson, King.

Noes: Delk, Chair Lipps.

Abstain: None.

Absent: None.

MOTION: Commissioner Nicholson moved to amend the parking program restrictions on Church Street to four hours instead of two hours. The motion was seconded by Delk. Discussion followed.

Ayes: Delk, Fournier, Chair Lipps, Nicholson, King.

Noes: None.

Abstain: None.

Absent: None.

Chair Lipps said he realizes the solution is temporary and is optimistic that the actual problems will be addressed in the future. He also asked residents to canvass the entire affected neighborhood if submitting a petition, and reminded them that street sweeping is also an available option.

Chair Lipps called for a short recess.

4/28/16-3 Consider Additional Downtown Valet Stations, Revised Valet Hours and Rates

Traffic Engineer Zandvliet summarized the staff report and then explained the process going forward.

In response to a question from Commissioner Delk, Traffic Engineer Zandvliet confirmed the valet cost is currently \$9.00, and the City receives a portion of that to reimburse lost meter revenue. Some of the \$9.00 pays for the valet's insurance.

In response to questions from Commissioners, Traffic Engineer Zandvliet said the proposed valet program cannot start while the coastal appeal is still pending; the new proposal must be approved in order to properly address the appeal. He provided further clarification on the appealable components of the valet program.

Chair Lipps asked if there was existing research prior to the petition being filed that showed the valet program's effectiveness.

Traffic Engineer Zandvliet confirmed figures showing the valet was successful by parking 400 cars in the few days of operation, beginning on July 1st and then shut down shortly thereafter in response to the appeal.

Chair Lipps asked if employees could have a special rate.

Traffic Engineer Zandvliet said there has been extensive discussion about possible parking strategies related to employees, and the Draft Downtown Specific Plan recommends that the City conduct a comprehensive parking strategies study.

Commissioner Fournier asked if the taxi zone on Ocean Drive across from Shellback's was considered as a valet option. The location would avoid traveling on residential streets by utilizing 11th Place/Street instead. He suggested a turnout be created, similar to the proposed Location C, and then offer public parking during non-valet hours. He asked if this was a possibility for both Shellback's and The Strand House.

Traffic Engineer Zandvliet confirmed that could be an alternative and said the preference from local businesses was the north side, but the south location would raise similar concerns. He confirmed that the south portion of Ocean Drive is wider than the north side.

In response to a question from Chair Lipps, Traffic Engineer Zandvliet explained the reasons why Manhattan Beach Boulevard was not considered as an option.

Chair Lipps opened Audience Participation.

James Quilliam, 124 12th Street, said his garage faces Center Place where the cars would come down to the proposed valet on Ocean Drive. He is not in favor of the location and said quality of life would suffer for residents on The Strand and Ocean Drive. He expressed concern over increased traffic, safety hazards for vehicles pulling out of garages, emergency responders driving down narrow streets, and pedestrians walking on Manhattan Beach Boulevard. He said Downtown already has four parking lots and does not need to increase valet times or locations.

Cynthia Bond, 124 12th Street, said her unit is on Center Place and opposes the proposed valet on Ocean Drive. She complained about trash cans causing odors, delivery trucks idling, traffic from bar patrons and excessively narrow streets. She would, however, support a Shellback's location.

Jim Burton, 328 11th Street, agreed with Mr. Quilliam and Ms. Bond in opposing Location C. He said Center Place is extremely narrow and Ocean Drive is often used as a drop-off location for beach events. He would support a Shellback's location.

John Schmitt, 1148 The Strand, said his garage faces Ocean Drive and is commonly referred to as an alley with high speed traffic. He felt there would be an increase in pedestrian traffic where there are no sidewalks, taxi circulation, and loading and unloading activity on Ocean Drive year round. He also noted traffic from trash and delivery trucks, which often cause oncoming cars to pull over. He concluded that valets should be on a main thoroughfare like Manhattan Avenue.

Michael Zislis, Downtown business owner, said he does not support proposed Location C, but is in favor of a Shellback's location.

Martha Andreani, Downtown resident, said parking continues to worsen even with the addition of Metlox parking structure and opposed any additional valet parking at any location. She said public parking spaces should not be sacrificed for valet services. The City should be managing the 120 spaces reserved for valet purposes. She opposed the Ocean Drive valet because the street is already over utilized, though Shellback's would be a better option. She observed less use of valet service since people started using Uber and Lift and suggested different valet hours for winter and summer months.

Bill Victor, Downtown property owner, thanked Commissioners for their public service and identified himself as the appellant. His property is on Ocean Drive and he said the street is often referred to as the speedway. He said the Bicycle Coalition recently designated Ocean Drive as a special bike path and he frequently observes cyclists not heeding stop signs. He also noted summer camp drop offs take place all the way to 7th

Street. He agreed with Ms. Andreani in that no additional valets are needed. He then distributed a photo taken in front of Fonz's Restaurant that showed an empty valet. He said beach goers would most likely not spend the money to valet, which suggests limited access to the beach that is not consistent with California Coastal Commission policy. He said the valet would not solve but cause problems, and stressed the importance of providing easy beach access for everyone.

Bob Valentine, Downtown resident, agreed with previous concerns for proposed Location C, and said a location to the south would pose the same concerns, if not more. He explained the south parking lot is larger with twice as much vehicle traffic. He also pointed out the limited visibility for those driving northbound on that portion of Ocean Drive, which would be dangerous considering all the foot traffic.

Jim Grande, 1148 Ocean Drive, said his property is directly north of The Strand House and is strongly opposed to the Location C valet. He agreed with all the concerns and added that the adjacent parking lot also causes gridlock. He is not against valet programs, but asked the Commission to consider the negative impact on residents for a service that is not essential. He further added that motorists would not necessarily follow the directional signs and would cut through streets where it is convenient.

Nancy Raiche, 1148 The Strand, opposed the valet parking on Ocean Drive and agreed with many of the concerns already voiced. She was impressed with the Commission's approach to a solution, but preferred valet operations to be located at either MB Post, Bank of America or Union Bank.

David LaFevre, restaurant owner and resident, agreed with Mr. Zislis to move the proposed valet station to other side of Ocean Drive and is also in favor of the location by Pages.

Chair Lipps closed Audience Participation.

COMMISSION DISCUSSION

Commissioner King mentioned three incidents that occurred at current valet operations that interrupted business operations, involving blocking valet parking spots and verbal assaults toward valet attendants. He stated that he would not support valet operations at The Strand House or other side of street. He would be in favor of valet operations at the Pages location and discussed potential favorable parking ratios. He also proposed extending the parking meters to three hours, instead of two, after 6:00pm.

Commissioner Nicholson said the road is too narrow by The Strand House for valet operations. Shellback's would be a better alternative but only if there was a compelling need for additional valet services, which he said there is not. He requested staff to look into working with the County to extend the hours at the lower pier lots. He would like to see employers offering parking subsidies to their employees and would support building dedicated parking lots to accommodate those workers.

Commissioner Fournier agreed that Location C is not appropriate for a valet, and that the Shellback alternative would need further review or be dropped altogether. He added that parking meters should revert back to 8:00pm enforcement, or three-hour parking, though he was not sure of the fiscal implications. He observed an often empty Metlox parking garage lot after 5:00pm because most visitors prefer to park closer. He favors keeping the existing valet operations without the Strand House location.

Commissioner Delk said he is not convinced the City needs additional valet locations. He supports the Pages site and if there was a compelling need for more valet options, he preferred the Shellback's alternative.

Chair Lipps said he is not in favor of either Ocean Drive location, and believes three locations is sufficient including the Pages site.

MOTION: Commissioner King made a motion to recommend the City Council deny the proposed valet location next to Strand House and recommend to approve/renew the Pages location. The motion was seconded by Commissioner Fournier. Discussion followed on how to add employee parking into the motion.

Ayes: Delk, Fournier, Chair Lipps, Nicholson, King.

Noes: None.

Abstain: None.

Absent: None.

MOTION: Commissioner Nicholson made a motion to also recommend to City Council to incorporate employee parking as a component of the valet parking program. The motion was seconded by Chair Lipps.

Ayes: Delk, Fournier, Chair Lipps, Nicholson, King.

Noes: None.

Abstain: None.

Absent: None.

Further discussion followed.

F. OTHER ITEMS

04/28/16-5 Monthly Revenue and Expenditure Reports: Receive and File

Received and Filed.

04/28/16-6 Commissioner Items

None.

04/28/16-7 Staff Follow-Up Items

In response to a question from Commissioner Nicholson, Traffic Engineer Zandvliet provided an update on Gelson's Market project. Staff is reviewing the submitted application. Once the application is deemed complete, it can be submitted for CEQA review. He expects the item to be presented to Planning Commission by summer.

Commissioner Fournier suggested turning 6th Street into a one-way street to mitigate traffic impacts.

Traffic Engineer Zandvliet said that suggestion can be considered, but would most likely be done outside of the Gelson's project if the traffic study does not indicate a significant impact.

Traffic Engineer Zandvliet provided an update on the Skechers project on Sepulveda Boulevard.

G. ADJOURNMENT

The meeting was adjourned at **9:58 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, May 26, 2016, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.