

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
October 27, 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 27th day of October 2016, at the hour of 6:34 p.m., in the City Council Chambers of Manhattan Beach City Hall, 1400 Highland Avenue.

**B. ROLL CALL**

Present: Fournier, Delk, Chair King, Lipps.  
Absent: Nicholson.  
Staff Present: Traffic Engineer Erik Zandvliet.  
Clerk: Angela Soo.

**C. APPROVAL OF MINUTES**

**10/27/16-1 September 22, 2016**

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

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

**D. AUDIENCE PARTICIPATION**

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

There was no audience participation.

Chair King closed Audience Participation.

**E. GENERAL BUSINESS**

**10/27/16-2 Valley Drive Neighborhood Traffic Management Study Initial Findings**

Traffic Engineer Zandvliet said the purpose of tonight's meeting was to gather input on the neighborhood study in order for staff to return with recommendations for the

Commission to consider at a later date. He proceeded to summarize the staff report, and noted a few corrections.

Commissioner Fournier wanted clarification on whether 4<sup>th</sup> Street was ever a walkstreet.

Traffic Engineer Zandvliet said he could not confirm there was ever a walkstreet at that location based on City records, but said some longtime residents recalled there being a walkstreet many years ago. In 2007, there was a similar request for a walkstreet, but the request never made it to the Commission.

Commissioner Fournier asked about stops signs on Ingleside Drive. Audience members spoke out that there was a stop sign on Ingleside Drive at 6<sup>th</sup> Place in the past, but it was removed and never replaced after a storm drain was installed on Ingleside Drive.

In response to a question by Commissioner Fournier, Traffic Engineer Zandvliet explained some pros and cons of implementing a one-way street on 4<sup>th</sup> Street.

In response to a question by Chair King, Traffic Engineer Zandvliet clarified the public right-of-way widths on various streets and alley ways.

Chair King opened Audience Participation, beginning with a 4<sup>th</sup> Street presentation.

**Shannon Castellani, 521 4<sup>th</sup> Street**, gave a power-point presentation supporting the conversion of 4<sup>th</sup> Street into a walkstreet, stating it was in the City's original design. She said there are currently 20 children living on the street who must watch for construction vehicles and large delivery trucks, making it unsafe to be in the street. Ms. Castellani believed opponents to a walkstreet are mainly concerned about losing parking, but she said children's lives are more important. She proposed a trial walkstreet conversion for the 500 block of 4<sup>th</sup> Street and did not anticipate significant impact to parking in the area.

**Brendan Harrington, 524 4<sup>th</sup> Street**, supports the walkstreet and addressed the safety and parking issues. He said there are three key safety issues. First, motorists drive too fast causing pedestrians to jump onto the planter boxes for safety. Second, when two opposing cars approach each other, it forces one car to back up into a blind intersection at Ingleside and/or Valley Drive. Third, cars often block access to front walkways making it difficult for people to get into their homes or nearly impossible for those using a wheelchair, walker or stroller. He showed a picture of an accident with a large truck while backing up because it was unable to make the turn. Regarding parking issues, he mentioned that the City shut the street down during a sewer repair project in the height of summer, which caused residents to park in their own garages. He suggested a walkstreet trial and placing stickers on resident cars to determine where they are actually parking.

**Jan Steinke, 545 4<sup>th</sup> Street**, said she is here on behalf of Linda McLoughlin Figel, who resides at 533 4<sup>th</sup> Street and owner of Pages Bookstore, and read an email from her dated October 27, 2016. She agrees with her desire for a walkstreet.

**Gayla Fabin, 520 4<sup>th</sup> Street**, said she tried for the last 37 years to revert 4<sup>th</sup> Street back to a walkstreet. She commented the street is as narrow as a walkstreet and open to two-way traffic which presents a dangerous situation to children, residents and animals. She said two of her animals have died.

**Brooke Firing**, said a walkstreet would make it safer when walking to her friend's house. She currently has to worry about cars backing out into her.

**Tiani Shaw**, said she almost got hit five times by large trucks when walking down her street.

**Jack Firing**, said he used to play roller hockey with his friends on the street but speeding cars force them to quickly clear the road to avoid being hit. He also cannot safely cross the street to his friend's house because of speeding cars.

**Nancy Lemm, 508 4<sup>th</sup> Street**, said she videoed the truck backing down the street, which happens on a weekly basis. She is concerned about children entering the street from between cars and getting hit by distracted motorists. She suggested that parking should be eliminated in order to improve safety. To address objections from neighbors who said she bought her home knowing the circumstances, she explained that conditions have changed since she moved there 12 years ago.

**John Maceachern, 540 4<sup>th</sup> Street**, said he witnessed how walkstreets significantly improved areas. He also does not want to negatively impact his neighbors and said residents should be held accountable for finding appropriate parking for their cars.

**Kirra Conner, 548 4<sup>th</sup> Street**, said many kids on her block, including herself, like to play sports in the street. She said speeding cars pose a danger to children. Additionally, the additional school traffic makes it difficult for her mom on carpooling days. She once was almost trapped by a car turning from Valley Drive that backed up very close to her gate.

**Blair Barlett, 505 Manhattan Beach Boulevard, #12**, said she has to mentally prepares herself for the possibility of an oncoming cars on the narrow street. She supports neighborhoods that allow children to play in the street and encourage people to walk out freely and safely. She believed the current street design not permit such a lifestyle. She suggested a six-month trial walkstreet conversion.

**Peggy Nisen, 504 3rd Street**, never recalled a walkstreet on the 500 block of 4<sup>th</sup> Street in her 61 years living in the area. She believed the argument for reverting it back to a walkstreet is both misleading and false. Parking is a major issue in the Sand Section and a walkstreet conversion would negatively impact hundreds of residents. She further added more people would have come to voice their objection if the public notice was mailed earlier than 10 days prior. She presented a petition to the Commissioners from residents opposed to the walkstreet.

**Ron Hacohen, 436 3<sup>rd</sup> Street**, said the walkstreet petitioners did not address how the conversion would impact others living beyond the proposed walkstreet area. He stated parking is already jammed in surrounding streets and would be further congested. He also noted that the photo provided by the lead petitioner showing an empty 3<sup>rd</sup> Street with ample parking was taken during a time of day when street sweeping restrictions were in place. He noted that the petition is unfair to the other neighbors.

**Jim Horner, 341 5<sup>th</sup> Street**, questioned where the 20 cars that are being displaced and the 4<sup>th</sup> Street traffic would go if the street is closed off. He predicted traffic would divert to equally dangerous and congested alleys. He also cannot ever recall there being a walkstreet in the 69 years he has lived in the area.

**James McMahon, 525 3<sup>rd</sup> Street**, provided a document summarizing his document, and agreed there would be increased parking and traffic congestion. He said it is unnecessary to conduct a six-month trial because they experience the overcrowding every summer and on any nice beach day. He is concerned about emergency vehicle access and said parking is particularly worse after 7:30pm. The City may need to conduct an Environmental Impact Report (EIR) if it cannot mitigate any identified adverse impacts.

**Patricia Yates, 508 5<sup>th</sup> Street**, said she would love for the 4<sup>th</sup> Street neighbors to enjoy a walkstreet however, she believed it will impact parking. She noted several other areas where parking spots were lost in the area (501 Ingleside Drive, 440 5<sup>th</sup> Street and bottom of 4<sup>th</sup> Street), and how each loss impacts their small enclave. She supports a one-way street, but not a walkstreet conversion.

**Michael Kahn, 505 3<sup>rd</sup> Street**, appreciated 4<sup>th</sup> Street residents wanting to make their street safer. However, eliminating parking spots will force people to park behind their houses, thereby making 3<sup>rd</sup> Place and streets to the south more dangerous. He is also concerned about emergency vehicle access on Ingleside alley way. He suggested a parking study be conducted during peak summer season when college aged students return home.

**James L. McCormick, 545 3<sup>rd</sup> Street**, stated that large trucks also back up on 3<sup>rd</sup> Street and residents just learn to deal with the situation. Second, if 4<sup>th</sup> Street is closed off, the same delivery trucks will need to stop somewhere and possibly create another dangerous situation elsewhere on Ingleside or Valley Drives. Third, he estimated that the parking would be reduced by 20% because there are about 100 spaces in that area. Fourth, applicants wishing to have a sidewalk should have the City put in a sidewalk on one or both sides since it is a 60-foot public right-of-way.

**Gary D. McAulay, 428 3<sup>rd</sup> Street**, said the safety issues as described by walkstreet proponents are faced by everyone in the City. He said it is impractical to take away parking spaces for essentially a playground. He also agreed installing at least one sidewalk would be more reasonable.

**Dolly Boden, 417 3<sup>rd</sup> Street**, questioned how realistic it is to expect residents to park in their garages. She said monitoring and holding people accountable for parking would be impossible. She said many 4<sup>th</sup> Street walkstreet residents park illegally behind their homes, blocking access at times. She does not want to see more neighbors calling on each other.

**Sara Grasso, 540 5<sup>th</sup> Place**, said she was concerned for traffic congestion on 5<sup>th</sup> Place, such as the turn coming off of Valley Drive. 5<sup>th</sup> Street experiences the same conditions mentioned by walkstreet proponents. She also believes parking would be adversely affected and said a study should be done to determine actual impacts to surrounding streets.

**Jone Osborn, corner of 4<sup>th</sup> Street and Ingleside Drive on walkstreet side**, suggested evaluating intersection at 4<sup>th</sup> Street and Ingleside Drive for stop signs. She observed the traffic impact when people are backing up. She also noted many drivers do not stop at the stop signs, and skateboarders going down Ingleside Drive. She agreed with **Ms. Lemm's** comments about seeing an increase in large delivery type of trucks. She remarked that somehow people are able to find parking on street sweeping days twice a week, although parking is never an issue for her because she uses her garage.

**Patrick Lemm, 508 4<sup>th</sup> Street**, talked about the narrow dimensions of his street. He said 16 houses on the north side of 4<sup>th</sup> Street have no way of getting out of their homes and installing sidewalks would actually further limit available parking spaces. He often returns home after 11:00pm and never has a problem locating a space. He stated the pictures previously submitted were taken over a three-week period that was not only on street sweeping days.

Chair King closed Audience Participation regarding 4<sup>th</sup> Street item only.

In response to Chair King, Traffic Engineer Zandvliet recapped the concerns related to 6<sup>th</sup> Place issues, which included speeding and higher traffic volumes than adjacent streets.

Chair King opened Audience Participation regarding 6<sup>th</sup> Place item.

**Julie Bisceglia, resides at corner of 3<sup>rd</sup> Street and Morningside Drive**, does not want 6<sup>th</sup> Place blocked because it is only one of two exits to the neighborhood when heading in a northerly direction. The other option is to travel south to 1<sup>st</sup> Street and contend with the intersection at Valley Drive. She said both options pose safety concerns. She also said many do not stop at the stop signs at 6<sup>th</sup> Street and Valley Drive. Drivers speed on Valley Drive coming from Manhattan Beach Boulevard and do not slow down until 1<sup>st</sup> Street. She would like to see more aggressive police enforcement at that intersection, or at least a parked unmanned patrol vehicle.

**John Peetz, 433 6<sup>th</sup> Street**, is also concerned about the speed and supports putting back a stop sign on northbound Ingleside Drive at 6<sup>th</sup> Place, or possibly speed bumps. He

said two major issues contribute to the difficulty of making that turn. First, there is no stop sign. Second, there are two parking spots at the northeast corner entirely in the alley, next to a zero lot line house, making it essentially a one-way section of 6<sup>th</sup> Place from Ingleside to Valley drives. He suggested removing the two parking spaces because they interrupt traffic flow. He also said he is sympathetic toward walkstreet supporters, but would like data that calculates actual parking capacity in the area that is not being used, including garage spaces.

**Joe Mellor, 429 6<sup>th</sup> Street**, referred to a traffic study done about three years ago that recorded 1,600 cars driving on 6<sup>th</sup> Place in a 24-hour period, some travelling up to 44mph. He suggested installing additional signage, including flashing speed signs. He recalls there being only one 15mph sign and another one painted on 6<sup>th</sup> Place that often fades away. He understands that reducing the traffic volume would be difficult because it is the only cut-through between Valley Drive and Ardmere Avenue from Manhattan Beach Boulevard to 1<sup>st</sup> Street, but the speed issue can be addressed.

**Michael Kahn, 505 3<sup>rd</sup> Street**, said 6<sup>th</sup> Place is the safest exit intersection for him to use because there is a four-way stop sign. However, the intersection is still dangerous due to the very narrow street. The remaining outlet options on 3<sup>rd</sup>, 4<sup>th</sup> or 5<sup>th</sup> streets are even more unsafe because there are no stops signs and parked cars on the west side of Valley Drive that create blind spots.

**Nick Castner, lives on corner of Ingleside Drive and 6<sup>th</sup> Place**, observed 20% to 25% of the cars not fully stop at the intersection of 6<sup>th</sup> Place between Ingleside and Crest Drives. He does not believe speeds can be controlled just by adding signage, but agreed a stop sign should be installed on northbound Ingleside Drive before entering. Drivers currently swing around that corner too fast, or speed through the intersection altogether. He would like to see more police enforcement as opposed to only traffic mitigation measures.

Chair King closed Audience Participation for 6<sup>th</sup> Place item.

## **COMMISSION DISCUSSION**

Chair King had seven points of clarification pertaining to the 4<sup>th</sup> Street item.

First, he said the staff report did not report any accident history even though at least one accident was mentioned in the presentation.

Traffic Engineer Zandvliet explained there were no accident *patterns*, though there may be isolated incidents and also noted many residential accidents do not get reported.

Second, Chair King asked that right-of-way and paved area measurements be verified on the affected streets.

Traffic Engineer Zandvliet said he will provide measurements, but generally the dimensions are 32 feet for the streets and 20 feet for the alleys.

Third, Chair King referred to the 4<sup>th</sup> Street parking photo with no parking demand, and requested that information be provided in the next report, along with the actual street sweeping schedule.

Traffic Engineer Zandvliet said he can provide that information to the Commission and pointed out that the north side of 3<sup>rd</sup> Street between Ingleside and Vista drives may have less parking because of a messy tree canopy.

Fourth, Chair King asked how a six-month trial would be implemented.

Traffic Engineer Zandvliet explained water barricades would be used on both ends of the street to prohibit vehicle travel.

Fifth, Chair King inquired if the walkstreet proposal would require an EIR.

Traffic Engineer Zandvliet said a preliminary traffic analysis would be presented to the Commission at the next meeting prior to any recommendations. If and when the An environmental assessment would be conducted pursuant to CEQA requirements if a permanent closure was ultimately recommended.

Sixth, Chair King asked for clarification on existing stop signs.

Traffic Engineer Zandvliet clarified there is an all-way stop sign at Ingleside Drive and 4<sup>th</sup> Street. There is also a stop sign at Ingleside Drive and 6<sup>th</sup> Place in the east and westbound directions, but not in the northbound direction.

Seventh, Chair King asked about ADA requirements related to the homes along 4<sup>th</sup> Street.

Traffic Engineer Zandvliet said there are no ADA requirements for existing homes. He also confirmed there are no handicap parking spots on the street.

Commissioner Delk inquired about painting red curbs in front of each house to provide breaks in curb parking by the private walks.

Traffic Engineer Zandvliet said red curbs are an option and can be placed at private walkways with minimal loss in street parking.

Commissioner Delk suggested 6<sup>th</sup> Place residents should call the police each time someone is speeding in order to create a “hot spot” where police will focus more attention.

Traffic Engineer Zandvliet added there are other measures such as parking an unmanned patrol car or using more prominent speed control tools.

Commissioner Delk asked if speed humps are a problem for the Fire Department.

Traffic Engineer Zandvliet said the Neighborhood Traffic Management Plan includes speed humps as a last resort measure. He added there are also speed cushions with gaps that in the hump that align with the fire engine axles.

Commissioner Fournier pointed out fire trucks are different than paramedic vehicles. He agreed with calling police in order to generate a hot spot. He asked if the City was to paint parking spaces, would the measurements be uniform and how many spots would be lost.

Traffic Engineer Zandvliet said he could not estimate the exact dimensions due to the red curb spacing but it is possible that one or two parking spots would be lost.

Commissioner Fournier thanked the audience for presenting their arguments because it helps the Commission understand both sides, and is also beneficial for everyone to hear each other.

Commissioner Fournier complimented the 4<sup>th</sup> Street residents for suggesting a six-month trial. He broke down the issue into three points.

Commissioner Fournier said his first point is safety. He believed there would be an impact to emergency responders if a street is closed off or speed humps were installed. However, a trial experiment would not help determine whether these measures would affect accessing a house as quickly as possible.

In response to a question by Chair King, Traffic Engineer Zandvliet clarified that emergency vehicles cannot drive through water barricades. However, he said there are other measures that could allow access. An audience member spoke out and said emergency access is serviced via the alley and not the walkstreet.

Commissioner Fournier said his second point is functionality of traffic access in the area. He stated if a street is closed off, then a different traffic flow would be created and then affect other neighbors.

Commissioner Fournier said his third point is the number of parking spaces that would be lost.

Commissioner Fournier said he was not able to identify a specific argument from 4<sup>th</sup> Street residents that made 4<sup>th</sup> Street unique from other streets in the area. He believed all the streets could potentially become walkstreets, which concerned him because he did not want to set a precedent.

Commissioner Lipps said parking is the main issue for 4<sup>th</sup> Street item. He is also concerned about setting a precedent if the walkstreet is approved; however, the



Commission could recommend establishing certain criteria for walkstreet conversions, such as only considering applications for narrower streets with no sidewalks. He clarified that constructing sidewalks would mean going into the private property, not the street parking area. He supports doing an experiment with a one-way street going east or west and possibly installing signs that prohibit large vehicles.

Commissioner Lipps said the speed issue on 6<sup>th</sup> Place can easily be addressed with traffic calming measures. He agreed with the suggestion to call the police.

Chair King referenced a letter that stated there are currently 19 spots, but would be reduced to 17 spaces when including the red curbs. He requested Traffic Engineer Zandvliet provide clarification at the next meeting.

Traffic Engineer Zandvliet further added the 6<sup>th</sup> Place intersection is not a standard four-way street, but is more a three-way. He also said there are other measures that can improve the safety at the intersection.

Chair King agreed with Commissioner Fournier regarding the value of receiving public comment from both sides and also acknowledged the children who spoke.

In response to a question from Commissioner Lipps, Traffic Engineer Zandvliet said the Neighborhood Study item would most likely be heard again at the January meeting. He will send out another notice with a survey asking for more public input.

Chair King moved onto the next item, as no action or motion was necessary.

## **F. OTHER ITEMS**

### **09/22/16-4 Monthly Revenue and Expenditure Reports: Receive and File**

Received and Filed.

### **10/27/16-6 Staff Follow-Up Items**

Traffic Engineer Zandvliet gave an update on Downtown Specific Plan (DTSP), which was presented at the last Planning Commission meeting. The final draft, which includes PPIC comments, is available on City website now and will be going to City Council for final approval.

Traffic Engineer Zandvliet gave an update on the North End crosswalk at Highland Avenue and 38<sup>th</sup> Street. The City is finalizing the design and will eventually proceed with construction bids. Work being done by the Gas Company is causing a delay.

Traffic Engineer Zandvliet provided an update on the Mobility Plan and said it has been on hold until the DTSP is complete.

Traffic Engineer Zandvliet said the Downtowner Shuttle is still in progress. He further added the City is considering using Lyft and/or Uber to promote ride-sharing services during special events in order to alleviate Downtown congestion.

Commissioner Lipps suggested also asking taxicab companies, as they may be more willing to offer concessions in order to stay competitive.

Discussion continued regarding passenger transportation options and possibly using them to provide off-site shuttling services.

Chair King commented that the Downtowner contract just got signed this week and it would be a tremendous relief since it is a free service.

In response to a question by Commissioner Fournier, Traffic Engineer Zandvliet provided an update on the flashing beacons on Highland Avenue at 34<sup>th</sup>, 35<sup>th</sup> and 36<sup>th</sup> streets. He said funds are secured and they are moving forward with the design, which would then be presented to North End BID.

#### **10/27/16-5 Commissioner Items**

Chair King inquired about the status of the Gelson's project. Traffic Engineer Zandvliet said there is nothing new to report.

Chair King requested an update on the Sepulveda Bridge widening project. Traffic Engineer Zandvliet said the consultant is about 95% done with the design, and the City will soon request Caltrans to authorize construction funds. The City recently obtained required dedications that included the Hacienda building and a sliver of Chevron property. At the earliest, construction would begin in one year.

Commissioner Delk asked about the closed mortuary business on Sepulveda Boulevard. Traffic Engineer Zandvliet said the landlord is converting the mortuary to an Urgent Care with 9:00am to 9:00pm operations. No ambulance services are expected unless there is a heart attack on premises. On-site circulation and parking would remain the same as before and he does not foresee any noticeable impact to Oak Avenue. Any potential impact to the neighborhood would be studied pursuant to the Oak Avenue Neighborhood Intrusion Study. He said the project more than meets the parking requirements.

Chair King supports the Urgent Care and liked the longer hours it provides than Torrance Urgent Care on Manhattan Beach Boulevard.

Commissioner Fournier commented he likes the idea of providing free parking for electric cars, referring to the spaces located at the library and under City Hall.

Commissioner Fournier also remarked on his experience when trying to obtain stationary with City letterhead. He believes commissioners should be granted that ability given their responsibility and the process they undergo to become a commissioner.

Chair King adjourned the meeting.

**G. ADJOURNMENT**

The meeting was adjourned at **9:06 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, December 8, 2016, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.