

From: Pat McKinsey
To: [Gene Kim](#)
Subject: FW: For Pier Tenant Input: North Parking Structure Circulation Mods
Date: Monday, September 21, 2020 9:19:03 AM



*ATTN: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Message forwarded from A Basq Kitchen on International Boardwalk.

Option 1 please!

On Sep 10, 2020, at 09:42, Pat McKinsey <pmckinsey@leonardomgmt.com> wrote:

Dear Tenants,

Gene Kim, City Traffic Engineer, will be taking an item to the Public Works Commission meeting on September 28th regarding considerations for circulation modifications for the north parking structure. The recommendations will be made based on, what Gene understands, requests made from the pier tenants. There are two modifications shown in the attachment, with the associated advantages/disadvantages for either option.

If you have any comments you would like to share with Gene, please email them directly to gene.kim@redondo.org.

Thank you.

Laurie Koike, Manager
Waterfront & Economic Development
415 Diamond Street
Redondo Beach, CA 90277
www.redondo.org

<image002.png>

Please note that email correspondence with the City of Redondo Beach, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Redondo Beach shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.

<North Parking Structure Circulation - 6-24-20.pdf>

From: Randy LaFaye
To: [Gene Kim](#)
Subject: North Pier Parking Traffic Flow
Date: Thursday, September 10, 2020 10:17:28 AM
Attachments: [1599757610754blob.jpg](#)



*ATTN: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Hi Gene,

This is Randy, Owner of The Slip, a Restaurant on the International Boardwalk. Thank you SO much for taking on this project to correct this traffic flow. Me, my wife, business partner and my 18 employees use the ramp and downstairs parking exclusively. Often on busy weekend, I personally have to rush out to the store to grab something that I run short on at my restaurant and tend to run in to this bottle neck getting in and out. So I really am excited about the changes.

I reviewed your diagrams/notes and you forgot one big easy fix.... remove the last two parking spaces. By removing those two spaces it gives the driver coming up the ramp to exit the ability to easily turn left. So I guess you would need a few more yield/stop signs. One at the TOP of the ramp and one more before you turn LEFT to park upstairs or RIGHT to go down the ramp. I like your stop before the EXIT.

Here is a quick screen shot. Hope it makes sense. Thanks again! Randy

Inline image



From: Jake Mark
To: [Pat McKinsey](#); [Laurie Koike](#); [Gene Kim](#); [John Kukawsky](#); [Paddlehouse164@gmail.com](#)
Subject: RE: For Pier Tenant Input: North Parking Structure Circulation Mods
Date: Thursday, September 10, 2020 9:24:36 PM
Attachments: [379A8D078A4343738517F421A9E0213A.png](#)
[image002.png](#)



*ATTN: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Thanks for putting this into motion.

I feel like the main reason of this change is not mentioned in “advantages” or in the email which is: currently people do not notice the underground parking and they cycle through the upstairs parking when it is full, after making one loop they proceed to exit as that is what is in front of them. Meanwhile there is still much more parking available downstairs which is unknown to them. By reversing the direction upstairs it allows for people who have cycled through the upstairs area to now be facing the downstairs parking which will have better visibility and better signage advising them to drive straight ahead for more parking. This will help the city generate more money in parking and help the business get more customers as there is no guarantee we will see a customer once they leave the parking lot, they may very well go somewhere else that is “less crowded”.

After reviewing your diagram here are a few suggestions.

1. Add a stop sign floor marking at the end of the upstairs parking, this allows people to stop and better see signs. Under that stop sign put the “park straight arrow / right arrow exit park sign” below the stop sign. There is also traffic exiting from downstairs turning left which is opposing traffic so stop sign would be safer.
2. I didn’t mark this but so the same thing with the exit park sign at the stop sign, put the arrow signs under the stop sign rather than across the way as they are in both stop sign situations. This will allow for better visibility of arrows advising additional parking.
3. At the top of the ramp upon exiting downstairs make the arrow to the left rather than straight.
4. The 2 or 3 parking spots between the entrance and the power building where the stop sign is may become somewhat obsolete and hard to access with stop sign in front of it. Turning those into motorcycle parking may be more suitable as they can maneuver easily and you can fit more spots into that small area.

Besides that it looks great, if you don’t like stop sign addition, maybe put up a yield sign at least as there will be opposing traffic turning left from exiting downstairs.

I hope this idea comes to fruition as I noticed people leaving over the holiday weekend after driving around the top lot which is full. I tried to tell cars in front and behind me to go downstairs but it didn’t work.



Jake
Redondo Beach Sportfishing & Whale Watch

Sent from [Mail](#) for Windows 10

From: [Pat McKinsey](#)

Sent: Thursday, September 10, 2020 9:42 AM

Subject: For Pier Tenant Input: North Parking Structure Circulation Mods

Dear Tenants,

Gene Kim, City Traffic Engineer, will be taking an item to the Public Works Commission meeting on September 28th regarding considerations for circulation modifications for the north parking structure. The recommendations will be made based on, what Gene understands, requests made from the pier tenants. There are two modifications shown in the attachment, with the associated advantages/disadvantages for either option.

If you have any comments you would like to share with Gene, please email them directly to

gene.kim@redondo.org.

Thank you.

Laurie Koike, Manager
Waterfront & Economic Development
415 Diamond Street
Redondo Beach, CA 90277
www.redondo.org



Please note that email correspondence with the City of Redondo Beach, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Redondo Beach shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.