

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
March 28, 2024**

**A. CALL TO ORDER:**

The regular meeting of the Parking and Public Improvements Commission (Commission) of the City of Manhattan Beach, California was held in hybrid format (Zoom Call and in person at City Hall, 1400 Highland Avenue, Manhattan Beach, CA 90266) on March 28, 2024 at the hour of 4:04pm.

**B. PLEDGE TO FLAG**

**C. ROLL CALL**

Present: Commissioners Marcy, Commissioner Becker, Vice-Chair DaGiau,  
Absent: Chair Kirschenbaum  
Staff Present: Talyn Mirzakhianian, Community Development Director  
Helen Shi, Senior Civil Engineer  
Marzena Laskowska, Senior Civil Engineer  
Clerks: Carianne Chavez, Agenda Host

**D. APPROVAL OF MINUTES**

03/28/24-1 Regular Meeting – December 7, 2023

**MOTION:** It was moved and seconded (**Becker/Marcy**) to approve the minutes without corrections.

**AYES:** Marcy, Becker, Acting Chair DaGiau  
**NOES:** None  
**ABSTAIN:** None  
**ABSENT:** Becker

**E. AUDIENCE PARTICIPATION (3-minute Limit)**

**Acting Chair DaGiau** opened Audience Participation.

**Eric Haaland (3217 Oak Ave)** stated that he sent an email to the commissioners earlier in the afternoon and asked if the commissioners had any questions.

**Paul Thompson (1143 22<sup>nd</sup> St)** shared his concerns regarding a crosswalk that was eliminated on the east side of Cedar Avenue.

**Acting Chair DaGiau** closed Audience Participation.

**F. GENERAL BUSINESS**

03/28/24-2 Discussion of Potential Traffic Calming Measures for the Oak Avenue / Manhattan Village Shopping Center Neighborhood Traffic Management Study

**Director Mirzakhianian** summarized the staff report. She explained that on August 24, 2023, the Commission discussed the initial study area findings made by the Traffic Engineer. The Neighborhood Traffic Management Program study began in 2018 with traffic and speed counts prior to and after construction of the Manhattan Village Shopping Center expansion. **Director Mirzakhianian** shared the results of this study. There was a 15% decrease in daily traffic volume on Sepulveda Boulevard between 2018 and 2022. The average and 85<sup>th</sup> percentile speeds on all studied street segments remained the same or slightly decreased between 2018 and 2022. She stated that the collision history was reviewed within the neighborhood. The review found no locations with recurring collisions that would indicate a high crash rate within the study area. She summarized the public comments received from the residents in the study area. **Director Mirzakhianian** stated that residents within the study area and all interested parties were notified by mail of this agenda item and invited to give input to the commission.

**Director Mirzakhanian** shared the following recommendations based on the Traffic Engineer's analysis. The recommendations are listed in order of priority as recommended by the Commission:

1. Install four-way stop signs at the intersections:
  - a. 17<sup>th</sup> Street and Oak Avenue
  - b. 19<sup>th</sup> Street and Oak Avenue
  - c. 19<sup>th</sup> Street and Elm Avenue
  - d. 18<sup>th</sup> Street and Cedar Avenue
2. Install speed limit signs at all entrances to the residential neighborhood in the study area.
3. Prohibit parking on the west side of Oak Avenue for 30 feet north of 27<sup>th</sup> Street and trim tree branches on northeast corner of Oak Avenue and 27<sup>th</sup> Street.
4. Conduct a pedestrian safety study at the intersection of Marine Avenue and Cedar Avenue.
5. Construct curb, gutter, and sidewalk to replace the painted edgeline in the curve at Ardmore Avenue and 33<sup>rd</sup> Street.
6. Conduct a study to verify recurring non-resident parking intrusion to determine if a residential parking permit program would be appropriate on residential streets immediately west of the commercial properties along Sepulveda Boulevard between Manhattan Beach Boulevard and 33<sup>rd</sup> Street.

**Acting Chair DaGiau** asked if the recommendations were reviewed with the Police Department. **Director Mirzakhanian** stated that the Police Department supports the recommendations and are willing to commence targeted enforcement within the study area. **Acting Chair DaGiau** asked if the curb, gutter, and sidewalk replacement at Ardmore Avenue and 33<sup>rd</sup> Street fits into the current budget. **Director Mirzakhanian** stated that it might be able to come from a maintenance budget; however, the project will need to be costed out in the future. **Acting Chair DaGiau** asked if a cost estimate was conducted. **Senior Civil Engineer Shi** explained that the cost and timeline depend on the scale of the project.

**Commissioner Becker** asked if the curb construction has been done before in Manhattan Beach. **Senior Civil Engineer Shi** explained that construction on city curbs is performed on a regular basis. **Commissioner Becker** asked if mid-block narrowing is effective for reducing the speed of a vehicle. **Senior Civil Engineer Shi** explained if the lane is wider, citizens tend to drive faster.

**Commissioner Marcy** asked if there are any alternatives to constructing the curb, gutter, and sidewalk to replace the painted edgeline in the curve at Ardmore Avenue and 33<sup>rd</sup> Street. **Senior Civil Engineer Shi** stated that this recommendation will protect pedestrians and is a permanent solution. She explained that this project could potentially be implemented in phases. **Commissioner Marcy** asked for clarification on how targeted police enforcement works. **Director Mirzakhanian** stated that the police would issue tickets to individuals who violate speeding rules or stop sign regulations. **Senior Civil Engineer Shi** stated that a police car stationed in this area would remind individuals to drive carefully. **Commissioner Marcy** asked for clarification on the removal of the crosswalk on Marine Avenue and Cedar Avenue. **Senior Civil Engineer Shi** explained that the City Engineer and the County Engineer conducted an analysis. It was determined that while the crosswalk was convenient for residents, drivers in the southbound left turn lane from the shopping center were ignoring pedestrians, which became a safety issue.

Additional discussion followed.

**Acting Chair DaGiau** opened public comment.

**Tom Kaminski (1701 Oak Ave)** expressed his concerns regarding the intersection of Oak Avenue and 17<sup>th</sup> Street. He shared his support of the proposed 4-way stop signs at the intersections of Oak Avenue & 17<sup>th</sup> Street and Elm Avenue & 17<sup>th</sup> Street.

**Stephan Wandel (1812 Oak Ave)** shared his concerns regarding the number of reported and unreported accidents at the intersections of Oak Avenue & 17<sup>th</sup> Street and Oak Avenue & 19<sup>th</sup> Street. He shared his support of the proposed 4-way stop signs at the four recommended intersections.

**Wysh Weinstein (1817 Oak Ave)** shared her concerns regarding the lack of visibility at the intersection of Oak Avenue and 19<sup>th</sup> Street.

**Dawn Boisvert (1609 Oak Ave)** shared her support of the proposed 4-way stop signs at the intersection of 17<sup>th</sup> Street and Oak Avenue. She expressed her concerns regarding the traffic congestion that will potentially occur on 17<sup>th</sup> Street due to parking on both sides of the street. She also would like left turns to be prohibited at the corner of 17<sup>th</sup> Street and Sepulveda Boulevard due to the lack of visibility. She shared her concerns regarding the lack of safety of making a U-turn at Sepulveda Boulevard and 17<sup>th</sup> Street.

**Bryce Ross (1901 Elm Ave)** shared his support of the proposed 4-way stop signs at the intersection of 19<sup>th</sup> Street and Elm Avenue.

**Adam Heeg** shared his concerns regarding the lack of safety at the intersection of Oak Avenue and 19<sup>th</sup> Street and shared his support of 4-way stop signs at this intersection.

**Dave Weldon** shared his concerns regarding the lack of visibility at the intersection of 19<sup>th</sup> Street and Elm Avenue and shared his support of 4-way stop signs at this intersection.

**Acting Chair DaGiau** closed public comment.

Discussion followed on the various recommendations provided by the Traffic Engineer's analysis.

**MOTION:** It was moved and seconded (**DaGiau/Becker**) to recommend all traffic calming measures proposed by the Traffic Engineer in order of priority determined by the Commission.

**AYES:** Marcy, Becker, Acting Chair DaGiau

**NOES:** None

**ABSTAIN:** None

**ABSENT:** None

03/28/24-3 Status Update on the Voorhees Sewer Lift Station Improvements Project

**Senior Civil Engineer Laskowska** summarized the staff report. She explained that the design process started in 2019 and is currently in the final design phase. In October, a community meeting was held to solicit public comments. The existing location of the lift station is on the corner of Rowell Avenue and Voorhees Ave. **Senior Civil Engineer Laskowska** said the City is proposing to upgrade the lift station, which will involve increasing the size of the wet well. This will allow for more retention time and allow the pumps to be more efficient which will reduce energy and maintenance costs.

The scope of work for this proposed project includes:

- New electrical service;
- New above-ground CMU enclosed standby generator;
- New larger wet well;
- New submersible pumps;
- New 6-inch force main;
- Rehab of existing dry vault pit;
  - Includes: piping, valves, ventilation system, equipment control & alarm system
- Slip-line of existing force main; and
- New landscape.

**Acting Chair DaGiau** asked what is the life span of the sewer lift station pumps. **Senior Civil Engineer Laskowska** stated that the life span is about 15 years.

**Senior Civil Engineer Laskowska** summarized the construction process. She explained that a majority of the work would be underground. She said all work would follow the right-of-way permit process and work will take place within City construction hours. She explains that the appropriate measures will be taken to limit the impact to the surrounding residents. She stated that any interfering shrubs and/or trees will be removed; however, there will be a 2:1 replacement of trees. The project is currently in its final design phase with the construction bid expected to take place early Summer 2024. Construction is expected to begin late Summer 2024 through Fall 2025 with the final close out of the project in winter 2025.

**Commissioner Marcy** asked how much of the work will be conducted on the street level throughout the construction process. **Senior Civil Engineer Laskowska** explained that a majority of the construction will take place on the driveway and parking lane on Rowell Avenue. **Commissioner Marcy** asked if the Cultural Arts Commission could review this location for a potential art installation.

**Acting Chair DaGiau** opened public comment.

There were no participants.

**Acting Chair DaGiau** closed public comment.

**Senior Civil Engineer Laskowska** summarized the staff report. She explained that the design process started in 2020 and is currently in the final design phase. The existing location of the lift station is on Pacific Avenue and the existing force main is located on Pacific Avenue through 27<sup>th</sup> Street and ends at North Ardmore Avenue at an existing manhole. The proposed gravity line will be located on Pacific Avenue with the addition of five new manholes with one manhole replacement at the existing pump station. The manhole on North Ardmore Avenue will connect to an existing Los Angeles County Sanitation District trunk line.

The scope of work for this proposed project includes:

- 900 feet of new 12-inch gravity pipe installed via trenchless technology;
- Five new sewer manholes along Pacific Avenue, which includes a new 70-foot deep junction structure connection to LACSD's 36-inch sewer trunk;
- Relocation of conflicting utilities;
- Remove portions of existing pump station such as:
  - Electrical
  - Mechanical
  - Top 6-foot structure
  - Abandon below 5 feet of structure; and
- Abandon 1,225 feet of existing 6" force main

**Senior Civil Engineer Laskowska** summarized the locations of the five new manholes along Pacific Avenue. **Acting Chair DaGiau** asked if there has been an analysis on potential traffic impacts. **Senior Civil Engineer Laskowska** stated that potential traffic impacts were analyzed and reviewed by the City Traffic Engineer.

**Senior Civil Engineer Laskowska** explained the proposed project's construction process. The first utility relocation of a SoCal Gas line is in progress. This gas line will be relocated from the west to east side of Pacific Avenue between Valley Drive and 27<sup>th</sup> Street. This relocation is expected to be completed by the end of April 2024. The second utility relocation of a SoCal Gas line will be relocated on the northwest corner of Ardmore Avenue and Pacific. This work will take place from approximately May 2024 through August 2024. **Senior Civil Engineer Laskowska** ensured that all work would follow the right-of-way permit process and work will take place within City construction hours. She explained that appropriate measures will be taken to limit the impact to the surrounding residents. The project is currently in its final design phase with the construction bid expected to take place in Fall 2024. Construction is expected to begin Winter 2024/2025 through Summer 2025 with the final close out of the project in Winter 2025/2026.

**Acting Chair DaGiau** opened public comment.

There were no participants.

**Acting Chair DaGiau** closed public comment.

**Commissioner Marcy** asked if the proposed project would affect the Manhattan Beach 10k race. **Senior Civil Engineer Laskowska** explained that special events are added into the contract documents for the project and the contractor will be instructed to avoid any special events.

**Senior Civil Engineer Laskowska** summarized the staff report. In 2019, the Americans with Disabilities Act (ADA) Transition Plan by Disability Access Consultants, LLC identified the segment of missing sidewalk on the west side of Aviation Boulevard, just north of 33<sup>rd</sup> Street. The proposed project is in its final design phase with easements in progress. The proposed project location is on Aviation Boulevard from 33<sup>rd</sup> Street to just north of 3301 N Aviation Boulevard.

The scope of work for this proposed project includes:

- New Sidewalk;
- New Curb/gutter;
- Relocate signs;
- New retaining wall;
- SCE Guywire to Grade;
- Utility boxes to Grade;

- Shorten right turn pocket;
- Tree removal (9 of 11);
  - Replacement 2:1 ratio
- New landscape.

**Senior Civil Engineer Laskowska** explained the construction process of the proposed project. She ensured that all work will follow the right-of-way permit process and work will take place within City construction hours. The project is currently in its final design phase with the construction bid expected to take place in Summer 2024. The construction schedule is dependent on the finalization of easements. This project is expected to be completed in Fall 2025 with the final close out of the project in Winter 2025/2026.

**Acting Chair DaGiau** opened public comment.

There were no participants.

**Acting Chair DaGiau** closed public comment.

**OTHER ITEMS**

03/28/24-6      Staff Updates

**Director Mirzakhania** provided the following staff update on the following item:

- City Council Meeting on April 16, 2024 to discuss the cost of the Outdoor Dining Task Force’s recommendations

03/28/24-7      Commissioner Items

- Commissioner Appreciation Day on April 11, 2024

**G.      ADJOURNMENT**

The meeting was adjourned at 5:55 p.m. to the Parking and Public Improvements Commission Regular Meeting on April 25, 2024 at 4:00 p.m. at the City Hall Council Chambers (1400 Highland Ave. Manhattan Beach, CA 90266) and via ZOOM Call.