

Attachment F

PARKING AND PUBLIC IMPROVEMENTS COMMISSION

Consideration of the Draft City Parking Management Strategies and Toolkit

Correspondence Received Before
Posting of Agenda

Erik Zandvliet

From: bridgette bridgettegoodman.com <bridgette@bridgettegoodman.com>
Sent: Friday, September 5, 2025 8:20 AM
To: Erik Zandvliet
Cc: Audrey Judson; Don Ziss; Faith Backus Lyons; Harry Ashikian; jill@manhattanbeachchamber.com; Jim Burton; Joseph Ungoco; Kimberlee Kelly; Maureen McBride; Mike Simms; Paul M. Mullin; Peir Serota; Kristin Sistos; Carol Parrin; Michael Cohen; Loretta Raftery; Loretta Raftery; Brenda O'Leary; Rachel Vandenberg; George Wright; Gerry Morton; Kelly Stroman; Jaehee Yoon, AICP; Carianne Chavez
Subject: [EXTERNAL] Re: Draft City Parking Management Strategies Report-Comments requested by 9/10

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Hi Erik,

Thank you for following up. I've also reached out to the City regarding the current food truck.

One of the biggest issues I've noticed is **obstruction**.

For example, the other day while pulling out of the Vons parking lot, I was nearly hit by an oncoming car because the large truck blocked my view of a smaller vehicle. A similar issue occurred in August on Valley, when the truck was parked in a way that blocked both the sidewalk and part of the street, making it unsafe for bike riders to pass.

On the parking front, I do like the idea of a **dynamic meter system**—where rates adjust in real time based on demand. Higher rates during peak hours and lower rates during off-peak times could encourage turnover and increase availability. I believe this would be especially beneficial for current Manhattan Beach residents.

In the future, I would like to see more parking spaces for employees. This to will help current MB residents.

Thank you for all your time,
Bridgette Goodman

On Aug 27, 2025, at 4:53 PM, Erik Zandvliet <ezandvliet@manhattanbeach.gov> wrote:

Hello Outdoor Dining Task Force members,

You may be wondering if this email means the Task Force has been revived for more outdoor dining?

Not so, but I thought you would be the perfect group of Manhattan Beach loving people to send a preview of the City's Draft City Parking Management Strategies Report.

As you may know, the City has been working for about a year on the City Parking Management Study, which began with parking counts last summer in a Downtown and North MB. Our consultant has already completed the existing and future conditions studies. The Draft Strategies Report offers a “toolbox” or “best practices” of methods that either increase parking supply, decrease demand, or encourage alternative transportation modes in order to manage our parking needs.

I would ask that you take some time reading the report and offer your comments and concerns back to me by September 10. Each of you may have different opinions on the strategies, and I value all of your individual perspectives.

Your comments will be incorporated into the staff report when we bring this report to the Parking and Public Improvements Commission on September 25 at 4PM.

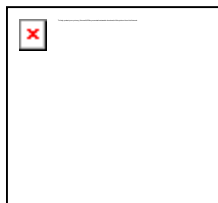
The Commission’s recommendations will then be forwarded to the City Council for their consideration when approving the final management plan.

Based on your feedback, some strategies may need to be modified or perhaps dropped from the approved plan.

You are invited and encouraged to attend the PPIC meeting as well! Hope to hear from you soon.

Feel free to contact me if you have any questions.

Erik



ERIK ZANDVLIET

TRAFFIC ENGINEER

(310) 802-5522

ezandvliet@manhattanbeach.gov

The Citizen Self Service (CSS) Online Portal is available for City permit and planning applications and inspections. Most Community Development services are available online and various divisions can be reached at (310) 802-5500 or Email during normal City business hours. View the in-person Community Development services schedule. Please note that the last sign-in for morning walk-in services is at 11:15 A.M. The last sign in for all other available services is 15 minutes prior to close of business.

CITY OF MANHATTAN BEACH 1400 Highland Avenue Manhattan Beach, CA 90266

Office Hours: M-Th 8:00 AM-5:00 PM | Fridays 8:00 AM-4:00 PM | Not Applicable to Public Safety

Reach Manhattan Beach

Use our click and fix it app 24/7 for non-emergency requests

Download the mobile app now



<Draft Manhattan Beach Strategy Toolkit rev2 8-13-2025.pdf>

Erik Zandvliet

From: kimberlee k <4kimberleekelly@gmail.com>
Sent: Monday, September 8, 2025 2:36 PM
To: Erik Zandvliet
Subject: [EXTERNAL] Re: Draft City Parking Management Strategies Report-Comments requested by 9/10

EXTERNAL EMAIL: Do not click links or open attachments unless you trust the sender and know the content is safe.

Hi Erik,

Thank you for sharing the Walker Consultant's Parking report. I was a bit disappointed in their selections of example cities. I did not think that any of them were relevant to Manhattan Beach's unique framework of having the commercial district nestled within very tight proximity of residential streets. The consultants based all their conclusions and evidence on large metropolitan cities. None of these cities are characterized with dense residential streets neighboring the commercial areas. I would love to see a report that used La Jolla, Laguna, Corona Del Mar, or even Santa Monica as examples.

Due to the high-income nature of our community, parking is a very inelastic commodity. Before reading this report, I honestly could not even have told you what the parking rates are in the City. Raising prices \$0.50/hr is not going to change demand or redistribute people to off-street parking. I don't even know if a more significant increase will change people's patterns. At the current rate of approximately \$8.00 for 2 hours, it is still cheaper than taking an Uber from North Manhattan. However, for the more price-sensitive visitors, increasing on-street parking could possibly lead to more people searching the residential streets for parking.

I disagree with the consultants regarding eliminating time limits for on-street parking. North Manhattan has so little on-street parking that eliminating time limits would increase on-street beach parking and reduce turnover, thereby hurting North Manhattan businesses and restaurants. I definitely think we need to research construction costs for redoing Lot 4 and increasing its capacity by increasing the number of floors. I agree with the consultants that we should look into negotiating some sort of long-term lease with Chevron for the possible 110 spaces currently being used for the staging of the Highrose project. In the next few years with the completion of the Highrose project, which has insufficient parking spaces by City standards, we are going to have a significant deficit in North Manhattan and deferring parking to the already congested residential streets is not the answer.

My primary recommendation is to increase the Residential Parking Permit Program for North Manhattan. This section of Manhattan Beach is incredibly dense and probably has the most traffic congestion. It is definitely a public safety issue as emergency vehicles have very limited access and have to back down all the number streets, delaying emergency transport. RPPP with regular parking patrol would eliminate the airport and long-term parking that exists in the area. Utilizing all the parking pads is not the answer. Having vacant parking pads is essential to achieve two way traffic on streets that are only wide enough for one way traffic. I do believe that La Jolla, Laguna, Hermosa, and parts of Santa Monica have RPPP programs to preserve residential parking.

Thank you for all your hard work.

Kimberlee

On Wed, Aug 27, 2025 at 4:53 PM Erik Zandvliet <ezandvliet@manhattanbeach.gov> wrote:

Hello Outdoor Dining Task Force members,

You may be wondering if this email means the Task Force has been revived for more outdoor dining?

Not so, but I thought you would be the perfect group of Manhattan Beach loving people to send a preview of the City's Draft City Parking Management Strategies Report.

As you may know, the City has been working for about a year on the City Parking Management Study, which began with parking counts last summer in a Downtown and North MB. Our consultant has already completed the existing and future conditions studies.

The Draft Strategies Report offers a "toolbox" or "best practices" of methods that either increase parking supply, decrease demand, or encourage alternative transportation modes in order to manage our parking needs.

I would ask that you take some time reading the report and offer your comments and concerns back to me by September 10. Each of you may have different opinions on the strategies, and I value all of your individual perspectives.

Your comments will be incorporated into the staff report when we bring this report to the Parking and Public Improvements Commission on September 25 at 4PM.

The Commission's recommendations will then be forwarded to the City Council for their consideration when approving the final management plan.

Based on your feedback, some strategies may need to be modified or perhaps dropped from the approved plan.

You are invited and encouraged to attend the PPIC meeting as well! Hope to hear from you soon.

Feel free to contact me if you have any questions.

Erik



ERIK ZANDVLIET

TRAFFIC ENGINEER

(310) 802-5522

ezandvliet@manhattanbeach.gov

The **Citizen Self Service (CSS) Online Portal** is available for City permit and planning applications and inspections. Most Community Development services are available online and various divisions can be reached at (310) 802-5500 or Email during normal City business hours. View the in-person Community Development services schedule. Please note that the last sign-in for morning walk-in services is at 11:15 A.M. The last sign in for all other available services is 15 minutes prior to close of business.

CITY OF MANHATTAN BEACH 1400 Highland Avenue Manhattan Beach, CA 90266

Office Hours: M-Th 8:00 AM-5:00 PM | Fridays 8:00 AM-4:00 PM | Not Applicable to Public Safety

Reach Manhattan Beach

Use our click and fix it app 24/7 for non-emergency requests

Download the mobile app now



To: Traffic Engineer Mr. Erik Zandvliet

CC: City Manager Mirzakhania, Honorable Mayor Lessor, and Members of Council

Subject: Draft Manhattan Beach Parking Strategies and Tool Kit

Mr. Zandvliet,

As a downtown resident and business owner, I appreciated your 8/27/25 email and the opportunity to comment on the recently published *draft Manhattan Beach Parking Strategies and Tool Kit* prepared by Walker Consultants.

Although I have many specific comments on several Topic Areas and their strategies, my primary concern is related to the Long-Term Parking - Residential Parking Permit Program.

Introduction – quote from page 5

“This parking management strategies document provides recommendations and a framework to guide implementation to achieve Manhattan Beach’s parking and management goals and objectives”

Can we please outline and define the City’s parking management goals and objectives for downtown residents? What are the City’s goals and objectives for those of us living in the downtown district immediately adjacent to the commercial corridor? As I have stated before, there are more residential parcels in the downtown district than commercial parcels. Many of the residential parcels are multi-unit apartment buildings with multiple people required to utilize on street parking.

As a resident living in downtown for over 30 years, it is clear that the current parking management goals and objectives are failing downtown residents. On-street parking availability continues to be reduced as public policy and commercial re-development approvals allow continued intensification of the commercial foot print. This intensification has adversely impacted downtown residents parking options.

I am asking that this Parking Management study include a substantial commitment from the city to embrace the opportunity and address real downtown residential parking issues. It’s time. Real meaningful implementable downtown residential parking solutions are possible and within reach. It will take leadership and courage to stand up for the minority of residents who live

downtown but are most impacted by commercial intensification. Take the time and develop and include recommend strategies with the same level of analysis for residents most impacted as was done for our commercial neighbors. We must not simply develop strategies to guide *current* parking management goals and objectives, rather dig deep, re-evaluate existing practices specifically for downtown residential parking needs

A few easy examples, (Level of Effort – Low, Level of Investment - <\$) allowing residential parking in specific lots after dark – does impact beach access (i.e., overnight at Lot 7 etc.); allowing residents living downtown to purchase the same length of permit as merchant permits thereby avoiding the lines and time on the 25th of each month for the monthly permits. On-street parking within the downtown district is the only option for many downtown residents.

While I appreciate the document outlines all strategies must comply with the California Coastal Commission, accommodate beach patrons it does not address beach parking directly. Let's recommend a solution (Level of Effort - High, Level of Investment - \$\$\$) that looks at re-envisioning the pier parking lots in cooperation with the County/State as needed and **put more beach parking adjacent to the beach.**

Although a potentially sensitive subject, why not consider having most city employees park off site with the city paying for a shuttle service. This solves many of the constraints discussed for years in shuttling business employees with varying schedules. I worked in downtown LA for Public Agency for over 10 years and we parked in an offsite parking structure and the agency paid for a company provided shuttle service employees back and forth. We had generally predictable hours and, in an emergency, there was always someone to take one to their car. It was about a ten (10) minute ride one way.

If we continue to expand downtown and accommodate more and more people it will take real courage and money to make a change to tackle the parking issues.

Finally, as a downtown business owner with multiple M Lot permits the current and existing parking management has not been working for businesses. The oversubscription has resulted in almost zero parking available in lower Metlox for most people arriving after 9:00 am. There was some recent relief from the additional allowance of the US Bank parcel (M Permit) but we need to absolutely address the oversubscription as highlighted in the document.

FYI - I am assuming the recommendation to increase bi-annual merchant permits to \$600/month on page 34 was a typo and the intention was \$600 for a 6-month period.

I would hope moving forward we can include some additional level of effort from our consultant and city staff to address the real parking issues facing downtown residents occurring as a direct result of intensification of commercial use.

Although there are too many topic areas and strategies to address in a single letter these are a few top-of-mind high level concerns and look forward to the continued discussion in our mutual effort to protect residential quality of life.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Jim Burton".

Jim Burton, P.E.
President / CEO
Smalltown Downtown, Inc. 501(c)(3)



Attach – MB Existing Land Use Map



Fun Fact - Unlike commercial districts in other southern California beach cities, Manhattan Beach is unique in that one must travel past residential homes to access the commercial downtown district.