

RESOLUTION NO. 26-0069

A RESOLUTION OF THE MANHATTAN BEACH CITY COUNCIL APPROVING A COASTAL DEVELOPMENT PERMIT TO ALLOW ADJUSTMENTS TO THE HOURLY PUBLIC PARKING RATES FOR ON-STREET SPACES AND CITY-OWNED LOTS, WITHIN THE NON-APPEALABLE PORTION OF THE CITY'S COASTAL ZONE

THE MANHATTAN BEACH CITY COUNCIL DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. On April 15, 2025, the City Council adopted Resolution No. 25-0040 approving a Coastal Development Permit and parking rate adjustment to increase public parking meter rates from \$2.00 per hour to \$2.50 per hour at certain locations within the non-appealable portion of the City's Coastal Zone.

SECTION 2. On April 7, 2026, the City Council approved the City Parking Management Study Report and provided direction to proceed with implementing the parking strategies identified in the Study, including variable hourly public parking rates based on season and location.

SECTION 3. On June 17, 2026, the Finance Department ("Applicant") applied for Coastal Development Permits to modify hourly public parking rates for on-street public parking spaces and public parking spaces in City, County, and State-owned public parking lots ("Project").

SECTION 4. Coastal development permits are governed by Chapter A.96 of the Manhattan Beach Local Coastal Program (LCP). Sections A.96.040 and A.64.230 specify that, "A coastal development permit is required for any development, including gates, parking controls, new locations for parking meter areas, changes in fee structure, expansion of times and hours in which monthly permits may be offered, or other devices in the coastal zone that change the availability of long and short term public parking, including, but not limited to, changes in the operation of the City parking management program established in §A.64.230." The subject request includes an adjustment in hourly public parking rates for on-street parking spaces and spaces in city-owned parking lots. Therefore, a Coastal Development Permit is required.

SECTION 5. On July 7, 2026, the City Council conducted a duly noticed public hearing to consider the Project, during which the City Council received a presentation by staff and provided an opportunity for the public to provide evidence and testimony. The City Council also received and reviewed written testimony received by City prior to and during the public hearing.

SECTION 6. The City has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that it is not a "Project"

as defined under Section 15378(b)(4) of the State CEQA Guidelines because the proposal involves an adjustment of hourly public parking rates for on-street parking, City parking lots and beach parking lots in the City, and therefore involves the amendment of existing government funding mechanisms and other governmental fiscal activities which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment; therefore, pursuant to Section 15060(c)(3) of the State CEQA Guidelines the activity is not subject to CEQA. Thus, no environmental review is necessary.

SECTION 7. The record of the public hearing indicates:

- A. The public parking spaces are located in Area Districts III and IV, and are located in Commercial, Open Space, and Public and Semi-Public zoning districts in the non-appealable portion of the City's Coastal Zone. The zoning of the spaces is consistent with the respective General Plan designations for each space.
- B. The City conducted a parking rate survey as part of the City Parking Management Study, which indicates that the proposed rates are consistent with, or comparable to, the rates in other beach communities.
- C. The Project is consistent with the following General Plan goals:

- Land Use Goal LU-6: Maintain the viability of commercial areas of Manhattan Beach.

The viability of commercial areas depends on a range of factors, including having various types of services and amenities available to residents and visitors. Providing adequate and well-maintained parking facilities supports access to the City's commercial areas. The proposed adjustments to the hourly public parking rates, support the Downtown and North Manhattan Beach commercial viability.

- Land Use Goal LU-7: Continue to support and encourage the viability of the Downtown area of Manhattan Beach.

Downtown Manhattan Beach has a variety of commercial and recreational uses, including but not limited to, coffee shops, restaurants, retail stores and the beach. As proposed, the modifications to the hourly public parking rates to adjust them to market rates will support the provision of conveniently located parking facilities. Adopting modern parking rates encourages regular turnover of parking spaces, which encourages a greater number of patrons visiting the area, thus contributing to the economic vitality of Downtown Manhattan Beach.

- Mobility Plan Goal I-3: Ensure adequate parking and loading facilities are available to support both residential and commercial needs while reducing adverse parking and traffic impacts.

The proposed rate-related changes will result in additional annual revenue across

the associated funds, which are necessary to support ongoing parking infrastructure needs and related activity. The proposed rate changes align with the goal of efficient use of limited parking resources through the provision of market-based pricing and through strategies recommended through the City Parking Management Study.

SECTION 8. Based upon substantial evidence in the record, and pursuant to Section A.96.150 of the LCP, the City Council hereby makes the following findings:

- A. That the project, as described in the application and accompanying materials, or as modified by the conditions of approval, conforms with the certified Local Coastal Program.

The on-street and City-owned lot public parking spaces are located in Area Districts III and IV, and are located in Commercial, Open Space, and Public and Semi-Public zoning districts. The zoning of the spaces is consistent with the respective General Plan designations for each space. The proposed hourly public parking rate adjustments are allowed through a Coastal Development Permit. There are no proposed changes of use at the City-owned lots within these zoning districts. As such, the project, as conditioned, conforms with the City's certified LCP.

- B. If the project is located between the first public road and the sea, that the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (Commencing with Section 30200 of the Public Resources Code).

The portion of the project which is subject to this CDP is not located between the first public road and the sea. Therefore, this finding is not applicable.

SECTION 9. Based upon the foregoing, the City Council hereby APPROVES the Project, subject to the conditions below.

1. The approval herein is for the following hourly public parking rate adjustments:
 - On-street public hourly parking rate adjustments from \$2.50 per hour to the variable hourly public parking rates in Exhibit A; and
 - City-owned public parking lot meter rate adjustments from \$2.50 per hour to the variable hourly public parking rates in Exhibit A.
2. Annual Adjustment: To keep up with the rising costs of maintaining parking operations, infrastructure and future debt issuances, beginning July 1, 2027, through July 1, 2030, the variable hourly public parking rates shall be adjusted annually by 10%, rounded to the nearest five cents (\$0.05).
3. This Coastal Development Permit may be reviewed by the Community

Development Department at any time in the future for the purpose of determining whether the increase has any adverse impact upon access to the coast.

4. Any questions of intent or interpretation of any condition will be reviewed by the Community Development Director to determine if City Council review and action is required.

SECTION 10. The City Clerk shall certify the adoption of this Resolution.

SECTION 11. This entitlement shall lapse one year after its date of approval unless implemented or extended pursuant to Section A.96.0170 of the LCP.

ADOPTED on July 7, 2026.

AYES:
NOES:
ABSENT:
ABSTAIN:

JOE FRANKLIN
Mayor

ATTEST:

LIZA TAMURA
City Clerk

EXHIBIT A

VARIABLE HOURLY PUBLIC PARKING RATES
BASED ON CITY PARKING MANAGEMENT STRATEGIES

#	Location	Parking Facility/ Season ¹	Parking Lot/Area	Current Rate Per Hour	Proposed Rate Per Hour Effective August 1, 2026
1	North Manhattan Beach	Beach Lots - Summer	El Porto, Bruce's Beach ²	\$3.50	\$4.00
2	North Manhattan Beach	Beach Lots - Off-Peak	El Porto, Bruce's Beach ²	\$3.50	\$3.50
3	North Manhattan Beach	On-Street - Summer	Street	\$2.50	\$3.00
4	North Manhattan Beach	On-Street - Off-Peak	Street	\$2.50	\$2.50
5	North Manhattan Beach	Lot 4 - Summer	Lot 4	\$2.50	\$3.00
6	North Manhattan Beach	Lot 4 - Off-Peak	Lot 4	\$2.50	\$2.50
7	Downtown	Upper/Lower Pier Lots - Summer	Pier Lots ³	\$3.50	\$4.00
8	Downtown	Upper/Lower Pier Lots - Off-Peak	Pier Lots ³	\$3.50	\$3.50
9	Downtown	On-Street - Summer	Street	\$2.50	\$4.00
10	Downtown	On-Street - Off-Peak	Street	\$2.50	\$3.50
11	Downtown	All Other lots/garages - Summer	Metlox, Civic, Lot 1, 2, 3, 6, 7, Marriott	\$2.50	\$3.00
12	Downtown	All Other lots/garages - Off-Peak	Metlox, Civic, Lot 1, 2, 3, 6, 7, Marriott	\$2.50	\$2.00
13	Non-Downtown/ North	On-Street - Summer	Street	\$2.50	\$3.00
14	Non-Downtown/ North	On-Street - Off-Peak	Street	\$2.50	\$2.50

¹ The Parking Seasons vary based on Summer Months between May through August (four (4) months) and Off-Peak Months of September through April (eight (8) months).

² The El Porto and Bruce's Beach parking lots and spaces are located within the Los Angeles County owned lots.

³ *The Pier Lots parking spaces are located within the State of California owned lots.*