



CITY OF MANHATTAN BEACH

1400 Highland Avenue Manhattan Beach, CA 90266
www.manhattanbeach.gov • (310) 802-5000

STAFF REPORT

Agenda Date: 7/24/2025

TO:

Honorable Parking and Public Improvements Commission Chair and Commissioners

THROUGH:

Michael Codron, Interim Community Development Director

FROM:

Erik Zandvliet, T.E., City Traffic Engineer

SUBJECT:

Consider a Residential Parking Permit Program in the Neighborhood West of Sepulveda Boulevard between Manhattan Beach Boulevard and 33rd Street

RECOMMEND ADOPTION BY CITY COUNCIL

RECOMMENDATION:

Staff recommends that the Commission pass a motion recommending the City Council adopt a resolution establishing a Tree Section Residential Permit Parking Program in the neighborhood bounded by Sepulveda Boulevard, Manhattan Beach Boulevard, Pine Avenue and 33rd Street. Staff does not recommend implementation of permit parking restrictions on Oak Avenue between 19th Street and Marine Avenue until such time as significant and recurring non-resident parking intrusion is verified.

BACKGROUND:

On August 2, 2005, the City Council approved the Mira Costa Residential Permit Parking Program to address student parking intrusion into the adjacent neighborhood. The Program authorizes the posting of school day parking restrictions on certain streets with fronting residences near Mira Costa High School. The restrictions are set up with staggered hours on opposite sides of the street to prohibit continuous parking during the school day, but allows for limited parking without parking permits. Pursuant to the existing Program, 15 street segments have been posted with permit parking restrictions.

On October 21, 2008, the City Council approved the 2008 Downtown Parking Management Plan (Plan). The Plan authorized the establishment of the Downtown Residential Permit Parking Program to address overflow merchant and customer parking intrusion in the neighborhood located east of Ardmore Avenue adjacent to the Downtown Business District. This Program authorizes the posting of 2-Hour parking restrictions between 7AM and 8PM on certain streets

within the permit zone, but exempts vehicles with resident permits from the time limit. The permit zone includes a buffer area in which residents on certain street segments can petition to be added into the Program, subject to the verification that there is significant overflow parking impact from Downtown businesses. Pursuant to the existing Program, 22 street segments have been posted with permit parking restrictions.

On May 21, 2024, the City Council approved the Oak Avenue Neighborhood Traffic Management Plan (NTMP) and a set of initial measures, which included the following measure:

Conduct a study to verify recurring non-resident parking intrusion and 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 33rd Street.

In May 2025, the City received a resident petition requesting the installation of resident permit parking restrictions on Oak Avenue between 19th Street and Marine Avenue. (Attachment A). The petition was signed by 29 of the 32 homes (90% in favor) with frontages on this street segment (Attachment B). The petition requests full-time parking restrictions except by permit similar to other permit parking zones in the city. At a meeting with residents in April, they stated that parking from commercial businesses along Sepulveda Boulevard often overflows onto Oak Avenue. They are also concerned about potential for overflow residential parking from a planned residential overlay development project at 2301 Sepulveda Boulevard.

Pursuant to this initial NTMP measure and the submitted petition, staff conducted a parking study in the petitioned area, and the results are summarized in this report.

DISCUSSION:

The area being considered for the residential permit parking program identified in the Oak Avenue NTMP is generally bounded by 33rd Street, Sepulveda Boulevard, Manhattan Beach Boulevard and Pine Avenue. Manhattan Village Shopping Center is located east of Sepulveda Boulevard between Marine Avenue and Rosecrans Avenue. The land uses along Sepulveda Boulevard are primarily retail, office and personal services, with some restaurants. Residential properties within the study area are mainly single-family homes. No elementary schools are located within the study area. The street network is shown on the Location Map attached to this report.

Sepulveda Boulevard is classified as a Regional Arterial roadway pursuant to the City's adopted Mobility Plan. Marine Avenue is classified as a Residential Collector Street west of Sepulveda Boulevard and a Minor Arterial roadway to the east. Manhattan Beach Boulevard is classified as a Minor Arterial roadway west of Sepulveda Boulevard. Valley Drive and Ardmore Avenue are classified as Residential Collector Streets. All other streets within the study area are Local Streets.

Pursuant to the City's Mobility Plan, Local Streets are intended "*solely for access to adjacent residential land uses. They provide for circulation within a residential neighborhood, including bicycle and pedestrian access. Any through traffic, including through traffic from one residential neighborhood to another, is discouraged. Local streets have one lane in each*

direction and have speed limits of 25 miles per hour or slower. Curbside parking is generally allowed where the street width is sufficient to support both moving traffic and parking lanes.”

In March 2023, the City established a Residential Overlay District (ROD) in the Commercial Zone along Sepulveda Boulevard adjacent to the Oak Avenue NTMP area. This new zoning allows for high density multi-family housing in addition to the existing commercial uses, along with reduced parking requirements for low income housing units. This densification of land uses is expected to increase parking demand on adjacent residential streets. Permit parking zones are often used to protect the adjacent residential neighborhoods from overflow parking generated by adjacent uses, as discussed in the Background section of this report.

Neighborhood Parking Analysis

Neighborhood streets in the proposed permit parking program area are improved with rolled curbs and some parking pads. Parking is generally allowed on both sides of residential streets. A full street closure is located on 30th Street west of the commercial properties along Sepulveda Boulevard to discourage commercial traffic intrusion into the neighborhood. However, pedestrians are able to walk through the closure area.

The petitioners live on Oak Avenue between 19th Street and Marine Avenue, which is a 20 feet wide local residential street with a 25 MPH prima facie speed located one street west of Sepulveda Boulevard. Oak Avenue is stopped at 19th Street and Marine Avenue. Curb parking is allowed on both sides of the street on parking pads or adjacent to the gutters, with a total of 41 public parking spaces. This street segment is not posted for street sweeping restrictions.

Field observations were made on typical days during peak and non-peak periods in July 2025. Street parking on Oak Avenue is moderate most of the day and tapers off at night but does not exceed 50% occupancy at any time. Construction activity was observed at one home. It also appears that some vehicles were parked in the same parking pad for numerous days without movement. Parking related to commercial businesses was not observed except for a couple of vehicles parked adjacent to the small shopping center south of Marine Avenue.

Proposed Tree Section Parking Permit Program

The Traffic Engineer believes that a permit parking program similar to the Downtown Resident Permit Parking Program would be very effective in eliminating employee and other non-resident parking where it occurs west of Sepulveda Boulevard. It would also address the likelihood of overflow parking from high density multi-family developments or mixed-use development as now allowed by current zoning codes. By also requiring a verification of non-resident parking intrusion before posting parking restrictions, similar to what is done in the Downtown zone, the often burdensome permit requirements and related enforcement would not extend beyond the street segments that are verified to be impacted. The Traffic Engineer has prepared draft guidelines for a proposed Tree Section Resident Permit Parking Program modeled on the Downtown Resident Permit Parking Program’s guidelines for consideration along with the establishment of the new permit parking zone. (Attachment D)

Conversely, it should also be noted that “No parking except by permit” restrictions can be overly

restrictive to residents because it would require a permit for every vehicle parked on the street, including visitors, home maintenance workers, personal services and others that are parked for only a short time.

Based on the existing mix of land uses and parking study, the Traffic Engineer has determined that sufficient parking is available for residents at all times and recurrent non-resident parking intrusion is not currently impacting parking supply. While a permit parking restriction would not be justified at this time based on parking availability, a two-hour parking restriction (except by permit) could be implemented in the future administratively as long as the permit parking program has been previously established for this area.

Legal Authority

Since public streets are owned by government agencies and maintained with public funds, street parking must remain open and available to all users by law, subject to certain parking restrictions authorized in the California Vehicle Code (CVC). When recurrent and heavy parking demand significantly limits the ability for residents to have an equitable opportunity to park on a public street, the CVC allows a local jurisdiction to limit or restrict parking. CVC Section 22507(a) states:

22507. (a) Local authorities may, by ordinance or resolution, prohibit or restrict the stopping, parking, or standing of vehicles, including, but not limited to, vehicles that are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day. The ordinance or resolution may include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued a permit or permits that exempt them from the prohibition or restriction of the ordinance or resolution. With the exception of alleys, the ordinance or resolution shall not apply until signs or markings giving adequate notice thereof have been placed. A local ordinance or resolution adopted pursuant to this section may contain provisions that are reasonable and necessary to ensure the effectiveness of a preferential parking program.

RECOMMENDATION:

Based on the proximity of commercial businesses and new zoning codes that allow for high density multi-family developments proximate to the residential neighborhood, staff recommends establishment of the Tree Section Residential Permit Parking Program, with guidelines similar to the Downtown Resident Permit Parking Program. Further, based on the proposed guidelines for the Tree Section Resident Parking permit program, staff does not recommend implementation of permit parking restrictions on Oak Avenue between 19th Street and Marine Avenue until such time as significant and recurring non-resident parking intrusion is verified.

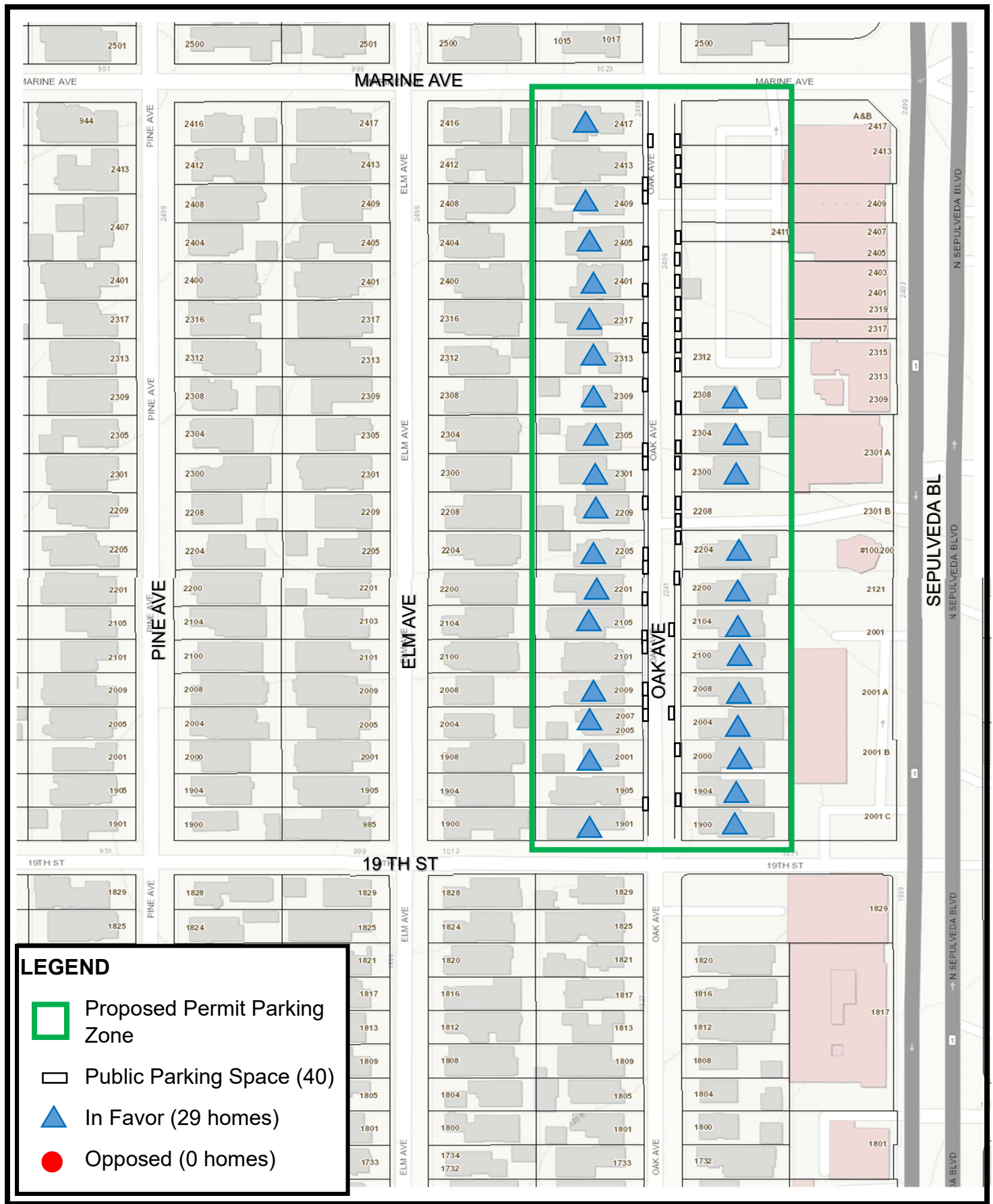
PUBLIC OUTREACH:

Residents and property owners within 300 feet of the requested permit parking zone on Oak Avenue were notified by mail of the meeting to discuss the proposed permit parking zone and were invited to give input to the Commission. The public has been informed of this agenda item

as part of the City's standard meeting notice practices via public bulletin boards, website calendar, and social media.

ATTACHMENTS:

- A. Map - Oak Avenue Resident Permit Parking Petition Zone
- B. Oak Avenue Resident Permit Parking Petition
- C. Tree Section Resident Permit Parking Program Location Map
- D. Draft Tree Section Resident Permit Parking Program Guidelines



City of Manhattan Beach
Community Development
Traffic Engineering Division

Attachment A

Resident Permit Parking Petition Area

Oak Avenue - 19th Street to Marine Avenue

May 14, 2025

Erik Zandvliet
Traffic Engineer
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

RE: Completed Parking Petition Form – 19th Street to Marine Avenue

Dear Erik,

Please find attached our signed Parking Petition Forms for Oak Avenue from 19th Street to Marine Avenue. The forms include page 1 with all details; the page 2 continuation page; and page 3 with the addresses of those houses for which we have no signature. They are:

- One house has been vacant and new tenants are just now moving in. I will approach the new tenants in a few days.
- The owner and resident of one house has been away and is now on vacation. She returns next week and will sign the parking petition form then. I will then submit a supplemental page with her signature.
- We have no contact information for one house.

In addition to the above, I have also included an Oak Avenue Roster sheet with the addresses and residents from 19th Street to Marine Avenue. There are 32 houses on our block of Oak Avenue. There are 20 houses on the west side and 12 houses on the east. Along the east side at Marine Avenue going south there are seven commercial parking lots associated with the businesses along Sepulveda Blvd. Mid-block there is a RS Zoned parking lot associated with the property at 2301 N. Sepulveda Blvd. (There is no ingress or egress on Oak Avenue. There is a concrete block wall and landscaping along the Oak Avenue property line.) Of the 32 houses on Oak Avenue, 29 residents have signed the Parking Petition Form. This is approximately 90% and meets the 67% threshold.

Thanks for your assistance with the parking petition. Let me know about the next steps.

Please contact me should you need anything further at this time. My contact information is below.

Sincerely,



Stephen Alexander

2101 Oak Avenue

Cell: (310) 963-2735

Email: Stal49@aol.com



City of Manhattan Beach
Parking Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to establish

PARKING restrictions from 12:00 (am) / pm) to 12:00 (am) / pm)

on the 1900 - 2417 block of OAK AVENUE
(Street)

between 19TH STREET and MARINE AVENUE
(Street) (Street)

We attest that each undersigned person is 18 years or older and is a responsible owner or resident in the proposed block.

The designated contact person(s) are:

CONTACT PERSON: STEPHEN ALEXANDER DAYTIME PHONE NO: (310) 963-2735

ALTERNATE CONTACT: TODD COGAN DAYTIME PHONE NO: (310) 266-5189

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. <u>Judy Regotti-Alexander</u>	Judy Regotti-Alexander	2101 Oak Ave.	4/29/25
2. <u>Steve Yi</u>	STEVE YI	2104 OAK AVE	4/30/25
3. <u>Karin Miller</u>	Karin Miller	2201 Oak Ave	4/30/25
4. <u>Sharon de Bruyn</u>	Sharon de Bruyn	2313 Oak Ave	4/30/25
5. <u>Cindy Baechler</u>	Cindy Baechler	2008 Oak	4/30/25
6. <u>Victoria Marcellino</u>	VICTORIA MARCELLINO	1904 OAK AVE	4/30/25
7. <u>Peter Dericks</u>	PETER DERICKS	2401 OAK AVE	4/30/25
8. <u>Nancy Harada</u>	NANCY HARADA	2304 Oak Ave	4/30/25
9. <u>Lee-Meredith Howard</u>	Lee-Meredith Howard	2005 Oak Ave	4/30/25
10. <u>Amy Thompson</u>	Amy Thompson	2105 OAK AVE	4/30/25

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Stephen Alexander Executed on 5/14/25 in Manhattan Beach, California.
Signed by Contact Date

Parking Petition on OAK AVENUE - 19TH STREET - MARINE AVENUE

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.	Ryan Knowlton	2409 Oak	4/30/25
2.	Elizabeth Tucker	2204 Oak	4/30/25
3.	Jonathan Nichols	2100 Oak Ave.	4/30/25
4.	Patricia Dulong	2205 Oak Ave	4/30/25
5.	Linda Leahy	2004 OAK AVE	4/30/25
6.	Lindsay Ward	2001 OAK AVE	4/30/25
7.	Rongzhi Liu	1900 Oak Ave	5/1/25
8.	Katelyn Gerding	2209 Oak Ave	5/2/25
9.	Mechell Gish	2317 Oak Ave	5/2/25
10.	Scott Shaw	2405 Oak Ave	5/2/25
11.	David Wein	2000 OAK AVE	5/2/25
12.	Abigail Raish	1901 Oak Ave	5/2/25
13.	CHRIS ORTMAN	2306 OAK AVE	5/3/25
14.	MARGARET DEHLER	2009 Oak Ave	5/3/25
15.	KEVIN DOWNING	2305 OAK AVE	5/4/25
16.	Vince Allan	2417 Oak Ave	5/5/25
17.	Todd Cogan	2301 Oak Ave	5/5/25
18.	KARL ENOCKSON	2308 OAK	5/8/25
19.	SCOTT MCEWEN	2200 OAK AVE	5/8/25
20.			
21.			
22.			
23.			
24.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact

Executed on 5/14/25 in Manhattan Beach, California.
Date

Parking Petition on OAK AVENUE - 19th STREET - MARINE AVENUE

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. VACANT HOUSE NEW TENANT MOVING IN		1905 OAK	
2.			
3. OWNER ON VACATION WILL SIGN UPON RETURN		2309 OAK	
4.			
5. NO CONTACT INFO		2413 OAK	
6.			
7.			
8.			
9.			
10.			
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22.			
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24.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Stephens Alexander Executed on 5/14/25 in Manhattan Beach, California.
Signed by Contact Date

June 5, 2025

Erik Zandvliet
Traffic Engineer
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

RE: Supplemental Parking Petition Form – 19th Street to Marine Avenue

Dear Erik,

Please find attached a supplemental signed Parking Petition Forms for Oak Avenue from 19th Street to Marine Avenue. On our original submission I noted that one resident (2309 Oak Avenue) was away but had confirmed she wished to sign the petition upon her return. She has signed the attached.

I had also indicated that we had no contact information for one house (2413 Oak Avenue) and we have had no success in making contact.

Lastly, new tenants have moved into a previously vacant rental house (1905 Oak Avenue). Our efforts to meet the residents and obtain contact information have been unsuccessful. Our Neighborhood Block Captain and I will continue our efforts. Should the new residents sign the petition, I will submit it at a later date.

Thanks again for your assistance with the parking petition.

Please contact me should you need anything further at this time. My contact information is below.

Sincerely,



Stephen Alexander

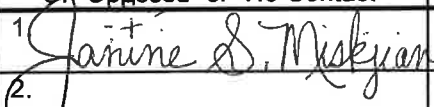
2101 Oak Avenue

Cell: (310) 963-2735

Email: Stal49@aol.com

Parking Petition on OAK AVENUE - 19TH STREET - MARINE AVENUE

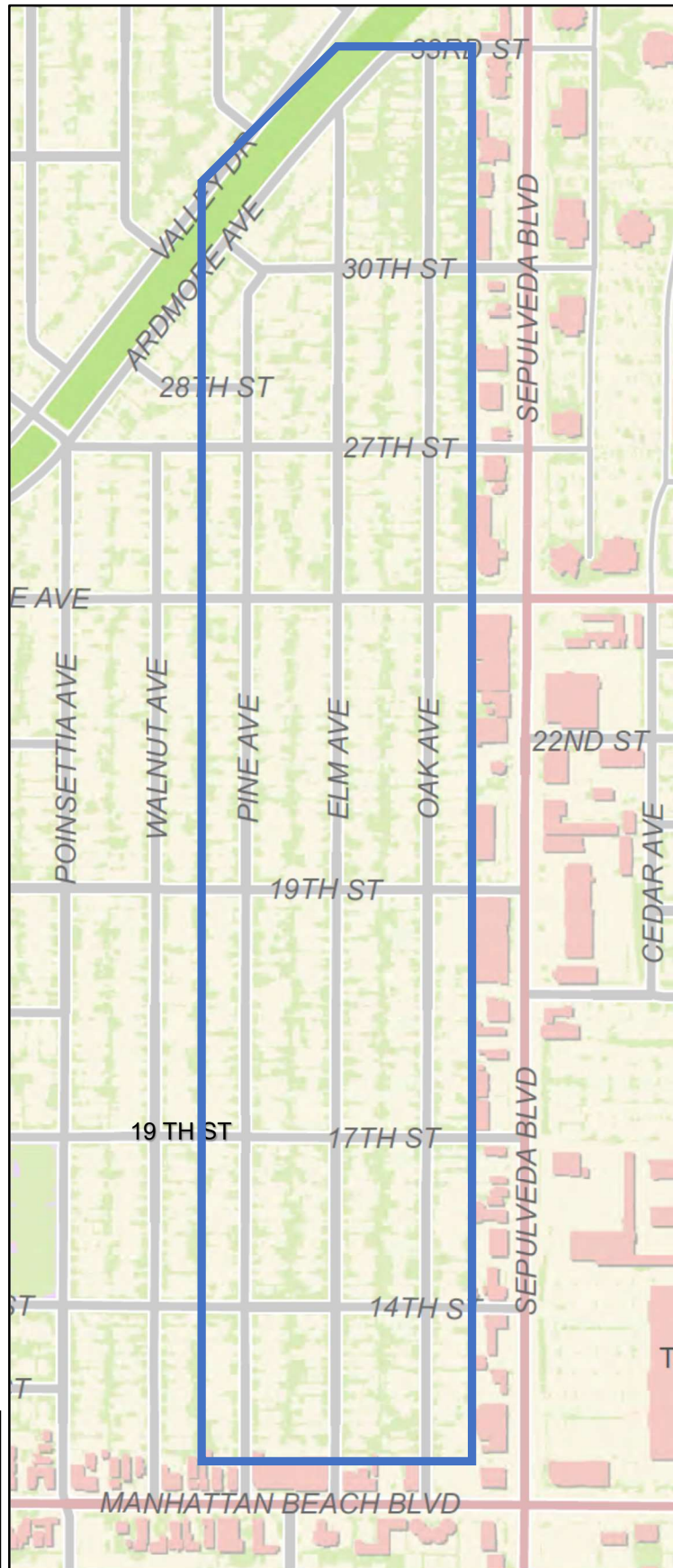
NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. 	Janine S. Miskjian	2309 Oak Ave., M.B.	5/24/25
2.			
3.			
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I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.


Signed by Contact

Executed on 6/4/25 in Manhattan Beach, California.
Date



LEGEND

-  Proposed Permit Parking Zone



City of Manhattan Beach
Community Development
Traffic Engineering Division

Attachment C Proposed Tree Section Resident Permit Parking Program Area



Draft

CITY OF MANHATTAN BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
1400 HIGHLAND AVENUE, P.O. BOX 6459
MANHATTAN BEACH, CALIFORNIA 90266

TREE SECTION RESIDENTIAL PERMIT PARKING PROGRAM GUIDELINE AND PROCEDURES

1. The complete guideline and procedures for the Tree Section Residential Permit Parking Program are available at the Community Development Department Counter at City Hall, located at 1400 Manhattan Avenue.
2. Residents fronting an eligible street may petition for two-hour time limit parking restrictions on their block. A block is defined as the length of street between two adjacent intersections or between an intersection and the termination of the street or permit parking zone in either direction. Street frontages with commercial uses only are not eligible for this program.
3. One or more sponsor(s) (contact person) may circulate the petition form to all residents of the fronting properties on both sides the proposed block. If a resident is against the Residential Permit Parking Program, the word "OPPOSED" should be noted in the petition signature space. If the sponsor is unable to contact a resident, "NO CONTACT" should be noted in the petition signature space with the days and times that the contact was attempted.
4. After at least two-thirds (66.6%) of the fronting property owners or residents on both sides of the proposed block have signed in support of the Tree Section Residential Permit Parking Program, the contact person signs the perjury statement on each page of the petition, and submits the petition to the Traffic Engineer. There is no fee to petition for installation or removal of parking restrictions on a street within the program area.
5. City of Manhattan Beach staff will evaluate the petition and verify eligibility of the proposed block. The Traffic Engineer shall verify that the proposed block has a recurrent and heavy non-resident parking demand that significantly limits the ability for residents to have an equitable opportunity to park on the public street.
6. Once the petition and parking demand is verified, the approved block will be posted with "TWO HOUR PARKING – RESIDENT PERMITS EXEMPTED" restrictions. Parking restrictions will be effective on all days, except that vehicles with permit tags will be exempted from the time limit. All residents on that block will be notified that they may apply for residential permit hangtags issued by the City, located at the above address.
7. Residential permit tags are available only to applicants who live on a qualified street posted with restricted parking. First-time applicants must show proof of residence. HANGTAGS ARE VALID ONLY FOR THE ADDRESS ON THE APPLICATION.
8. Each qualified residential household is allowed up to three (3) total hangtags for specific vehicles registered to occupants of the residence and/or a transferable hangtag(s) to be used for any guest vehicle of that household. No replacement of lost or stolen transferable hangtags will be issued within the same program term.
9. The issuance fee for permit hangtags and replacement permits will be set pursuant to the City's Fee Schedule. There is no prorated adjustment or refund in the fee if the applicant applies for permits any time after the current program cycle has started.
10. All residential parking permit tags are valid during the current program term or until the resident no longer resides in a qualified dwelling unit for such permit, whichever occurs first.
11. All permitted vehicles must be currently registered to the address (or a person residing at the address) on the application. The hangtag shall prominently displayed in the front windshield of the eligible vehicle.
12. All other applicable parking restrictions, such as street sweeping and red curbs, must be followed. Vehicles with permit hangtags are NOT exempt from parking meter regulations.