



MANHATTAN BEACH CITY PARKING MANAGEMENT STUDY



B Stakeholder Outreach Summary



STAKEHOLDER OUTREACH SUMMARY

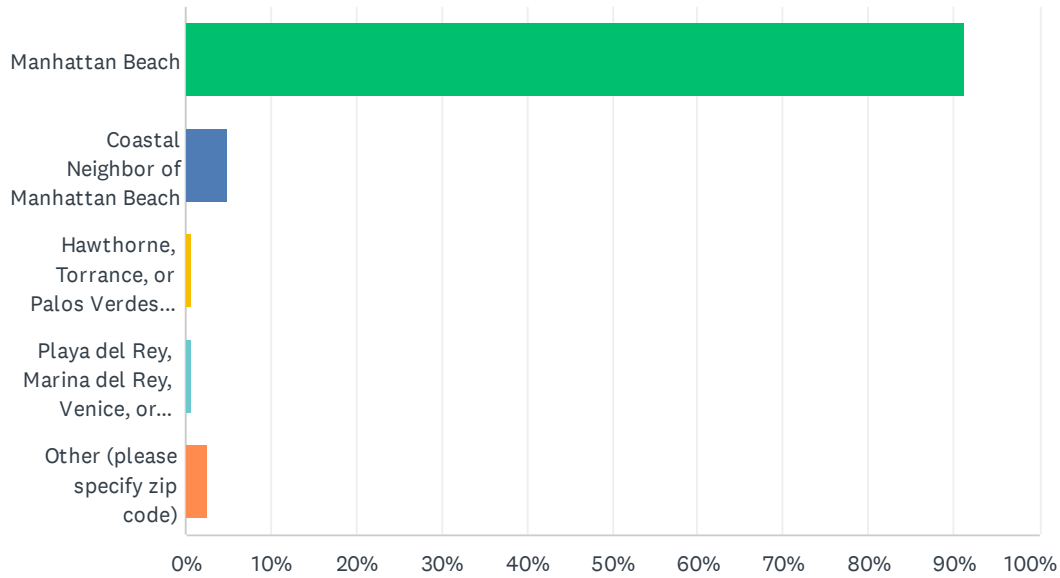
This appendix contains the stakeholder outreach materials and feedback received during the course of the study, including the following:

- Survey results for the Downtown Manhattan Beach survey.
- Survey results for the North Manhattan Beach Survey.
- Presentation from the October 21, 2024, downtown stakeholder meeting.
- Notes from the October 21, 2024, downtown stakeholder meeting.
- Presentation from the October 28, 2024, North Manhattan Beach stakeholder meeting.
- Notes from the October 28, 2024, North Manhattan Beach stakeholder meeting.
- The City's minutes from the September 25, 2025, PPIC meeting.
- The City's minutes from the November 3, 2025, City Council meeting.

DRAFT

Q1 Where do you live approximately?

Answered: 162 Skipped: 0

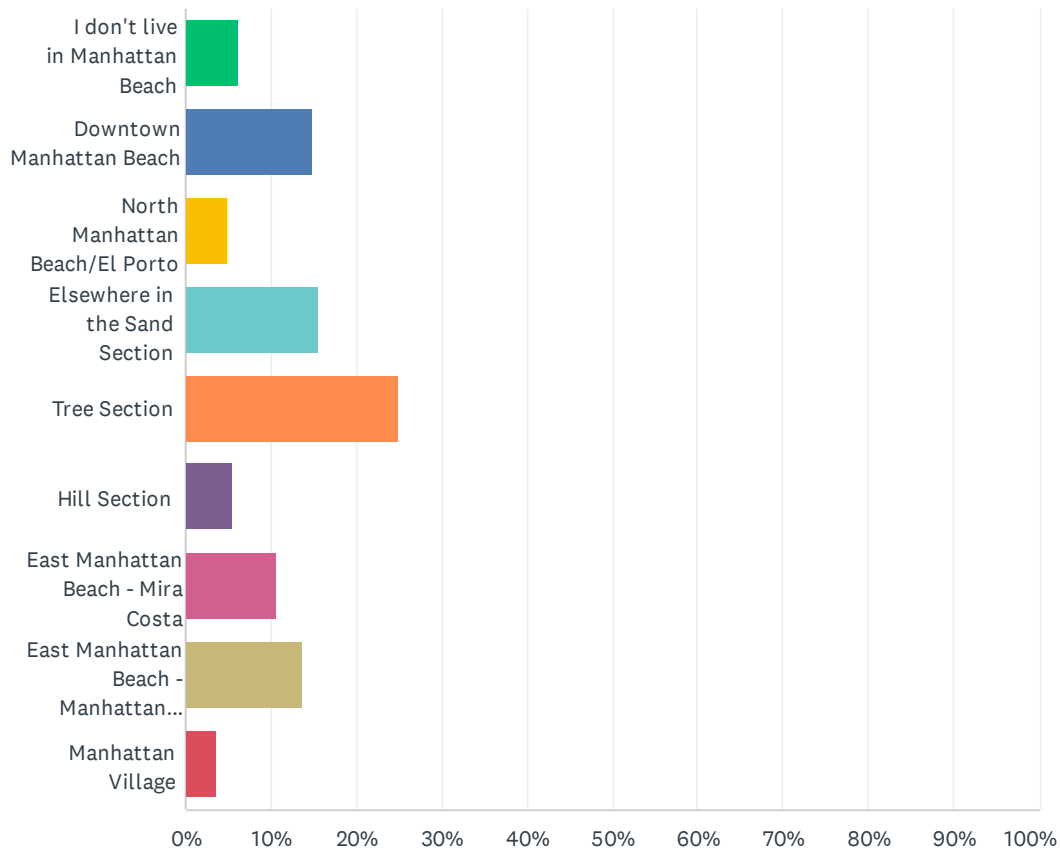


ANSWER CHOICES	RESPONSES	
Manhattan Beach	91.36%	148
Coastal Neighbor of Manhattan Beach	4.94%	8
Hawthorne, Torrance, or Palos Verdes Peninsula	0.62%	1
Playa del Rey, Marina del Rey, Venice, or Santa Monica	0.62%	1
Other (please specify zip code)	2.47%	4
TOTAL		162

#	OTHER (PLEASE SPECIFY ZIP CODE)	DATE
1	90266	10/16/2024 10:14 PM
2	Hermosa Beach	10/16/2024 7:13 PM
3	91754	10/16/2024 6:42 PM
4	90049 and 90266	10/7/2024 11:59 AM

Q2 If you live in Manhattan Beach, what neighborhood do you live in?

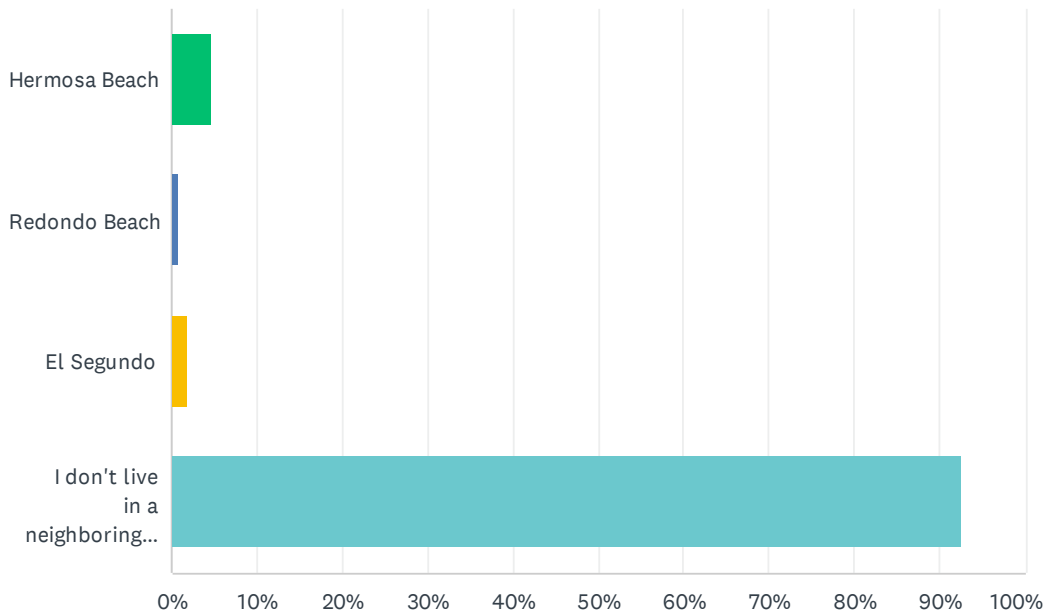
Answered: 161 Skipped: 1



ANSWER CHOICES	RESPONSES	
I don't live in Manhattan Beach	6.21%	10
Downtown Manhattan Beach	14.91%	24
North Manhattan Beach/El Porto	4.97%	8
Elsewhere in the Sand Section	15.53%	25
Tree Section	24.84%	40
Hill Section	5.59%	9
East Manhattan Beach - Mira Costa	10.56%	17
East Manhattan Beach - Manhattan Heights/Liberty Village	13.66%	22
Manhattan Village	3.73%	6
TOTAL		161

Q3 If you live in a neighboring community, what community do you live in?

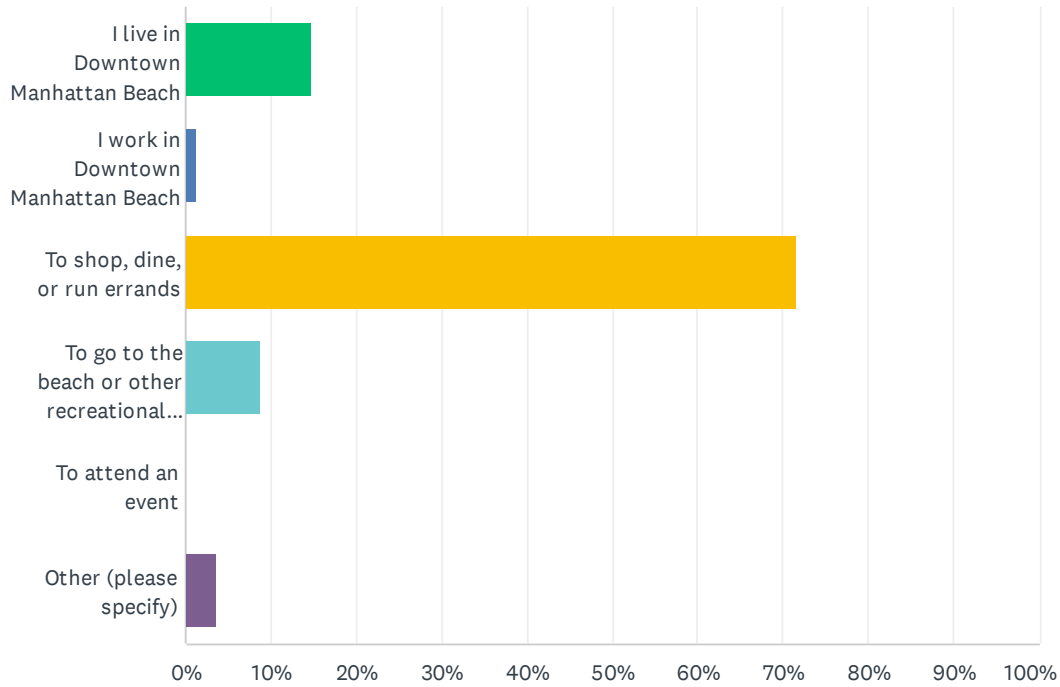
Answered: 108 Skipped: 54



ANSWER CHOICES	RESPONSES	
Hermosa Beach	4.63%	5
Redondo Beach	0.93%	1
El Segundo	1.85%	2
I don't live in a neighboring coastal community	92.59%	100
TOTAL		108

Q4 What is your most common reason for coming to Downtown Manhattan Beach?

Answered: 162 Skipped: 0

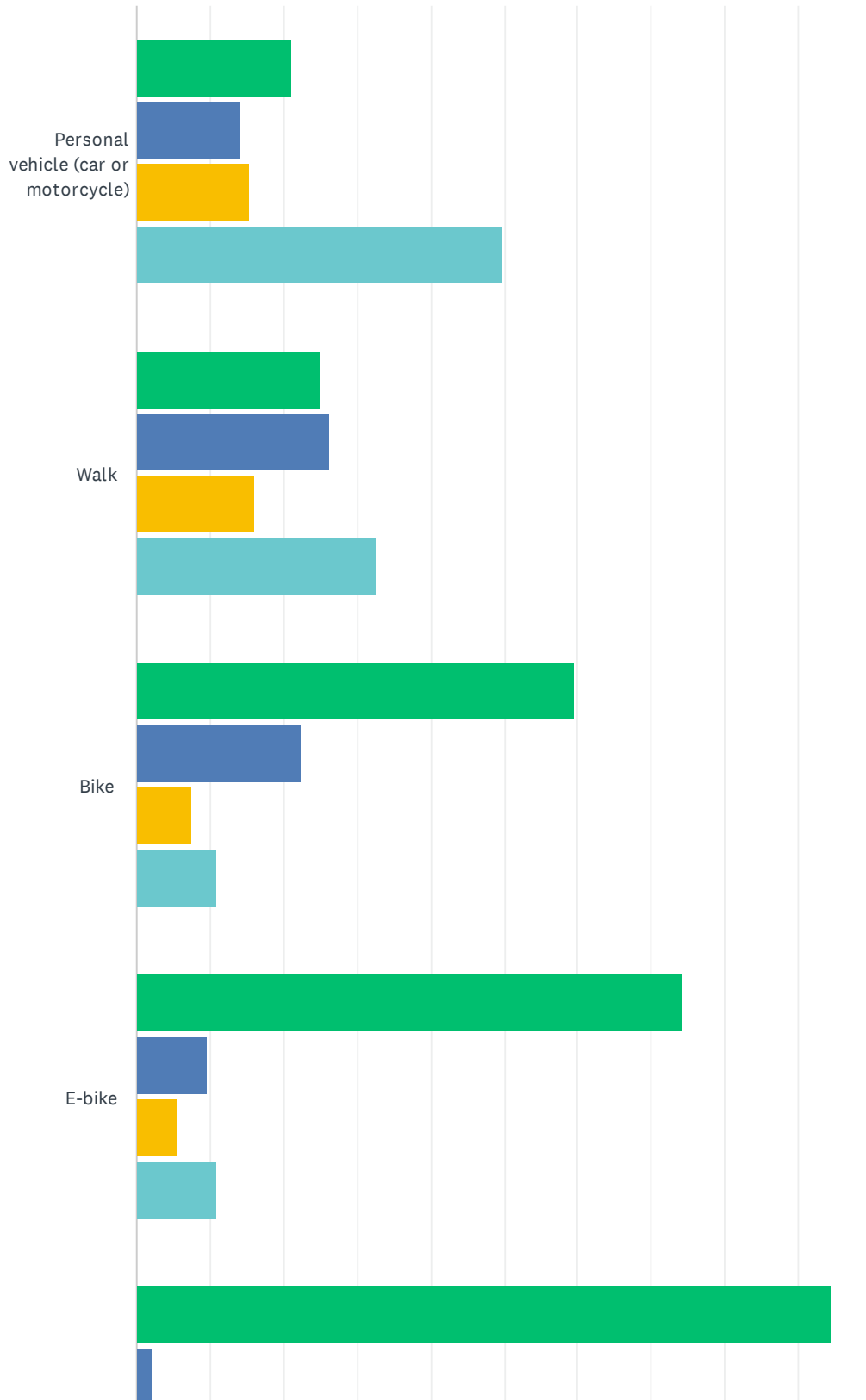


ANSWER CHOICES	RESPONSES
I live in Downtown Manhattan Beach	14.81% 24
I work in Downtown Manhattan Beach	1.23% 2
To shop, dine, or run errands	71.60% 116
To go to the beach or other recreational purposes	8.64% 14
To attend an event	0.00% 0
Other (please specify)	3.70% 6
TOTAL	162

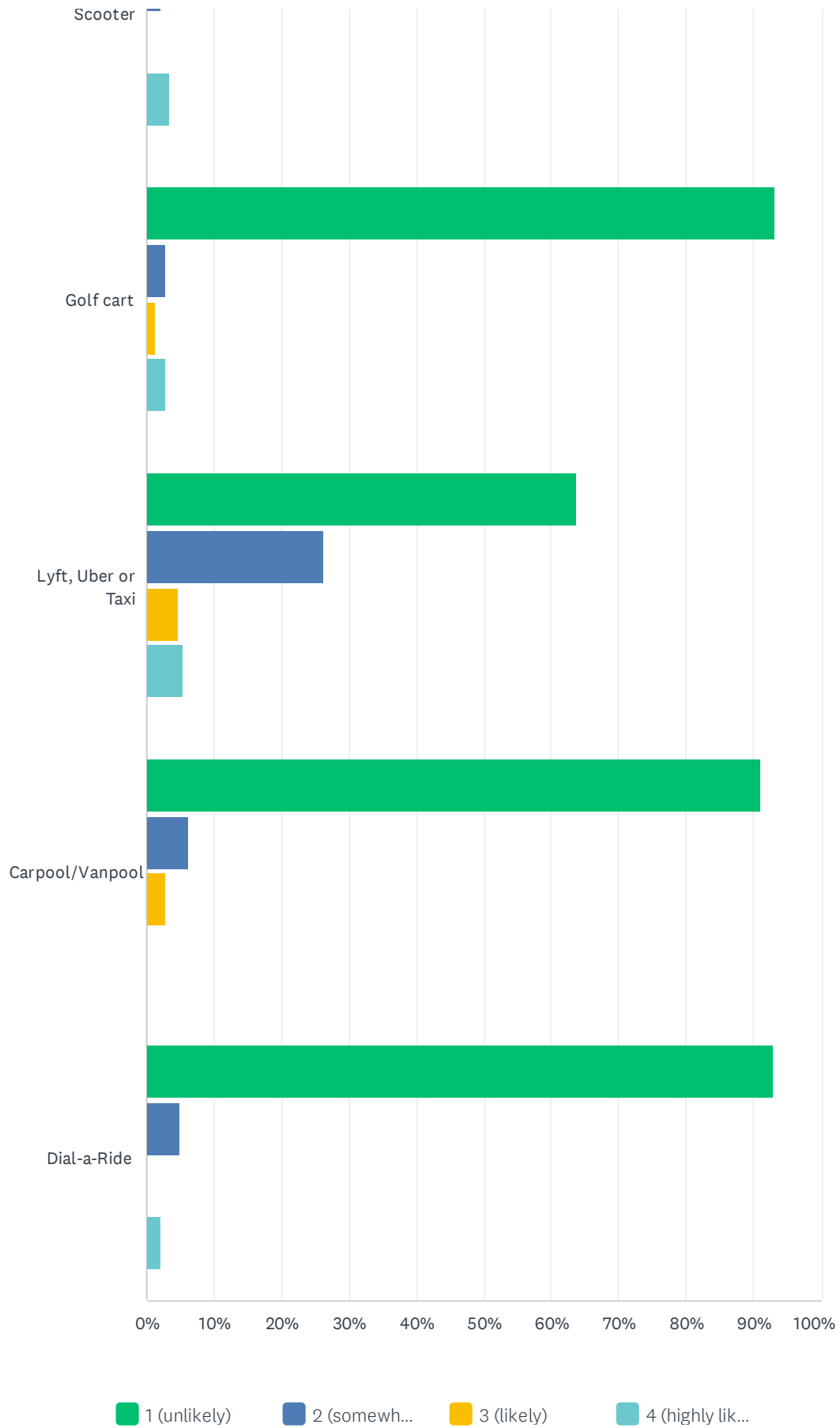
#	OTHER (PLEASE SPECIFY)	DATE
1	All the last three	10/17/2024 1:40 AM
2	Church (American Martyrs) and library	10/16/2024 11:28 PM
3	Visit friends	10/16/2024 8:22 PM
4	To volynteer at the aquarium	10/16/2024 6:48 PM
5	Visit a friend , attend a meeting or class, dine	10/16/2024 6:46 PM
6	I do not go downtown much boring	10/16/2024 6:39 PM

Q5 Assuming it's not raining, how likely are you to use the following travel options to get to Downtown Manhattan Beach?

Answered: 162 Skipped: 0



Downtown Manhattan Beach Parking Study Community Survey

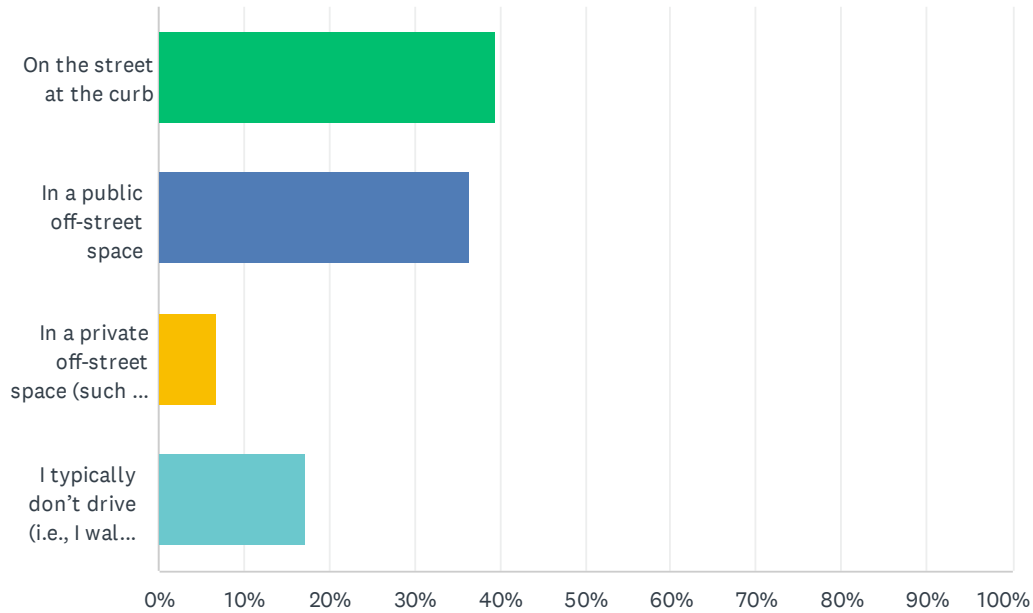


Downtown Manhattan Beach Parking Study Community Survey

	1 (UNLIKELY)	2 (SOMEWHAT LIKELY)	3 (LIKELY)	4 (HIGHLY LIKELY)	TOTAL	WEIGHTED AVERAGE
Personal vehicle (car or motorcycle)	21.02% 33	14.01% 22	15.29% 24	49.68% 78	157	2.94
Walk	25.00% 39	26.28% 41	16.03% 25	32.69% 51	156	2.56
Bike	59.46% 88	22.30% 33	7.43% 11	10.81% 16	148	1.70
E-bike	74.15% 109	9.52% 14	5.44% 8	10.88% 16	147	1.53
Scooter	94.52% 138	2.05% 3	0.00% 0	3.42% 5	146	1.12
Golf cart	93.20% 137	2.72% 4	1.36% 2	2.72% 4	147	1.14
Lyft, Uber or Taxi	63.76% 95	26.17% 39	4.70% 7	5.37% 8	149	1.52
Carpool/Vanpool	91.10% 133	6.16% 9	2.74% 4	0.00% 0	146	1.12
Dial-a-Ride	93.06% 134	4.86% 7	0.00% 0	2.08% 3	144	1.11

Q6 When you drive to Downtown Manhattan Beach, where do you typically park your car?

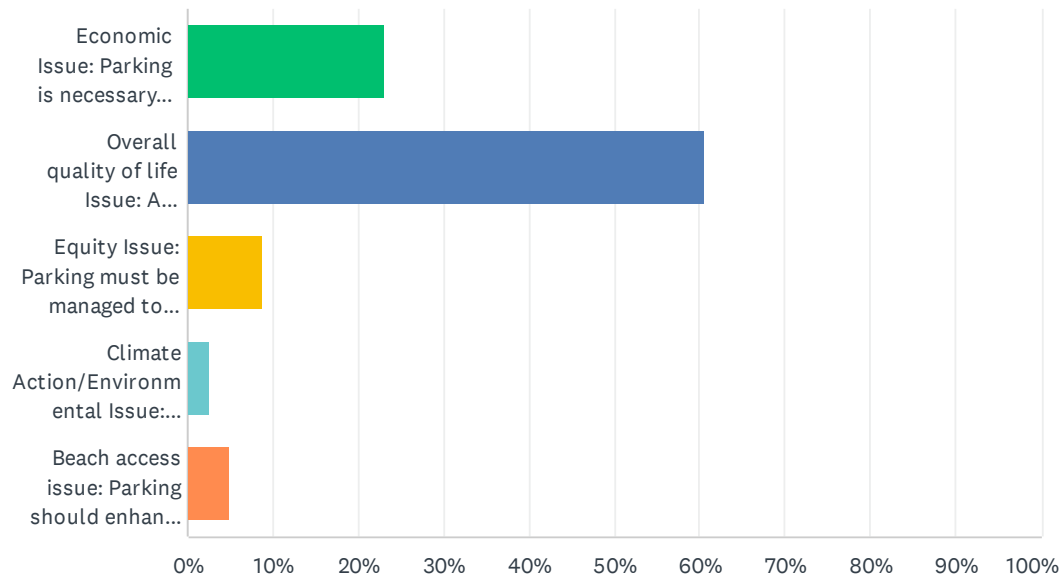
Answered: 162 Skipped: 0



ANSWER CHOICES	RESPONSES	
On the street at the curb	39.51%	64
In a public off-street space	36.42%	59
In a private off-street space (such as for a business)	6.79%	11
I typically don't drive (i.e., I walk, bike, carpool, take the bus, Uber/Lyft etc.)	17.28%	28
TOTAL		162

Q7 If I had to choose just one, as a policy issue, parking is mostly a/an:

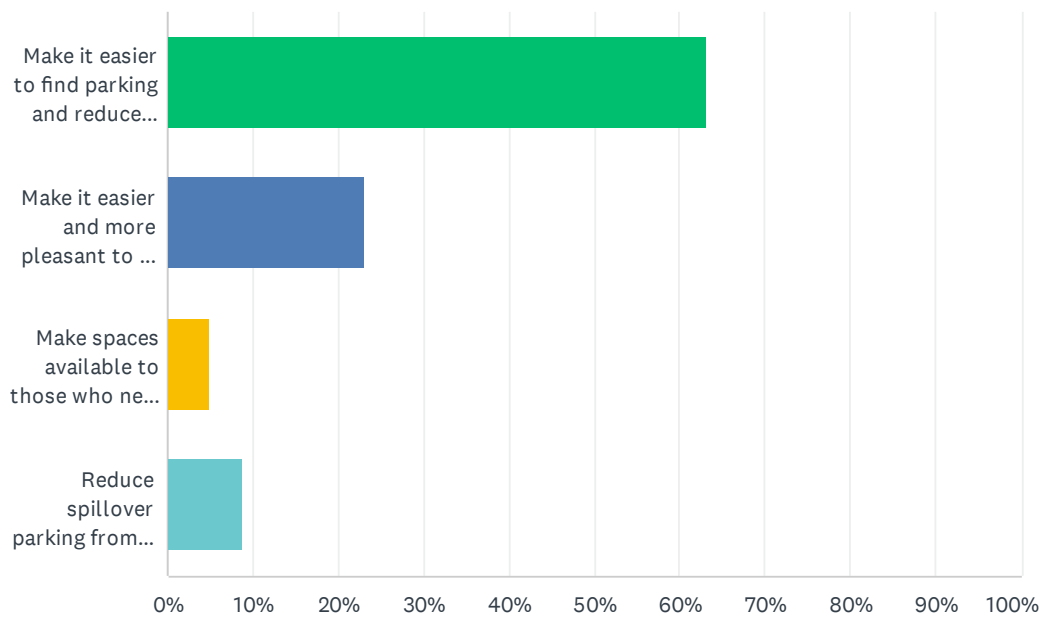
Answered: 160 Skipped: 2



ANSWER CHOICES	RESPONSES	
Economic Issue: Parking is necessary to the health of our economy since it helps people access places of business, goods and services, jobs, deliveries, and other similar destinations.	23.13%	37
Overall quality of life Issue: A well-functioning parking system supports people's ability to live, work and play in Manhattan Beach, and can make life easier and more pleasant.	60.62%	97
Equity Issue: Parking must be managed to support the needs of many different people and ensure that people who use other travel modes (e.g. walking and biking) have the necessary infrastructure, space, and feeling of safety.	8.75%	14
Climate Action/Environmental Issue: Parking must be managed to support climate action goals, such as lowering vehicle carbon emissions.	2.50%	4
Beach access issue: Parking should enhance and preserve the general public's access to the beach and recreational opportunities near coastal resources.	5.00%	8
TOTAL		160

Q8 Which of the following goals is most important to you?

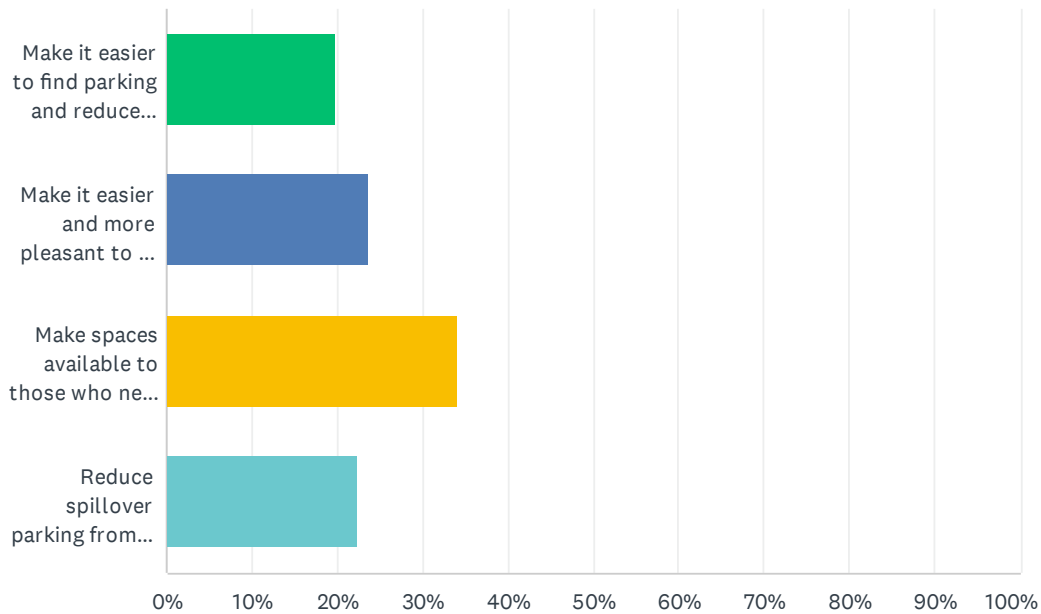
Answered: 160 Skipped: 2



ANSWER CHOICES	RESPONSES
Make it easier to find parking and reduce vehicle congestion.	63.13% 101
Make it easier and more pleasant to use other forms of travel (e.g., walking and biking).	23.13% 37
Make spaces available to those who need them most (e.g., prioritize customers in a commercial area).	5.00% 8
Reduce spillover parking from nearby destinations (e.g., retail, restaurants, beach, events and employment centers) into residential neighborhoods.	8.75% 14
TOTAL	160

Q9 Which of the following goals is second most important to you?

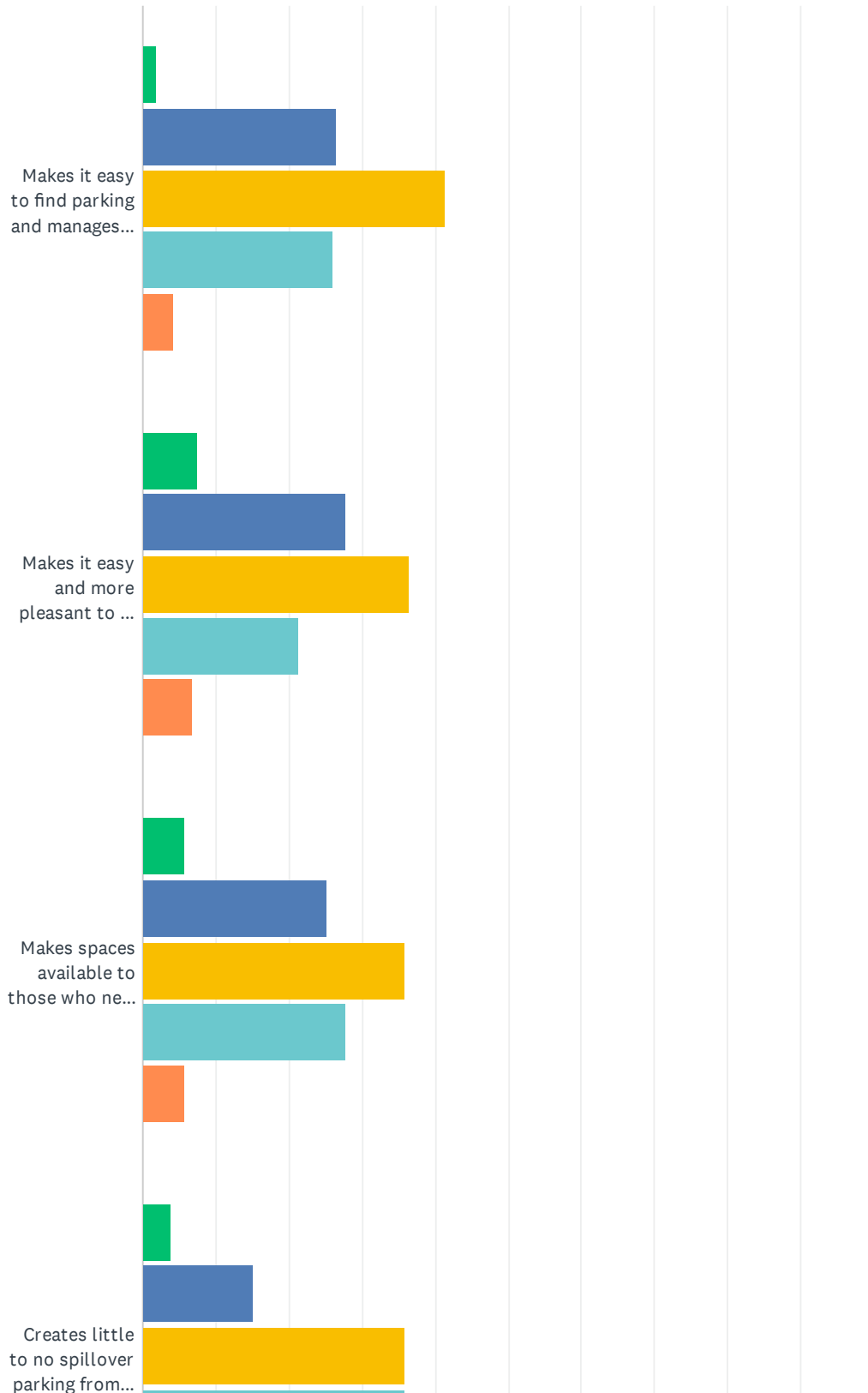
Answered: 161 Skipped: 1



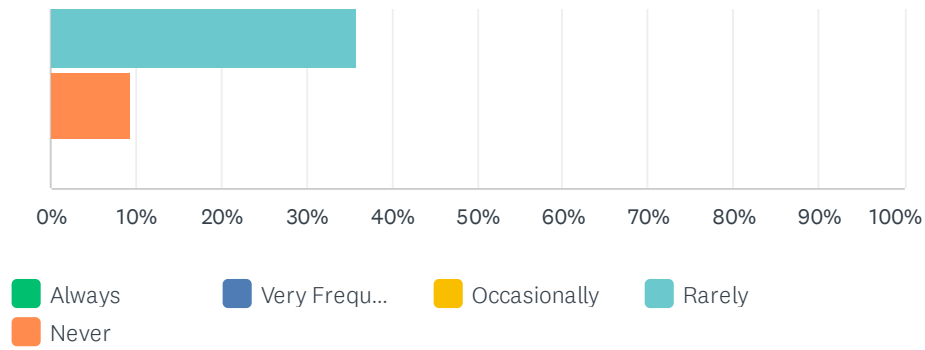
ANSWER CHOICES	RESPONSES	
Make it easier to find parking and reduce vehicle congestion.	19.88%	32
Make it easier and more pleasant to use other forms of travel (e.g., walking and biking).	23.60%	38
Make spaces available to those who need them most (e.g., prioritize customers in a commercial area).	34.16%	55
Reduce spillover parking from nearby destinations (e.g., retail, restaurants, beach, events and employment centers) into residential neighborhoods.	22.36%	36
TOTAL		161

Q10 In your view, how often does the current parking system that serves Downtown Manhattan Beach achieve the following goals?

Answered: 162 Skipped: 0



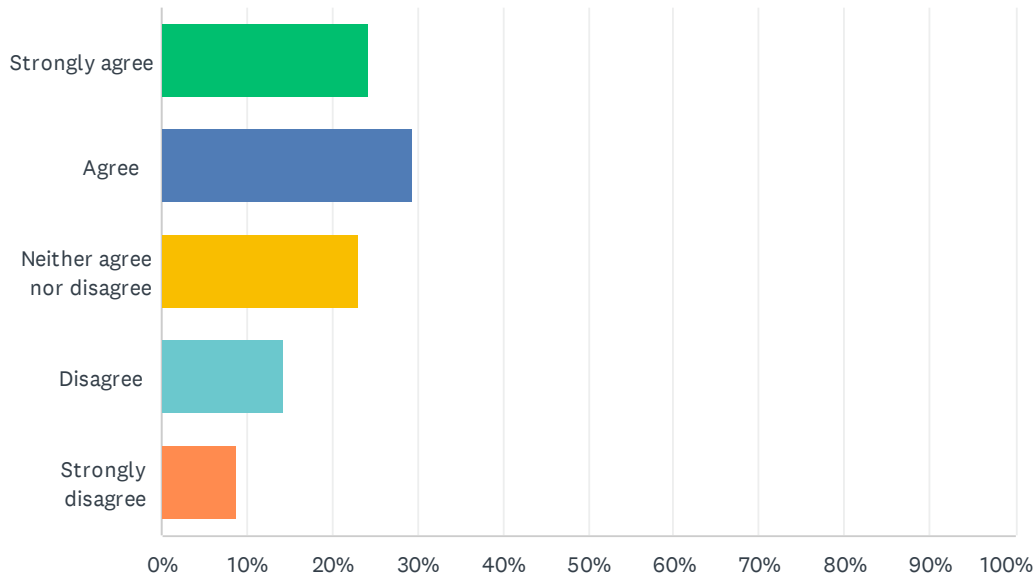
Downtown Manhattan Beach Parking Study Community Survey



	ALWAYS	VERY FREQUENTLY	OCCASIONALLY	RARELY	NEVER	TOTAL	WEIGHTED AVERAGE
Makes it easy to find parking and manages vehicle congestion.	1.85% 3	26.54% 43	41.36% 67	25.93% 42	4.32% 7	162	3.04
Makes it easy and more pleasant to use other forms of travel than driving, like walking and biking.	7.55% 12	27.67% 44	36.48% 58	21.38% 34	6.92% 11	159	2.92
Makes spaces available to those who need them most; for example, customers are prioritized in a commercial area.	5.66% 9	25.16% 40	35.85% 57	27.67% 44	5.66% 9	159	3.03
Creates little to no spillover parking from nearby destinations, like restaurants, retail, beach, events, and employment, into residential neighborhoods.	3.77% 6	15.09% 24	35.85% 57	35.85% 57	9.43% 15	159	3.32

Q11 Public parking should be available on a first-come, first-served basis (those who arrive early enough have the best chance of locating parking). Policies that nearly always keep some spaces regularly available, particularly if it means increasing parking prices, are not desirable.

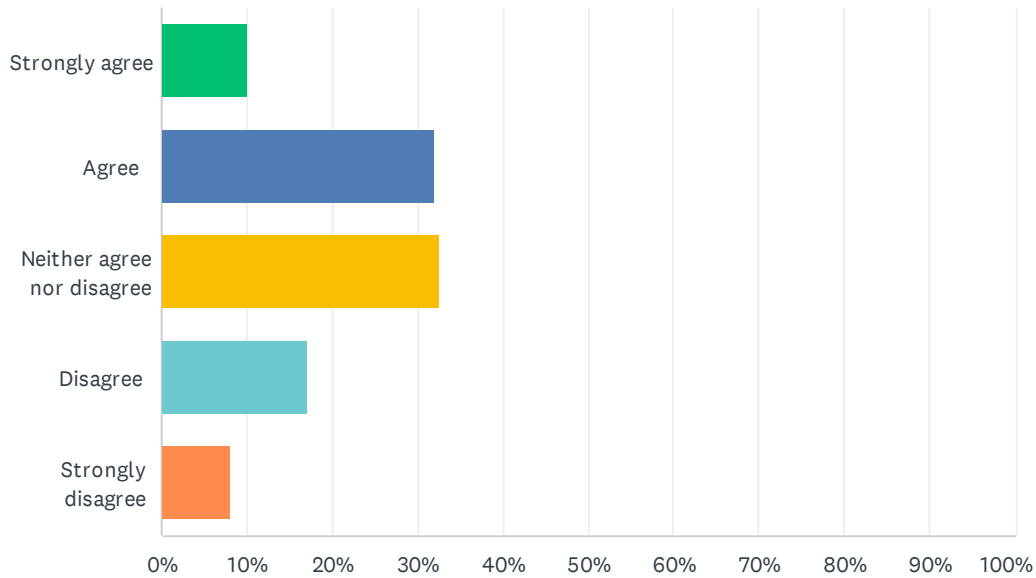
Answered: 160 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	24.38%	39
Agree	29.38%	47
Neither agree nor disagree	23.13%	37
Disagree	14.37%	23
Strongly disagree	8.75%	14
TOTAL		160

Q12 Public parking should be prioritized for certain users, whether short-term customers, longer-term visitors, or employees, in the busiest areas and/or at the busiest time.

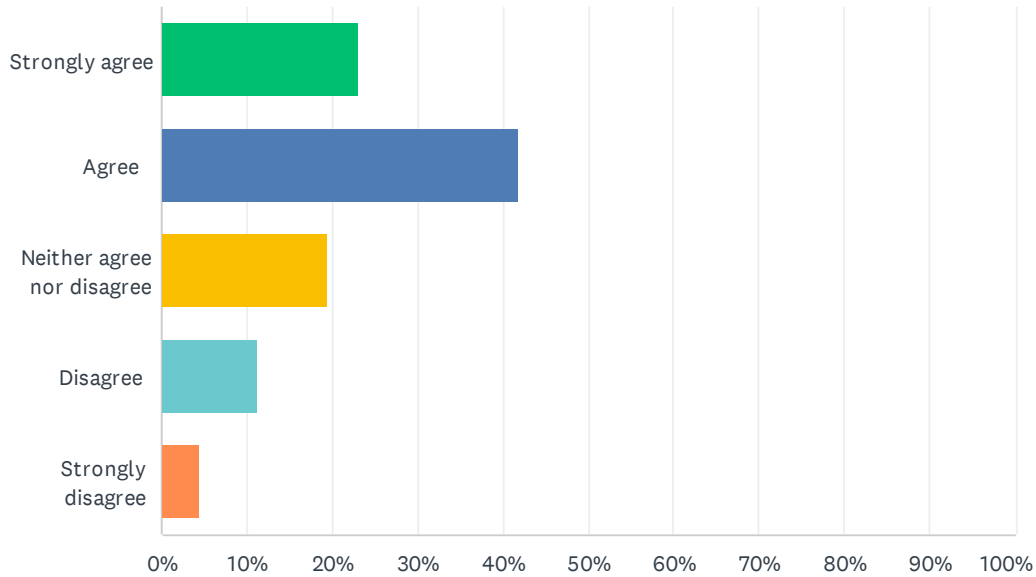
Answered: 159 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	10.06%	16
Agree	32.08%	51
Neither agree nor disagree	32.70%	52
Disagree	16.98%	27
Strongly disagree	8.18%	13
TOTAL		159

Q13 To the extent feasible, parking spaces should always be available to someone looking for a space.

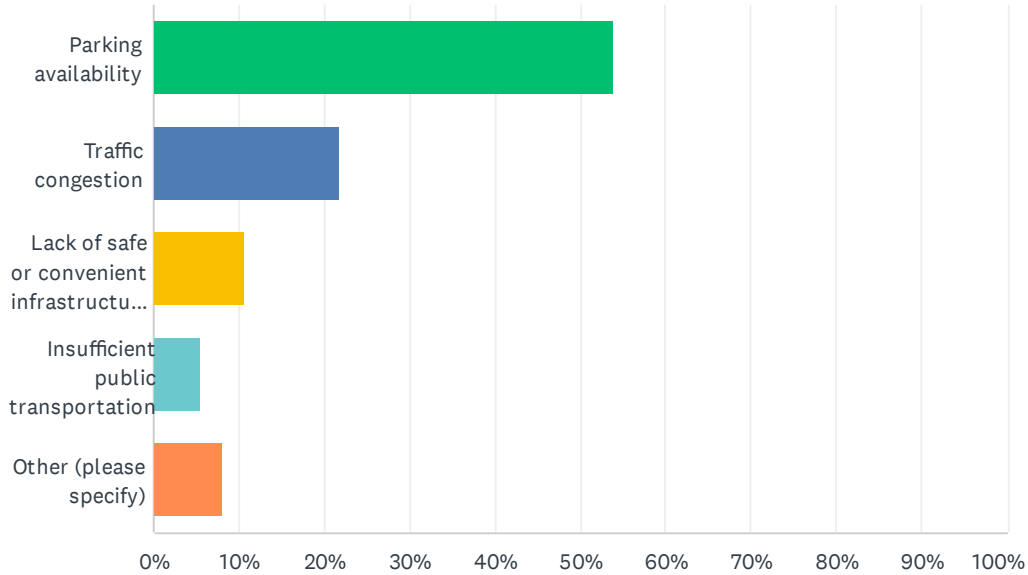
Answered: 160 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	23.13%	37
Agree	41.88%	67
Neither agree nor disagree	19.38%	31
Disagree	11.25%	18
Strongly disagree	4.38%	7
TOTAL		160

Q14 If I were to choose one, the biggest obstacle to accessing Downtown Manhattan Beach is:

Answered: 161 Skipped: 1



ANSWER CHOICES	RESPONSES
Parking availability	54.04% 87
Traffic congestion	21.74% 35
Lack of safe or convenient infrastructure for biking, walking, e-bikes, etc.	10.56% 17
Insufficient public transportation	5.59% 9
Other (please specify)	8.07% 13
TOTAL	161

#	OTHER (PLEASE SPECIFY)	DATE
1	No problem	10/17/2024 1:48 AM
2	Summer is the hardest time to find parking	10/17/2024 12:37 AM
3	I am fine with parking being more available to the community members over visitors	10/16/2024 10:46 PM
4	No obstacle	10/16/2024 10:14 PM
5	make downtown more walkable! fix up the parking garages, make underground parking and let the streets be walkable and get PEOPLE OUTSIDE, prioritize PEOPLE not cars	10/16/2024 8:58 PM
6	Expensive parking meters!	10/16/2024 7:59 PM
7	insufficient handicapped parking, pedestrian friendly walks	10/16/2024 7:23 PM
8	Can't comment - live too close	10/16/2024 7:07 PM
9	Too many non residents visiting	10/16/2024 6:48 PM

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10	Reduce number of spaces - there are too many people coming to Downtown !	10/16/2024 6:43 PM
11	boring	10/16/2024 6:39 PM
12	Difficult for residents of downtown Manhattan beach, who often have minimal parking available at their home, to have friends and family visit.	10/16/2024 6:02 PM
13	no place anywhere mentioning downtown residents parking residential	10/8/2024 2:45 PM

Q15 Is guaranteed employee parking important to you?

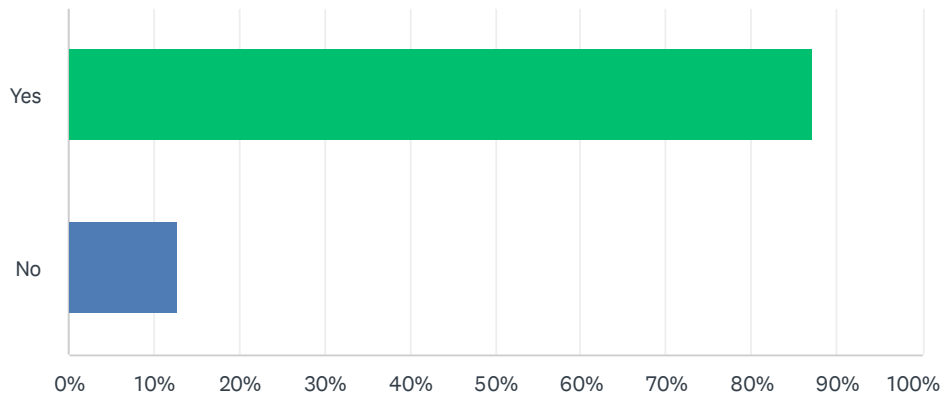
Answered: 158 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	25.95%	41
No	74.05%	117
TOTAL		158

Q16 Are the current time limits reasonable?

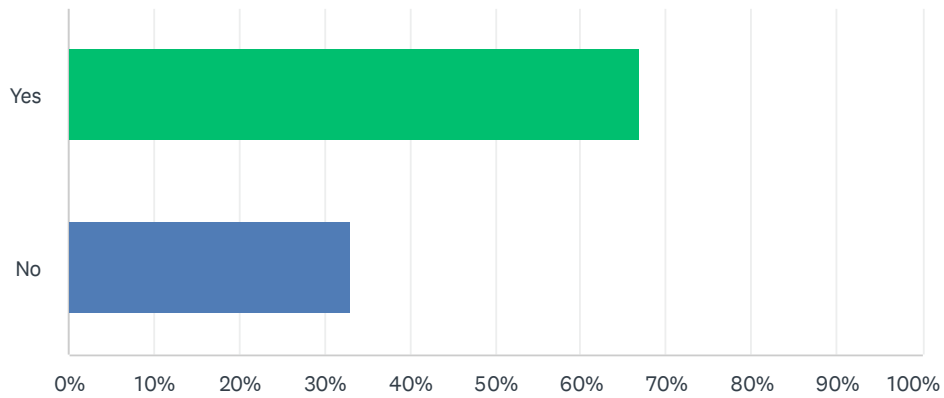
Answered: 156 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	87.18%	136
No	12.82%	20
TOTAL		156

Q17 Should more public parking be provided?

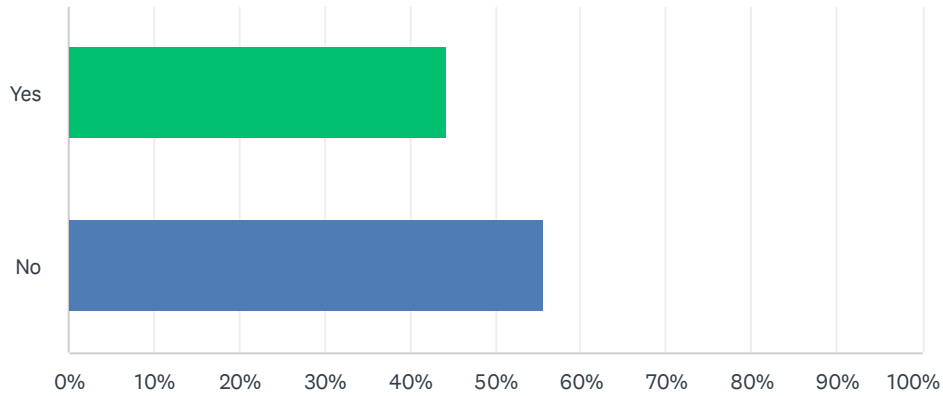
Answered: 160 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	66.88%	107
No	33.13%	53
TOTAL		160

Q18 Would you use a shuttle bus to travel to Downtown Manhattan Beach if frequent service (for example every 15 minutes) was provided?

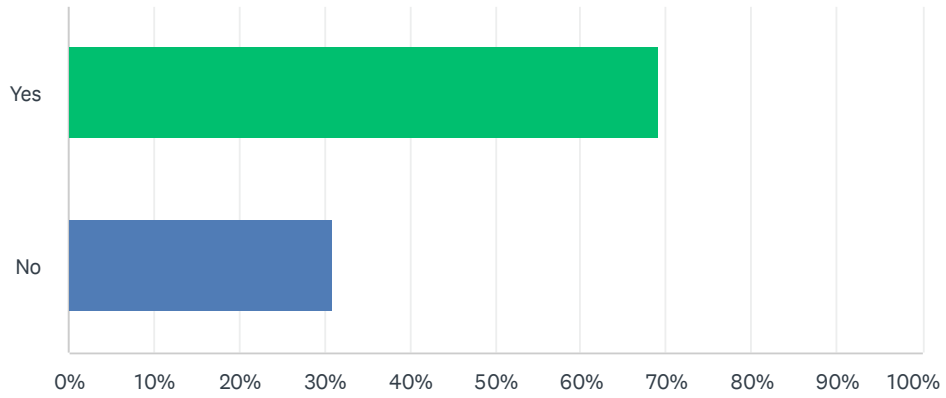
Answered: 158 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	44.30%	70
No	55.70%	88
TOTAL		158

Q19 Should more bicycle parking be provided?

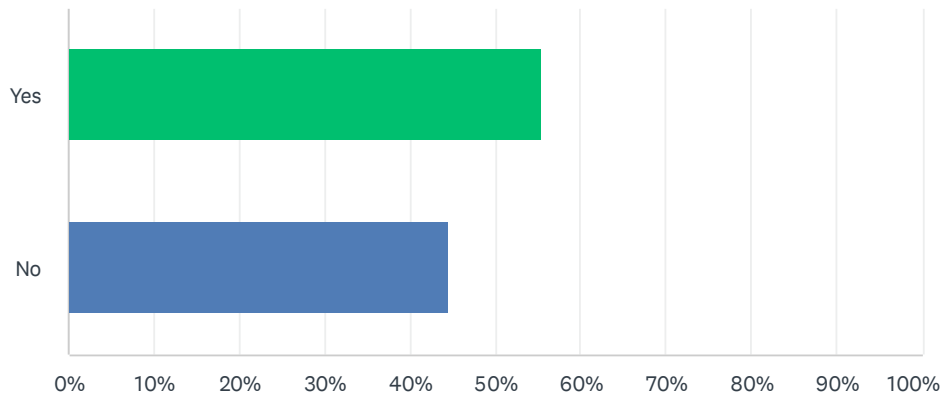
Answered: 159 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	69.18%	110
No	30.82%	49
TOTAL		159

Q20 Should more e-bike parking be provided?

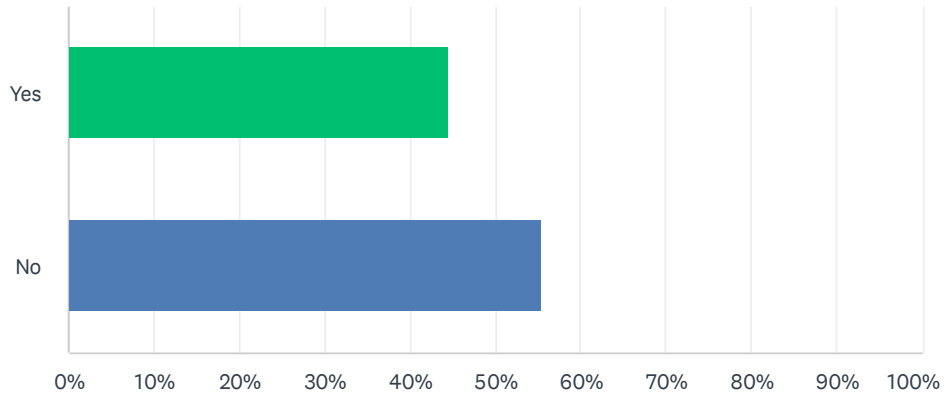
Answered: 159 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	55.35%	88
No	44.65%	71
TOTAL		159

Q21 Would you be willing to pay a higher meter rate in exchange for a longer or eliminated time limit?

Answered: 159 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	44.65%	71
No	55.35%	88
TOTAL		159

Q22 Is there anything else you would like us to know about your experience with parking in Downtown Manhattan Beach or your answers to this survey?

Answered: 77 Skipped: 85

#	RESPONSES	DATE
1	No ebikes	10/17/2024 8:50 AM
2	Why is "Bus" not an option on Question 5 of this survey? ("Assuming it's not raining, how likely are you to use the following travel options to get to Downtown Manhattan Beach?") --- Safe and convenient Biking and Public Transit should be prioritized over the parking of private cars in public spaces. The best measure of sufficiently safe biking infrastructure is when our most vulnerable citizens, our small children, can feel safe riding to school unaccompanied without fear of being hurt or killed. The best measure of sufficient public transit is when private transit is made competitive with private cars in terms of safety, convenience, cleanliness and frequency so that people WANT to choose public transit as a viable and realistic option rather than the conveyor of last resort. If people are offered reasonable, safe and competitive alternatives to driving, then expensive parking and road projects can be minimized as can congestion in our main thoroughfares. For these reasons, even people who are steadfast in their love of private cars should be gung-ho about improvements to the expansion of transit alternatives as should any person who wants their tax dollars to be spent wisely. The best solution to reduce traffic and constrained parking is to minimize the number of private cars entering the area in the first place. Shuttling in people using public transit and giving people the agency to choose walking or biking instead is how we will reduce traffic and the shortage of parking. Some might complain that reducing the number of cars entering the business district will reduce sales. That is not what the evidence shows. When streets are safe and inviting places, free of traffic, where pedestrians feel safe to linger and shop for longer, sales actually go up. There's a reason why the Americana on Brand, the Grove and other outdoor lifestyle malls try to emulate a walkable pedestrian friendly atmosphere.	10/17/2024 7:24 AM
3	Make MBB more walkable on the Valley/Ardmore crosswalk. I credibly unsafe especially for older people. Also lots of trash and bushes on sidewalk between Sepulveda and DT	10/17/2024 1:48 AM
4	The most important thing is to keep the old school beach-town community first vibe. We don't need more visitors, traffic and congestion. Add some public trans with parking outside of downtown on big beach weekends. Make certain downtown is walkable and bike-able.	10/17/2024 1:40 AM
5	Too many limited time limit spaces (24 minute and lower time limits) are still in effect after retailers are closed and dinner customers are looking for parking.	10/17/2024 12:34 AM
6	Definitely parking structures for different purposes. Ex: no beach parking at xyz lot. Or 1 hr max shopping lot. Having each structure have a different purpose and time limit. To allow shoppers quick and ready access and diners their own structure. Etc. shuttles going from el Porto to other end of mb off highland would be a great alternative for those wanting to head into downtown for brunch.	10/16/2024 11:54 PM
7	PLEASE improve safe bike access; wider sidewalks! the crosswalks are great but sometimes the yield signs don't really work. Parking should honestly not be prioritized as much as the area, as parking lots can really kill a town and vibe; wasted and expensive space. making a parking lot and just using a shuttle makes a lot more sense (in my opinion) as long as old whiny people don't feel unsafe.	10/16/2024 11:34 PM
8	When we visit downtown, we primarily park at the post office, city-hall/library, or on-street near live oak park. Locals know the spaces where this is most likely on-street vacancy. The visitors are the ones driving around for blocks and blocks looking for parking, creating unnecessary congestion. The median parking near the fire station is always full which makes me think it's employee parking for the hotel or retail areas near by. Shuttles, walking, and biking are challenging when you have small children.	10/16/2024 11:28 PM
9	It would be great to add more parking structure spaces. The opening of the Metlox parking	10/16/2024 11:08 PM

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structure significantly improved Manhattan Beach.

10	Loved when there was the electric driving service was available. Need to have alternative ideas during destruction of parking lot. Bring back the service for east siders to use.	10/16/2024 10:57 PM
11	There are way too many downtown/beach events that close parking lots when most needed. It should be mandatory for sponsors of such events to provide shuttle service from East Manhattan Beach to downtown on event days. There is an inherent anti-East side bias now.	10/16/2024 10:56 PM
12	Keep parking available for community members & workers first and foremost.	10/16/2024 10:46 PM
13	Cars in downtown don't make sense except for employees and residents. We should have a walkable downtown with bus shuttle service from the east side with stops at light crossings. 2nd, 8th, MB Blvd, etc.	10/16/2024 10:31 PM
14	I would like to see a dedicated bike/e-bike parking valet to help reduce the need for driving to downtown.	10/16/2024 10:23 PM
15	The EV charging spots in the Metlox structure are often taken by non-EV cars.	10/16/2024 10:20 PM
16	Would you consider having parking lot further away from the downtown area and creating enthusiasm for walking in and keeping some streets as pedestrian only streets.	10/16/2024 10:07 PM
17	I'm avoid businesses in downtown often to avoid parking issues. I would go downtown more if parking was easier	10/16/2024 10:02 PM
18	How about a free bus system like they have in walla walla WA	10/16/2024 9:48 PM
19	Downtown public valet parking, particularly at peak times, could be an effective solution.	10/16/2024 9:21 PM
20	Why did we get rid of the extra restaurant seating from COVID in favor of more parking? We gained some 30 spots back at the cost of a great deal of charm in our downtown area. It has made congestion worse as people look for prime spots on highland and Manhattan, and there is reduced seating for patrons of our businesses.	10/16/2024 9:06 PM
21	Make downtown walkable, prioritize people over parking...let people park in a garage or underground lot and walk to the stores, Bring back outdoor decks and seating, make the downtown strip a car-free zone (minus commercial trucks or something).	10/16/2024 8:58 PM
22	We want to be able to take our grandchildren to the beach and be there with them rather than having to drop them off.	10/16/2024 8:29 PM
23	As the city killed outdoor dining, I have very little confidence they'll do anything beyond service the needs of the commercial enterprises over the residents.	10/16/2024 8:27 PM
24	As a resident there should be resident parking permits that allow us to park in the hill section beyond two hours but not over night.	10/16/2024 8:22 PM
25	Look harder into valet parking services like Santa monica	10/16/2024 8:18 PM
26	Free spots are taken by residents for second vehicles.	10/16/2024 7:59 PM
27	weekend evenings & summer are always going to be highly desirable times to visit and therefore harder to park cars. It's NOT feasible or desirable to accommodate everybody who want to visit at peak hours. I do NOT want MB to turn into a Santa Monica or Disneyland! Quality of life for residents will suffer, including crime increases.	10/16/2024 7:57 PM
28	I loved the valet parking of a number of years ago	10/16/2024 7:57 PM
29	I'm a 28 year resident and go downtown less/very little due to the trouble finding a parking spot - I used to go more frequently	10/16/2024 7:55 PM
30	I feel that parking on MBB between Morningside and Manhattan Ave should only be short term parking (eg 30-60 minutes or so) to allow for collecting something from a business or a quick pop in to a business but all the parking should be the same time limit, not varied. I need to drive down MBB through downtown to access my home and the congestion caused by inconsiderate cars "waiting" for spaces or double parking (often a food collection driver at night) creates unnecessary and unsafe congestion in this small, densely peopled area. The spots should be the same time limit to avoid the issue where someone pulls into a spot only to see it is a short time spot and then immediately have to back out. Backing out onto MBB blocks traffic since there isn't usually room to go around. During the pandemic and deck dining, there	10/16/2024 7:53 PM

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was a short term spot (10min?) which would be open and almost every car would pull in and immediately pull back out upon realizing the short time limit. If all spaces had the same limit, this wouldn't occur. Further, spots on MBB in this area should be for commercial patrons and not beachgoers.

31	Bring back the Downtowner	10/16/2024 7:48 PM
32	My husband never wants to go to downtown MB because finding a parking spot is such a nightmare. Thus, we usually spend our money (shops, restaurants) elsewhere.	10/16/2024 7:40 PM
33	If Vons ever leaves and that area is re-developed, include underground parking like at Merlot. Also, is it feasible, while Lot 2 is being refurbished, to add two levels of underground parking beneath the above ground parking?	10/16/2024 7:34 PM
34	Too many potential parking spaces are blocked off as red curbs, and not for really good reasons	10/16/2024 7:29 PM
35	Make it easier for a handicapped person to travel to the beach and downtown activities. While downtown has sidewalks, to/from downtown from other parts of MB are lacking either existing or continuous sidewalks. This is NOT a walkable city outside the immediate downtown area. This is a MAJOR problem and results in many otherwise unnecessary car trips (and associated parking requirements). Don't need bike lanes, need SIDEWALKS. Some of us are, or would like to be, pedestrians.	10/16/2024 7:23 PM
36	I avoid shopping downtown because it's a hassle to park. I changed dentists so I wouldn't have to search for parking and potentially walk a distance after procedures.	10/16/2024 7:20 PM
37	Simply need more parking spaces!	10/16/2024 7:18 PM
38	Construction workers should be required to park away from work sites and car pool to work (at builder/owner expense. Large construction vehicles must pay \$1,000/day to enter the city, to offset damage they wreak on our streets.	10/16/2024 7:17 PM
39	E-Bikes need much stronger regulation and shouldn't be allowed to drive on walk streets	10/16/2024 7:07 PM
40	During the summer weekends, it can be impossible to park for lunch. The beach events in Hermosa and Manhattan jam the parking. Advertising events outside the South Bay increases the problem. We know we must avoid downtown during summer weekends.	10/16/2024 7:01 PM
41	I hesitate to shop and dine downtown due to the current parking issues and also the congestion	10/16/2024 6:58 PM
42	Short time Library parking is always a challenge, especially on weekends.	10/16/2024 6:54 PM
43	I have friends that won't meet me in MB due to parking issues. Sometimes they park at my house and we all walk but that's not always possible.	10/16/2024 6:53 PM
44	I only find parking especially difficult during events, summer days etc. otherwise you're almost always able to find a spot whether in Metlox or on street. The currently closed garage is making it more difficult. However id rather give up parking to bring back more outdoor dining options.	10/16/2024 6:51 PM
45	I would like a more friendly approach to the parking when there are events downtown. The unfriendly people that run parking and access to the beach area during an event is not the spirit of this community. I understand that we can't have people driving down there and congesting, but it could be done in a more pleasant manner.	10/16/2024 6:50 PM
46	I thought the downtowner golf cart pick ups were a great idea. We used it regularly when it was running. It is more convenient to be picked up at your home than drive/walk to a shuttle stop.	10/16/2024 6:49 PM
47	Parking is a thorny historic problem. If you make more parking, more people come to fill it. Just do the best you can.	10/16/2024 6:48 PM
48	#21. Longer time for higher fee ok. Unlimited time never should be offered	10/16/2024 6:48 PM
49	The parking machines at Metlox are a hassle and the old meters on the streets are outdated. Being able to pay and update time by mobile phone would be a welcomed improvement.	10/16/2024 6:48 PM
50	It should be easy to park wherever parking is provided. That will eliminate backups while traffic waits for someone to fit into a space	10/16/2024 6:46 PM

Downtown Manhattan Beach Parking Study Community Survey

51	The current rush to follow the street sweepers to grab the few free parking spaces in downtown is not ideal. I would prefer more metered spaces, with passes available for those who live in the downtown area (somewhat like what Hermosa Beach does).	10/16/2024 6:44 PM
52	Create more biking paths	10/16/2024 6:43 PM
53	We used to go downtown often. Now very rarely. Daytimes usually by bike and evenings by Uber. Parking is impossible. We cannot go to beaches in our own town. There should be some priority parking for residents even if we have to pay for the privilege	10/16/2024 6:43 PM
54	Reduce number of spaces - there are too many people coming to Downtown !	10/16/2024 6:43 PM
55	Outdoor dining is going to lessen the availability of parking -- despite what the city's study says. Removing parking spaces for dining results in adjusting the traffic lanes -- traffic lanes that help RESIDENTS get home. Businesses can't have it both ways -- and their greed is making residents less open to helping them.	10/16/2024 6:43 PM
56	am glad you are addressing a difficult issue	10/16/2024 6:42 PM
57	Anything that can be done to alleviate the dramatically increased traffic in DTMB would be my first priority.	10/16/2024 6:41 PM
58	Public transport around MB is important to me, but public transport to and from MB into other areas of Los Angeles is also a huge priority for me.	10/16/2024 6:39 PM
59	We should reinstate outdoor dining. Let people park in the mall and take a shuttle to downtown. Let's make our downtown more of a walking community.	10/16/2024 6:36 PM
60	MB should not prioritize car users in a tight urban environment. If people wanted abundant parking spaces they would go to a mall, but as we all know they aren't going to malls anymore. A proper walkable urban environment is what makes downtown MB special, any action to accommodate private cars will take away from that character. Preserve MB character as a walkable community, something that is very rare in LA. Please look for ways to better fund Beach Cities Transit, not a shuttle. Shuttles aren't real transit, that's why it failed.	10/16/2024 6:36 PM
61	It seems like the Fire Department and Police Department have lots of spaces available in their street level parking lot and I wonder how many they have in their underground lot. It would seem reasonable to have as many city employees use those lots freeing up space in the main city hall underground lot given the recent closure of the downtown lot. Additionally, it feels like there is a lot of wasted space on Valley. Would it be possible to redo that street to have angled parking on both sides instead of just on the east side? Can the lower pier lots be increased? It seems like the south side in particular has a bunch of flat space that is already being used temporarily for events and on the north side, would it be possible to just extend the lot? Even at 26th st the lifeguard station has quite a big grassy area that is the same size as their lot, are the lifeguards using street parking at all? Being able to expand their lot to free up street space would be helpful. *side note, the bike path has quite a bit of overgrown plants right now, sometimes taking up half of a riding side.	10/16/2024 6:33 PM
62	Add golf cart specific parking spaces in town and at beach so locals can have a better shot at parking when running errands in town or picking up at beach	10/16/2024 6:28 PM
63	Can be tough to find a spot to run errands at local stores. Sometimes takes to long and have to try another time.	10/16/2024 6:09 PM
64	Difficult for residents of downtown to have friends and family visit. It would be nice if there was a monthly permit we could buy guaranteeing friends/family can easily visit during high traffic times	10/16/2024 6:02 PM
65	I don't use dial a ride because I usually take my little dog with me to walk around town.	10/14/2024 10:47 PM
66	Could we demolish the condemned lot by BofA and rebuild it with more parking and thus get outdoor dining back?	10/8/2024 10:20 PM
67	no mention or consideration of downtown residence. We've been waiting for permits for years people who do not have included. Parking in rentals cannot find parking due to increased restaurant employees.	10/8/2024 2:45 PM
68	Convert parking to dining	10/7/2024 8:50 PM
69	Make parking meters face the driver as he/she pulls into a spot. Meters in some lications face	10/7/2024 8:18 PM

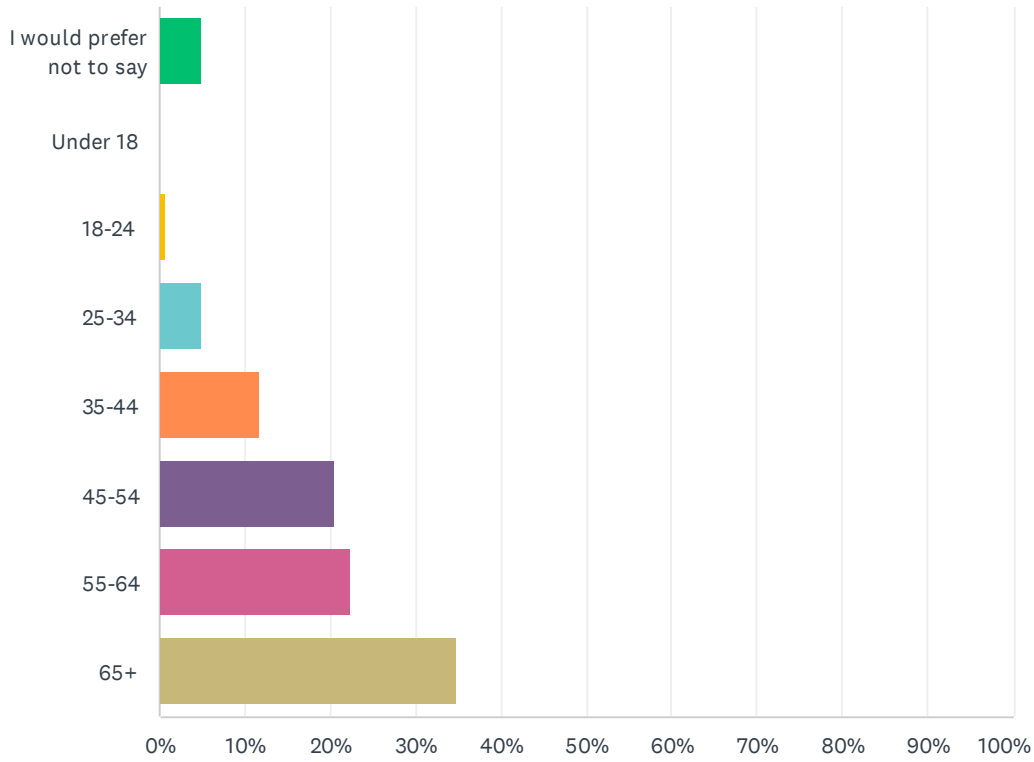
Downtown Manhattan Beach Parking Study Community Survey

away from the driver, with easy to miss "this meter/this spot" signs leading to confusion and undeserved tickets (scam?)

70	Intensification of use is adversely impacting residents who live in, or adjacent too, downtown	10/7/2024 6:33 PM
71	I want resident guest parking by permit downtown. I live at 12 and Strand. And pay taxes. I don't like guests to have to pay and move frequently. HB has resident permit program. I'm not aware that MB does.	10/7/2024 1:38 PM
72	Any regional city with 'Beach' in its name will naturally have significant parking demand. Yet over the years the City has significantly increased its active regional (and more) promotion of DMB, thereby further increasing both traffic and parking demand to an already overly busy DMB. Adding yet more parking simply continues this cycle of increasing traffic and congestion, and ultimately decreasing parking availability - in not just downtown, but also in the surrounding residential zones. The program description suggests a "holistic" approach. However, it is respectfully suggested that this survey defines the approach to be far from 'holistic' enough. Without recognition that there will NEVER be "enough" parking, especially so long as the city's focus remains on actively supporting commercial and tourism growth, any continued attempts to build more parking, increase parking cost, further limit parking times, etc., will all be in vain, and merely a continued mismanagement of taxpayer \$\$.	10/7/2024 12:58 PM
73	More enforcement of restricted parking in the residential areas adjacent to the Downtown.	10/7/2024 12:18 PM
74	I miss the valet parking because we use to be able to valet and eat at restaurants downtown and now we can't because the walk uphill to the mall lot is too difficult and far for our age group. I don't understand why you did away with the valet that use to be in front of the Post Restaurant giving us access to the downtown restaurants.	10/7/2024 11:59 AM
75	I strongly believe that Downtown Manhattan Beach should ban cars and only be open to pedestrians, bicycles/e-bikes, and golf carts. There can be dedicated pickup/dropoff zones at Shade, library, etc. This would make the entire area more pleasant for everyone and bring back the beach city vibe that is lost with all of the traffic. As a resident of Manhattan Beach, it is frustrating that I have to avoid downtown on weekends and cannot quickly stop into local businesses because parking and traffic make downtown for too stressful and time-consuming. If there had to be parking, I would limit all central meters to 30 minutes, and 2 hours further from the pier. The city should invest in garages adjacent to downtown (either building up where existing lots are on the green belt, MBPD/MBFD, library, community center, etc) or at the Village with shuttles. These garages can use solar panels to power electric charging, which many residents could use overnight. Garages also facilitate long term parking for tourists.	10/7/2024 11:51 AM
76	No	10/6/2024 5:39 PM
77	-	10/5/2024 3:05 PM

Q23 What is your age range?

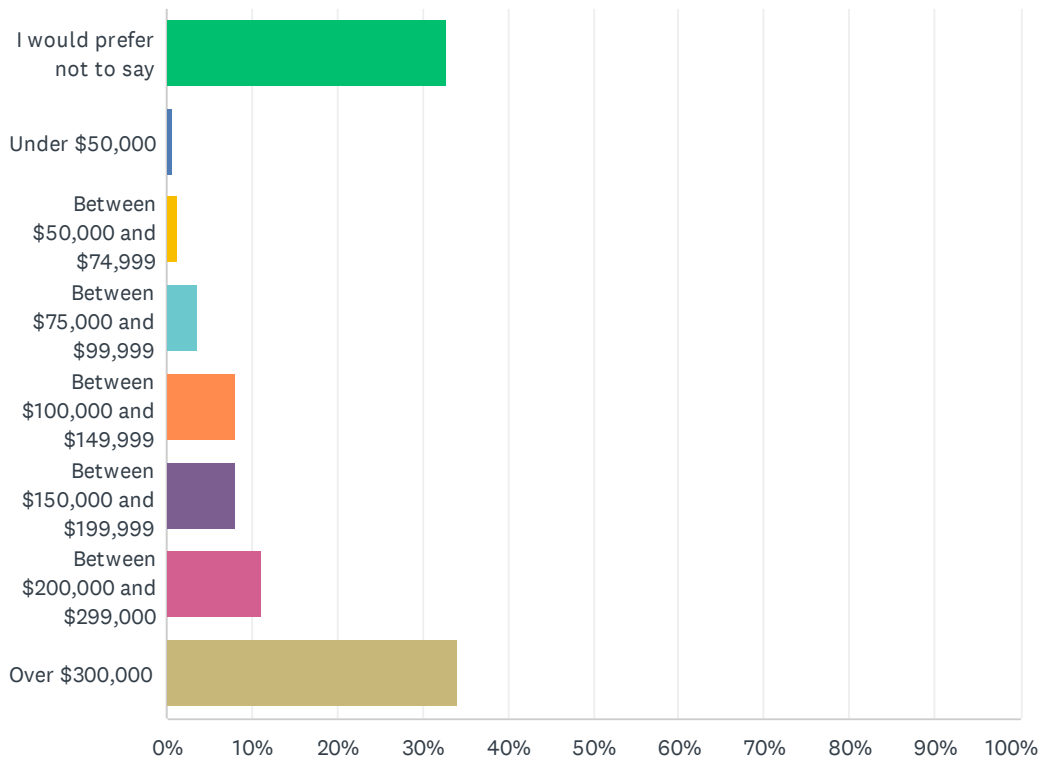
Answered: 161 Skipped: 1



ANSWER CHOICES	RESPONSES	
I would prefer not to say	4.97%	8
Under 18	0.00%	0
18-24	0.62%	1
25-34	4.97%	8
35-44	11.80%	19
45-54	20.50%	33
55-64	22.36%	36
65+	34.78%	56
TOTAL		161

Q24 How would you describe your annual household income?

Answered: 161 Skipped: 1



ANSWER CHOICES	RESPONSES	
I would prefer not to say	32.92%	53
Under \$50,000	0.62%	1
Between \$50,000 and \$74,999	1.24%	2
Between \$75,000 and \$99,999	3.73%	6
Between \$100,000 and \$149,999	8.07%	13
Between \$150,000 and \$199,999	8.07%	13
Between \$200,000 and \$299,000	11.18%	18
Over \$300,000	34.16%	55
TOTAL		161

North Manhattan Beach Parking Study

Community Survey Summary

Responses pulled: 11/4/2024

Responses: 81

Annual household income:

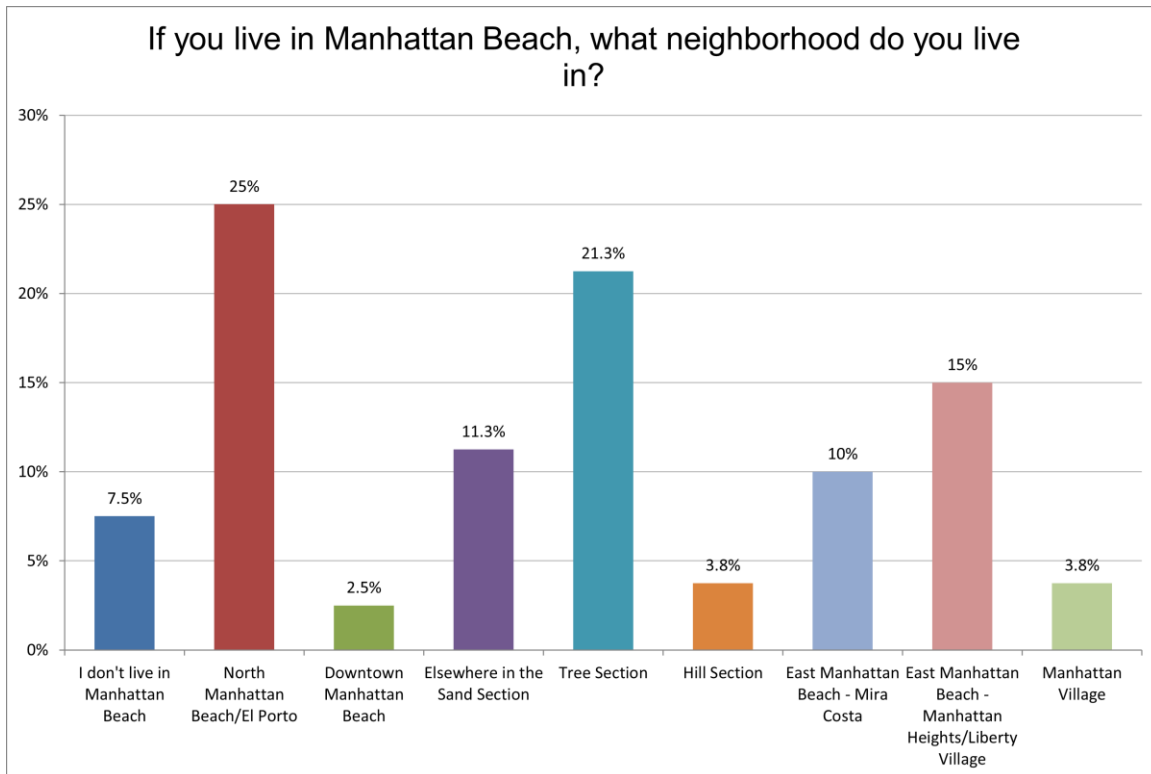
- 48.1% "I would prefer not to say"
- 11.4% "Between \$200,000 and \$299,000"
- 17.7% "Over \$300,000"

Age Range:

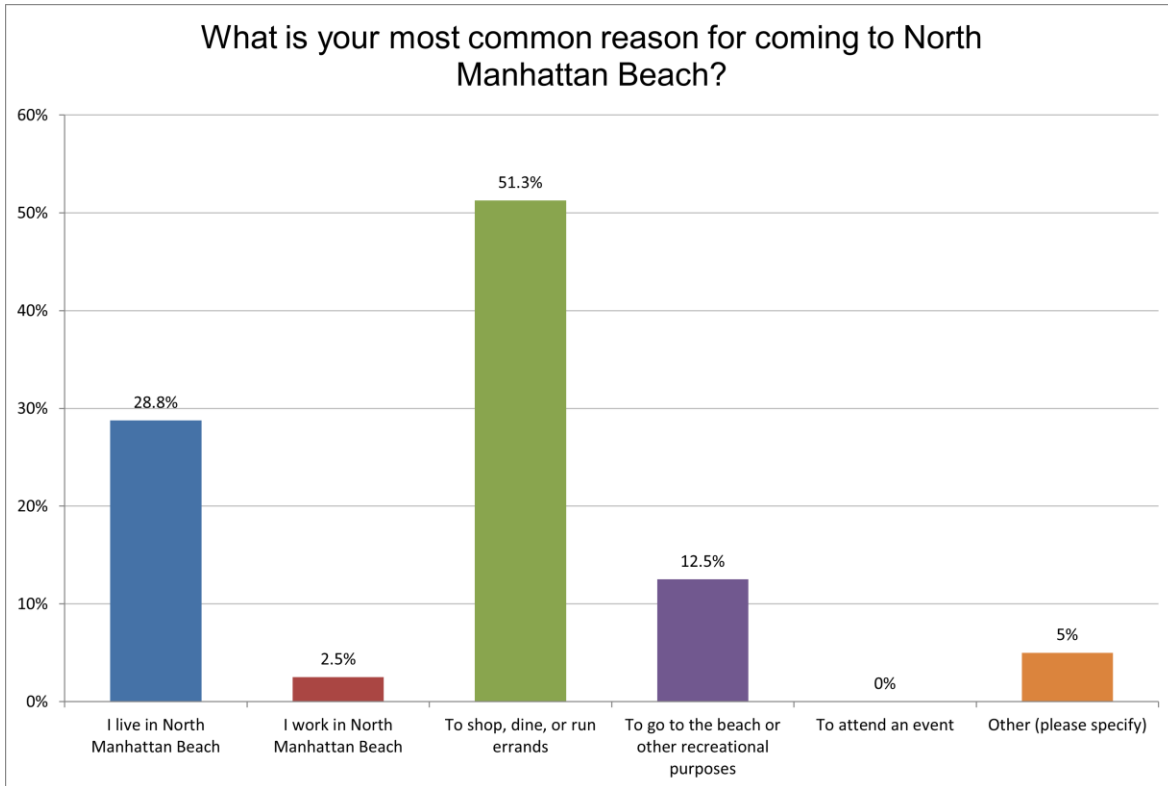
- 45+: 77.5%
- 45-54: 12.5%
- 55-64: 28.8%
- 65+: 36.3%

88.9% of Respondents live in Manhattan Beach.

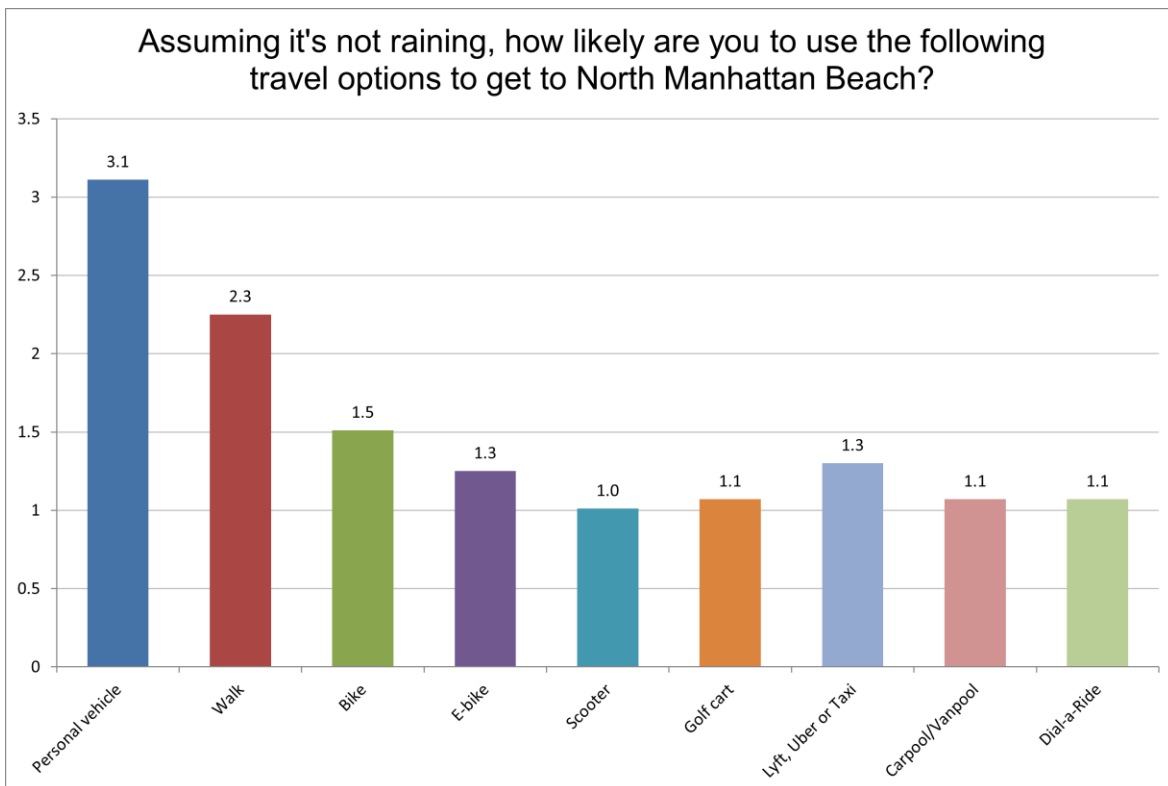
Manhattan Beach Neighborhood:



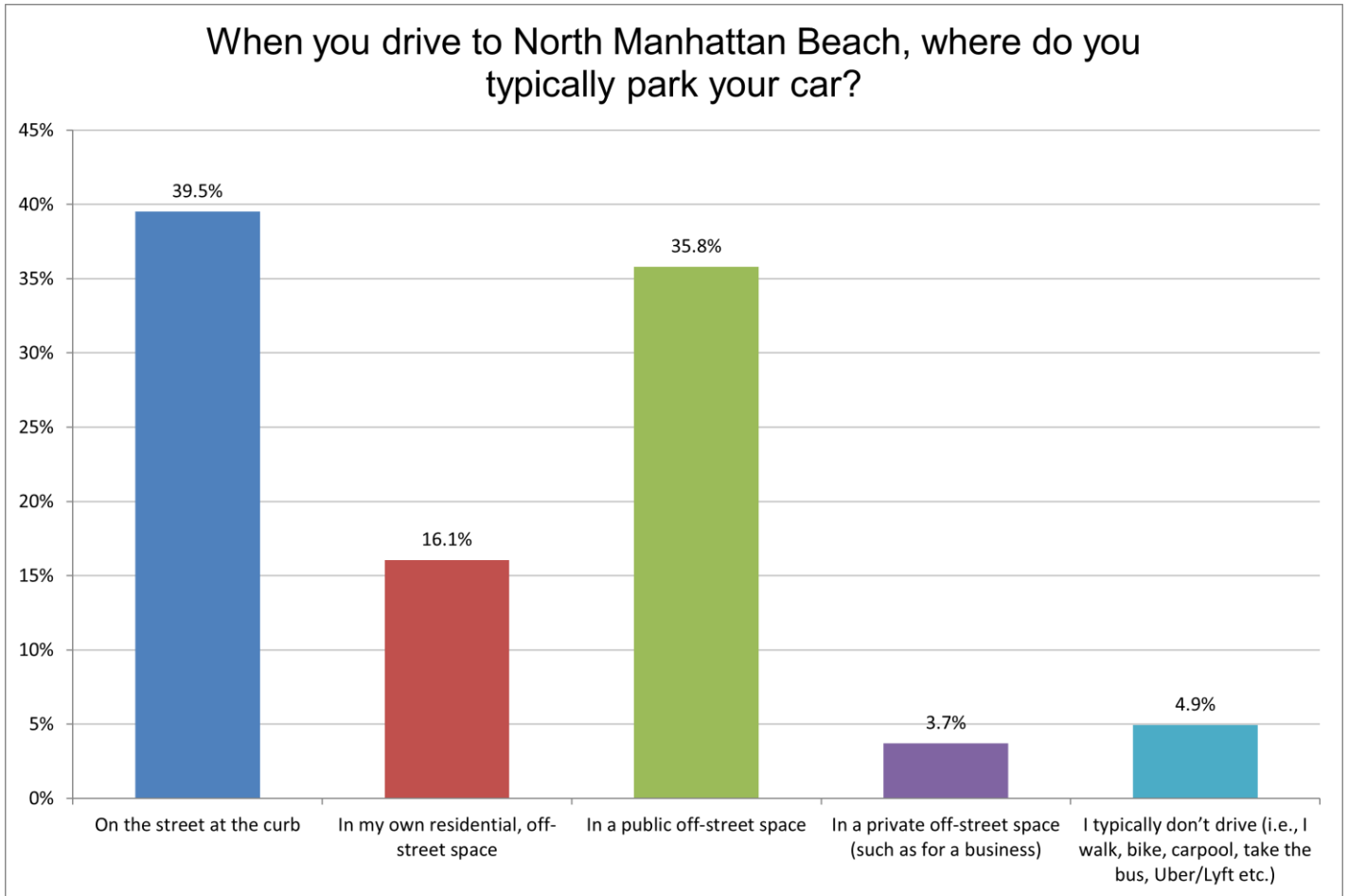
Most common reason for coming to North Manhattan Beach:



Travel Options Weighted Average:



When you drive to North Manhattan Beach, where do you typically park your car?



If I had to choose just one, as a policy issue, parking is mostly a/an:

- 59.3% responded, *“Overall quality of life Issue: A well-functioning parking system supports people’s ability to live, work and play in Manhattan Beach, and can make life easier and more pleasant.”*
- 18.5% responded, *“Economic Issue: Parking is necessary to the health of our economy since it helps people access places of business, goods and services, jobs, deliveries, and other similar destinations.”*

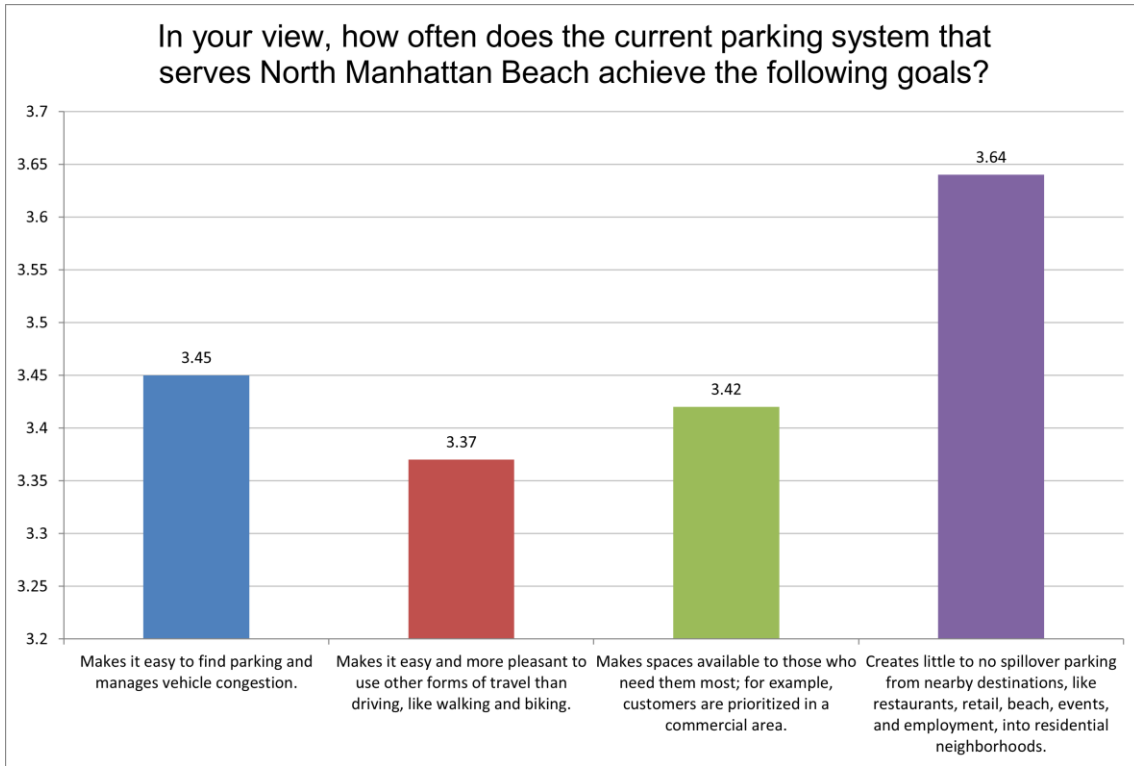
Which of the following goals is most important to you?

- 60.5% responded, *“Make it easier to find parking and reduce vehicle congestion.”*
- 16.1% responded, *“Make spaces available to those who need them most (e.g., prioritize customers in a commercial area).”*

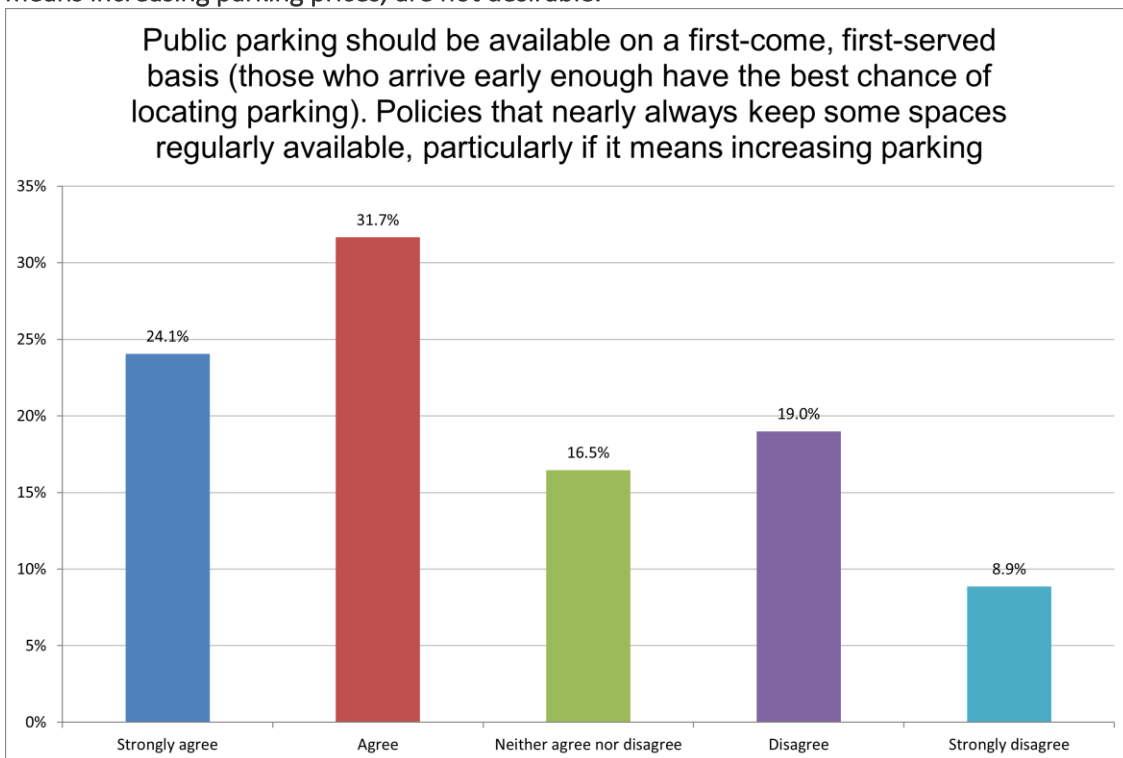
Which of the following goals is second most important to you?

- These responses were more evenly split across three options (~25-30%).
- Only 13.8% responded, *“Make it easier and more pleasant to use other forms of travel (e.g., walking and biking).”*

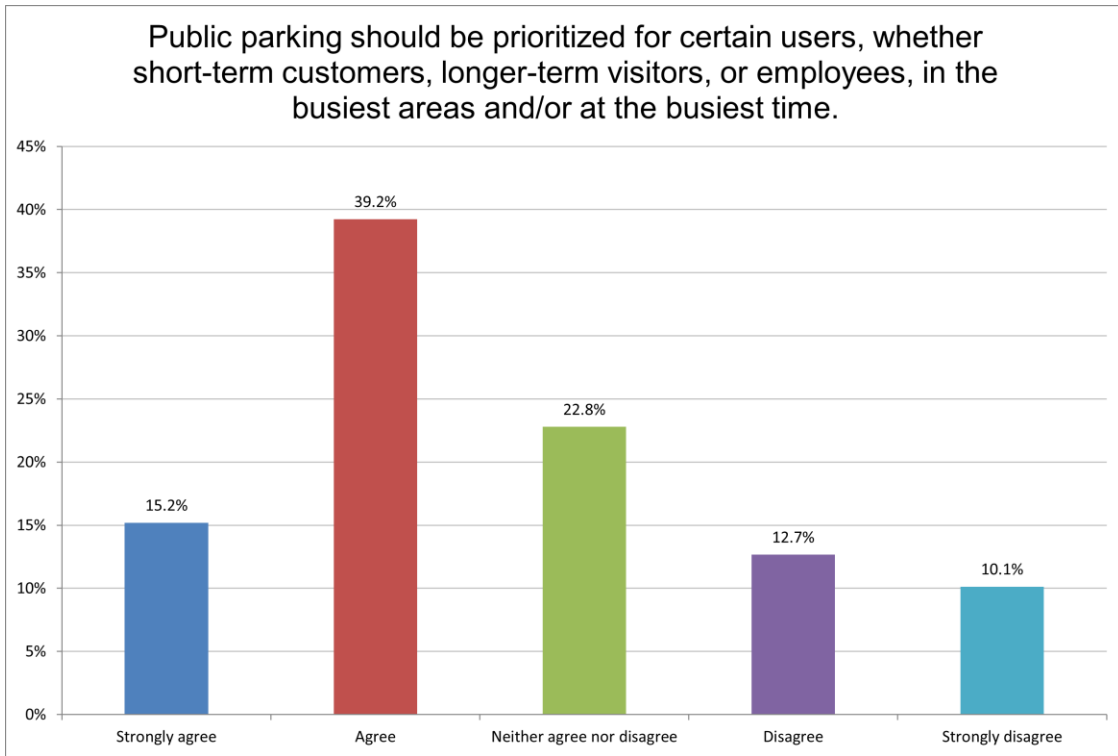
In your view, how often does the current parking system that serves North Manhattan Beach achieve the following goals (Weighted Average)?



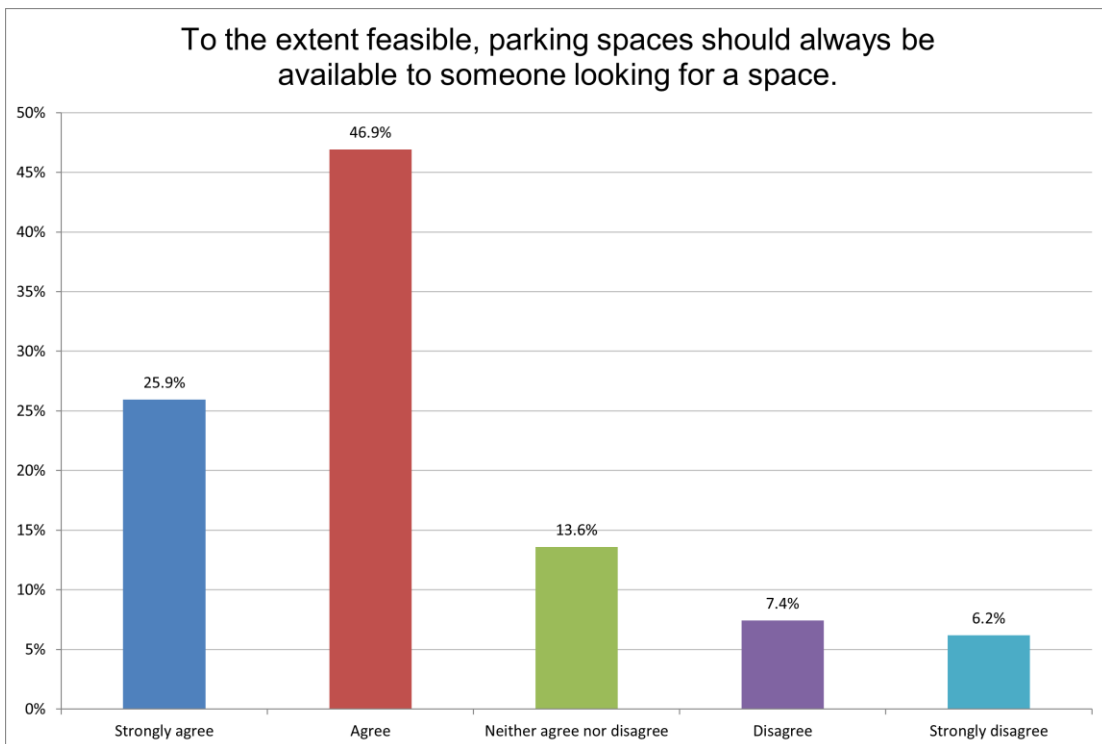
Public parking should be available on a first-come, first-served basis (those who arrive early enough have the best chance of locating parking). Policies that nearly always keep some spaces regularly available, particularly if it means increasing parking prices, are not desirable.



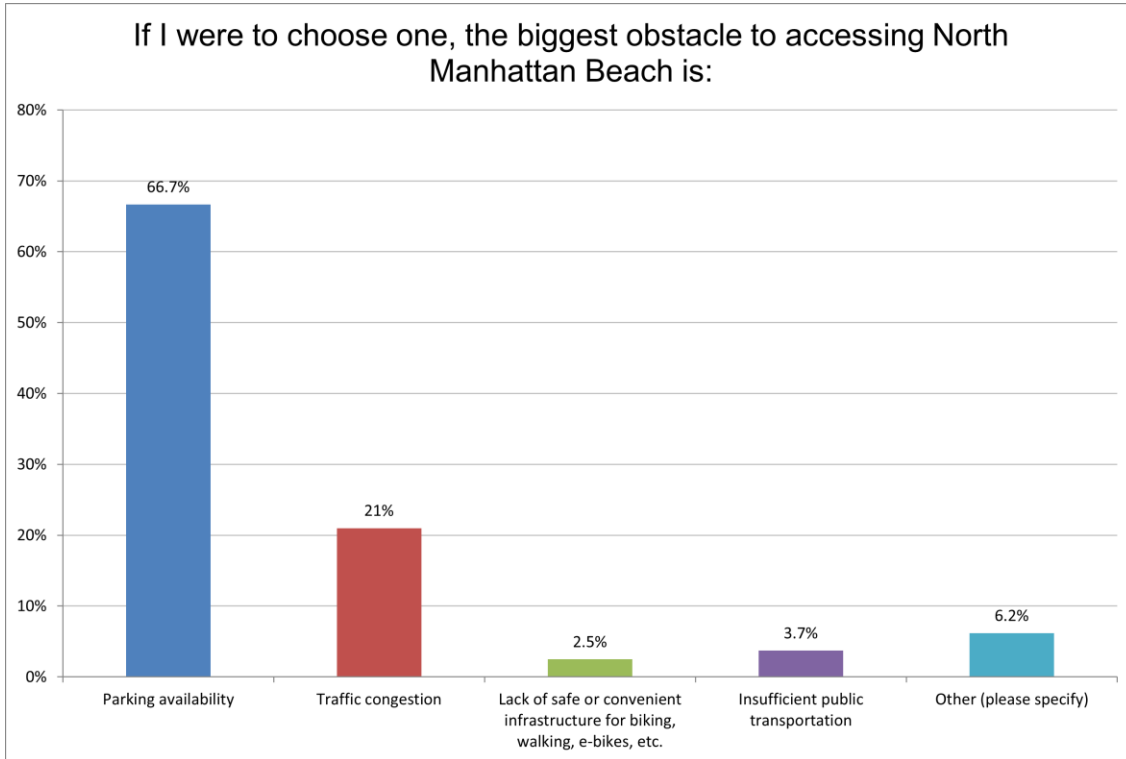
Public parking should be prioritized for certain users, whether short-term customers, longer-term visitors, or employees, in the busiest areas and/or at the busiest time.



To the extent feasible, parking spaces should always be available to someone looking for a space.

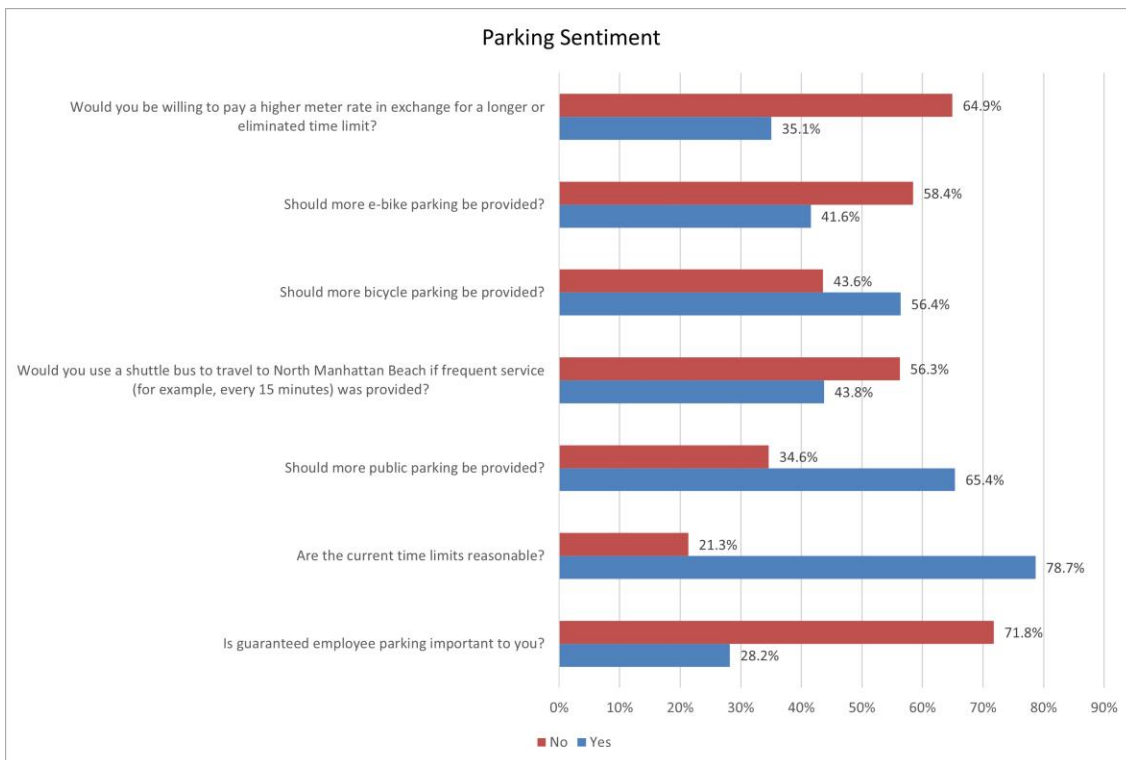


If I were to choose one, the biggest obstacle to accessing North Manhattan Beach is:



Parking sentiments Q15-Q21

Version 1





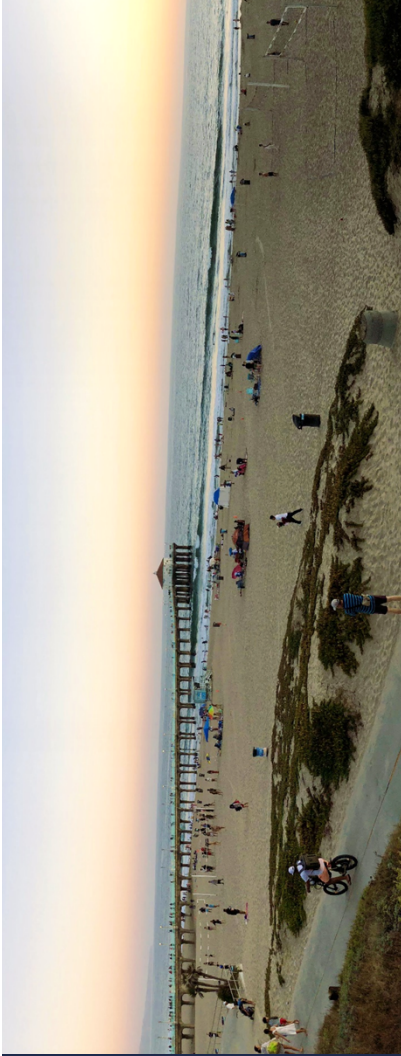
Is there anything else you would like us to know about your experience with parking in North Manhattan Beach or your answers to this survey?

Responses: 30

Main Takeaways:

- 14 responses focused on walkability/bikability/accessibility.
- 14 responses expressed frustration with the congestion and difficulty in finding parking.
- 7 responses focused on insufficient parking provided in new developments.

P Downtown
Parking
Public Meeting



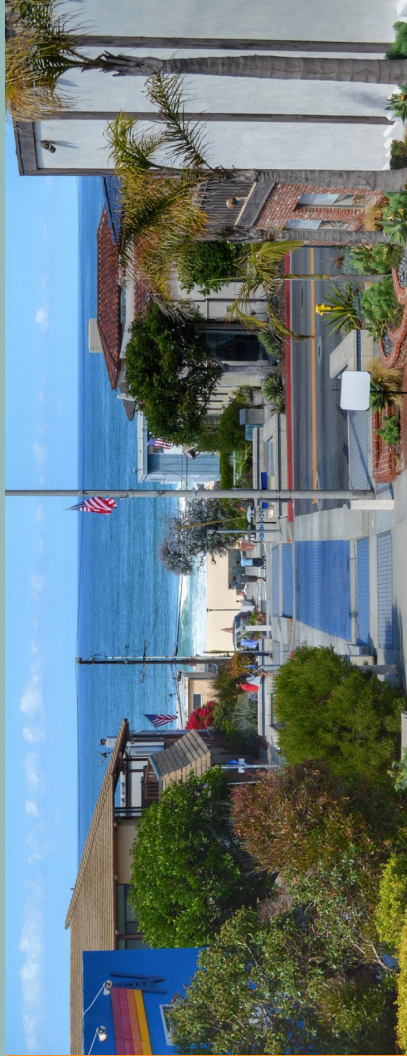
MANHATTAN BEACH
PARKING
MANAGEMENT STUDY



OCTOBER 21, 2025



WALKER
CONSULTANTS





01 Introductions

02 Questions

03 Preliminary Findings

04 Discussion

01

INTRODUCTIONS



Brief Introductions and Questions

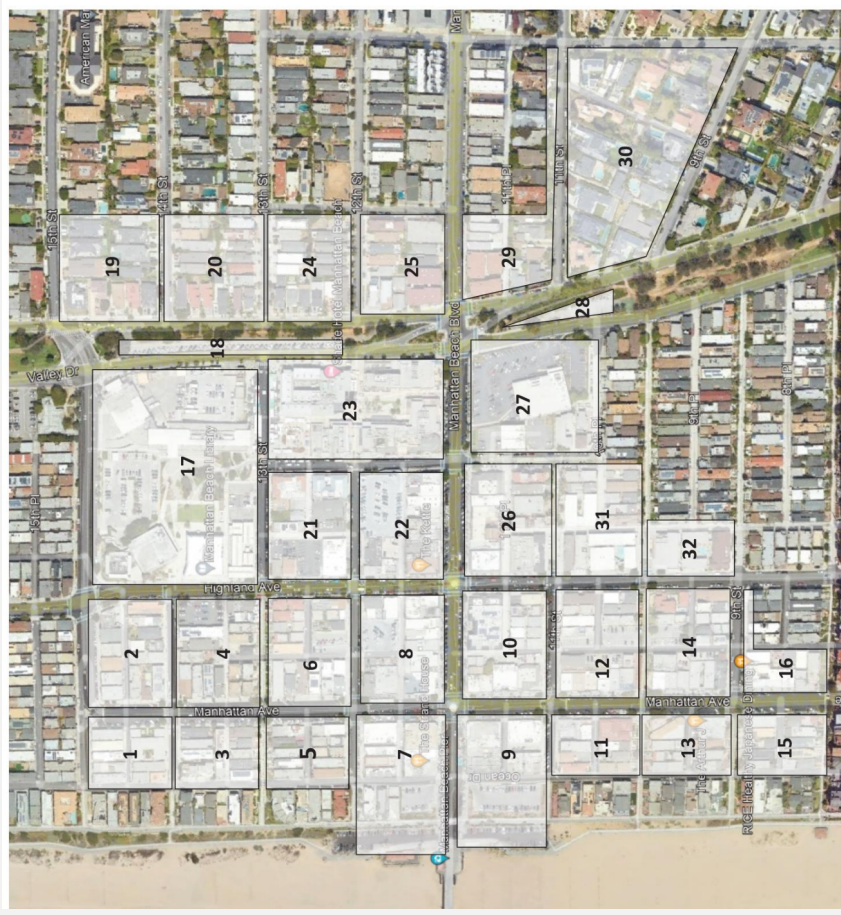


- **City staff and consultants**
- **Attendees**
- **Questions (insert Mentimeter option/icebreaker questions here?)**
 - **When do you come downtown?**
 - **Do you usually drive, and if so, where do you usually park?**

Downtown Study Area



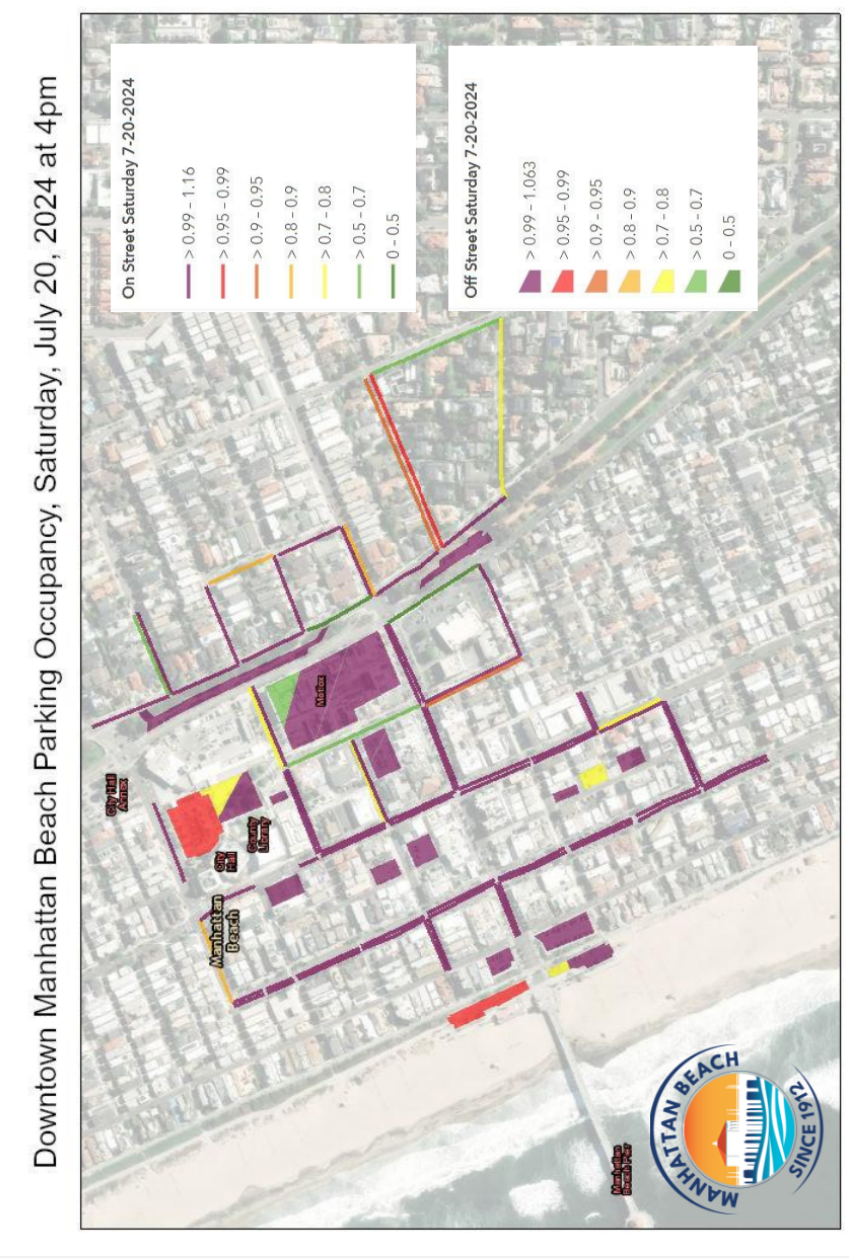
Blocks have been numbered for data collection and tabulation purposes.



02 Preliminary Findings



Preliminary Findings - Summer



- Peak parking demand occurs late Saturday afternoon.
- Beach parking lots fill, and experience low turnover.
- Beach parking demand impacts commercial areas.
- Majority of 'available' on-street spaces are loading spaces and time-limited spaces in the Downtown Residential Override Zone.
- 'Available' off-street spaces are not available to the public at large.

Preliminary Findings – Shoulder Season (October)



- Beach parking demand generally does not spill into commercial and residential areas.
- Commercial parking may spill into beach parking.
- Beach lots often do not fill.
- Residents don't need to protect 'their' spaces – some availability and turnover in free, unrestricted on-street spaces

03

Discussion



Discussion



- What concerns or interests brought you to the meeting today?
- What solutions can you foresee for the issues you are concerned about?



Conclusion



TAKE THE SURVEY!

Please scan the QR codes below to help us understand your parking and transportation behaviors and preferences.



<< DOWNTOWN
MANHATTAN BEACH



NORTH >>
MANHATTAN BEACH

[Downtown Manhattan Beach Parking Study Community Survey \(surveymonkey.com\)](https://www.surveymonkey.com/r/HFN9WWK)

<https://www.surveymonkey.com/r/HFN9WWK>



Attendees:

Larry Kosmont

Michael Zislis – Owner of restaurants and Hotel DT (Strand House, Shade Hotel), lives in Grandview area.

Jill – head of the DT BID, lives on 8th st in 200 block.

Jim Burton – (DT resident and has office space/business license)

City Staff: Ryan Heise, Jaehee Yoon, Adam Finestone, Erik Zandvliet

Walker Staff: Jeff Weckstein, Steffen Turoff, Luis Gama

- Attendees noted that the city has been good at helping businesses, but residents feel left out.
- Look a little more closely at RPOC zone.
- People parking for a week on 11th – inconsistent enforcement
- Permits have temporarily been suspended on 11th St. You can park all day and don't need a permit. So they put it back in. A caveat is that you can use a lot of M parking permits in the permit zone.
- Michael Zislis noted a roughly 15% increase in his business's activity in summer, but it's a good thing they are busy year-round. Suggested that in the Lower beach lots below the Strand house, the City should cut into the wall and double-deck the upper/lower pier lots. Larry Kosmont suggested a JPA structure. MZ said he thinks it would be nowhere near the water table at the upper level, but at the lower level, maybe 12-15 ft above the water level.
- Vons, and Bank of America (which has been re-sold) are opportunity sites. The City has been trying to buy the Vons site that Piggly Wiggly will close if the merger happens. Vons owns the site.
- The traffic control is not efficient. Manage that a little better. City has the capability to zero out meters, but hasn't implemented it. Can't re-feed the meter if you empty the spot. But the error rate is too high. Business owners favor robust enforcement. Discussion was centered around the meters, not the beach lots.
- Coastal may not help with this issue, because of beach access.
- Encourage the use of the City Hall underground lot. Bigger sign. Meters are only on the weekends in the city hall basement.
- People don't use their garages in Manhattan Beach. That's a big problem. Garage Clean-out Day is an interesting idea.
- 72-hour parking should be enforced more.
- Bring back the Downtowner. On-demand ride service. West of Pacific. Others noted fixed route shuttles just don't seem to work.
- Compare fixed shuttle to dial-a-ride costs (but dial-a-ride funds are federal and can only be used for dial-a-ride).
- Quite impressed with the remote parking this summer (2024). Should have remote parking by Pacific school every sat/Sunday in the summer. Every 15 min. Use little gems.
- During AVP – The City had emails of people who bought tickets and sent out an email blast.
- Shuttle should be paid through parking fund – charge \$1 more, no one cares. (businesses in favor of raising rates at meters). Circuit – ads.

- There used to be a shuttle paid for by the Gateway LA BID until it realized it was not benefiting them as much as others. 60,000 people shuttle from MB hotels to/from the Airport– pre-COVID.
 - Originally DT to Century Blvd. changed and went through El Segundo, to MV, down to Tabula Rasa on Manhattan Ave, and then through N Manhattan Beach, then back. How to bring people DT without needing parking. Hotel Owners really drive the Gateway BID Board.

- It was expressed that the City did a really good job this summer (2024) of getting quick solutions and communication after Lot 3 closure.
- There was a suggestion to get rid of single-space meters in favor of multi-space meters and app-based payment in garages and off-street lots.
- Was a suggestion to rebuild Lot 3 underground and connect to Metlox, with commercial(hotel) on top.
- Automated parking like in Venice was brought up.

N. Manhattan Beach Parking Public Meeting



MANHATTAN BEACH PARKING MANAGEMENT STUDY



OCTOBER 28, 2024



WALKER
CONSULTANTS





01 Introductions

02 Questions

03 Preliminary Findings

04 Discussion

01

INTRODUCTIONS



Brief Introductions and Questions



- **City staff and consultants**
- **Attendees**
- **Questions**
 - **What usually brings you to the North Manhattan Beach area? The beach, work, do you live in the area?**
 - **When do you usually come to the area? (Morning for work, evening to return home, weekends for a beach outing, etc.)**
 - **Do you usually drive to the area, and if so, where do you usually park?**

North Manhattan Beach Study Area



North Manhattan Beach Study Area



02 Preliminary Findings



Preliminary Findings - Summer



North Manhattan Beach Parking Occupancy, Saturday, July 20, 2024 at 2 pm



- Peak parking demand occurs mid-Saturday afternoon.
- Beach parking lot fills, and parking management is used to ease congestion.
- Beach parking demand impacts commercial areas.
- Beach and commercial parking demand extends far down Rosecrans.
- ‘Available’ on-street spaces are loading spaces and 1-hour spaces north of Rosecrans.
- ‘Available’ off-street spaces are merchant permit spaces and spaces in beach lots due to traffic management.
- Light parking enforcement.

Preliminary Findings – Shoulder Season (October)



- System peak at 10:00 a.m., driven by morning beach use/surfing.
- Beach parking spills into commercial parking briefly, but commercial parking does not fill even with beach demand.
- Fast drop in demand from peak.
- No spillover down Rosecrans.

03

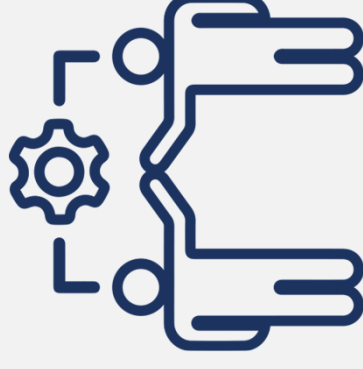
Discussion



Discussion



- What concerns or interests brought you to the meeting today?



- What solutions can you see for the concerns you raised?



Conclusion



TAKE THE SURVEY!

Please scan the QR codes below to help us understand your parking and transportation behaviors and preferences.



<< DOWNTOWN
MANHATTAN BEACH



NORTH >>
MANHATTAN BEACH



Type in the link below for the North Manhattan Beach Survey:

<https://www.surveymonkey.com/r/HW72NQB>

North Manhattan Beach Community Meeting 10/28/2024

Attendees:

Six NMB residents

City Staff: Ryan Heise, Jaehee Yoon, Adam Finestone, Erik Zandvliet

Walker Staff: Jeff Weckstein, Steffen Turoff, Luis Gama

- Concern was expressed about the amount of parking provided by the High Rose development (121 spaces for 79 units, of which 6 are affordable units). Concern about spillover parking onto the unregulated on-street spaces.
- The Ocean Express trolley service served customers and businesses well.
- Desire to get the Chevron lot now used for construction staging opened to the general public, especially employees.
- Discussion of the existing public parking structure and the infeasibility of adding spaces on that site short of reconstruction.
- Attendees acknowledged that peak is when surfer parking peaks in the lots.

City of Manhattan Beach

1400 Highland Avenue
Manhattan Beach, CA 90266



Meeting Minutes - Final

Thursday, September 25, 2025

4:00 PM

Regular Meeting

City Council Chambers

Parking and Public Improvements Commission

APPOINTED OFFICIALS

Chair Joe Marcy

Vice Chair Gita O'Neill

Commissioner Stefan Kampe

Commissioner Allen Kirschenbaum

Commissioner Bob DaGiau

PLEASE NOTE THAT THE CITY ARCHIVES THE VIDEO RECORDINGS OF ALL REGULAR CITY COUNCIL MEETINGS AND THE VIDEO FOR THIS MEETING IS HEREBY INCORPORATED BY THIS REFERENCE. ALSO IN SUPPORT OF MORE TRANSPARENCY AND THE AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE, THE CITY OFFERS CLOSED CAPTIONING FOR REGULAR CITY COUNCIL MEETINGS. FOR A COMPLETE RECORD OF THIS CITY COUNCIL MEETING, GO TO:

A. CALL MEETING TO ORDER

Chair Marcy called the meeting to order.

Per Assembly Bill 2449, Commissioner Kirschenbaum made the following announcement:

I have developed virus-like symptoms. A test for COVID has resulted positive. To limit exposure to others, I have requested to participate remotely in the meeting on an emergency basis for just cause, per AB 2449. The required paperwork has been submitted to the Community Development Department.

B. PLEDGE TO THE FLAG

Commissioner O'Neill led the Pledge of Allegiance.

C. ROLL CALL

Roll Call led by Assistant City Clerk Martha Alvarez.

Present: 5 - Chair Joe Marcy, Vice Chair Gita O'Neill, Stefan Kampe, Allen Kirschenbaum and Bob DaGiau

D. APPROVAL OF AGENDA

A motion was made by Commissioner Kampe, seconded by Commissioner DaGiau, to approve the agenda. The motion carried by the following vote:

Aye: 5 - Chair Marcy, Vice Chair O'Neill, Commissioner Kampe, Commissioner Kirschenbaum and Commissioner DaGiau

Nay: 0

E. APPROVAL OF MINUTES

1. This Item Contains the Parking and Public Improvements Commission Meeting Minutes of July 24, 2025

[PPIC 25-0004](#)

APPROVE

Commissioner Kampe asked if he should be voting on the minutes when his Commissioner term began on September 3, 2025.

Assistant City Clerk Martha Alvarez confirmed that he should abstain from voting on the minutes.

A motion was made by Vice Chair O'Neill, seconded by Commissioner DaGiau, to approve the Parking and Public Improvements Commission Meeting Minutes of July 25, 2025. The motion carried by the following vote:

Aye: 4 - Chair Marcy, Vice Chair O'Neill, Commissioner Kirschenbaum and Commissioner DaGiau

Nay: 0

Abstain: 1 - Commissioner Kampe

F. PUBLIC COMMENTS (3 MINUTES PER PERSON)

Chair Marcy opened the floor to public comments.

The following individual(s) spoke:

Jim Burton

Seeing no further requests to speak, Chair Marcy closed the floor to public comments.

G. COMMISSION REORGANIZATION

City Traffic Engineer Erik Zandvliet provided the staff presentation.

A motion was made by Chair Marcy, seconded by Commissioner Kampe, to appoint Commissioner O'Neill as Vice Chair of the Parking and Public Improvements Commission. The motion carried by the following vote:

Aye: 5 - Chair Marcy, Vice Chair O'Neill, Commissioner Kampe, Commissioner Kirschenbaum and Commissioner DaGiau

Nay: 0

H. GENERAL BUSINESS

2. Consideration of the Draft City Parking Management Strategies and Toolkit.

[PPIC 25-0007](#)

DISCUSS AND PROVIDE DIRECTION

City Traffic Engineer Erik Zandvliet provided the staff presentation and responded to Commissioner questions.

The following information was presented regarding the City Parking Management Study Parking Strategies and Toolkit:

1. Parking Rate Structures and Time Limits
2. Off Street Parking Time Limits
3. Payment Methods
4. Valet and Attendant Parking
5. Shared Parking
6. Technology and Wayfinding to Improve Customer Service
7. Long Term Parking

Financial Services Manager Emy-Rose Hanna responded to Commissioner questions.

8. Residential Parking Permit System
9. Enforcement Hours
10. Enforcement Technology
11. Dynamic Pricing
12. Commercial Parking
13. Parking Requirements
14. Increase Parking Supply
16. Transportation Impact Fees (Presented out of order.)
15. Parking Benefits District
17. Bicycle Parking and Valet Parking
18. Micromobility
19. Marketing and Awareness

20. On-Demand Microtransit

21. Remote Parking and Shuttle Transportation

22. Employee TDM Strategies

Chair Marcy opened the floor to public comments. The following individual(s) spoke:

Kelly Stroman

City Traffic Engineer Zandvliet clarified and defined ...

Jill Lamkin

Ron Koch

Jim Burton

Seeing no further requests to speak, Chair Marcy closed the floor to public comments.

City Traffic Engineer Zandvliet provided clarification as to what direction was needed for this discussion and responded to Commission questions.

City Traffic Engineer Zandvliet responded to the Commissioners questions.

Commission Recommendations

There was overall consensus that the Commission supported staff's recommendations on the proposed parking strategies, and made additional specific recommendations and priorities.

Electric Bike Share Program:

Concerns about increased e-bike traffic on the Strand without adequate enforcement

Lack of suitable docking station locations

Recommendation to revisit a non-motorized bike share option in the future

Parking Rate Adjustments:

Consensus to implement a one-time increase in parking meter rates rather than a phased approach

Based on feedback from the business community: "Rip the Band-Aid off"

Staff recommendation (Item 1.1b) was modified accordingly

Parking Study Frequency:

Recommendation to establish a 10-year cycle for comprehensive parking studies

Acknowledged that COVID delayed the previous cycle

Best practice would be to conduct the next study no later than 2035

Priority Projects for Council Consideration:

The Commission identified several items to be prioritized with urgency:

Evaluation of Lot 4's end-of-life status

Accelerating negotiations with Chevron for potential parking solutions

Increasing parking supply, including consideration of Lot 14

Exploring micro-transit options, such as a shuttle system serving East Manhattan Beach and local schools

Establishing a task force to bundle and advance these initiatives efficiently

Developing a parking strategy for large events and peak seasons, ensuring consistency and proactive management

Seasonal and Tiered Parking Rates:

Staff to explore seasonal and tiered pricing models for parking meters to better reflect demand patterns

Special Events Parking Management:

Recommendation to create a more active parking management program tailored to special events and peak visitor periods

City Traffic Engineer Zandvliet informed the commission that their recommendations would be presented to City Council on October 21, 2025, for consideration.

A motion was made by Commissioner Kampe, seconded by Chair Marcy, to not endorse the proposed bike share program. The motion cited concerns about increased electric bike traffic on the Strand without adequate enforcement of existing policies, and the lack of suitable locations for docking stations. The motion carried by the following vote:

Aye: 5 - Chair Marcy, Vice Chair O'Neill, Commissioner Kampe, Commissioner Kirschenbaum and Commissioner DaGiau

Nay: 0

I. OTHER ITEMS

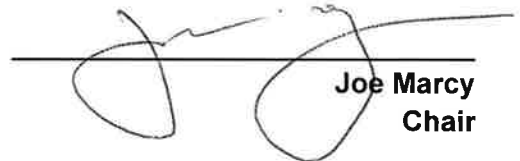
City Traffic Engineer Zandvliet provided an update on the draft Food Truck Ordinance, which incorporates recommendations previously made by the Commission to regulate food trucks within the City. The ordinance includes the creation of a permitting program to manage food truck operations and locations. The draft ordinance is scheduled to be presented to the City Council on October 7, 2025.

J. ADJOURNMENT

Chair Marcy adjourned the meeting to the October 23, 2025, Parking and Public Improvements Commission Regular Meeting.



Martha Alvarez
Recording Secretary



Joe Marcy
Chair

ATTEST:


Erik Zandvliet
City Traffic Engineer

City of Manhattan Beach

1400 Highland Avenue
Manhattan Beach, CA 90266



Meeting Minutes - Final

Monday, November 3, 2025

5:00 PM

Police/Fire Conference Room and Zoom

City Council Adjourned Regular Meeting

ELECTED OFFICIALS

Mayor David Lesser

Mayor Pro Tem Joe Franklin

Councilmember Nina Trieu Tarnay

Councilmember Steve S. Charelian

Councilmember Amy Thomas Howorth

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www.manhattanbeach.gov/departments/city-clerk/city-council-meetings-agendas-and-minutes

A. CALL MEETING TO ORDER

Mayor Lesser called the meeting to order.

B. PLEDGE TO THE FLAG

Mayor Lesser led the Pledge of Allegiance.

C. ROLL CALL

Roll Call led by City Clerk Liza Tamura.

Present: 5 - Mayor Lesser, Mayor Pro Tem Franklin, Councilmember Tarnay, Councilmember Charelian and Councilmember Howorth

City Staff: Present - City Manager Talyn Mirzakhian, City Attorney Quinn Barrow, City Clerk Liza Tamura, Finance Director Libby Bretthauer, Community Development Director Masa Alkire, Police Chief Rachel Johnson, Interim Public Works Director Ted Semaan, Information Technology Director Miguel Guardado, Acting City Engineer Gilbert Gamboa, Planning Manager Adam Finestone, Traffic Engineer Erik Zandvliet, Senior Planner Jaehee Yoon, Assistant City Clerk Martha Alvarez, Revenue Services Supervisor Toni Page, Technology Specialist Ali Kazempoor, Deputy City Clerk Breana Contreras, Lead Community Services Officer Jason Sandoval and Police Detective Connor Hedde.

D. APPROVAL OF THE AGENDA

A motion was made by Councilmember Howorth, seconded by Councilmember Tarnay, to approve the agenda. The motion carried by the following vote:

Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth

Nay: 0

E. PUBLIC COMMENTS (3 MINUTES PER PERSON)

Mayor Lesser opened the floor to public comments.

Seeing no requests to speak, Mayor Lesser closed the floor to public comments.

F. GENERAL BUSINESS

1. Consideration of Approval of a City Parking Management Strategies and Toolkit Report, as Recommended by the Parking and Public Improvements Commission (Unbudgeted) (Community Development Director Alkire). [25-0472](#)

(Estimated Time: 3 Hr.)

DISCUSS AND PROVIDE DIRECTION

Community Development Director Masa Alkire provided a brief statement and introduced Traffic Engineer Erik Zandvliet who provided the PowerPoint presentation.

Walker Consultants Principal/Director of Studies Steffen Turoff provided a brief statement and introduced Consultant Jeff Weckstein who continued with the PowerPoint presentation.

Consultant Weckstein and Traffic Engineer Zandvliet responded to City Council questions.

Walker Consultants Principal/Director of Studies Turoff continued with the PowerPoint presentation on Strategy 1: Parking Rate Structures and Time Limits.

Traffic Engineer Zandvliet responded to City Council questions.

Walker Consultants Principal/Director of Studies Turoff continued with the PowerPoint presentation through Strategy 5.1: Shared Parking.

Walker Consultants Principal/Director of Studies Turoff and Traffic Engineer Zandvliet responded to City Council questions.

Mayor Lesser opened the floor to public comments. The following individual(s) spoke:

*Jim Burton
Kelly Stroman
Jonathan Tolkin*

Seeing no further requests to speak, Mayor Lesser closed the floor to public comments.

Traffic Engineer Zandvliet, Consultant Weckstein and Walker Consultants Principal/Director of Studies Turoff responded to City Council questions.

See attached document for voting details on the Short-Term Parking Strategy Summary.

Consultant Weckstein continued with the PowerPoint presentation on Strategy 6: Technology & Wayfinding through Strategy 8: Residential Parking Permit System.

Traffic Engineer Zandvliet, Walker Consultants Principal/Director of Studies Turoff and Consultant Weckstein responded to City Council questions.

Mayor Lesser opened the floor to public comments. The following individual(s) spoke:

*Kelly Stroman
Jim Burton
Jill Lamkin*

Seeing no further requests to speak, Mayor Lesser closed the floor to public comments.

Traffic Engineer Zandvliet and Finance Director Libby Bretthauer responded to City Council questions.

See attached document for voting details on the Long Term Parking Strategy Summary.

At 7:02 PM, the City Council recessed and reconvened at 7:16 PM with all City Councilmembers present.

Consultants Turoff and Weckstein continued with the PowerPoint presentation on Strategy 9 through Strategy 12: Passenger and Commercial Loading.

Traffic Engineer Zandvliet, Senior Planner Jaehee Yoon, Police Chief Rachel Johnson, and City Manager Mirzakhonian responded to City Council questions.

Mayor Lesser opened the floor to public comments. The following individual(s) spoke:

Kelly Stroman

Seeing no further requests to speak, Mayor Lesser closed the floor to public comments.

Traffic Engineer Zandvliet responded to City Council questions.

See attached document for voting details on the Enforcement, Dynamic Pricing, and Loading Strategy Summary.

Consultant Turoff continued with the PowerPoint presentation on Strategy 13: Parking Requirements through Strategy 16: Transportation Impact Fees.

Consultant Turoff, Traffic Engineer Zandvliet and City Manager Mirzakhania responded to City Council questions.

Mayor Lesser opened the floor to public comments.

Seeing no requests to speak, Mayor Lesser closed the floor to public comments.

Traffic Engineer Zandvliet, City Manager Mirzakhania and Planning Manager Adam Finestone responded to City Council questions.

See attached document for voting details on the Future Parking Supply & Funding Options Strategy Summary.

Consultant Turoff continued with the PowerPoint presentation on Strategy 17: Bicycle Parking through Strategy 22: Employee TDM Strategies.

Traffic Engineer Zandvliet and City Manager Mirzakhania responded to City Council questions.

At 8:28 PM, City Council recessed and reconvened at 8:33 PM with all City Councilmembers present.

Mayor Lesser opened the floor to public comments. The following individual(s) spoke:

Jill Lamkin

Seeing no further requests to speak, Mayor Lesser closed the floor to public comments.

Traffic Engineer Zandvliet and City Manager Mirzakhania responded to City Council questions.

See attached document for voting details on the Bicycle Parking, Micromobility, and TDM Strategy Summary.

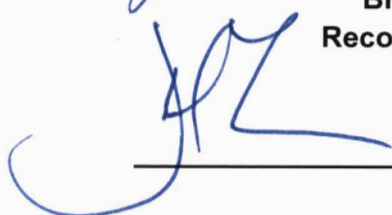
The City Council directed staff to return at a future meeting early next year with a summary list of all items approved during this meeting, and to allow City Council to determine priority items.

City Manager Mirzakhania and Traffic Engineer Zandvliet responded to City Council questions.


G. ADJOURNMENT

At 8:56 PM, Mayor Lesser adjourned the meeting.


Breana Contreras
Recording Secretary


David Lesser
Mayor

ATTEST:


Liza Tamura
City Clerk

City Parking Management Strategies Voting Detail Summaries

Short-Term Parking Strategy Summary				
Strategy		VOTE		Direction:
1.1	Increase on-street rates relative to off-street, align with market conditions	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0		Passed
1.2	Adjust/eliminate time limits for on-street parking, tiered/graduated rates	Aye: 0 Nay: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth		Failed
2.1	Modify off-street time limits	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0		Passed
3.1	Implement mobile payment application for parking	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0		Passed - Directed staff to bring back information indicating the current Wi-Fi signal strength and to ensure that all related equipment is properly calibrated.
3.2	Replace individual meters with multi-space kiosks	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0		Passed
4.1	Implement public on-street valet	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0		Passed - Directed staff not to rule out the future implementation of public on-street valet in the North End, contingent upon potential City Council support.
4.2	Implement public parking attendant parking large parking lots during peak hours	Aye: 1 - Tarnay Nay: 4 - Lesser, Franklin, Charelian and Howorth		Failed
5.1	Shared Parking	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0		Passed

City Parking Management Strategies Voting Detail Summaries

Long-Term Parking Strategy Summary			
Strategy		VOTE	Direction:
6.1	Update parking webpage	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
6.2	Evaluate ways to provide parking information including implementation of Citywide Wayfinding Program	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
6.3	Implement an app-based Automated Parking Guidance System (APGS)	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
7.1	Implement a flexible employee parking pass or bundled daily passes. (FURTHER STUDY REQUIRED)	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed - Directed staff to conduct further study on the item and consider prioritizing it moving forward.
7.2	Increase merchant permit parking rates. (FURTHER STUDY REQUIRED)	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed - Directed staff to phase in the increase of merchant permit parking rates, subject to further study.
8.1	Improve/expand the RPPP in consultation with stakeholders	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed

City Parking Management Strategies Voting Detail Summaries

Enforcement, Dynamic Pricing, and Loading Strategy Summary

Strategy		VOTE	Direction:
9.1	Shift parking enforcement hours one hour later during the peak season.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
10.1	Adopt License Plate Reader (LPR) technology for enforcement.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
10.2	Transition to virtual commercial, merchant, and residential permits and an online application process.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed - Directed staff to further explore transitioning to virtual commercial, merchant, and residential permits, particularly for individuals who operate multiple vehicles.
10.3	Implement smart parking software and real-time data.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
11.1	Implement real-time or seasonal dynamic pricing of on-street parking.	Aye: 0 Nay: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth	Failed
12.1	Gather information on existing commercial delivery vehicle access and loading needs/challenges.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
12.2	Limit comm. deliveries/loading activity to early morning/Sundays.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed - Directed staff to ensure appropriate stakeholders are included in the task force.
12.3	Create additional Flexible Loading Zones (FLZs)	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
12.4	Implement a Smart Loading Zone Pilot for on-street loading areas.	Aye: 1 - Franklin Nay: 4 - Lesser, Tarnay, Charelian and Howorth	Failed

City Parking Management Strategies Voting Detail Summaries

Future Parking Supply & Funding Options Strategy Summary

Strategy		VOTE	Direction:
13.1	Remove parking minimum requirements and establish maximum parking requirements in the Commercial District.	Aye: 0 Nay: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth	Failed
13.2	Evaluate the parking-in-lieu fee program.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
14.1	Review on-street parking supply.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
14.2	Increase supply in parking garages and lots.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
14.3	Construct new parking facilities in existing and new public properties.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed - Directed staff to bring this issue forward along with the Project Pulse item in January, in order to better understand the challenges such as timing, financial impacts, and regulatory uncertainties, associated with pursuing the short-term parking option and its effect on maintaining project momentum.
14.4	Pursue public-private partnerships to construct new parking supply on private property.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
15.1	Establish a Parking Benefit District and/or Parking Authority.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
16.1	Implement a Transportation Impact Fee.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed

City Parking Management Strategies Voting Detail Summaries

Bicycle Parking, Micromobility, and TDM Strategy Summary

Strategy		VOTE	Direction:
17.1	Expand short- and long-term secure bicycle parking facilities.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
17.2	Establish a bike valet service to provide secure parking for event attendees, residents, and visitors during seasonal peaks.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed - Directed staff to explore the feasibility of implementing a bike valet service.
18.1	Implement a docked electric bicycle-share program to reduce vehicle parking demand.	Aye: 4 - Lesser, Tarnay, Charelian and Howorth Nay: 1 - Franklin	Passed - Directed staff to explore the feasibility of a docked electric bicycle-share program, including the possibility of a pilot program and addressing any associated concerns.
19.1	Recommend social media strategies and other marketing efforts to reduce parking demand.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
20.1	Evaluate the feasibility of on-demand microtransit to allow more local, short trips without a car.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
21.1	Identify remote public parking options and shuttle transportation services.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed
22.1	Consider offering discounted employee rideshare services to reduce parking demand.	Aye: 5 - Lesser, Franklin, Tarnay, Charelian and Howorth Nay: 0	Passed