

**MANHATTAN BEACH
OUTDOOR DINING TASK FORCE
MINUTES OF REGULAR MEETING
JOSLYN COMMUNITY CENTER AUDITORIUM
JUNE 27, 2023**

A. CALL MEETING TO ORDER

Director Talyn Mirzakhonian called the meeting to order at the hour of 1:05pm and introduced two individuals from the consultant team (i.e., MIG Inc.) who will be assisting the City with the long-term outdoor dining and business use work plan effort.

B. PRESENTATION OF AGENDA, ROLL CALL, AND APPROVAL OF MINUTES

Senior Planner Jaehee Yoon welcomed everyone to the meeting and provided a brief overview of the meeting agenda.

Roll call was taken and the following task force members were present for the meeting:

Joseph Ungoco – Planning Commission
Bob DaGiau – Parking and Public Improvements Commission
Maureen McBride – Chamber of Commerce
Jim Burton – Downtown resident
Kimberlee Kelly – North MB resident
Don Ziss – Commercial (MVSC)
Harout (Harry) Ashikian – Commercial (Non-MVSC)
Paul Mullin – At-large resident
Bridgette Goodman – At-large resident
Faith Lyons – At-large resident/business
Peir Serota – At-large resident/business
Audrey Judson – At-large resident/business

Jill Lamkin (Downtown (DBPA)) and David Archer (Chamber of Commerce) were absent from the meeting, with Jill Lamkin participating via telephone.

Mike Simms (North MB (BID)) arrived late to the meeting.

A motion was passed (unanimous) to approve the minutes from the May 30, 2023 task force meeting.

C. PRESENTATION ON CODE CONSIDERATIONS

Presentations were made by the following City Departments to provide the task force with a general overview of applicable code requirements that will need to be considered in developing the long-term program:

Public Works

Jeff Fijalka, Senior Civil Engineer, presented an overview of stormwater drainage, utility access, sanitation and environmental compliance, and street modifications. In addition, how impacts of outdoor dining may include loss of parking, re-routing vehicular and/or pedestrian traffic, and alterations to stormwater, water, sewer, street lighting, landscaping, and/or electrical systems.

Traffic

Erik Zandvliet, Traffic Engineer, presented an overview of traffic considerations including state and federal regulations, roadway geometry, driver and pedestrian sight distance, signs and markings, accessibility standards, trip and parking generation, and traffic safety.

The task force wanted to clarify whether one to one parking replacement would be required or if there was flexibility to explore other alternatives. Director Mirzakhian responded that in recent discussions with the Coastal Commission, they are open to considering alternatives as long as we demonstrate our best effort in providing one to one parking replacements.

Fire

Kevin Bass, Fire Marshal, presented an overview of clearances for entry/exit, fire hydrants, and seating, and discussed the placement of umbrellas or tents/canopies and how the material fire rating needs to be reviewed as people underneath would need to be protected from any event that would create a safety hazard.

Building and Safety

Ryan Heise, Building Official, presented an overview of accessibility requirements including routes, typical dimensions for dining, walkways, and sidewalks, as well as other reviews that would be required depending on the project scope.

Q&A

A Q&A session with the task force members ensued regarding roll-up awnings, wheelchair accessibility, slope steepness and accessibility, storm drains and raised decks, electrical power in the right-of-way, safety issues related to placement of tables adjacent to the curb, potential off-site parking locations, parking meter removal/replacement, and centralized pay stations.

D. DISCUSSION

Senior Planner Yoon presented group discussion topics for the task force members from the last meeting, which included questions on visioning and the current program scope for the task force to consider.

There was a brief discussion regarding at which rate and how existing establishments will organically redevelop its dining areas with new indoor/outdoor dining trends in the absence of a long-term program. Director Mirzakhian noted that we are already seeing that transition through the applications received as people have adapted to changes during COVID and are trying to accommodate more flexible spaces into their plans.

Representatives from each group highlighted the following for the first discussion topic:

What elements would you like to take from the Living Streets Manual and the Downtown Specific Plan?

- Utilize the Downtown Specific Plan where applicable so as not to recreate the wheel.
- Allow for flexible seating with the ability for the public to access and do not limit the space to one entity. For example, enable use by quick service food establishments, multiple tenants/businesses shared between day and night, and making it multi-purpose.
- Consider one-way streets to widen sidewalks since Downtown and North End have narrow sidewalks and we need to maximize use of limited available space. However, first consider

reconfiguring angled parking to parallel parking, including a dedicated bicycle lane, to make room for sidewalk widening prior to creating one-way streets.

- Think from the Coastal Commission’s perspective and viewpoint on what they would want.
- Build mid-block bulb-outs on flat terrain (i.e., generally 2% grade)
- Create a bike valet program in Downtown and North End to alleviate traffic.
- Establish bike share programs and connect routes to different parts of the city.
- Activate storefronts along the street to enhance connectivity/connection.
- Reinstate the Downtowner and enhance the program by having fixed stops throughout the community instead of personal rides to specific destinations.
- Allow pedestrian path of travel closer to the street with dining areas closer to the restaurants.
- Improve landscaping in the public realm.

E. PUBLIC COMMENT

Public comments were received before the task force shared their discussions for the second topic. There were five comments from the public as follows:

- How taking space for street dining will reduce spaces for other uses. Also, if encroachments are granted, they will never be taken away.
- How they enjoyed hearing how to make parking smarter and that the City and the task force should find ways to move people around that is not fully reliant on adding more parking. Have better parking but less of it. A suggestion was made to look into the Anaheim Regional Transportation for information on a similar program as the Downtowner.
- Keep in mind climate goals and considerations, as well as the use of gas-powered heaters to heat the outdoor area.
- Who will bear the cost of the program as it should not be the residents and rather the businesses that will most benefit.
- That this endeavor is a big expense as buildings are not up to code and it is unknown whether this would even be possible. The idea of restaurants opening up within their existing footprint is nice, which will help resolve issues and related costs to the City. It is important to keep in mind that Downtown is mixed-used with residents so we should be mindful when talking about changing the character and making it different for residents who have been there for a longer time than the restaurants.

F. DISCUSSION

Representatives from each group highlighted the following for the second discussion topic:

What program components from the case studies would you like replicated in/customized form Manhattan Beach?

- Install bicycle corrals and valet services near City Hall.
- Develop parklets and bulb outs that can be used by the public as well.
- Create prototype design guidelines that offer flexibility for customization.
- Operate parking lot shuttles.
- Utilize Downtowner or Dial-a-Ride as parking alternatives for employees.
- Create a bike share program.
- Consider limiting the program to specific streets.

- Conduct City Council compliance reviews every 3-5 years as circumstances may change over the years.
- Enforce regulations for non-compliant permittees such as the three strikes and out rule.
- Prefer umbrellas or retractable overhang canopies for shade structure/roof element as it is less obstructive.
- Consider walk streets for commercial encroachment.
- Do not implement lottery system to distribute limited spaces.
- Require outdoor space operations to wrap up after business hours.
- Protect clear sight line of scenic views along Manhattan Beach Blvd.
- Assess the appetite for the long-term program from establishments that participated in the temporary program.
- Study the feasibility of trenching underground to accommodate the program and its cost.
- Ensure sufficient waste management is in place to handle the additional capacity.
- Come up with parking alternatives to get people moving and prevent an influx of traffic.

G. ADJOURNMENT

The meeting concluded at 3:06 PM and the next meeting will take place on July 25, 2023 from 1:00 to 3:00 PM at the Joslyn Community Center Sunrise Room.