

**MANHATTAN BEACH
OUTDOOR DINING TASK FORCE
MINUTES OF REGULAR MEETING
April 23, 2024**

A. CALL MEETING TO ORDER

Community Development Director Talyn Mirzakhianian called the meeting to order at the hour of 1:04pm and provided an overview of the April 16, 2024 City Council meeting regarding the outdoor dining program status report as follows:

- The rough order of magnitude cost estimate to implement the Conceptual Plan ranged from \$7.5 to \$12.5 million. An additional cost estimate was also presented to re-pave several other sidewalks that were not originally included in the Conceptual Plan that roughly amounted to an additional \$8 million.
- The City Council approved the amendment to MIG’s contract to move forward with the preliminary plans; however, no action was taken on the task force recommendations regarding live outdoor entertainment, amplified music, and code enforcement. Nonetheless, they provided some general feedback for the task force to consider (e.g., code enforcement mechanism should be three strikes and out instead of four).
- While the preliminary plan is being developed by MIG, staff will be reaching out to potential businesses identified in the Conceptual Plan to gauge their interest and receive feedback in participating in the program.

Director Mirzakhianian commended the task force and the public for their time and effort in getting to where we are so far, and advised that there will be additional task force meetings conducted than originally anticipated.

B. ROLL CALL

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
David Archer – Chamber of Commerce
Jill Lamkin – Downtown (DBPA)
Mike Simms – North MB (BID)
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

Maureen McBride (Chamber of Commerce) and Jim Burton (Downtown resident) were absent from the meeting. Carol Perrin, alternate member for Downtown resident, was participating on behalf of Jim Burton.

C. APPROVAL OF MINUTES

A motion was passed to approve the minutes from the March 26, 2024 task force meeting.

D. 2ND FLOOR OUTDOOR DINING REGULATIONS

Senior Planner Jaehee Yoon provided an overview of the research staff has conducted in relation to the task force's recommendation on 2nd floor outdoor dining regulations. Specifically, the sliding scale setback from residential uses, what qualifies as "facing residential" and what does not, placement of barrier walls, and draft maps showing where 2nd floor outdoor dining may be feasible with proposed regulations in Downtown and North Manhattan Beach. Discussion ensued between staff and the task force as follows:

- The Downtown Specific Plan, from which the existing 2nd floor outdoor dining guidelines was derived, took a lot of effort to create as it considered many factors to preserve residential neighborhoods and small town character. The original map showing eligible parcels should continue to apply, as 2nd floor outdoor dining has a greater impact to neighboring properties.

Staff reiterated that the City Council provided direction to explore making 2nd floor outdoor dining more flexible to allow such opportunities and that the task force recommendations from the March meeting were based on that direction.

- The necessity of barrier walls being solid and whether glass walls can be an option to allow enjoyment of scenic views. Staff noted that they will work with the consultant team to see if glass materials are a viable option.
- Related to the sliding scale buffer and potential 2nd floor outdoor dining areas that are diagonally across from residences, task force members asked what the residential buffers were for other jurisdictions such as Santa Monica and Hermosa Beach.
- Regarding whether roof elements should be regulated, the task force agreed to leave it up to the business owners and not regulate them.
- The task force asked how the property owner's opinion plays into allowing 2nd floor outdoor dining for their tenant space. Staff clarified that the City does not get involved with tenant/landlord matters but requires authorization from the property owner on applications.

E. PUBLIC FLEX SPACE LOCATIONS

Senior Planner Yoon presented maps and street views of potential public flex space areas so that the task force may familiarize themselves with the locations. The maps contained 28 locations and were categorized into high, mid, low priority or elimination from the list.

F. PUBLIC COMMENTS

Three public comments were received as follows:

- 10th Street Resident who has lived here since 1987. Based on the plans, both sides of 10th Street would be available for outdoor dining with residences in proximity where you can hear music from one of the establishments. The task force should walk around these neighborhoods to understand the impacts outdoor dining would have. There was an article on amplified sound negatively affecting our health. Curious how many additional seats will be placed in the potential public flex spaces and how much more will outdoor dining add.
- Unlike the targeted walk street outreach conducted months ago for people living along certain walk streets, there should be outreach for each and every resident in Downtown to gather their input on the proposed changes. Public flex space improvements on commercial streets are fine but they should not be near walk streets. An acoustic professional should be involved when determining noise factors with 2nd floor outdoor dining as sound travels and echoes into neighborhoods in Downtown. The reasonable test used to address noise related issues is too subjective.
- Parking solutions for small retailers need to be considered if parking is to be removed as they will be negatively impacted. Also, additional parking needs should be considered for increased occupancy. There is no need to look at other cities like Santa Monica as we are our own unique city. The potential public flex spaces do not need to change as they are fine the way it is today, unless it involves replacing tiles on sidewalks that will last a longer period of time. There is fear of losing our small town character.

G. TASK FORCE DISCUSSIONS

Staff noted that the public flex spaces are being considered to incorporate public amenities for people who are non-diners and counterbalance privatization of public spaces. Staff also noted that the amenities listed for each location is based on staff's assessment of the surrounding improvements, location, and size; and that the task force can suggest other amenities and needs based on their experience and observations. The following is a summary of task force comments for each location that will be passed on to the consultant team to further explore:

General Comments

- Proposed amenities (e.g., bike racks, bins, seating, etc.) should be located where it does not impede pedestrian traffic; it is important to make the sidewalk space more pedestrian-friendly.
- Bike racks along Manhattan Beach Blvd is not needed as much, and clusters of bike racks in front of retail is not ideal.
- Improvements at corners should have clear visibility to prevent collisions.
- All corners of major intersections (i.e., locations 3, 16, 21, 22 and 4, 5, 17, 23, 24, 27) should be part of high priority areas with aesthetically pleasing, uniform landscaping. Consider elevated landscaping features such as raised planters/pots so it can be better maintained without people trampling over.
- A pilot program could be tested by taking a parking space and installing bike racks to see how it is utilized.
- Staff noted that most of the bike racks in the potential public flex spaces will have direct access from the street so as not to cross over sidewalks. Also, that bike racks could potentially be integrated into the back of barriers or seating areas.
- Assuming people ride their bikes in the direction of the flow of traffic and mostly approach Downtown from the north or south, we would not necessarily need ride-in bike parking on Manhattan Beach Blvd. Hence, consider strategically placing bike facilities to the northeast

and southwest corners. However, staff commented that people tend to seek parking closer to their destinations regardless of where bike parking is provided and we should consider providing parking opportunities where people want to go.

- Seating areas between Locations 12 and 13 could help alleviate sidewalk congestion near Paradise Bowls.
- Big belly units should be added/replaced only where it is necessary.
- Proposing amenities in North Manhattan Beach is challenging since there are very few sidewalks and are all quite narrow, in which these public amenities will potentially be making things worse. Staff noted that public amenities will be designed in a way that can maintain ADA clearance and that the City Council may only focus on Downtown improvements, if North Manhattan Beach is not ideal.
- Consideration should be given to certain walk streets to at least accommodate bike racks (e.g., between Café Wild and North End Caffè).

Comments by Location

- Location 1 - Northwest corner of Vons (Morningside Dr and Manhattan Beach Blvd): Consider seating opportunities, public art, directory sign, big belly unit, and bike racks. The City should initiate discussions with US Bank to utilize their front landscaped area adjacent to the sidewalk for bike racks.
- Location 2 – In front of Katwalk on Manhattan Beach Blvd: Ideal for bike racks; per staff, the existing street will be engineered to enable placement of them in the right-of-way.
- Location 3 – Downtown Starbucks (Highland Ave and Manhattan Beach Blvd): Public Works Department already has plans for improvement which involves removing the bench seating and paving over the landscaped area to accommodate multiple bike racks. The plan is put on hold until the task force has had an opportunity to provide input. Per the task force, the bench seating and tree should remain, if possible. In addition, more bike facilities are needed in this area but should be placed in a manner that does not add to the sidewalk congestion.
- Location 4 – Near Chase Bank on Manhattan Beach Blvd: Refer to MIG’s example from last meeting with bike racks, individual seating, enhanced landscaping, and replaced directory sign.
- Location 5 – Beach by Everything but Water (Manhattan Beach Blvd): Consider a big belly unit, seating, and enhanced landscaping. There was an initial comment that bike racks in this location clog the sidewalk and makes it difficult for pedestrians. Hence, the existing bike racks should be moved elsewhere. After further discussion, the task force suggested taking out the existing landscaping and adding more bike racks due to the need without congesting the sidewalk.
- Locations 6 and 7 – Intersection of 11th Street and Manhattan Ave: Consider seating with tables, a big belly unit, bike racks, enhanced landscaping, and removal of concrete blocks. The task force commented that only one big belly unit be placed at either of the locations along 10th Street instead of Manhattan Ave to minimize sidewalk congestion.
- Location 8 – In front of Beckers: Consider fixed furniture at the edge of the sidewalk near the landscaped area and a big belly unit. The task force commented that a big belly unit does not seem necessary at this location. However, if needed, it may be placed along 10th Street instead of Manhattan Ave for the same reason as Locations 6 and 7.

- Locations 9 and 10 – Consider bench style seating, big belly unit, and bike racks. However, amenity preference may change depending on the future of this walk street.
- Locations 11 and 12 – Improve the aesthetics of the concrete seat walls, replace the directory sign, and enhance landscaping. The bike rack near SLAY Italian Kitchen should be improved as it is an ideal location for both e-bikes and regular bikes. No additional seating should be added as the wall seating works well as it is.
- Location 13 – Manhattan Ave and 9th St (between Arthur J and Noelle Interiors): Consider a big belly unit, a traffic barrier adjacent to the street side which does not impede ocean views, and enhance landscaping.
- Location 14 – Highland Ave and 35th St: Consider a big belly unit and bike racks. This location was once considered to replace the existing bins with big belly units. However, due to frequent collisions with the existing bins by vehicles parking on the street that often cause damage to the bins, big belly units were not placed in this location. Hence, big belly units should only be considered for this location if the curb is extended enough to provide clearance between the big belly units and parking cars.
- Location 15 – Highland Ave and 35th St – Consider one or two individual seating and bike racks.
- Location 16 – Next to the Kettle (Highland Ave and Manhattan Beach Blvd): Consider seats with tables, public art, landscaping, and replace the directory sign. This location should be placed under high priority as the space available will be much larger with the sidewalk widening.
- Location 17 – In front of Manhattan Beach Creamery (Highland Ave and Manhattan Beach Blvd): Consider seating, if possible. There is already a big belly unit along Manhattan Beach Blvd so no need to add more. The existing bike racks are not used as much since the space is tight; oftentimes strollers are parked there instead. Staff noted that this location will also be much larger with the sidewalk widening and hence, bike racks may be placed so it can be used more frequently than today.
- Location 18 – Manhattan Ave between 11th Pl and 11th St: Consider bike racks and seating. Enhanced landscaping in this area is not recommended.
- Location 19 – Health Nut along Morningside Dr: Consider bike racks. There should be special consideration to the existing seat wall near the traffic lane which appears to be unsafe. The Manhattan Beach Blvd side of Health Nut also has a landscaped area which may have more potential.
- Location 20 – Vuori (Manhattan Beach Blvd): Consider bike racks, if there is more space available, and enhance landscaping.
- Location 21 – Intersection of Highland Ave and Manhattan Beach Blvd: Ensure consistent landscaping features with the intersection.

- Location 22 – Intersection of Highland Ave and Manhattan Beach Blvd: Consider bike racks and ensure consistent landscaping features with the intersection.
- Location 23 – Skechers (Manhattan Ave and Manhattan Beach Blvd): Consider a big belly unit and enhance landscaping.
- Location 24 – Skechers (Manhattan Ave and Manhattan Beach Blvd): Consider bike racks and enhance landscaping.
- Location 25 – Seaview Inn (Highland Ave and 34th Street): Consider beautifying the area with attractive, raised planter or landscaping with bike racks.
- Locations 26 and 28 - All proposed to be removed from the list.
- Location 27 – Intersection of Manhattan Ave and Manhattan Beach Blvd: Move to priority area as it is located at a major intersection to incorporate uniform landscaping features.

Senior Planner Yoon referred back to the slides regarding the sliding scale buffer and the diagonally facing 2nd floor dining area scenarios for the task force’s input. Based on the feedback, staff will bring back the following items for the task force to review holistically:

- Task force-recommended 2nd floor outdoor dining regulations thus far
- Locations of where the potential 2nd floor outdoor dining areas diagonally face residential
- Menu of options that may be included as sound attenuation measures

H. ADJOURNMENT

The meeting was adjourned at 3:26 p.m. to April 23, 2024 at 1:00 p.m. at the Manhattan Beach Library Meeting Room.

Senior Planner Yoon advised the task force that there would be no meeting in June and that the July meeting would take place on July 9, 2024 at the Police/Fire Community Room.