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# 1

# INTRODUCTION

Since Manhattan Beach's founding more than a century ago, the City's Downtown has served as the heart of the community. Residents and visitors alike have long been attracted to the district's charming, small town character and its shopping, dining, service options, and events. Today, the Downtown's standing is confronted with changes brought on by the community's desirability and affluence, and recent changes to the economic climate. These forces have noticeably affected the Downtown's mix of uses, automobile mobility and parking, and the overall public realm. To address these issues, the City has taken action by adopting the City of Manhattan Beach Downtown Specific Plan (referred to herein as the Specific Plan).

The Specific Plan provides the framework to preserve the Downtown's character and ensure its future economic viability. This framework includes the community's vision for the Manhattan Beach Downtown Specific Plan Area (referred to herein as the Downtown, the specific plan area, or the project area); regulations, guidelines, and recommendations that support the vision; and an implementation action plan that will facilitate the completion of the plan's key objectives.



Figure 1.1 Metlox

The Specific Plan represents the culmination of comprehensive outreach, design, and planning efforts. The plan incorporates the aspirations and ambitions of numerous community members, stakeholders, City staff, the Planning Commission, and the City Council.

This chapter introduces the Specific Plan and provides a description of the project area, the relationship to other City planning documents, an overview of the planning process, the purpose of this plan, and the guiding project principles. It also explains the regulatory requirements of a specific plan document.

This chapter is organized into the following sections:

- 1.1 Specific Plan Purpose
- 1.2 Specific Plan Area
- 1.3 Background
- 1.4 Specific Plan Requirements
- 1.5 Relationship to Other Documents
- 1.6 Guiding Project Principles
- 1.7 Planning Process and Outreach
- 1.8 Specific Plan Organization

## 1.1 SPECIFIC PLAN PURPOSE

The purpose of this Specific Plan is to perpetuate and enhance the Downtown's quaint, small town character, quality of life, and economic vitality through regulations, guidelines, and recommendations that address land use, architectural and urban design, circulation and parking, and infrastructure in the district. The Specific Plan addresses the needs of the various users who frequent the Downtown, including the district and City's residents, members of the district's business community, and visitors. The Specific Plan is intended to guide private development and public investment in the district during the next 20 to 25 years.

## 1.2 SPECIFIC PLAN AREA

Downtown Manhattan Beach is situated in the central western portion of the City adjacent to the Manhattan Beach Pier. The project area is bounded by 15th Street to the north, Valley Drive to the east, 8th, 9th, and 10th Streets to the south, and The Strand to the west, and encompasses approximately 40 blocks covering 51.62 acres (see Figure 1.5: Specific Plan Area).

The project area includes the City's central business district, high-density residential development, and the Civic Center. The central business district is focused along the Manhattan Beach Boulevard, Manhattan Avenue, and Highland Avenue corridors, and primarily comprises smaller commercial and mixed-use block buildings occupied by retailers, restaurants, banks, personal service businesses, real estate and other professional offices, and a few mostly upper-story residences. The project area also includes three larger commercial tenants: a Vons grocery store, Skechers' corporate headquarters, and the Metlox mixed-use commercial and hotel development. The Civic Center campus includes City Hall, the Manhattan Beach Police & Fire Facility, and the City's branch of the Los Angeles County Public Library. Public surface, underground and structured parking is provided throughout the Downtown.

All of the parcels in the project area are developed, so future redevelopment opportunities will likely focus on infill development and making incremental changes to the district's built environment and land use mix.



**Figure 1.2** Manhattan Beach Boulevard



**Figure 1.3** Single and multi-family homes in the Downtown



**Figure 1.4** City Hall, located in the Civic Center campus

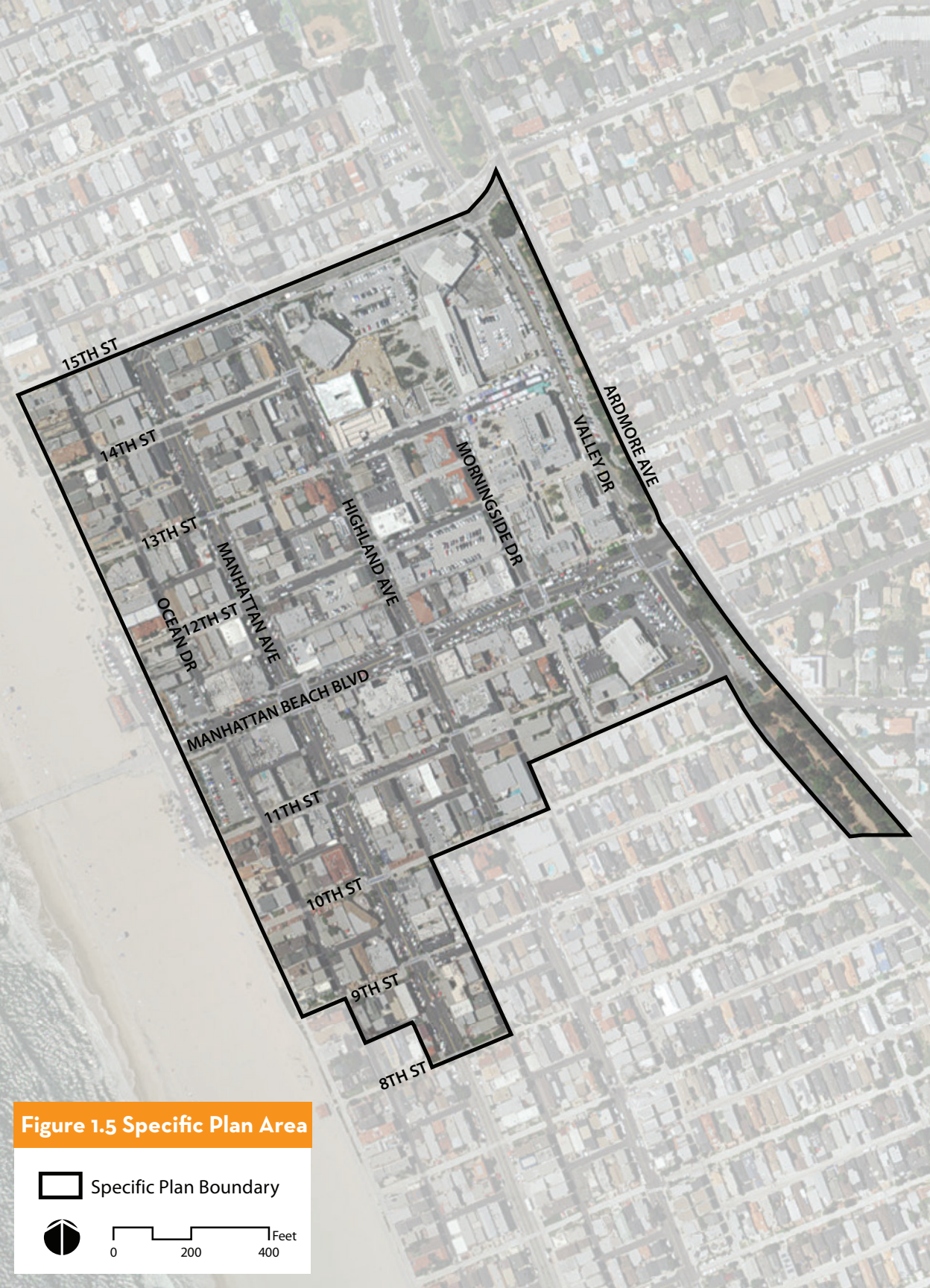


Figure 1.5 Specific Plan Area

Specific Plan Boundary





## 1.3 BACKGROUND

The Specific Plan is the result of a two-year, multiphase comprehensive outreach, design, and planning process. In response to the concern that offices and banks were encroaching upon the Downtown's ground-floor tenant spaces traditionally occupied by retailers, restaurants, and services, the City Council directed staff in October 2013 to review the City's commercial regulations for the Downtown. Zoning Code Amendments were presented by staff and the Planning Commission recommended that the issue be analyzed in greater depth. This recommendation, along with other public input, resulted in the City Council hiring the Urban Land Institute (ULI) to conduct a visioning study, and the consultant team to develop the Specific Plan and supportive Initial Study/Mitigated Negative Declaration. The City Council also adopted an interim zoning ordinance, which expired in July 2016, which prohibited the conversion of any commercial land use to a different commercial use classification in the Downtown. At the expiration of this interim zoning ordinance, the City Council adopted a new interim zoning ordinance that requires use permits for new ground floor office uses, banks, and other non-pedestrian friendly uses, as well as a use permit for new retail uses larger than 1,600 square feet in area.



ULI Visioning Week Events  
**Figure 1.6** (above) Walking tour  
**Figure 1.7** (below) Reception

The ULI visioning study began with a weeklong outreach exercise in January 2015. During the week, ULI engaged the City’s decision-makers and staff, and more than 100 local stakeholders, on defining the issues and opportunities pertaining to land use, design, circulation, parking, and economic vitality in the district. Following the exercise, ULI synthesized this input into the ULI Advisory Services Panel Report (ULI Report) that describes the community’s vision for the Downtown and recommends how to achieve the vision, while addressing the district’s key issues and opportunities. The report, received by the City Council in June 2015, reiterated the importance of adopting a Specific Plan to comprehensively implement the report’s vision and recommendations.

## 1.4 SPECIFIC PLAN REQUIREMENTS

A specific plan is a regulatory tool used by local governments to implement their general plans and to guide development in a localized area. While the general plan is the primary guide for growth and development, specific plans focus on the unique characteristics of a special area by customizing land use regulations and planning processes to that area. This Specific Plan is a tool to create possible future public improvement projects, guide future development, evaluate development proposals, and maintain and enhance character and vitality in the Downtown.

All specific plans must comply with Sections 65450-65457 of the Government Code. These provisions require that a specific plan be consistent with the adopted general plan of the jurisdiction within which it is located. In addition, zoning regulations, all subsequent subdivision and development, and all public works projects must be consistent with the specific plan.

Section 65451 of the Government Code mandates that a specific plan contain:

Section 65451 of the Government Code mandates that a specific plan contain:

- ▶ Statement of the relationship of the specific plan to the general plan.
- ▶ Text and diagrams which specify:
  - » The distribution, location, and extent of the uses of land, including open space.
  - » The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities.
  - » Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources.
  - » A program of implementation measures including regulations, programs, public works projects, and necessary financing measures.

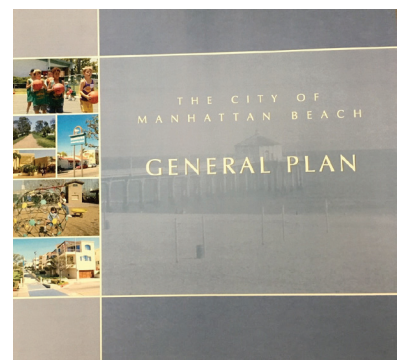
## 1.5 RELATIONSHIP TO OTHER DOCUMENTS

The Specific Plan builds upon the policy framework and direction set forth for the project area by the City's General Plan. This translates into a focused, detailed, comprehensive plan for the district that addresses land use (see Figure 1.9: General Plan Land Uses), the characteristics of public and private realm development, circulation, parking, and infrastructure. The plan also incorporates pertinent aspects of other planning documents that provide policy direction for future infill development in the project area.

### GENERAL PLAN

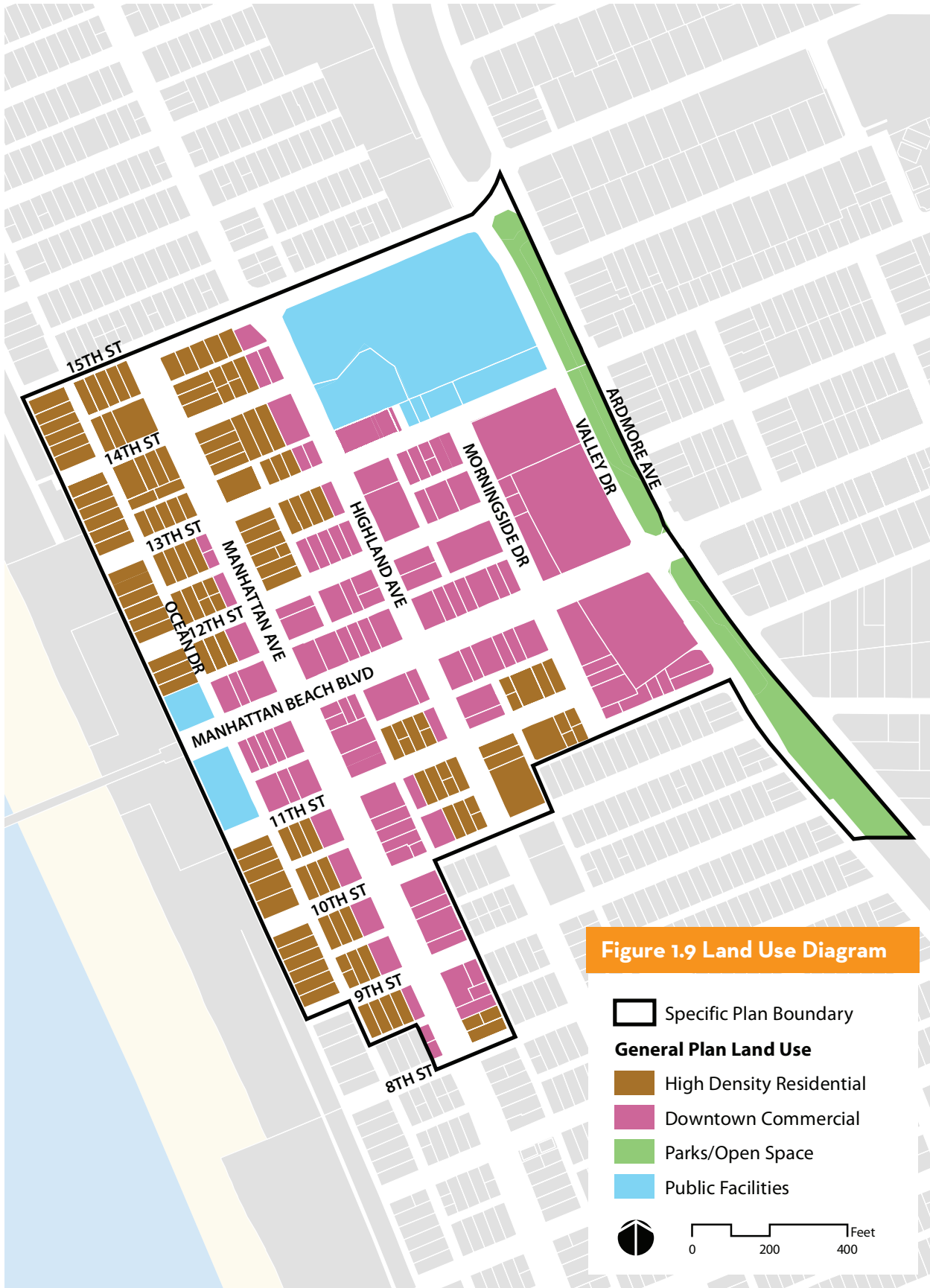
Adopted by the City Council in December 2003, the Manhattan Beach General Plan is the guiding document for development in the City and Specific Plan area. The General Plan identifies the land use designations and circulation network and sets the direction for development standards found in the City's Zoning Code. A careful review of the land use, infrastructure, housing, community resources, community safety, and noise goals and policies set forth in the General Plan informed many of the priorities of this Specific Plan and ensured consistency between the two documents. The following are some of the key General Plan goals and policies that guide development and improvements in the Specific Plan area (a full list of the key General Plan goals and policies is provided in Appendix 1: General Plan and Local Coastal Program Policy Direction).

- ▶ Goal LU-1: Maintain the low-profile development and small-town atmosphere of Manhattan Beach.
  - » Policy LU-1.1: Limit the height of new development to three stories where the height limit is thirty feet, or to two stories where the height limit is twenty-six feet, to protect the privacy of adjacent properties, reduce shading, protect vistas of the ocean, and preserve the low-profile image of the community.
  - » Policy LU-1.2: Require the design of all new construction to utilize notches, balconies, rooflines, open space, setbacks, landscaping, or other architectural details to reduce the bulk of buildings and to add visual interest to the streetscape.
- ▶ Goal LU-3: Achieve a strong, positive community aesthetic.



**Figure 1.8** Manhattan Beach General Plan





- Goal LU-4: Preserve the features of each community neighborhood, and develop solutions tailored to each neighborhood's unique characteristics.
  - » Policy LU-4.1: Protect public access to and enjoyment of the beach while respecting the privacy of beach residents.
  - » Policy LU-4.2: Develop and implement standards for the use of walkstreet encroachment areas and other public right-of-way areas.
- Goal LU-5: Protect residential neighborhoods from the intrusion of inappropriate and incompatible uses.
- Goal LU-6: Maintain the viability of the commercial areas of Manhattan Beach.
- Goal LU-7: Continue to support and encourage the viability of the Downtown area of Manhattan Beach.

## INFRASTRUCTURE

- Goal I-1: Provide a balanced transportation system that allows the safe and efficient movement of people, goods and services throughout the City.
- Goal I-3: Ensure that adequate parking and loading facilities are available to support both residential and commercial needs.
  - » Policy I-3.1: Review the existing Downtown Parking Management Program recommendations, re-evaluate parking and loading demands, and develop and implement a comprehensive program, including revised regulations as appropriate, to address parking issues.
- Goal I-4: Protect residential neighborhoods from the adverse impacts of traffic and parking of adjacent non-residential uses.
- Goal I-6: Create well-marked pedestrian and bicycle networks that facilitate these modes of circulation.
  - » Policy I-6.1: Implement those components of the Downtown Design Guidelines that will enhance the pedestrian oriented environment.
- Goal I-9: Maintain a storm drainage system that adequately protects the health and safety and property of Manhattan Beach residents.
- Goal I-12: Protect the quality of the environment by managing the solid waste generated in the community.

## COMMUNITY RESOURCES

- Goal CR-2: Enhance cultural arts programs in the community.
- Goal CR-4: Preserve the existing landscape resources in the City, and encourage the provision of additional landscaping.
- Goal CR-5: Conserve and protect the remaining natural resources in Manhattan Beach.
- Goal CR-6: Improve air quality.

- » Policy CR-6.1: Encourage alternative modes of transportation, such as walking, biking, and public transportation, to reduce emissions associated with automobile use.
- » Policy CR-6.2: Encourage the expansion and retention of local serving retail businesses (e.g., restaurants, family medical offices, drug stores) to reduce the number and length of automobile trips to comparable services located in other jurisdictions.

## NOISE

- Goal N-2: Incorporate noise considerations into land use planning decisions.

## HOUSING

- Goal H-1: Preserve existing neighborhoods.
  - » Policy 1: Preserve the scale of development in existing residential neighborhoods.
  - » Policy 2: Preserve existing dwellings.
- Goal H-3: Provide a safe and healthy living environment for City residents.

## ZONING CODE

The Manhattan Beach Zoning Code and Zoning Map comprises zoning districts, use requirements, and development standards that implement the General Plan's policies and set the pattern and character of development in the City. The Specific Plan's four land use designations—Downtown Commercial, High Density Residential, Open Space, and Public/Semi-Public—correspond to the zoning districts that apply in the project area, but incorporate some use requirements and development standards that vary from the Zoning Code. These differences are intended to perpetuate the project area's established, small-scale built form and encourage a mixture of uses that will contribute to the district's active commercial streets. Where the Specific Plan includes unique use requirements and/or development standards, those regulations prevail within the plan area. Where the Specific Plan is silent, subsequent development must comply with applicable regulations in the Zoning Code.

## LOCAL COASTAL PROGRAM

The entire project area is located within the City's coastal zone, so the Manhattan Beach Local Coastal Program (LCP) also applies to the district. The LCP consists of policies, a land use plan, a zoning code, and a zoning map. The LCP's policies and land use plan are consistent with and similar to the General Plan's policies and land use map, but address certain topics required by the California Coastal Act in greater specificity. The LCP zoning map is consistent with and similar to the City's Zoning Map, with a few exceptions. The LCP zoning code is similar to the City's Zoning Code; where differences exist, the LCP zoning code takes precedence over the City's Zoning Code, as its development standards are tailored to address the unique conditions in, and California Coastal Act requirements for, the coastal zone.

The Specific Plan is consistent with the LCP's policies, land use map, and zoning map, but does include some use requirements and development standards that vary from the LCP zoning code. Similar to the Specific Plan's relationship with the City's Zoning Code, these differences are intended to perpetuate the project area's existing built form and active commercial streets. Where the Specific Plan includes unique use requirements and/or development standards, those regulations prevail within the plan area. Where the Specific Plan is silent, subsequent development must comply with applicable regulations in the LCP.

## DOWNTOWN PARKING MANAGEMENT PLAN

Adopted by the City in 2008, the Downtown Parking Management Plan provides strategies to help the City better meet Downtown's considerable parking demand. The plan was reviewed as part of the Specific Plan process. Appendix 4: Downtown Parking Management Plan Evaluation evaluates the success of these strategies and recommends new and updated strategies to address the district's current and envisioned future parking demand. The strategies are also summarized in Chapter 5, Circulation Plan.

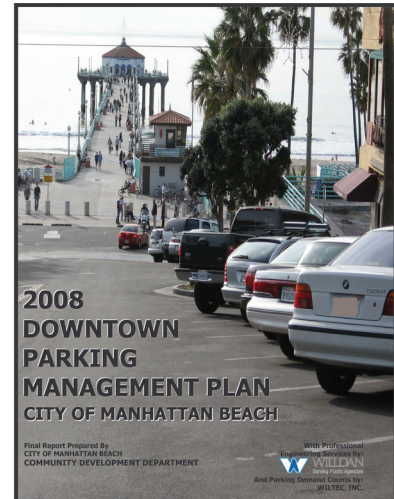


Figure 1.10 Downtown Parking Management Plan



Figure 1.11 Community Facilities Strategic Plan

## DRAFT MOBILITY PLAN

The City is in the process of updating its General Plan Circulation Element, the Mobility Plan. Once adopted, the Mobility Plan will identify goals and policies that support a balanced, multimodal transportation system serving all users, including motorists, pedestrians, bicyclists, persons with disabilities, and transit users. The goals and policies identified in the draft Mobility Plan also influence the Specific Plan's goals and recommendations for Chapter 5, The Circulation Plan, and Chapter 7, Public Realm Design Guidelines and Improvements.

## COMMUNITY FACILITIES STRATEGIC PLAN

Adopted in 2008, the Community Facilities Strategic Plan provides a long-term vision for community and recreation facilities on, adjacent to, and/or near the City's major parks. The plan includes conceptual plans for each of the parks, illustrating proposed buildings, ball fields and courts, other community and recreation facilities, and parking locations. While none of these parks are located in the project area, the plan does describe a vision for Live Oak Park, located adjacent to the project area's northeast corner. The plan envisions the construction of a new senior center, community center, expanded open space, and 120 subterranean parking spaces within the park.

## DOWNTOWN STRATEGIC ACTION PLAN

Adopted in 1996, the Downtown Strategic Action Plan was the City's first document that defined a shared community vision for Downtown and provided strategic actions to inform decisions concerning the district. The plan was the product of an extensive six-month outreach process. The actions address the preservation of the district's village character, provide pedestrian streetscape amenities, propose solutions to improving Downtown livability, and include strategies to address the project area's parking needs. The Specific Plan provides an update to and expands upon the plan's actions.

## DOWNTOWN DESIGN GUIDELINES

The Downtown Design Guidelines were adopted in 1998 as a resource to help ensure the preservation of Downtown's visual character through the review of private development projects. The Specific Plan replaces these guidelines with a more robust and detailed framework for analyzing aesthetics of the built environment.

The ULI Advisory Panel identified the following priorities for the Downtown area:

- Preservation of Manhattan Beach's unique small town character
- Improved and increased parking
- Enhanced streetscapes with facilities for pedestrians and cyclists
- Strategic redevelopment of key sites to achieve community goals
- Strategies to protect small business viability
- Creation of shared office space and small-scale retail
- Beautification through new street art, facade improvements, landscaping and sidewalk cafes
- Engaging Downtown businesses and property owners to lead and fund improvements

## ULI ADVISORY SERVICES PANEL REPORT

In early 2015, the City, in collaboration with Urban Land Institute (ULI), held a week-long Advisory Services Panel comprised of experts from various fields to engage community stakeholders and evaluate the Downtown area. The panel's findings and recommendations were presented at the end of their week-long visioning charrette, and formally documented in the ULI Advisory Services Panel Report. The panel's approach was to look at the City's culture, history, and land economics (with a focus on the retail environment); assess planning, design, and transportation issues; and

formulate strategies, including some development opportunities in the Downtown. The ULI Report includes these ideas, along with implementation strategies to help the City establish a strategic vision to help balance the desires of the community with the pressures of the land economics facing the Downtown. One of the key recommendations from the ULI Report was that the drafting of a Downtown Specific Plan would be the best approach to address specific solutions to land use and design issues, as well as provide a vision to guide future development within the Downtown.

## 1.6 GUIDING PROJECT PRINCIPLES

To guide Specific Plan development, a set of project principles was generated to provide the planning framework and project understanding. These principles created a starting point for development of the more detailed goals, policies, and implementation strategies found throughout the remainder of this Specific Plan. The principles were derived from the ULI Report and the project's outreach efforts. The guiding project principles are:

- Preserve a strong sense of community identity and sense of place for the Downtown.
- Enhance the vibrancy and economic vitality of the district through an emphasis on small, unique, and independent resident-oriented businesses, and the support of visitor-oriented uses limited to low-intensity businesses that provide goods and services primarily to beachgoers.
- Set the stage for and contribute to business success.
- Reinforce retail, dining, and active street fronts in the Downtown to maintain and enhance the attractive pedestrian-oriented environment.
- Provide for the best mix of retail, commercial, and service businesses, balanced with residential uses.
- Boost the attractiveness of the Downtown, focusing primarily on local residents, and addressing visitors.
- Strengthen the City's tax base.

Figure 1.12 Planning Process Graphic





Visit our display in Metlox Plaza! July 22 - August 22

# DOWNTOWN MANHATTAN BEACH

## DEFINED

Over the next year, the City of Manhattan Beach will be working with YOU to define a future for our downtown. Starting with confirmation of the community's vision, the Downtown Specific Plan process will guide the City and its stakeholders through development of design strategies, economic development programs and a regulatory framework that will enhance and preserve the unique character of Manhattan Beach's Downtown.

Join the conversation online or at an upcoming workshop and help the City prioritize what is important to you!

2015 WINTER ULI Community Visioning Week  
 2015 SUMMER Initial Design Workshops  
 2015 EARLY FALL Confirm Community Vision  
 2016 WINTER Pop-up Reveal of Draft Specific Plan  
 2016 SPRING Final Specific Plan Hearing

Share feedback NOW at: [WWW.DOWNTOWNDEFINED.COM](http://WWW.DOWNTOWNDEFINED.COM)

QR Code goes here

Figure 1.13 (right) Project poster

Figure 1.14 (top) Downtown Business & Professional Association Meeting

Figure 1.15 (bottom) Intercept survey team

## 1.7 PLANNING PROCESS AND OUTREACH

To prepare the Downtown Specific Plan, the City of Manhattan Beach utilized a community-based planning process. The City hired a multidisciplinary consultant team of urban planners, urban designers, architects, landscape architects, traffic and civil engineers, parking experts, and economists to lead the process and prepare technical documents and studies that informed various aspects of the plan. Throughout the planning process, the City of Manhattan Beach and the consultant team sought input from elected and appointed officials, community groups, business and property owners, residents, and other members of the public regarding key aspects of the plan.

To reach as many people as possible, this outreach effort assumed a broad approach. This included an intercept and online survey, four public workshops, working sessions with members of the Advisory Committee, the City Council and the

## WHAT IS OPEN CITY HALL?

Open City Hall is an online forum for civic engagement. Community members can read what others are saying about important Manhattan Beach topics and post their own statements. City officials read the statements and incorporate them into their decision process. Open City Hall has been used as a community engagement tool throughout development of the Specific Plan to provide information and gather input. For example, at the kickoff of the project, Open City Hall was used to disseminate a survey asking residents, property owners, merchants, and visitors to share their thoughts on preferences and priorities for Downtown.

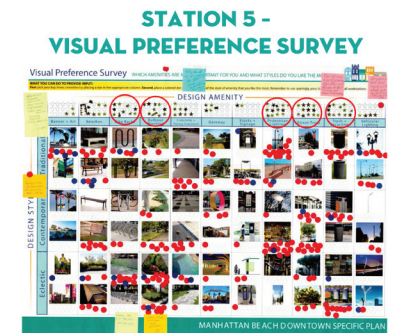
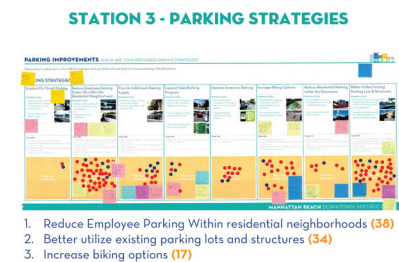
Planning Commission, and interviews with stakeholder groups. In an effort to keep these individuals and all City residents informed and interested in the planning process, the project team prepared and distributed posters and promotional flyers, and provided status updates on the City's website.

The following list provides a basic introduction to the outreach effort's meetings, interviews, discussions, and project updates. Each item includes a brief summary of the topics that were covered and any outcomes that were reached. For a comprehensive summary of feedback gathered through the plan's outreach efforts, please refer to Appendix 2: Outreach Highlights.

## 1.7.A. PROJECT POSTER AND PROMOTIONAL FLYERS

At the outset of the planning process, the project team prepared a poster for the project. The poster was intended to introduce the project to the community and encourage participation in the planning process. The poster was posted in City Hall and distributed to Downtown businesses to display in shop windows. The poster included a description of the project, the planning process and timeline, and the key topics to be addressed by the plan. The poster also encouraged the community to visit and complete an initial survey on Open City Hall found on the City's website.

The project team also prepared a series of promotional flyers to advertise the project's workshops. The flyers were made available at City Hall and distributed to Downtown businesses to display on shop counters as well as delivered and displayed at other businesses throughout the City.



Figures 1.16-1.18 City Council Study Session 2



## 1.7.B. STAKEHOLDER AND FOCUS GROUP DISCUSSIONS

The project team interviewed several key stakeholder and focus groups to discuss the group members' impressions of the Downtown and preferences for physical changes, additional/amended regulations and guidelines to help shape desirable future development, and economic development strategies to help maintain the district's small-town character and economic viability. These discussions built upon the stakeholder outreach that took place during the ULI visioning week activities in January 2015. Because a wealth of information was received through the ULI interviews, the project's discussions focused on delving deeper into the important questions facing the district's future. The individuals that participated in the discussions represented a broad cross section of the community, including Downtown and citywide residents, members of the Downtown Business & Professional Association, commercial property owners, and Cultural Arts Commissioners.

## 1.7.C. SPECIFIC PLAN ADVISORY COMMITTEE

The Specific Plan Advisory Committee was responsible for providing the consultant team with its impressions of the Downtown area and feedback on project deliverables, including the Specific Plan document and public outreach activity results. The advisory committee included representatives from resident groups, the South Bay Association of Realtors, the Downtown Business Improvement District, the Downtown Business & Professional Association, the Manhattan Beach Chamber of Commerce, and the Manhattan Beach Commercial Property Owners Association. Advisory committee members attended a series of four meetings, each linked to the project kickoff meeting or one of the community workshops, and collaborated with the consultant team and City staff in the development of the Specific Plan.

## 1.7.D. INTERCEPT AND ONLINE SURVEY

The project's first public outreach activity was conducted in the form of a survey. Based upon the ULI study's recommendations, the survey was developed to understand how the Specific Plan could best address and reflect the needs and preferences of residents and visitors. During August 2015, the survey was available online through Open City Hall and was administered in person as an intercept survey in and around the Downtown. Specific locations included Metlox Plaza, Manhattan Beach Boulevard, the Pier, the Farmers Market booth, and Polliwog Park. In total, 171 participants responded to the survey.

The consultant team, in coordination with City staff, used the results of the survey, in conjunction with the ULI study and the information received through the stakeholder interviews, to develop the project's community design concepts and strategies.



Figures 1.19-1.24 Workshops

## 1.7.E. PUBLIC WORKSHOPS

The project team facilitated four public workshops as part of the Specific Plan outreach process to gather input from the community.

### WORKSHOP 1:

The second public outreach activity, Workshop 1, took place on October 8 and 9, 2015, at the Police/Fire Community Room. To maximize participation among community members, the activity comprised a series of three events, including one “full” workshop and two “mini” workshops. The mini workshops were primarily envisioned as additional opportunities for members of the business community to participate in the development of the project’s alternatives, but were also open to other community members. In total, 47 participants attended the event.

The community workshops were facilitated by the consultant team. The meeting purpose for all of the sessions was to formally introduce the project to the community and solicit input from the community on the project’s community design concepts and strategies. The full workshop included the additional purpose of summarizing demographic and market findings for the Downtown.

### WORKSHOP 2:

The third public outreach activity, Workshop 2, took place on November 16, 2015, at the Police/Fire Community Room. 70 participants attended the event. The workshop was facilitated by the Manhattan Beach Downtown Specific Plan project team. The meeting purpose was to answer attendees’ questions about the project and solicit input from the community on possible solutions and strategies for preserving the Downtown’s small town character.

Input was received through a small group rotation station exercise. Upon arrival, attendees were assigned to one of the workshop’s five stations, each addressing an important aspect of development in the Downtown. Each group participated in an activity at the station where they formed before rotating to the remaining stations. During each activity, participants were asked to vote for their most, and in one instance least, preferred solutions and strategies pertaining to the station’s topic, and discuss their rationale for how they voted. Participants were also encouraged to provide comments on many of the station’s posters as well as on a worksheet that would be submitted at the end of the workshop.

### WORKSHOP 3:

The fourth public outreach activity, Workshop 3, took place on March 16, 2016, at the Police/Fire Community Room. 41 participants attended the event. The workshop was facilitated by Manhattan Beach staff. The meeting purpose was to provide the community with a high level informational overview of the Draft Specific Plan and the opportunity to ask clarifying questions about the document.

## WORKSHOP 4:

The fifth and final public outreach activity, Workshop 4, took place on March 24, 2016, at the Police/Fire Community Room. The event was facilitated by the Manhattan Beach Downtown Specific Plan project team. The meeting purpose was to receive public input on the Public Review Draft Specific Plan's key elements. Fifty participants attended the event.

Attendees were first provided with a brief overview presentation of the Specific Plan's key elements. Following the presentation, the attendees were invited to visit the workshop's five stations which displayed posters describing in greater detail the Specific Plan's primary topic areas: vision, private improvements, public improvements, parking, and economic development. Attendees were encouraged to provide comments at each of the five stations.

## 1.7.F. CITY COUNCIL AND PLANNING COMMISSION MEETINGS

The project team, in conjunction with staff, received direction on important aspects of the Specific Plan at four working sessions. Each study session followed a workshop, and afforded the opportunity to confirm how the City Council preferred to see input received during the workshops incorporated into the development of the Specific Plan's components. Study session 1 took place on October 20, 2015, study session 2 occurred on December 1, 2015, study session 3 took place on April 12, 2016, and study session 4 occurred on April 18<sup>th</sup>, 2016.

Before study sessions 3 and 4, City staff introduced the Draft Specific Plan to the Planning Commission on March 23, 2016, and the City Council on March 28, 2016. Similar to workshop 3, the purpose of these meetings was to provide the City Council and the Planning Commission with a high level informational overview of the Draft Specific Plan and the opportunity to ask clarifying questions about the document.

City staff also fielded Planning Commission's input on Specific Plan policies at Planning Commission meetings held on April 27<sup>th</sup>, May 11<sup>th</sup>, July 27<sup>th</sup>, and August 10<sup>th</sup>, 2016.

## 1.7.G. STATUS UPDATES

Throughout the planning process, the project team provided the community with regular updates on the status of the project. Most often, this occurred during City Council and Planning Commission meetings. In addition, the project team posted regular updates to the project page on the City's website.

## 1.8 SPECIFIC PLAN ORGANIZATION

The Specific Plan contains nine chapters and comprises three sections. The first section, Chapters 1, 2, and 3, provides a foundation for future development by providing background and existing conditions information a discussion of opportunities, and a vision for the project area. The second section, Chapters 4, 5, 6, 7, and 8, provides tools, goals, and policies that guide development and improvements in the Specific Plan area. The goals are designed to support the vision for the design and character of the plan area. The third section, Chapter 9, presents implementation actions and possible funding sources for the Specific Plan's tools.

The Specific Plan is organized in the following manner:

### CHAPTER 1 – INTRODUCTION

This chapter defines the Specific Plan's purpose and describes the project's community-based planning process. The chapter also contextualizes the project area's location, summarizes the project's relationship other documents, and lists the project's guiding principles.

### CHAPTER 2 – EXISTING CONDITIONS

This chapter summarizes the project area's existing conditions, issues, and opportunities that pertain to the Specific Plan.

### CHAPTER 3 – VISION

This chapter establishes the overall vision for the design and character in the Specific Plan area. All subsequent goals, policies, and design guidelines in the Specific Plan document support the vision.

### CHAPTER 4 – LAND USE PLAN

This chapter guides the location and type of potential new land uses. The Land Use Plan establishes land use classifications and locates them in the plan area on the Land Use Map.

### CHAPTER 5 – CIRCULATION AND PARKING PLAN

This chapter identifies major circulation features and parking facilities and summarizes planned enhancements to improve multi-modal transportation and parking in the Specific Plan area.

### CHAPTER 6 – PRIVATE REALM DEVELOPMENT STANDARDS & DESIGN GUIDELINES

This chapter identifies how the Downtown's built form should function and look. The mandatory

standards, as well as the advisory guidelines, provide the ingredients needed to shape the urban design character of the plan area. All development activities in the plan area are required to address the relevant standards and guidelines and demonstrate how the project supports the vision for the plan area.

## CHAPTER 7 – PUBLIC REALM DESIGN GUIDELINES & IMPROVEMENTS

This chapter identifies major streetscape features and summarizes planned enhancements to, and standards and guidelines for, the public realm in the Specific Plan area.

## CHAPTER 8 – INFRASTRUCTURE & PUBLIC FACILITIES

In addition to the circulation system described in the previous chapters, this chapter includes details related to how other infrastructure such as sewer, water, cable, and phone services will be provided to support new development. Public services such as police and fire are also included in this chapter.

## CHAPTER 9 – IMPLEMENTATION

The Specific Plan has many components, and its vision cannot be achieved overnight. This chapter establishes implementation actions, phasing, financing, and other information related to how the Specific Plan can implement the vision established in Chapter 3. The implementation actions are the physical improvements, programs, and projects that need to be carried out for the Specific Plan to be realized.

## APPENDICES

The Specific Plan also includes appendices of studies, reports, and the street tree and landscaping palettes that were prepared in conjunction with the project. These items are intended to inform and provide City staff, business and property owners, architects, engineers, planners, and members of the development community with an adequate amount of technical information to understand and implement the plan.

Goals and policies are included in many chapters of this Specific Plan. While the guiding principles and vision concepts described above provide the broad themes addressed by the Specific Plan, the goals and policies provide specific actions geared toward implementation. Goals and policies are included for each subject area (e.g., land use, urban design, transportation, and infrastructure). Goals provide the target, while policies identify a definitive course of action to reach the goals.



END

BIKE LANE  
NO VEHICLES  
NO TRUCKS



Tenth St



# 2

# EXISTING CONDITIONS

This chapter includes an overview of the location, characteristics, existing conditions, and key opportunities for the project area, as they existed when the Specific Plan process commenced in 2015. More details about the project area's existing conditions are contained in the Specific Plan's Initial Study/Mitigated Negative Declaration and the ULI Report.



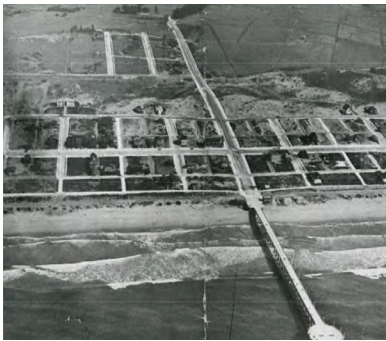
This chapter is organized into the following sections:

- 2.1. Local Setting
- 2.2. Historic Context
- 2.3. Existing Land Use
- 2.4. General Plan Land Use
- 2.5. Local Coastal Program
- 2.6. Circulation Networks & Parking
- 2.7. Community Character
- 2.8. Urban Form
- 2.9. Existing Infrastructure & Public Facilities
- 2.10. Economic Conditions

## 2.1 LOCAL SETTING

As identified in Chapter 1, the Specific Plan area encompasses approximately 40 blocks and 51.62 acres in the central western portion of the City (see Figure 2.1: Local Setting). The project area is bounded by 15th Street to the north, Valley Drive to the east, 8th, 9th and 10th Streets to the south, and The Strand to the west.

Specific destinations in the project area include the Beach and Pier, a Vons grocery store, the Metlox development, and the City’s Civic Center and Library. The project area also includes land designated for high-density residential development as well as the retail shops, restaurants, personal services, banks, offices, and professional businesses that form the City’s central business district. The district is predominantly surrounded by high-density residential development to the north and south and medium- and low-density residential neighborhoods to the east, and the Manhattan Beach Pier, The Strand, and the beach to the west.



Figures 2.1-2.2 Historic photos of Manhattan Beach

## 2.2 HISTORIC CONTEXT

Manhattan Beach began to develop in 1888, when a railroad spur, now Veterans Parkway, connected the Redondo Beach Wharf to downtown Los Angeles. In 1897, the town site of Potencia first appeared as a stop along the line. Potencia was renamed Shore Acres in 1902 and Manhattan Beach the following year. The City of Manhattan Beach was incorporated on December 2, 1912.

Manhattan Beach was originally promoted as a summer vacation resort. This initial development phase primarily comprised small cottages arranged along pedestrian “walkstreets” (public streets dedicated exclusively to pedestrian circulation) and supporting



Figure 2.3 Local Setting

- Landmark
  - Specific Plan Boundary
- 0 200 400 Feet

commercial uses within close proximity to the railroad and the pier. Today, this area coincides with the western half of the Downtown. During the postwar era, Manhattan Beach experienced considerable growth as an increasing number of permanent residents moved into the City. This period gave rise to an established community with multiple residential neighborhoods and commercial areas, including the remainder of the project area and the surrounding neighborhoods.

## 2.3 EXISTING LAND USE

The project area currently includes a mixture of retail, restaurant, office, professional business, residential, public, and open space uses, as shown in Figure 2.4: Existing Land Use. Commercial development is concentrated along Manhattan Beach Boulevard, Manhattan Avenue, and Highland Avenue. Public uses are located in the City’s Civic Center, a one-block area bounded by 15th Street to the north, Valley Drive to the east, 13th Street to the south, and Highland Avenue to the west. The district’s open space area is composed of Veterans Parkway, located between Valley Drive and Ardmore Avenue. Residential development, as well as public and private parking, occupies the remainder of the project area.

Table 2.1 identifies the acreage and building square footage for existing land uses in the project area.

**Table 2.1 Existing Land Uses**

Existing Land Use	Acreage	Building Area (sq ft)
Bank	0.78	18,158
Mixed-Use (Commercial and Residential)	2.56	132,004
Multi-family Residential	6.04	243,131
Office / Professional Business	8.90	96,552
Park / Open Space	2.82	0
Parking Facilities	2.19	N/A
Public Facilities	5.45	105,974
Retail and Restaurant	6.72	148,265
Single-family Residential	8.22	239,505
<b>Grand Total</b>	<b>43.68</b>	<b>983,589</b>

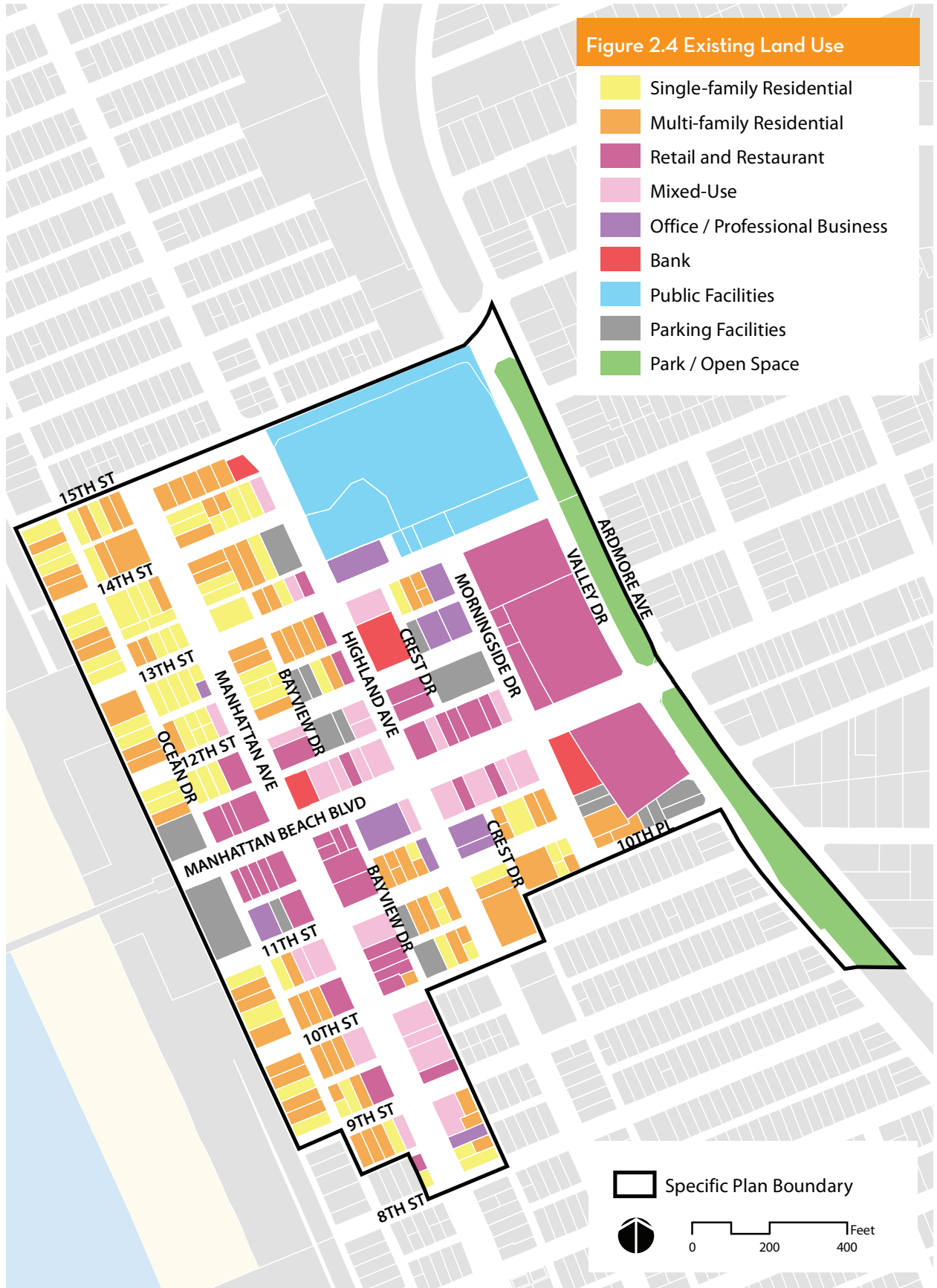


Table 2.2 shows the total number of residential units in the project area.

**Table 2.2 Total Residential Units**

Existing Land Use	Residential Units
Mixed-Use	11
Multi-family Residential	88
Single-family Residential	116
<b>Grand Total</b>	<b>215</b>

## 2.4 GENERAL PLAN LAND USE

The Manhattan Beach General Plan is the guiding document for development in the City and the project area. The General Plan identifies the land use classifications and sets the direction for development standards found in the Zoning Code.

As illustrated in Figure 2.5: General Plan Land Use, the General Plan applies four land use classifications to the project area’s parcels: Downtown Commercial, High Density Residential, Parks and Open Space, and Public Facilities.

Table 2.3 summarizes the General Plan Land Uses in the project area.

**Table 2.3 General Plan Land Use**

General Plan Land Use	Acres
Downtown Commercial	13.8
High Density Residential	12.9
Parks/Open Space	2.9
Public Facilities	5.6
<b>Total</b>	<b>35.2</b>

## 2.5 LOCAL COASTAL PROGRAM

The Manhattan Beach Local Coastal Program (LCP) provides additional policy direction and includes standards for development within the project area. As illustrated in Figure 2.6: Local Coastal Program, almost the entire district is located within the LCP’s Coastal Zone, and the portion of the project area located west of Manhattan Avenue is located within LCP’s appealable area, which provides for City decisions on coastal permits to be appealed to the California Coastal Commission.

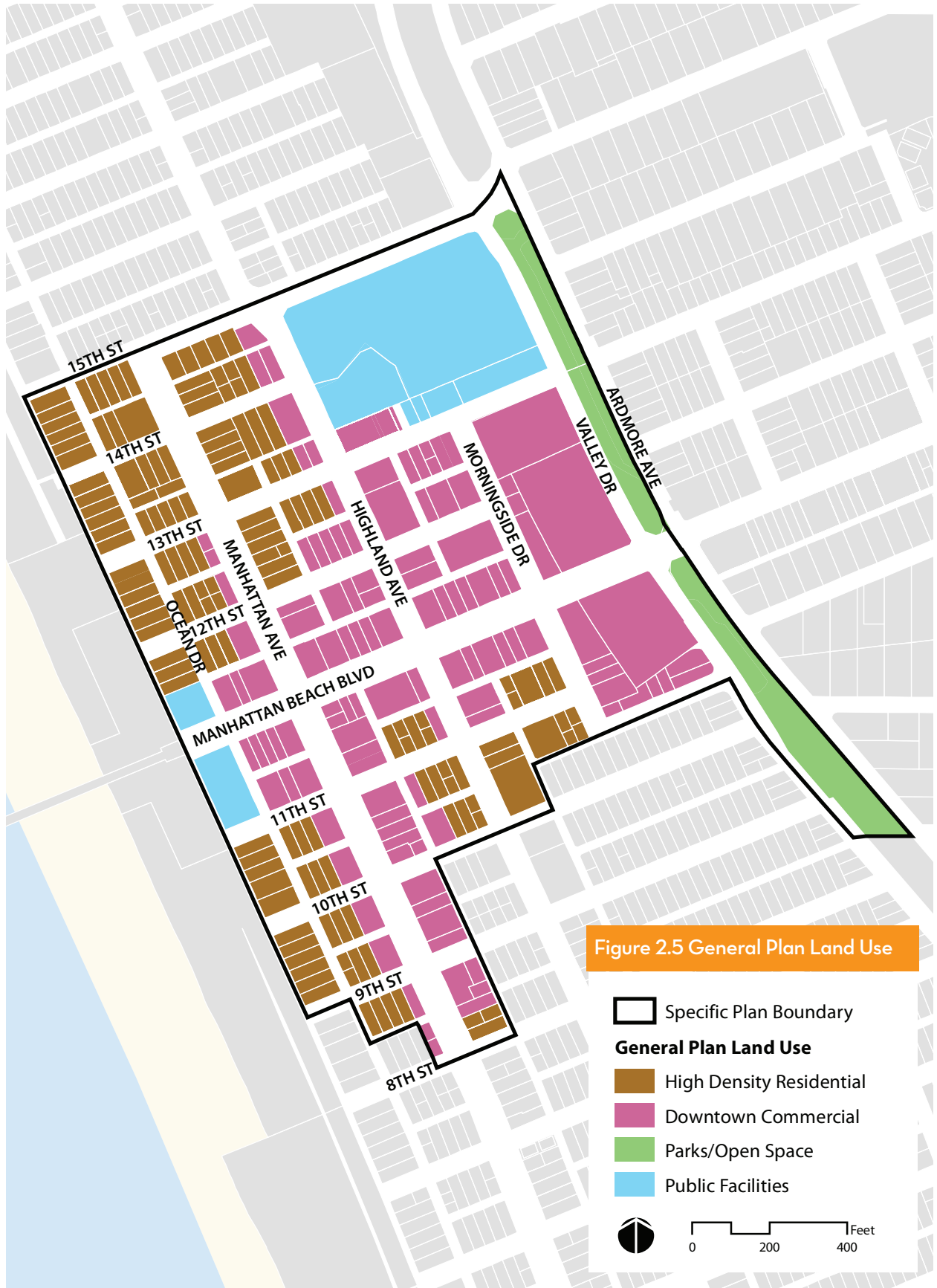


Figure 2.5 General Plan Land Use

- Specific Plan Boundary
  - General Plan Land Use**
  - High Density Residential
  - Downtown Commercial
  - Parks/Open Space
  - Public Facilities
- 0 200 400 Feet





## 2.6 CIRCULATION NETWORKS & PARKING

### 2.6.A STREET NETWORK

The Downtown is primarily served by four arterial and collector streets that extend through or along the edge of the project area: Manhattan Beach Boulevard running east-west, Highland Avenue, Manhattan Avenue, and the Valley Drive/Ardmore Avenue couplet running north-south. The routes provide access from the surrounding residential neighborhoods, Sepulveda Boulevard (Highway 1) to the east, and Hermosa Beach to the south. The street network within the project area is composed of a tight grid pattern of local streets and alleys.

This grid pattern adequately accommodates pedestrians, but lacks the necessary vehicular connections in the southern half of the project area. South of Manhattan Beach Boulevard, no vehicular streets oriented in the east-to-west direction connect Manhattan Avenue or Highland Avenue with the Valley Drive/Ardmore Avenue couplet. This has the effect of routing vehicles onto nearby streets with a through connection, increasing congestion and pedestrian-to-vehicle conflicts on those streets.

**Figure 2.7** (left) Manhattan Beach Boulevard

**Figure 2.8** (top right) Highland Avenue

**Figure 2.9** (bottom right) Alley





**Figure 2.10 (above) Sidewalk along Highland Avenue**  
**Figure 2.11 (right) Walkstreet**

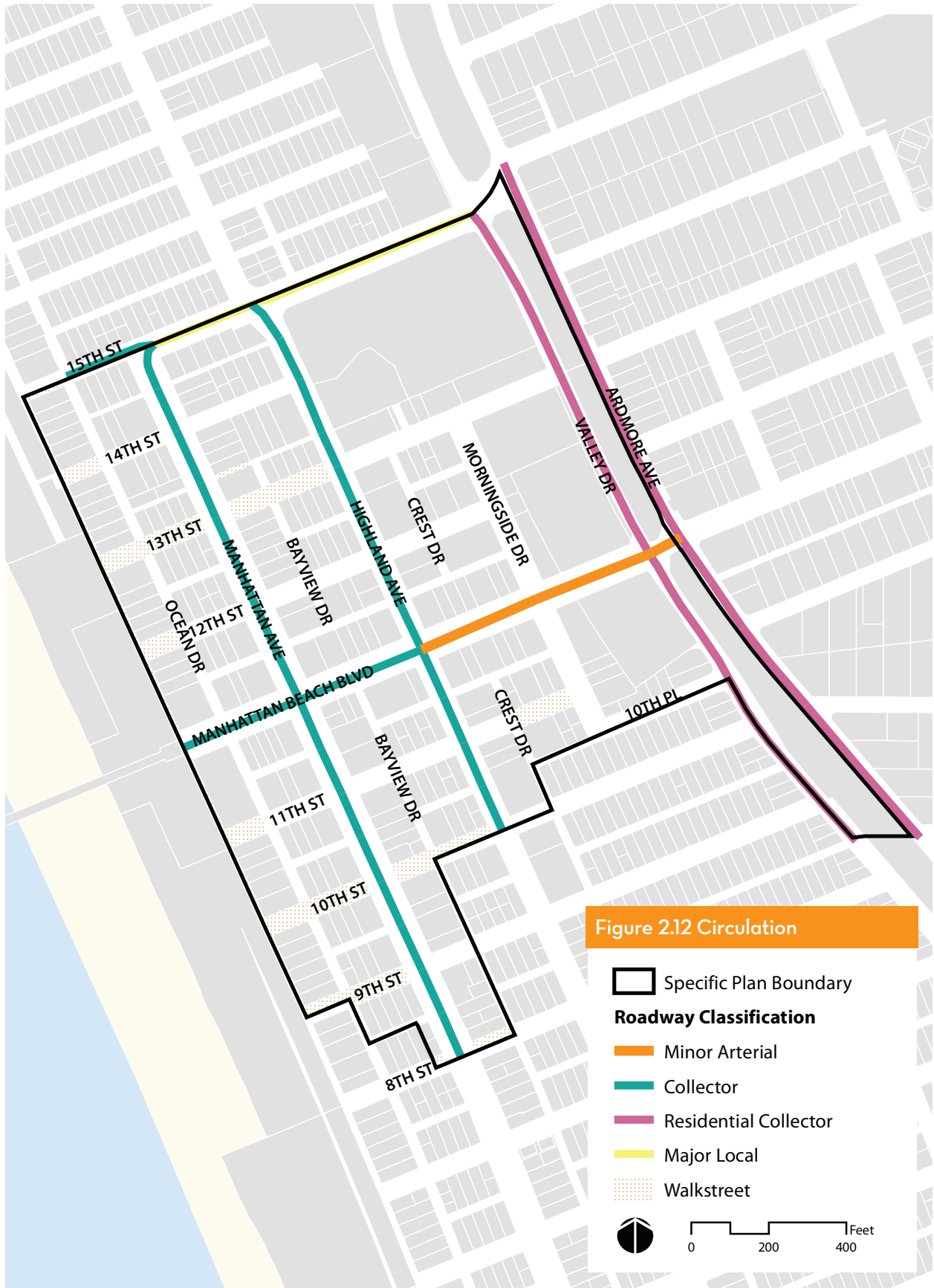


Figure 2.12 shows the existing roadway classifications: walkstreets, major local, residential collector, collector and minor arterial, in the project area.

## 2.6.B PEDESTRIAN & BICYCLE NETWORK

Pedestrian and bicycle movement within and through the project area is generally accommodated by existing streets and sidewalks. The district's compact blocks and tight street grid provide a well-connected pedestrian network. Pedestrians also benefit from having access to The Strand, several walkstreets, and Veterans Parkway. The City's walkstreets extend through the westernmost blocks of the project area in the east-west direction. Veterans Parkway, a linear park located between Valley Drive and Ardmore Avenue, includes a pedestrian jogging and walking trail that extends from the northern border of the City through the project area south to Hermosa Beach. While pedestrians generally enjoy good access to the project area, mobility is impacted by narrow sidewalks, particularly along the district's commercial streets, a lack of accessible curb ramps, and vehicular congestion and high traffic speeds along arterial streets.

Cycling is a major recreational activity in Manhattan Beach, but the City's designated bicycle network is limited within Downtown.





**Figure 2.13** Marvin Braude Bike Trail



**Figure 2.14** Ocean Express shuttle



**Figure 2.15** Metlox underground parking garage structure

The primary bicycle facility is the Class I Marvin Braude Bike Trail that runs parallel to The Strand. This path occupies a short segment of the bicycle route along the beach that extends from Malibu to the north to the Palos Verdes Peninsula to the south. The other facility is a Class III on-street bicycle route with sharrows on Manhattan Avenue that extends between 8th and 15th Streets. The project area’s narrow and congested streets, coupled with diagonal parking, limits the opportunities for additional bicycle facilities. In addition to expanding the bicycle network, the project area is in need of short- and long-term bicycle parking facilities that would accommodate more people biking to Downtown destinations.

## 2.6.C TRANSIT NETWORK

The Downtown and adjacent area are served by several transit routes. They include Beach Cities Transit (BCT) Line 109, a fixed-route public transit line that connects the South Bay cities; Commuter Express Bus Line 438, a route operated by LADOT that connects the South Bay and Downtown Los Angeles; Los Angeles County Metropolitan Transit Authority (MTA) Line 126; and Dial-a-Ride, a shared, curb-to-curb bus service available to Manhattan Beach residents who are disabled or at least 55 years old.

The Downtown area is also served by Ocean Express, a private shuttle service for hotel guests and tenants in the Gateway to L.A. Property-based Business Improvement District, an area that includes hotels and other business that serve LAX. Although Ocean Express is not considered public transportation, the shuttle drops off and picks up guests in the project area.

## 2.6.D PARKING

The project area includes approximately 2,258 commercial parking spaces. The district’s parking supply comprises 1,130 off-street public parking spaces in ten surface lots and two structures, 371 on-street spaces adjacent to commercial and mixed-use development, 287 on-street spaces adjacent to residential development, and 470 private commercial parking spaces.

Access to parking is one of the critical issues facing future development in the project area. Between the district’s residents, employees, shoppers, and visitors, demand for parking regularly outstrips supply. To address the issue, the City adopted the Downtown Parking Management Plan in 2008. Appendix 4: Downtown Parking Master Plan Evaluation lists the plan’s strategy, describes the issues that the strategies attempt to address, and provides an evaluation for how successfully the City has implemented the measures.



## 2.7 COMMUNITY CHARACTER

The Downtown is imbued with the characteristics of a small Southern California beach town. The district is organized into a tightly gridded network of mostly narrow streets, compact blocks, and narrow, deep lots that date back to the City's initial development as a primarily pedestrian-oriented beachside community in the early 1900s. While most of the small cottages that originally occupied the lots have been replaced or significantly modified, the current buildings generally perpetuate the district's small, low-scale, urban development pattern. Most of the commercial and mixed-use buildings are one or two stories tall and feature minimal or no setbacks while residential buildings are often three stories tall with narrow setbacks. In addition, commercial and mixed-use buildings generally incorporate prominent storefronts with substantial openings, activating the adjacent streetscape. To perpetuate the Downtown's small town character, it is imperative that future development emulate these characteristics.

**Figures 2.16-2.19** Examples of residential, commercial, and mixed-use development that contribute to Downtown's small town character



**Figure 2.20 (top)** The Metlox development successfully emulates Downtown’s small beach town character

**Figure 2.21 (bottom)** The Vons grocery store building appears out of scale and disconnected from the adjoining streetscapes

The district also features several sites that include larger parcels and/or buildings. One of the sites, the Metlox development, a mixed-use project that occupies the site of the former Metlox pottery factory, comprises small retail shops, restaurants, a boutique hotel, and second floor offices and personal services that all work to replicate the project area’s traditional scale and character, while providing a welcoming gateway into Downtown. Another site, the Civic Center, serves as a campus for the district and much of the City’s public and institutional uses. The two remaining sites, the Vons block and Skechers’ corporate headquarters, include buildings that appear out of scale and disconnected from the adjacent streetscapes. Any potential future development on these sites should focus on perpetuating the project area’s small, low-scale character and strengthening the relationship between the site and the streetscape while maintaining important neighborhood service uses such as a grocery store. The Vons site is a key gateway into the Downtown area and any future development needs to create a welcoming environment. The Civic Center site also serves as a key gateway from the north and should recognize that opportunity.

The district’s built environment possesses an eclectic style that contributes to its small town character. Most of the district’s commercial buildings were constructed between 1920 and 1960 and feature a mixture of the architectural styles that were popular during this period. The residential buildings span from

the early 1900s to the present. The district’s newer commercial buildings, generally constructed during the past 15 years, incorporate a more contemporary aesthetic. While this aesthetic contributes positively to the district’s eclectic character, the ongoing exterior renovation of older buildings to contemporary styles threatens the project area’s eclectic beach town appearance. To safeguard the Downtown’s visual character, the effort should be made to preserve existing examples of and emulate characteristics associated with the district’s eclectic styles.

## 2.8 URBAN FORM

The project area possesses an excellent urban form that helps define its identity as a small town urban district (see Figure 2.22: Urban Form Axonometric). Future infill development should build upon this asset.

The district’s commercial and mixed-use development is focused within the City’s central business district, an area that includes the entire length of the Manhattan Beach Boulevard corridor as well as significant portions of the Manhattan Avenue and Highland Avenue corridors. The built environment in these areas is typical of traditional “main street” development. Small, narrow, mainly one- and two-story block buildings are located adjacent to the sidewalk and generally occupy the



majority of the typical 30 foot by 90 foot or similarly sized lots. The buildings' street-facing façades are well articulated, featuring prominent storefronts along the ground floor. A number of the two-story buildings incorporate an upper-story stepback, creating a balcony and the impression of a single-story building along the street. As future development occurs, the district's small-scale urban form should be protected against the consolidation of storefronts and extended to the few buildings that appear oversized.

Two commercial sites do not reinforce the Downtown's small town urban form. The Vons block, developed during the 1960s in the mold of a suburban commercial center, features two relatively large buildings, a Vons grocery store and a Union Bank, both set back from the sidewalks along Manhattan Beach Boulevard and Valley Drive by wide parking lots. Future development on these properties should seek to emulate the urban form that exists elsewhere in the central business district. The second site, the Skechers' corporate headquarters, is located in a large building along Manhattan Beach Boulevard that appears out of scale with the other buildings along the street due to its imposing size and height and its scale, as it takes up almost an entire block. The building also lacks the necessary pedestrian-oriented presence along the street. While the building generally obtains an appropriate urban form, the central portion of the street-facing façade is setback from the sidewalk by a large forecourt located below the adjoining sidewalk's grade, and the remainder of the façade lacks storefronts.

Residential development occupies most of the remainder of the project area, especially the several blocks at the northern and southern ends of the project area. While these areas are designated for high-density development, they include a combination of single-family homes and multiple-family apartment and condominium buildings. Most of the properties were originally developed with small, 600-800 square foot, single-story cottages. The cottages have generally been replaced with or expanded into much larger, two- and three-story structures that maximize the permitted development envelope. Where future development occurs within these residential areas, the effort should be made to reduce building bulk with balconies, stepbacks, setbacks, use of architectural features, and open spaces.

The City's Civic Center occupies the project area's northeastern corner, an area bounded by 15th Street to the north, Valley Drive to the east, 13th Street to the south, and Highland Avenue to the west. The site serves as a key gateway into Downtown and includes a central civic campus, comprising three buildings (City Hall, the Police & Fire Facility, and the Library), a single-story subterranean parking structure, a surface parking lot, and a network of public plazas and green spaces.

Because the Downtown's urban form is virtually unbroken, the district includes few other large open spaces. The most prominent examples are located at Metlox, which has a large central plaza, a smaller plaza at the northwestern corner of the site, and several pedestrian paseos, providing linkages to the surrounding streets. Given the site's adjacency to the Civic Center, these spaces serve as an extension of the campus's open space network. They also provide much needed locations for outdoor dining, large public events, and the City's weekly Farmers Market. The other significant open space, Veterans Parkway, is a linear park located between Valley Drive and Ardmore Avenue, partially located in the project area. The district does incorporate a number of small open spaces on

private properties. This includes front yards on residential properties, particularly along walkstreets, and small areas created by façade setbacks along commercial frontages. Future development should incorporate both kinds of spaces to provide small gathering spaces adjacent to the district's streetscapes and visual relief.

## 2.9 EXISTING INFRASTRUCTURE & PUBLIC FACILITIES

### 2.9.A UTILITY INFRASTRUCTURE

The West Basin Municipal Water District serves as the water service wholesaler, and the City of Manhattan Beach serves as the water service provider in the project area. The water system infrastructure in the project area includes a grid of distribution mains that range in size from 4 to 12 inches in diameter.

The City serves as the wastewater provider in the project area. As such, the City is responsible for operation and maintenance of the collection system. Wastewater from individual services flows into the City's collection system. Regional trunk sewers then collect the wastewater generated in the City and transport it to Los Angeles County Sanitation District's Joint Water Pollution Control Plant for treatment in the City of Carson.

The City provides storm drainage collection in the project area and is responsible for operation and maintenance of the collection system. The system includes open channels, closed conduits, catch basins, laterals, manholes, and other associated facilities, and was mostly constructed after 1960. The system's distribution network comprises cast iron, reinforced and nonreinforced concrete, asbestos cement, corrugated metal, PVC, steel, and vitrified clay pipes, ranging in diameter from 2 to 72 inches. Other agencies, such as the Cities of Hermosa Beach and Redondo Beach and the Los Angeles County Flood Control District, along with some privately owned facilities, maintain facilities in the project area.

AT&T and Time Warner provide telecommunication, cable television, and Internet services. Utility infrastructure in the project area is located both aboveground on utility poles and belowground in public utility easements.

Southern California Edison provides electric services in the project area. Electrical infrastructure in the project area is located aboveground on utility poles as well as belowground. Southern California Gas Company provides natural gas services in the project area. Natural gas pipelines are located belowground.



## 2.9.B RECREATION & PARKS

The project area is served by one designated open space, Veterans Parkway. The landscaped parkway extends along the eastern edge of the project area between Valley Drive and Ardmore Avenue. The space includes a row of diagonal public parking spaces between 15th Street and Manhattan Beach Boulevard and a pedestrian jogging and walking trail.

## 2.9.C PUBLIC SAFETY

Public safety consists of police, fire protection, and emergency services. In the project area, these services are primarily fulfilled by the Manhattan Beach Police Department and the Manhattan Beach Fire Department. The Departments share their primary facility, the Manhattan Beach Police & Fire Facility, in the project area along the eastern side of the Civic Center at 400 and 420 15th Street. As of 2016, the Police Department employed 65 sworn personnel and 40 civilian staff members, and the Fire Department included 30 career firefighters and 24 volunteer personnel.

## 2.9.D EDUCATIONAL, LIBRARY, & CULTURAL FACILITIES

The project area is located in the Manhattan Beach Unified School District. No schools are located in the project area; however, it is served by Grand View and Robinson Elementary Schools, Manhattan Beach Middle School, and Mira Costa High School.

The City's branch of the Los Angeles County Public Library, completed in 2015, is located in the project area along the southwestern corner of the Civic Center at 1320 Highland Avenue.

The project area does not include any cultural facilities, but several such facilities within close proximity do serve the district. This includes the Roundhouse Aquarium, located on the Pier, several buildings located in Live Oak Park: the Annex, Joslyn Community Center, Live Oak Park Recreation Center, and the Scout House, and one building located adjacent to the park that houses the Downtown post office and the Chamber of Commerce.

# 2.10 ECONOMIC CONDITIONS

## 2.10.A MARKET POSITION

The Downtown enjoys a strong market position as a multifunctional, unique, and charming shopping and dining destination enjoyed by residents year-round, which also serves as a social and civic center for the entire City. The project area is also a destination for thousands of regional visitors and tourists who flock each year to the area to enjoy the beautiful ocean views, historic Manhattan Beach Pier, and numerous events. The Downtown's diverse target market groups present considerable consumer demand and buying power, and the Downtown business

core serves them with a healthy mix of businesses ranging from locally servicing personal and professional businesses to a solid dining and retail cluster.

## 2.10.B LOCAL ECONOMIC MARKETS

The Downtown's primary trade area encompasses the entire City, which consists of 35,619 residents. The secondary trade area has over 66,000 residents who live within a 10-minute drive time of downtown (see Figure 2.23: Drive Times). This trade area includes the Cities of El Segundo, Redondo Beach, and Hermosa Beach as well as a small portion of the City of Lawndale. Within a 20-minute drive time, the area population is 713,534 residents, capturing the Playa del Rey and Marina del Rey neighborhoods to the north, the cities of Inglewood, Hawthorne, and Gardena to the east, and the cities of Redondo Beach and Torrance to the south.

In addition to the solid population base within the primary and secondary trade areas, Downtown Manhattan Beach businesses pull from other target markets, including close to 18,000 employees within the City boundary, an estimated 3.8 million visitors to the City each year, and events that attract regional visitors as well as smaller community-based events that appeal to the resident base.

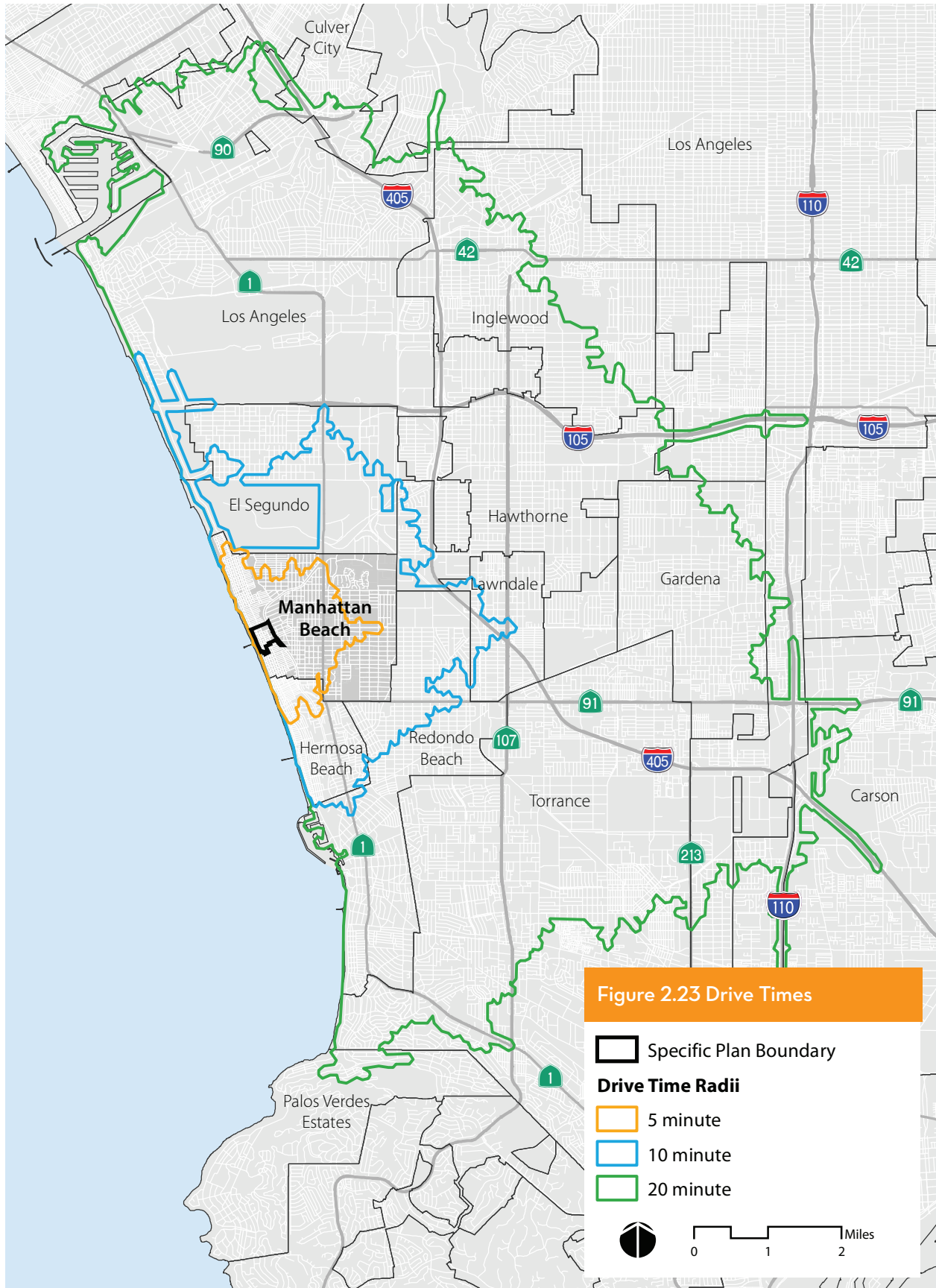
## 2.10.C DOWNTOWN BUSINESSES

The Downtown boasts a strong, small shop dominance balanced with local independently owned operations and formula-based regional and nationally recognized businesses. This mix of businesses creates a number of strong business clusters that appeal to the various consumer groups. Of the 274 businesses located in the project area, 52 percent provide goods and services that support the needs of the local resident base and 40 percent directly appeal to the visitor market.

## 2.10.D EVENTS & PROMOTIONS

Numerous special events occur throughout the City, but many held specifically in the Downtown draw thousands of residents and visitors to the area. Well-known athletic events include the AVP Volleyball Tournament, the Charlie Saikley Volleyball Tournament (referred to as the "6-Man"), the Grand Prix, and the Tour de Pier. Community events include the Hometown Fair, World Famous Pumpkin Race, Pier Lighting and Downtown Business and Professional Association Open House, and the Downtown Holiday Fireworks Show.

The City also hosts smaller, community-based events throughout the year, including the Summer Surf Movie Series, Metlox concert series, and numerous Library-sponsored events. The Downtown Manhattan Beach Business and Professional Association coordinates the weekly Manhattan Beach Farmers Market as well as a number of advertising and public relations activities.



## 2.10.E POTENTIAL FUTURE MARKET OPPORTUNITIES

Upon analyzing the existing conditions summarized here and in the ULI Report, and input from the stakeholders, the community, and the Specific Plan Advisory Committee, the project team identified the following opportunities in the project area.

According to the ULI Report, the Downtown has approximately 400,000 square feet of existing retail and commercial uses. Of those uses, 70 percent are in a small-shop format. With the possible future redevelopment of potential key opportunity sites identified by the report, the densification of some existing sites, and the development of the shared office/retail building concepts, there will likely be some increase in the commercial and retail square footage in the project area in the coming decades.

As identified in Table 2.4: Retail Demand, Supply, Leakages and Surpluses within Manhattan, ESRI sales performance data indicates that within the primary trade area, there is unmet demand in several NAICS categories, including home furnishing, grocery, general merchandise, and other store retailers. In addition, the sales performance estimates surplus in clothing and food service and drinking places, indicating that these uses are drawing customers from outside the trade area, thus supporting the ULI Report's assertion that visitors are integral to supporting the project area's retailers and restaurants.

**Table 2.4 Retail Demand, Supply, Leakages and Surpluses within Manhattan Beach**

Industry Group	Demand (Potential)	Supply (Sales)	Leakage or Gap
Home Furnishing Stores (NAICS 4422)	\$11,429,041	\$1,927,451	\$9,501,590
Grocery Stores (NAICS 4451)	\$137,776,220	\$117,839,404	\$19,936,816
Specialty Food Stores (NAICS 4452)	\$5,742,945	\$6,218,230	-\$475,285
Beer, Wine & Liquor Stores (NAICS 4453)	\$9,517,205	\$5,004,128	\$4,513,077
Clothing & Clothing Accessories Stores (NAICS 448)	\$65,235,872	\$98,855,317	-\$33,619,445
General Merchandise Stores (NAICS 452)	\$127,005,169	\$37,890,062	\$89,115,107
Other Misc. Store Retailers (NAICS 453)	\$26,724,522	\$10,818,871	\$15,905,651
Food Services & Drinking Places (NAICS 722)	\$103,904,456	\$134,268,128	-\$30,363,672

SOURCE: ESRI (Sales leakage estimates indicate business development opportunities - opportunities to expand existing businesses or add new businesses to address the "market gap." Sales surpluses indicate a market where local demand is saturated and customers are already being drawn from outside of the trade area.)

Existing businesses are faced with extensive opportunities for retaining, strengthening, and expanding business through individual business enhancement initiatives, as well as an array of cooperative retail and business development actions. These initiatives and actions are supported by the City as well as several strong and well-organized business organizations including but not limited to the Chamber of Commerce and the Downtown Manhattan Beach Business and Professional Association.



Sunset  
November 14  
January 27

# 3

# VISION

This chapter presents the vision for the Manhattan Beach Downtown Specific Plan, which comprises a vision statement and four vision goals. The vision statement is an aspirational description of how the project area should look and function when the Specific Plan is implemented. The vision goals implement the vision statement by providing the framework for the development of the Specific Plan's land use plan, circulation and parking strategies, infrastructure improvements, and economic vitality goals. The statement and goals were derived from the ULI visioning charrette activities and report, stakeholder interviews, community workshops, input from the project's Advisory Committee, and direction from the City's decision makers, and are supported by the project area's prevailing economic conditions. All subsequent goals, design guidelines, and recommendations that appear in the Specific Plan support the vision statement and goals.

This chapter is organized into the following sections:

- 3.1 Vision Statement**
- 3.2 Vision Goals**



**Figure 3.1** Much of the charm of Manhattan Beach is defined by the large number of walk streets

## 3.1 VISION STATEMENT

The vision for the future Downtown Manhattan Beach is to maintain a safe, attractive, pedestrian-friendly village with a small town atmosphere and sound economy. The Downtown sustains uses, activities, and family and cultural events, primarily oriented toward the local Manhattan Beach community, while acknowledging the role that visitors play in supporting the Downtown.

## 3.2 VISION GOALS

The Downtown is a vibrant, charming, commercial mixed-use and residential district that serves as the City's central gathering place and heart of the community. Residents and visitors are drawn to the district's numerous retail, restaurant, and service businesses. The district's eclectic buildings, open spaces, and streets foster a sense of community and exemplify the ideal characteristics

of an urban district in a small, Southern California beachside community. As a compact, walkable urban district, the project area provides excellent facilities for pedestrians and bicyclists. The district is readily accessible and provides efficient parking options as well as options for all modes of transportation.

The vision goals implement the Specific Plan's vision statement. The goals, as listed below, are described on the following pages.

- **Goal 1:** Preserve and enhance the project area's small town character
- **Goal 2:** Enhance pedestrian and bicycle access to the project area
- **Goal 3:** Improve access to parking and alternative transportation options
- **Goal 4:** Encourage, maintain, and enhance economic vitality

### SMALL TOWN CHARACTER DEFINED:

- Relaxed, charming, eclectic beach atmosphere
- Walkable, pedestrian-oriented, clean and safe environment
- Strong sense of community with the Downtown as the heart
- Events that reinforce a shared sense of community and place
- Balance residential and commercial quality of life to maintain the community's integrity and soul



## GOAL 1: PRESERVE AND ENHANCE THE PROJECT AREA'S SMALL TOWN CHARACTER

Future development in the project area will complement and enhance the project area's small town character. Buildings will adhere to the district's established urban form, composed of narrow, one- and two-story buildings within close proximity to the surrounding sidewalks and pedestrian spaces. Commercial buildings will incorporate prominent ground floor storefronts, occupied by retailers, service businesses, and restaurants that activate the adjacent streets, while providing ample space for other commercial uses and residences on the upper story. Building designs will honor the district's eclectic architectural heritage by utilizing the variety of styles traditionally associated with Manhattan Beach along with newer, contemporary styles that complement the district's character. Open spaces will be incorporated into the urban form to provide outdoor dining and gathering spaces and to enable views of the ocean, beach, the Pier, and other landmarks.

Private development and public improvements guided by the policies, standards, and guidelines of this Specific Plan will preserve and enhance the unique character of Downtown Manhattan Beach so that it perpetuates an area that possesses:

- An urban form comprising narrow, low-scale buildings with limited setbacks, a tight street and block pattern, and narrow streets.
- Buildings and open spaces that provide visual interest and are compatible with their surroundings.
- A limited amount of new development that complements the existing urban form and respects adjacent residential neighborhoods.
- An eclectic array of traditional and contemporary architectural styles.
- Attractive storefronts and outdoor dining spaces that activate the project area's commercial streets, while not interrupting pedestrian traffic.
- A network of outdoor gathering spaces that create a sociable environment.
- Small-scale gateways with signature elements, materials, and plantings to announce arrival and welcome visitors to the Downtown.
- A bustling small town atmosphere that provides a variety of activity-generating uses on the ground floor, with housing and offices on upper stories.
- A diverse mix of commercial uses, providing a broad range of goods and services.
- A viable mixture of local and formula retailers that preserve the project area's identity as an important and unique shopping district in the City and the South Bay area.
- Exciting cultural venues, events, and family-oriented activities.
- A compatible and symbiotic relationship between commercial activities and residential uses.
- Enforcement of standards, regulations, and Use Permit requirements to maintain the quality environment.



Figures 3.2-3.7 Downtown's small town character

## GOAL 2: ENHANCE PEDESTRIAN AND BICYCLE ACCESS TO THE PROJECT AREA

Future improvements to Downtown's streets, sidewalks, and open spaces will enhance pedestrian and bicycle access to the project area. Bicyclists will enjoy safe passage along the project area's streets and ample parking facilities at key destinations throughout the district. Pedestrians will experience a safe, attractive, and amenity-filled environment along the project area's walk streets, sidewalks, and pedestrian spaces.

Private development and public improvements guided by the policies, standards, and guidelines of this Specific Plan will create streetscapes and open spaces that provide:

- ▶ Accessibility for all transportation modes and users, especially pedestrians and bicyclists.
- ▶ A safe, comfortable environment for pedestrians and bicyclists that achieves a significant reduction in conflicts between both modes of transportation and motor vehicles.
- ▶ High-quality pedestrian facilities that feature trees, benches, refuse containers, and other amenities that create an aesthetically pleasing environment which encourages walking.
- ▶ Coordinated, custom streetscape furnishings, landscaping, and materials that unify and beautify the environment while strengthening the project area's sense of place.
- ▶ Wider sidewalks where possible to improve pedestrian circulation, provide impromptu gathering spaces, and include additional space for outdoor seating, streetlights, and other pedestrian amenities.
- ▶ Specially designed and strategically placed gateways that highlight primary entries into the project area.
- ▶ An integrated pedestrian and bicycle network that connects the project area with the surrounding neighborhoods, The Strand, and the beach.
- ▶ Clean and well-maintained facilities for pedestrians and bicyclists.



Figures 3.8-3.13 Enhance pedestrian and bicycle access

## GOAL 3: IMPROVE ACCESS TO PARKING

Future improvements to the project area's parking facilities will provide sufficient parking solutions to meet the district's considerable demand. A combination of increased capacity and improved utilization of existing facilities will improve the ability for residents, the district's employees and employers, and visitors to locate parking so that they may access destinations in the project area. The planned Downtown parking solutions will:

- Feature a coordinated, area-wide approach to parking based upon a "park-once" strategy that meets the needs of all users.
- Provide employers and employees with adequate access to parking areas in and around the project area, minimizing the need to park in the surrounding residential neighborhoods.
- Provide for the unique parking needs of Downtown residents, businesses, and visitors while promoting parking strategies that can serve multiple user groups.
- Incorporate shared parking arrangements wherever possible to maximize the project area's parking supply during evenings and weekends.
- Include an expanded user-friendly valet program that safely and efficiently manages the parking needs of the project area's commercial patrons.
- Utilize demand pricing to better ensure that on-street parking spaces are available at all times.
- Include remote parking facilities that are serviced by a shuttle and bike sharing program.
- Explore opportunities to locate additional surface and/or structured facilities outside of the Downtown area.
- Include ample safe, secure bicycle parking facilities that enable bicyclists to easily reach destinations throughout the project area.
- Be connected to mobile tools and mark parking facilities with effective signage, expeditiously directing visitors to available spaces and reducing congestion.
- Include clean, safe facilities that incorporate emerging payment technologies.
- Balance the need for parking with the priority of maintaining a quality pedestrian environment.



Figures 3.14-3.19 Improve access to parking

## GOAL 4: ENCOURAGE, MAINTAIN, AND ENHANCE ECONOMIC VITALITY

The Downtown will continue to be a thriving, unique, commercial mixed-use district and heart of the City where people work, shop, eat, reside, recreate, and gather. As the community's core, this area will strike a balance between residential and commercial quality of life to maintain the City's integrity and soul. The City and the district's business community will actively collaborate on economic vitality activities to further capitalize on the district's unique identity and positive attributes, ensuring the future viability of the project area's businesses. These initiatives and the district's business identity will include:

- Retail and community services that support the needs of residents and visitors alike.
- A base of successful locally owned businesses that provide a broad array of goods and services.
- Numerous creative and unique small-shop choices and dining options at every price point.
- Educational resources and retention programs for small businesses.
- A range of employment opportunities.
- Attractive and well-maintained storefronts and business signage that encourages patronage.
- "Pop-up" businesses that provide incubation opportunities for entrepreneurs, while temporarily activating vacant and underutilized spaces.
- Cohesive, high-quality signage and branding that emphasizes the Downtown's position as the City's commercial center.
- Destinations that showcase Manhattan Beach's unique history, art, and culture.
- A vibrant weekly farmers market where residents can shop for local produce and connect with their community.
- Smaller, more community- and family-oriented events that appeal to residents as well as larger festivals that also accommodate visitors.



Figures 3.20-3.25 Encourage economic vitality





lemonade

TRIOLOGYS PA

The Kitchen

lemonade

METLOX  
SHOP • DINE • RELAX

TERRACE LEVEL

FIRST LEVEL

Luh-paN  
Kohti-dyaN  
...in case you were wondering  
TAKE  
Coffee Break!

WRONG WAY

# 4

# LAND USE PLAN

The chapter describes the land use plan, the guide for developing and using land within the Downtown Specific Plan area. The land use plan provides the framework necessary to perpetuate the mixture of uses that will preserve the project area's small town character while ensuring that the area maintains a sound economy. The framework includes the project area's land use designations and allowed uses. The land use plan comprises the text in this chapter and the land use diagram, a map that illustrates the locations of the land use designations in the planning area. The chapter also includes a discussion of the development potential for the project area and goals necessary to achieve the vision for the Specific Plan area.

This chapter is organized into the following sections:

- 4.1. Land Use Plan
- 4.2. Land Use Classifications
- 4.3. Allowed Uses
- 4.4. Findings Required For Use Permits

The Specific Plan establishes the following goals for land use:

- **Goal 1:** Implement the General Plan and Local Coastal Program policies and the Specific Plan’s vision and goals through the application of land use designations to properties.
- **Goal 2:** Provide for a mix of land uses that will preserve Downtown’s small town character while ensuring its continued economic vitality.
- **Goal 3:** Support a vital Downtown business district that is primarily composed of small, pedestrian-oriented commercial businesses that serve Manhattan Beach residents, but includes low-intensity businesses that provide goods and services primarily to visitors.
- **Goal 4:** Encourage activities along streetscapes and in public spaces.
- **Goal 5:** Promote sustainable site design.

## 4.1 LAND USE PLAN

The land use plan implements the Specific Plan’s vision and goals through the application of the project’s four land use designations to properties in the Specific Plan area. The locations of these designations are illustrated in Figure 4.1, Land Use Diagram. The land use designations form the basis of the Specific Plan’s land use framework. The designations are described in Section 4.2, Land Use Classifications. The corresponding allowed use provisions for the designations are listed in Section 4.3, Allowed Uses. Development standards for the designations are included in Chapter 6, Private Realm Development Standards & Design Guidelines. The land use plan respects the project area’s established development pattern and character and requires new development to enhance the district’s traditional mixture of uses.

## 4.2 LAND USE CLASSIFICATIONS

Table 4.1, Land Use Designations, establishes the four land use designations that apply within the Specific Plan area. The designations implement policies contained in and are consistent with the land use classifications identified in the General Plan and the Local Coastal Program. The designations also supplement the application of the City’s conventional zoning districts and Local Coastal Program zoning districts in the project area. The designations—Downtown Commercial, High Density Residential, Public/Semi-Public, and Open Space—correspond to the established zoning districts, but are regulated by allowed use provisions and development standards that may vary from the City’s Municipal Code (MBMC) and Local Coastal Program (LCP). See Figure 4.1, Land Use Diagram, for specific parcel designations within the project area.

:



**Table 4.1 Land Use Designations**

Land Use Designation		Description
Maximum Density/ Intensity		
CD	Downtown Commercial	The Downtown Commercial designation provides locations for commercial businesses, residential uses, and public uses, with a focus on pedestrian-oriented commercial businesses that serve Manhattan Beach residents. Visitor-oriented uses are limited to low-intensity businesses providing goods and services primarily to beachgoers.
1.5 FAF 51.3 du/acre		
		
RH	High Density Residential	The High Density Residential designation accommodates all types of housing, including single-family homes, and particularly housing development of a more intensive form, such as apartments, condominiums, and senior housing. Other uses allowed in the designation include parks and recreation facilities, public and private schools, public safety facilities, and facilities for religious assembly, with discretionary review.
51.3 du/acre		
		

Land Use Designation		Description
	Maximum Density/ Intensity	
PS	Public/Semi-Public	The Public/Semi-Public designation refers to uses operated for public benefit, including public schools, government offices, and facilities such as libraries, cultural centers, and neighborhood/community centers. Quasi-public facilities such as hospitals and medical institutions may be established. Development standards are established through the discretionary review process.
		
OS	Open Space	The Open Space designation applies to public parks; Veterans Parkway on the east side of Downtown. While parks and other open space represent the primary permitted uses, limited recreational facilities and commercial uses in support of the principal park use are also permitted. Development intensity standards are established through discretionary review since these areas largely remain unimproved with buildings.
		

## 4.3 ALLOWED USES

Table 4.2, Land Use Matrix for the Manhattan Beach Downtown Specific Plan Area, establishes land use and corresponding entitlement requirements for the Specific Plan’s four land use designations. Allowed use provisions herein are consistent with and implement corresponding land use designations in the City’s General Plan. Within the Specific Plan area, all land area and structures/facilities therein may only be developed, divided, and/or used for those activities listed in Table 4.2. New use classifications, or standards, are highlighted yellow in Table 4.2. Additionally, the MBMC Title 10 code sections are provided with the table; however, the LCP Title A sections are also applicable.

Land uses in the table have been grouped into general categories on the basis of common function, product, or compatibility characteristics. These allowed use categories are called “use classifications.” Use classifications describe one or more uses having similar characteristics but do not list every use or activity that may appropriately be within the classification. For more information on the purpose, applicability, and the City’s definition of use descriptions, refer to MBMC Chapter 10.08, Use Classifications and LCP A.08. The following rules apply to use classifications:

- **Uses Not Classified.** Land uses that are not listed in Table 4.2 are not allowed, unless determined to be similar in nature (see Similar Uses below).
- **Similar Uses.** When a use is not specifically listed in Table 4.2, it shall be understood that the use may be permitted or conditionally permitted if the City of Manhattan Beach Community Development Director determines that the use is substantially similar to a use listed in Table 4.2. It is further recognized that every conceivable use cannot be identified in this chapter. Anticipating that new uses will evolve over time, the City of Manhattan Beach Community Development Director may make a similar use determination based on the proposed use’s impacts and its compatibility with uses allowed in the given district.
- **Illegal Uses.** No use that is illegal under local, state, or federal law shall be allowed in any land use designation within the planning area.

Use regulations in Table 4.2 are shown using the following symbols:

- P – land use permitted by right
- U – land use allowed with the approval of a Use Permit
- L – land use allowed in a limited manner if additional regulations are met
- PDP – land use requires the adoption of a Precise Development Plan
- SDP – land use requires the approval of a Site Development Permit
- TUP – land use temporarily allowed with a Temporary Use Permit
- - – land use not allowed

**Table 4.2: Land Use Matrix for the Manhattan Beach Downtown Specific Plan Area**

USE	CD	RH	PS	OS	Additional Regulations
<b>RESIDENTIAL USES</b>					See MBMC Chapter 10.52 Each single-family residential and multi-family residential dwelling unit may only be occupied by a single housekeeping unit as defined in MBMC Section 10.04.030, except as provided in Section 10.08.030
Day Care, Small Family Home	U	P	-	-	See MBMC Section 10.12.020 P.
Day Care, Large Family Home	L	L	-	-	See MBMC Section 10.12.020 (L22), P.
Group Residential	-	U	-	-	
Multi-Family Residential					See MBMC Section 10.12.020 I,J.
• Multi-Family Transient Use	-	-	-	-	
• 2 condominiums	U	P	-	-	See MBMC Section 10.12.020 C and P. See MBMC Chapter 10.84.
• 3 to 5 condominiums	U	U	-	-	See MBMC Section 10.12.020 B, C and P. See MBMC Chapter 10.84.
• 5 or fewer rental units	U	P	-	-	See MBMC Section 10.12.020 C and P.
• 6 or more units (rental or condominium)	U	L* (PDP/SDP)	-	-	See MBMC Section 10.12.020 B, C, O and P. See MBMC Chapter 10.84.
• Conversion of 2 rental units to condominiums	U	P	-	-	See MBMC Chapters 10.84 and 10.88. See MBMC Section 10.12.020 B, C and P.
• Conversion of rental unit to condominium, 3 or more	U	U	-	-	See MBMC Chapters 10.84 and 10.88. See MBMC Section 10.12.020 B, C and P.
• Senior Citizen Housing	U	U	-	-	Require alternative parking plan. See MBMC Section 10.12.020 (L.). See MBMC Chapter 10.94 for Affordable Housing Density Bonus and Incentive Program.
• Residential Care, Limited	P	-	-	-	
Single-Family Residential	U	P	-	-	See MBMC Section 10.12.020 I, J.
Single-Family Transient Use	-	-	-	-	



MANHATTAN BEACH DOWNTOWN SPECIFIC PLAN

USE	CD	RH	PS	OS	Additional Regulations
<b>PUBLIC AND SEMI-PUBLIC USES</b>					For CD designation, facilities on sites of 2 acres or more are subject to the regulations of Chapter 10.28, PS District.
Clubs and Lodges	U	U*	-	-	*Only neighborhood-oriented uses occupying less than 2,500 sf.
Cultural Institutions	U	-	U	-	
Day Care, General	U	-	U	-	See MBMC Section 10.12.030 C.
Emergency Health Care	U	-	-	-	
Emergency Shelters	-	-	P	-	See MBMC Section 10.56.080.
Farmers' Market	P	-	U	-	
Government Offices	P	-	P/U*	-	*City-owned facilities are permitted; all other facilities require a use permit.
Hospitals	-	-	U	-	
Maintenance and Service Facilities	-	-	P/U*	-	*City-owned facilities are permitted; all other facilities require a use permit.
Park & Recreation Facilities	P	P/U*	P/U**	P	*Public facilities permitted, but a use permit is required for private noncommercial facilities, including swim clubs and tennis clubs **City-owned facilities are permitted; all other facilities require a use permit.
Public Safety Facilities	U	U	P/U*	U	*City-owned facilities are permitted; all other facilities require a use permit.
Religious Assembly	-	L*	L**	-	*See MBMC Section 10.12.020 L-3. **See MBMC Section 10.28.030 L-20.
Residential Care, General	-	U	U	-	The minimum site area shall be twelve thousand (12,000) square feet. See MBMC Section 10.12.030 C.
Schools, Public or Private	-	U	U	-	The minimum site area shall be twelve thousand (12,000) square feet. See MBMC Section 10.12.030 C.
Utilities, Major	U	U	U	U	
Utilities, Minor	P	P	P	P	

USE	CD	RH	PS	OS	Additional Regulations
<b>COMMERCIAL USES</b>					Use permit required for single use or tenant project over 5,000 sf of buildable floor area or 10,000 sf of land area. Master use permit required for a multiple use or tenant project over 5,000 sf of buildable floor area or 10,000 sf of land area. For valid discretionary permits approved prior to January 17, 1991, see MBMC Section 10.16.020 K.
Alcohol Consumption and/or Sales, New or Modification to Existing Alcohol License	U	-	U	U	
Animal Grooming	P	-	-	-	
Animals: Retail Sales	P	-	-	-	
Animals: Veterinary Services	P	-	-	-	(A)
Artists' Studios	P	-	-	-	
Banks, Credit Unions, and Savings & Loans	P/U	-	-	-	Permitted above ground floor. Use is also permitted if the use exclusively fronts an alley subject to Community Development Director's approval. Other locations require a Use Permit such as ground floor space adjacent to pedestrian areas.
• With Drive-Up Service	U	-	-	-	
Catering Services	P/U	-	-	-	Permitted above ground floor. Use is also permitted if the use exclusively fronts an alley subject to Community Development Director's approval. Other locations require a Use Permit such as ground floor space adjacent to pedestrian areas.
Commercial Filming	U	-	-	-	
Commercial Recreation and Entertainment	U*	-	-	U**	*Only "limited" or "small-scale" facilities are allowed with a use permit, as defined in MBMC Section 10.08.050. **Allowed with a use permit only as an ancillary use operated by a non-profit organization approved by the City Council that is compatible with and part of a park or recreational facility, except on the Strand, where no such use is permitted.
Communication Facilities	L	-	-	-	Permitted above ground floor.

MANHATTAN BEACH DOWNTOWN SPECIFIC PLAN

USE	CD	RH	PS	OS	Additional Regulations
Eating and Drinking Establishments	U	-	P*	U**	*Permitted as an accessory use in a cultural, educational, hospital, or medical institution occupying no more than five thousand (5,000) square feet, only if there is no separate entrance or sign. **Allowed with a use permit only as an ancillary use operated by a non-profit organization approved by the City Council that is compatible with and part of a park or recreational facility, except on the Strand, where no such use is permitted. Also, see MBMC Section 10.12.020 E.
• With Fast-Food or Take-Out Service	L***	-	L	L	***Only "limited" or "small-scale" facilities are allowed with a use permit as defined in MBMC Section 10.08.050. Also, see MBMC Section 10.12.020 E.  In addition to requiring a Use Permit, second-floor outdoor dining may only be located in the areas shown in Figure 4.2. Second-floor outdoor dining is defined as outdoor dining occurring on the floor above the street-level floor. The dining area of a second-floor outdoor dining space may not face residential properties.
Food and Beverage Sales	P/U	-	-	-	Use permit required if operating between 10:30 p.m. and 6 a.m.
Live/Work	U	-	-	-	(B)
Maintenance and Repair Services	P	-	-	-	
Offices, Business and Professional	P/U*	-	U**	-	*Permitted above ground floor. Use is also permitted if the use exclusively fronts an alley subject to Community Development Director's approval. Other locations require a Use Permit such as ground floor space adjacent to pedestrian areas. A use permit is required for any office with more than 2,500 square feet of Buildable Floor Area, regardless of the office's location. ** See MBMC Section 10.28.030 L-18.
Optometrist	P	-	-	-	(C)
Personal Improvement Services	P	-	-	-	
Personal Services	P	-	-	-	
Retail Sales	P/U	-	-	-	Use permit is required for a single retail use or retail tenant with more than 1,600 square feet of sales floor area <sup>1</sup> .

USE	CD	RH	PS	OS	Additional Regulations
Secondhand Appliances/ Clothing	U	-	-	-	
Swap Meets, Recurring Travel Services	p	-	-	-	
Vehicle Equipment/ Sales & Services					
• Commercial Parking	U	-	P/U*	P/U*	*Public parking permitted, but commercial parking facilities on City-owned land require a use permit.
Visitor Accommodations (Hotels, Motels, and Time Shares)	U	-	-	-	
<b>INDUSTRIAL USES</b>					Use permit required for single use or tenant project over 5,000 sf of buildable floor area or 10,000 sf of land area. Master use permit required for a multiple use or tenant project over 5,000 sf of buildable floor area or 10,000 sf of land area.
Industry, Custom	U	-	-	-	Only “limited” or “small-scale” facilities are allowed with a use permit as defined in MBMC Section 10.08.050.
<b>ACCESSORY USES</b>					
Accessory Uses and Structures	P/U	P/U	P/U	P/U*	See MBMC Section 10.52.050, Accessory Structures. *Limited to facilities incidental to an open space use.
Home Occupation	-	p	-	-	See MBMC Section 10.52.070, Home Occupation in Residential Districts.
<b>TEMPORARY USES</b>					
Animal Shows	-	-	TUP	TUP	See MBMC Section 10.84.110, Temporary Use Permits.
Christmas Tree Sales/ Pumpkin Sales	p	-	p	-	See MBMC Section 10.84.110, Temporary Use Permits.
Circus and Carnivals	TUP	-	TUP	TUP	See MBMC Section 10.84.110, Temporary Use Permits.
Commercial Filming, Limited	TUP	TUP	TUP	TUP	See MBMC Section 10.84.110, Temporary Use Permits.
Food Truck Sales	-	-	TUP	-	See MBMC Section 10.84.110, Temporary Use Permits.
Marketing/Sales Office	-	TUP	-	-	See MBMC Section 10.84.110, Temporary Use Permits.

MANHATTAN BEACH DOWNTOWN SPECIFIC PLAN

USE	CD	RH	PS	OS	Additional Regulations
New Year's Eve Extended Hours	TUP	-	-	-	See MBMC Section 10.84.110, Temporary Use Permits. Certain commercial businesses, such as eating and drinking establishments and visitor accommodations, with use permits and other discretionary zoning approvals that limit the hours of operation may operate for extended hours for New Year's Eve as designated in MBMC Section 6.01.330.
Garage or Lawn Sales	-	L	-	-	Administrative permit required. See MBMC Section 6.08.020.
Real Estate Sales	P	-	-	-	
Retail Sales, Outdoor	P	-	-	-	
Street Fairs	TUP	TUP	-	-	See MBMC Section 10.84.110, Temporary Use Permits.
Trade Fairs	-	-	TUP	-	See MBMC Section 10.84.110, Temporary Use Permits.
<b>OTHER USES</b>					
Mixed-Use	U	-	-	-	
<b>NONCONFORMING USES</b>					See MBMC Chapter 10.68, Nonconforming Uses and Structures.

ADDITIONAL REGULATIONS

- (A) Animals: Veterinary Services is defined as an establishment where small animals receive medical treatment, and overnight boarding only if associated with the on-site veterinary services. This classification includes only facilities that are entirely enclosed, soundproofed and air-conditioned.
- (B) Defined:  
A "live/work unit" is defined as a space comprised of both living space and work area, and such that the resident of the living space is the business owner and operator of the work area.

Permitted Uses:

The nonresidential component of a live/work unit shall only be a nonresidential use allowed within the CD Downtown Commercial zone, except Offices (Business and Professional), Banks, Credit Unions, Savings & Loans, Eating and Drinking Establishments, Food and Beverage Sales, Communication Facilities, Swap Meets, Recurring Travel Services, Commercial Parking, Visitor Accommodations, all Temporary Uses, all Public and Semi-Public Uses, and similar uses as determined by the Community Development Director are not permitted.

The residential component of each live/work unit shall only be a single dwelling unit, as defined in MBMC Section 10.04.030.

Performance Standards:

- Live/work is defined as a commercial land use. CD Downtown Commercial development standards apply to live/work buildings. Open space is required for the residential component, where the minimum open space requirement is ten percent (10%) of the residential buildable floor area, but not less than 48 square feet.
- Live/work units are designed to ensure that they will function predominantly as commercial spaces with incidental residential accommodations.

- The residential and commercial space must be occupied by the same tenant, and no portion of the live/work unit may be rented or sold separately.
  - The commercial component may not be converted to residential use.
  - The residential component may not be converted to commercial use.
  - All activities related to the commercial component of a live/work unit shall be conducted within an enclosed building.
  - The commercial portion of the live/work use shall be open to the public as a commercial use with minimum operating hours identified through the use permit process.
  - The commercial component must be located along the ground floor street front, and all buildings with approved live/work uses must meet the Private Realm Development Design Guidelines.
  - The residential space within the live/work unit shall be contiguous with the working space, with direct access between the two areas.
  - The residential component of a live/work space must either be above or behind the commercial component. The residential component shall not be on the ground floor street front.
- (C) Optometrist is defined as a primarily retail use, where the sale of eye glasses, contact lenses, and other eye care and vision-related products are provided as the primary use. The use also includes as an incidental use, not located on the ground floor streetfront, a medical facility where patients are provided healthcare by one person or a group of eye care professionals practicing optometry.

### NOTES

1. "Sales floor area" is defined as the total area of a tenant space, measured from the inside walls, excluding rooms or areas that are permanently inaccessible to the public, including but not limited to storage rooms, offices associated with the retail tenant, mechanical rooms, bathrooms, and common areas shared with other tenants in the building.

## 4.4 FINDINGS REQUIRED FOR USE PERMITS

### 4.4.A GENERAL FINDINGS

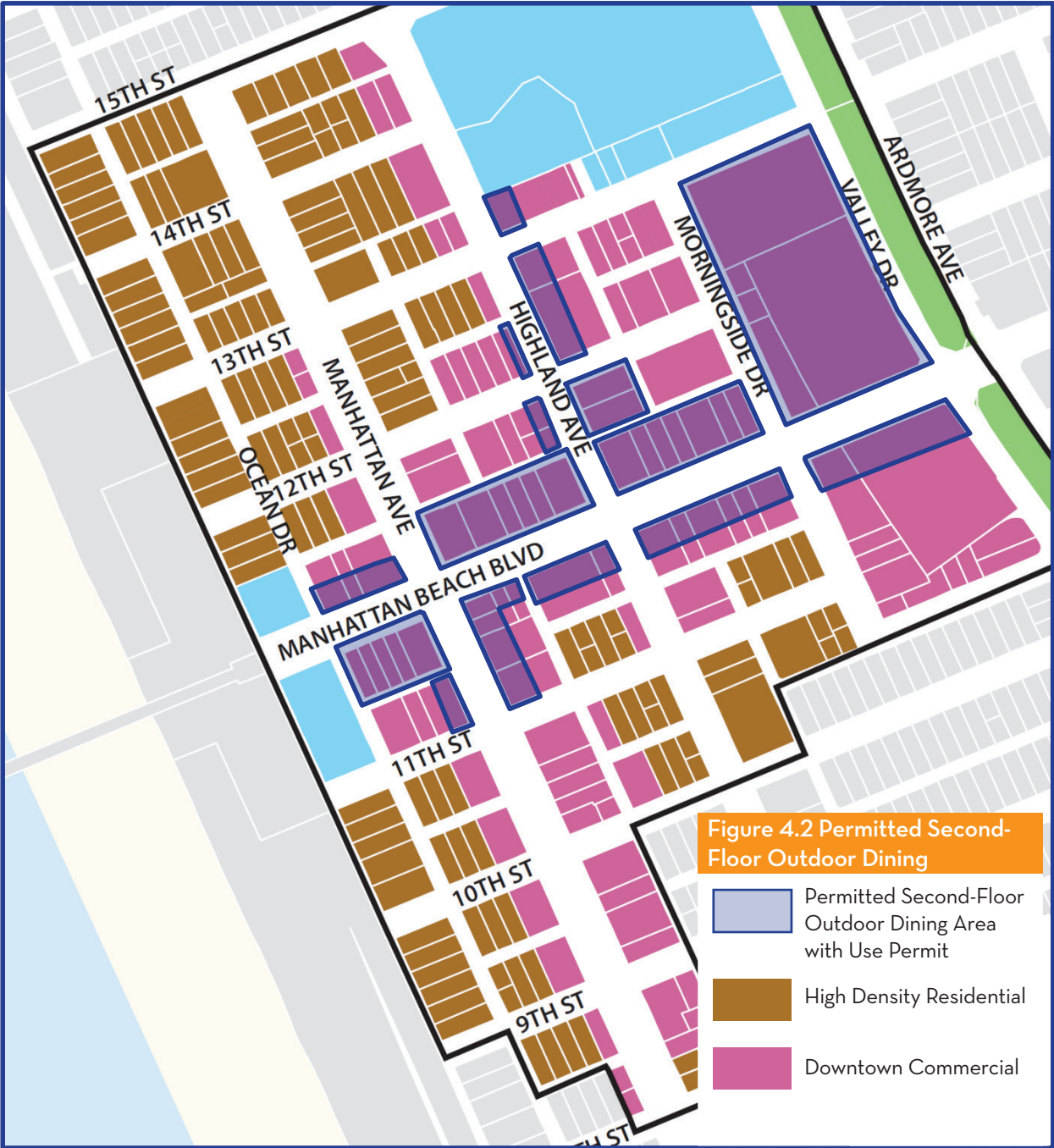
In reviewing applications for use permits for the Specific Plan area, the Planning Commission shall evaluate each proposed use in order to consider its impact on the City. No use permit shall be granted unless the following findings can be made:

- The proposed location of the use is in accordance with the objectives of this title and the purposes of the district in which the site is located.
- The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety, or welfare of persons residing or working on the proposed project site or in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the City.
- The proposed use will comply with the provisions of this title, including any specific condition required for the proposed use in the district in which it would be located.
- The proposed use will not adversely impact nor be adversely impacted by nearby properties. Potential impacts are related but not necessarily limited to: traffic, parking, noise, vibration, odors, resident security and personal safety, and aesthetics, or create demands exceeding the capacity of public services and facilities which cannot be mitigated.
- The proposed use is consistent with the goals, purpose, vision, and guidelines of the Specific Plan, Local Coastal Program, and the City's General Plan.
- The proposed use will maintain a balanced mix of uses which serves the needs of both local and nonlocal populations.
- The proposed use would preserve and enhance the safe, attractive, pedestrian-friendly, small town atmosphere and a sound economy.
- The proposed use will maintain and enhance the residential quality of life for the Manhattan Beach community.

### 4.4.B SECOND-FLOOR OUTDOOR DINING FINDINGS

In addition to the findings in Section 4.4.A for all Use Permits, the following finding shall be made for any Use Permit application related to second-floor outdoor dining:

The proposed second-floor outdoor dining area is located within the area designated in Figure 4.2 within this Plan.







# 5

## CIRCULATION & PARKING PLAN

This chapter describes the circulation plan for the Specific Plan area. The plan includes the Downtown street circulation system and its associated parking facilities. Streets are the only way in which an individual obtains vehicular access to the district's businesses, residences, and other destinations. As such, efficiency in this system is paramount for safety and economic reasons. Most visitors and residents in the Downtown area would likely prefer not having to drive down various streets searching for the elusive public parking space. In some cases, people using active transportation as the access method may very well enjoy walking or riding to their destinations more than driving. This chapter focuses on how to provide a variety of travel mode choices and the methods of how vehicles (including bikes) can be stored at convenient locations relatively close to their final destinations.

This chapter is organized into the following sections:

- 5.1. Public Corridor Plan
- 5.2. Downtown Corridor Types
- 5.3. Pedestrian and Bike Circulation
- 5.4. Transit
- 5.5. Automobile Circulation
- 5.6. Parking
- 5.7. Circulation Projects

The Specific Plan establishes the following goals for circulation:

- **Goal 1:** Provide a balanced transportation system to support vehicular movement and parking while still providing safe use of roads for bicyclists, pedestrians and transit users.
- **Goal 2:** Prioritize the safety of all street users over vehicle capacity or speeds.
- **Goal 3:** Provide for changes in development patterns where origins and destinations are situated close together, i.e., within walking, biking, or a short driving distance.
- **Goal 4:** Increase mobility options so an individual can choose a variety of travel modes from driving to walking, biking or taking transit, even if individuals still complete most of their trip by vehicle.
- **Goal 5:** Encourage Manhattan Beach residents to arrive by alternate means by adding pedestrian and bike improvements that connect to surrounding neighborhoods, since most are within walking or biking distances of Downtown.
- **Goal 6:** Pursue traffic calming techniques and other means to reduce excessive speeds on local Downtown streets.
- **Goal 7:** Incorporate universal access treatments in conformance with federal and state legislation to serve the large percentage of the public that has physical challenges, both as an essential need and good business practice.
- **Goal 8:** Improve public access and facilities at local transit stops as transit service improves in the region.
- **Goal 9:** Pursue parking solutions that help with long-term sustainability, mobility choices, and economic vitality. Parking strategies should go beyond preserving every last possible parking space, and rather be treated as important amenity to economic prosperity and access to Downtown destinations.



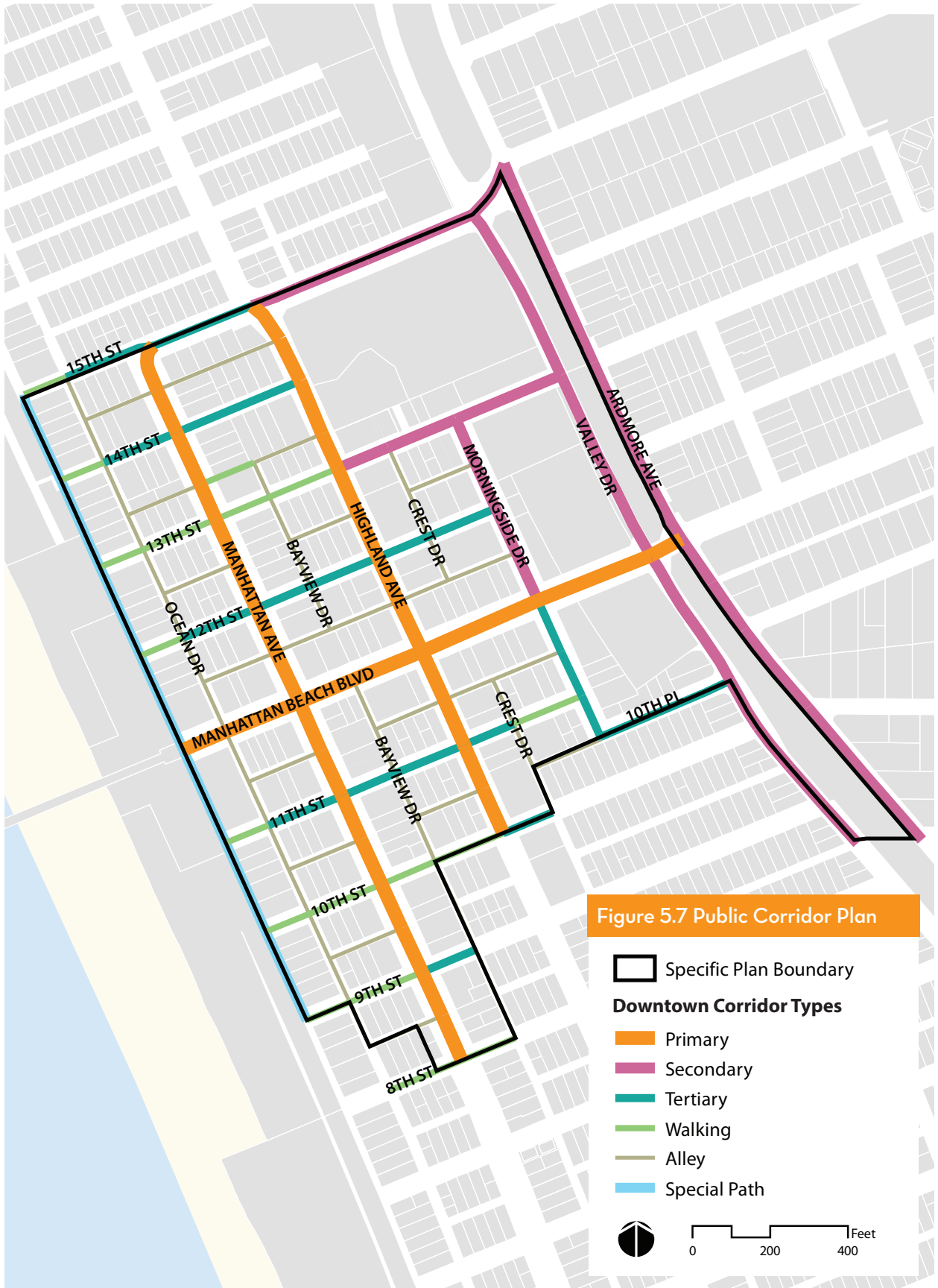
Figures 5.1-5.6 Existing circulation facilities

## 5.1 PUBLIC CORRIDOR PLAN

The project area's circulation system should accommodate all transportation users within the public right-of-way. The roadway (between curbs) is generally restricted to street legal vehicles and bikes. Pedestrians are allowed to cross at all roadway intersections, unless otherwise prohibited or controlled by a traffic signal or restriction sign. But other than a few restrictions on movement and adherence to motor vehicle codes, the public is allowed to use the right-of-way based on their own preferences. This plan suggests a new street nomenclature to align with the full range of a street's purpose instead of only indicating the street's capacity for volume and speed. Although the majority of trips and transportation choices are by private automobile, all circulation plans need to take into account the latest State of California legislative mandates to provide access for all transportation users, including pedestrians, transit, and bicyclists. (refer to Appendix 3 for a discussion on legislative mandates and requirements). Figure 5.7 illustrates the Downtown Public Corridor Plan and Downtown corridor types.

## 5.2 DOWNTOWN CORRIDOR TYPES

Until recently, streets have been classified based on capacity characteristics of vehicular movement in travel lanes. This older methodology ignores many other purposes of a street and is not consistent with Complete Streets legislation or other current transportation planning principles. A street should be classified for not only vehicular throughput, but also the ability to accommodate bikes, pedestrians, and transit vehicles and how it can accommodate public realm activities related to adjacent land uses. This chapter proposes new definitions for re-categorizing streets that are more consistent with the broader purposes of Downtown Manhattan Beach streets. Therefore, for the purposes of the Downtown Specific Plan, the streets have been re-categorized in relationship to their adjacent land uses, functional use, urban form, and overall right-of-way widths (Table 5.1: Corridor Type Dimensions). Public realm guidelines discussed in subsequent chapters will be applied to the street types discussed below. The traffic engineering nomenclature using major arterial, arterials, collector, and neighborhood streets should still apply when discussing traffic engineering principles and evaluation of street capacity.



## 5.2.A GENERAL STREET CORRIDOR TYPE DEFINITIONS

Streets consist of two primary elements: roadways and parkways. A roadway consists of the following two parts:

- Paved areas where vehicles and bikes move within lanes.
- The parking zone where vehicles park (if allowed) and the curb and gutter exist. Pedestrian bulb-outs can protrude into this environment.

A parkway consists of three parts:

- The furnishing zone covers signage, lighting, parking meters, street trees, street furnishings, and parkway planter strips.
- The walk zone includes sidewalks.
- The transition zone provides a buffer between the walk zone and the adjacent business or land use. The transition zone can also include outside seating, plantings, building utilities, extensions of buildings, and doorways.

The combination of the streets and the parkway are referred to as corridors. These elements are shown in the typical cross sections on the following pages. Table 5.1: Corridor Type Dimensions shows the general dimensions of street corridor types found in the Downtown area. The location of each of these street corridors is shown on Figure 5.7: Public Corridor Plan.

## 5.2.B PRIMARY STREET CORRIDORS

Primary Downtown street corridors are defined as the main streets in the Downtown area that represent the major east-west and north-south corridors. These streets generally have an 80-foot right-of-way that includes the roadway and the parkway. The primary Downtown streets are Highland Avenue between 10th Street and 15th Street, Manhattan Avenue from 8<sup>th</sup> Street to 13<sup>th</sup> Street, and Manhattan Beach Boulevard. These three streets act as the main gateways to Downtown and the beach.

Manhattan Beach Boulevard can be divided into distinct parts: east (Valley Drive to Morningside Drive), Central (Morningside Drive to Manhattan Avenue) and west (Manhattan Avenue to the pier and beach). Manhattan Beach Boulevard is approximately 80 feet wide and is significantly sloped in the west portion and moderately sloped in the central and east portions. Due to these sloped conditions, pedestrian and bike circulation are constrained. Vehicular circulation ends at the County beach parking lot, with hammerhead parking lots to the north and south. Manhattan Beach Boulevard east of Highland Avenue is classified as a minor arterial and is a collector street west of Highland Avenue under current traffic engineering designations.

Manhattan Avenue is also approximately 80 feet wide and is relatively flat along its course through Downtown. This street is the primary interface with the walkstreets discussed below. The street

Table 5.1 Corridor Type Dimensions

	Building Transition Zone	Walkway	Furnishing Zone	Parking	Travel Lane	Center Turn Lane	Travel Lane	Parking	Furnishing Zone	Walkway	Building Transition Zone	Totals
	PARKWAY			ROADWAY					PARKWAY			
<b>PRIMARY</b>	2	5	3	16	12	12	12	8	2	5	3	<b>80</b>
Range	0'-3'	5'-10'	3'-6'	8'-19'	10'-12'	10'-12'	10'-12'	8'-19'	3'-6'	5'-10'	0'-3'	<b>61</b>
<b>SECONDARY</b>	2	5	3	8	11	10	11	0	2	5	3	<b>60</b>
Range	1'-2'	5'-8'	1'-5'	8'	11'-12'	0'	11'-12'	8'	1'-5'	5'-8'	1'-2'	<b>51</b>
<b>TERTIARY</b>	0.0	5	0	8.0	12	0	12	8.0	0	5	0.0	<b>50</b>
Range	0'-3'	5'-10'	2'-6'	0'	12'-14'	0'	12'-14'	0'	2'-6'	5'-10'	0'-3'	<b>38</b>

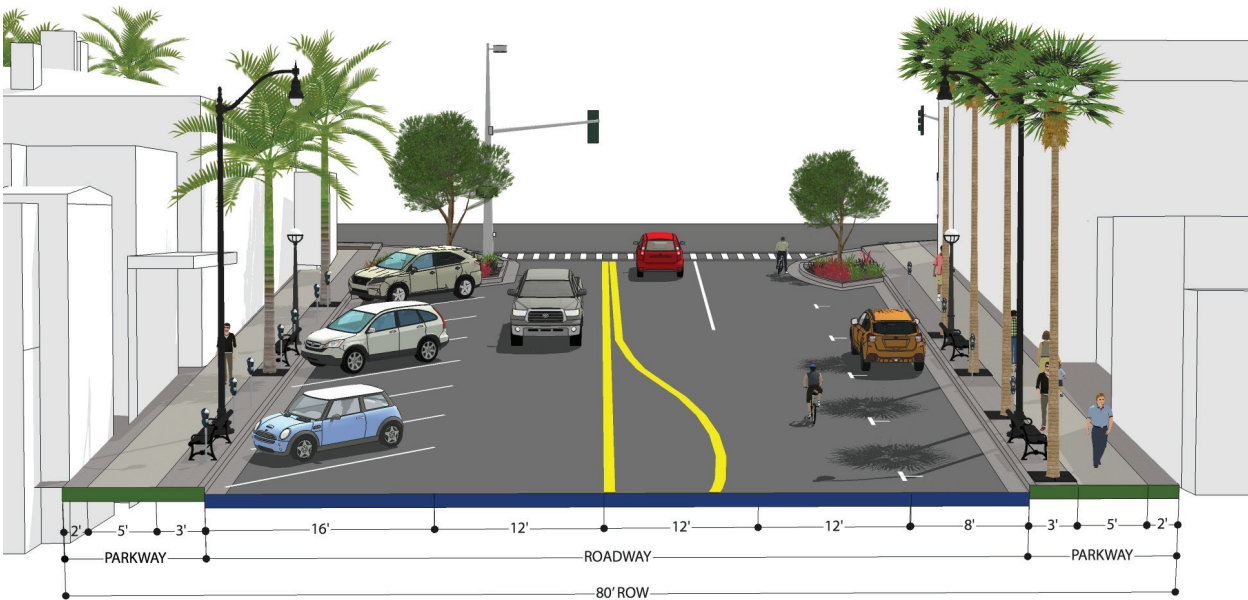


can be divided into two segments: the south segment from 8th Street to Manhattan Beach Boulevard and the north segment from Manhattan Beach Boulevard to 15th Street. The north segment contains a higher amount of medium-density housing on each side, with variations of on-street angled or parallel parking, while the south segment supports more storefronts with a similar variation in on-street parking. Figure 5.10: Primary street corridor cross section identifies typical elements and dimensions on these streets. Manhattan Avenue is classified as a collector street under current traffic engineering designations.

Figure 5.8 Streets are as much about the walkway and land uses as they are about the travel lanes

Highland Avenue between Manhattan Beach Boulevard and 15th Street is also classified as a primary Downtown street. Highland Avenue, although only having a 61-foot right-of-way, has been classified as a primary street since it functions as a





**Figure 5.9 (top)** Typical primary street corridor condition  
**Figure 5.10 (bottom)** Typical primary street corridor cross section

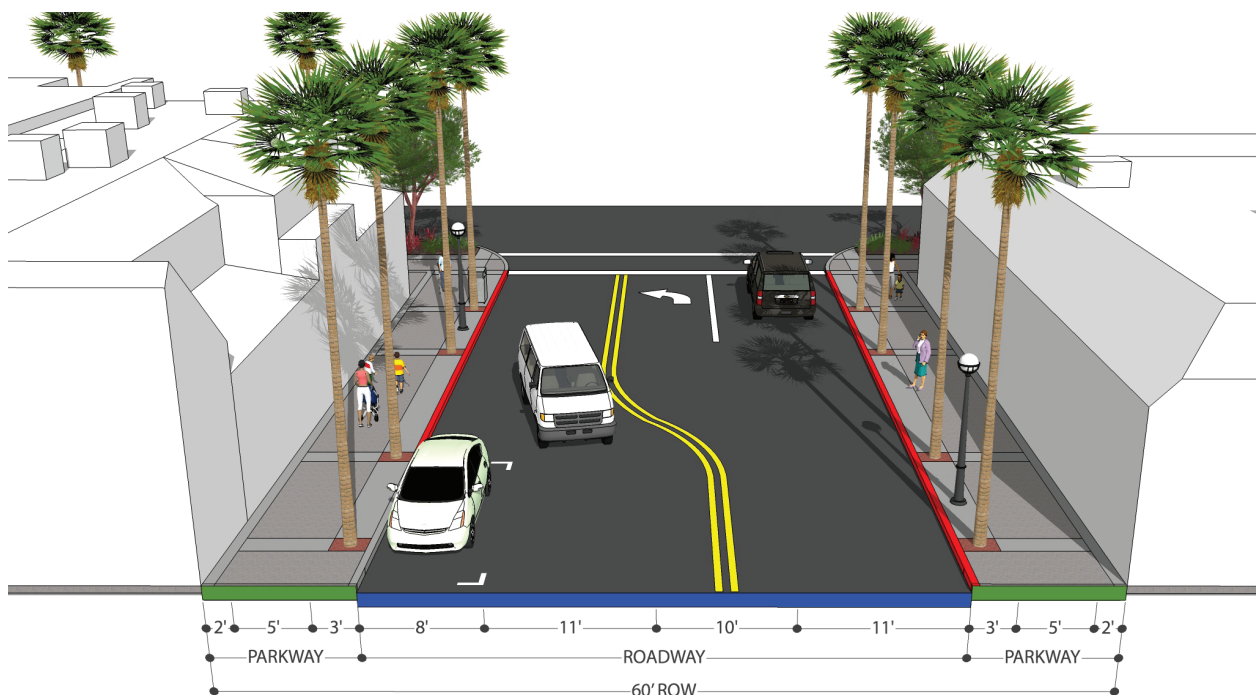
through corridor and has similar commercial land uses as the other two primary streets. Although not as wide as the other two streets, this street does connect to the Civic Center and other destinations to the south and north. Highland Avenue is considered a collector street under the traffic engineering designations.

## 5.2.C SECONDARY STREET CORRIDORS

Secondary street corridors are defined as streets within the business district that serve as merchant corridors not otherwise identified as a primary street corridor. These streets are generally 51 feet to 60 feet in width. These streets should receive similar treatments as the primary streets, with less emphasis on significant gateway markers and fewer amenities per block. The secondary street corridors identified in the Downtown Specific Plan area are 15th Street (from Highland Avenue to Valley Drive), 13th Street (from Highland Avenue to Valley Drive), Morningside Drive (from 13th Street to Manhattan Beach Boulevard), and Valley Drive (from 15th Street to 10th Place). Secondary street corridors range slightly in configuration and right-of-way width. The north-south oriented streets—Morningside Drive, and Valley Drive—are relatively flat while 15th and 13th Streets both have minor slope constraints. Due to the predominantly flat nature of these streets, pedestrian and mobility navigation are much less constrained when compared to the east-west oriented streets near the beach. Figure 5.12: Secondary Street Corridor Cross Section identifies typical elements and dimensions on these streets. None of these streets, except a portion of 15th Street (major local), are classified under current traffic engineering designations.

Figure 5.11 (top) Typical secondary street corridor condition

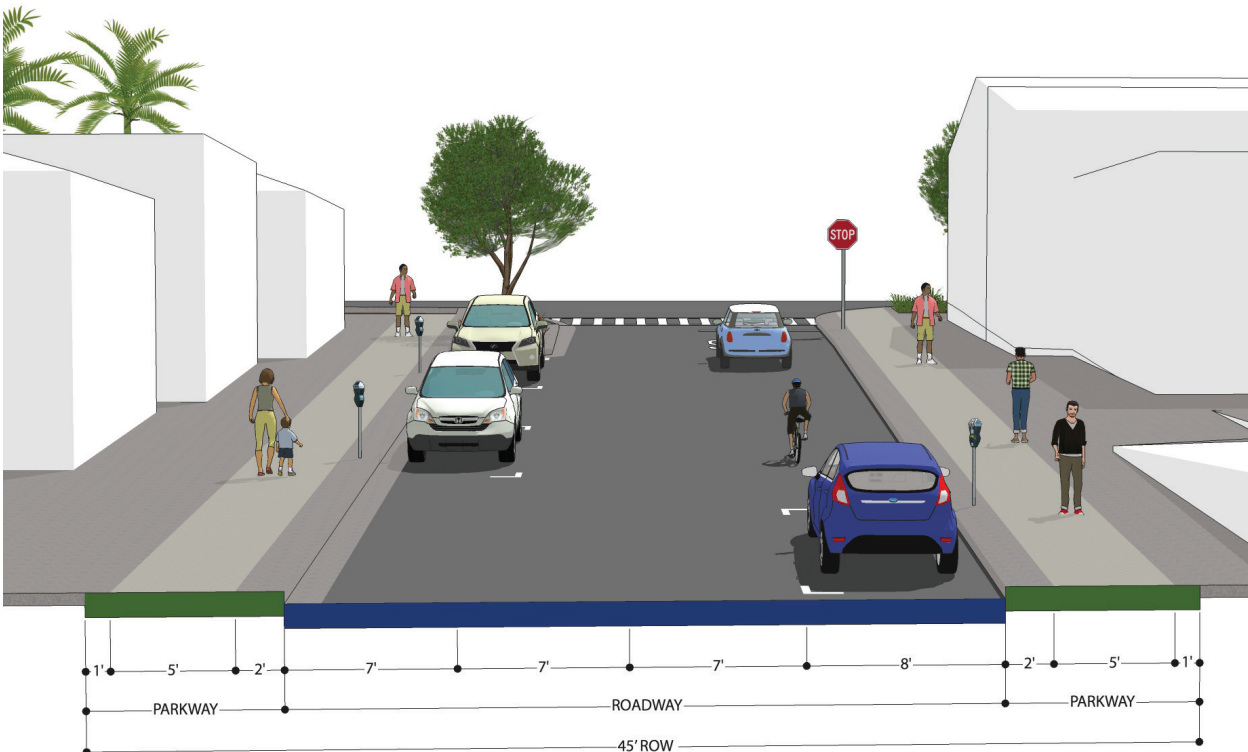
Figure 5.12 (bottom) Typical secondary street corridor cross section



## 5.2.D TERTIARY STREET CORRIDORS

Tertiary street corridors are defined as the streets that are mainly distributed throughout the residential areas of Downtown Manhattan Beach. These streets are likely to only receive minor treatments in comparison to the primary and secondary streets, with less emphasis on merchant needs and more emphasis on safety and planting enhancements. The tertiary streets identified in the Downtown Specific Plan area are Morningside Drive (Manhattan Beach Boulevard to 10<sup>th</sup> Place, 15th Street (from Ocean Drive to Highland Avenue), 14th Street, 12th Street, 11th Street, 10<sup>th</sup> Street, 10<sup>th</sup> Place, and 9th Street, excluding any walkstreet portions. These streets range in configuration and right-of-way widths from 38 feet to 50 feet. The east-west oriented streets near the beach are significantly sloped while becoming more gradual to the east. Figure 5.14: Tertiary Street Corridor Cross Section identifies typical elements and dimensions on these streets.

**Figure 5.13 (top)** Typical tertiary street corridor condition  
**Figure 5.14 (bottom)** Typical tertiary street corridor cross section



## 5.2.E WALKSTREETS

Walkstreets are defined as east-west corridors designated as pedestrian-only streets. These public streets provide a strong connection to the beach from the nearby neighborhoods and help foster a healthy community interaction. Unique and sometimes eclectic mixes of private and public outdoor patios, gardens, and living spaces surround these streets. These walkstreets should be preserved and protected, as best as possible, to ensure scenic vistas are not obstructed and the community character is intact. The walkstreets in the Downtown Specific Plan area are located on 15th, 14th, 12th and 11th Streets (from The Strand to Ocean Drive), as well as 13th Street (from The Strand to Highland Avenue), and 10th Street (from The Strand to Highland Avenue), and 9th Street (from The Strand to Manhattan Avenue). Walkstreets range in configuration but typically have concrete walks with an approximate width of 15 feet to 20 feet. The rights-of-way are indicated as being 60 feet with the other 40 to 45 feet containing private improvements.



**Figure 5.15** Typical walkstreet condition

## 5.2.F ALLEYS

Alleys are defined as the utility, loading, service, and access corridors that run throughout the commercial and residential areas in typical “back-of-house” fashion. These corridors are classified as either commercial or residential depending on their adjacent land use. The commercial alleys provide necessary circulation for the businesses, restaurants, and offices. They help alleviate congestion on the primary, secondary, and tertiary Downtown street corridors by allowing access to the buildings and private and public parking lots from the rear. This function is critical, in some instances, for day-to-day functioning. The residential alleys are mainly used for garage access, but also function as pedestrian and bicycle circulation routes. Further pedestrian and bicycle use should be encouraged as that will help minimize vehicle loads on the primary, secondary, and tertiary Downtown street corridors. Safety concerns have been expressed about non-vehicular uses of alleys. Enhanced signage and surface treatments should be implemented in the residential alleys. The commercial and residential alleys range in right-of-way width between 18 feet and 25 feet. The alleys



**Figure 5.16** Typical alley condition



**Figures 5.17-18 (top & middle)** Marvin Braude Bike Trail  
**Figure 5.19 (bottom)** Veterans Parkway

typically do not have sidewalks, and in some cases, two vehicles in opposite directions must pull to the edge to pass each other or yield to the other driver if parked vehicles are on one side.

## 5.2.G SPECIAL PATHS & WALKWAYS

Special paths and walkways are defined as the recreational and circulatory paths that occur throughout the Downtown area. These include bicycle trails, running paths, walking paths, sidewalks, and any other paths or walkways. The special paths and walkways identified within the Downtown Specific Plan area include Marvin Braude Bike Trail, The Strand Walkway, and Veterans Parkway (Valley/Ardmore Greenbelt).

## 5.3 PEDESTRIAN & BIKE CIRCULATION

Active transportation combines the transportation aspects of cycling and walking with the health benefits of activity, as well as the solution-oriented aspects of greenhouse gas emission reduction and climate change action. When safe, comfortable, interesting, and direct facilities have been provided for the general public and when other options of mobility are restricted by the lack of parking and heavy congestion, people will walk and bike to various locations. The best customer for the business district is one that does not have to have their vehicle parked on the street. A person that walks, takes transit, bikes, or gets dropped off will help in lowering congestion, parking shortages, greenhouse gas emissions, and noise levels. The ultimate goal should be to encourage people to consider walking or biking to Downtown Manhattan Beach, thereby reducing street congestion and air quality impacts, and relieving the requirements for more land and public spaces dedicated to parking and the automobile. At the same time, many will not walk or bike due to physical conditions, time constraints, or fear of accidents or crime. The steep east to west topography can be challenging for cyclists. Overall, surveys have shown that more than 50 percent of the public would ride if the conditions of safety, comfort, and directness of route were provided.

The South Bay area is already a very popular biking, running,



Figures 5.20-5.25 Pedestrian and bike circulation facilities



Figures 5.26-5.27 Manhattan Beach transit

jogging, skating, and walking environment. The community is a haven for active transportation given The Strand, walkstreets, the Marvin Braude Bike Trail, and Veterans Parkway (Valley/Ardmore Greenbelt). There is already ample evidence of heavy use of these facilities by the local community as well as visitors from all around. Yet most of Downtown is difficult to ride in a manner where bicyclists feel safe from traffic. Bike parking is extremely limited compared to the demand, especially during the peak season in the summer. Existing bike facilities that were developed as part of the adopted Citywide Bike Master Plan include a bike route (Class 3) on Manhattan Avenue within the Plan area and bike lanes (Class 2) leading into Downtown on Manhattan Avenue south of 7th Street. A bike route is also on Valley Drive, north of 15th Street. However, none of these facilities are considered to be adequate for the inexperienced rider, the major group that lives close by and might be persuaded to visit Downtown by bike.

Walking is much easier, with complete walking facilities and marked crosswalks. However, the act of crossing uncontrolled intersections in some locations may be daunting for some pedestrians. Given the limited street right-of-way, it is easy to see why few bike and pedestrian facilities have been added in the past. Some investments have been made for walkstreets, intersection bulb-outs, special crossings, and general traffic calming efforts. At the same time, substantial investments have been made to create parking spaces in all locations around Downtown. But since there are no new locations left for inexpensive parking development, efforts should now focus on converting a limited number of parking spaces so that alternative modes such as biking, walking, transit use, shuttle use, carsharing, taxis, rideshare, and carpooling are more encouraged, thereby reducing private vehicle parking demand. These features would not be constructed until and unless equivalent replacement public parking is acquired, resulting in no net loss of parking.

## 5.4 TRANSIT

The Downtown and adjacent area are served by several transit routes. They include Beach Cities Transit (BCT) Line 109, a fixed-route public transit line that connects the South Bay cities which travels the coastline from Redondo Beach, through Hermosa Beach, Manhattan Beach, and El Segundo, making its way to the LAX Bus Center; Commuter Express Bus Line 438,

a route operated by the Los Angeles Department of Transportation that connects the South Bay and Downtown Los Angeles; Los Angeles County Metropolitan Transit Authority (MTA) Line 126; and Dial-a-Ride, a shared, curb-to-curb bus service available to Manhattan Beach residents who are disabled or at least 55 years old.

The Downtown area is also served by Ocean Express, a private shuttle service for hotel guests and tenants in the Gateway to L.A. Property-Based Business Improvement District, an area that includes hotels and other businesses that serve LAX. Although Ocean Express is not considered public transportation, the shuttle drops off and picks up guests in the project area.

The Specific Plan does not anticipate any additional transit service; however, the plan does recommend the creation of a shuttle service if one or more remote parking locations are identified to help meet the district's parking demand.

## 5.5 AUTOMOBILE CIRCULATION

The Specific Plan does not anticipate any changes to the project area's existing automobile circulation system. Most of the area consists of two-way streets, with only Morningside Drive and 11<sup>th</sup> Street being one way (Valley Drive could be considered one way if Ardmore Avenue on the opposite side of Veterans Parkway is not considered). The major entry points into Downtown are: from the east-Manhattan Beach Boulevard at Valley Drive; from the south-Manhattan Avenue near 8<sup>th</sup> Street; and from the north-Highland Avenue and Valley Drive near 15<sup>th</sup> Street. The Downtown area includes traffic signals at Manhattan Beach Boulevard and Valley Drive; Manhattan Beach Boulevard and Highland Avenue; Manhattan Beach Boulevard and Manhattan Avenue; Highland Avenue and 15<sup>th</sup> Street; and 15<sup>th</sup> Street and Valley Drive. Some streets have four-way stop signs, while most are posted as two-way stop signs. Traffic volumes are between 8,000 to 17,000 vehicles per day on Manhattan Beach Boulevard, Highland Avenue, Valley Drive, and Manhattan Avenue. All other streets have relatively minor volumes of traffic. No changes in the two-way dominant circulation system is anticipated under this plan nor would any of the roadway lanes be decreased in quantity (road diet) although they may have lane widths reduced (lane diet).

## 5.6 PARKING

### 5.6.A AUTOMOBILE PARKING

As part of the Specific Plan process, the City evaluated the 2008 Downtown Parking Management Plan (DTMP) to measure the success of the DTMP's strategies, and to propose new strategies to address current needs and issues with parking in the Downtown study area. Based upon this evaluation, the Specific Plan proposes the following strategies to address the project area's parking needs, as shown in Table 5.2: Parking Strategy Recommendations. For the evaluation of the DTMP's strategies and additional information on the Specific Plan's recommended parking strategies, refer to Appendix 4: Downtown Parking Management Plan Recommendations.



**Table 5.2 Parking Strategy Recommendations**

Proposed Strategy	Objective
1. Begin to utilize demand pricing for on-street parking meters.	Direct visitors to parking structures and lots during peak periods, and to street parking in low periods.
2. Continue to provide lower meter rates in parking structures and lots.	Lower meter rates in parking structures and lots encourage long-term parking, thereby helping to reduce the amount of long-term parking on the street.
3. Redesign parking wayfinding signs.	Clearly and expeditiously direct visitors to available parking in Downtown.
4. Utilize smart parking technologies to improve the ability to find available parking and provide a higher level of service to visitors.	Direct visitors to available parking, thereby reducing the congestion created by visitors searching for parking. Technologies also provide a higher level of service for visitors and create appeal.
5. Introduce a City-regulated valet parking program.	Valet program provides the opportunity to take vehicles off the street and park them in remote parking locations. Parking lots or structures can be utilized more efficiently because valet operators can stack vehicles and allocate more vehicles in an area than standard self-parking.
6. Continue to use existing private parking lots and structures to create shared parking opportunities during business off-hours.	City to maintain existing, and identify new, agreements with local businesses to use existing parking areas during business off-hours. Additional parking will help with parking demands during nights and weekends.
7. Maintain personnel and extend enforcement activity to enforce parking violations.	Enforce compliance of parking spaces and other systems established by the parking management plan.
8. Reduce allowable on-street parking time limits in residential areas.	Discourage employees from parking in residential areas for long periods of time.
9. Provide parking at existing remote parking lots with a City shuttle service for visitors and customers.	City to form agreements with surrounding businesses and institutions for use of their existing parking. Provide parking and shuttles to reduce the amount of vehicles and congestion in the Downtown area.
10. Provide a City-operated shuttle service for employees/merchants to remote parking locations.	Reduce the amount of employee/merchant parking in the Downtown and residential areas, thereby freeing up parking spaces in Downtown for visitors.

Proposed Strategy	Objective
11. Locate employee parking in remote locations in or near the Downtown area.	Make available more convenient parking spaces for residents and visitors, and provide designated parking areas for employees.
12. Create tandem parking options for employee parking.	Maximize the amount of employee parking that can be provided in a particular lot or parking structure level.
13. Reestablish Capital Program for operations, maintenance, and new construction expenses and to create revenue opportunities.	Funding to assist with ongoing and future maintenance and parking improvements.
14. Establish intra-Downtown resident parking system.	Consider providing a residential parking permit system that provides residents with limited parking privileges in areas surrounding their residence.
15. Increase special vehicle parking stalls and loading zones.	Create additional parking for electric vehicle charging, ADA parking, motorcycle parking, and passenger loading zones.
16. Reevaluate land use parking requirements.	Review Section A.64.030 of the LCP to consider adjustments in how parking is calculated for different uses.
17. Utilize valet parking operations and flat rate payment systems during large events.	Help reduce traffic congestion, maximize efficiency of available parking Downtown, and increase speeds of ingress and egress during large events.

## 5.6.A BIKE PARKING

Possibly due to the tight conditions of the walkway systems on primary, secondary, and tertiary street corridors, only limited bike parking facilities have been implemented. However, a significant number of bikes can be found throughout the Downtown area, secured to trees, meters, signs, or benches. The demand for bike parking is high but the supply is low. Field work indicates that there are 154 locations where a bike can be parked at a rack system of some kind. In general, there should be at least 4 bike parking spaces per side of the street per block. There are 85 block faces, which would indicate the need for 340 bike parking spaces. Another 100 spaces should be available at the pier to provide for the high volumes of the bike trail. For an estimated demand of 440 spaces, 48 new bike sheltered spaces and 176 rack spaces have been identified for a total future of 378 spaces (note most racks allow two bikes secured per space).



Figures 5.28-5.33 Bike parking facilities

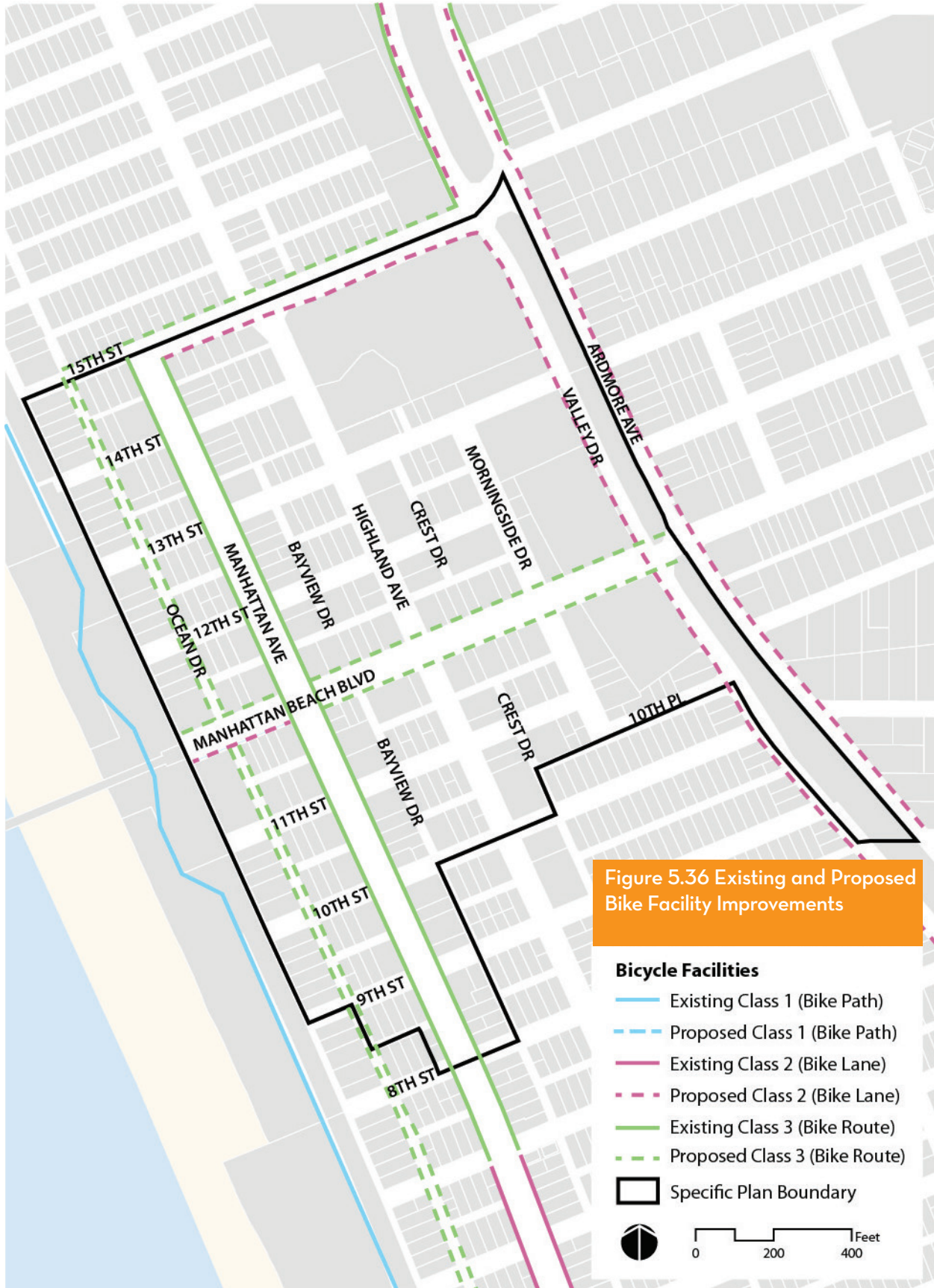
## 5.7 CIRCULATION PROJECTS

The following figures and maps show design and mobility concepts for improvements to access, circulation, and parking. This section focuses on active transportation elements; however, since the approach has been one of integrating solutions that offer multiple benefits, the proposed projects work for bicyclists and pedestrians and address parking improvements as well. The basic concept behind most solutions is that parking spaces are considered important to preserve, but they can be modified to work for many more users that arrive at Downtown locations. The parking associated with some of the improvements is considered specialty parking with the potential of delivering more employees, visitors, and customers to Downtown Manhattan Beach. The recommended improvements provide increased design opportunities for new lighting, street furnishings, and places to sit, park a bike, and enjoy public art and other historic or cultural information through interpretive signage. All aspects of new projects in the Downtown area should look to improve access and mobility, as well as the physical environment and the physical well-being of users through healthy forms of activity and transportation. Additionally, these improvements would not be constructed until and unless equivalent replacement public parking is acquired, resulting in no net loss of parking.

**Figure 5.34** 3-D model overview looking west down Manhattan Beach Boulevard







Proposed pedestrian projects are shown on Figure 5.35: Proposed Pedestrian Improvements and Possible Drop Off-Zones, including improvements to intersections for improved safety. Figure 5.36: Existing and Proposed Bike Facility Improvements shows suggested on-street bike improvements. These recommendations are consistent with the City’s previously adopted South Bay Bicycle Master Plan. However, an uphill bike lane has been added from the pier to Manhattan Avenue as well as from Manhattan Avenue up to Valley Drive on 15th Street.

## 5.7.A. MULTI-PURPOSE DROP-OFF ZONE

Eight multi-purpose drop-off zones are proposed for the project areas illustrated in . The project incorporates ADA access and includes bike racks and a short-term passenger loading zone (Figure 5.37: Multi-Purpose Drop-Off Zone. The drop-off zones are intended to provide users with close, convenient access to businesses and other Downtown destinations. It also offers locations for rideshare customers to enter and exit vehicles and increases bicycle parking, reducing the project area’s parking demand and congestion. Additionally, these improvements would not be constructed until and unless equivalent replacement public parking is acquired, resulting in no net loss of parking.

**Figure 5.37** Multi-purpose drop-off zone





## 5.7.B. PEDESTRIAN PLAZAS, ENHANCED CROSSWALKS & INTERSECTIONS

To provide additional pedestrian spaces and drop-off locations, midblock pedestrian plazas are proposed for the project area. The proposed plazas primarily focus on improved pedestrian spaces and drop-off locations. Because of the extremely tight walkway conditions, some pop-outs are needed at the midblock locations, while the rest of the street will not be improved for walkway widths. These solutions will produce usable spaces for pedestrians and provide for specialized parking options and drop-off zones. The project includes an expanded plaza for seating, landscaping, bike racks, improved lighting, drop-off zone for shuttle, valet, taxi, rideshare, motorcycle parking, and small vehicle parking as illustrated in Figure 5.38 Mid-block Plaza and Drop-Off Zones.

To provide pedestrians with safer street crossing conditions, enhanced crosswalks are proposed at nine intersections in Downtown. The proposed changes to the roadway geometry are shown on Figure 5.39: Proposed Street Cross Section Adjustments. Only the center portion of Manhattan Beach Boulevard will need to be adjusted. The remainder of the street cross section will remain the same.

**Figure 5.38** Mid-block plaza and drop-off zones





10'	8'	9'	12'	12'	3'	16'	10'
Sidewalk	Bulb-out	Drop Off	Roadway	Roadway	Buffer	Parking	Sidewalk
80' ROW							



More substantive improvements are proposed for one of Downtown’s primary intersections: Manhattan Beach Boulevard and Manhattan Avenue. The recommendation includes the removal of shrub planting to be replaced with a plaza for seating and other walkway furnishings. It would also incorporate new lighting, trash receptacles, and public art. Specialty parking

**Figure 5.39** (top) Proposed street cross section adjustments  
**Figure 5.40** (bottom) Intersection plaza

includes bike parking, motorcycle parking, electric vehicle parking with charging station, and a neighborhood electric vehicle space that can double as a drop-off zone for passengers, rideshare, taxis, and shuttles as shown on Figure 5.40: Intersection Plaza).

Enhanced pedestrian crosswalks are also proposed for two locations on Manhattan Avenue at the walkstreets crossings. The design features will include Rectangular Rapid Flashing Beacons (RRFB), improved crosswalk markings, a bike corral for bike parking, motorcycle parking, new outdoor seating areas, and some small car or neighborhood electric vehicle parking as showing on Figure 5.41: Proposed Street Cross Section Adjustments.

**Figures 5.41 - 5.42 Existing Manhattan Avenue and 10th Street crossing with proposed enhancements**



10'	10'-16'	14'	14'	10'-16'	10'
Sidewalk	Parking	Roadway	Roadway	Parking	Sidewalk
80' ROW					







Figure 5.44 (top) Beach Head parking area  
Figure 5.45 (bottom) Uphill bike lane



10'	15'	3'	12'	12'	3'	5'	8'	16'
Sidewalk	Angle Parking	Buffer	Roadway	Roadway	Buffer	Bike Lane	Parallel Parking	Sidewalk

Figure 5.46 Proposed changes to the public right-of-way