



ROCK 'N FISH

ROCK 'N FISH
SUSHI BAR

Shellback

Ocean Dr 1100

SHELLBACK
BEVERAGES
SPIRITS
& GRUB

SHELLBACK GALLERY

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6

PRIVATE REALM DEVELOPMENT STANDARDS & DESIGN GUIDELINES

This chapter contains development standards and design guidelines for private development in the Specific Plan area. The development standards, pertaining to basic aspects of site and building design, are regulations that all development is required to follow in order to obtain project approval. The design guidelines provide additional recommendations for how projects should be designed. While the guidelines represent the City’s aspirations for what quality design should entail, they are also flexible enough to be implemented in a creative manner.

The standards and guidelines in this chapter are intended to address all aspects of how development may occur on individual properties, and to encourage development and quality design that enliven and enrich the experience for the project area’s residents, workers, and visitors. This will ensure that future development complements the project area’s existing small town urban form and character, thus perpetuating a cohesive, desirable identity for the project area. The interpretation of these development standards and design guidelines will be at the discretion of the Director of Community Development.

This chapter is organized into the following sections:

6.1 Development Standards

6.2 Design Guidelines

The Specific Plan establishes the following goals for private realm development:

- **Goal 1:** Maintain and enhance Downtown’s small town scale, character, and charm through development regulations and guidelines.
- **Goal 2:** Promote compatibility between uses through design to foster a high quality of life and strong functionality in the Downtown.
- **Goal 3:** Foster a strong sense of community, through functional, safe, and well-designed private and public spaces.
- **Goal 4:** Encourage high-quality materials and architectural elements that help enhance Downtown’s identity and character.
- **Goal 5:** Promote sustainability through design.

6.1 DEVELOPMENT STANDARDS

Table 6.1 provides development standards for each of the land use designations introduced in Chapter 4, Land Use Plan. The standards establish rules for the physical development of property, including building placement, scale and form, and site design. The standards are intended to create development that complements and enhances the project area’s eclectic, small town urban form. All future development is required to meet the standards for the associated land use designation.

Table 6.1 includes values for the development standards that are specific to the CD Downtown Commercial designation, the only land use designation that is unique to the Specific Plan. The standards are presented by the three general land use development types that may occur within the designation: residential, nonresidential, and mixed-use. The table further distinguishes the



Figures 6.1-6.6 Existing Downtown development

nonresidential and mixed-use development standards by two areas, A and B, which include distinct building height requirements. For the other standards included in the Specific Plan, the table refers to their location in Title 10 Planning and Zoning and Title A of the Manhattan Beach Municipal Code (MBMC) and Local Coastal Program (LCP), respectively. For any additional standards not addressed in the tables in this chapter, refer to Title 10 of the MBMC and Title A of the LCP. Figure 6.7, Zoning Designation Map (with Height Overlay), shows the locations of the land use designations, including the Downtown Commercial designation's areas A and B, in the project area.



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Table 6.1 Development Standards

Measurement	CD District ¹				
	Residential Development ²	Non Residential Development		Mixed-Use Development ³	
		Area A	Area B	Area A	Area B
Density/Intensity					
Floor Area Factor					
Maximum	See MBLCP Section A.12.020 and MBMC Section 10.12.030, RH property development standards for Area District III	1.5	1.5	1.5	1.5
Maximum Density (du/ ac)		-	-	51.3	51.3
Minimum Lot Dimensions					
Area (sf)	See MBLCP Section A.12.020 and MBMC Section 10.12.030, RH property development standards for Area District III	2,700	2,700	2,700	2,700
Width (ft)		30	30	30	30
Setbacks					
Front	See MBLCP Section A.12.020 and MBMC Section 10.12.030, RH property development standards for Area District III				
Minimum (ft)		-	-	-	-
Maximum Ground Floor (ft)		12'	12'	12'	12'
Side					
Minimum (ft)		_4	_4	_4	_4
Maximum Ground Floor (ft)		15'	15'	15'	15'
Street Side					
Minimum (ft)		-	-	-	-
Maximum Ground Floor (ft)		10'	10'	10'	10'
Rear					
Minimum (ft)		○' 4.5	○' 4.5	○' 4.5	○' 4.5

RH District (Area District III) ¹	PS District ¹	OS District ¹
<p>See MBLCP Section A12.020 and MBMC Section 10.12.030, RH property development standards for Area District III</p>	<p>See MBLCP Chapter A.28 and MBMC Section 10.28.040, Development regulations for PS District</p>	<p>See MBLCP Chapter A.24 and MBMC Section 10.24.040, Development regulations for OS District</p>

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Measurement	CD District ¹				
	Residential Development ²	Non Residential Development		Mixed-Use Development ³	
		Area A	Area B	Area A	Area B
Height Limits					
Maximum Building Height (ft, stories)	See LCP Section A.12.020 and MBMC Section 10.12.030, RH property development standards for Area District III ¹	22'/30', 3 stories ⁶	26', 2 stories ⁷	22'/30', 3 stories ⁶	26', 2 stories ⁷
Ground Floor Commercial Façade Transparency Along Sidewalks and Pedestrian Spaces (Minimum % between 2.5' and 8')					
Manhattan Beach Boulevard, Highland Avenue, and Manhattan Avenue	n/a	70% ⁸	70% ⁸	70% ⁸	70% ⁸
Individual Tenant Frontage Along Manhattan Beach Boulevard, Highland Avenue, Manhattan Avenue					
Lots 35' or more in depth ⁹	n/a	35'	35'	35'	35'
Lots with less than 35' of depth ⁹	n/a	50'	50'	50'	50'
Additional Development Regulations					
Fences and Walls	See MBLCP Section A.12.020 and MBMC Section 10.12.030, RH property development standards for Area District III	<p>A solid masonry or concrete wall is required for all commercial properties where they abut or adjoin a ground-floor residential use or residentially zoned property. The minimum height of a fence or wall is six feet (6') as measured from the finished grade of the commercial property. However, a wall within five feet (5') of a street property line shall be a minimum of three feet (3') in height as measured from the residential property.</p> <p>The maximum height of a fence or wall shall be eight feet (8') as measured from the finished grade of the commercial property unless a greater height is mutually agreed upon for a common property line by the abutting property owners and approved by the Community Development Department.</p>			
Exterior Materials in R Districts	See MBLCP Section A.52.020 and MBMC Section 10.52.020				
Nonconforming Front Yards in R Districts	See MBLCP Section A.52.030 and MBMC Section 10.52.030				
Religious Assembly Yard Requirements	See MBLCP Section A.52.040 and MBMC Section 10.52.040				
Accessory Structures	See MBLCP Section A.52.050 and MBMC Section 10.52.050				

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RH District (Area District III) ¹	PS District ¹	OS District ¹
<p>See MBLCP Section A.12.020 and MBMC Section 10.12.030, RH property development standards for Area District III</p>	<p>See MBLCP Chapter A.28 and MBMC Section 10.28.040, Development regulations for PS District</p>	<p>See MBLCP Chapter A.24 and MBMC Section 10.24.040, Development regulations for OS District</p>
<p>See MBLCP Section A.52.020 and MBMC Section 10.52.020</p>		
<p>See MBLCP Section A.52.030 and MBMC Section 10.52.030</p>	<p>See MBLCP Chapter A.28 and MBMC Section 10.28.040, Development regulations for PS District</p>	<p>See MBLCP Chapter A.24 and MBMC Section 10.24.040, Development regulations for OS District</p>
<p>See MBLCP Section A.52.040 and MBMC Section 10.52.040</p>		
<p>See MBLCP Section A.52.050 and MBMC Section 10.52.050</p>		

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Measurement	CD District ¹				
	Residential Development ²	Non Residential Development		Mixed-Use Development ³	
		Area A	Area B	Area A	Area B
Accessory Dwelling Units	See MBLCP Section A.52.060 and MBMC Section 10.52.060				
Home Occupation in R Districts	See MBLCP Section A.52.070 and MBMC Section 10.52.070				
Affordable Housing Incentive Program	See MBLCP Section A.52.080 and MBMC Section 10.52.080				
Manufactured Homes	See MBLCP Section A.52.090 and MBMC Section 10.52.090				
Condominium Standards	See MBLCP Section A.52.100 and MBMC Section 10.52.100				
Eating and Drinking Establishments with Fast-Food or Take-out Service	See MBLCP Section A.56.020 and MBMC Section 10.56.020				
Service Stations and Automobile Washing	See MBLCP Section A.56.030 and MBMC Section 10.56.030				
Hazardous Materials Storage	See MBLCP Section A.56.040 and MBMC Section 10.56.040				
Game Centers	See MBLCP Section A.56.050 and MBMC Section 10.56.050				
Development on Substandard Lots	See MBLCP Section A.60.020 and MBMC Section 10.60.020				
Development on Lots Divided by District Boundaries	See MBLCP Section A.60.030 and MBMC Section 10.60.030				
Building Projections into Required Yards or Required Open Space	See MBLCP Section A.60.040 and MBMC Section 10.60.040				
Measurement of Height	See MBLCP Section A.60.050 and MBMC Section 10.60.050				
Exceptions to Height Limits	See MBLCP Section A.60.060 and MBMC Section 10.60.060				
Landscaping, Irrigation, and Hydroseeding	See MBLCP Section A.60.070 and MBMC Section 10.60.070				
Outdoor Facilities	See MBLCP Section A.60.080 and MBMC Section 10.60.080				
Screening of Mechanical Equipment	See MBLCP Section A.60.090 and MBMC Section 10.60.090				
Refuse Storage Areas	See MBLCP Section A.60.100 and MBMC Section 10.60.100				

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RH District (Area District III) ¹	PS District ¹	OS District ¹
See MBLCP Section A.52.060 and MBMC Section 10.52.060		
See MBLCP Section A.52.070 and MBMC Section 10.52.070		
See MBLCP Section A.52.080 and MBMC Section 10.52.080		
See MBLCP Section A.52.090 and MBMC Section 10.52.090		
See MBLCP Section A.52.100 and MBMC Section 10.52.100		
See MBLCP Section A.56.020 and MBMC Section 10.56.020		
See MBLCP Section A.56.030 and MBMC Section 10.56.030		
See MBLCP Section A.56.040 and MBMC Section 10.56.040		
See MBLCP Section A.56.050 and MBMC Section 10.56.050		
See MBLCP Section A.60.020 and MBMC Section 10.60.020	n/a	n/a
See MBLCP Section A.60.030 and MBMC Section 10.60.030		
See MBLCP Section A.60.040 and MBMC Section 10.60.040		
See MBLCP Section A.60.050 and MBMC Section 10.60.050		
See MBLCP Section A.60.060 and MBMC Section 10.60.060		
See MBLCP Section A.60.070 and MBMC Section 10.60.070		
See MBLCP Section A.60.080 and MBMC Section 10.60.080		
See MBLCP Section A.60.090 and MBMC Section 10.60.090		
See MBLCP Section A.60.100 and MBMC Section 10.60.100		

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Measurement	CD District ¹				
	Residential Development ²	Non Residential Development		Mixed-Use Development ³	
		Area A	Area B	Area A	Area B
Underground Utilities	See MBLCP Section A.60.110 and MBMC Section 10.60.110				
Performance Standards	See MBLCP Section A.60.120 and MBMC Section 10.60.120				
Antennas and Microwave Equipment	See MBLCP Section A.60.130 and MBMC Section 10.60.130				
Solar-Assisted Water Heating	See MBLCP Section A.60.140 and MBMC Section 10.60.140				
Traffic Vision Clearance on Corner Lots	See MBLCP Section A.60.150 and MBMC Section 10.60.150				
Off-Street Parking and Loading	See MBLCP Chapter A.64 and MBMC Chapter 10.64				
Nonconforming Uses & Structures ¹⁰	See MBLCP Chapter A.68 and MBMC Section 10.68				
Signs ¹¹	See MBLCP Chapter A.72 and MBMC Chapter 10.72				
Use Permits, Variances, and Minor Exceptions ¹²	See MBLCP Chapter A.84 and MBMC Chapter 10.84				
Residential Condominium Conversions	See MBLCP Section A.88 and MBMC Chapter 10.88				
Coastal Development Permit Procedures	See MBLCP Chapter A.96				
Development Agreements	See MBLCP Chapter A.92 and MBMC Chapter 10.92				
Telecommunications Facilities	See MBMC Chapter 13.02				
Subdivisions	See MBMC Title 11				

NOTES

1. Projects shall comply with the Mitigation Measures as described within the adopted Mitigation Monitoring and Reporting Program.
2. Dwelling units as the sole use on a site shall be subject to the standards for residential development in the RH district, Area District III, except for building height where dwelling units replace a commercial use.
3. In a mixed use development, the residential standards for the RH district and Area District III shall apply to a building or portion of a building intended for residential use, and commercial standards shall apply to a building or portion of building intended for commercial use, except as follows:
 - a. FAR: the commercial standard for maximum FAR shall apply to the entire project.
 - b. Building Height: the commercial standard shall apply to all portion(s) of the project except when an existing residential use that is legally established as of February 22, 1996 and occupies a solely residential building, is altered or replaced with a solely residential building, in which case the RH district standard shall apply.

RH District (Area District III) ¹	PS District ¹	OS District ¹
See MBLCP Section A.60.110 and MBMC Section 10.60.110		
See MBLCP Section A.60.120 and MBMC Section 10.60.120		
See MBLCP Section 60.130 and MBMC Section 10.60.130		
See MBLCP Section 60.140 and MBMC Section 10.60.140		
See MBLCP Section 60.150 and MBMC Section 10.60.150		
See MBLCP Chapter A.64 and MBMC Chapter 10.64, Off-Street Parking and Loading Regulations		
See MBLCP Chapter A.68 and MBMC Section 10.68		
See MBLCP Chapter A.72 and MBMC Chapter 10.72	n/a	n/a
See MBLCP Chapter A.84 and MBMC Chapter 10.84		
See MBLCP Section A.88 and MBMC Chapter 10.88		
See MBLCP Chapter A.96		
See MBLCP Chapter A.92 and MBMC Chapter 10.92		
See MBMC Chapter 13.02		
See MBMC Title 11, Subdivisions		

- c. Common Portions of a Building: For common portions of a building utilized by residential and nonresidential uses, the Community Development Director has the discretion to identify the appropriate standard, depending upon the design of the project and how the project meets the Specific Plan’s goals.
4. Along a rear property line abutting an R district, structures shall not intercept a 1:1 or forty-five-degree (45°) daylight plane inclined inward from a height of fifteen feet (15 ’) above existing grade at the property line. Along a side property line abutting an R district, structures shall not intercept a sixty-degree (60°) daylight plane inclined inward from a height twenty feet (20 ’) above existing grade at the property line.
 5. Non-alley- 0’. Alleys- 0, 10, or 20 feet of paved parking area is allowed. For any other setback dimensions, the balance of non-parking area shall be separated with permanent barriers and landscaping or other materials subject to Director of Community Development approval. Setbacks areas greater than 20 feet in depth shall require submittal of a parking and landscape plan for review and approval of the Director of Community Development for conformance with the standards and guidelines of the Specific Plan. Refer to Figure 6.8 Minimum Rear Yard Setback Illustration.
 6. A roof pitch of at least four (4) vertical feet for each twelve (12) lineal feet of roof area is required. If the roof pitch is less, the maximum building height is twenty-two feet (22 ’) unless structure parking is provided at or below the ground level.

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7. In addition to the regulations in Section MBLCP A.60.060 and MBMC 10.60.060, Exception to height limits, elevator shafts may exceed the maximum permitted height limit by two (2) feet, provided the portion of the elevator shaft above the height limit is no larger than 10 feet by 10 feet, and is located in the rear half of the building.
8. Corner properties at the intersections of Manhattan Beach Boulevard and Highland Avenue, as well as Manhattan Beach Boulevard and Manhattan Avenue, must provide a minimum of 70% facade transparency on the primary frontage of the corner building, as determined by the Director of Community Development. The non-primary frontage of corner buildings at said intersections must attempt to meet a minimum 60% facade transparency. If 60% facade transparency cannot be reached, due to structural limitations, extreme topographic situations or floor plan configuration, including but not limited to the location of offices, dressing rooms, safes, kitchens, mechanical equipment or similar constraints, architectural elements consistent with the Chapter 6 Design Guidelines must be added to the non-primary frontage in order to create visual interest along the building side, as determined to be appropriate by the Director of Community Development.

Also see Notes 10 and 12 below.

9. For purposes of maximum tenant frontage, lot depth is defined as the measurement of the horizontal distance from the midpoint of the lot line fronting Manhattan Beach Boulevard, Highland Avenue, or Manhattan Avenue; to the midpoint on the opposite, approximately parallel lot line of the same lot.

For corner lots the Director of Community Development will determine on a case by case basis which storefront would be subject to the maximum tenant frontage of 35 feet or 50 feet, with the Director taking into account the lot's development, size, slope, and the tenant patterns of the surround blocks. Key to the Director's determination on the appropriate maximum tenant frontage for corner lots would be consistency with surrounding development, maintaining and enhancing pedestrian-orientated orientation, and encouraging an active, lively streetscape.

Also see Notes 10 and 12 below.

10. For purposes of the Specific Plan, a nonconforming structure is defined as "A structure that was lawfully erected but which does not conform with the standards for yard spaces, height of structures, maximum allowable buildable floor area, driveways, open space, distances between structures, or Specific Plan development standards prescribed in the regulations for the district in which the structure is located."
11. Pole-mounted signs and can signs are prohibited.
12. For purposes of the Specific Plan, Minor Exceptions and/or Variances may be granted for maximum tenant frontages and minimum facade transparency requirements in addition to other development standards identified in MBMC 10.84.010 and LCP A.84.010. No Variance shall be granted for maximum tenant frontages and/or minimum facade transparency unless the following additional findings can be made:
 - A. Granting the application would not result in development that is significantly inconsistent with other development in the surrounding area, and the character of the area will not be significantly adversely changed by the granting of the variance.
 - B. The relief granted would still result in a building with an attractive and pedestrian-friendly design, and consistent with the goals and policies of the Downtown Specific Plan.

Figure 6.8 Minimum Rear Yard Setback - CD Zone (on alleys)



All properties shown above conform to the rear yard setback requirement.

6.2 DESIGN GUIDELINES

The following design guidelines are intended to perpetuate quality development that will complement and enhance the project area’s eclectic style and small town character. The guidelines apply to all private development that occurs in the project area, addressing the design of both new buildings and renovations to existing structures. The guidelines are organized into several categories that specify how buildings should be located and oriented on a site as well as describe how architectural elements should be incorporated into building designs to perpetuate a pervasive sense of high architectural quality throughout the area. The guidelines also provide direction on how new development should interact with and complement the planning area’s historic resources, and encourage sustainable practices such as stormwater management and water efficiency measures.

Conformance with the guidelines is strongly encouraged, but not necessarily required. Alternative design solutions are permitted provided that they meet the overall objectives of this document.

6.2.A SITE DESIGN

Downtown Manhattan Beach is characterized by buildings and outdoor spaces that directly address the adjoining streets. Buildings are typically located adjacent to or near the sidewalk, creating an intimately scaled, pedestrian-oriented streetscape. Doors and windows face onto the street, providing the streetscape with a sense of activity and vibrancy. To sustain this ambiance, site, building, and outdoor space design should address the following guidelines.

6.2.A.1 SITE LAYOUT AND BUILDING ORIENTATION



Figure 6.9 Buildings are located at the property line

- Along commercial streets, ground-floor retail and restaurant uses should be located at key intersections.
- Building frontages facing a street or public space should be located on or near the corresponding property line and/or sidewalk edge, unless space between the building and sidewalk is to be used for outdoor pedestrian spaces, such as plazas and forecourts, and landscaping. Where such spaces exist, at least 70 percent of the building’s façade should be located along the property line or sidewalk edge.
- Buildings should be oriented so that the primary façades and key pedestrian entries face major streets and plazas and entries are at sidewalk level.
- To emphasize the presence of buildings at corners, the structures should be accentuated by height, articulation, and unique roof silhouettes.

- Buildings on corners should include storefront design features that activate the street level and engage pedestrians for at least 50 percent of the wall area on the side street elevation.
- Building walls facing public streets and walkways should provide visual interest to pedestrians. Variations such as display windows, changes in building form, and changes in material, texture, and/or color are encouraged.
- Pedestrian passages that enable through-block pedestrian circulation, such as paseos, are encouraged.
- To support active pedestrian streetscapes, private parking lots, driveways, and loading areas should be located behind buildings and only be accessed from side or rear streets and alleys.
- Loading facilities should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriately located at the rear of the site.
- Where commercial buildings back up to residential properties, loading and delivery should be planned so that they will occur at the side of the building away from residences where feasible.
- Site designs should be configured to minimize the appearance of driveways and garages or parking relative to the pedestrian access, landscape, and livable portions of the building (e.g., locate driveways and garages along alleys).
- Limit gaps between buildings solely to those necessary for pedestrian access and/or usable outdoor space.
- Encourage positive transitions in scale and character at the interface between residential and nonresidential land uses.



Figure 6.10 Corner entrance emphasized through unique articulation and materials

6.2.A.2 OUTDOOR SPACES

- Recognize views, climate, and the nature of outdoor activities and users in the design of outdoor spaces.
- Outdoor spaces should be located adjacent to sidewalks, walk streets, pedestrian and multiuse pathways, retail, and outdoor dining areas to maximize visibility.
- To activate the streetscape and provide “eyes on the street,” semiprivate open spaces such as forecourts should be oriented to face major streets.
- To facilitate the inclusion of outdoor spaces along the project area’s narrow sidewalks, building entrances can be recessed.



Figure 6.11 Metlox Plaza features a green space and fountain surrounded by retail and restaurants.

- ▶ Open spaces shall incorporate landscaping that provides shade, softens hard edges, and creates an aesthetically appealing environment that complements the surrounding buildings.
- ▶ Outdoor spaces should be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles. This includes making outdoor spaces visible from the street and providing pedestrian-scale lighting to enhance nighttime security.

6.2.B BUILDING DESIGN

Downtown Manhattan Beach is predominantly composed of compact blocks and narrow parcels that mostly occupy limited street frontage. The massing and scale of Downtown’s existing buildings reflect these dimensions, contributing to the area’s vibrant, pedestrian-oriented streetscape. Building heights range from one to three stories and building setbacks are limited. The Downtown contains a number of finely detailed buildings in variety of styles which contribute to the area’s unique quality and help define its pedestrian scale. To complement the project area’s massing, scale, and character; new development should consider the following guidelines.



Figure 6.12 Inviting corner entrance with tower feature



Figure 6.13 Building mass has been broken into smaller forms

6.2.B.1 MASSING AND SCALE

- ▶ New development located on highly visible corner parcels should incorporate special features such as rounded or cut corners, corner towers, inviting corner entrances, corner roof features, special show windows, and special base designs.
- ▶ Projects built adjacent to existing lower-scale residential development should respect the scale and privacy of the adjacent properties. This can be accomplished by varying the massing within a project, stepping back upper stories, and varying sizes of elements to transition to smaller-scale buildings.
- ▶ The scale of new infill developments should complement existing structures while providing a sense of human scale and proportion.
- ▶ The mass of large-scale buildings should be broken up. This can be accomplished by integrating one or more of the following approaches into a building’s design:
 - » Use articulation in form including changes in wall planes, upper-story building stepbacks, and/or projecting or recessed elements.
 - » Incorporate architectural elements and details such as adding notches, grouping windows, adding loggias, dormers, and balconies, and varying cornices and rooflines.

- » Vary materials and colors to enhance key components of a building's façade (e.g., window trims, entries, projecting elements).
- Larger mixed-use developments should incorporate memorable open space(s) that are accessible to the public. Appropriate spaces include forecourts, paseos, and plazas.
- Large buildings should be designed to appear as an aggregation of smaller "building blocks" rather than a single large block or box.
- Long horizontal rooflines on buildings with flat or low-pitched roofs should be broken up. This can be accomplished through the use of architectural elements such as parapets, varying cornices, and rooflines.
- All rooflines, regardless of pitch, should be broken at intervals of no more than 30 feet. Appropriate approaches to meeting this guideline include varying the roof's height and/or form.
- The design of a rear/side façade should follow the general scale, proportion, and detailing of the front façade.
- Strong building forms such as towers, gables, turrets, and loggias should be used to accent buildings located at important gateways, intersections, and street corners.

6.2.B.2 BUILDING HEIGHTS AND STEPBACKS

- To preserve and reinforce the project area's pedestrian scale and encourage design compatibility and variety, upper-story street-facing façades may be stepped back.
- Decks and roof gardens should be used to activate upper-story stepback areas, and designed with sensitivity for the surrounding residential uses.
- Building heights should relate to adjacent sites to allow maximum sun and ventilation as well as provide protection from prevailing winds, and to enhance public views.
- Emphasize horizontal elements to make a taller building appear less overwhelming.



Figure 6.14 Upper story steps back



Figure 6.15 Balconies and roof gardens activate stepback areas

6.2.B.3 BUILDING SETBACKS

- Varied, articulated spaces between buildings and along the street should be encouraged.
- Commercial and mixed-use development should occur at the front edge of the property line unless outdoor dining or a recessed entry is proposed.

- To provide adequate space for pedestrian movement and activity, building designs should utilize building setbacks and arcaded or galleried spaces as an extension of the sidewalk. This space can be used for outdoor seating, street furniture, landscaping, and public art that can enliven the streetscape.

6.2.B.4 BUILDING FAÇADE ARTICULATION

- Façades should be broken down into a series of appropriately proportioned structural bays or components.
- Large, blank façades should be avoided. The use of opaque glass is discouraged, and the use of reflective glass is not allowed.
- Commercial façades should include elements that form a complete storefront, including doors, display windows, bulkheads, signage areas, and awnings. Entrances should be recessed from the façade, creating a small alcove area.
- Designs should use architectural elements to enhance building façades. These can include cornices, lintels, sills, balconies, awnings, porches, and stoops.
- Upper stories are encouraged to include expressive design features such as balconies and bay windows.



Figure 6.16 Detailed architectural treatments enhance the facade



Figure 6.17 Transparent windows along ground-floor retail

- For upper-floor residential uses, balconies should include transparent or semitransparent railings to enhance natural lighting and maximize “eyes on the street.”
- Designs should differentiate between the amount of the façade reserved for windows and doors for street-level storefronts versus upper stories. Typically, street-level storefronts include a much greater area for openings (70 percent) than upper stories (40 percent).
- Designs should maximize transparent windows on street facing building facades, particularly for ground-floor uses. Views into building interiors should not be significantly obstructed.
- Operable windows should be used wherever possible to allow passive ventilation, heating, and cooling.
- Provide storefront windows, doors, entries, transoms, awnings, cornice treatments, and other architectural features that complement the surrounding existing structures without exactly duplicating a past architectural style.
- Roofs may be flat or sloped. The visible portion of sloped roofs should be sheathed with a roofing material complementary to the architectural style of the building and other surrounding buildings.

- Roof-mounted and ground-mounted mechanical equipment should be screened by a parapet wall or similar structural feature that is an integral part of the building's architectural design.
- Orient main building entrances to directly face streets and/or public spaces. Buildings that front multiple streets should provide a main entrance along each street.
- Design entries to be clearly visible from the street, accentuated from the overall building façade, and to provide visual interest. This can be accomplished through the use of a differentiated roof, awning or portico, trim details, recessed entries, doors and doorway with design details, decorative lighting, or other techniques.
- Clearly define entrances to second-story residential uses in mixed-use buildings, so that they are easily approachable from a public street or sidewalk.
- Vary materials and colors to enhance key components of a building's façade (e.g., window trims, entries, projecting elements). Material changes should occur preferably at the inside corners of changing wall planes.

6.2.B.5 MATERIALS

- Use materials, colors, and details to unify a building's appearance.
- All building materials should be selected with the objectives of quality and durability as well as to produce a positive effect on the pedestrian environment through scale, color, and texture.
- Material for exterior walls should incorporate two aspects: color and texture. If the building's exterior design is intricate, with many articulation, columns, and design features, the wall texture should be simple and subdued. If the building design is relatively simple, a finely textured material, such as patterned masonry, should be used to enrich the building's overall character.
- For ground-floor building façades, especially those associated with a storefront, glass should be clear or lightly tinted. Opaque and dark-tinted glass is discouraged, and reflective glass is not allowed.



Figure 6.18 Mix of high-quality building materials



Figure 6.19 A variety of materials, colors, and textures creates visual interest

6.2.B.6 AWNINGS

- Provide overhead cover along the sidewalk for pedestrian comfort, especially where there are few mature street trees. Canopies and awnings are encouraged but require encroachment permits if awnings project into the public right of way.



Figure 6.20 Awnings provide cover for pedestrians



Figure 6.21 Awning shape relates to window and door openings

- Size canopies and awnings to the scale of the building and sidewalk.
- Awnings and canopies (functional weather protection) can generally encroach into the public right-of-way with an Encroachment Permit. These elements should never extend beyond the curb face and should be compatible with the design character of the neighborhood.
- Awnings style and colors should be complementary to and compatible with the building design, architecture, and character.
- Awning shape should relate to the window or door opening. Barrel-shaped awnings should only be used to complement arched windows, while square awnings should be used on rectangular windows.
- Aluminum awnings or brow canopies are only allowed when consistent with the original design character of the building.
- Where the façade is divided into distinct structural bays (sections defined by vertical architectural elements such as masonry piers), awnings should be placed within the vertical elements rather than overlapping them. The awning design should respond to the scale, proportion, and rhythm created by these structural bay elements, and nestle into the space created by the structural bay.
- Glossy finish vinyl or similar awning material is discouraged.

6.2.B.7 ARCHITECTURAL CHARACTER

- Design visually attractive buildings that contribute architectural richness and variety to the Downtown's eclectic visual character, including creative contemporary architectural solutions.
- Integrate new development with its surroundings, emphasizing functional and visual continuity. Building forms should complement the rhythms established by buildings in the immediate vicinity by respecting the scale, massing, and materials of adjacent buildings and landscape.
- New buildings and building renovations should complement the architectural character and history of adjacent development, without imitating historical styles.



- Development on either side of streets (facing each other) should be designed at a compatible scale and massing to encourage a comfortable pedestrian environment and maintain a sense of visual cohesion along the street.

Figures 6.22-6.24
Downtown features an eclectic mix of architectural styles

6.2.B.8 HISTORIC PRESERVATION

Downtown Manhattan Beach’s buildings incorporate a variety of architectural styles, inspiring the district with an eclectic identity. To perpetuate the project area’s architectural variety, development should seek to preserve historic structures. In addition to the City’s Historical Preservation Code, the following guidelines should be considered, where feasible, in the alteration of historic buildings and construction of new buildings and additions adjacent to such resources. For information pertaining to voluntary historic preservation regulations, refer to the Manhattan Beach Municipal Code - Historic Preservation Code Section 10.86 and A.86 of the Local Coastal Program (pending final Coastal Commission Approval).



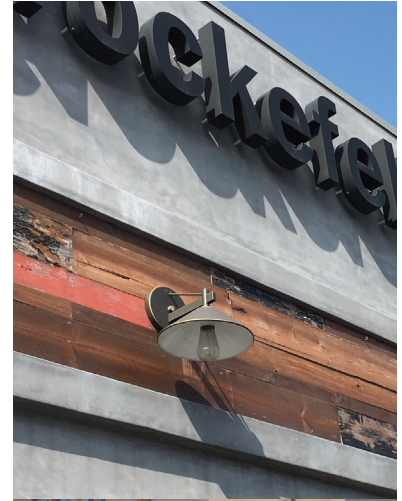
Figure 6.25 1101 Manhattan Ave is the oldest commercial building in the Downtown

GUIDELINES FOR ALTERATIONS TO HISTORIC RESOURCES

- Where possible, follow the Secretary of the Interior's Standards for Rehabilitation.
- Avoid the removal of historic materials.
- Avoid covering historic architectural details with modern cladding, awnings, or signage.
- Continue a building's original use if possible.
- Preserve building's significant façades, if feasible.
- Use historical photographs where possible to inform accurate rehabilitation projects.
- Use paint colors that complement, rather than detract from, the historic character of the property; if possible, consult historical photographs or specifications to determine whether a paint scheme is historically appropriate.
- Second-floor additions should be architecturally integrated, visually subordinate to the original building, and carefully proportioned.

GUIDELINES FOR NEW CONSTRUCTION AND HISTORIC RESOURCES

- Consider how the style, massing, rhythm, setbacks, and materials of new construction may affect the character of adjacent historical resources.
- Near historic residential properties, consider setting new construction back from the street and preserve the open space and rhythm between residences.
- Near historic commercial buildings, abut adjacent buildings with new construction to create a solid block face, if compatible with the surrounding character.
- If an addition or new construction is under consideration, reference the information for adjacent historical resources to verify that the proposed change is compatible with both the subject property and the adjacent historical resources.
- Consult the building and zoning codes and the Local Coastal Program for additional regulations on historic resources.



6.2.C LIGHTING

Well-placed exterior lighting helps to improve visibility, provide safety, and create ambiance. Lighting also has the ability to define an area's character by illuminating architectural details, landscaping, sidewalks, pedestrian paths, and open spaces. To ensure that private development in the Downtown maximizes opportunities to use exterior lighting, the following guidelines should be addressed. For information pertaining to lighting regulations, refer to Sections 10.60.120 and 10.64.170 of the MBMC and Sections A.10.60.120 and A.10.64.170 of the LCP.

- Lighting should be designed to satisfy both functional and decorative needs.
- All project exterior lighting, with the exception of lighting for public streets, should be consistent with the architectural style of the building. On each project site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light.
- Designs should include pedestrian-scale lighting.
- Lighting fixtures should be dark sky-compliant.
- Lighting sources must be shielded, diffused, or indirect to avoid glare to pedestrians and motorists. To minimize the total number of freestanding pedestrian-scale lighting fixtures, decorative wall-mounted lights are encouraged.

Figures 6.26-6.28

Lighting fixtures should be compatible with building architecture

- Building entrances should be well lit with appropriately scaled light fixtures.
- Lighting fixtures may not cast light directly into adjacent residential windows. It is recommended that fixtures employ a translucent or optical lens diffuser globe or shield.
- Lighting solutions should balance the need to provide illumination and security in the following ways:
 - » General lighting levels should use the minimum brightness for the illumination of large areas. Brighter light may be used to punctuate and accent important areas such as building entries and special architectural features.
 - » Building-mounted lighting should be used, particularly in pedestrian-oriented and high-visibility areas, and should be designed and placed to accent the building's architectural details.
- The color and finish of lighting metalwork should harmonize with building metalwork.
- Architectural lighting should be used to enhance a building during twilight and nighttime hours in the following ways:
 - » Lighting should accent the unique characteristics that provide texture and form, such as doors, window openings, detail cornices, columns, and arcades.
 - » A “close-in” lighting approach should be used for stone and brick building façades. This approach grazes the light across the façade surface, bringing attention to the wall's textural quality by creating shadows and drama.
 - » Lighting should emphasize the building's base, middle, and top. This facilitates the building appearing natural from all vantage points.
 - » All fixtures and wiring should be well hidden in the architectural details so that the lighting fixture and appurtenances have minimal impact during the day. Fixture size, shape, color, and mounting details are important considerations in the integration process.
 - » A building façade should not be washed with bright light from a distant location. This approach “flattens” out the building's texture and causes unnecessary glare to nighttime users.
 - » Light fixtures should be designed so that the light goes exactly where it's intended. Special care should be taken to include louvers, glare shields, or barn doors to the front of floodlight fixtures to prevent light pollution.
 - » Light levels should be appropriate for the amount of illumination intended. This will help ensure that the lighting enhances the building's best qualities.
 - » Lighting fixtures should be mounted in strategic locations to facilitate necessary maintenance.
- As a security device, lighting should be adequate but not overly bright.



6.2.D LANDSCAPING

Landscaping provides shade, enhances the appearance and enjoyment of outdoor spaces, and helps soften the visual impact of buildings and paving. The City encourages innovation in planting design and choice of landscape materials with the following guidelines. For information pertaining to landscaping regulations, refer to Sections 10.60.070 and 10.64.180 of the MBMC and Sections A.10.60.070 and A.10.64.180 of the LCP.

- Landscaping should incorporate native and drought-tolerant species to the greatest extent possible.
- Landscaping should be properly maintained and trimmed to maximize visibility.
- Development should provide landscaping and open space amenities such as patios, courtyards, or rooftop gardens. Open spaces should incorporate landscaping that provides shade, softens hard edges, and creates an aesthetically appealing environment that complements the surrounding buildings.

Figures 6.29-6.31
Landscaping should be native and/or drought-tolerant



Figure 6.32 Landscaped character complements adjacent architecture



Figure 6.33 Vegetated bioswale filters stormwater

- Utilize a landscape palette that reflects the history, culture, and climate of the project area.
- Landscape treatment should reflect an urban character with the strategic use of planting areas, street trees, planter boxes and pots, hanging baskets, and appropriate foundation plantings where practicable. Hardscaped areas should be softened with the use of plants, shrubs, and trees.
- Encourage the use of on-site planting, furniture, lighting, and site details that complement the landscape character of the immediate area and support the design intentions of the building architecture.
- Landscaping should be designed to enhance existing vistas or provide new vista corridor opportunities.
- Stormwater runoff should be detained and retained by maximizing the use of pervious surfaces, vegetated bioswales, and vegetative groundcover to the greatest extent practicable.
- The use of recycled water for landscaping is encouraged.
- Turf areas should be minimized except where recreation areas are required.
- Provide opportunities for installation of public art in the landscape; designer/artist collaborations are encouraged.
- The landscaping character of the site should be extended to adjacent parking lots.
- Landscaping should be used to provide effective screening of parking areas, retaining walls, utility enclosures, utility cabinets, service areas, service corridors, and similar areas to reduce negative visual impacts.
- Landscaping should be provided along fences and walls.

6.2.E SIGNAGE

Building signage is integral to conveying information and emphasizing a building's architecture and Downtown's character. Because the Downtown area is pedestrian-oriented, signage also helps contribute to the area's pedestrian scale.

To ensure that a project's signage is achieving the aforementioned goals, the following guidelines must be addressed. For information pertaining to signage regulations, refer to Chapter 10.72 of the MBMC and A.72 of the LCP.

- Signs should reflect a crafted, high-quality, detailed design approach.
- Sign shapes, type styles, materials, and color combinations should complement building styles and reflect the business that they represent in creative and fun, as well as functional ways.
- Signs should be scaled to fit and complement the project area's pedestrian-oriented environment.
- Corporate signage should be modified to fit the scale and character of the project area.
- Signs should be modestly scaled to fit the casual visual character of alleys and rear parking areas.
- Signs should not obstruct or obscure building architecture, lighting, or view corridors.
- Signs should reflect the uses that they represent in creative and fun, as well as functional, ways.
- Signage should be wall-mounted or suspended from awnings above the sidewalk. Appropriate wall-mounted signs include, but are not limited to, blade signs. It is encouraged that all hanging signs be located perpendicular to the site wall.
- Façade signs should include individual letters.
- Building-mounted signs must be located on wall areas or architectural features that are specifically designed for them. Appropriate architectural features include recessed wall areas, towers, turrets, or parapets.
- Pole-mounted signs and can signs are prohibited.
- Signs should be subtle, rather than dominate a space.



Figures 6.34-6.35
Signage should be high-quality, pedestrian-oriented, and compatible with the building style

6.2.F OUTDOOR DINING

Outdoor dining areas provide vital outdoor space and activity on private property adjacent to the project area's narrow sidewalks, walk streets, and pedestrian spaces, and help promote the project area's small town character. To ensure that restaurant and property owners maximize the opportunities associated with the installation of private property outdoor dining areas, the following guidelines should be addressed, in addition to any development regulations such as Use Permit requirements. For information pertaining to City's outdoor dining encroachment permit requirements for dining in the public right-of-way, refer to Sections 7.36.160 of the MBMC.

- ▶ Appropriate outdoor dining configurations include ground floor outdoor spaces along and/or within sidewalks, pedestrian spaces, upper floor balcony areas, and ground floor indoor spaces located along a building frontage that features a retractable façade, provided any impacts to surrounding residents are addressed and sufficient pedestrian access is provided.
- ▶ Tables and chairs should be constructed and/or fabricated from durable, high-quality materials, such as aluminum, wrought iron, fabricated steel, wood, or similar materials. The use of plastic and resin furniture is discouraged.
- ▶ It is encouraged that tables be arranged in rows, preferably parallel to the adjacent building.
- ▶ Umbrellas and other sun shades are encouraged to provide shade. Wherever utilized, these devices should incorporate durable, high-quality materials such as cloth, aluminum, wrought iron, fabricated steel, or wood. Vinyl or plastic materials should be avoided. Umbrella stands should be a heavy solid material. Shade devices are to maintain a minimum height clearance of 8 feet. All shade devices should be brought in at night.
- ▶ Outdoor dining areas should incorporate appropriate lighting for safety and ambiance.
- ▶ Outdoor dining areas should include at least one enclosed trash receptacle.
- ▶ Fencing may be used to demarcate outdoor dining areas where there is adequate space. Fencing should comply with the following guidelines:
 - » Fencing should be decorative and complement the building architecture, character and design.
 - » Fencing should be constructed from durable, high-quality materials.
 - » Solid and/or opaque walls adjacent to public pedestrian areas are discouraged.
 - » Fencing may incorporate planters.
 - » Fencing located at the building frontage should not exceed 42 inches in height. Plants associated with fencing should not exceed a combined total of 48 inches in height.
- ▶ Outdoor dining areas located in side or rear yards may be fenced for security and screened for privacy. Fencing may be constructed to a height of 6 feet, and feature solid or open construction.



Figures 6.36-6.41
Outdoor dining arrangements



- The design, materials, and colors of all outdoor dining furnishings should complement the associated restaurant/café.
- The operator and/or owner of an outdoor dining space must maintain the space in a safe, clean condition.
- Outdoor dining furniture, shade structures, fencing, and appliances may not be stored within the public right-of-way.
- Furniture and fixtures may not be secured or attached to trees, lampposts, street signs, hydrants, or any other street infrastructure.



Figures 6.42-6.43
Sculpture garden artwork

6.2.G PRIVATE REALM ART

Art installed on buildings and within private outdoor spaces foster a unique identity for the project area and elevate the district's aesthetic quality. The following guidelines address the selection of art installed within the private realm.

- Both functional art (aesthetic objects that serve a utilitarian purpose, such as a decorative bench) and fine art are encouraged within the district.
- Sculptures and murals are encouraged. A mural that includes lettering or a theme that is oriented to a business on the site is considered a sign and subject to the requirements of MBMC Chapter 10.72 and LCP Chapter A.72.
- Artwork should relate to and enhance the quality of the site's buildings and open space, and other public art and street furnishings within close proximity.
- Artwork should be crafted from high-quality, durable materials, and be well maintained throughout its installation.
- Artwork should be secured to a building and/or the site.



Figure 6.44 Green roofs absorb heat and rainwater

6.2.H WATER AND ENERGY USE

The following guidelines support the City’s sustainability goals and objectives to increase water and energy efficiency throughout the City, as described in the City’s General Plan in goals such as GOAL CR-5: Conserve and protect the remaining natural resources in Manhattan Beach of the Community Resources Element.

- Site designs should incorporate drought-tolerant and native landscaping that requires little irrigation and low maintenance.
- Landscaping should be irrigated through a drip, microspray, or other low water usage irrigation system, using recycled water when possible.
- Planting strips along the street edges can be designed to act as functional stormwater management systems in the form of “urban bioswales.” Stormwater is directed into planter strips that irrigate landscaping while filtering and reducing stormwater runoff.
- Solar panels may be installed on rooftops and/or façades to supplement the energy source.
- Adjustable external shading devices are encouraged to help control the climate inside buildings.
- To increase surface areas for windows and opportunities to maximize the use of natural lighting, skylights and façade articulations are encouraged.
- Cool and/or green roofs are encouraged reduce the heat island effect and thereby reduce the heat transferred into the building below. Cool roofs consist of materials that effectively reflect the sun’s energy. Alternatively, green roofs achieve the same purpose and include vegetation to harvest rainwater for reuse and diminish runoff. Any vegetation that is part of a green roof cannot exceed the maximum height limit.



Figures 6.45-6.46
Planting strips and bioswales help reduce and filter stormwater



7

PUBLIC REALM DESIGN GUIDELINES & IMPROVEMENTS

This chapter contains design guidelines and improvements for public realm development in the Specific Plan area. The public realm refers to the pedestrian-oriented public spaces that are associated with roadways, outside of the travel lanes where vehicles dominate. Public realm space is important nearly everywhere it exists. However, in central urban spaces that are surrounded by urban fringe, then further surrounded by mostly suburban communities, the design treatments are essential in providing an activated street environment that supports retail main streets.

The design guidelines should not be treated as mandates, but rather as suggestions that can provide uniformity in appearance and build upon themes and treatments that might otherwise be lost with too many independent styles and individual expressions. Public agreement on certain aspects of the built environment are important to moving the process forward with private commitment and public investment. The intent should not be on controlling individual expressions or professional design creativity, but on providing a minimum level of design continuity.

The improvements refer to possible designs for the project area's priority improvement areas. Based upon the chapter's design guidelines, the designs are conceptual. The concepts will require further design and engineering development and the necessary approvals prior to construction. The improvements are intended to provide functional and aesthetic solutions. The functional component of many of the improvements are included in Chapter 5. Conversely, this chapter concentrates on the aesthetic components.

This chapter is organized into the following sections:

- 7.1. Design Objectives
- 7.2. Conceptual Framework Descriptions
- 7.3. Design Guidelines
- 7.4. Application of Guidelines
- 7.5. Specific Improvements

The Specific Plan establishes the following goals for public realm development:

- **Goal 1:** Create a linear space that accommodates the movements of the street travel way while supporting the adjacent land uses.
- **Goal 2:** Make a walking environment that is safe, well lit, protected from the street, and universally accessible.
- **Goal 3:** Make a social environment that is comfortable to walk on and sit along, and that encourages social interaction that in turn supports local businesses by making the district a positive place to visit.
- **Goal 4:** Use the design elements of the street to create a harmonizing effect on a highly diverse and eclectic street frontage.
- **Goal 5:** Use the public realm to celebrate the history of the community and its support of public arts and positive aesthetics.
- **Goal 6:** Ensure that the street provides information that is quickly legible to the passerby for directions, regulatory information, and parking options.

- **Goal 7:** Provide a variety of parking options, mostly traditional controlled auto parking, but also parking and drop-off spaces that encourage other access modes with greater capacity.
- **Goal 8:** When opportunities exist, allow the street to function as an air quality and water quality enhancer by providing shade and utilizing urban forestry and water quality improvements through stormwater runoff capture and planted bioswales.

7.1 DESIGN OBJECTIVES

7.1.A BALANCE BETWEEN UNIFORMITY & DIVERSITY

Design guidelines can either promote a uniform and organized environment or focus on creating visual interest and aesthetic diversity through the encouragement of highly diverse street elements. The approach depends on the diversity of the built environment—and Downtown Manhattan Beach is fortunate to have a very diverse built environment. The City's aesthetic diversity should be encouraged and replicated in all private development. However, some level of uniformity is essential to project a harmonious look and feel to the public realm.

7.1.B DEFINING THE PLACE

Manhattan Beach has the following qualities and characteristics that contribute to its character and charm:

- The scale of the urban form and public spaces are all human-scaled; in other words, both the diversity and granularity of the built environment repeat at scales of less than 50 feet in height and width.
- The diversity of architecture, signage, and storefront designs create interest in the urban form.
- The focus of the storefront and the typical attention to detail and building orientation provides some consistency that creates a main street effect.
- The scale, branding, colors, and building materials relate to the historic context of a beach community.
- The architecture supports some level of exterior and interior integration of spaces and uses.
- In many areas, the landscape is of a scale and regional character of Southern California with some design treatments focused on a semi-arid native plant materials, while other areas focus on a semi-tropical design theme.

7.1.C HIGHLIGHTING THE HISTORY

Remnants of the historic Manhattan Beach community are recognizable in various architectural elements, but most structures have been highly modified with a relatively apparent focus on the current styles and trends at time of redevelopment. However, some forms of architecture and main street urban forms are timeless examples that relate well to historical periods. An objective

of these design guidelines would be to uncover and treat this history as a focal point instead of covering it up or changing to a contemporary style.

7.1.D CELEBRATING THE ARTS

The artist community is an integral part of Manhattan Beach and is expressed through retail outlets and some public spaces. Artistic expressions are also present in signage, storefront design, and some paving patterns. A goal of these guidelines is to highlight art as an integral element of public realm spaces. Art should be paired with historic context and storytelling through interpretive elements and art projects.

7.1.E APPLAUDING THE ACTIVITY

Living at the beach means being involved in beach activities. Although certain sporting activities such as beach volleyball and surfing dominate the activity of the area, general beach use, walking, skating, running, and riding bikes are equally part of the beach activity. The design and branding should embrace this activity, direct people to where it is most likely to occur, and support it as part of public realm spaces.

7.2 CONCEPTUAL FRAMEWORK DESCRIPTIONS

The philosophy of the changes suggested in these guidelines is to make some level of improvement that can increase the clarity and perception of the built environment while protecting the current character that is unique to Manhattan Beach. Although all areas need to receive some level of design updating, the physical limitations of space within the public right-of-way requires most of the public realm space to remain mostly as is. The intent is to interject new design features in newly created spaces at the middle of blocks, end of walk streets, and at intersections along the primary streets, where a greater level of opportunity exists.

7.2.A CHARACTER INFLUENCES BETWEEN PUBLIC & PRIVATE SPACES

Private improvements currently dominate the publicly seen environment of Downtown Manhattan Beach. Since public spaces are found in the very limited amount of available public right-of-way, it is difficult to create a different look and feel to the area without a wholesale change of the 1980s and 1990s design periods of most of these private spaces. The public space is likely to account for less than 10 percent of the built environment and therefore is not likely to dominate the privately developed and built spaces of the Downtown area.



Figures 7.1-7.6 These photos illustrate the design objectives

7.3 DESIGN GUIDELINES

The following sections discuss the types of treatments that are suggested along the various streets of Downtown Manhattan Beach. Since the community has expressed a low level of desire for change and is concerned with loss of parking spaces, major changes are not being proposed. The primary areas where changes will occur are at the midblocks on Manhattan Beach Boulevard; a few of the intersection bulb-outs where some plant material will be removed and replaced with level plaza areas for seating; and three new drop-off locations at the gateways to Downtown. The other area where changes are recommended is the Beach Head parking area at the end of Manhattan Beach Boulevard. Most changes are possible through the repurposing/replacement of existing parking spaces and the reconfiguration of the slopes and walkways around the existing parking plazas.

This section concludes with discussions on where the design treatments should occur and how these should be treated differently on each of the classified street types of Downtown. Refer to Chapter 5 for more descriptions on street corridor types and comparison with more standard street classification systems used for traffic engineering.

7.3.A STREET FURNISHINGS

SEATING & TABLES

Public seating creates a comfortable, usable, and active public environment where people can rest, socialize, read, or people-watch. It is a simple gesture that can go far to create an important sense of place. Seating creates places where people can see and be seen. This ability to entice people to linger is the hallmark of great and successful public spaces. Seating and tables should be considered a requisite public expenditure just like other necessary elements of the street. Improved street vitality has been shown to improve public safety and comfort, health of local businesses, local real estate value, and transportation habits.

- Because of the constricted nature of Downtown walkways, chairs and tables must have a small footprint.
- Seating should be able to be arranged by users. A stainless steel leash and tracking device could be used to deter theft, although this has not been a problem in other Downtown areas or with existing seating and in Downtown.
- Seating should be located under trees where possible to provide shade and comfort and to integrate multiple elements.
- Benches should have a center arm to prevent sleeping on the bench, in areas where this issue has been identified.
- Informal seating (low walls, etc.) may be incorporated into other elements in the site furnishings zone, such as planter edges. Where space allows, benches can be built into planters.
- Where seating is oriented parallel to the curb, it should face toward buildings when located



Thomas Steele (Langdon)



Forms+Surfaces (Vista)



Thomas Steele (Ashton)

Figures 7.7-7.14 Street Furnishings Palette

Recommendations are not specific to these manufacturers but are supplied here to show specific solutions available on the open market.



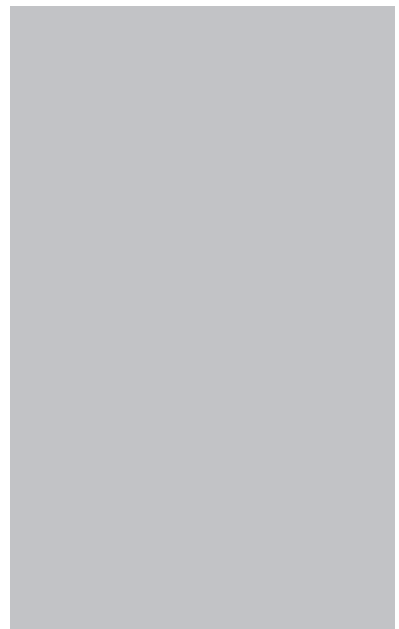
Example banner design



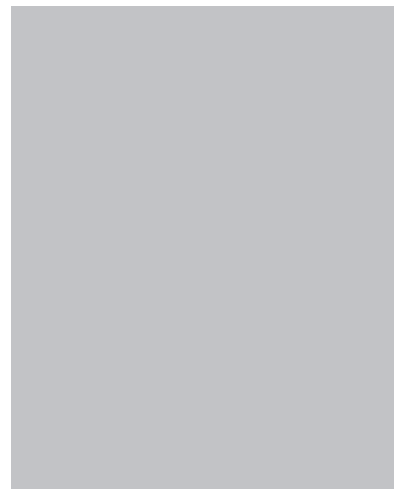
Bega pole top luminaire



Bega bollard luminaires



Example



Example

in the furnishings zone, or away from buildings when located in the frontage zone. On curb extensions, seating should be organized to create social spaces.

REFUSE/RECYCLING

The presence of refuse receptacles and recycling facilities along streets with high pedestrian activity, as well as at nodes, discourages littering, resulting in a healthier and more aesthetically pleasant environment. Waste receptacles should have liners to prevent litter from leaking or falling out of the container. Plastic liners with a disposable, heavy-duty inner plastic bag are preferred. Avoid expensive metal liners that are not secured and are subject to theft. Round containers are not allowed unless they are secured.

VEHICULAR LIGHTING

Lighting has two primary purposes. The first is to adequately illuminate for the safety of vehicular and pedestrian traffic. This is generally accomplished by taller roadway fixtures, with lighting designed to meet current minimum national standards. The second purpose of streetlights is to provide aesthetic appeal and contribute to a district's identity. Community identity can be further defined by using lower-scale pedestrian poles. Lower poles provide additional light to the roadway that can help to exceed the minimum national standards. Additional light also encourages commercial activity since it gives the pedestrian a greater sense of security.

- Lighting should be offset from street trees in a regular pattern, either midway between trees or at a consistent distance on either side.
- The light standard form should create a slight arch over the roadway, helping to frame the distant views of the ocean and the pier.
- The poles should complement the Downtown identity and theme, and be constructed with durable materials able to withstand harsh weather conditions.
- Lighting fixtures should include LED or other state-of-the-art lighting sources.

7.3.B PEDESTRIAN LIGHTING

Pedestrian lighting is of a smaller scale and lower height than vehicular lighting, and can be accomplished by a short light pole or through lighted bollards.

- Pedestrian lighting should complement the selected vehicular lighting and be located in conjunction with engineering recommendations.
- Pedestrian lights should be approximately 12 to 16 feet in height and placed approximately 40 to 60 feet apart.
- Bollards should be 3 to 4 feet in height.

7.3.C BIKE PARKING

Bicycle racks are an important element of the streetscape, both as an aesthetic aspect and as a functional element for those who travel by bike. Bicyclists need reasonable protection against theft. Bicycle parking is most effective when it is located close to trip destinations, easy to find, highly visible, and accessible to riding surfaces around the site. Bicycle racks should be located according to the following guidelines:

- There must be at least a 6-foot clear walkway to comply with the Americans with Disabilities Act (ADA). This does not include frontage occupied by street furniture.
- Bicycle racks should be frequent within commercial areas. Racks should be available near major destinations such as the library, transit stops, shopping nodes, service destinations, and other locations with high pedestrian traffic. On average, there should be four bike parking spaces per block per each side of the street, for eight spaces total per block. This standard would require 340 spaces in Downtown, not counting another 100 spaces needed for the beachfront.
- Racks should be located in either the furnishings zone (see Chapter 5: Circulation & Parking Plan) or on curb extensions where possible. Placement and spacing of bicycle racks should consider dimensions when occupied. Bicycle racks should not be located directly in front of a store/building entrance or exit or in a driveway. There should be at least 3 feet of clearance between bicycles parked at racks and any other street furniture, with the exception of other bike racks, which should be placed a minimum of every 3 feet on center. Bicycles parked at a rack should have a minimum 1 foot clearance from utility vaults.
- Where there is a specialized streetscape palette with particular design schemes, bicycle racks should match the design theme of the site furnishings.
- A beach motif that personifies Manhattan Beach, as seen by the adjacent photos, can be used in bike racks.



Figure 7.15 Existing bike parking rack



Figure 7.16 Existing bike parking post

7.3.D LANDSCAPING

STREET TREES

Planting in the public right-of-way enhances the physical, ecological, and cultural aspects of the city. Street trees and other landscaping should be used to create a distinct character for specific streets and neighborhoods. For a list of acceptable species and planting requirement, refer to the Street Tree Master Plan.

Tree planting benefits include the following:

- Environmental contributions to the urban environment by reducing air pollution, mitigating urban heat islands, sequestering carbon, and contributing to wildlife habitat.
- Economic benefits associated with increased property values and reduced maintenance costs of other streetscape elements.
- Aesthetic value in terms of form, color, and texture enhance the civic qualities of the public environment.
- Psychological benefits from the symbolic and actual contact with nature provided by a green environment, and in contrast to the urban environment.
- Improved community identity and landmark placemaking that helps in wayfinding and memory of visited locations.
- Contribution to safety as tree plantings along a street narrow the perceived width of a street, encouraging lower vehicular speed and increased awareness of pedestrians.

Street tree guidelines include the following:

- Street trees should be placed in a continuous line with consistent spacing to establish a visual rhythm and organizing logic for the streetscape.
- Other streetscape elements should be located to minimize conflicts with potential street tree locations. It is preferable to place trees slightly off the exact desired spacing than to leave a gap.
- Species native or naturalized to the region are encouraged. They tend to be easier to maintain and their appearance blends with surrounding regional vegetation.
- Tree planting should extend as close to the intersection as feasible, without affecting safety or sight lines.
- Trees and landscaping should be designed in harmony with streetlighting placement and sidewalk amenities and the building context.

UNDERSTORY PLANTS

Understory planting simply means shrubs, vines, and groundcovers that are generally lower in nature and often under upper-story or canopy trees. Ground-level planting, including (in-ground) understory planting and containerized (aboveground planting), complements street trees and



Existing *Metrosideros excelsa*



Existing *Washingtonia robusta*



Proposed *Olea europaea*, (non-fruiting variety of olive)



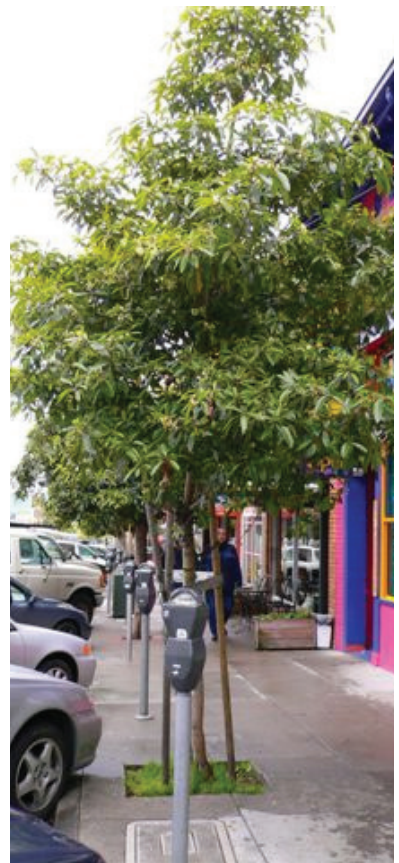
Existing *Cupaniopsis anacardioides*



Existing *Syagrus romanzoffiana* palms



Proposed Palo verde tree for Beach Plaza project



Proposed *Pittosporum undulatum* (Victorian Box)

Figures 7.17-7.23 Street Tree Palette

adds vibrancy and diversity to the streetscape while maintaining a sense of order. Refer to Table 7.1 Suggested Plant Palette.

Understory plant guidelines include the following:

- Understory planting should be consistent in spacing, scale, and shape along a block or corridor and on both sides of the street.
- Understory planting should be located near site furnishings and near the curb. Planters should come as near to corners, driveways, and other streetscape elements as possible. Understory planting can be located in tree basins or in landscaped planting strips.
- Emphasis should be placed on Mediterranean and California style landscaping, particularly indigenous plants, ornamental plants, vines, bunch grasses, and flowers.
- Choose species that are hardy and not easily affected by varying temperatures, wind, or water supply. Some damage to plants and irrigation is anticipated near pedestrian traffic and tougher plant materials will help to maintain an attractive streetscape appearance.

The following are subcategories of themes to be considered for specific areas in Downtown:

California Seaside on Slopes: The California Seaside palette is inspired by the nearby Palos Verdes peninsula where plant varieties feature spectacular specimens found throughout the California coast. The landscape should focus on creating a didactic opening into the City celebrating and referencing some of the native planting on the slopes. The planting areas may be planted with shredded bark mulch or similar material and contain some of the native rocks from the area. Vegetation in this category may include: Arroyo lupine (*Lupinus succulentus*), bladderpod (*Isomeris arborea*), blue dicks (*Dichelostemma capitatum*) California buckwheat (*Eriogonum fasciculatum*), California bush sunflower (*Encelia californica*), California fuchsia (*Epilobium canum*), California poppy (*Eschscholzia californica*), California sagebrush (*Artemisia californica*), coast prickly pear (*Opuntia littoralis*), dune buckwheat (*Eriogonum parvifolium*), lanceleaf liveforever (*Dudleya lanceolata*), lemonadeberry (*Rhus integrifolia*), purple sage (*Salvia leucophylla*), narrow-leaf milkweed (*Asclepias fascicularis*), sticky monkeyflower (*Mimulus aurantiacus*).

Mediterranean Succulents in Planters: The Mediterranean Succulent palette is inspired by succulents and shrubs from the global Mediterranean climate zones that most closely matches that of Southern California. The landscape should focus on expressing the brilliant colors, shapes and forms that are unique to the local climate. Care should be taken to avoid spiny, sharp succulents. The planting areas should include warm-colored decomposed granite or similar material to provide an uplifting and natural foundation for the planting. Vegetation in this category may include: Agave species such as: foxtail agave (*Agave attenuata*), agave 'blue glow', octopus agave (*Agave vilmoriniana*) and others, aloe species such as: arabian aloe (*Aloe rubroviolacea*), kana aloe (*Aloe arborescens*) and others, blue chalk sticks (*Senecio serpens*), kleinia (*Senecio mandraliscae*), yucca species such as: Adams needle (*Yucca smalliana*) and others, flax species such as: New Zealand flax (*Phormium tenax* or sundowner variety), variegated New Zealand flax (*Phormium variegatum*).

Coastal Grasses in Swales, Mounds and Slopes: The Coastal Grasses palette is inspired by California native and naturalized grasses. The landscape should focus on the kinetic movement



Much of the more mature existing plant material should remain and be supplemented



Sample overstory and understory plant materials



Coastal grasses



Mediterranean succulents



California seaside

Figures 7.24-7.28 Understory Plant Palette

of the coastal breeze and surrounding environment. Care should be taken to insure the selected grasses are not invasive. The planting areas should include sands and/or small stone and pebbles or similar material to help support the coastal grass theme. Vegetation in this category may include: deer grass (*Muhlenbergia rigens*), pink muhly grass (*Muhlenbergia capillaris*), carex species such as; blue Sedge (*Carex glauca*), California meadow sedge (*Carex pansa*), San Diego Sedge (*Carex spissa*) and others, fescue species such as: blue fescue (*Festuca glauca*), red fescue (*Festuca rubra* ‘molate’) and others, juncus species such as; common rush (*Juncus patens*), corkscrew rush (*Juncus effusus spiralis*), Karl Foerster grass (*calamagrostis x acutiflora* ‘Karl Foerster’), miscanthus species such as: evergreen maiden grass (*Miscanthus transmorrisonensis*), eulalia grass (*Miscanthus sinensus*) and others.

Table 7.1 Suggested Plant Palette

		Streetscape (Retail)	Streetscape (Residential & Civic)	Streetscape (Limited Planting)	Beach Head Area	Bulb-outs	Mid-block Crossings	Walk Street Entries	Entry & Accent	Beach Head Entry & Plazas
Trees	Arbutus unedo (Strawberry Tree)			X					X	
	Cupaniopsis anacardioides (Carrotwood)			X		X	X	X		
	Melaleuca nesophila (Pink Melaleuca)		X	X						
	Parkinsonia ‘Desert Museum’ (Mexican Palo Verde)			X						X
	Pittosporum crassifolium (Karo Tree)			X						
	Syagrus romanzoffiana (Queen Palm)	X		X						
	Washingtonia robusta (Mexican Fan Palm)				X					
Understory Themes	California Seaside on Slopes (shredded bark mulch)									X
	Mediterranean Succulents in Planters (with gold decomposed granite)					X		X		
	Coastal Grasses in Swales, Mounds and Slopes (with sands / small stone or pebble)								X	
	No Understory Planting (Pavers or colored concrete)	X	X	X	X					

7.3.E PEDESTRIAN PAVING

WALK PAVING IMPROVEMENTS

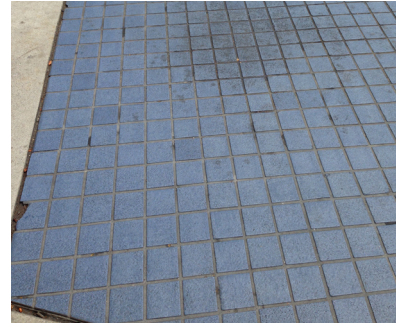
Sidewalks are important social spaces where people interact and walk together, window shop, or have a cup of coffee at a café. The sidewalk must be wide enough to accommodate movement in addition to amenities such as seating that facilitates social interaction.

- Design features such as enhanced paving on walkways, landscaping, and lighting should be used to distinguish the pedestrian route from the vehicular route.
- Sidewalks should have a “through pedestrian zone” that is kept clear of street furniture, landscape features, and other fixtures/obstructions. A minimum of 5 feet, and preferably 8 feet, in width should be reserved to allow for two people to walk comfortably side-by-side in compliance with ADA requirements.
- Sidewalks should have appropriate widths given the use and amount of activity that is expected.
- Materials should be selected with consideration for maintenance and long-term appearance.
- Design should minimize obstructions, changes in elevation, and dramatic changes of surface materials.

WALKWAY REPAIR & REPLACEMENT

A significant area that affects the aesthetics of the City include the condition of the walkway environments. Materials not approved for sidewalk construction can erode quickly, cause excessive slippage, or be inappropriate to the environment of a particular area. Areas that fall into this category typically include tiled improvements that occur in conjunction with specific, consistent designed layout patterns.

- For cost purposes, walkways that require new curb and gutter work should not be expanded unless this effort yields at least 4’ of new walkway space. Any less of a yield may not be worth the high expense of new curb and gutters.
- Repairs should prioritize areas for safety purposes and/or which have ADA access and barrier issues.
- Walkways should be cleaned, scoured, sandblasted, and ground as needed to maintain cleanliness and safety.



Figures 7.29 The current tile paving has failed in many locations and should be replaced



Figures 7.30 Walkways with interlocking pavers



Figures 7.31 New paving pattern with integral art rectangles



Figures 7.32 Concrete with recycled glass tends to last a long time with few maintenance problems



Figures 7.33-7.35 Examples of wayfinding signage

7.3.F WAYFINDING

BANNERS

Banners add variety and festiveness to commercial and arterial streets. They provide information on City-sponsored, City-funded special events and locations of the City's diverse neighborhoods. Banners are typically hung from utility poles or streetlights. Banners must be made of durable cloth, canvas, nylon, vinyl, or similar material. If dual banner installations are used on a single light pole, the designer is encouraged to coordinate the design and colors of adjacent dual banners so as to provide a cohesive visual element. The design criteria outlined above shall apply to each banner of a dual banner installation. Utility poles and streetlights must be able to accommodate the windloading of the banner area.

SIGNAGE

In 2015, the City hired Selbert Perkins Design Collaborative to develop a signage program for Manhattan Beach. At the time

of the Specific Plan’s adoption, the City had not yet selected a theme or components for the program. Any wayfinding signage developed for the Downtown should complement and enhance the character and scale of the district’s development. Figures 7.33–7.35 show examples of potential wayfinding signs for the Downtown.

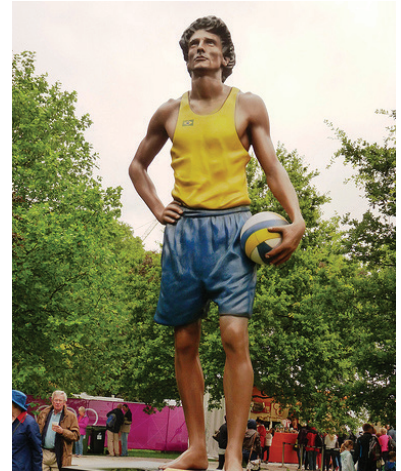
INFO CENTER/KIOSK

Kiosks are public elements that are sources of information, and may include maps, bulletin boards, or other useful information. The kiosk may present permanent information or include a case that allows periodic change-out of information or digitally changing messages. The case is only installed when a community has identified a group, typically the local chamber of commerce, to maintain it and oversee the information to be displayed in the case. A vertical marker or obelisk is another form of a kiosk, although it generally contains minimal information other than addresses, place names, and street names.

PUBLIC ART

Public art is an important component of many street improvements. On a large scale, public art has the ability to unify a district with a theme or identify a neighborhood gateway. At a pedestrian scale, it can provide visual interest for the passersby. The process for designing and/or installing works of art in the public right-of-way will vary for different types of projects or stakeholders. Artists, designers, community members, and City staff all play a role in the process. The Cultural Arts Commission requires review of all publicly placed art in Manhattan Beach. Other considerations need to include permits, maintenance, public process, and artist selection.

- Public art should be located so as to be a pedestrian amenity without compromising safety.
- When appropriate, consideration should be given to commission artists to create unique street elements such as light poles, benches, trash cans, manhole covers, or tree grates.
- When appropriate, consideration should be given to a design that is conducive to using streets for festivals, parades, and other community events.
- Consider art in the three categories shown on the following page.



Figures 7.36-7.38 Art can take many forms from abstract to literal



1: BLOCK BY BLOCK

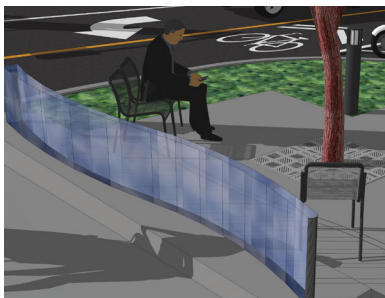
Convert the plain concrete block benches and walls at intersections into art on each block. Art can include: sand blasting of textures, words or patterns, concrete staining, inlay tiles made by the public, art tiles, southern California craft tiles, vertical glass walls, uplighting in the glass wall, glass etching, vertical sculptures and metal attachments to the concrete. A small plaque with the artist's name and historic fact would be included.

2: ART UNDERFOOT

The existing tiles would be replaced by the installation of a thin set lithocrete (or equal) concrete layer that can include recycled tumbled glass, polished stones, sands, shells, colored concrete, inlay brass metal edges, sandblasting, scoring patterns and inlay letters that tell some of the story of the history of Manhattan Beach. A minimum of four art panels per street side will be needed. The signature of the artist would be placed in the concrete.

3: ART OVER YOUR HEAD

The new light poles can each have a bracketed art piece, placed consistently at the same height and in the same orientation as each other. The art can be up to the artist but should use laser or waterjet cut metal silhouetted against the blue sky. The story and the artist will be shown with a small placard attached to the pole itself. A total of six lights will be added per block, each with an art opportunity.



Figures 7.39-7.40 Block art

Figures 7.41-7.42 Flat art

Figures 7.43-7.44 Light pole art

- These guidelines should encourage the integration of art and history to tell stories of local culture and historical context.

GATEWAYS

The beginning of Downtown areas should be identified by gateway features such as signs, fountains, special landscaping, sidewalk paving materials, landmark structures, sculptures, or similar design features. The intent of a gateway is to make an attractive, definitive transition into the commercial area that enhances Downtown identity and provides a sense of arrival. These elements serve the purpose of marking the entrance ways and throughways into the commercial/retail district (refer to Figure 7.45: Existing and Proposed Gateway Opportunity Areas).

Primary gateways will need to consider vertical obelisks or other thin profile or generally transparent elements that will not block public views. The intersection of North Valley Drive and Manhattan Beach Boulevard is the most logical location for a primary gateway. However, because of certain public view corridors down the boulevard, a great deal of care is needed to keep views open. Any potential future development of the Vons site should allow for appropriate expression of the gateway as a substantial design element featuring a mix of materials, including art elements, color, massing, and typography.

Secondary gateways are focused on the public realm and secondary access points into Manhattan Beach. These gateways are conceived as singular monuments, but designed in the same material and form vocabulary as the primary gateway and made to be consistent with the signage program.

A pedestrian gateway is recognized at the meeting of The Strand, beach, and the pier. This area provides sufficient space and vertical surfaces to serve as an important identifier to the City of Manhattan Beach, and also recognizes the large population of mobile users that walk or ride to Manhattan Beach from local or further regional areas. This gateway should feature a similar vocabulary of colors, materials, art elements, and typography, but does not necessarily possess a vertical structure, so significant views to the ocean from the east are preserved.

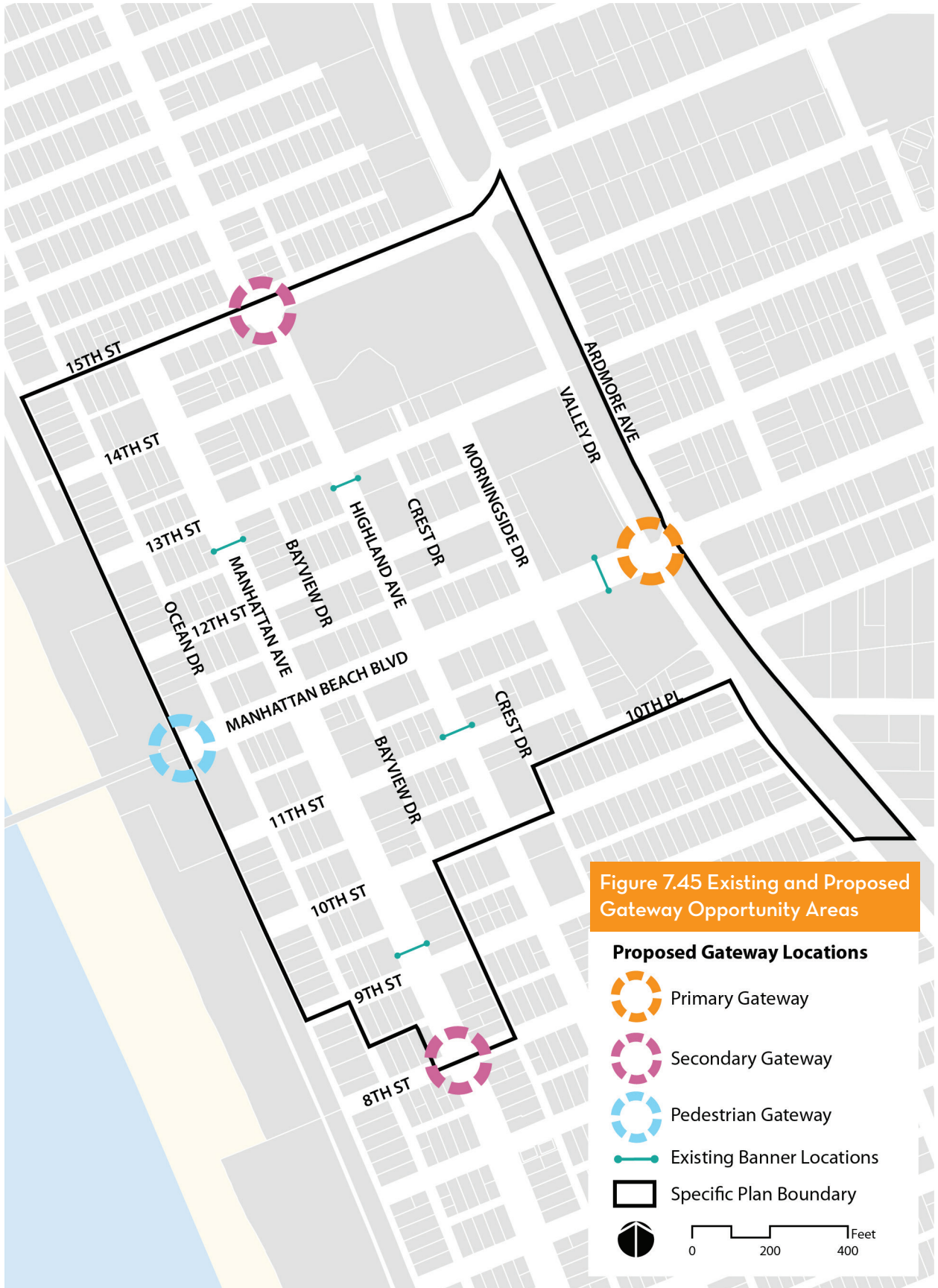
7.3 NODE DEVELOPMENT GUIDELINES

Nodes provide a possible solution to the need for wider sidewalks that are not possible in Downtown Manhattan Beach without the loss of major on-street parking resources. The intent of a node or bulb-out is to provide space for people to sit adjacent to existing narrow sidewalks. Nodes are intended as sidewalk/street furniture areas for public use, providing aesthetic elements to the overall streetscape and removing items such as trash receptacles and bike racks from a walkway system that is too small for higher levels of pedestrian activity. These bulb-outs also provide a safe gathering place for people to meet and relax and to exchange stories.

- A node must be wide enough to be of a usable size. A minimum of 8 feet in width is needed, with 12 to 14 feet considered ideal.
- Nodes must include new street trees to provide shade for users. To maximize the space,

trees should be in planters covered with tree grates. To minimize view blockage and building signage blockage, open trees with high branching patterns should be used. The larger the size of the tree at planting, the better. The trees need to be above walking heights and typical signage heights to be effective.

- Lighting must be included in these node treatment areas for evening use.
- ADA requirements of getting people from the street to the walkway system must be included.
- Trash receptacles should be provided and newspaper racks as well as bike racks should be considered for inclusion at nodes.



7.4 APPLICATION OF GUIDELINES

In order to establish a hierarchy of streets in the Downtown area, different levels of street improvements should occur to different streets. In general, the primary street corridors should receive all new treatments suggested in the previous Section 7.3, in order to make these streets stand out more. Since the primary street corridors are the widest in Downtown, they are also the logical recipients of more design treatments than the secondary or tertiary street corridors. Table 7.2 Guides Applied to Specific Street Corridors has been developed to provide a quick overview of where the design elements suggested in this chapter are best applied.

7.4.A TYPICAL TREATMENTS FOR EACH STREET TYPE













Figures 7.46 through 7.49 indicate the general location and the quantity of locations that should be considered for improvements for each street type. A primary, secondary, and tertiary street corridor has been shown as an example of the varying degrees of treatment proposed. Please see Figures 7.46 and 7.47 for the primary streets, Figure 7.48 for the secondary streets, and Figure 7.49 for the tertiary streets. All other streets will remain the same with some treatments being applied to the special paths and walkways.

Table 7.2 Guides Applied to Specific Street Types

	Primary Streets	Secondary Streets	Tertiary Streets	Walk Streets	Alleys	Special Paths / Walks
A. Banners + Art	X	X				
B. Signage	X	X			X	X
C. Info-Centers / Kiosks	X	X				
D. Public Art	X	X				X
E. Seating and Tables	X					X
F. Refuse and Recycling	X	X				X
G. Bike Parking	X	X				X
H. Street Upper-story Tree Plantings	X	X	X			
I. Street Under-story Plantings	X	X	X			
J. Gateway Elements	X					
K. Nodes	X	X				
L. Vehicular Level Lighting	X	X	X			
M. Pedestrian Level Lighting	X	X				X
N. Walkway Paving Improvements	X	X	X		X	
O. Walkway Concrete Benches and Walls	X	X				
P. Walkway Expansion Efforts	X	X				
Q. Character Preservation				X		

Figure 7.46 Guides applied to primary street corridors

Manhattan Beach Blvd. Sample (should not be applied to Manhattan Ave. or Highland Ave.)

-  Banners + Art
-  Info-Centers / Kiosks
-  Public Art
-  Seating and Tables
-  Refuse and Recycling
-  Bike Parking
-  Street Tree Plantings
-  Gateway Elements
-  Nodes
-  Vehicular Level Lighting
-  Pedestrian Level Lighting
-  Walkway Concrete Benches & Walls

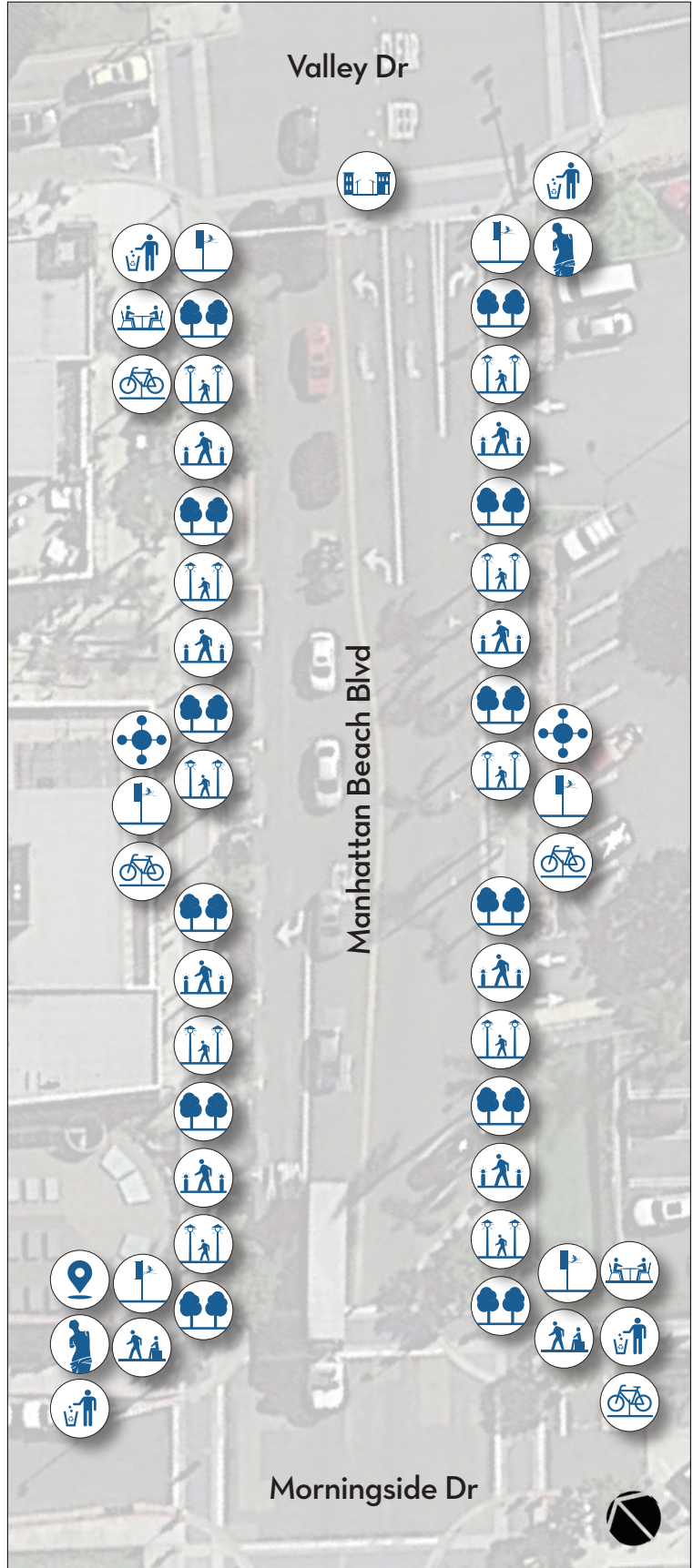













Figure 7.47 Guides applied to primary street corridors

Manhattan Ave Sample (can be applied to Highland Ave.)

-  Banners + Art
-  Info-Centers / Kiosks
-  Public Art
-  Refuse and Recycling
-  Bike Parking
-  Street Tree Plantings
-  Gateway Elements
-  Nodes
-  Vehicular Level Lighting
-  Pedestrian Level Lighting
-  Walkway Concrete Benches & Walls

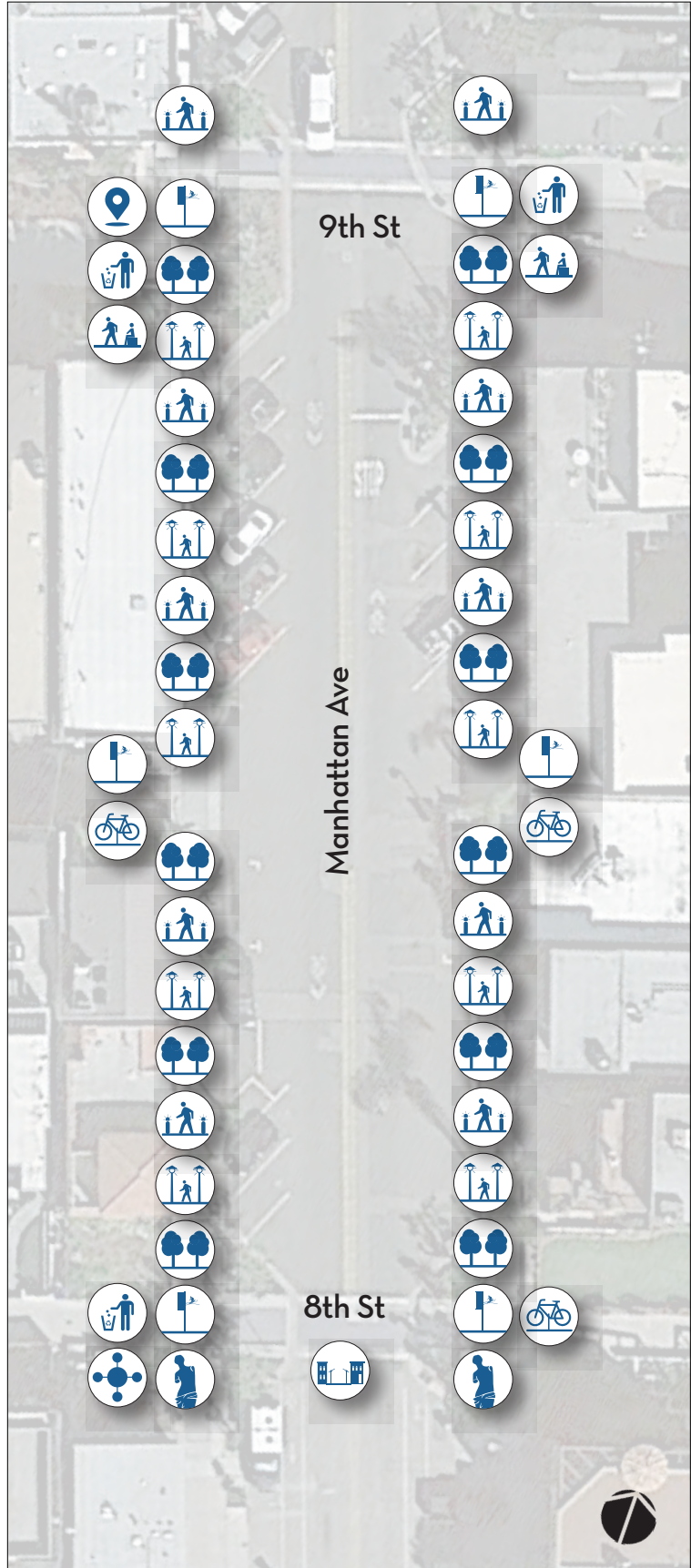











Figure 7.48 Guides applied to secondary street corridors

Morningside Drive Sample (can be applied to 15th St., 13th St., 10th Place)

-  Banners + Art
-  Info-Centers / Kiosks
-  Public Art
-  Refuse and Recycling
-  Bike Parking
-  Street Tree Plantings
-  Nodes
-  Vehicular Level Lighting
-  Pedestrian Level Lighting

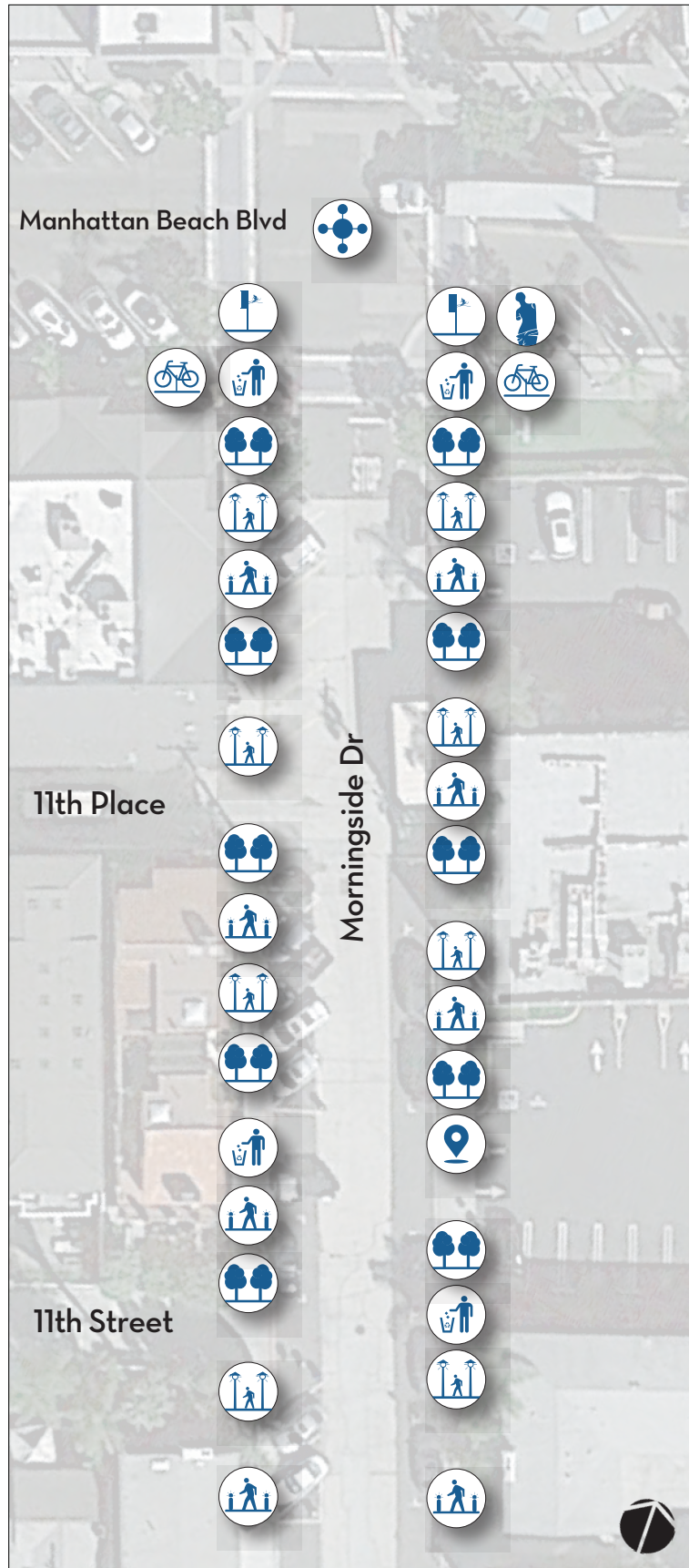


Figure 7.49 Guides applied to tertiary street corridors

Sample on 11th Street (can be applied to 15th St., 14th St., 12th St., 11th St., 10th St., 9th St.)



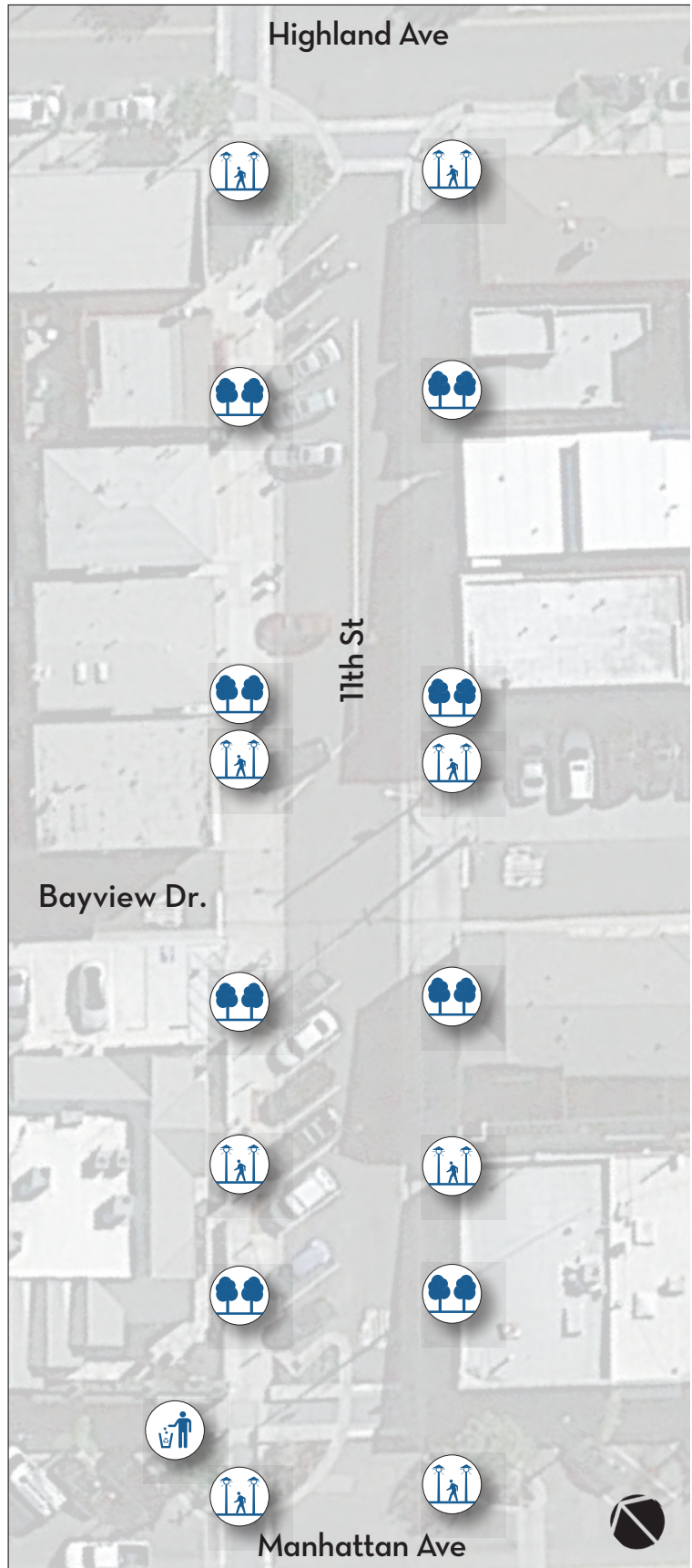
Refuse and Recycling



Street Tree Plantings



Vehicular Level Lighting



7.5 SPECIFIC IMPROVEMENTS

This section shows design concepts that utilize the design guidelines and identify the priority improvement areas. These designs are just concepts and will need further review, approvals, engineering and design efforts prior to moving forward with construction. They are intended to supply both a functional improvement as well as an aesthetic one. As such, some of these projects also appeared in Chapter 5. This chapter concentrates on the design aspects of these projects.

7.5.A DESIGN SAMPLE #1: BEACH PLAZAS & BLOCK #1

This area represents one of the few areas in the Downtown where the public realm goes beyond the public right-of-way along streets. The project includes the need for a better turnaround point so vehicles do not get stuck in parking lots that are not designed for vehicles to turn around without having already been in a space. The project also looks at taking portions of the parking plaza decks and adding viewing areas, stairs, ramps, and plaza spaces that open up the view into Downtown, and replacing an aged slope planting area and railing system that is outdated in appearance. Refer to Figure 7.50: Design Sample #1 - West end Beach Head plaza design improvements.

7.5.B DESIGN SAMPLE #2 AND #3: FOR BLOCK #2 & #3

Too many of the primary and secondary street corridors in Downtown Manhattan Beach have similar improvements along the corridor, primarily due to the limited public right-of-way that is dominated by consistent parking spaces and narrow walkways. In order to move beyond “linear sameness,” attention to nodal treatments may be important. The proposed nodes will be expanded public realm areas at primary street midblock locations, where public realm spaces will be extended into the travel lanes to create new spaces through the reclamation of parking spaces. This nodal treatment will punctuate the overly consistent nature of the streets of Downtown Manhattan Beach. Refer to Figure 7.51 Design Sample #2 - Central block 2 design improvements, and Figure 7.52 Design Sample #3 - Central block 3 design improvements.

7.5.C DESIGN SAMPLE #4: GATEWAYS FOR BLOCK #4

The proposed signage plan will be mostly responsible for turning the area at Manhattan Beach Boulevard and North Valley Drive into more of a gateway experience. One small project is proposed in this area. The current red zone is intended to become a drop-off passenger zone that would allow people to be dropped at Metlox and then leave the Downtown area quickly. This drop-off zone would also be used for valet, shuttle, taxi, and rideshare drop-offs. The design elements are minor, but could be reshaped to have an even higher level of visual impact. See Figure 7.53 Design Sample #4 - East end block 4 design improvements.

Figure 7.50 Design Sample #1 - West end Beach Head plaza design improvements



- 1: Crosswalk
- 2: Sidewalks connected to Pier
- 3: Wide sidewalks with new street trees
- 4: ADA ramps and stairs added to access parking plaza
- 5: Bike racks

- 6: Bike lane
- 7: Public art
- 8: Trash and recycling receptacles

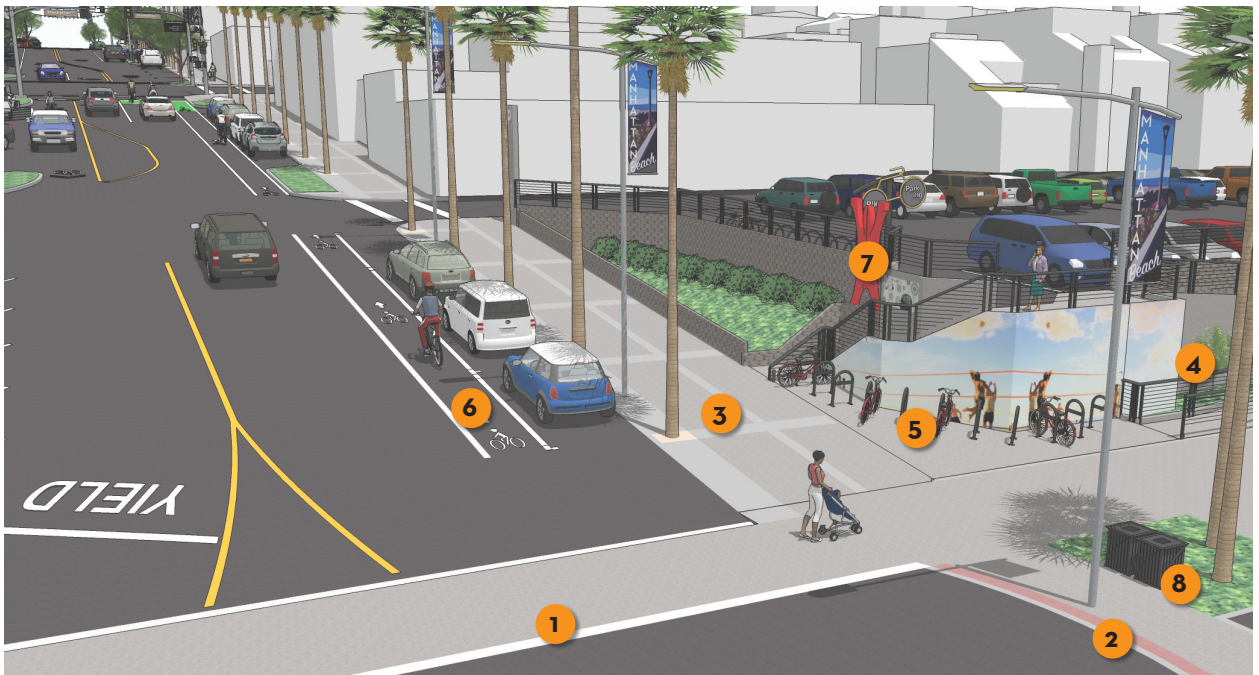


Figure 7.51 Design Sample #2 - Central block 2 design improvements



- 1: Improved intersection bulb-out with plaza
- 2: Block by block art corner project
- 3: Outdoor seating
- 4: New lighting
- 5: Bike racks

- 6: New street trees in tree grate
- 7: Mid-block plaza and seating areas
- 8: Mid-block lighting improvements
- 9: Trash and recycling receptacles

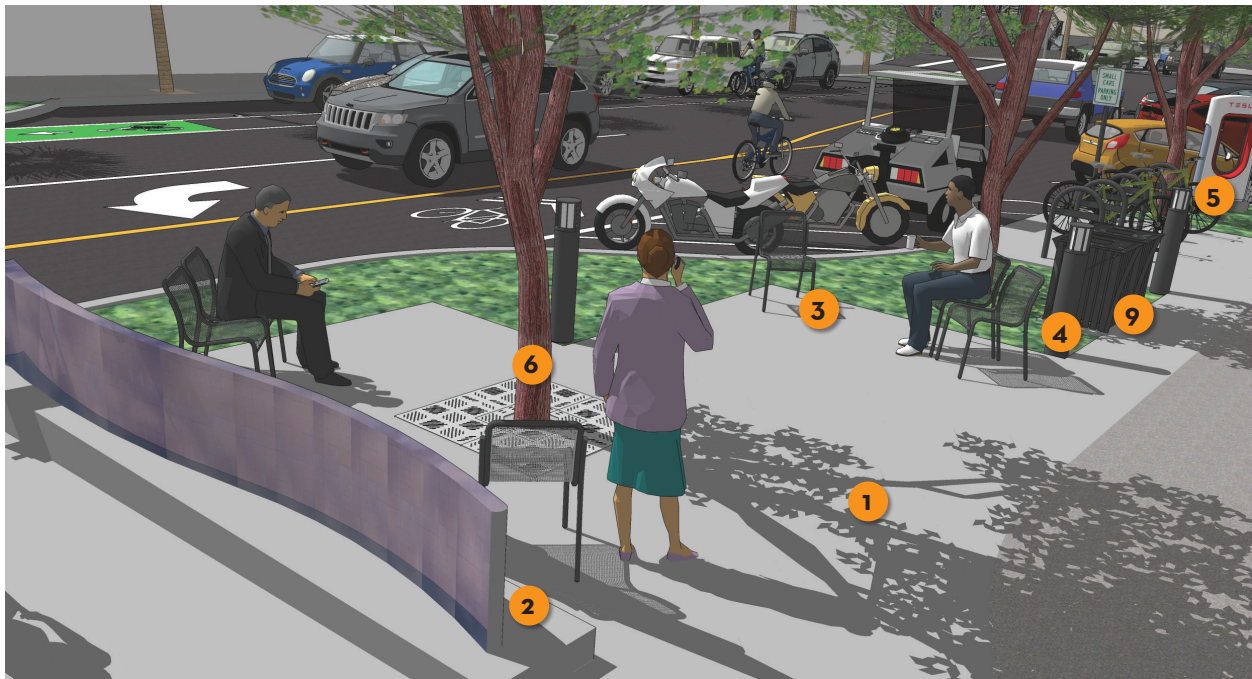
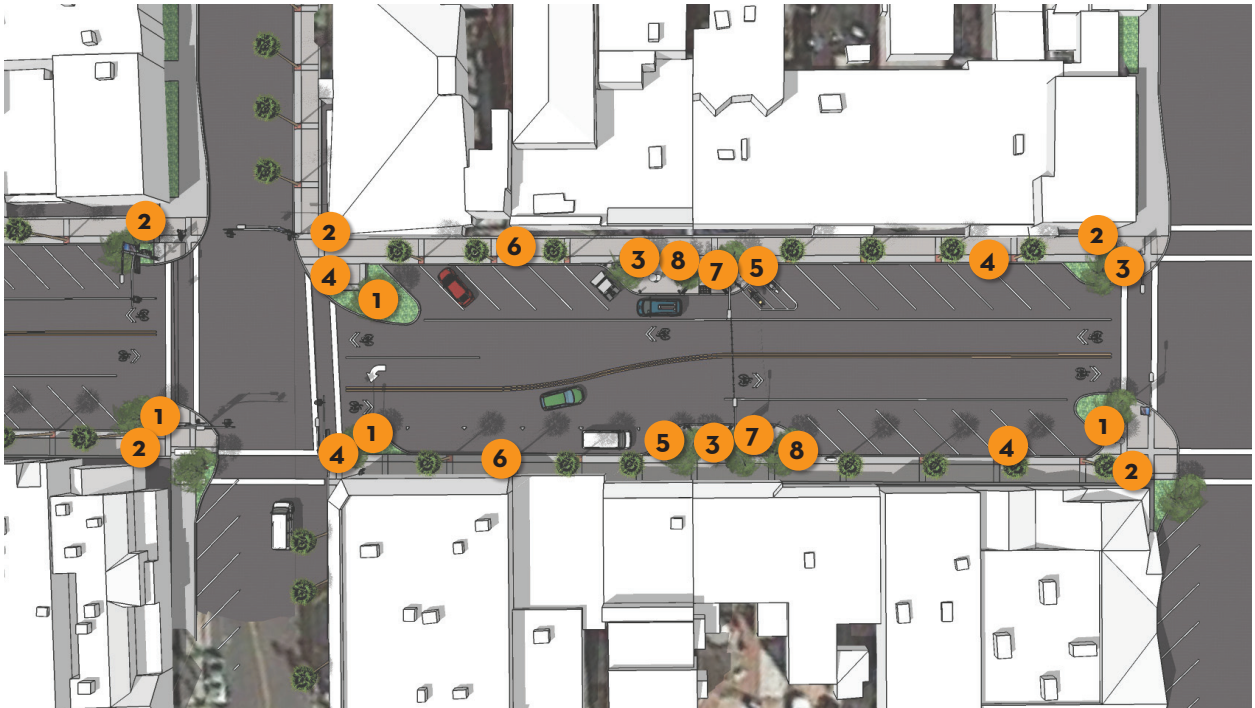


Figure 7.52 Design Sample #3 - Central block 3 design improvements



- 1: Improved intersection bulb-out with plaza
- 2: Block by block art corner project
- 3: Outdoor seating
- 4: New lighting
- 5: Bike racks

- 6: New street trees in tree grate
- 7: Mid-block plaza and seating areas
- 8: Mid-block lighting improvements
- 9: Trash and recycling receptacles

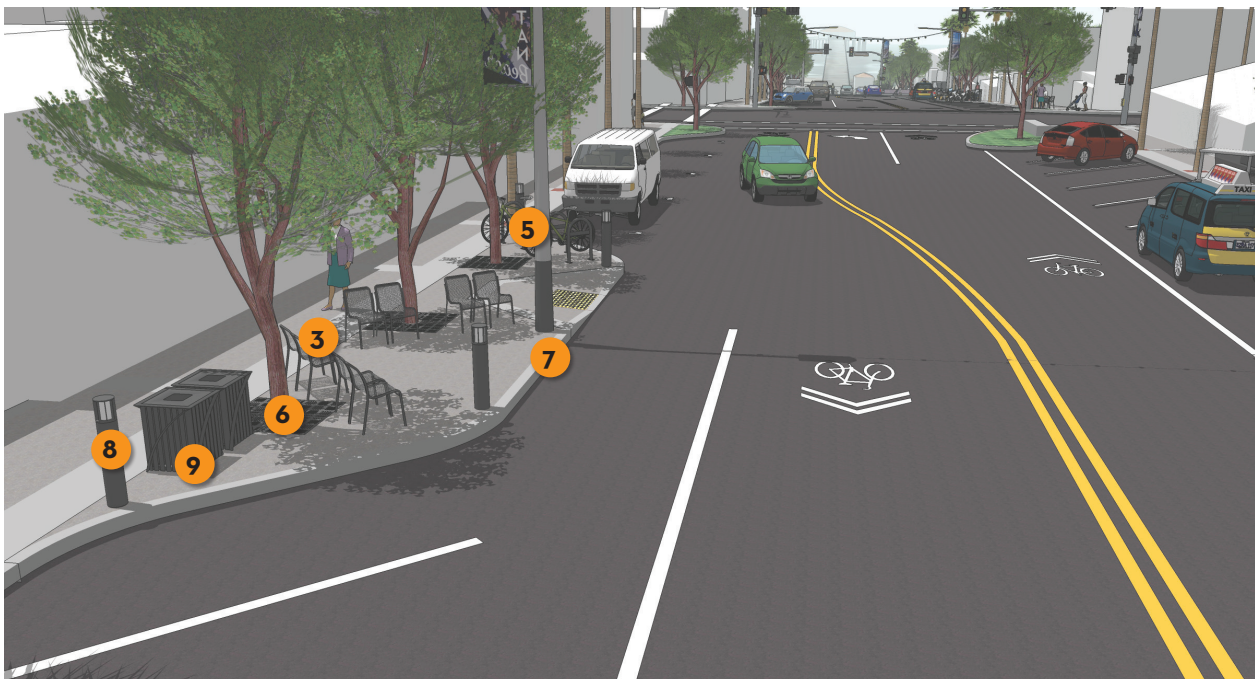
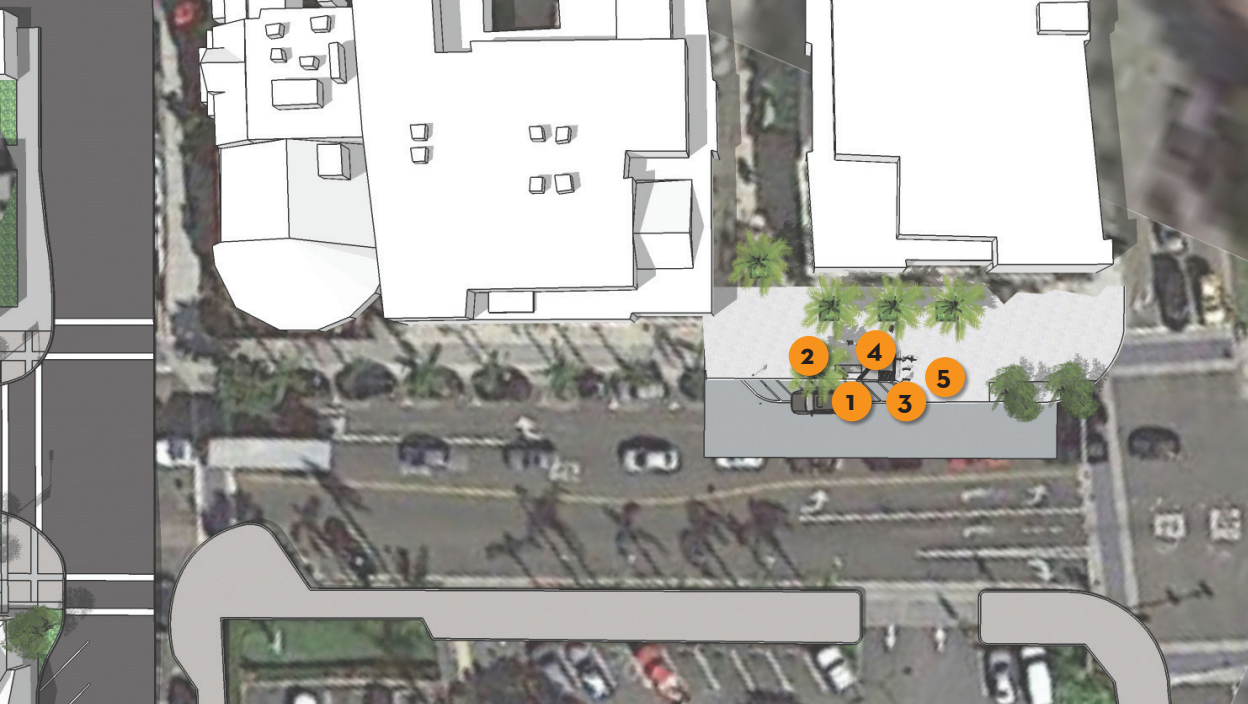


Figure 7.53 Design Sample #4 - East end block 4 design improvements



- 1: Cut-back curb line for drop-off zone
- 2: 3-minute passenger loading and drop-off signs
- 3: Improved lighting
- 4: ADA ramp
- 5: Bike racks





8

INFRASTRUCTURE & PUBLIC FACILITIES

This chapter describes the infrastructure systems that will support the private development and public improvements described in the previous chapters. The chapter identifies how infrastructure facilities such as sewer, water, telecommunications, and electricity will be provided. Important public services such as police, fire, and education are also included in this chapter.

This chapter is organized into the following sections:

- 8.1 Utility Infrastructure
- 8.2 Recreation and Parks
- 8.3 Public Safety
- 8.4 Educational, Library, and Cultural Facilities

The Specific Plan establishes the following goals for infrastructure and public facilities:

- **Goal 1:** Provide mechanisms to adequately construct, maintain and upgrade as appropriate, public infrastructure and facilities.
- **Goal 2:** Provide funding for public services and utilities in the plan area.
- **Goal 3:** Ensure adequate water supply and sewer capacity is provided, maintained and upgraded as needed, to be available to serve existing and new development in the plan area.
- **Goal 4:** Ensure adequate electrical, gas and communication infrastructure is provided, maintained and upgraded as needed, to be able to serve existing and new development in the plan area.
- **Goal 5:** Manage, maintain, and improve stormwater drainage and capacity in the plan area.
- **Goal 6:** Provide fire and police services that ensure the safety of the plan area community.
- **Goal 7:** Provide quality recreation and parks, cultural, and educational facilities and activities within the plan area.

8.1 UTILITY INFRASTRUCTURE

8.1.A WATER SYSTEM

The West Basin Municipal Water District (WBMWD) 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.

According to the City of Manhattan Beach Water Master Plan (WMP), adopted in 2010, the system supply is adequate to meet the project area's average and maximum day demands. Due to the existing buildout of the project area, any incremental increases in water demand is expected to be offset by more stringent conservations efforts. Therefore, no significant increase in demand is expected.

The WMP identifies one capital improvement project in the project area: the installation of a fire hydrant at the corner of 12th Street and Manhattan Avenue. The WMP also indicates that much of the city's distribution system, including many of the pipes located in the project area, has exceeded its useful life. Approximately 67 percent of the citywide system was constructed before 1960, and 72 percent of the system was constructed from unlined cast iron pipes. The unlined cast iron pipes are expected to be heavily tuberculated, reducing the available flow area and pressures. The WMP indicates that an aggressive annual replacement program is needed to address the aging infrastructure. Any development project in the project area should be accompanied by the necessary pipeline replacement. In addition, any project that increases the production, storage, pressure, and/or capacity in upstream infrastructure should be considered beneficial to the project area.

8.1.B WASTEWATER SYSTEM

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.

In 2010, the City of Manhattan Beach completed a Wastewater Master Plan (WWMP) to evaluate the existing sewer system and identify capital improvement projects required to meet existing and future wastewater capacity needs. The WWMP identifies system deficiencies in the project area that are "severe" or "major." Because the district is developed, the improvements required to address the deficiencies will be more difficult and expensive to address than if the area was undeveloped. The WWMP does not anticipate that the system's capacity requirements will need to increase substantially to support any additional development within the district.

The WWMP identifies 18 capital improvement projects to address the system's deficiencies in the project area. The projects will address four major sewer collection system deficiencies, one manhole deficiency, one pump station/forcemain deficiency, and a number of sewer reach deficiencies. In total, the projects will cost \$1,838,040 in 2010 dollars.

8.1.C STORMWATER SYSTEM

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.

In 1996, the City completed a Storm Drain Master Plan (SDMP) to analyze the hydrology of the city’s major drainage areas and hydraulic capacity of the city’s storm drain system, and provide the necessary capacity improvement projects to replace capacity-deficient pipes and reduce the risk of flooding in sumps. The SDMP determined that the Los Angeles County facilities, located downstream from the City of Manhattan Beach facilities, were significantly undersized. The SDMP concluded that the City should not replace the system’s capacity-deficient pipes until the Los Angeles County facilities are replaced.

In 2013, the City completed a Storm Drain Assessment (SDA) to determine the structural and operational condition of the system, and recommended repair and replacement projects, along with cost estimates, over a 10-year planning horizon to improve the function of the system’s highest-risk storm drains. Aside from the undersized Los Angeles County facilities, the SDA identified the system’s most applicable risk factors as deteriorating pipes, breaks or separated joints, capacity deficiency, root damage, the presence of trash and organic debris, poorly constructed or deteriorating lateral connections, and inflow and infiltration. To evaluate the severity of these defects, a closed circuit television inspection program was initiated. The program assigned the following rankings to defective facilities in the project area.

- Grade 5, Very Poor, Defects: 15
- Grade 4, Poor, Defects: 11
- Grade 3, Fair, Defects: 4

Based upon the severity and number of deficiencies per pipe segment, the SDA identified five projects within the downtown specific plan boundary. Table 8.1, Stormwater System Projects, lists the projects, along with their project number, location, the program year of implementation, the associated pipe ID number, a brief description, and a cost estimate. The cost estimates are based on 2013 dollars.

Table 8.1 Stormwater System Projects

Project Number	Location	Year	Pipe ID Number	Description	Cost Estimate
Y2-3	Morningside Drive	2015	1058	Repair 6 feet of 18-inch pipe	\$6,500
Y3-2	Manhattan Beach Boulevard	2016	78	Repair 6 feet of 18-inch pipe in 2 locations; replace planter, sidewalk, and ramp	\$23,000
Y5-5	Manhattan Beach Boulevard	2018	66	Replace 84 feet of 15-inch CMP beginning 5 feet from MHO6-03 including new collar	\$18,144
Y6-12	11th Street	2019	807	Replace entire pipe, including outlet (per SPPWC 150 & 151)	\$39,504
Y7-7	Manhattan Beach Boulevard	2020	1155	Repair joint and construct collar	\$12,500

8.1.D CABLE, PHONE, GAS, & ELECTRIC

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.

These providers have indicated that infrastructure improvements may be required to adequately accommodate development projects in the project area. These improvements would be determined on a project-specific basis and required to be constructed by the applicant or utility provider. As such, no cost should be borne by the City.

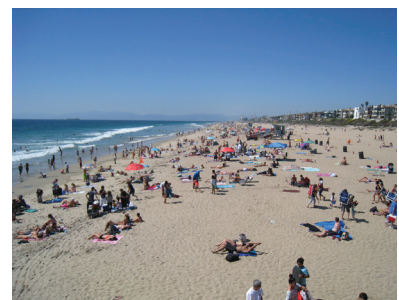
In conjunction with development, it may be desirable to underground some of the existing overhead facilities to improve the aesthetics and reliability of the utilities. Where feasible, undergrounding of utilities should be coordinated with any improvements to the right-of-way to save time and resources.

8.2 RECREATION & PARKS

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

The project area also includes several informal open spaces. Two plazas are located in the Metlox development. The larger plaza is sited within the center of the development, anchoring the surrounding retail and restaurant uses. The space provides café seating and periodically hosts community gatherings. The other plaza, located at the development's northwestern corner along 13th Street and Morningside Drive, hosts the weekly Downtown Manhattan Beach Farmers Market. The remaining spaces are located within the Civic Center, which includes two plazas and a turf-covered green on the County Library property.

The project area is served by two other adjacent recreation and park spaces. This includes the beach, located along the



Figures 8.1-8.2 Open spaces in and adjacent to the project area include Metlox Plaza (top) and the beach (bottom)

district's western edge, and Live Oak Park, an approximately 8.5-acre park located at the district's northeastern corner.

The Specific Plan does not propose any additional recreation and park spaces in the project area.



Figure 8.3 The Police & Fire Facility

8.3 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.

Because the project area is built-out and future growth is likely to be limited, the Specific Plan does not anticipate that additional facilities and/or public safety employees will be required to serve the district.

8.4 EDUCATIONAL, LIBRARY, & CULTURAL FACILITIES

Schools and libraries are important components of civic life. Ensuring quality educational facilities for existing and future residents of the plan area is important to the realization Manhattan Beach Downtown Specific Plan.

8.4.A SCHOOLS

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.

Because the project area is built-out and future residential development is likely to be limited, the Specific Plan does not anticipate that the school district will need to expand its facilities to serve the project area. The actual need for expansion of the existing schools to meet the demands of future growth in the plan area will depend on enrollment at each school. If enrollment remains stable or declines, it is expected that the school district will be able to absorb the impact of new development in the area. Schools charge a school impact assessment fee for residential development, which is applied to school facilities for new students.

8.4.B LIBRARY

The City's branch of the Los Angeles County Public Library is located in the project area along the southwestern corner of the Civic Center at 1320 Highland Avenue. The new library opened in 2015 and is a state-of-the-art facility that should serve the project area well for the life of the Specific Plan.



8.4.C CULTURAL FACILITIES

The project area does not include any cultural facilities, and the Specific Plan does not anticipate any such facilities being constructed in the district. Several facilities within close proximity do serve the district. This includes 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 two buildings located adjacent to the park: the Downtown post office and the Chamber of Commerce.



Figures 8.4-8.6 Recently opened library (top and middle) and Roundhouse Aquarium at the pier (bottom)





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9

IMPLEMENTATION

The Implementation Chapter is an action plan that provides a toolbox of potential implementation strategies and available financing mechanisms to achieve the short-, mid-, and long-term goals of each major component of the Downtown Specific Plan. It aims to explain to readers how the plan will be implemented in terms of project review, plan improvements, redevelopment or economic development, etc.

This chapter is organized into the following sections:

- 9.1 Implementation Action Plan
- 9.2 Funding and Financing Strategy
- 9.3 Plan Administration

This chapter provides guidance for policymakers to address the programmatic and physical improvements critical to the success of the Specific Plan vision. This chapter includes the Implementation Action Plan table, which summarizes the improvements needed to achieve the plan's goals. The overall implementation plan will include the following components:

- **Identification of recommended projects, actions, policies, and programs**
- **Recommended timing of public improvements**
- **Identification of key catalyst projects in the project area**
- **Designation of lead agencies for implementation of plan actions**

This chapter also includes a review of the likely funding mechanisms that can be utilized to fund recommended physical improvements.

9.1 IMPLEMENTATION ACTION PLAN

The Implementation Action, comprising Table 9.1, summarizes the actions associated with implementing the Downtown Specific Plan. The five topic areas are grouped by Chapter, with implementation actions that refer to goals, regulations, guidelines, and projects that fall within those topic areas.

- **Land Use Regulations or Policy (Chapters 4 and 6)**
 - » Implementation Actions Identified as LU-#
- **Public Realm (Chapters 5 and 7)**
 - » Implementation Actions Identified as PR-#
- **Parking (Chapter 5)**
 - » Implementation Actions Identified as PA-#
- **Wayfinding (Chapter 7)**
 - » Implementation Actions Identified as W-#
- **Public Utilities (Chapter 8)**
 - » Implementation Actions Identified as PU-#
- **Funding Program (Chapter 9)**
 - » Implementation Actions Identified as FP-#

Each implementation action also identifies one or more of the following lead and/or support department(s) responsible for seeing the action to completion.

CD-	Community Development
CM-	City Manager's Office
EV-	Economic Vitality Manager
FD-	Fire Department
FI-	Finance Department
IT-	Information Technology
PD-	Police Department
PR-	Parks and Recreation Department
PW-	Public Works Department
T-	Traffic
U-	Utilities

In addition, implementation actions have been organized into four timeframe categories shown in the following columns: Ongoing, Short-Term (0-5 years), Mid-Term (6-10 years), and Long-Term (11-15 years). Each action item is assigned to one of the four timeframe categories based on the item's value and the needed time and resources to execute the action item. It is important to note that within each timeframe category, each implementing action is not organized in any particular order which allows decision makers the flexibility to prioritize action items based on the needs and financial resources at the time of implementation.

All projects shall comply with the Mitigation Measures as described within the adopted Mitigation Monitoring and Reporting Program.

MANHATTAN BEACH DOWNTOWN SPECIFIC PLAN

Ongoing				Short-Term (0-5 years)			
Action Item	Responsibility		Action Item	Responsibility			
	Lead	Support		Lead	Support		
Land Use Regulations or Policy – Chapters 4 and 6							
LU-1	Utilize Specific Plan design guidelines.	CD	PW	LU-5	Update General Plan for consistency with Specific Plan.	CD	
LU-2	Update City website.	CD	IT	LU-6	Update Zoning Code for consistency with Specific Plan.	CD	
LU-3	Update forms/plan check checklists/hand-outs.	CD	EV	LU-7	Update Local Coastal Program for consistency with Specific Plan.	CD	
LU-4	Outreach to business and property owners about how to use Specific Plan.	EV	CD				
Public Realm – Chapters 5 and 7							
				PR-1	Update street standards to include the Specific Plan's street corridor type definitions.	PW	CD
				PR-2	Complete Mobility Study, including pedestrian spaces, drop-off locations, and circulation improvements at the Beach Head site.	CD	PW, PD, FD

Mid-Term (6-10 years)				Long-Term (11-5 years)			
Action Item	Responsibility			Action Item	Responsibility		
	Lead	Support	Lead		Support		
Land Use Regulations or Policy - Chapters 4 and 6							
Public Realm - Chapters 5 and 7							
PR-3	Construct up to 9 enhanced crosswalks.	PW	CD, PD	PR-7	Construct up to 8 multi-purpose drop-off zones. Coordinate this action with replacement parking or future reduced parking demand.	PW	CD, PD
PR-4	Complete on-street bicycle facility improvements.	PW	CD, PD	PR-8	Construct pedestrian plazas. Coordinate this action with replacement parking or future reduced parking demand.	PW	CD
PR-5	Install streetscape furnishing improvements.	PW	CD, PR	PR-9	Construct intersection enhancements at Manhattan Beach Boulevard and Manhattan Avenue.	PW	CD, PD, FD
PR-6	Plant landscaping and street trees.	PW	CD	PR-10	Construction Beach Head site improvements.	PW	CD, PD, FD
				PR-11	Implement pedestrian spaces. Coordinate this with replacement parking or future reduced parking demand.	PW	CD
				PR-12	Construct sidewalk repairs and improvements.	PW	CD

Ongoing				Short-Term (0-5 years)			
Action Item		Responsibility		Action Item		Responsibility	
		Lead	Support			Lead	Support
Parking - Chapter 5							
PA-1	Extend code enforcement activity to enforce parking violations.	PD	CD	PA-4	Institute demand-based strategy for on-street parking along Manhattan Beach Blvd., Manhattan Ave., Highland Ave., Morningside Dr., and 13th Street.	CD	FI
PA-2	Develop additional agreements/partnerships between City and property and business owners for shared parking.	EV	CD	PA-5	Institute smart parking technologies.	PW, FI	CD, EV
PA-3	Reevaluate land use parking requirements every five years.	CD	EV	PA-6	Develop and expand a City-regulated valet program.	CD	FI
				PA-7	Reduce allowable on-street parking time limits in residential areas concurrent with resident parking incentives.	CD	FI
				PA-8	Reestablish Capital Program for operations, maintenance, and new construction expenses and to create revenue opportunities.	FI	CD, PW
				PA-9	Increase special vehicle parking stalls and loading zones.	CD	PW

Mid-Term (6-10 years)				Long-Term (11-5 years)			
Action Item		Responsibility		Action Item		Responsibility	
		Lead	Support			Lead	Support
Parking – Chapter 5							
PA-10	Update Downtown Parking Management Study.	CD	FI, EV	PA-18	Provide new underground structured parking.	PW	CD, EV, CM, FI, PD, FD
PA-11	Redesign parking way-finding signs. (In conjunction with W-2)	PW	CD, PD, FD, EV				
PA-12	Utilize valet parking operations and flat rate payment systems during large events.	CD	PW, FI, PD, FD, EV				
PA-13	Identify remote parking lots for Downtown’s visitors, customers, and employees.	CD	EV				
PA-14	Provide City shuttle service to remote parking lots.	CD	EV				
PA-15	Create tandem parking options for employee parking.	CD					
PA-16	Establish intra-Downtown resident parking system.	CD	FI				
PA-17	Install additional bike parking facilities.	PW	CD				

Ongoing				Short-Term (0-5 years)			
Action Item	Responsibility			Action Item	Responsibility		
	Lead	Support			Lead	Support	
Wayfinding - Chapter 7							
				W-1	Complete citywide wayfinding program.	PW	EV, CD
Public Utilities – Chapter 8							
PU-1	Coordinate public projects with any future private utility improvements to the greatest extent possible.	U, T	PW	PU-2	Construct the five stormwater system projects identified in the Storm Drain Assessment (SDA).	PW, U	
				PU-3	Construct the hydrant replacement project identified in the Water Master Plan (WMP).	PW, U	FD
Funding Program - Chapter 9							
				FP-1	Fund trolley (in cooperation with other agencies or jurisdictions (LAX, BCT, South Bay Cities COG, SCAG etc.)	FI	CD, EV, T

Mid-Term (6-10 years)				Long-Term (11-5 years)			
Action Item		Responsibility		Action Item		Responsibility	
		Lead	Support			Lead	Support
Wayfinding - Chapter 7							
W-2	Implement Downtown signage and other improvements from the citywide wayfinding program.	PW	PR, EV				
W-3	Implement public art.	PW	PR				
W-4	Implement an information center/kiosk.	PW	EV, CD, PR				
W-5	Implement gateway features.	PW	EV, CD, PR				
Public Utilities - Chapter 8							
				PU-4	Construct the 18 projects identified in the Wastewater Master Plan.	PW, U	
Funding Program - Chapter 9							

Table 9.1 Implementation Action Plan

9.2 FUNDING & FINANCING STRATEGY

The Downtown Specific Plan identifies a variety of specific infrastructure improvements that will be necessary to facilitate development within the project area. This strategy identifies funding and financing sources for capital improvements needed to support the plan. This strategy does not cover the costs of operation and maintenance of the infrastructure.

The following addresses one of the fundamental decisions relating to implementation, which is the general approach to paying for infrastructure improvements.

FUNDING VERSUS FINANCING

The term “funding” refers to a revenue stream, whether from a tax, fee, grant, or other revenue source that generates money to pay for an improvement. “Financing” (or “debt financing”) refers to the mechanisms used to manipulate available revenue streams, so that agencies are able to provide infrastructure immediately, before revenue equal to the full cost of that infrastructure is available.

Typically, debt financing involves borrowing from future revenues by issuing bonds or other debt instruments that are paid back over time through taxes or fee payments. Although the terms funding and financing are often used interchangeably, the distinction is important because financing mechanisms almost always require that a funding source be identified to pay off the debt. For example, the land-based or district financing tools discussed below typically establish a new district-wide tax or fee that is used to pay back bondholders.

POTENTIAL FUNDING SOURCES & FINANCING MECHANISMS

This section provides an overview of funding sources and financing mechanisms for the types of improvements included in the plan.

GENERAL FUND

The General Fund is the primary or catchall fund of a government, government agency, or nonprofit entity such as a university. It records all assets and liabilities of the entity that are not assigned to a special purpose fund. It provides the resources necessary to sustain day-to-day activities and thus pays for all administrative and operating expenses.

LAND-BASED OR DISTRICT FINANCING

In California, the most commonly used land-based financing tools have included the formation of benefit assessment districts, community facilities districts, and tax increment financing districts. These land-based financing tools are described below, along with infrastructure financing districts, which may serve as an alternative to tax increment financing in the future since this tool is

no longer available due to the elimination of redevelopment agencies in California at the end of 2011. Many of these district financing tools depend on new real estate development to generate assessments or special tax revenues to finance the improvements.

BENEFIT ASSESSMENT DISTRICTS

In a special assessment district, property owners in the district agree to pay an assessment in order to fund an improvement within a specific geographic area. The amount that each property owner pays must be proportional to the benefit the property will receive from the proposed improvement. Assessment districts are established by a majority vote of the property owners and can include a variety of different types of districts, from business improvement districts to sewer, utility, and parking districts.

Manhattan Beach has a Downtown Business Improvement District (BID) to help fund maintenance of public property and special events in the Downtown, such as the Farmers Market, sidewalk sales, and the Holiday Open House, as well as provide marketing and branding of the Downtown area. In addition, there is a lighting and landscape assessment district in the Downtown that pays for certain beautification, maintenance, and lighting for the District.

VEHICLE PARKING DISTRICTS

Vehicle Parking Districts enable communities to finance the cost of building and operating public parking facilities. This may include the acquisition of land, the maintenance, improvement, and construction of parking lots, structures, and related facilities, and employee salaries. A district is initiated by the petition of landowners, and requires a landowner vote for approval. Once formed, the districts are managed by an appointed commission. Costs are normally financed through the assessment of properties within the district based upon the benefit that each property will receive from the parking improvement. Communities may also issue bonds to fund costs.

COMMUNITY FACILITIES DISTRICTS

Similar to benefit assessment districts, Mello-Roos community facilities districts (CFDs) are formed when the property owners in a geographical area agree to impose a special tax on the land in order to fund infrastructure improvements. Unlike benefit assessment districts, however, CFDs are most commonly formed in cases where the geographic area encompasses a small number of property owners who intend to subdivide the land for sale. This is because, to be enacted, CFDs require a two-thirds vote of property owners, unless there are at least 12 registered voters in the proposed district, in which case the district must be approved by a two-thirds majority in an election of registered voters.

INFRASTRUCTURE FINANCING DISTRICTS

Infrastructure financing districts (IFDs) use a property tax increment to pay for infrastructure improvements. New tax revenues are diverted to finance improvements, although IFDs cannot divert property tax increment revenues from schools. Under existing California law, a city or county may create IFDs by ordinance, if a two-thirds majority of voters in the proposed district approves

the IFD.

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS

This financing tool, also referred to as an EIFD, is established to finance public capital projects and other specific projects of community-wide significance. Unlike IFDs, a two-thirds vote is not required to form an EIFD. The legislative body is required to hold a public hearing before passing a resolution that adopts the infrastructure financing plan, and in turn, a resolution of formation creating the EIFD. Bonds may be issued upon approval of 55 percent of the qualified electors of the EIFD. Tax increment financing may be used to fund transit infrastructure projects, in accordance with the infrastructure financing plan and the agreement of affected taxing entities.

The general process for establishing an EIFD is as follows:

1. Establish a public financing authority.
2. Adopt a resolution of intention to establish district.
3. Continue to develop infrastructure financing plan.
4. Hold public hearing before adoption of the infrastructure financing plan and formation of the EIFD.
5. Formation of district elections for Tax increment bonds—EIFDs are able to divert property tax from any participating tax entity, with the exception of a school district, in the EIFD.
6. 55 percent vote is needed for bond issuance.

PRIVATE CONTRIBUTIONS/INVESTMENT

This section describes contributions and investments from the private sector that can pay for new infrastructure to be used by new development.

IMPACT FEES

Development impact fees are a one-time charge to new development imposed under the Mitigation Fee Act. These fees are charged to new development to mitigate impacts resulting from the development activity.

City impact fees help fund the cost of providing public services and facilities. Water and sewer fees are necessary to ensure that these services will be available to serve new developments, Chapter 10.90, Development Fees, of the Municipal Code authorizes, the City to charge a fee for art in public places equal to 1 percent of the building valuation and it is not assessed on residential projects of fewer than four units. Parks and recreation fees equate to \$700 for each net new residential unit when a building permit is issued. For a subdivision, a fee of \$1,817 is required for a new parcel or condominium unit. The City does not charge a traffic impact fee. While these fees are not insubstantial, they constitute only about 2 percent of the value of a typical owner-occupied residence and about 1.5 percent of the total value of a multi-family apartment. In accordance with

Municipal Code Chapter 10.94, Affordable Housing Density Bonus and Incentive Program, fees may be waived if the applicant agrees to meet certain affordability standards.

DEVELOPMENT AGREEMENTS

Structured negotiations between cities and developers are often conducted to obtain desired improvements in exchange for development rights. For more information please see Chapter 10.92, Development Agreements, of the Manhattan Beach Municipal Code. The extent to which a new project can contribute to the provision of infrastructure depends on a number of factors, including the anticipated prices for new housing units, construction costs, lot size and configuration, and parking ratios. All of these factors will vary depending on the final format and timing of development; therefore, the amount of public benefits that can be provided is unpredictable and will have to be negotiated.

PUBLIC/PRIVATE PARTNERSHIP

A public/private partnership typically consists of an agreement between a public agency and a private entity to deliver a new facility or infrastructure system. The public agency may agree to annual payments to the private partner in return for building and operating the new facility. A private entity may be formed to be responsible and financially liable for delivering the project and may also share in revenues from operations.

USER FEES/RATES

User fees and rates include the fees charged for the use of public infrastructure or goods (toll road or bridge, water or wastewater system). Such fees and rates are typically set to cover a system's operating and capital expenses each year, which can include debt service for improvements to the system. It may be possible to use some portion of user fee or rate revenue toward financing the costs of new infrastructure, though doing so may require raising rates.

GRANTS & OTHER FUNDS

Various federal, state, and regional grant programs distribute grant funds for public improvement projects. Because grant programs are typically competitive, grant funds are an unpredictable funding source. Grants and other potential sources that could be applied to the projects in this Specific Plan area include those described below.

CAPITAL IMPROVEMENT PROGRAM

The City of Manhattan Beach has a Capital Improvement Program (CIP) which is adopted annually. The CIP identifies capital projects by category along with funding sources. Projects identified in the Specific Plan Chapters 5 and 7 would be candidates for future inclusion in the CIP.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

The Los Angeles County Metropolitan Transportation Authority (Metro) is the designated Regional Transportation Planning Agency for Los Angeles County with authority to program, to itself and other agencies, regional transportation funds in Los Angeles County. Metro uses a Call for Projects process for programming most regional funds to cities, the County, and local agencies. Some regional funds are programmed by the Metro Board to Metrolink, Access Services, and for major Metro projects and programs. Certain local, state, and federal transit operating and capital funds are allocated to Los Angeles County jurisdictions, transit operators, and Metro Operations through the Metro Formula Allocation Procedure.

STATE & FEDERAL FUNDS

The City may pursue state and federal funding opportunities as they become available. Because grant programs are typically competitive, grant funds are an unpredictable funding source. These programs change over time depending on funding availability.

9.3 PLAN ADMINISTRATION

The City of Manhattan Beach is responsible for the administration, implementation, and enforcement of this Specific Plan. It shall be reviewed, maintained, and implemented in a systematic and consistent manner. The Implementation Action Plan presented in this chapter summarizes the programs, policies, and projects for implementing the Downtown's development as outlined in this Specific Plan. Priorities are set for actions that need to be undertaken in the first years after adoption.