



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 urban spaces that are the centers

with surrounding urban fringe, then surrounded by mostly suburban communities, the design treatments are very important in providing an activated street environment essential for supporting 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 allowing the process to move 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 projects' 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. 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, to sit along and that encourages social interaction that in turn, support the 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 helps to provide 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 provide for 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 utilizing urban forestry and water quality improvements through stormwater runoff capture and use through planted bioswales.

7.1 DESIGN OBJECTIVES

7.1.A BALANCE BETWEEN “UNIFORMITY AND DIVERSITY”

Design guidelines can either strive to create a uniform and organized environment or they can focus on creating visual interest and diversity through the encouragement of highly diverse street elements. The approach depends on the current diversity of the built environment. Downtown Manhattan Beach is fortunate to have a very diverse built environment. Diversity is a unique expression of Manhattan Beach that should be encouraged and replicated in all private development. However, some level of uniformity is essential for clarity in order 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, which is to say diversity of the built environment and the granularity of the built environment repeats at scales of less than 50 feet in height and width. This is a unifying element for the community.
- The diversity of architecture, signage, and storefront designs creates the interest in the urban form. This is a diversifying element for the community.
- The style of architecture and the periods of design that they represent, provides a great deal of diversity while 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, although not as successfully as many beach communities.
- 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”

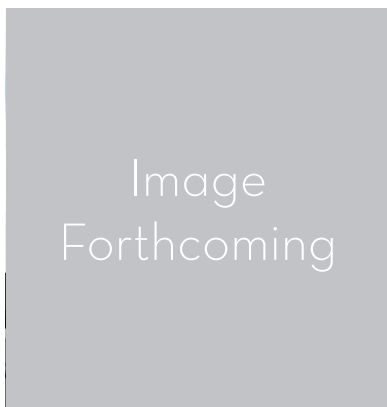
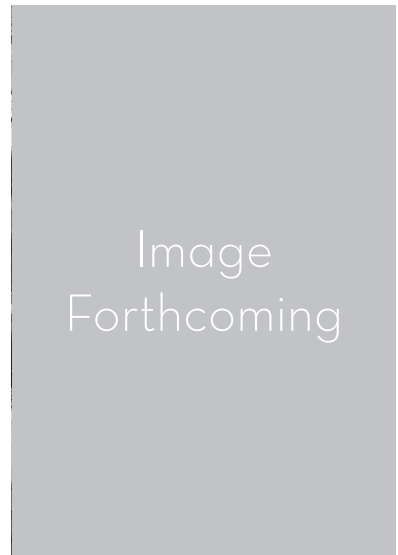
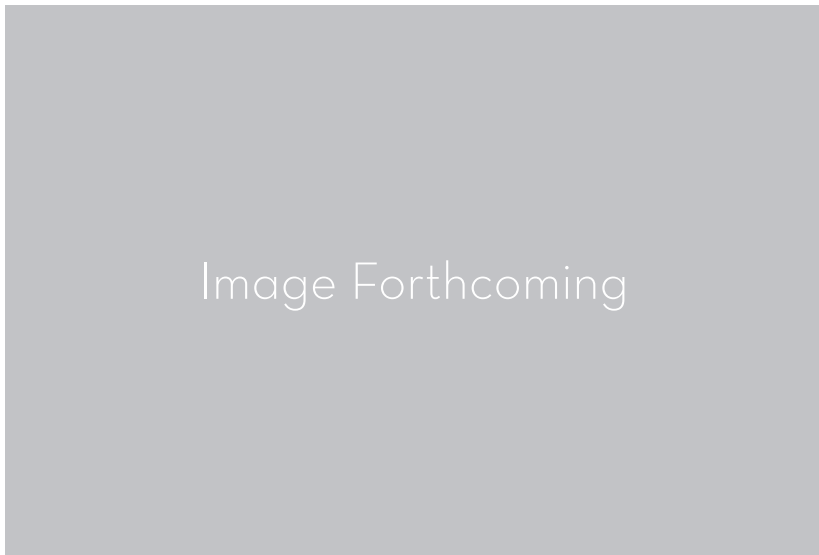
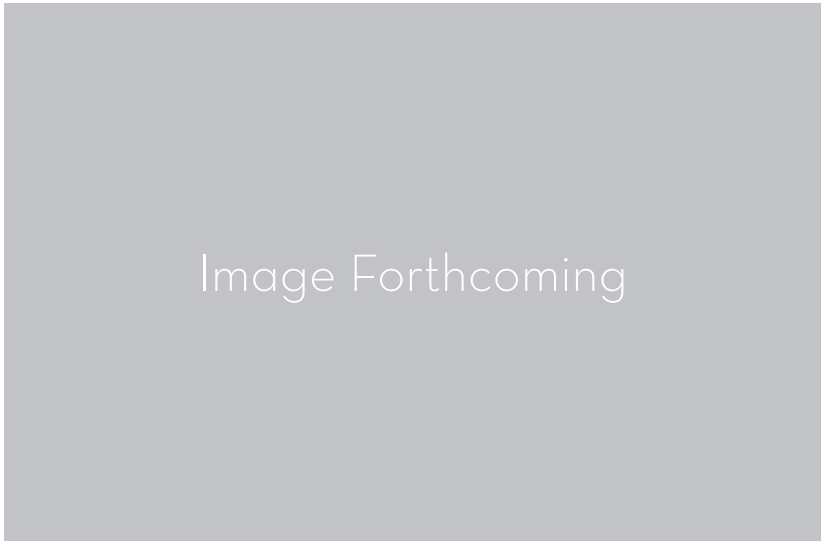
Remnants of the historic Manhattan Beach community are recognizable in various architectural elements, but most structures have been highly modified and the focus does not appear to be on what was as much as current styles and trends. However, some forms of architecture and main street urban forms are timeless examples that relate well to historical periods. An objective of these design guidelines would be to uncover more of the history as a focal point instead of something that is covered up and changed to contemporary styles.

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.



Figures 7.1-7.6 These photos will illustrate the design objectives

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. The physical limitations of space found within the public right of way requires most of the public realm space to remain mostly as is. Although all areas need to receive some level of design updating, much can remain 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 AND 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% of the built environment and therefore is not likely to dominate the privately developed and built spaces of the Downtown area.

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 are concerned with loss of parking spaces, major changes are not included. The primary areas where changes will occur are at the mid-blocks on Manhattan Beach Boulevard, at a few of the intersection bulb-outs where some plant material will be removed and replaced with level plaza areas for seating, and at three new drop-off locations located at the gateways to Downtown. The other area where some changes are recommended are related to the Beach Head parking areas at the end of Manhattan Beach Boulevard. More significant changes here are possible through the reuse of about five parking spaces and the reconfiguration of the slopes and walkways around the existing parking plazas. At the end of this section are 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 types and comparison with more standard street classification systems used for traffic engineering.

7.3.A STREET FURNISHINGS

SEATING AND 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 in other Downtown areas this has not been a problem.
- 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.
- Informal seating (low walls, etc.) may also 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 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 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. One purpose is to provide adequate illumination for the safety of vehicular and pedestrian traffic. This is generally accomplished by taller roadway fixtures. The lighting provided by these fixtures should be designed to meet current minimum national standards. A second purpose of streetlights is to provide aesthetic appeal and contribute to 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 mid-way between trees or at a consistent distance on either side.
- The light standard form should help to provide a slight arch over the roadway, helping to frame the distant views of the ocean and the pier.
- The poles should consist of a galvanized surface with a powder coat of silver or black color.
- Lighting fixtures should include LED lighting sources.

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 12-16 feet in height and placed approximately 40-60 feet apart.
- Bollards should be 3'-4' in height.

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

Figures 7.7 Street Furnishings Palette



Thomas Steele Langdon



Forms+Surfaces Vista



Forms+Surfaces Bistro



Thomas Steele Ashton

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



Manufacturing source still being researched. Design intent is to have a high slightly arched support with dynamic counter balance and an integral banner support that does not look added on.



Bega Bollard Luminaires



Hess Sierra 4000



Bega Pole Top Luminaires



Figures 7.8 Bike parking rack standard



Figures 7.9 Bike parking post standard

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 in active commercial districts. Racks should be provided near major destinations such as libraries, transit stops, major shopping, service destinations, and other locations with high pedestrian traffic. On average, there should be 4 bike parking spaces per block per each side of the street, for 8 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 Mobility Chapter) 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. The standard for Downtown Manhattan Beach is black powder-coated.

- A beach motif that personifies Manhattan Beach, as seen by the adjacent photos, should be used in all bike racks.

7.3.B 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:

- 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:

- 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.



Figures 7.10 Existing *Metrosideros excelsa* and *Cupaniopsis anacardioides*



Figures 7.11 Existing *Washingtonia robusta* and *Syagrus romanzoffiana* palms



Figures 7.12 Proposed *Olea europaea*, (non-fruiting variety of olive) and *Pittosporum undulatum* (Victorian Box)



Figures 7.13 Proposed Palo verde tree for Beach Plaza project



Figures 7.14 Much of the more mature existing plant material should remain and be supplemented



Figures 7.15 Sample overstory and understory plant materials

- 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.
- Trees and landscaping should be designed in harmony with street lighting 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 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:

- 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, and flowers. Native

		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	<i>Arbutus unedo</i> (Strawberry Tree)									
	<i>Cupaniopsis anacardioides</i> (Carrotwood)									
	<i>Melaleuca nesophila</i> (Pink Melaleuca)									
	<i>Pittosporum crassifolium</i> (Karo Tree)									
	<i>Syagrus romanzoffiana</i> (Queen Palm)									
	<i>Washingtonia robusta</i> (Mexican Fan Palm)									
UNDERSTORY THEMES	<i>California Seaside on Slopes</i> (shredded bark mulch)									
	<i>Mediterranean Succulents in Planters</i> (with gold decomposed granite)									
	<i>Coastal Grasses in Swales, Mounds and Slopes</i> (with sands and small stone or pebble)									
	<i>No Understory Planting</i> (Pavers or colored concrete)									

Table 7.1 Suggested Plant Palette

bunch grasses are acceptable as well.

- 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 within 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 shall be planted with shredded bark mulch and contain some of the native boulders 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



Figures 7.16 California Seaside



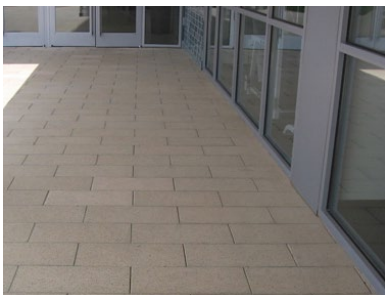
Figures 7.17 Mediterranean Succulents



Figures 7.18 Coastal Grasses



Figures 7.19 The current tile paving has failed in many locations and should be replaced



Figures 7.20 Interlocking pavers are much better than tile



Figures 7.21 New paving pattern with integral art rectangles



Figures 7.22 Concrete with recycled glass tends to last a long time with few maintenance problems

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 of the coastal breeze and surrounding environment. Care should be taken to insure the selected grasses are not invasive. The planting areas shall include sands and/or small stone and pebbles 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.

7.3.C 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 – preferably 8 feet – should be reserved to allow for two people to walk comfortably side-by-side in compliance with ADA requirements.
- Provide appropriate sidewalk widths given the use and amount of activity that is expected.
- Select materials with consideration for maintenance and long-term appearance.
- Minimize obstructions, changes in elevation, and dramatic changes of surface materials.

WALKWAY REPAIR AND REPLACEMENT

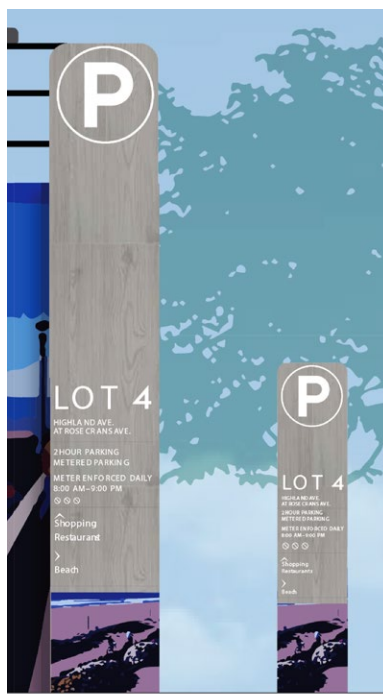
A significant area that affects the aesthetics of the City include the condition of the walkway environments. Materials not approved for sidewalk construction can erode quickly, cause excessive slippage, or be inappropriate to the atmosphere of a particular area. Areas that fall into this category typically include



Figures 7.22 Street name signs



Figures 7.23 Regulatory signage



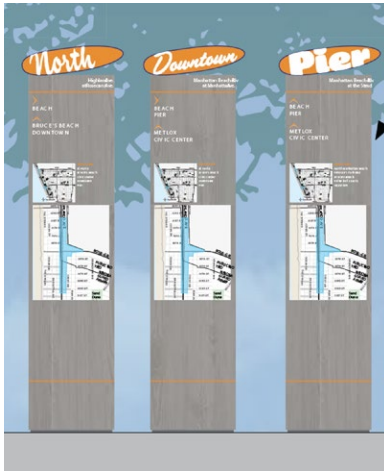
Figures 7.24 Parking markers



Figures 7.25 Possible banner and pole art



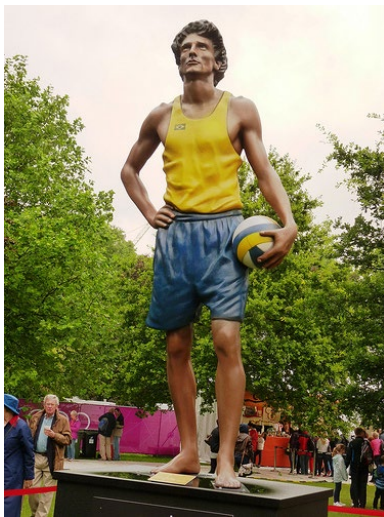
Figures 7.26 Vehicular directional signage



Figures 7.27 Possible kiosk



Figures 7.28 Possible obelisk



Figures 7.29 Art can take many forms from abstract to literal

tiled improvements that occur in conjunction with specific, consistent designed layout patterns.

- For cost purposes, do not expand walkways that require new curb and gutter work unless they yield at least 3 feet of new walkway width.
- Prioritize areas in need of repair for safety purposes and/or that have ADA access and barrier issues.
- Walkway cleaning, scouring, sandblasting, and grinding are all eventual requirements of every walkway.

7.3.D WAYFINDING

BANNERS

Banners add variety and festiveness to commercial and arterial streets. They provide information on City-sponsored, City-funded, citywide 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, or vinyl. 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.

SIGNAGE

The following images are from the Selber Perkins Design Collaborative, hired to develop a signage program for Manhattan Beach. These images are from the Vintage - Retro Option 2 series (October 2015). Pending final decision on the option to be selected, these images should be considered placeholders at this time.

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 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 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. Other considerations will be 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.
- 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 7-30: Existing and Proposed Gateway Opportunity Areas).

Primary Gateways are identified at the intersection of North Valley Drive and Manhattan Beach Boulevard. Conceptually, the gateway could be made to span the road supported by piers. The future potential redevelopment of the Vons site allows 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 features a similar vocabulary of colors, materials, art elements, and typography, but does not necessarily possess a vertical



structure so that significant views to the ocean from the east are preserved.

7.3.E. 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 the general public to sit and enjoy 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 the walkway system that is too small for the 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' width is needed, with 12'-14' considered ideal.
- Nodes must include new street trees. To maximize the space, trees should be in planters covered with tree grates.
- Lighting must be included in these node treatment areas.
- ADA requirements of getting people from the street to the walkway system must be included.
- Newspaper racks and trash receptacles 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 streets should receive all new treatments suggested in the previous section 7.4, in order to make these streets stand out more. Since the primary streets are the widest in Downtown, they are also the logical recipients of more design treatments than the secondary or tertiary streets. Table 7-2: “Guides Applied to Specific Street Types” 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 7-8 through 7-11 have been prepared to indicate the general location and the quantity of locations that should generally be considered for improvements for each street type. A primary, secondary and tertiary street type has been shown as an example of the varying degrees of treatment proposed. Please see Figure 7-31 and 7-32 for the primary streets, Figure 7-33 for the secondary streets and Figure 7-34 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						
B. Signage						
C. Info-Centers / Kiosks						
D. Public Art						
E. Seating and Tables						
F. Refuse and Recycling						
G. Bike Parking						
H. Street Upper-story Tree Plantings						
I. Street Under-story Plantings						
J. Gateway Elements						
K. Nodes						
L. Vehicular Level Lighting						
M. Pedestrian Level Lighting						
N. Walkway Paving Improvements						
O. Walkway Concrete Benches and Walls						
P. Walkway Expansion Efforts						
Q. Character Preservation						

Figure 7-31 Guides Applied to Primary Streets

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

- A. Banners + Art
- B. Signage *
- C. Info-Centers / Kiosks
- D. Public Art
- E. Seating and Tables
- F. Refuse and Recycling
- G. Bike Parking
- H. Street Upperstory Tree Plantings
- I. Street Understory Plantings **
- J. Gateway Elements
- K. Nodes
- L. Vehicular Level Lighting
- M. Pedestrian Level Lighting
- N. Walkway Paving Improvements **
- O. Walkway Concrete Benches & Walls
- P. Walkway Expansion Efforts **

* Throughout area, not shown / ** Not shown /
 *** Not applicable for this area.



Figure 7-32 Guides Applied to Primary Streets

Manhattan Avenue Sample (can be applied to Highland Avenue)

- A. Banners + Art
- B. Signage *
- C. Info-Centers / Kiosks
- D. Public Art
- E. Seating and Tables ***
- F. Refuse and Recycling
- G. Bike Parking
- H. Street Upperstory Tree Plantings
- I. Street Understory Plantings **
- J. Gateway Elements
- K. Nodes
- L. Vehicular Level Lighting
- M. Pedestrian Level Lighting
- N. Walkway Paving Improvements **
- O. Walkway Concrete Benches & Walls
- P. Walkway Expansion Efforts **

* Throughout area, not shown / ** Not shown /
 *** Not applicable for this area.



Figure 7-33 Guides Applied to Secondary Streets

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

- A. Banners + Art
- B. Signage *
- C. Info-Centers / Kiosks
- D. Public Art
- E. Seating and Tables ***
- F. Refuse and Recycling
- G. Bike Parking
- H. Street Upperstory Tree Plantings
- I. Street Understory Plantings **
- J. Gateway Elements ***
- K. Nodes
- L. Vehicular Level Lighting
- M. Pedestrian Level Lighting
- N. Walkway Paving Improvements **
- O. Walkway Concrete Benches & Walls ***
- P. Walkway Expansion Efforts **

* Throughout area, not shown / ** Not shown /
 *** Not applicable for this area.

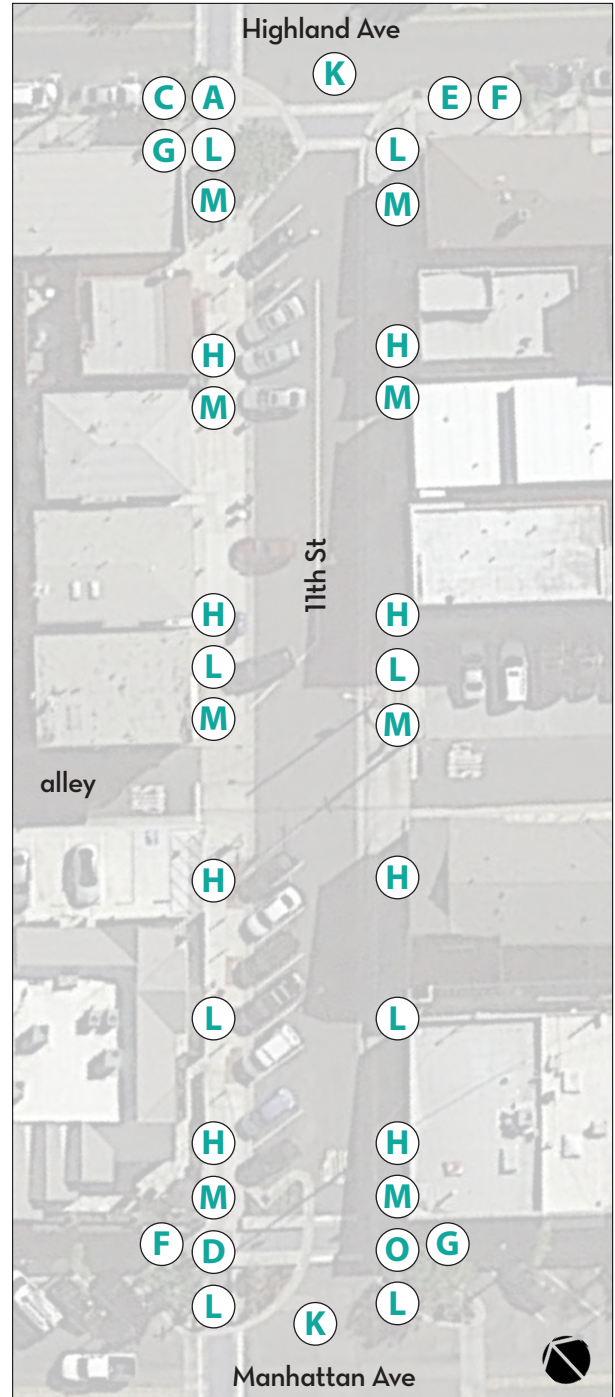


Figure 7-34 Guides Applied to Tertiary Streets

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

- A. Banners + Art
- B. Signage *
- C. Info-Centers / Kiosks
- D. Public Art ***
- E. Seating and Tables
- F. Refuse and Recycling
- G. Bike Parking
- H. Street Upperstory Tree Plantings
- I. Street Understory Plantings **
- J. Gateway Elements ***
- K. Nodes
- L. Vehicular Level Lighting
- M. Pedestrian Level Lighting
- N. Walkway Paving Improvements **
- O. Walkway Concrete Benches & Walls
- P. Walkway Expansion Efforts **

* Throughout area, not shown / ** Not shown / *** Not applicable for this area.



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, most of these projects appeared in the mobility chapter as well. This chapter concentrates on the design aspects of these projects.

7.5.A DESIGN SAMPLE #1: BEACH PLAZAS AND 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 drop-off zone and turnaround point so vehicles do not get stuck in the parking lots that are not designed for vehicles to turn around without being 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 replace an aged slope planting area and railing system that is outdated in appearance. The largest proposed feature relates to converting four parallel parking spaces and converting them to a widened walkway and terraced seating areas with open and semi-transparent canopy trees. The intent is to bring the passers by community into the Downtown area to become customers, without the need of bringing their vehicles. Refer to Figure 7-35: Design Sample #1 - Westend Beach Head Plaza Design Improvements”.

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

Too much of the primary and secondary streets 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 the primary street mid-block locations where public realm space will be extended into the travel lanes in order 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 7-36: Design Sample #2-Westend Block One Design Improvements, Figure 7-37: Design Sample #3-Central Block Two Design Improvements, and Figure 7-38: Design Sample #4-Central Block Three Design Improvements.

7.5.C DESIGN SAMPLE #5: 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 made to have an even higher level of visual impact. See Figure 7-39: Design Sample #5- Eastend Block Four Design Improvements.

Figure 7-35: Design Sample #1- Westend Beach Head Plaza Design Improvements



- 1: Subtle crosswalk net and volleyball
- 2: Turnaround drop-off locations
- 3: Plaza created from reconstructed slopes
- 4: ADA ramps and stairs added to access parking plaza
- 5: Bike racks

- 6: Climbing bike lane
- 7: Bike parking
- 8: Public art
- 9: Terrace seating planters
- 10: New street trees

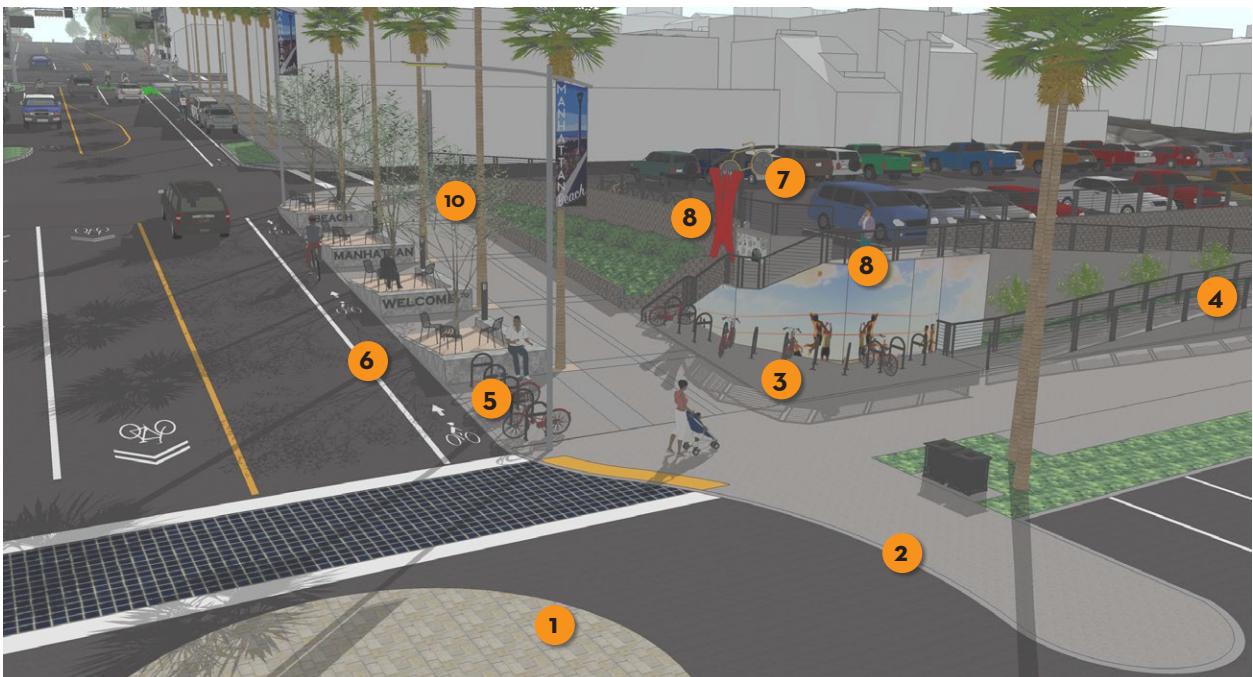


Figure 7-36: Design Sample #2- Westend Block One Design Improvements

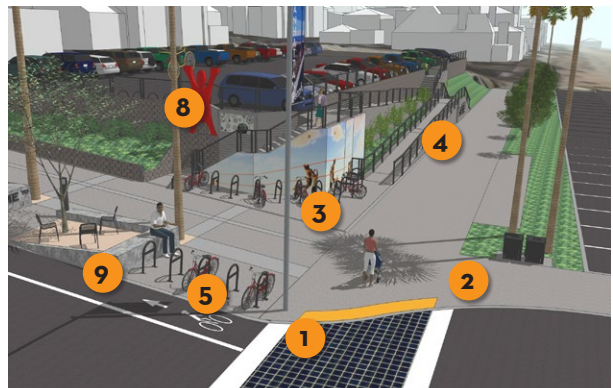
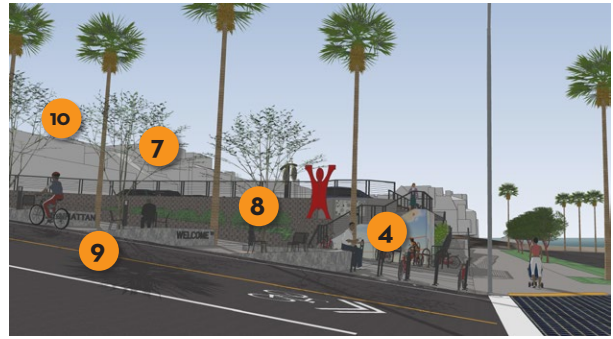
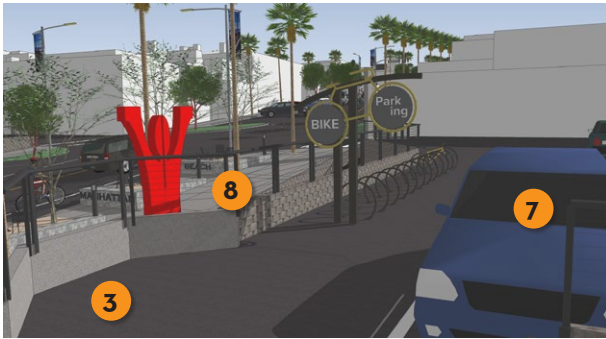
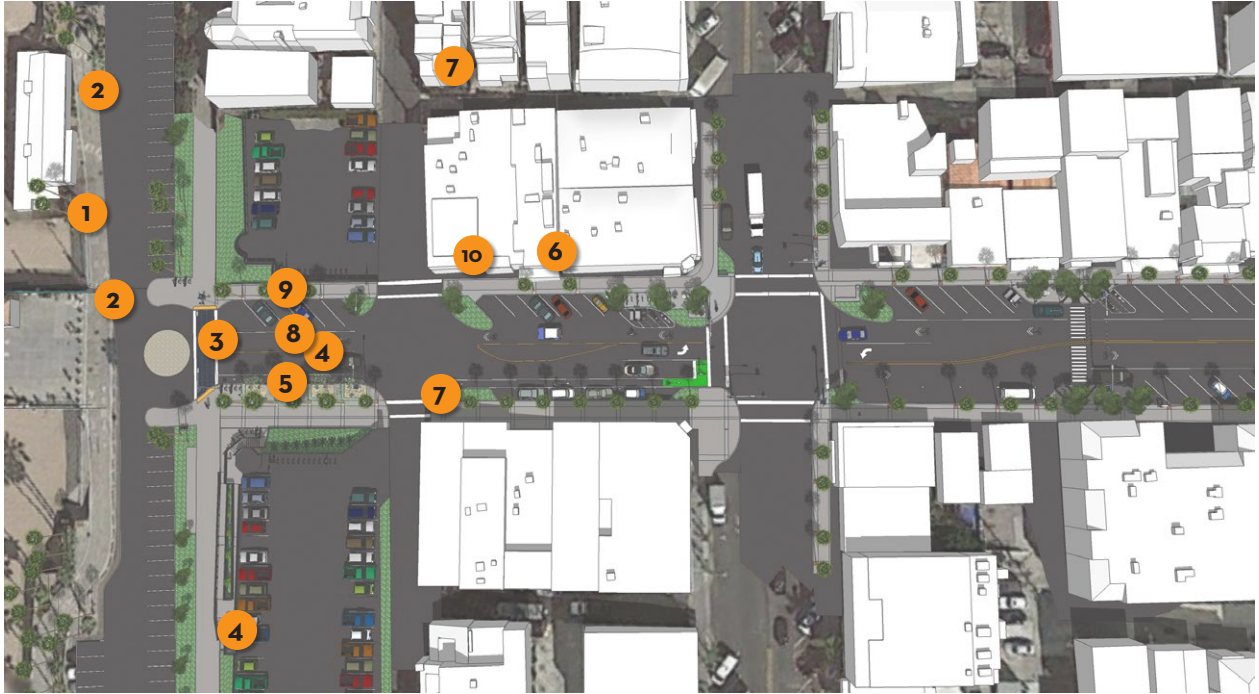


Figure 7-37: Design Sample #3-Central Block Two Design Improvements



- 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: Bollards
- 8: Mid-block crosswalks and bulb-outs
- 9: Mid-block plaza and seating areas
- 10: Mid-block lighting improvements



Figure 7-38: Design Sample #4- Central Block Three 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: Bollards
- 8: Mid-block crosswalks and bulb-outs
- 9: Mid-block plaza and seating areas
- 10: Mid-block lighting improvements

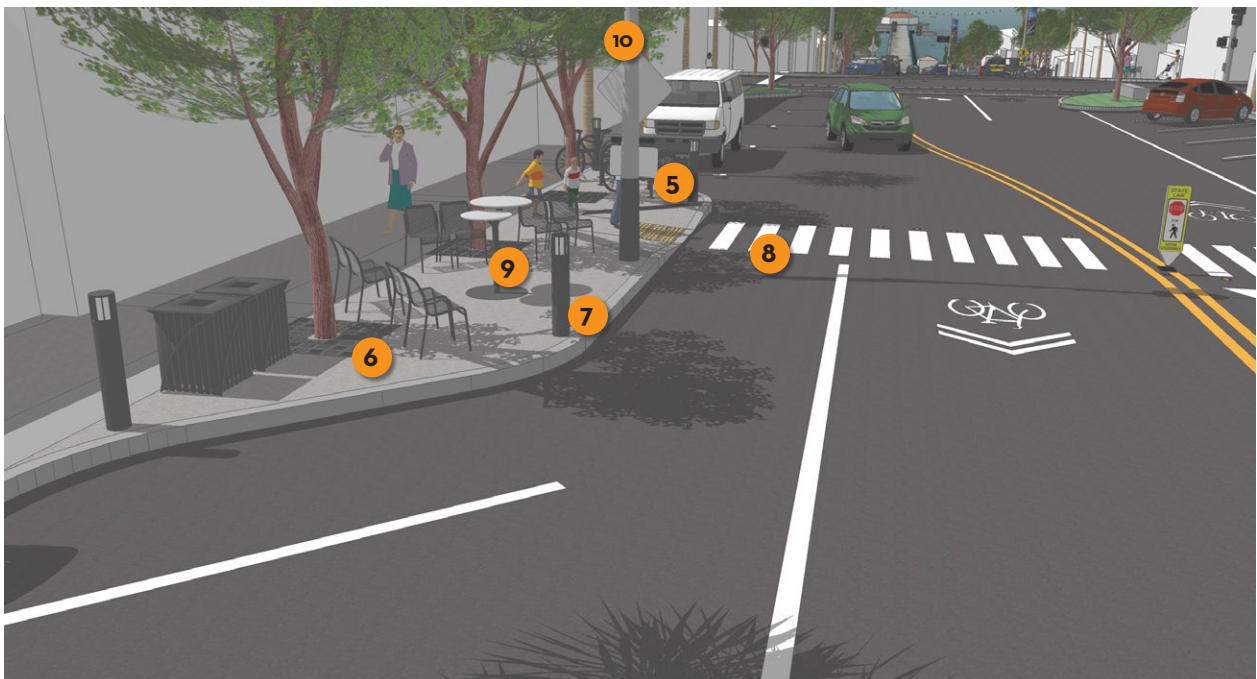


Figure 7-39: Design Sample #5- Eastend Block Four Design Improvements



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



