Chapter 17. The Beach Cities and Manhattan Beach

The Beach Cities are defined by their shared location along the shores of Santa Monica Bay.

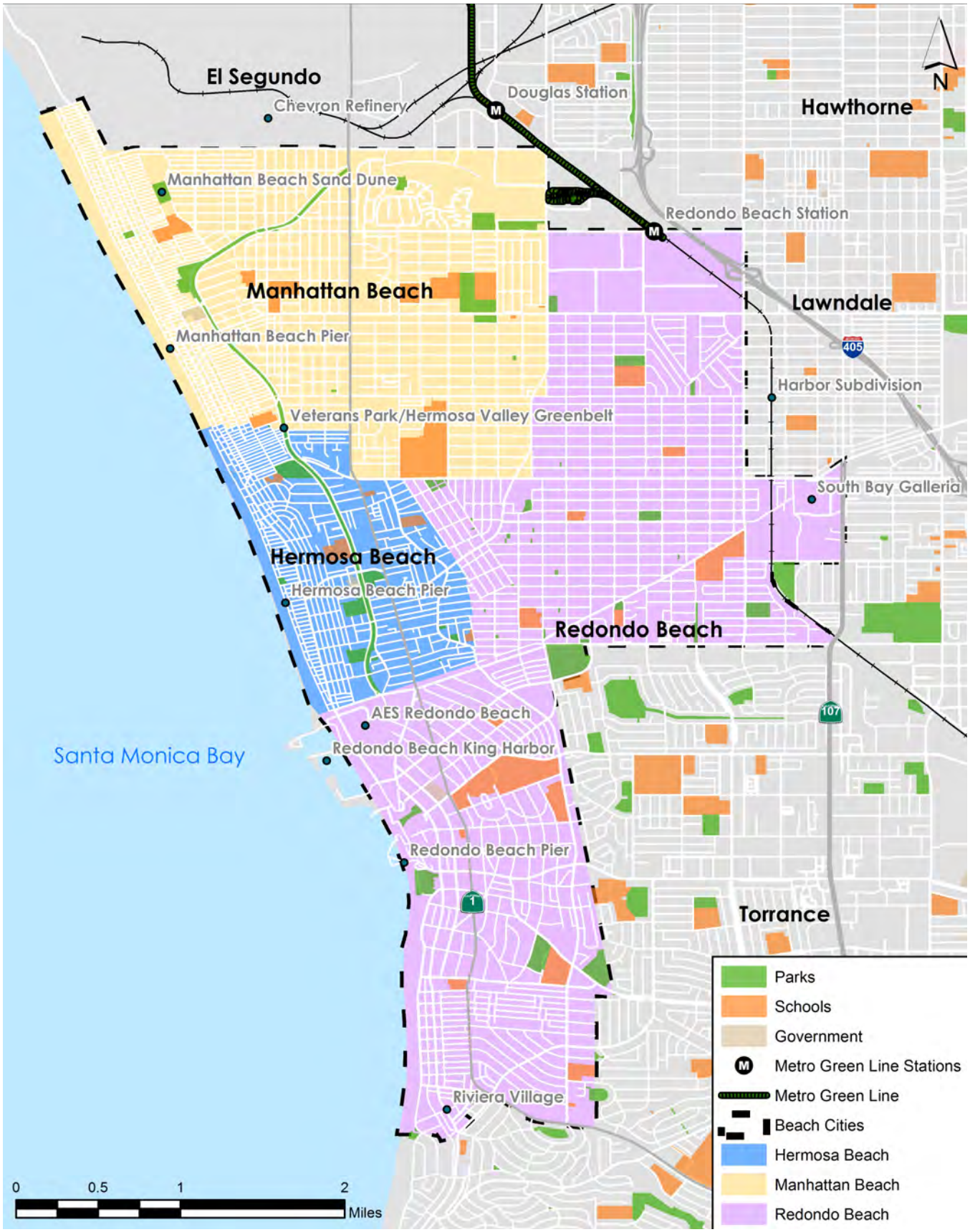
THE BEACH CITIES

Located along the southern end of Santa Monica Bay north of the Palos Verdes Peninsula, the three Beach Cities of Hermosa Beach, Manhattan Beach, and Redondo Beach each have both unique challenges and opportunities as well as share similiar resources and concerns. With their common borders and similar coastal setting, demographics, and urban form, many of the strategies recommended by this Manual will likely be similarly appropriate across the three Cities. However, each City also has a distinct local character and unique challenges and opportunities related to how it has developed over time and the resources at its disposal. This chapter expands on several shared challenges and opportunities specific to the Beach Cities as well as unique city specific topics that were not included in the countywide Model Design Manual for Living Streets that formed the foundation for the rest of this Manual.

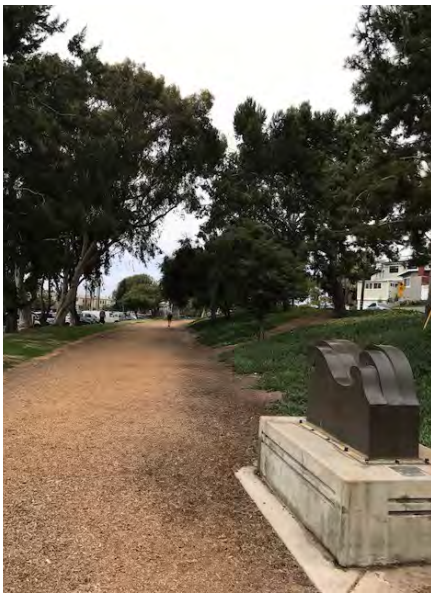
SHARED CHALLENGES AND OPPORTUNITIES

Shared Borders and Coastal Setting

Bound by the shores of Santa Monica Bay to the west, the expansive Chevron Oil Refinery to the north, and the City of Torrance and the Palos Verdes Peninsula to the south, the Beach Cities are primarily bordered by each other. Further, the Beach Cities are also united by their shared coastal setting where continuous sandy beaches and the popular "Strand" multiuse trail bring Beach Cities residents and visitors together for recreation and fitness. This coastal setting is foundational to the identity and character of the Beach Cities as reflected in their names, logos, and historic piers. Unsurprisingly, this unparalleled geographic setting has resulted in a reputation for beach sports like surfing, paddleboarding and beach volleyball that has become a part of the area's cultural DNA.



Data sources: LA Metro Stop/Line Data, LA County EGIS Land Types, SCAG City Boundary Data, CAMS Streets Data



The Hermosa Valley Greenbelt provides a linear recreation corridor popular with walkers and joggers.

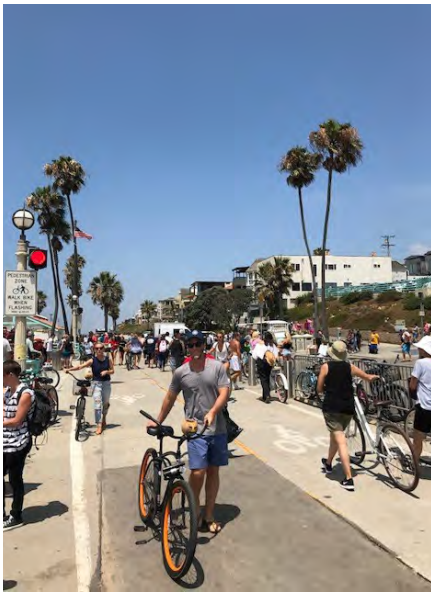
An additional shared resource related to the coastal setting is the winding recreation trail and greenbelt park that runs in the valley behind the Coastal Sand Dune. Known as the Veterans Parkway and Hermosa Valley Greenbelt, this area once hosted the Santa Fe Railroad but now provides much needed green space that runs through Manhattan Beach and Hermosa Beach to Redondo Beach that is popular with walkers and joggers. Along with other local parks and the beach itself, this greenbelt represents a major recreation destination, and preserving and improving access to and from these amenities will likely be a key component of local living streets strategies.

While the proximity to the beach is undoubtedly an enormous asset to the Beach Cities, it also means that both public and private development and improvement programs are subject to additional jurisdictional and environmental scrutiny. All three Cities must accommodate additional oversight from State agencies including the California Coastal Commission (within the Coastal Zone) and Caltrans (when proposing modifications to Pacific Coast Highway, Hawthorne Boulevard, or I-405). These additional layers of oversight make some living streets strategies that might be more easily pursued elsewhere in the County more difficult to implement in the Beach Cities. For example, any changes to parking to free up street space for landscaping or active transportation facilities is often feasible in other areas, but seasonal demand for beach parking and the Coastal Commission mandate to preserve beach access for all Californians makes it very challenging to do so within the Coastal Overlay Zone without replacing the parking removed elsewhere.

Development and improvement projects within this zone must be implemented in accordance with each City's Local Coastal Program, and coastal development permits are required for this purpose under the Coastal Act of 1976. Similarly, modifications to State highways must be advanced with the consent and cooperation of Caltrans which is unnecessary for changes to other local roadways. State highways in and around the Beach Cities include PCH/Sepulveda Boulevard (SR-1), Hawthorne Boulevard between Redondo Beach Boulevard and PCH/Sepulveda Boulevard (SR-107), and the San Diego Freeway (I-405). While Caltrans standards which prioritized automobile traffic over other street users once represented a major impediment to many of the living streets strategies highlighted in this Manual, recent changes in the agency's priorities have made Caltrans not only more open to alternative uses of road space but also an ever more active partner in promoting multimodal mobility. This shift is exemplified by Caltrans Deputy Directive DD-64-R2 (signed 2008, renewed 2014) which

addresses the need for "complete streets" in the planning, operation, and maintenance of State highways, and highlights the agency's recognition of bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Unique Beach and Pier Area Planning Issues



Facilities along the coast feature marked seasonal spikes in usage.

In addition to the regulatory and jurisdictional challenges associated with proximity to the coastline, the Beach Cities also have to accommodate the additional traffic, parking, and maintenance requirements that come with being a popular recreation and tourist destination. Visitor and tourist traffic places an additional burden on the local transportation system beyond that from residents and commuters alone. While beachgoing traffic is primarily a daytime phenomenon, all three Beach Cities have also capitalized on this demand and their desirable geography by developing popular shopping and dining districts near their beaches and piers with bars and restaurants that are often busy well into the night. While the mild climate of Southern California makes the beaches popular destinations year-round, both locals and visitors flock to the beaches in greater numbers during the summer months and on weekends making the peak traffic and additional parking demand periods generated by beachgoers highly seasonal.

This seasonality presents a unique challenge as the same parking lots and higher capacity roadways that are in particularly high demand for part of the year can be an impediment to walkability and other living streets goals year-round. As parking near the beach is not only at a premium due to seasonal demand but also protected by the State, the improvement of existing parking facilities with landscaping, screening, and reconfigurations where feasible will likely be a key living streets strategy going forward that requires creative implementation techniques. For example, recent improvements to Herondo Street and Harbor Drive in Redondo Beach sought to retrofit the streets with high quality bicycle and pedestrian facilities while preserving existing parking capacity. Achieving this goal required the reconfiguration of both roadways with the installation of reverse in angled parking and a parking protected cycle track.

Another key parking-related challenge in the Beach Cities is the overflow parking demand caused by residents, visitors, and businesses in residential neighborhoods located near amenities like the beach or popular shopping, dining, or recreation areas. In many of these

neighborhoods in the Beach Cities, residents advocate for special parking permits for themselves to reduce overflow parking intrusion. Examples include residential override permits in Manhattan Beach, preferential parking permits in Redondo Beach, and residential parking permits in Hermosa Beach. In managing these permit programs, each of the Beach Cities must balance the needs of residents, local businesses, and visitors while working with the California Coastal Commission to ensure access to the beach is not impeded by parking restrictions.

Finally, while addressing street water runoff and storm water capture is a major concern throughout Southern California, the proximity of the Beach Cities to Santa Monica Bay, the popularity of beach sports in the area, and the importance of the beaches to the local economy means that this issue is even more critical in the Beach Cities than it is in the rest of the County. Storm water that is not allowed to infiltrate and is not otherwise captured or treated flows into the Santa Monica Bay—potentially polluting prized local beaches. While regional efforts to clean up the Santa Monica Bay have dramatically improved water quality over the years, local jurisdictions including the Beach Cities continue to work to improve environmental health and reduce pollution. Many of the strategies for treating and capturing storm water have multiple benefits that align with living streets principles, and storm water should continue to be considered when implementing living streets projects of all types.

Common Urban Form Considerations

Because much of the area that we now call the Beach Cities was developed in the early 20th century in an era defined by streetcar and rail transportation, contemporary residents benefit from an urban form that was built closer to a human scale than more recently developed parts of the County. This translates into smaller, more walkable blocks, frequent alleys, a few relatively rare pedestrian streets, and fewer wide arterial highways that can be intimidating for pedestrians and vulnerable populations like the elderly. This development pattern includes very few cul-de-sacs which results in a more connected street grid where residents can more easily walk or bike to nearby destinations without being deterred by the circuitous routing imposed by more hierarchical street grids elsewhere in the County. The primary exceptions to this rule are the more recently developed areas of northern Redondo Beach and eastern Manhattan Beach where large scale office, commercial, retail and industrial developments serviced by wide arterial highways

The Beach Cities are home to a number of relatively rare pedestrian-only streets.

More recently developed portions of the Beach Cities are characterized by much more auto-oriented urban form

and large surface parking lots break up the more well connected and walkable pattern of development that is predominant in most of the Beach Cities. The surrounding Cities of Torrance, El Segundo, Lawndale, and Hawthorne generally feature larger blocks, more hierarchical street grids, and less walkable development—largely due to due to the fact that these areas were developed later when personal vehicles were becoming the dominant form of transportation.

Shared Resources

Transit Service

In addition to geographic and historical similarities, the Beach Cities also have some shared resources and services delivered cooperatively. For example, Beach Cities Transit (BCT) operates two bus lines serving the three Beach Cities as well as neighboring El Segundo to the north. The Cities of Hermosa Beach and Redondo Beach also share a curb-to-curb paratransit service called the "WAVE". While Metro, LADOT Commuter Express, City of Gardena GTrans, Torrance Transit, and Culver City Bus all also operate transit routes in the area, BCT and the WAVE are both locally operated allowing the Beach Cities more control over things like service quality, frequency, and other operations and maintenance functions that could be key to promoting transit as a viable transportation alternative in the future. However, cooperation with the other regional transit operators that serve the area will be critical to achieving meaningful transit ridership and multimodal transportation options going forward.

Beach Cities Transit operates two local bus lines serving the three Beach Cities.

Chief among these regional transit agencies is Metro who operates both bus and light rail service in the Beach Cities. While Redondo Beach is currently the terminus of the Metro Green Line light rail service, the line is planned to be extended south to the Torrance Transit Center and east to the Norwalk/Santa Fe Springs Metrolink Station, with additional stops under consideration in the Beach Cities such as at the South Bay Galleria Mall in Redondo Beach. Additionally, the Crenshaw light rail line which is currently under construction will not reach the Beach Cities but is anticipated to improve connectivity to the Green Line by providing service to Los Angeles International Airport (LAX) and the Expo Line to Santa Monica and Downtown Los Angeles. Both BCT, Metro, and other transit agency stops should be considered and prioritized for enhancement as part of future living streets projects.

South Bay Cities Council of Governments

As neighboring jurisdictions, the Beach Cities are familiar with cooperating, promoting local interests, and sharing information and lessons learned. One key avenue for this kind of exchange is the South Bay Cities Council of Governments (SBCCOG). As a joint powers authority including the three Beach Cities and 13 other nearby jurisdictions such as neighboring Torrance, Lawndale, and Hawthorne, SBCCOG works to distribute regional transportation funds, coordinate local transit services, promote energy and water conservation, advocate for local issues at higher levels of government, and facilitate coordination between member jurisdictions on a variety of other topics. Given the reliance of the Beach Cities on jobs, amenities, and destinations in surrounding communities, maintaining productive relationships with neighboring jurisdictions will be critical to the success of living streets policies locally. Special care should be taken to coordinate street and sidewalk improvements across government boundaries to maximize benefits for end users. The SBCCOG provides a key forum for promoting this kind of cooperation.

Beach Cities Health District (BCHD)

The Beach Cities Health District (BCHD) is a preventative health agency that has served the Hermosa Beach, Manhattan Beach, and Redondo Beach communities since 1955. BCHD provides a range of programs and resources intended to promote wellness and healthy lifestyles while preventing diseases among all population segments. Key programs include school and youth programs, traditional health services, and healthy living programs like fitness classes and workshops. While BCHD programs cover a broad range of issues related to wellness and preventative care, several programs are particularly relevant to the advancement of living streets principles:

- Walking School Bus Program: Since 2010, BCHD has organized walking school bus routes where two or more adult volunteers guide students and parents on carefully selected "bus" routes to local schools which are meticulously vetted by BCHD, school administrators, and local police to maximize accessibility and safety. Over time, the Walking School Bus Program has expanded to 14 local schools, 37 miles of "bus routes", and hundreds of students reducing unnecessary vehicle trips and related congestion and emissions while promoting

exercise and active transportation. The increase in walking to local schools is estimated to have eliminated some 15,000 vehicle trips while promoting exercise and active transportation at 25 percent of Beach Cities schools.

- Streets for All Program: BCHD sponsors an ongoing public safety campaign called Streets for All which focuses on communicating street safety messages to Beach Cities residents of all ages in the interest of promoting streets that are comfortable and safe for all users including: bicyclists, pedestrians, parents with strollers, people with disabilities, and skateboarders, as well as automobile drivers. Key campaign themes include encouraging bicyclists to stop at stop signs and ride in the direction of traffic, educating pedestrians about using crosswalks and waiting for signals, alerting motorists to slow down and watch for pedestrians and bicyclists, and promoting "Streets for All" and sharing the road for all users.

- Blue Zones Program: A partnership between BCHD and the national Blue Zones initiative from Healthways, the BCHD Blue Zones Project is a multi-city healthy living program launched in 2010. Intended to make the Beach Cities a healthier, happier place to live, work, and play, the Blue Zones Program promotes evidence-based environmental and policy changes to motivate people who live or work in the Beach Cities to adopt and maintain healthier lifestyles. Bringing together local restaurants, grocery stores, schools, worksites, volunteers, and City programs, the BCHD Blue Zones program features a multifaceted approach to community wellness focusing on the promotion of healthier diets, social engagement, and meaningful volunteer opportunities, and encouraging physical activity including walking and biking. In 2011, the Blue Zones Program led to adoption of the Vitality City Plan, South Bay Bike Master Plan, and City specific living streets and active transportation policies.

The Blue Zones program has also supported a variety of local active transportation infrastructure improvements such as the Harbor Drive cycle track in Redondo Beach, Manhattan Avenue bike lanes in Manhattan Beach, Monterey Avenue sharrows in Hermosa Beach, and a variety of other bikeway and safe routes to school projects across the Beach Cities. BCHD Blue Zones Program support has

Gateway Park and the Harbor Drive Cycle Track are examples of BCHD Blue Zones supported active transportation projects.

included soliciting the Beach Cities to submit grant applications, grant writing assistance, testifying in favor of projects to encourage City Council approval, assisting with local grant matching funds and/or in kind services, convening stakeholders, providing meeting space, notifying constituents of meetings through their mailing list, and funding community workshops with leading industry experts. The fruitful collaboration efforts between the Beach Cities Health District (BCHD) and the three Beach Cities resulted in success with subsequent grant applications as the Beach Cities and BCHD went on to win a SCAG Sustainability Grant for a Bicycle Mini-Corral Plan ($40,000) and a SCAG Transportation Planning Grant for the Aviation Boulevard Multi-Modal Corridor Plan and the customization of the Los Angeles County Model Design Manual of Living Streets to address Beach Cities specific issues and concerns ($277,000).

South Bay Bicycle Coalition

Founded in 2009 by local bicycling advocates, the South Bay Bicycle Coalition works to promote a safer, more accessible, and more easily interconnected region for bicycling. Made up of bicyclists of all skill and fitness levels from the Beach Cities and surrounding South Bay communities, the South Bay Bicycle Coalition advocates the prioritization of a comprehensive bikeway network, increased bicycling accessibility, the promotion of safe streets where children can comfortably bicycle to school, and a well-planned infrastructure network that supports bicycle commuting. In 2011, South Bay Bicycling Coalition efforts to promote an integrated bikeway network for the South Bay region culminated in the creation and adoption of the multi-jurisdiction South Bay Bicycle

Master Plan spanning the three Beach Cities as well as neighboring El Segundo, Lawndale, Torrance, and Gardena. Today, the South Bay Bicycle Coalition continues to promote bicycling in the Beach Cities with events and programs including South Bay Bike Night, a Bike Corral at Fiesta Hermosa, City Council Candidate Forums, a local Bike Friendly Business Program, partnerships with local bike shops, and education programs in local schools. Community and advocacy groups like the South Bay Bicycle Coalition can be key champions of living streets principles and should be engaged whenever possible to ensure local active transportation interests are addressed in ongoing planning, design, and education programs.

Beach Cities Cycling Club

Similar to the South Bay Bicycle Coalition, the Beach Cities Cycling Club is a local non-profit that works to promote bicycling, fitness, and community involvement. Active in the Redondo Beach and broader South Bay Area, the Beach Cities Cycling Club promotes safe cycling through local events and education programs while organizing group rides and maintaining partnerships with local businesses and bike shops. One key program of the Beach Cities Cycling Club is their ongoing efforts to promote and operate Bike Corrals at local events, providing free bike parking to encourage participants to bike instead of driving to reduce traffic congestion, parking demand, pollution, and traffic noise while improving safety. As a cross-jurisdictional non-profit, the Beach Cities Cycling Club is active in all three Beach Cities with a body of members with a vested interest in active transportation that should be engaged whenever possible in the promotion of living streets principles and projects.

South Bay Bicycle Master Plan

Each of the Beach Cities have adopted the multi-jurisdictional South Bay Bicycle Master Plan (2011) which includes an array of planned bicycle infrastructure improvements across the South Bay as well as implementation steps like prioritization and supportive programming options. In addition to the three Beach Cities, the neighboring communities of El Segundo, Gardena, Lawndale, and Torrance are also partners in implementing the bicycle improvements recommended in the Plan across the South Bay.

Demographic Comparison

Table 17.1 below highlights some key demographic data from the US Census Bureau's 2015 American Community Survey 5-Year Estimates. In general, all three Beach Cities are more affluent, less diverse, and older than the County as a whole. However, the Beach Cities also feature higher average density, and both Hermosa Beach and Redondo Beach have similar percentages of residents who rent homes. In sum, these measures deliver a mixed message as higher income people who are not of minority descent are generally more likely to drive to get around, but denser communities where more people rent their homes can be more conducive to alternative modes than lower density areas filled with homeowners.

Table 17.1 Selected Demographics Comparison

	Hermosa Beach	Manhattan Beach	Redondo Beach	LA County Average
Land Area	1.4 sq mi	3.9 sq mi	6.2 sq mi	4,058 sq mi
Population	19,747	35,603	67,695	10,038,388
Median Age	39.3	42.8	40.0	35.6
Average Density	13,809 residents/sq mi	9,036 residents/sq mi	10,901 residents/sq mi	2,474 residents/sq mi
Minority Population	8.1%	11.2%	20.3%	43.6%
Median Household Income	$111,187	$143,527	$105,145	$56,193
Mean Household Income	$165,341	$214,496	$126,264	$82,941
Percent of Residents Below the Poverty Line	4.0%	2.8%	2.9%	14.3%
Percent Renters	51.8%	31.9%	50.1%	54.0%

Source: US Census Bureau's 2015 American Community Survey 5-Year Estimates

Table 17.2 Mode Share Comparison (Commute)

	Hermosa Beach	Manhattan Beach	Redondo Beach	LA County Average
Driving Alone	79.1%	78.3%	79,1%	73.0%
Carpool	4.0%	5.2%	5.5%	9.9%
Transit	0.9%	1.8%	1.6%	6.8%
Walking	2.7%	1.6%	2.6%	2.8%
Bicycling	1.0%	0.6%	1.5%	0.9%
Taxi, Motorcycle, or other	1.3%	2.1%	2.1%	1.4%
Worked From Home	11.0%	10.4%	7.6%	5.1%

Source: US Census Bureau's 2015 American Community Survey 5-Year Estimates

Table 17.2 above compares the mode share of the three Beach Cities for their commute to work based on data from the US Census Bureau's 2015 American Community Survey 5-Year Estimates. When the commute to work is considered, all three Beach Cities have lower carpool, transit, and walking mode shares and consequently higher driving, taxi, motorcycle, or other mode shares than the County average (Hermosa Beach had a slightly smaller proportion of residents take a taxi, motorcycle, or other mode to work than did the County as a whole). While all three Cities had a larger proportion of people work from home than did the County at large, the discrepancy in the other modes highlights the work remaining to promote meaningful multimodal transportation options in the area. Bicycling rates were slightly higher than the County average in Hermosa Beach and Redondo Beach but lower in Manhattan Beach. While slightly elevated bicycling rates are promising, there is certainly room for improvement as more bicycle friendly Cities in the County like Santa Monica have already been able to reach almost 4 percent (3.8 percent) of residents bicycling to work.

It's important to note that the mode share estimates in the American Community Survey are specific to the primary means by which respondents commuted to work and thus do not include trips unrelated to commuting.

MANHATTAN BEACH

Neither as small as Hermosa Beach nor as large as Redondo Beach, Manhattan Beach borders both of the other Beach Cities as well as the Cities of Hawthorne and El Segundo which provides both additional challenges and opportunities. For example, the I-405 freeway, Metro Green Line, and Chevron refinery are all located outside of Manhattan Beach, but their proximity and regional significance makes them critical considerations for the City. Similarly, the commercial and industrial cluster famous as the home of Southern California aerospace giants like Northrop Grumman is not located exclusively in Manhattan Beach, but occupies much of the northeast corner of the City as well as parts of neighboring El Segundo, Redondo Beach, and Hawthorne.

Wide, auto-oriented arterial highways in the northeast portion of Manhattan Beach present an impediment to more walking and biking.

Auto-Oriented Development in the Northeast

Traffic to and from these regional employment clusters, shopping destinations, rail transit stations in El Segundo and Redondo Beach, and the I-405 freeway has historically put significant pressure on arterial roadways like Rosecrans Avenue, Sepulveda Boulevard/Pacific Coast Highway, Manhattan Beach Boulevard, Aviation Boulevard, and Artesia Boulevard—especially closer to I-405. This has resulted in wide, auto-oriented streets that can be intimidating to bicyclists and pedestrians. Moreover, many of these uses occupy large lots where public streets are often fronted by sprawling parking lots, fencing, or blank walls making for uneventful, uninteresting walks for those who try it.

A critical example of this phenomenon is the Chevron refinery which runs along the northern City limit from Sepulveda Boulevard west for approximately 1.2 miles to just east of Highland Avenue, mostly along the northern edge of Rosecrans Boulevard. While the edge of the refinery is landscaped, the entirety of this span features uninviting barbed wire fencing, high voltage power lines, and no sidewalks on the westbound side of Rosecrans Boulevard except for at BCT bus stops at major intersections where bus riders must cross Rosecrans Boulevard from the eastbound side. While Rosecrans Boulevard features a landscaped median as well as street parking, a bike lane, and a sidewalk on the eastbound side, further street activation efforts will likely be hampered by the monotonous and inward facing edge of the Chevron refinery.

Though they typically lack the fencing characteristic of the Chevron refinery and include sidewalks, the street frontages of the aerospace and retail developments in the City's northeast corner are not much

more inviting to bicyclists or pedestrians. Characterized by large blocks lined by parking lots, the auto-oriented design of these land uses discourages walking and biking. This is especially problematic as this same area features significant clusters of jobs and retail as well as access to the Metro Green Line within a relatively small area which might otherwise encourage nearby residents to consider other modes of transportation. Even the residential developments in this part of the City are less walkable than those in the rest of Manhattan Beach, as the neighborhoods adjacent to the Manhattan Village Mall feature some of the only cul-de-sacs in the Beach Cities that limit access points. For their part, local residents and employees have already indicated a desire for change as reflected by a 2012 petition to install safe bike lanes on Aviation Boulevard that received over 800 signatures.

Downtown Manhattan Beach features a walkable, amenity-rich pedestrian environment that is popular with locals and visitors alike.

Downtown Manhattan Beach

Away from the aerospace firms and the freeway, Downtown Manhattan Beach features a very different development pattern characterized by small blocks, traffic calming and placemaking measures, and a wealth of transparent storefronts for the shops and restaurants that activate the streets. The entire area features cohesive blue, white, or grey street amenities like decorative crosswalks, trash cans, and wayfinding signage with unique City branding. Coupled with pervasive landscaping, curb extensions at intersections, and midblock crossings, these features amount to a walkable, inviting pedestrian experience where residents and visitors alike may be more likely to linger and spend money at local shops and businesses. The adjacent destinations of the Manhattan Beach Pier, the beach, and Strand multiuse path anchor the area, while pedestrian streets which are relatively rare elsewhere in the County provide a unique amenity to residents.

Downtown Specific Plan

In December of 2016 the Manhattan Beach City Council approved the Final Draft Downtown Specific Plan submitting it to the California Coastal Commission for review and certification. The Downtown Specific Plan is intended to preserve the City's unique small town beach character, improve parking and mobility facilities, and enhance streetscapes. Key streetscape enhancement strategies included in the plan include improved bicycle and pedestrian facilities and beautification through

The Cover of the Draft Manhattan Beach Downtown Specific Plan.

new street art, façade improvements, landscaping, and sidewalk cafes. A variety of complete streets and living streets elements are incorporated into the plan including provisions for activating ground floors street frontages, street furniture, placemaking, street trees, wayfinding, pedestrian level lighting, and curb extensions. More information on the complete streets and living streets strategies included in the Manhattan Beach Downtown Specific Plan can be found in the Public Realm and Land Use Chapters of that document but specific goals relevant to living streets principles are excerpted here:

- Goal 1 (Public Realm Chapter): Create a linear space that accommodates the movements of the street travel way while supporting the adjacent land uses.
- Goal 2 (Public Realm Chapter): Make a walking environment that is safe, well lit, protected from the street, and universally accessible.
- Goal 3 (Public Realm Chapter): 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 (Public Realm Chapter): Use the design elements of the street to create a harmonizing e ect on a highly diverse and eclectic street frontage.
- Goal 5 (Public Realm Chapter): Use the public realm to celebrate the history of the community and its support of public arts and positive aesthetics.
- Goal 6 (Public Realm Chapter): Ensure that the street provides information that is quickly legible to the passerby for directions, regulatory information, and parking options.
- Goal 7 (Public Realm Chapter): Provide a variety of parking options, mostly traditional controlled auto parking, but also parking and drop-o spaces that encourage other access modes with greater capacity.
- Goal 8 (Public Realm Chapter): 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.

- Goal 2 (Land Use Chapter): Provide for a mix of land uses that will preserve Downtown's small town character
- while ensuring its continued economic vitality.
- Goal 3 (Land Use Chapter): Support a vital Downtown business district that is primarily composed of small, pedestrian-oriented commercial businesses that serve Manhattan Beach residents, but includes low-intensity businesses that provide goods and services to visitors.
- Goal 4 (Land Use Chapter): Encourage activities along streetscapes and in public spaces.
- Goal 5 (Land Use Chapter): Promote sustainable site design.

Living Streets Policy

Recognizing the benefits of living streets principles, the City of Manhattan Beach adopted the following living streets policies:

- The City of Manhattan Beach will create a safe and efficient transportation system that promotes the health and mobility of all citizens and visitors by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the City, as appropriate, and will design its streets for all users, with beauty and amenities
- The City will provide for the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities in all planning, design, construction, reconstruction, retrofit, operations and maintenance activities and products
- The City will enhance the safety, access, convenience and comfort of all users of all ages and abilities.

Mobility Plan Update

Scheduled for adoption in June 2018, the Manhattan Beach Mobility Plan Update is intended to promote a balanced, multi-modal transportation system to meet the needs of all roadway users including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors and transit riders. While many of the provisions of the Mobility

The Cover of the Draft Manhattan Beach Mobility Plan Update.

Plan Update promote living streets principles, specific goals and policies related to living streets included in the October 2017 draft document are excerpted here:

- Goal I-1: Provide a balanced, safe, and efficient multi-modal transportation system that serves the mobility needs of all community members, including children, seniors, and the disabled.
    - Policy I-1.1: Review the safety and functioning of the street system on a regular basis to identify problems and develop solutions.
    - Policy I-1.2: Improve street signage citywide, to enhance safety, visibility, and wayfinding especially at pedestrian crossings, and ensure street signs are not obscured by vegetation or structures.
    - Policy I-1.3: Encourage the development of Transportation Demand Management (TDM) plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.
    - Policy I-1.5: Support Dial-A-Ride or other para-transit systems for the senior and disabled members of the community.
    - Policy I-1.6: Require property owners, at the time of new construction or substantial remodeling to dedicate land for roadway or other public improvements such as wider sidewalks and/or bicycle lanes, as appropriate and warranted by the project.
    - Policy I-1.7: Improve multi-modal connections to transit facilities, including bike-to-transit and walk-to-transit options, especially to the Metro Green Line stations.
    - Policy I-1.8: Seek ways to improve connections between the portions of the City east and west of Sepulveda Boulevard via transit, bicycling and walking.
    - Policy I-1.10: Promote car-sharing and neighborhood electric vehicles as important means to reduce traffic congestion and further promote climate action projects.
    - Policy I-1.11: Allow for flexible use of public rights-of-

way to accommodate all users of the street system, while maintaining safety standards. Policy I-1.12: Integrate the financing, design and construction of pedestrian facilities and improvements with street projects where feasible at the same time as improvements for vehicular circulation.

- Goal I-2: Move commuter traffic through the City primarily on arterial streets and collector streets, as appropriate, to protect other streets from the intrusion of cut-through traffic.
    - Policy I-2.1: Utilize the Neighborhood Traffic Management Program (NTMP) tools to mitigate neighborhood intrusion by cut-through traffic, and improve conditions for pedestrians and bicyclists.
    - Policy I-2.2: Monitor all major intersections and arterial streets and pursue capital projects as needed to minimize traffic diversion into local streets, improve pedestrian and bicycle conditions to keep traffic moving efficiently.
    - Policy I-2.3: Minimize vehicular access for new developments on local residential streets, and in locations with high pedestrian and bicycle activity, and design access and egress to avoid traffic intrusion on local streets to the maximum extent possible.
    - Policy I-2.5: Encourage the use of Intelligent Transportation Systems (ITS), such as advanced traffic signalization, motorist information, advanced transit, advanced emergency vehicle access, and intelligent parking systems, as well as other appropriate communication technologies, to efficiently and safely move traffic.
    - Policy I-2.6: Review on-street parking in neighborhoods adjacent to commercial areas where neighbors request such review, and develop parking and traffic solutions for those neighborhoods adversely impacted by spillover parking and traffic.
    - Policy I-2.9: Comprehensively review downtown merchant and other parking permits including valet parking to ensure effective utilization of existing parking capacity.

- Policy I-2.10: Protect and enhance on-street public parking including identifying appropriate motorcycle, small car, electric vehicle and bike corral parking opportunities.
- Policy I-2.11: Develop a new multi-modal level of service methodology that includes:
    - Emphasis on pedestrian and bicycle access and circulation
    - Support for reduced vehicle miles traveled
    - Maintenance of appropriate emergency vehicle access and response time

- Goal I-3: Ensure adequate parking and loading facilities are available to support both residential and commercial needs while reducing adverse parking and traffic impacts.
    - Policy I-3.1: Periodically review existing Downtown and North Manhattan Beach parking and loading needs and implement solutions as needed to address deficiencies.
    - Policy I-3.2: Periodically evaluate the adequacy of parking codes in light of land use and parking demand to ensure rightsized parking facilities are provided.
    - Policy I-3.3: Review development proposals to ensure potential adverse parking impacts are minimized or avoided, and pedestrian and bicycle circulation are not negatively impacted.
    - Policy I-3.4: Encourage joint-use and off-site parking where appropriate and develop procedures and templates for use in shared parking arrangements.
    - Policy I-3.6: Consider emergency vehicle access needs when developing on-street parking and other public right-of-way development standards.
    - Policy I-3.7: Work to preserve on-street parking within beach areas.
    - Policy I-3.8: Encourage the school district and private schools to promote active modes of transportation for

students and employees as a means of reducing peak-hour traffic.

- Policy I-3.9: Work with the school district and private schools to improve pedestrian and bicycle routing and safety around schools. Focus pedestrian access to the elementary schools and bicycle and pedestrian access to the middle and high schools.
- Policy I-3.10: Discourage parking associated with schools, particularly at Mira Costa High School, within surrounding neighborhoods.
- Policy I-3.11: Work with the school district and private schools to address high traffic volumes during the morning and afternoon peak school hours, and improve drop-off and pick-up circulation.
- Policy I-3.12: Continue to support and enhance Safe Routes to School programs such as Walking School Bus, walk audits, classroom safety instruction and promotional events.

- Goal I-4: Create well-marked pedestrian and bicycle networks to facilitate these modes of circulation.
  - Policy I-4.1: Strive to promote bicycle facilities that are family friendly and designed to account for various ages, skill levels and topographical constraints.
  - Policy I-4.2: Protect and enhance the walkstreets as important pedestrian access corridors to the beach. Implement enhanced/improved crossings where the walkstreets connect to the street system.
  - Policy I-4.3: Consider and protect the character of residential neighborhoods in the design of pedestrian access.
  - Policy I-4.4: Develop and implement standards to encourage pedestrian-oriented design for commercial properties.
  - Policy I-4.5: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate.

- Policy I-4.6: Encourage features that accommodate the use of bicycles in the design of new development.
- Policy I-4.7: Encourage the development of bikeways to link residential, schools, and recreational areas east of Sepulveda Boulevard with the Marvin Braude bike path.
- Policy I-4.8: Work with local stakeholders to promote safe and attractive bikeways and supporting facilities for both transportation and recreation and implement bicycle facilities identified in the South Bay Bicycle Master Plan.
- Policy I-4.9: Encourage education and enforcement of bicycle and pedestrian safety.
- Policy I-4.10: Identify and analyze locations with higher number of pedestrian and/or bicycle involved collisions and implement appropriate engineering, education, enforcement and other countermeasures at these locations.
- Policy I-4.11: In areas with no sidewalks, review parking and other potential obstacles (such as patios and landscaping) into the public right-of-way that interferes with pedestrian ways and bikeways and develop solutions to reduce and minimize those impacts on walking and biking in these areas.
- Policy I-4.12: Improve auto-oriented streets so pedestrians using the adjacent businesses or services can walk comfortably and feel safer navigating the thoroughfare.