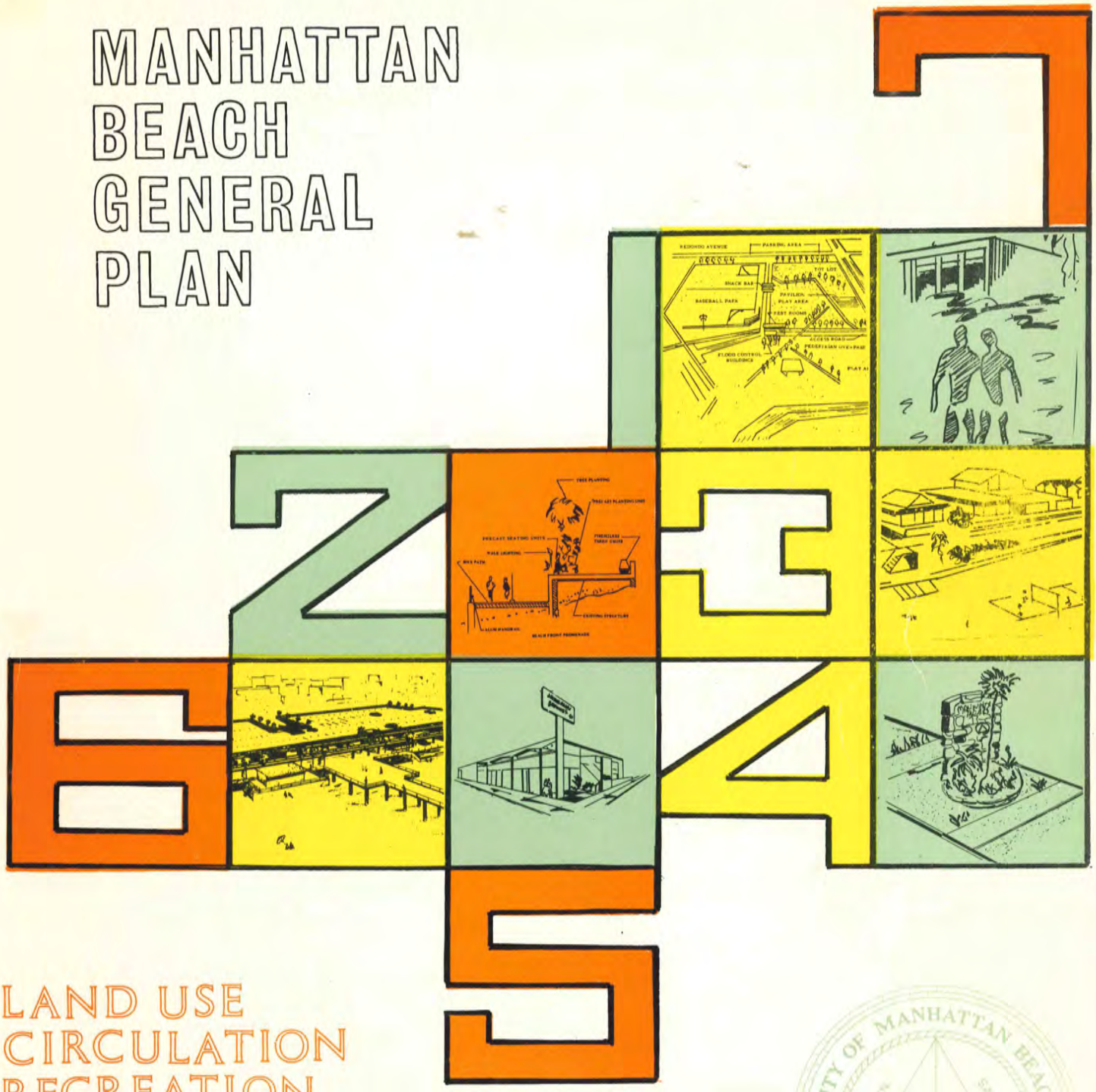
MANHATTAN BEACH GENERAL PLAN



LAND USE
CIRCULATION
RECREATION
BEAUTIFICATION
PUBLIC FACILITIES
PARKING
HOUSING

CITY OF MANHATTAN BEACH
SURF
SAND
SEA
CALIFORNIA

A
COMPREHENSIVE GENERAL PLAN
FOR
MANHATTAN BEACH, CALIFORNIA

Prepared By
City Planning Staff

Approved and Adopted by
City Planning Commission
City Council

January 1970

PHONE: 545-5621

Office of Mayor

CITY HALL - 1400 HIGHLAND AVENUE - MANHATTAN BEACH, CALIFORNIA - 90266

January 1970

To The Citizens of Manhattan Beach:

Your City Council, in presenting to you the General Plan for the City of Manhattan Beach, have incorporated your ideas and comments into a document to serve as a guide for the development of our City.

Months of study, numerous public meetings, and full debate have resulted in a blueprint for the future. The General Plan is a comprehensive guiding statement of your City Council, setting forth the major policy objectives for the community. It is our best judgement at this moment in time of what we desire in the future. Not all of our projections and proposals will come to pass, for we are not the sole determiners of our environment. But your City Council and Planning Commission have stated the kind of community we want to be. With your assistance in implementing this plan, we will be able to meet the demands of the future in an orderly and efficient manner.

Your City Council wishes to express its appreciation to the Planning Commission, staff, and citizens of the community who have devoted so much of their time and talent in producing a General Plan to serve the interests of the total community.

Sincerely,

Jason Lane

JASON LANE
Mayor

PHONE: 545-5621

CITY OF MANHATTAN BEACH
SUN SAND SEA
CALIFORNIA

Planning Department

CITY HALL - 1400 HIGHLAND AVENUE - MANHATTAN BEACH, CALIFORNIA - 90266

January 1970

Honorable Mayor and Members of City Council
City of Manhattan Beach
Manhattan Beach, California

Subject: Letter of Transmittal - General Plan

Gentlemen:

The Government Code of the State of California orders the Planning Commission to prepare and the City Council to adopt a comprehensive, long-term plan for the physical development of the City. Your Planning Commission has prepared a general plan which has met with your approval and represents the maximum possible community involvement in its formulation.

The General Plan for the City of Manhattan Beach was a "do-it-yourself" project. We visited various sections of the community and conducted numerous public hearings. Each element was adopted separately to provide minute discussion of every detail. It is not an attempt to reconcile each divergent opinion within the community, but is the considered opinion of the Planning Commission as to what is best for the total community. The General Plan is also realistic. It is not an ideal dream, but the reflection of the community's ability and desire to implement change when necessary. It is the statement of the goals of the City and the frame-work for bringing them to reality by providing guidelines to both public and private efforts and investments.

As your appointees, the Planning Commission serves to advise on the physical development of the Community, based on our study and evaluation of available data. We convey our appreciation for your confidence in our recommendations by the adoption of the General Plan.

Respectfully submitted,

John A. Lacey

JOHN A. LACEY
Chairman
Planning Commission

ACKNOWLEDGEMENTS

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THE CITY OF MANHATTAN BEACH
CALIFORNIA
1970

Mayor

Mr. Jason Lane

City Councilmen

Mr. Paul Garber
Mr. William R. Hollingsworth
Mr. Russell C. Nicholson
Mr. Michael Sweeney

Planning Commission

Mr. John Lacey, Chairman
Mrs. Marvin Dontanville, Vice-Chairman
Mr. Carl B. Terrano
Mr. Gregory Winser
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Mr. William Switzer
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Mrs. Georgia Kraft, Recording Secretary

RECORD OF ADOPTION

RECREATION ELEMENT
Planning Commission Resolution No. 362, June 22, 1966
City Council Resolution No. 2566, September 6, 1966

BEAUTIFICATION ELEMENT
Planning Commission Resolution No. 363, July 27, 1966
City Council Resolution No. 2567, September 6, 1966

GOALS AND OBJECTIVES ELEMENT
Planning Commission Resolution No. 366, September 14, 1966
City Council Resolution No. 2582, November 1, 1966

PUBLIC FACILITIES ELEMENT
Planning Commission Resolution No. 370, November 9, 1966
City Council Resolution No. 2588, December 20, 1966

LAND USE ELEMENT
Planning Commission Resolution No. 377, April 26, 1967
City Council Resolution No. 2614, June 6, 1967

HOUSING ELEMENT
Planning Commission Resolution No. 430, June 11, 1969
City Council Resolution No. 2781, July 15, 1969

PARKING ELEMENT
Planning Commission Resolution No. 420, April 9, 1969
City Council Resolution No. 2764, May 20, 1969

CIRCULATION ELEMENT
Planning Commission Resolution No. 428, May 28, 1969
City Council Resolution No. 2777, July 1, 1969

Amendment

Planning Commission Resolution No. 435, September 24, 1969
City Council Resolution No. 2807, November 4, 1969

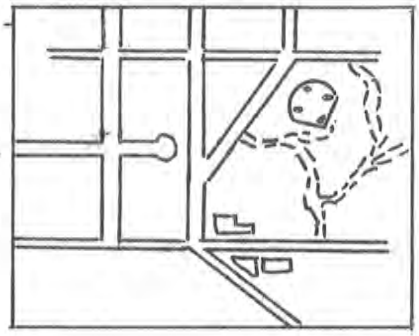
PREFACE

The City of Manhattan Beach embarked upon a master plan program for the community in the mid 1950's. Gordon Whitnall and Associates were hired as planning consultants, working with the staff of the City. On April 8, 1959, a proposed Master Plan was submitted to the Planning Commission. Much research, creative thought, time and effort were expended to create the document. However, political reality precluded its adoption and implementation.

Nearly a decade passed without the formulation of goals and consistent policies to give guidance toward the ultimate desire of the community. Mistakes of the past in land use were perpetuated. The foresight of City Councils reserved land for industrial development which could lead to an economically balanced community. However, the fortunes of the City of today in many instances are a matter of luck rather than planned design. The liabilities of land use abuses are the definite result of a lack of planned and controlled environment.

In April of 1965, a major reorganization of the City structure was approved by the City Council. An Administrative Assistant position was created in the City Manager's office to have responsibility for Planning and Zoning. The undersigned was recruited and appointed to the position. The first and primary assignment was to prepare a general plan for the City. One year was spent in surveying the physical and political environment to be able to present a document that was realistic and politically acceptable. The decision was made to present the elements of the General Plan individually to enable full discussion and evaluation of the separate parts. In most instances, alternatives were presented to the Commission and the Plan element was subjected to public hearing, based upon the Commission's knowledge, preference, and evaluation of public desire. In effect, the General Plan is the product of the Planning Commission, collectively, rather than the work of any one individual.

The General Plan is a sound determination as to what is in the best long-range interest of the community. It is first and foremost an instrument through which the City Council considers, debates and finally agrees upon a clear, unified set of general long-range policies for the physical development of the City. It is the official statement of the City Council which sets forth its major policies concerning desirable future physical development. The General Plan enables a City Council to make immediate decisions of today on the basis of long-term goals.



Ignore the General Plan at the peril of the future. Emasculate it and you refuse to accept respon-

sibility for tomorrow. Amend and supplement it as information becomes available, and you will have a viable guide to the future. Implement the General Plan and you will be working toward the creation of the desired community of tomorrow.

Manhattan Beach is at the threshold of change -- for better or worse. There are signs of a change in the character, age level and quality of the community. Deteriorating structures with absentee owners and irresponsible tenants are the seeds of blight. The City is being strangled by the vehicles that use the substandard streets. Land has been over developed without providing amenities and conveniences of living, including parking and open space.

Manhattan Beach has the potential of being the queen city of the South Bay. It can achieve that status only as the City becomes willing to make the decisions of today based on the goals for tomorrow, by implementing the General Plan.

R. KENNETH FLEAGLE
Assistant to the City Manager and
Secretary to the Planning Commission

CONTENTS OF GENERAL PLAN DOCUMENT

THE CITY IN PERSPECTIVE

History of the City

On December 12, 1912, Manhattan Beach received its incorporation charter from the Secretary of State and became an incorporated City of 600 residents. By 1970 it has reached an estimated population of 36,000 with an ultimate of 42,000 inhabitants.

The first known use of the land was that of an Indian burial ground. Conflicting reports account for Spanish dominion of the area. Manhattan is believed to have been part of the first Spanish land grant in California, given to Juan Jose Dominguez in 1784 and known as Rancho San Pedro. Other accounts claim that the City was part of the 10-mile ocean frontage of Rancho Sausal Redondo. It is certain that the land was subject to Spanish control but time has erased any mark upon the land of Spanish influence.

The next recorded use of the land was as grazing area. Antonia Ygnacia Avila was given permission by Captain Noriego, military commander of Santa Barbara, to maintain his stock on Sausal Redondo in 1822. The grant was bestowed upon Avila from Mexico in 1837 and upheld by the U. S. in 1875.

Daniel Freeman, founder of the City of Inglewood, was the last owner of the 22,500 acre Rancho Sausal Redondo. Much of the soil area was converted from grazing land to the raising of grain, mostly barley.

Transportation facilities opened the way for the development of a community. In the mid-19th Century, a dirt thoroughfare extended from Redondo Beach to Los Angeles and skirted the southern boundary of Manhattan. The Santa Fe Railroad passed through Manhattan to its destination of Redondo Beach in 1888.

In 1900, Frank S. Daugherty and five Los Angeles businessmen incorporated as the Highland Beach Company. Twenty acres of land bordered by Marine Avenue, 15th Street, Highland Avenue, and the railroad tracks were purchased and subdivided. Improvements included a water line down the alleys and center sidewalks.

The southern section of the City near the beachfront was developed by Stewart Merrill with the first house being constructed between 1900 and 1902, located at 109 Center Street (now Manhattan Beach Boulevard). The northern beachfront area of the City was developed by George H. Peck Company at the same period of time. The subdivisions,

carrying Peck's name, offered lots for $200 to $450 with pavement, sidewalk and curbs.

In 1904, Sherman and Clark built the first electric transportation line into the City, called the Los Angeles Pacific Railway. This was later acquired by the Pacific Electric Railroad which operated the "Red Cars" on the beach frontage until 1940 when the service and tracks were abandoned.

It is certain that the City was never planned. It just grew up. Incorporation came out of a desire to protect common interests. Yet, the subdivision lot layout for the older portion of the City was more conducive to summer beach cottages than it was to year-around family living. As late as 1948 the summer population was double that of the winter.

Following World War II, improved roads and vehicles gave impetus to the growth and development of Manhattan Beach as a good place to live the year around.

Land Use Controls

The development of the community as a City is reflected in the history of zoning regulations and land use controls.

On April 5, 1923, by Ordinance No. 249, zoning was first introduced into the City and the area west of the railroad tracks was classified as a residential zone. In June of 1941, the first comprehensive zoning ordinance (No. 502) was adopted, which established a land use plan creating ten (10) districts, regulated the use of property, height of structures, open spaces, adopted a map of the districts, and repealed all prior conflicting ordinances. The districts created were:

A-1	Light Agriculture	B-1	Beach Recreation
R-1	Single-family	C-1	Retail Commercial
R-2	Two-family	C-2	General Commercial
R-3	Limited Multiple	M-1	Light Manufacturing
R-4	Unlimited Multiple	M-2	Heavy Manufacturing

Until February of 1953, when Ordinance No. 675 was adopted, the land east of Sepulveda was zoned for agricultural use.

With the adoption of Ordinance No. 825 (October 7, 1958), the Community had come of age by establishing a comprehensive zoning ordinance for the use of all land within the City boundaries. The years preceding the adoption of Ordinance No. 825 had been the period of most rapid growth. The City was virtually developed, and zoning, rather than implementing a plan, attempted to confirm and stabilize the existing pattern of land use.

Population

Table 1 reveals past population trends and future projections.

The population of the City has about doubled during the past twenty years until the land became saturated and the growth rate diminished. The projection for the next twenty years averages approximately 1% per year and will be absorbed without significant impact.

Approximately 25% of the total number of dwelling units are apartments. If the trends of the last few years are consistent, new population growth will result from apartment house construction.

Character of the Community

Manhattan Beach is essentially a high income and relatively young community. The average median family income is about $12,000 with approximately 30 percent of the resident families earning $15,000 or more per year. The median age is 27.8 years. In the beach front area, 40 percent of the residents are single, separated or divorced. As much as it would like to be, the City is not a homogeneous community. It is a City segregated by age, education, and marital status. The beachfront area has assumed the character of a residential area for unmarried inhabitants of high income and high educational level of achievement. Trends indicate that in a matter of time, this population group will be in the majority in the beach front area. The remaining portions of the City are primarily single-family oriented with 80 percent of the population residing in single-family dwellings.

About 36 percent of the residents are supported by the aerospace and advanced technology industries, as reflected in the relatively high income levels and a median education of 12.9 completed school years. Half of the City's heads of household have completed four or more years of college with 15 percent of these having completed advanced degrees.

In the beachfront area, 58 percent of the respondents to a 1968 survey indicated college graduation.

What was once an agricultural area and a summer beach haven for the City dweller is now a fully mature community, based upon a balance of commercial, industrial, single and multiple-family residences. Transportation facilities paved the roads of development. The convenience of a beach area to centers of commerce and industry made it a desirable residential haven with land values reflecting its desirability. The appreciation of land values has forced the demolition of obsolescent structures by the investment of private capital. Proximity to the beach created higher density, smaller building sites, and higher land values. Approximately 15 percent of the population occupies less than 13% of the total residential land area. The elements of the General Plan are an effort to preserve the desirable features and provide a bulwark against economic pressures that would erode its amenities.

COMMUNITY GOALS

I. Property Utilization

The existing zoning laws are an attempt to maintain property values by precluding the sub-letting of bachelor apartments, multi-family, and commercial uses of single family residences. Laws to perform this objective should be rigidly enforced.

II. Character of Physical Development

Maintain and encourage owner-occupied residential character by the development of single family residences.

III. Character of Social Development

The residential nature of the community should be preserved to permit the enjoyment of peace and quiet free from the nuisances of loud noise, rowdyism and carnival atmosphere.

IV. Economic Base

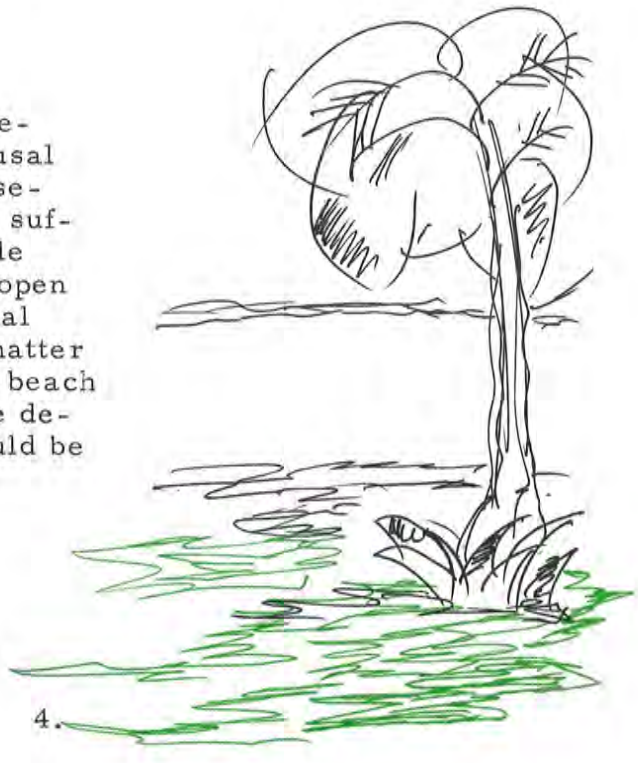
The community is primarily a residential area, however the economic base should be diversified by the encouragement of industrial development in segregated areas and the expansion of commercial development to provide tax relief to the property owner.

V. Density of Development

Zoning regulations, area districts and land use plans should restrict multi-unit development and small lot patterns in order to prohibit increased density of population.

VI. High-Rise Development

High-rise development should be restricted to Section 19 of Rancho Sausal (property bounded by Aviation, Rosecrans, Sepulveda and Marine) with sufficient restrictions to provide ample parking facilities, adequate light, open space and landscaping. Commercial high-rise development should be a matter of individual determination. In the beach area and residential area high-rise development is incompatible and should be prohibited.



VII. Beach Area

The beach area should be developed so as to preserve maximum benefit to the residents of the city and incidental benefit to others. Such plan should encompass pocket terminals for access and use of the beach with provisions for parking. Greater utilization of the beach front should be obtained by construction of a bicycle path and reconstruction of the Strand including landscaping, lighting, occasional bench seating and recreational accommodations.

VIII. Commercial Development

Commercial development should be limited to the length of Sepulveda Boulevard with sufficient depth of zoning to permit off-street access and service; and neighborhood shopping centers located at strategic geographic areas to include a North West, North East, Center East, Southeast and Central Business District.

IX. Recreation Facilities

The City of Manhattan Beach is uniquely favored by the availability of 43 acres of natural recreation area paralleling the ocean front. This beach area is readily accessible to all residents of the city. Three major neighborhood parks and eleven public school grounds provide supplemental open space for recreational purposes. The preservation and use of existing public owned open spaces for recreation are adequate to serve future population projections.

X. City Beautification

The City has an obligation, to be charged against all residents, to beautify the portals to the city and landscape all areas of public domain. Such beautification projects should include the planting of trees along major traffic arteries and the creation and encouragement of special tree districts.

XI. Circulation

The street pattern, through one way pairs, signalization, and adequate right of way, should be developed to establish smooth, quick and easy movement from one section of the city to another and through the city. All through traffic should be discouraged from entering residential neighborhoods. The physical integrity of the community can be preserved only by the exclusion of freeways within the city boundaries. A community consensus demands all actions possible be taken to prevent the intrusion of freeways through the city.

XII. Tidelands Development

The tidelands should be preserved in their natural state and used solely for recreational activities. The natural environment should be preserved and defended against encroachment by the State, and financial, commercial, mineral and transportation activities should be prohibited.

LAND USE ELEMENT OF THE GENERAL PLAN

The Land Use Element of the General Plan is a guide to future development. It is not a zoning map which specifies the precise use of each parcel within the corporate limits. As changes in population occur and market demands are made, the land use element will serve as a basis for zone changes while at the same time providing stability and continuity to the nature of future developments.

This element is based upon the land use survey and considers the unique characteristics of the community. Manhattan Beach is a mature city without room for expansion and extensive development. Lot patterns and land use have been pre-established. Although from a planner's eye many community improvements could be envisioned in the re-arrangement of lot lines and density patterns, such a plan would require mass redevelopment programs financed by government or the investment of immense sums of private capital. The Goals and Objectives of the City of Manhattan Beach are not consistent with urban renewal.

Based on the community's goals and objectives, the land use element recognizes existing development and serves to perpetuate the existing residential character. The plan is to protect and stabilize the residential areas with a minimum of encroachments by other uses. It further establishes those areas that are best suited because of lot size, geographical location, and land values, to be developed as multiple type dwelling units. Insofar as possible, buffer areas are established to separate single family residential development from industrial and commercial developments.

Definitions

LOW DENSITY. Low Density areas are generally considered as single family neighborhoods. Here is provided a maximum of privacy, light and air, as well as other amenities of suburban living. Population density in these areas will accommodate from 5 to 8 families per net acre (minus streets).

MEDIUM DENSITY. Medium Density relates to both apartment type dwellings where lot sizes range from 4600 sq. ft. to 7500 sq. ft. and to single family residences on lots of 2700 sq. ft. Population density in these areas will accommodate from 10 to 16 families per net acre.

MEDIUM DENSITY. (Planned Residential) This classification provides for residential apartment type housing of planned design that would provide for open space, internal circulation, combination and consolidation of lots. Its use is particularly applicable to major traffic arteries and in the vicinity of commercial areas. Planned residential development permits a higher density of land use while at the same time requiring design standards that prohibit interference with traffic flow and provide community amenities. Population density in these areas accommodates from 10 to 15 families per net acre.

HIGH DENSITY. High Density provides for maximum coverage of the land in consideration of existing land development patterns and prevalent building codes and community attitudes related to lot sizes and height limitations. High Density is generally related to multiple family dwellings and will accommodate from 30 to 48 families per net acre.

Assumptions

1. Redevelopment will be on a limited scale by private funds as warranted by the amortization and depreciation of existing dwellings.

2. Urban renewal will not be necessary if property values and improvements are maintained.

3. Land values and the demand for proximity to the beach will perpetuate high density of development and small lot patterns within easy walking distance to the beach.

4. The dominance of single-family residential development is preferred by the majority of residents. A variety of demand will be accommodated by area districts of varying lot sizes.

5. Increasing land values and increasing taxes will invite the illegal conversion of single-family residences to multi-family dwellings unless rigid code enforcement procedures are followed.

6. The density of development in existing and proposed High Density areas will not accommodate private off-street or public on-street parking requirements. Under existing development patterns consolidated off-street parking facilities will be required for residential parking.

7. The affluence of the area will support high value single-family residences and the community can serve the demand by providing suburban services at a premium tax level.

8. Commercial development will be limited to neighborhood, central business district and strip development on the Pacific Coast Highway, catering primarily to local residents.

9. Industrial development will be of "light" character which will preclude offensive noise, dust, smoke, odor and nuisance factors but will burden traffic arteries and require a level of municipal services equal to the nature of development.

Goals and Objectives

1. To accommodate an optimum population density of 40,000 to 45,000 people.

2. To maintain the high-valued single-family residential character of the community.

3. To provide adequate allocation of land to permit the development of a balanced community by providing for industry, commerce, service and residential land use.

4. To create buffer areas between residential dwellings and less restrictive land uses.

5. To provide incentive for private investors to redevelop non-conforming and amortized structures in a manner that would accommodate public demands and contribute to community amenities.

6. To withdraw multi-family land use from congested areas of the city and to authorize apartment dwellings where land areas and traffic facilities can accommodate them without adverse effect.

7. To reserve adequate open space and land for public recreation and quasi-public use.

Proposals

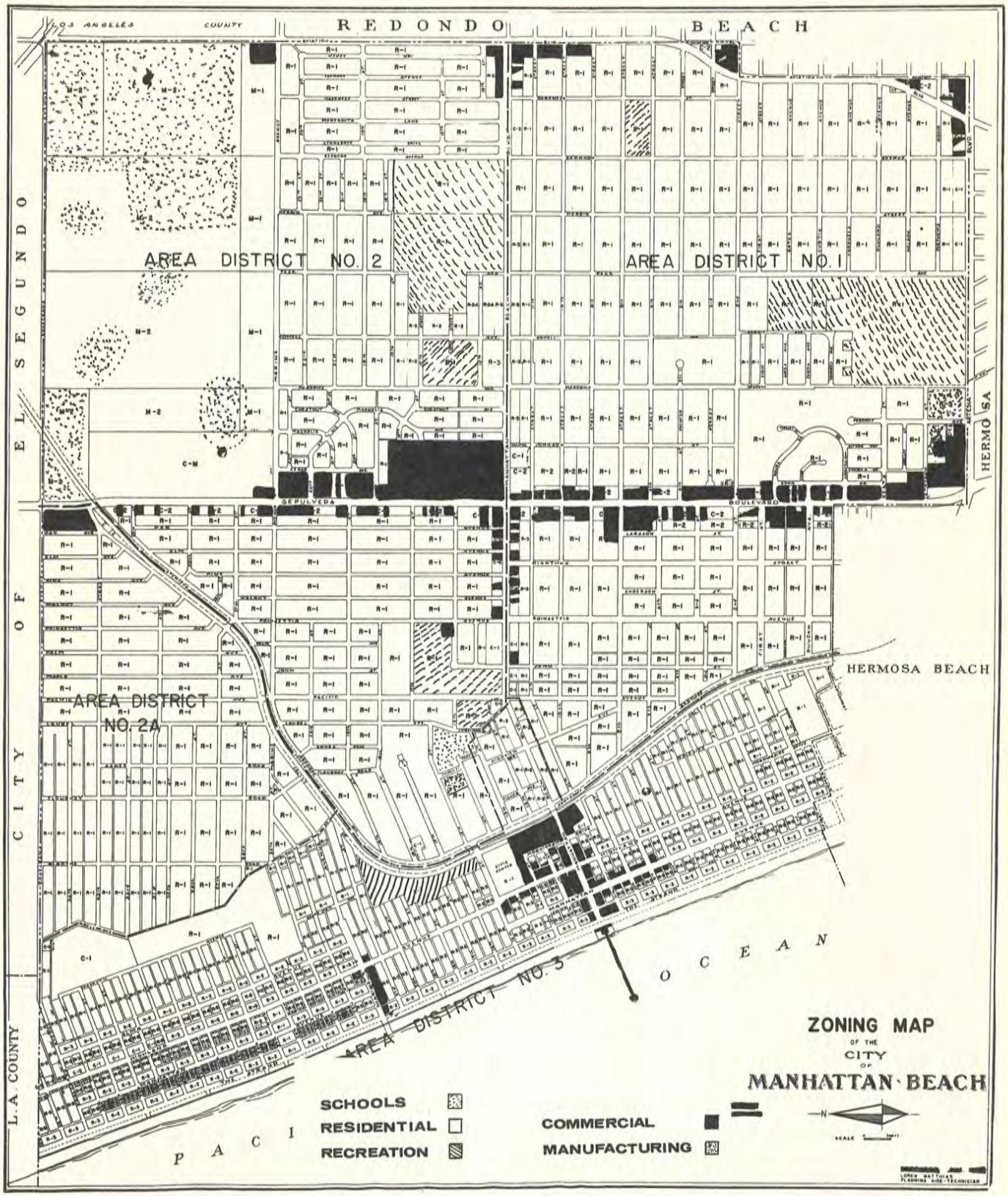
1. Commercial Development. Strip commercial zoning is proposed for the length of the Pacific Coast Highway at a sufficient depth to permit frontage parking and of adequate lot size to permit high-value commercial development. The Central Business District extending from Valley Drive to the Ocean Front is to provide concentrated commercial and professional services whereby pedestrian traffic is generated and sales and services complement each other. Neighborhood shopping centers are to be located at the outer extremities of the city in the Northwest, Centereast and Southeast sections.

2. Residential Development. Low Density Development will be perpetuated with lot sizes for single family development ranging from 4600 square feet to 7500 square feet. Medium Density development encompasses single-family land use where lot sizes are generally less than 3,000 square feet. The permissive division of lots during past years into two parcels of 1350 square feet each, makes it imperative that future development and redevelopment on portions of lots be restricted to single-family use.

   Medium Density (Planned Development) is to be authorized on all major traffic arteries to include Rosecrans, Marine, Manhattan Beach Boulevard, Artesia, and the southerly section of Aviation Boulevard. Planned unit development would prohibit by design the backing of any vehicle into the public thoroughfare.

   High Density development provides for multi-family land use in the beach front area. The private consolidation and redevelopment of existing small lots should be encouraged.

3. Residential Parking. The proposed density of development in High Density Areas makes it imperative that provisions be made for private or


LOS ANGELES COUNTY
REDONDO BEACH
EL SEGUNDO
CITY OF
L.A. COUNTY
HERMOSA
HERMOSA BEACH
AREA DISTRICT NO. 2
AREA DISTRICT NO. 1
AREA DISTRICT NO. 2A
AREA DISTRICT NO. 3
SEPULVEDA
BOULEVARD
OCEAN
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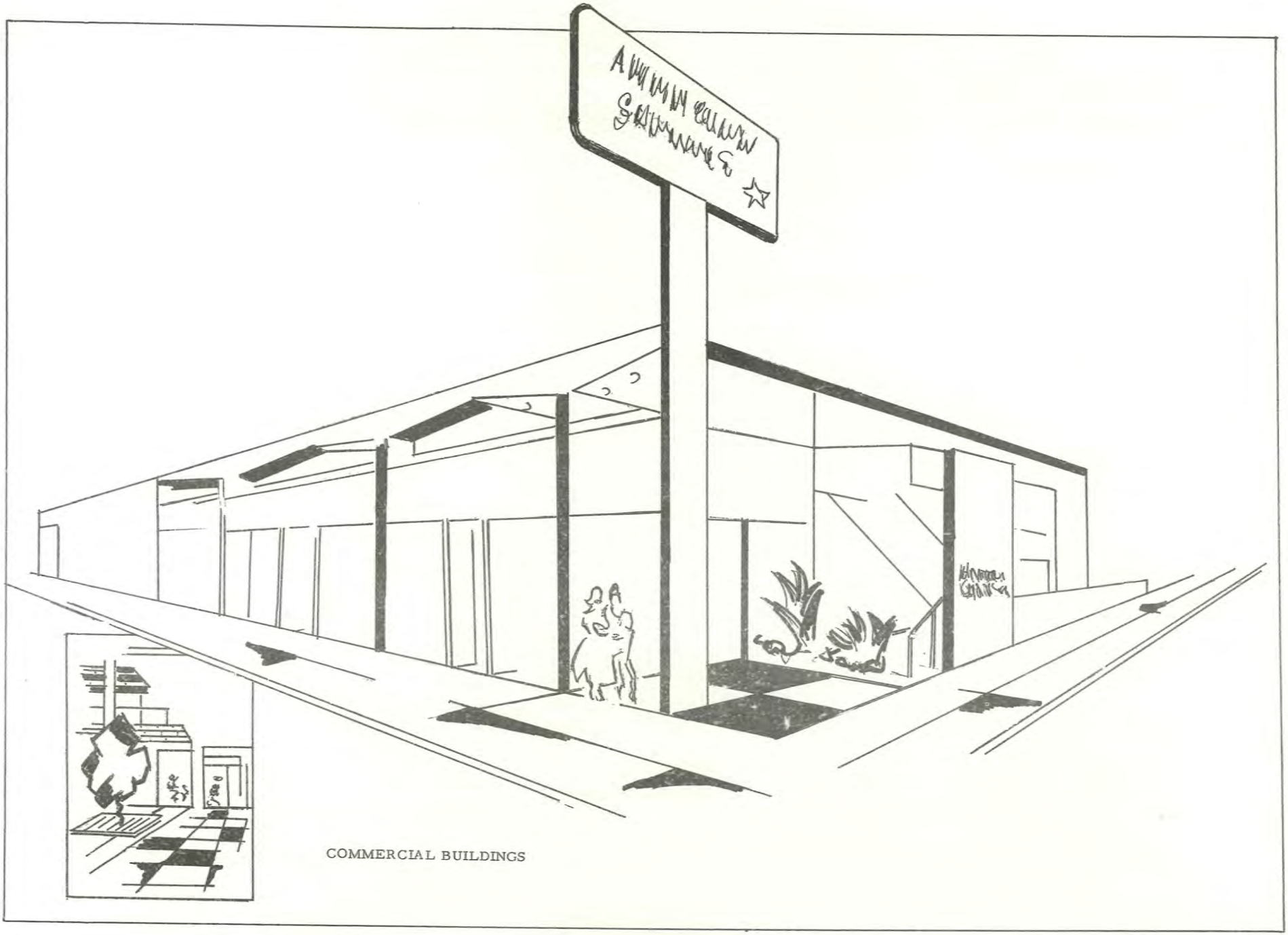
ZONING MAP
OF THE
CITY
OF
MANHATTAN BEACH
SCHOOLS
RESIDENTIAL
RECREATION
COMMERCIAL
MANUFACTURING
LOREN MATTHIAS
PLANNING AIDE-TECHNICIAN

MANHATTAN BEACH BUILDS



COMMERCIAL BUILDINGS

public off-street parking facilities. These facilities for the residential area could be provided by private funds where permitted by specific plans and zoning ordinances. The assessment against the property owner for off-street parking facilities would enable public construction and operation. An alternative to residential off-street parking facilities is more restrictive land use.

4. Industrial. Nearly one eighth, or 300 acres, of the land within the city has been reserved for industrial use. This area should be preserved against encroachment by residential and other incompatible development.

General Considerations

The City will receive ever increasing pressures for maximum land development for residential use as the population influx and industrial development of the South Bay area materializes. The community objective is to preserve its character as a high-valued residential area. A substantial increase in density will destroy the high-value character of the residential community and will result in a preponderance of tenant dwellings and the related demand upon municipal services by a transient population.

If the stature of the community is to be preserved, the Planning Commission, Boards and City Council will be required to resist any overtures for increased density, particularly in the beach front area.

The amenities of suburban living require the separation of noncompatible land uses. For this reason commercial and service oriented land uses should be clustered and segregated from residential land use.

If individual parcels in the beach front area are to be permitted high density, then consolidated off-street parking facilities are a necessity.

The preservation of the single-family residential character of the community will require rigid code enforcement to prohibit the unlawful conversion to and expansion of multi-family dwellings.

CIRCULATION ELEMENT OF THE GENERAL PLAN

The Circulation Element of the General Plan is for the purpose of establishing a guide for future street design and improvements. The purpose is two-fold in that it will attempt to assure adequate means for the movement of people and goods from one given piece of property to another within the city, and provide routes for traffic to progress through the city to destinations elsewhere without adverse effect upon the residential character of the community.

The adoption of a Circulation Element for Manhattan Beach poses problems uncommon to newer cities and to many older cities. The street system is basically established, land uses are nearly developed, lot sizes preclude obtaining additional right-of-way without destroying existing use, with the exception of the railroad right-of-way, and tradition and usage have entrenched community thought to existing development. The problem of the Planning Commission and City Council becomes one of adapting an existing street system to meet present and future demands within the concepts of traffic flow, residential integrity, and acceptable standards of design.

The Street System

The total street system in the City of Manhattan Beach consists of approximately 95 miles of streets, occupying over 1/5 of the 3.84 square miles of the City. The streets themselves consist of 53 miles of fully improved streets with curbs and gutters, 5.6 miles of walk streets and .4 miles of dirt or unopened streets. In other words, the street system consists of 840 acres which must be cleaned, paved, graded, drained and maintained.

The degree to which we are influenced by the street system varies in a range from quite direct to being extremely subtle and difficult to define. The ability to enter and exit conveniently from our places of residence; the ability to get from our residence to the store or to our place of employment; the ability for supplies and products to be easily distributed throughout the area; to say nothing of the accessibility for emergency vehicles and secondary uses such as the location for the installation of utilities are but a few of the large number of influences in varying amounts that our system of streets has on our daily lives. The roadway facilities that comprise a street system are classified as freeways, limited access thoroughfares, primary streets (major arterials), secondary (collector streets), and local streets.

Definitions

Freeway - A major traffic expressway established by the State Highway Commission, characterized by limited access, no grade crossings, physical separation of opposing traffic lanes,

elimination of direct access to abutting property, and designed for maximum traffic speed and flow.

Limited Access - Throughfare (Parkway) - A major thoroughfare designed to limit the number of intersections and to prevent direct access to and from abutting properties. When suitably landscaped, it assumes the title of "Parkway," (an ambiguous term with regional connotations). Limited-access throughfares are characterized by fast moving center lanes paralleled by adjacent frontage or service roads. Grade crossings are limited to signalized intersections with major traffic arteries. Through proper signalization, they permit a high volume of continuous traffic flow without the physical barriers, speed, and access restriction characterized by a freeway.

Major Arterials - (Primary Streets)-A major thoroughfare providing for through traffic movement between areas and across the city, and direct access to abutting property; subject to necessary control of entrances, exits, and curb use. Included within this classification are Sepulveda Boulevard, Manhattan Beach Boulevard, Rosecrans Avenue, Artesia Boulevard, a portion of Marine Avenue, and other major traffic arteries.

Collector Streets - (Secondary Streets)-A street network which serves an area or neighborhood as a collector or distributor of vehicle traffic by being fed by local streets and delivering the traffic to a major traffic artery. Included within this classification are Valley Drive, Pacific Avenue, Meadows Avenue, Ardmore Avenue and Second Street.

Local Streets - Streets which are designed to serve a residential area and are local in character. Ideally to protect residential integrity, a local street prohibits through traffic by cul-de-sac, curves, and T-intersections. An adequate street system provides for local streets to be limited to two traffic lanes and parking lanes adjacent to the curb. Their purpose is to provide sole and exclusive benefit to the residences fronting upon them and to provide access from a residential neighborhood to a collector street.

Standards

The desired standards for streets and highways are established by Article 2, Section 10, Chapter 4 of the Manhattan Beach Municipal Code. These standards are appropriate criteria for new construction; however, it is readily recognized that they are unrealistic for application to a mature city with a developed street system.

Sidewalk Area - Major arterials, collector streets, and local streets should provide a parallel area for unobstructed pedestrian passage of a minimum width of four feet (4'). Greater widths should be required and authorized in accordance with the pedestrian demands related to commercial areas and places of public assembly such as schools and churches.

Sidewalks should be required on all arterial and collector streets and on streets providing direct access to places of public assembly, schools, parks and shopping areas. In single family residential areas, parkways should be

required on local streets to provide for a four foot (4') property line sidewalk six inches (6") from the property line with the remaining parkway area to be suitably landscaped.

The Select System - The "select system" consists of the streets designated as major arterials and collector streets. As such, they become eligible for the expenditure of state gas tax funds for their construction and maintenance.

Amendments to the system may be made when warranted by change brought about by changes in traffic or land-use patterns or by other causes acceptable to the State of California, Department of Public Works.

The criteria for selection or revision of the select system of streets follows:

a. The total mileage of the select system shall not exceed 50 percent of the sum of street mileage in the city, less the state highway mileage within the city.

b. Any route included in the select system of city streets shall meet one or more of the following tests:

   (1) It shall be an important traffic connection between two or more routes on the State Highway System.

   (2) It shall afford substantial relief to one or more routes in the State Highway System.

   State routes may be included for providing contributions to and processing of cooperative agreements with the State Highway Department.

c. A showing shall be made by the city that every route is coordinated with contiguous local jurisdictions and with routes in the State Highway System.

d. Notwithstanding the above, a city shall be entitled to include within its select system as many miles of city streets as were included in its approved major street system on January 1, 1963.

Traffic -- Impact and Projection

Local residents are responsible for 56% of the traffic crossing city boundaries. The average household maintains 1.7 motor vehicles with two-thirds of the single-family residences maintaining two or more cars. (See Table 1).

Household survey respondents indicate average local trips of about four per day, slightly less than half of which are for work (See Table 2). About one-fourth of the work trips are within the city. Trips within Manhattan Beach account for slightly under one-half the total trips.

It is estimated that total motor vehicle trips into and out of the City (peripheral traffic counts) are about 225,000 on a typical weekday (see Table 3). It is estimated that these peripheral traffic counts reflect a total of 215,000 one-way trips made within, into, or out of the City (see Table 4). Included in these 215,000 one-way trips are 54,000 trips made by local residents within the City which would not appear on the peripheral traffic counts. Also, the 215,000 one-way trips reflect 110,000 two-way trips, there being some trips made through the City which do not return through the City.

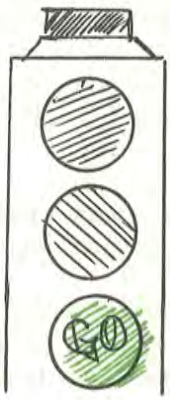
Comparable figures have been estimated for a peak weekday period consisting of approximately five hours during the "heavy" morning and evening commuting traffic. From these data it is estimated that about 56 percent of the City's total traffic (as measured by total one-way trips) is generated by local residents, both for an average weekday and also for the peak weekday periods. The remaining 44 percent is from non-local residents.

There is very little difference in traffic generation percentages between the average and the peak. However, there is a considerable difference in the type of trip. Peak-hour traffic generated by local residents is much more heavily oriented to out of City destinations. Most in-City destinations are not work related, and thus, are most easily performed during the non-peak hours. Similarly, non-local resident trips with Manhattan Beach destinations are much lower during peak hours than other hours, again reflecting an essentially non-employment orientation.

It is estimated that on a "good weekend" as many as 50,000 to 100,000 persons visit beach areas within the City. More than 80 or 90 percent are estimated to be non-residents. Total traffic generation is probably about one car for every two persons, indicating total trips of 25,000 to 50,000. These would result in peripheral traffic counts of at least 40,000 to 80,000.

Problem Areas and Analysis

A series of ratings reflect traffic problems on major city streets (see Table 5). During the weekday peak hours, the principal problems are on the north-south streets. The major problems on the east-west streets at that time are principally at Sepulveda Boulevard. On summer weekends, the principal problems occur primarily on Highland and Manhattan Avenues, and on east-west streets near Highland. In terms of total traffic problems, both during the week and on weekends, it is clear that the greatest problem areas are on Highland and Manhattan Avenues.



The distribution of employment of the TRW complex is presented in Table 6. This should be a relatively good measure of the distribution of future employees situated within Manhattan Beach. This also appears to be a reasonable measure of employment distribution throughout the total airport-aerospace industries as a whole. It can be seen that approximately

47 percent of the TRW employees reside in the South Bay - from the airport south to Palos Verdes and east to approximately the Harbor Freeway. An additional 32 percent reside in the North Bay and West and Central Los Angeles areas. The remainder of the employees (about 21 percent) live in the San Fernando Valley, Long Beach, and beyond. Of the employees residing in the South Bay, we estimate that probably no more than one-half would use Manhattan Beach streets other than Aviation to reach their destination at TRW. A greater percentage would use other Manhattan Beach arterials to reach employment in the El Segundo and Westchester areas.

Projections

It is projected that industrial acreage will be developed to maximum potential within the time span of this element. Commercial areas will continue to develop along present lines, resulting in a 50 percent increase in sales volume.

Non-resident traffic volume at the present level of 95,000 one-way trips will increase to 100,000 but it is anticipated that the volume will stabilize thereafter at that point. This projection is predicated upon potential traffic relief from development of the Route 1/107 Freeway. (See Table 7). Total traffic projection will increase 13.5% from the present count of 215,000 to 244,000 one-way trips. (See Table 8).

Assumptions

1. A Pacific Coast Freeway will not bisect the city and if future vehicle requirements necessitate the extension of the Pacific Coast Freeway through the South Bay area, it will follow the eastern boundary of the city.

2. The street system though not meeting acceptable standards, will adequately serve intra-city traffic circulation requirements under existing development standards.

3. The adequacy or inadequacy of the existing street system for internal traffic circulation is directly related to parking facilities and controls.

4. The greatest deficiency of the street system is the accommodation of through traffic.

5. Walk streets will not be opened to vehicle traffic except for those necessary for circulation and parking facility access in the Central Business District.

6. One-way traffic patterns can further increase the capacity of streets to accommodate peak-hour vehicle demands.

7. The streets of the city, especially within the beach front area, are not adequate to accommodate the population density of the area. Our present street pattern is inefficient and in the vast majority of areas, we have

inadequate right-of-way. Radical departures from existing policies will have to be made if adequate right-of-way is to be gained.

8. Rapid Transit will eventually result from public demand. The proximity of Manhattan Beach to the International Airport will result in either convenient access to a Rapid Transit Terminal or the extension of the line through the South Bay area to serve the city.

Goals and Objectives

1. The smooth, quick and easy movement of traffic from one section of the city to another while at the same time preserving the single-family residential integrity of the community and protecting against the adverse influences of through-traffic.

2. Adequate intersection capacity on boundary through-fares to prevent any diversion of through traffic onto local streets because of peak hour congestion and delay at intersections on boundary throughfares.

3. The efficient dispersion of locally generated traffic by the maximum utilization of collectors and major arterials.

4. The convenient access from collector streets onto major arterials.

5. Cooperation with other governmental agencies to provide economical, efficient and beneficial traffic facilities for the transporting of people and material.

6. Encourage the development of an adequate, attractive and efficient rapid transit system to serve the needs of the total area, thereby relieving the surface street system of congestion, lessen through traffic demands, and contribute to the health, well being and convenience of the residents.

Proposals

I. Arterials (North-South)

Sepulveda and Aviation Boulevards are to provide the major arterial accommodations for through traffic. The short-term improvements are to encompass maximum traffic movement within the existing public right-of-way with provision for free access to the thoroughfares at the intersections of Rosecrans, Ardmore, Marine, Manhattan Beach Boulevard and Artesia Boulevard.

Construction and alterations necessary in the immediate future include the widening of the Sepulveda Railroad overpass and the extension of Aviation Boulevard to connect at Aviation Way with the Flagler-Prospect project.

Long-range traffic accommodations will require the further expansion of the traffic capacity of Aviation Boulevard to include interconnection with the

Artesia Freeway (Route 91). Street widening of Aviation will require the joint participation of other governmental agencies.

Highland Avenue and Manhattan Avenue are arterials of lesser importance providing access to the Central Business District and limited through traffic. Manhattan Avenue is proposed to be widened between 9th Street and Manhattan Beach Boulevard to accommodate diagonal parking. Upon the accommodation of adequate off-street parking needs, all diagonal parking should be eliminated on major streets in the interest of safety and traffic circulation.

During peak hours of traffic volume, parking lanes should be converted to traffic lanes by the prohibition of parking, with the provision for adequate off-street parking facilities in commercial areas.

An immediate future project is the widening of Manhattan Beach Boulevard from Ardmore to Pacific to provide smooth and easy access to and from the Central Business District.

II. Arterials (East-West)

The major arteries of Rosecrans, Manhattan Beach Boulevard, and Artesia Boulevard, in accordance with existing development and approved construction plans, will accommodate traffic demands of the residents with minor modifications.

Modifications to Rosecrans Avenue and Artesia Boulevard include a by-pass interconnection on Rosecrans Avenue between Highland Avenue and Grandview Avenue on an alignment with 38th Street, an interconnection at Valley-Ardmore and Rosecrans, access to major thoroughfares from collector streets, and the limitation of access to major arteries from local streets by the use of cul-de-sacs, median barriers, or right-turn only movements.

III. Residential Collector Streets

Existing residential collector streets, as designated by the Select System are to be improved to acceptable standards within the dedicated right-of-way, for the purpose of providing neighborhood access on major arterials and on-street parking lanes.

Within future projections, when warranted by intra-city traffic demands, Valley-Ardmore should be extended northeasterly to interconnect with Sepulveda Boulevard and Rosecrans. Collector Streets shall be so designed at intersections to preclude through industrial traffic.

IV. Local Streets

Residential streets having dedicated right-of-way in excess of that required to accommodate local traffic should be partially vacated to return the right-of-way in excess of 60 feet to the adjacent property owners to assure enhancement of private properties.

Dedicated right-of-way for local street purposes in Area District III, which has not been used nor required for street purposes should be reserved for controlled residential parking accommodations.

Residential streets containing adequate but undeveloped right-of-way shall be improved to local street standards to provide on-street parking lane or lanes and assurance of through local traffic movement.

Streets with inadequate public right-of-way for both, parking lanes and through traffic, are to be limited to the alternatives of one-way traffic or prohibition of parking. Residential streets, to be considered on an individual basis, are to accommodate only neighborhood traffic, with the added assurance of unobstructed movement for emergency vehicles.

V. Freeway Development

Encouragement and support shall be given for the early construction of Route 1/107 Freeway on its proposed alignment East of the City limits and parallel with Aviation Boulevard. Continued and determined opposition should be made to any freeway within the City limits.

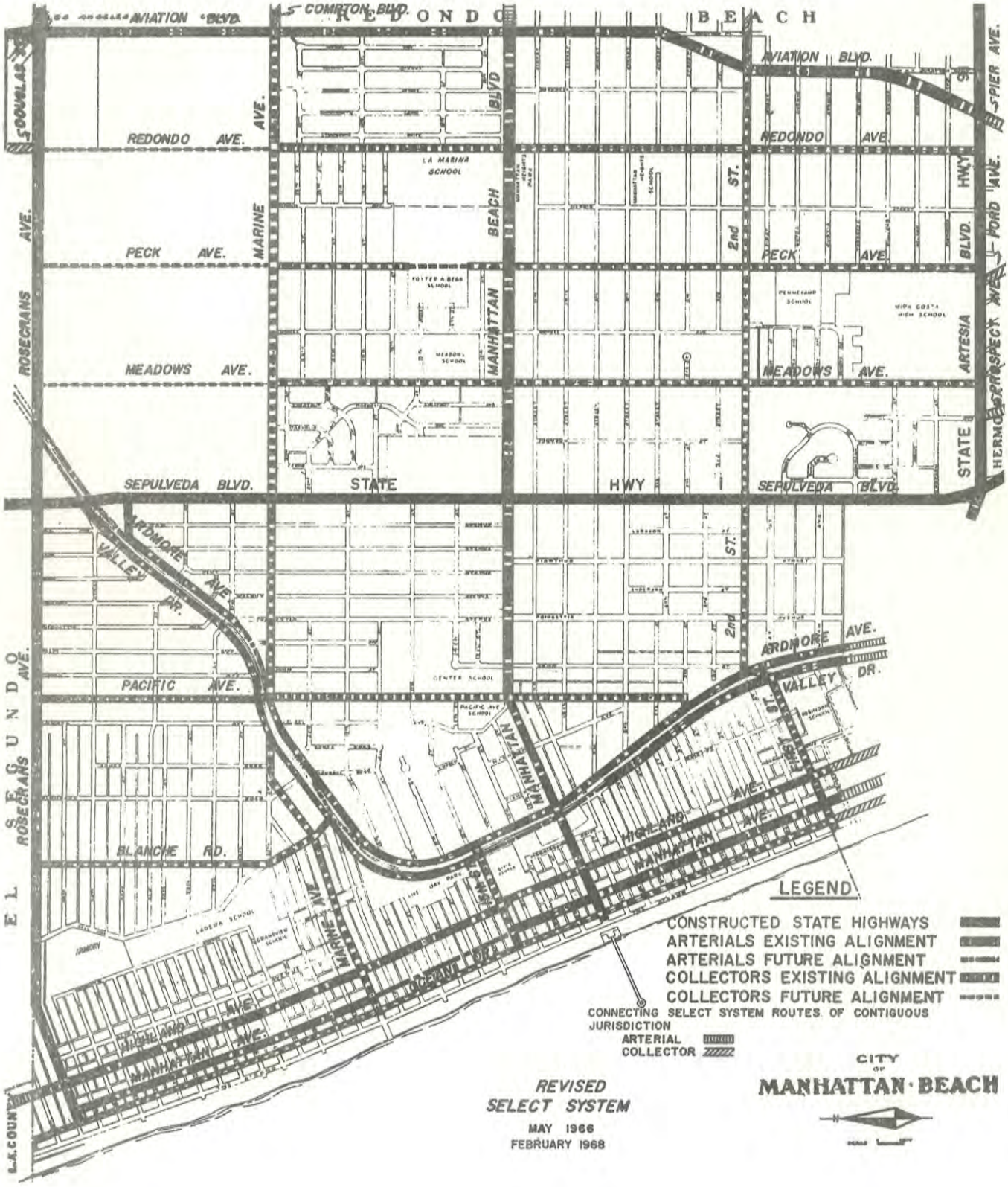
VI. Industrial Tract

Service roads providing access to the industrial tract bordered by Sepulveda, Rosecrans, Aviation and Marine Avenues should be private roads built to City standards. The location of the roadways should be at the convenience of the developer with the City's interest being that of designating or approving the entrance and egress as related to protecting the residential integrity of adjoining properties.

TABLE 1
NUMBER OF MOTOR VEHICLES PER HOUSEHOLD
KEPT OVERNIGHT, 1968
MANHATTAN BEACH

Number of Vehicles	A.D.I. (S/MBB)	A.D.II (N/MBB)	A.D.IIA (Tree)	A.D.III (Sand)	Total City
	Percent of TOTAL				
0	2.3%	1.8%	2.0%	4.7%	3.1%
1	34.1	34.4	30.4	46.8	38.5
2	50.9	52.1	55.3	38.5	47.0
3	10.3	9.2	9.6	7.7	9.0
4	1.8	2.0	2.4	1.6	1.8
5	0.5	0.4	0.3	0.3	0.4
6 or more	0.1	0.1	---	0.4	0.2
Total	100.0%	100.0%	100.0%	100.0%	100.0%
Percent with 2 or more cars	63.6	63.8	65.6	48.5	58.4
Percent with 3 or more cars	12.7	14.7	12.3	10.0	11.4
Average	1.77	1.77	1.81	1.57	1.70

Source: California State Department of Finance-
Census Survey;
Development Research Associates


COMPTON BLVD.
REDONDO BEACH
AVIATION BLVD.
SPIER AVE.
DOUGLAS
REDONDO AVE.
BEACH BLVD
LA MARINA SCHOOL
ST.
2nd
HWY
BLVD.
FORD AVE.
PECK AVE.
MARINE AVE.
MANHATTAN
ARTESIA
MEADOWS AVE.
ROSECRANS AVE.
SEPULVEDA BLVD.
STATE
HWY
HERMOSA-REDONDO
ARDMORE AVE.
VALLEY DR.
PACIFIC AVE.
CENTER SCHOOL
BLANCHE RD.
HIGHLAND AVE.
OCEAN DR.
LEGEND
CONSTRUCTED STATE HIGHWAYS
ARTERIALS EXISTING ALIGNMENT
ARTERIALS FUTURE ALIGNMENT
COLLECTORS EXISTING ALIGNMENT
COLLECTORS FUTURE ALIGNMENT
CONNECTING SELECT SYSTEM ROUTES OF CONTIGUOUS JURISDICTION
ARTERIAL
COLLECTOR
REVISED SELECT SYSTEM
MAY 1966
FEBRUARY 1968
CITY OF MANHATTAN BEACH

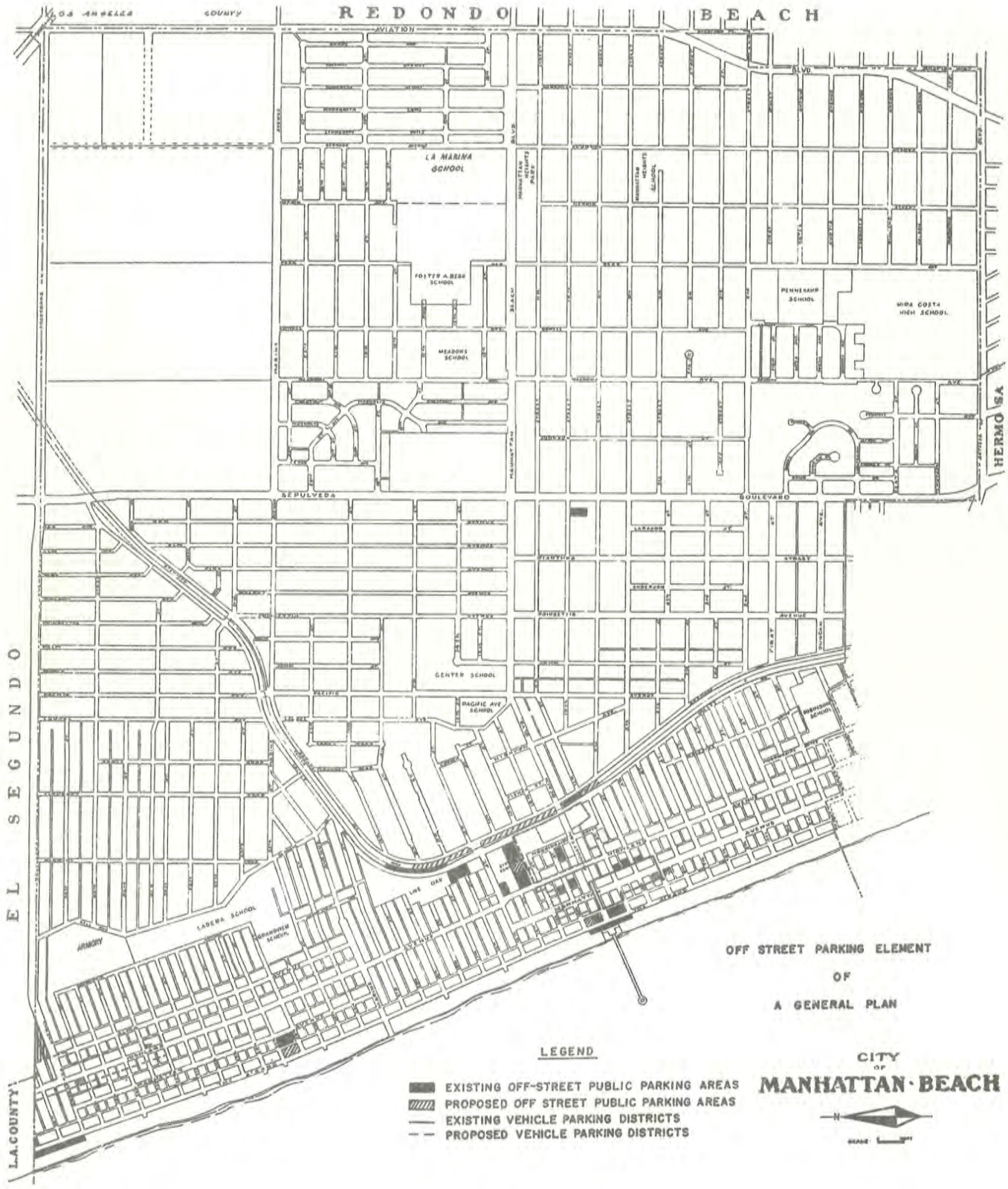

LOS ANGELES COUNTY
REDONDO BEACH
AVIATION
LA MARINA SCHOOL
FOSTER A. BEAR SCHOOL
MEADOWS SCHOOL
PENNEKAMP SCHOOL
MIRA COSTA HIGH SCHOOL
HERMOSA
SEPULVEDA
BOULEVARD
EL SEGUNDO
CENTER SCHOOL
PACIFIC AVE SCHOOL
LADERA SCHOOL
ARMORY
L.A. COUNTY
OFF STREET PARKING ELEMENT
OF
A GENERAL PLAN
LEGEND
EXISTING OFF-STREET PUBLIC PARKING AREAS
PROPOSED OFF STREET PUBLIC PARKING AREAS
EXISTING VEHICLE PARKING DISTRICTS
PROPOSED VEHICLE PARKING DISTRICTS
CITY OF MANHATTAN BEACH

TABLE 2

AVERAGE NUMBER OF DAILY TRIPS PER RESPONDENTS' HOUSEHOLDS

	Type of Residence		
	Single	Multiple	All Respondents
	Weighted Average		
To Work			
Within Manhattan Beach	0.49	0.40	0.47
Outside Manhattan Beach	1.28	1.17	1.26
Total	1.77	1.57	1.73
Other			
Within Manhattan Beach	1.36	0.76	1.27
Outside Manhattan Beach	1.09	0.70	1.02
Total	2.45	1.46	2.29
Grand Total	4.22	3.03	4.02
Average Number of Adults Per Household	2.11	1.72	2.05
Average Number of Trips Per Adult	2.00	1.76	1.96

Source: Development Research Associates (Household Survey)

TABLE 3
AVERAGE DAILY TRAFFIC IN MANHATTAN BEACH
AT MAJOR PERIPHERAL POINTS
WEEKDAY

	Number of One-Way Trips
North Boundary of City	
Highland Avenue	15,000
Sepulveda Boulevard	34,000
Aviation Boulevard	28,000
Total	77,000
South Boundary of City	
Manhattan Avenue	11,000
Highland Avenue	5,000
Valley-Ardmore	8,000
Sepulveda Boulevard	29,000
Aviation Boulevard	19,000
Total	72,000
East Boundary of City	
Rosecrans Avenue	25,000
Marine Avenue	12,000
Manhattan Beach Boulevard	19,000
Artesia Boulevard	20,000
Total	76,000
Grand Total	225,000

Source: City of Manhattan Beach
Development Research Associates

TABLE 4
ESTIMATED MANHATTAN BEACH TRAFFIC GENERATION
WEEKDAY

Source	Average			5-Hour Peak Period[a]		
	Peripheral Traffic Counts	Number of One-Way Trips	Number of Two-Way Trips	Peripheral Traffic Trips	Number of One-Way Trips	Number of Two-Way Trips
Number of Trips (In thousands)						
Local Residents:						
In-City Destination	--	54	27	--	12	6
Out-of-City Destination	66	66	33	30	30	15
Total	66	120	60	30	42	21
Non-Local Residents:						
In-City Destination	30	30	15	4	4	2
Out-of-City Destination	129	65	35	56	28	15
Total	159	95	50	60	32	17
Grand Total	225	215	110	90	74	38
Percentage of Trips						
Local Residents:						
In-City Destination	--	25%	24%	--	16%	16%
Out-of-City Destination	29	31	30	33	41	39
Total	29%	56%	54%	33%	57%	55%
Non-Local Residents:						
In-City Destination	13%	14%	14%	4%	5%	5%
Out-of-City Destination	58	30	32	63	38	40
Total	71%	44%	46%	67%	43%	45%
Grand Total	100%	100%	100%	100%	100%	100%

[a]Approximately 2-1/2 hours in the morning and evening at peak commuting times.

Source: City of Manhattan Beach
Development Research Associates

TABLE 5
TRAFFIC PROBLEM RATINGS[a]

	Weekday Peak Hour	Summer Weekend
North-South Streets		
Aviation Boulevard	4	1
Sepulveda Boulevard	5	3
Highland Avenue	5	5+
Manhattan Avenue	5	5
Valley-Ardmore		
at Pacific Avenue	5	1
elsewhere	2	1
East-West Streets		
Rosecrans Avenue		
at Sepulveda Boulevard	5	5
at Highland Avenue	3	5
at Aviation Boulevard	3	5
elsewhere	1	1
Marine Avenue		
at Sepulveda Boulevard	5	-
at Highland Avenue		5
at Aviation Boulevard	1	1
elsewhere		--
Manhattan Beach Boulevard		
at Sepulveda Boulevard	3	--
at Highland Avenue		5
at Aviation Boulevard	1	1
elsewhere		--
Artesia Boulevard	2	2

[a]Rating scale of 1 to 5 in order of degree of problem - 5 represents strongest degree of problem.

Source: City of Manhattan Beach
Development Research Associates

TABLE 6
TRW EMPLOYEE ORIGINS

Residential Location	Percent of Total Employees
Beach Cities	17.1%
Palos Verdes Area	7.9
Torrance Area	11.8
Lawndale-Hawthorne Area	10.4
Total South Bay	47.2%
Inglewood Area	4.9
Westchester Area	2.0
Central and West Los Angeles Area	20.2
Santa Monica Area	4.7
Total North Bay and Los Angeles	31.8%
San Fernando Valley Area	7.2
Long Beach Area	4.4
All Other	9.4
Grand Total	100.0%

Source: Donald Frischer & Associates
Development Research Associates

TABLE 7
GROWTH PROJECTIONS UNDER
SEVERAL RESIDENTIAL DEVELOPMENT ASSUMPTIONS

		Residential Development Assumptions	
	1968	I. Maximum Present Zoning	II. 33% Multiple Density Increase in Sand Area
Year of Occurrence	1968	Probably Never	1980-1985
Housing Units			
Single Family	9,600 (-100)	9,500	9,500 (-2,000)
Multiple (incl. Duplex)	3,100 (+2,100)	5,200 (+1,300)	6,500[a] (+5,500)
Total	12,700 (+2,000)	14,700 (+1,300)	16,000 (+3,500)
Population			
Single Family (@3.0/unit)	29,100	28,500	28,500
Multiple (@1.9/unit)	5,900	9,900	12,400
Total	35,000	38,400	40,900
Percent in Multiple	20%	26%	30%
Acreage			
Single Family	1,197	1,220	1,220
Multiple	127	180	180
Total	1,324	1,400	1,400
Percent in Multiple	10%	13%	13%
Average Daily Traffic Volume (number of one-way trips			
from local residents	120,000	132,000	144,000
from non-residents	95,000	100,000	100,000
Total	215,000	232,000	244,000

[a]33% increase over present maximum sand area allowance of approximately 3,800 units.

TABLE 8
SUMMARY GROWTH PROJECTIONS

	Present	Residential Development Assumptions I Maximum Present Zoning	II 33% Multiple Density Increase in Sand Area	Percent Increase Over Present I	II
Year of Probable Occurrence	1968	Probably Never	1980-1985		
Principal Growth Measures					
Housing Units	12,700	14,700	16,000	15.7	26.0
Population	35,000	38,400	40,900	9.7	17.0
Residential Acreage	1,324	1,400	1,400	5.7	5.7
Traffic Volume (number of one-way trips)	215,000	232,000	244,000	7.9	13.5
Percent Multiple					
Housing Units	25%	35%	41%		
Population	20	26	30		
Residential Acreage	10	13	13		

Source: Development Research Associates

PLANNING FOR LEISURE

This recreation element of the General Plan is an effort to enrich the lives of future citizens by providing for the constructive use of leisure and the opportunity for the expression of interest in the development of the physique, the world of the mind, nature, art and creative social activities. The task of the next twenty years is to provide the new facilities that will be required for an expanding population, to adopt the old to changing requirements and greater demands, and to establish and preserve those facilities that enable an individual to enjoy the natural environment.

Increased necessity and demands for recreation facilities will be the outgrowth of increased technology with its lesser demands for the labor of man, the development of land which eradicates the neighborhood sandlot, the congestion of people which complicates the trek to natural retreats, and the changing recreational interests of a dynamic society with the probable emphasis on creative and cultural activities and on organized and directed forms of recreation. The trends of urbanization, population growth and industrial automation are certain to have an impact on the nature, amount, and need for open space and recreation.

The definitions and classification of terms used to identify recreational facilities have special meanings and implications as used in subsequent statements. Although the recommendations of this plan in the most part are general, the use of specific terms may clarify the content of this element of the plan.

Playlot (Totlot)

A small area planned for the imaginative, creative and active outdoor play of pre-school children. Supervision is provided by parents and guardians.

Neighborhood Recreation Center

A recreation center that serves an area equal to that of an elementary school. Indoor recreation activities are superimposed. Outdoor facilities are provided for pre-school children, elementary school students and family groups. When the area adjoins an elementary school, it functions as a school recreation facility during school hours but as a neighborhood recreation activity at other times.

Community Recreation Park

A facility serving a group of neighborhoods or districts within a city. Both outdoor and indoor

facilities are provided for a wide range of age groups and interests. Facilities include buildings, fields and courts for various sports, playlots and family picnic areas.

City-Wide Recreation Park

A large area for recreation activities whose facilities are not duplicated and are spacious to adequately accommodate large groups.

Special Use Facility

A separate facility that accommodates a special purpose or closely related activities. Included within this classification are the beach area and open space areas of significant size.

Assumptions

A. The City of Manhattan Beach is unique in the availability of approximately two miles of beach front for general use as a recreation facility. These 56.34 acres of recreational area, accessible to residents of the City, cause the usual standards of recreational areas and requirements to be of less than normal use in their local application.

B. The planning and development of future recreational needs are limited to providing facilities adequate to provide for the expected population growth within the City's current boundaries and the demands for beach access incidental to the population growth in the immediate adjacent areas.

C. Residents of the city may participate in recreation programs of regional interests that are sponsored in conjunction with the support of adjacent communities.

D. The beach area and pier will remain the property of the State of California with the City of Manhattan Beach having the opportunity to plan and develop the area for the primary benefit of the community.

E. Greater benefit will accrue to the residents of the city by the acquisition of large recreation areas than by acquiring, staffing and maintaining numerous small areas.

F. The residents of the community support the cost of recreation facilities and services provided by both the public school system and the city government. It is the desire of the electorate to obtain the maximum recreational value for each tax dollar invested through the mutual utilization of all public facilities and the avoidance of duplication. A cooperative program effort by city government and school district can assure maximum utilization of all facilities.

G. The acquisition and preservation of open space may be accomplished through the assistance of other units of government.

H. The development of the beach area will be for recreational requirements and primarily a preservation of the natural resource.

I. Recreational facilities include provisions for a promenade where the public can walk in lighted safety during the night as well as the day.

Goals and Objectives

A. A park and recreation system adequate to meet the qualitative and quantitative needs of the residents.

B. The development of recreation facilities and programs to serve a diversity of age groups and a population with varying characteristics, needs and interests.

C. The preservation and utilization of open spaces in their natural setting to permit recreational uses while conserving land and natural resources.

D. Access and availability of the beach for public use.

E. Accessibility to neighborhood play areas in the interest of the public safety, health and education, and centrally situated in the areas they are intended to serve.

F. Centralized and adequate facilities to provide total community identification, responsibility and participation in a recreation program.

G. The total use of all public owned recreational facilities by the total community for community activities.

H. Compatibility of recreational areas with bordering uses of land and the minimization, if not elimination, of incompatible areas.

I. Year-around recreational use of the beach area in diversified activities with community and regional cooperation

Inventory of Assets*

A. Public Parks	Area in Acres
Live Oak	8.95
Manhattan Heights	3.9
Bayview Terrace	2.83
Larsson Tot Lot	.2
8th Street Tot Lot	.4
Beach Area	56.3 (Approx)
Sand Dune	3.0
Polliwog Pond	3.0
Total	78.6 Acres

*Source-Manhattan Beach Recreation Department

B. Public School Playground Areas

	Area in Acres	Undeveloped
Foster Begg	19.7	14.
Center	5.0	
Grandview	1.5	
Ladera	1.8	
La Marina	7.5	3.
Manhattan Heights	2.6	
Meadows	4.9	
Pacific	3.0	
Pennekamp	6.2	
Robinson	4.4	
Mira Costa High	12.3	
Total	68.9 acres	17. acres

Proposals

A. Park Sites

The permanent retention of the Polliwog Pond as a park site is proposed. This site is of such size and location as to serve as a community recreation park. The use of a portion of the total area has been temporarily established by designation as Polliwog Park. Title to the property is vested in the Manhattan Beach School District. If necessary, title of land area not required for school use should be obtained by the City to insure its retention as a park site, this in the event school title to the property is in jeopardy.

B. Beach Development

The primary objective is the preservation of the beach and tidelands in their natural state while at the same time permitting maximum utilization for recreational activities. Associated with these objectives are access, parking, recreational facilities and a promenade.

1. Access

East-west traffic arteries are proposed as access routes to the beach area to terminate at beach development sites and thereby eliminate to the maximum extent any vehicle traffic in a northerly-southerly route in proximity to the beach area. Major vehicle access routes to the beach as proposed are Rosecrans Avenue, Marine Avenue and Manhattan Beach Boulevard.

2. Parking

The crux of adequate beach development is the provision of ample parking requirements. It is considered neither desirable nor necessary to provide parking facilities directly on the beach. The objectives are to assure that all beach area be preserved for recreational use and to assure that people engaged in recreational activities are not harrassed by automobiles in the immediate area. To achieve this objective, terminal parking spaces are proposed in the vicinity of the western extremities of Rosecrans Avenue and Manhattan Beach Boulevard to augment parking at 26th-27th Streets. These facilities as depicted by Figures II and III are to be provided by the maximum feasible development of land currently available and under State ownership and by acquisition of other proposed parking sites when economically feasible to do so. Parking structures must be aesthetically pleasing and functionally acceptable.

3. Recreational Facilities

Proposed beach development includes the providing of game areas for such sports as volleyball, shuffle board, horseshoes, and such other activities as are compatible with the beach.

Among recreational activities proposed is the construction of a bicycle path parallel with the Strand walkway and traversing the beach front from Playa del Rey to Redondo Beach. As such, the project will require the cooperation of other communities and private property owners along the proposed route. A tentative design of this facility is depicted by Figure IV. Provisions should be made for the redevelopment of the Strand to provide a promenade. This facility can be developed under the provisions of the urban beautification element of the general plan, although a promenade remains as an essential integral of recreation facilities.

Tidelands are to be preserved in their natural state with only those improvements which will contribute to their maximum recreational use. Improvements include the extension and modernization of the existing pier and the improvement of fishing facilities. It is proposed that fishing continue to be the primary pier attraction with only those additional activities that are compatible. The remaining tidelands are to be preserved for swimming and surfing activities.

C. Recreation Buildings

It is proposed that any recreational facilities that are constructed be of multi-purpose design and use. Important among the recreational needs of the city is the development of the Manhattan Heights Community Recreation Park. Development should include a building with auditorium, kitchen facilities, meeting rooms and office space. This facility should provide meeting rooms for neighborhood clubs, youth

organizations and civic groups; office space for recreation department staff; and storage rooms. The auditorium should provide adequate facilities for dancing and community social functions. It is proposed that this facility be developed in consideration for all age groups and needs of the community.

The further development of Live Oak Park should be restricted to the alteration and renovation or replacement of existing recreation buildings. Facilities should be consolidated and there should be no encroachment on open areas.

Sand Dune Park should be further developed as a Neighborhood Recreation Center with shade and shelter pavilion with primary emphasis upon outdoor activities.

CITY BEAUTIFUL

One of the most valuable assets of a city is its pleasing appearance. The early developments in city planning at the turn of the century were directed toward removing the curse of ugliness. But the "City Beautiful" emphasis gave way to the concepts of "the city practical" and "beautification" was relegated to a position of insignificance. Beauty was considered an expensive luxury that only the privileged could enjoy. Further reason for the lack of emphasis on the beautification of cities is the fact that beauty is subjective. It is difficult to define, measure and legislate beauty. That which is considered beautiful by one person may appear atrocious to another. Governmental actions necessary to beautify the city that will receive the support of the entire community are difficult to achieve.

While it is difficult to specify that which is beautiful, a consensus is readily developed as to that which is ugly and offensive. The City Code recognizes many flagrant offenses to aesthetic values and prohibits their expansion or development. Yet, the prohibition of a few extremes of ugliness will not assure beauty for a city, nor even guarantee a pleasing appearance.

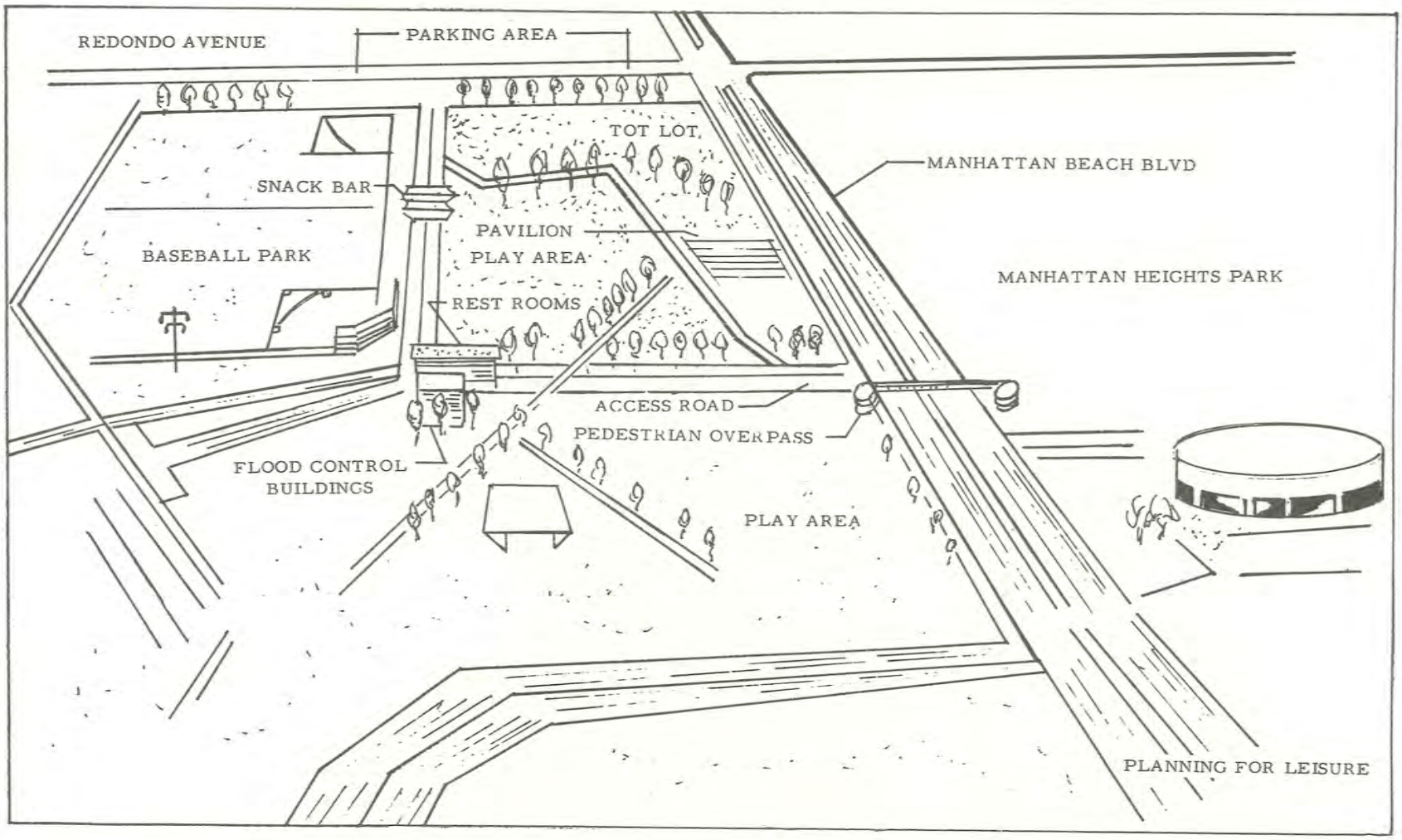
A desire for urban beauty has been expressed by all levels of government including the office of the President of the United States. The practical businessman recognizes the value of an attractive merchandise setting and is equally cognizant of the value of an attractive city. The responsible resident is aware of the enhancement of his own property values and the environmental amenities of a city with beauty and charm. The Supreme Court of the United States in November 1954 upheld the right of government to legislate for the purpose of making a city an attractive environment. "It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well-balanced as well as carefully patrolled..."[1]

As a result of the interest and public demand for beautification, several federal grants-in-aid programs and a few State assisted programs have become available to the City of Manhattan Beach. Beautification programs are encouraged by federal grants and aesthetic improvement is within the realm of financial possibility.

A growing consciousness of the need for consideration of aesthetics in Manhattan Beach was manifested in the report of the 1963 Citizens' Advisory Committee on Capital Improvements. This committee placed "City Beautification" top priority in future city improvements.

By reason of the study made by the 1963 Citizens' Advisory Committee on Capital Improvements, recommendation was made that a seven member

[1] Bermen v. Parker, 348 U.X. 26


REDONDO AVENUE
PARKING AREA
TOT LOT
MANHATTAN BEACH BLVD
SNACK BAR
PAVILION
BASEBALL PARK
PLAY AREA
MANHATTAN HEIGHTS PARK
REST ROOMS
ACCESS ROAD
PEDESTRIAN OVERPASS
FLOOD CONTROL BUILDINGS
PLAY AREA
PLANNING FOR LEISURE

City Beautification Commission be created. This was accomplished by the City Council that year.

The purpose of the Beautification Element of the General Plan is to achieve a more beautiful Manhattan Beach by establishing a theme and setting standards for the continual beautification efforts of the residents and government of the city.

The theme for the community is established as "Village Mediterranea" which denotes a variety of shrubs and trees applicable to the variety of soil and climatic conditions prevailing within the community, and the desire to create a unique, rustic and wooded village atmosphere.

The Beautification Element of the General Plan is the combined efforts of the Beautification Commission, private citizens, Planning Commission and City Council in making a commitment on the part of the citizens and their government to actively pursue a program with the objective of improving the physical appearance of the community.

Assumptions

1. Past efforts toward improving the appearance of major traffic arteries and public buildings were of a nature to justify further expenditures of public funds within the framework of the community theme.

2. Improving the appearance of the city is a joint responsibility of the homeowner, private enterprise and local government.

3. The problem of creating beauty in the city is complicated by the multiplicity of interests concerned. The Beautification Commission, acting in behalf of city government, will encourage participation of the various organizations and individuals from the private sector of the economy in improving the appearance of the city.

4. Financial assistance for the beautification of public property may be sought from other agencies of the government as well as other sources.

5. The objectives of improved community appearance can be better achieved by the cooperative efforts of citizens who have pride in their own community and a minimum of obligatory regulations imposed by city government.

6. The financial resources of city government necessarily limit its beautification and maintenance to public rights-of-way, public recreation areas, and other city-owned properties.

7. The beach front is one of the prime assets of the community and requires the commitment of public funds in maintaining it as a community resource.

8. A street tree program proposed for adoption by the City Council will be implemented by assessment district procedures or private contributions

for the purchase and planting of trees.

9. Beautification goals will be implemented by specific plans and projects with the benefit of professional services.

10. The objectives of the beautification program are long range and continuing.

Goals and Objectives

1. To improve the community by the development, maintenance and encouragement of aesthetic values.

2. To create a community with distinctive charm and beauty that will be a source of pride to its residents.

3. To encourage citizen participation in the beautification of private property.

4. To beautify the portals of the city, major thoroughfares, public recreation areas, and all public owned properties.

5. To encourage understanding and implementation of the theme, "Village Mediterranea."

6. To identify and prohibit flagrant and offensive eyesores on public and private properties.

Inventory of Assets

1. Beautification of median divider on Manhattan Beach Boulevard between Aviation and Sepulveda Boulevards.

2. Landscaping of Joslyn Community Center, Fire and Police Stations, County Libraries and City Hall.

3. Limited shrubbery and tree plantings in public parks.

4. The aesthetically pleasing shade tree areas of the city.

5. Many beautifully landscaped private and commercial properties.

6. A Council appointed Advisory Citizens' Beautification Commission.

Proposals

1. Beautification of Thoroughfares - Major thoroughfares planned or in the development stage, to include Rosecrans, Marine, Artesia and Valley-Ardmore, should include landscaped median dividers wherever possible. Where median dividers are precluded by geographical or legal restrictions, adjacent parkways should be landscaped in keeping with community theme.

   The intersections of major roads and adjacent parking areas where possible should be landscaped to provide beauty without restricting vision.

2. Property Adjacent to Thoroughfares - Screen fencing and landscaping of non-residential land uses abutting traffic arteries in the vicinity of residential areas should be provided. Slopes should be covered with suitable ground cover, shrubs and trees.

3. City Entrances - Special welcome signs, planter areas and distinctive landscaped markers should identify the main entrances to the city.

4. Business Districts -

   a. General rejuvenation of business areas in keeping with the community theme. Property owners should be encouraged to remodel both front and rear of buildings.

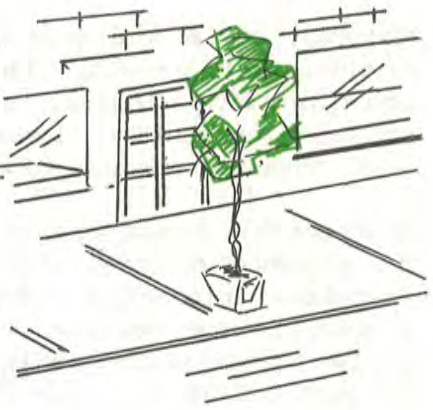
   b. Attractive sidewalks.

   c. Underground utility services.

   d. Street tree program to complement the lighting, and rejuvenation.

5. Street Tree Planting Program - Beautification efforts encompass a street tree ordinance. The ordinance would include plans for specific street trees for various parts of the city and types of streets. It would include a list of acceptable trees and their location in respect to property lines, utilities, ocean views and setbacks from corners to maintain clear vision. The ordinance would define responsibilities of the adjacent property owner and the city.

6. Centralized and Concealed Antenna Systems - It is proposed that encouragement be given to maximum utilization of centralized antenna systems and that where not available, individual antennas be confined within the building structures.



7. Underground Wiring - It is proposed that all new subdivisions install underground wiring and that encouragement be given to utility companies and property owners to replace overhead wiring with underground utilities.

8. Beach Front Beautification - The Beach frontage and Strand walk are prime assets of the City of Manhattan Beach. The original concept of a Mediterranean styled balustrade should be preserved as an historic landmark in the reconstruction of the Strand with utilities underground and lighting fixtures and other appurtenances commensurate with this design. Structure and texture of pavement should be constructed to make the walkway interesting.

   The beautification of the Strand walk should include the planting of trees, flowers, and shrubs. Underground wiring is most desirable. Lighting should be decorative and an integral part of the design of the Strand. Of equal importance, it must provide sufficient illumination for safety for pedestrians on the sidewalk and the sand. The beautification of the Strand walk should include functional seating and waste receptacles and should be consistent with the community theme.

9. Walk Street Beautification - Beautification of walk streets should be consistent with beautification of the Strand.

10. Open Spaces - The pattern of recreational places has changed over the last decade. With our increasing population, the sand dunes, orchards, truck gardens and once-vacant land are being used for housing, businesses, schools and churches.

    Because of this, public open space, including that used for recreation, is more precious than ever. Future plans for public open spaces should include the following:

    a. Retention of existing parks as open spaces.

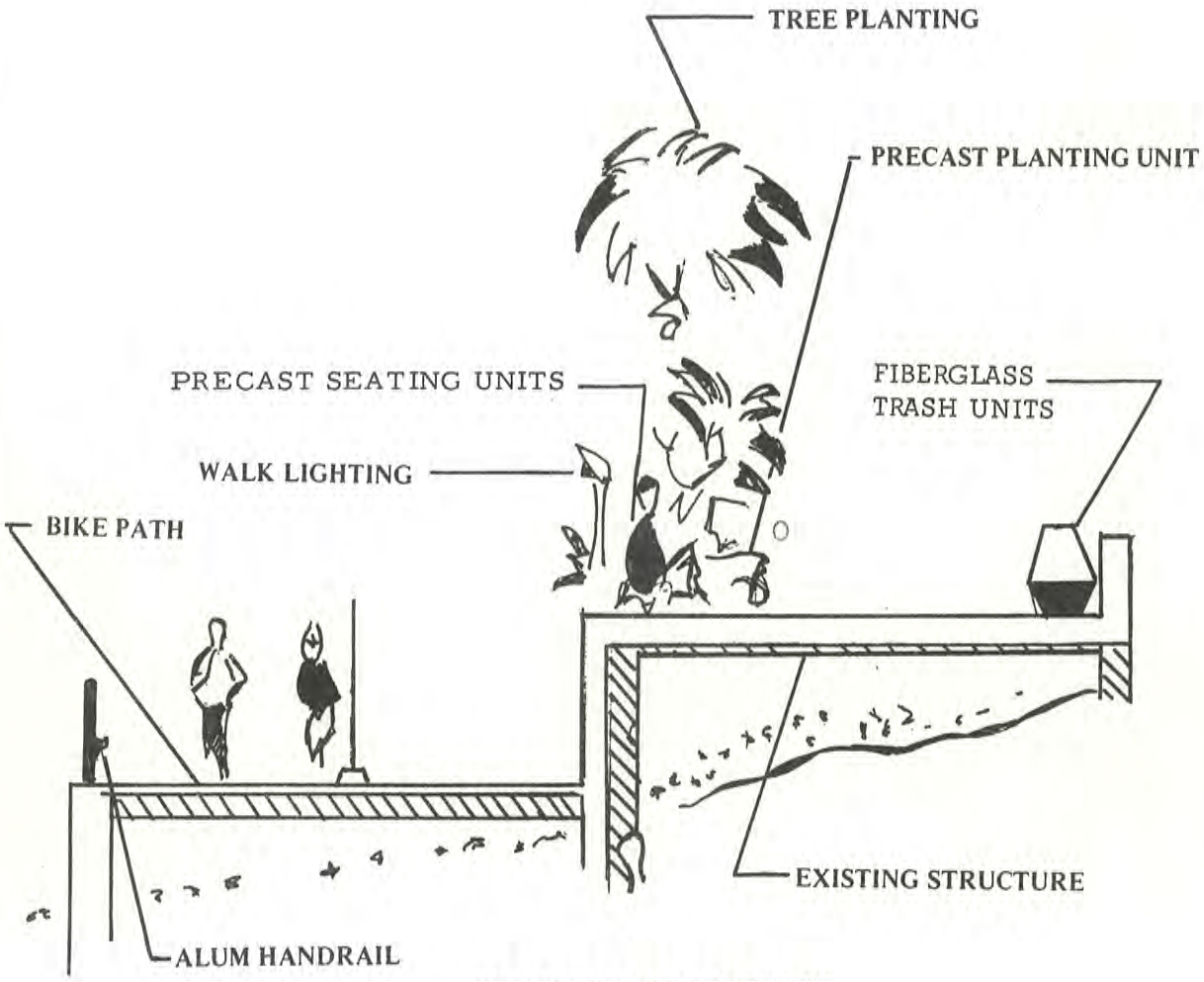
    b. Acquisition of more park land as open spaces.

    c. Open spaces in new developments.

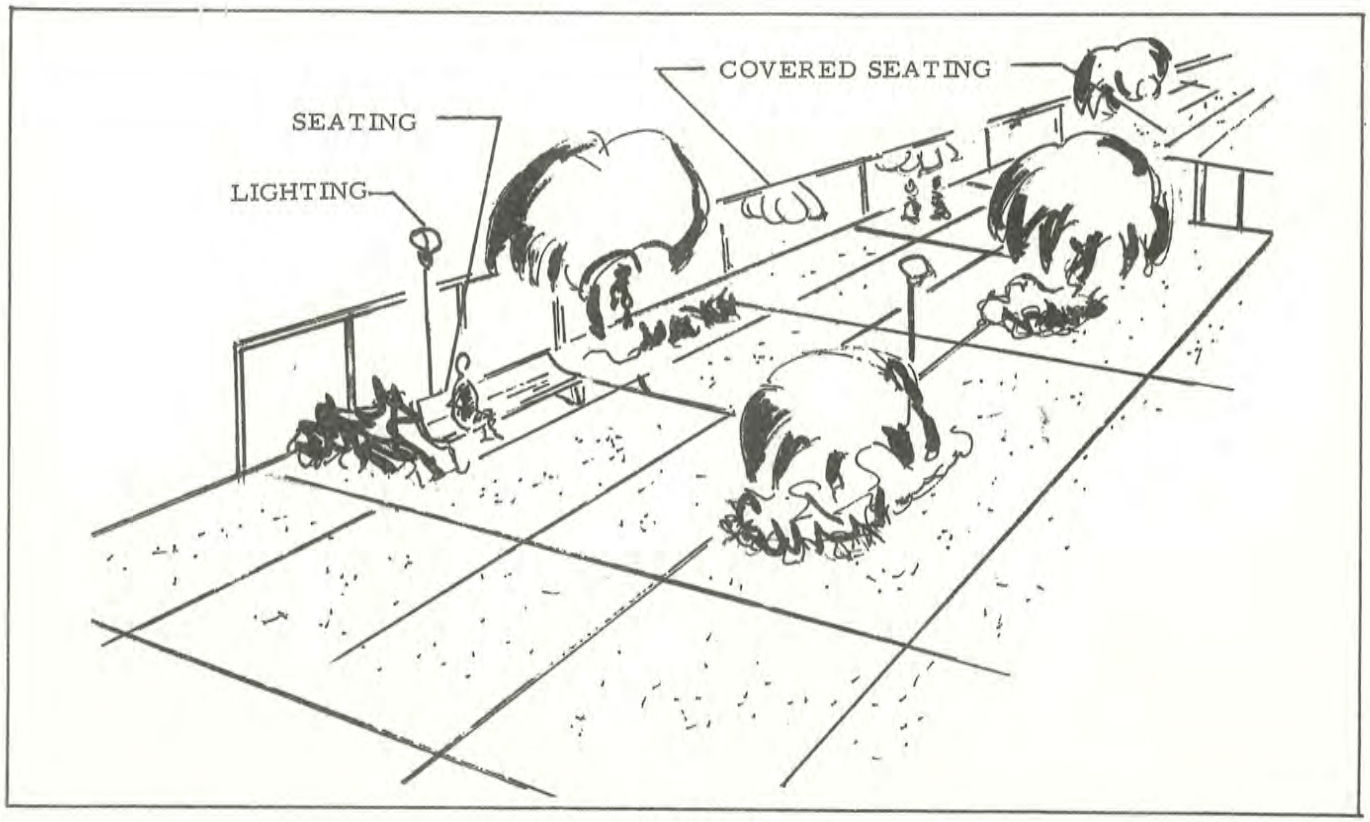
11. Parking Lot Beautification - It is proposed that a program of parking lot beautification be instituted within the city for public and private parking lots.

Natural, social and economic forces have a great deal of effect on the patterns of community growth. These forces are inevitable. If they are anticipated and fitted into a logical relationship to each other, the community will improve. Conversely, if changes are permitted to occur without following a plan, there are bound to be conflicts, waste and selfish aspirations.

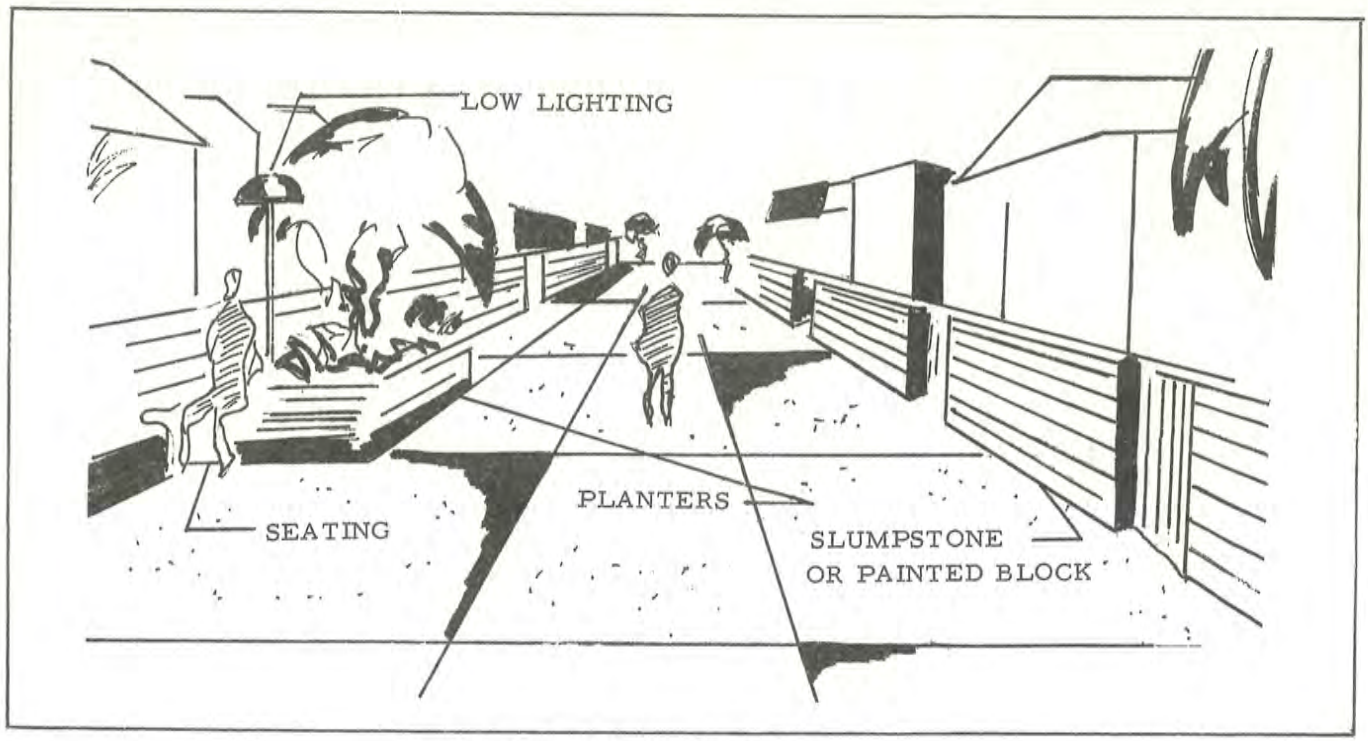
In itself this beautifcation element cannot improve or change the community the slightest degree. Only when its proposals and recommendations are translated into action resulting in physical improvements will the true value of this element become evident. To make it truly effective, it should be followed immediately with such regulations as are needed to accomplish the purpose set forth in this Plan. However, this should not be limited to



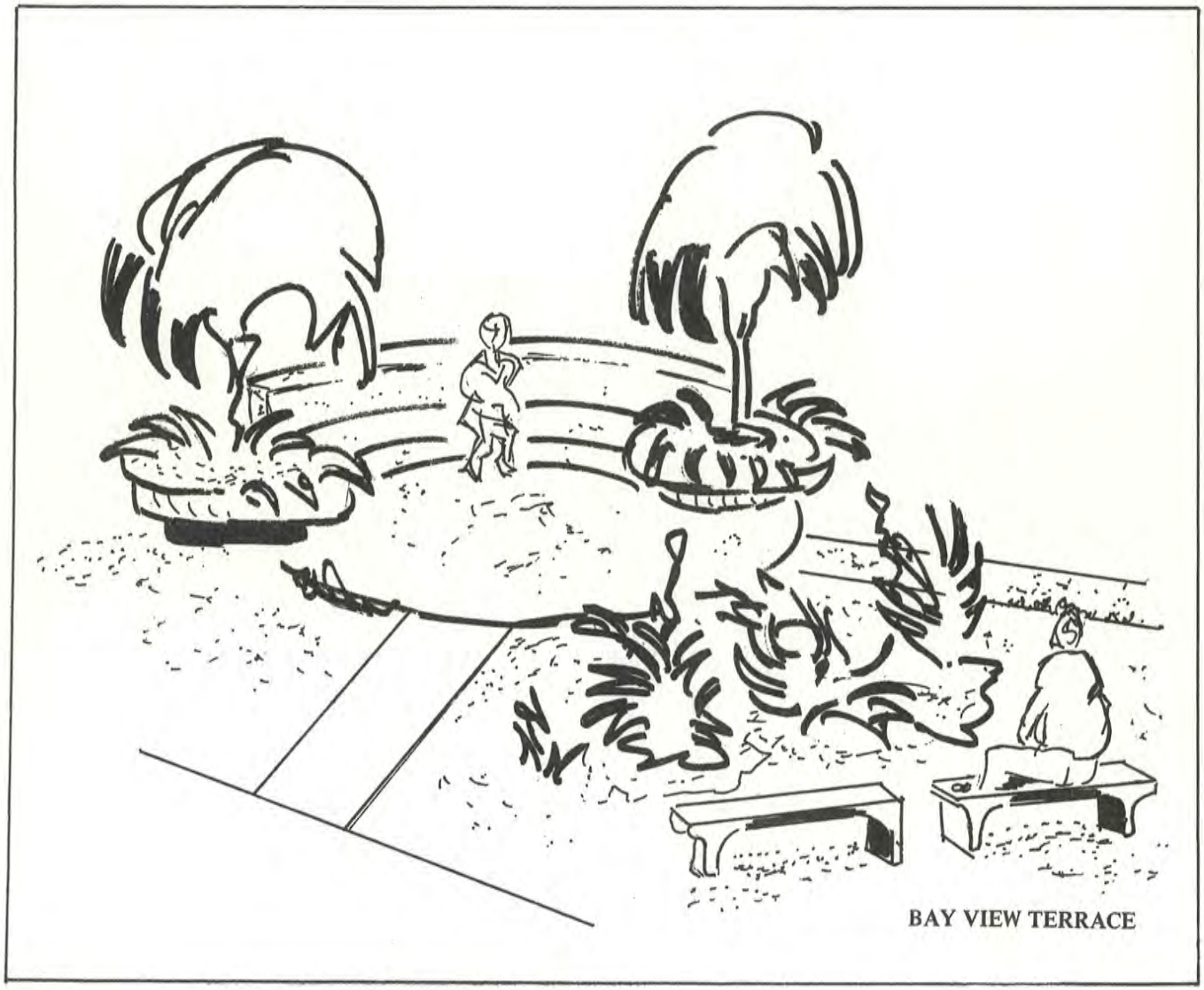
BEACH FRONT PROMENADE



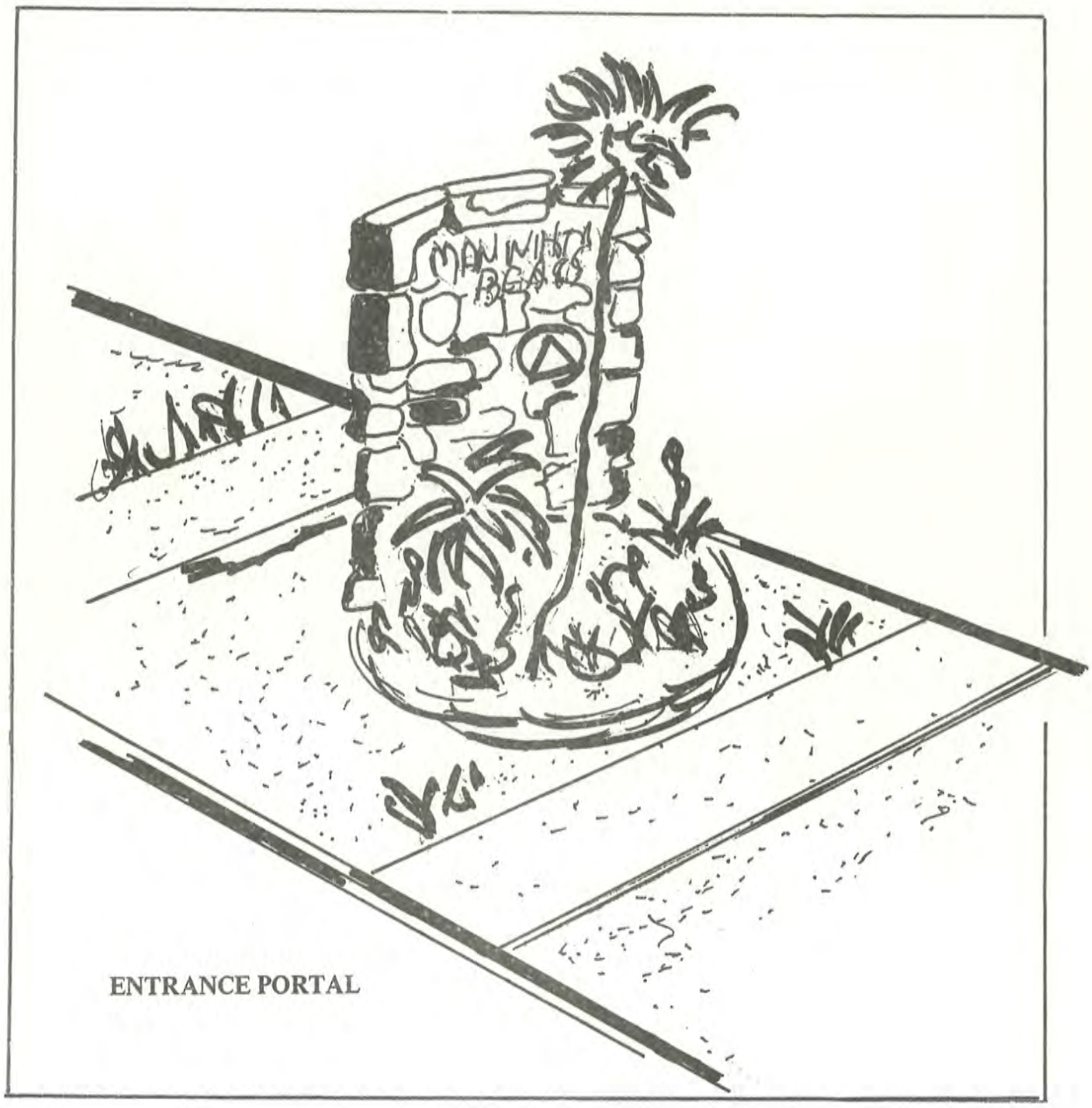
LANSCAPED MALL



WALK STREET LANDSCAPING



BAY VIEW TERRACE



ENTRANCE PORTAL

traditional concepts, but new devices and techniques should be investigated and used if appropriate.

To keep pace with changing conditions, ideas and development, the Plan should be subject to periodic review. Such review should not be allowed to defeat its basic intent, but only be a re-evaluation to keep it a dynamic, workable tool for protection of the qualities that make Manhattan Beach desirable today.

PUBLIC FACILITIES

This element of the general plan is for the purpose of confirming existing land uses for public functions and directing future development in accordance with established uses. This element does not propose the acquisition of additional land for public service facilities and determines the adequacy of land now allotted for these purposes. The area of land devoted to public purposes is indicated in the land use element.

Included within the scope of public facilities are Schools, Libraries, Fire Stations, Police Station, Municipal Services Facility, and the City Hall. This element of the plan makes one recommendation, which in effect is a restatement of the proposal contained in the report of the Citizens' Advisory Committee on Capital Improvements, as related to the construction of a new City Hall. Other facilities are listed for a determination of their adequacy for future needs.

Schools

School site selections and expansions of existing sites have been studied by the school authorities. No changes are envisioned of significant scope as to have an impact on the nature or extent of future community development.

Libraries

Manhattan Beach is in a favored position by the presence of two libraries serving the community under the control of Los Angeles County. The Civic Center Library is conveniently located in the population center of the city and geographically compatible with other public buildings and recreation facilities. The new library in Manhattan Heights is geographically located so as to conveniently serve the eastern section of the city. The presence of two libraries within the limits of the city are considered adequate for the present and any future needs of the incorporated area. More significant than the physical existence of modern library structures is the availability of the entire book collections contained in both the City and County of Los Angeles library systems through reciprocal agreements.

Fire Stations

Fire fighting facilities, like library facilities are geographically segregated by an artificial east-west boundary. The total incorporated area of the city is within the radius of acceptable standards for distance and running times for residential fire alarms. The location of Fire Station No. 1 in the civic center is both compatible with civic center land utilization and convenient to high valued commercial development in the Central Business District. Fire Station No. 2 on Manhattan Beach Boulevard serves residential

development on the east side of the city and is available for high valued commercial development on Sepulveda Boulevard. The location of these facilities is adequate for present development. The equipment currently on hand is less than adequate with the trend of major structures encompassing large plots, such as that which has developed on the "Gladstone" property. Although equipment is not the subject matter of a general plan, the subject is presented to show the total impact upon the city of changing development patterns. Both, high-rise structures and buildings which occupy a large land area, require ladder-trucks to adequately provide fire protection service. Existing physical facilities are considered adequate for existing development, however, the civic center facilities are neither adequate nor suitable for training activities other than classrooms. Accommodations for demonstration type training are therefore included under the paragraph - Municipal Services Facility. The nature of future development, changing building trends and traffic patterns will necessitate a review of the equipment, facilities and physical location of fire fighting services.

Recreation Buildings

The recreation buildings and facilities are an integral of the recreation element of the general plan and are therefore included in this section only by reference.

Police Station

The police station in the civic center is of modern design and construction to adequately accommodate headquarters and confinement facilities. Training facilities are not adequate at the present site, nor is it desirable to provide range-fire training in the civic center. Training facilities are included under the paragraph - Municipal Services Facility.

The total area served by the police department can be adequately serviced by one station without the necessity for precincts or sub-stations. The relationship of the existing police station to other physical facilities in the civic center is both compatible and desirable.

Municipal Services Facility

A city yard adjacent to the Armory in the north section of the city has been programmed and under development. The ideal location for this facility would be in an industrial zone near the geographic center of the city. Property values, limited area of the city, and public reaction prohibit selecting the most convenient site and require the use of available land. The limited area of the city causes no undue hardship by the location of a service facility at the city's northern boundary.

The service facility is compatible with the adjacent Armory property. Development of the property to its fullest utilization will necessitate facilities for police and fire department training, as well as storage areas and public works garages. Training facilities should be developed in conjunction with other communities for joint use. The proximity to residential property will require adequate screening and the unobtrusive housing of supplies and equipment.

City Hall

The present City Hall complex consists of the main structure that was built in 1916 and an "Annex" which houses administrative services. Economy and efficiency of operations require the consolidation of physical facilities in one structure.

The design should be such as to provide for the total space requirements for administrative services and public accommodations projected to 1985. The physical site of the City Hall, incorporated within the civic center complex is ideally located in proximity to the Central Business District, population center and professional offices.

Assumptions

A. The sites that have been designated, selected and are presently used for public facilities are adequate in area for projected requirements.

B. The City Hall and annex have outlived their economic life. A new City Hall structure is a necessity for economy and efficiency of government. A new structure would occupy the site of the present City Hall.

C. Library facilities are adequate to serve the projected population and area to be serviced.

D. Present school sites are adequate in area to serve the projected requirements.

E. The Municipal Services Facility will be developed in accordance with plans and specifications approved by the City Council and will include provisions for police and fire training.

F. High valued development of Rancho Sausal Redondo will require a re-evaluation of the adequacy of fire fighting equipment and facilities.

G. The police facilities and location are adequate to serve projected requirements, but may need re-evaluation pending Rancho Sausal Redondo development and or major changes in intercity traffic patterns.

Goals and Objectives

A. To provide physical facilities that will reflect the pride of the community and serve the projected needs of the public and its government.

B. To provide efficiency and economy in city administration by the design of public buildings to facilitate better work flow, departmental communication, personnel utilization and service facilities.

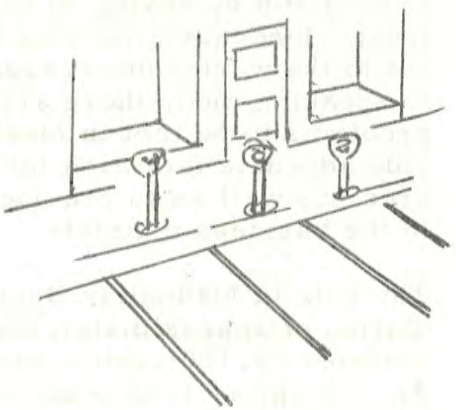
C. To assure compatibility of public facilities with adjacent properties and land use.

D. To provide convenient accessibility of governmental administrative facilities (with adequate off-street parking) to their various publics served.

Proposals

It is proposed that the civic center be developed to include the construction of a City Hall, at the present site, and the demolition of the temporary annex.

Parking facilities should be provided to assure adequacy and convenience for the public. It is proposed that the construction of a new City Hall should be in conjunction with the precise planning of the civic center area to assure development of parking facilities, ingress and egress, and to encourage compatible and attractive adjacent uses around the civic center.



PARKING ELEMENT OF THE GENERAL PLAN

Introduction

The parking element of the General Plan is a guide for the development of parking facilities in Manhattan Beach. It is primarily concerned with establishing long-range goals and objectives, rather than recommending specific sites for development.

Parking facilities, both on and off-street, have long been inadequate to serve the varied parking needs of the city. This has been due to the relatively high population density along the beach area and the area surrounding the central business district (CBD) and the North end.

Specific parking requirements differ widely from city to city and from use to use because of the many variables which exist in any given municipality. The following factors are generally considered instrumental in determining necessary requirements.

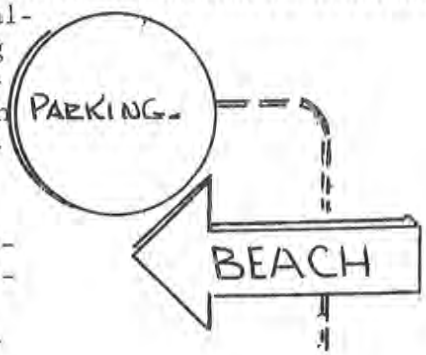
1. Availability of public transit facilities and the tendency of persons to utilize such facilities.

2. Type of person for whom parking facilities are being provided (i.e. all day employees, residents, shoppers and other short-term parkers, beach-goers, etc.).

3. Type of establishment and frequency of customer turnover.

4. Quantity and location of current parking facilities, both private and public.

Thus, to develop any meaningful parking plan a knowledge of the unique parking problems within the city is essential. Manhattan Beach differs from most cities within the Los Angeles area by being a popular beach recreational area and by having an extremely high population density along the ocean front. Inadequate parking facilities are not limited to the business districts but to the westernmost area as a whole. Generally speaking then, there are two different parking problems to be met in Manhattan Beach: to provide adequate facilities for residents of the beach area, as well as to provide more facilities within the business districts.



The City of Manhattan Beach, with a current population of approximately 36,000 persons, accommodates 19,700 vehicles for overnight storage. An average of 1.55 vehicles per household illustrates the inadequacy of the requirement of one parking space for each dwelling unit.

Of the 12,800 dwelling units within the city, 22.3% are multiple-family units. With a one to one ratio of parking to units, the problem of inadequate parking accommodations is evident. In Area District III, the problem becomes even more acute due to 50% of the residential units being multi-family structures and 48% of the households owning more than one vehicle. This area is characterized by narrow streets, small lot frontage, split lots, walk streets without vehicle access, abutting commercial and residential uses, beach traffic, and high density.

These facts make it apparent that the General Plan must make preparation for a radical departure from the practices of the past in providing off-street parking accommodations for multi-family development.

Analysis of Commercial Parking Needs

Central Business District

Using the criteria established by the Zoning Ordinance, there is a need for 750 off-street parking spaces. A total of 542 spaces are provided by property owners and public parking lots, leaving a deficit of 208 off-street parking spaces (See Figure 1). The construction of Vehicle Parking District No. 3 reduces the deficiency to 163 spaces. Compounding the problem of inadequacy in number of spaces is the remoteness of locations which are not readily accessible to the public.

North End Business District

Parking accommodations in the North End Business District are virtually nil. Prior to the improvement of Rosecrans Avenue, a total of 100 spaces were provided, and 76 of these spaces were located on the adjoining parking lots at the northeast corner of Rosecrans Avenue and Highland Avenue. Assuming that redevelopment of the area will utilize all available space to meet the parking requirements of the area, a net deficit will remain of approximately 118 spaces. There are 47 licensed businesses in the area, with the majority of establishments having a parking requirement of two or three spaces, which further illustrates the need for consolidated parking facilities rather than on-site parking spaces. Compounding the parking problem are restaurants within the area having no parking facilities and peak hours of demand.

Strip Commercial Areas

Commercial areas of the city which have been developed in recent years, such as Sepulveda Boulevard, have for the most part provided adequate parking accommodations. Since these establishments cater to the motoring public, redevelopment plans should provide for parking accommodations that are easily accessible and visible to the motoring public, as well as the consolidation of adjoining facilities.

Parking Accommodations

Parking Spaces Required by Code Standards		750
Parking Spaces Provided:		
Civic Center	109	
County Operated	150	
Vehicle Parking District No. 1	36	
Vehicle Parking District No. 2	52	
Vehicle Parking District No. 3	31	
Private Parking	164	
Total	542	542
Deficit		-208

North End Business District*

Licensed Businesses - 47

Parking Spaces Required by Code Standards		142
Parking Spaces Provided:		
Public	0	
Private	24	
Total	24	24
Deficit		-118

*Excludes area under redevelopment

Figure 1

Assumptions

1. The number of vehicles per dwelling unit will increase in proportion to the affluence of the community.

2. Residential parking demand in Area District 3 is greater than private facilities can accommodate. It is expected that consolidated off-street parking facilities will be required to meet this demand.

3. Both off and on-street parking facilities are currently inadequate to meet the demand of beach-goers. In order to provide sufficient parking for these users, it is anticipated that additional facilities will be built in the vicinities of the western extremities of both Rosecrans Avenue and Manhattan Beach Boulevard to augment the lots at 26th - 27th Streets.

4. It is expected that merchants with 4,000 square feet or more of gross floor area will provide their own facilities.

5. Joint participation of owners, merchants and users will be required to increase the supply of parking facilities in the business districts to meet demand.

6. Consolidation of parking facilities by merchants will provide the greatest number of spaces at the least expense. This is especially relevant and advantageous to merchants located along commercial strip developments.

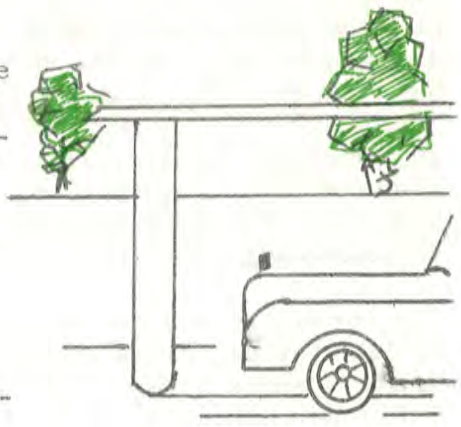
7. Both the 1943 Vehicle Parking District Act and the 1965 Parking and Business Area Improvement Act will be utilized to secure areas for public parking facilities.

8. The parking requirements in the Municipal Code will require amendment to more realistically meet parking needs.

9. Public lots will be controlled by meters and/or gates.

Parking Criteria

The General Plan establishes desirable goals which can only be implemented by changes in the zoning ordinance that are adopted by the Planning Commission and City Council or are implemented by developers on their own initiative. Thus, the following criteria serves only to establish desirable standards in providing realistic parking accommodations.



Residential

Single-family units should provide two (2) covered parking spaces.

Multi-Family Dwellings

One and one-half (1-1/2) covered spaces for each unit would accommodate most multi-family uses. When lot area permits, additional accommodations are desirable for guest parking.

General Commercial

As a general formula, one (1) square foot of parking area should be provided for each square foot of gross floor area. This basic formula should be adjusted for varying uses and to make allowances for consolidated facilities.

Proposals

Residential Parking

In those areas of the City where lot depth permits and setback requirements can accommodate, the development standards of two covered parking spaces and a 20-foot apron for single-family development will accommodate parking requirements of the future.

In the beach front area, redevelopment criteria for multi-family structures must of necessity be altered to provide for consolidation of lots, subterranean parking, and a minimum requirement of one and one-half (1-1/2) parking spaces for each dwelling unit. The alternative to on-site parking accommodations is the formation of residential parking districts with assessments being levied against the benefiting property owners in direct proportion to the number of parking spaces required to support permitted occupancy.

Commercial Parking

Current parking facilities within the business districts fall far short of even the present parking standards. Here again, it will be necessary to increase the number of off-street lots or expand the capacity of present lots. This can be done by encouraging the joint efforts and financial contributions of both the private and public sectors. For example, not only would consolidated parking facilities increase the number of available spaces per business but also at a cost of much less than what individual property owners would have to pay if they provided facilities only for their own businesses. On-site parking requirements in congested and highly developed commercial areas should be eliminated in favor of consolidated facilities and up to a 25% reduction in individual requirements is proposed for parking facilities accommodating more than twenty (20) vehicles.

The terrain in the Central Business District is particularly well adaptable to roof-top parking accommodations, especially on the East side of Manhattan Avenue between 8th and 13th Streets. It is proposed that 20-foot building height restrictions be placed on commercial properties within the

area and future parking requirements be met by the acquisition and development of air rights, with vehicle access from Bayview Drive.

Beach Parking

Although most beach-goers are probably not residents of the city, their parking needs must be provided for in order to reserve parking facilities within the residential areas for the residents and facilities within the commercial districts for employees and customers. Parking terminals near the beach (but not on the beach itself) will do much to alleviate the situation. In conjunction with the Recreation Element of the General Plan, this element establishes the unalterable position that parking accommodations should not be provided on the beach area.

Financing

In the past, parking districts have been financed by utilizing the 1943 Parking District Act, which authorizes the imposition of an additional assessment on property owners whose property lies within the boundaries of a parking district. The state legislature, in 1965, enacted the "Parking and Business Improvement Area Law of 1965," permitting cities to impose a tax on businesses within a delineated parking and business improvement area, which is in addition to the general business license tax, and to use the proceeds for the "acquisition, construction or maintenance of parking facilities for the benefit of the area."

It is proposed that future construction of parking facilities be financed by utilizing both the 1943 and the 1965 acts. Thus, the financial burden will be more equitably distributed among property owners, tenants and users.

It is proposed that this procedure be followed with the creation of two new vehicle parking districts -- one in the central business district, which would overlap and be coterminous with Vehicle Parking District No. 1, Vehicle Parking District No. 2, and Vehicle Parking District No. 3 -- the other in the North End.

Priorities

The following priorities are set forth in accordance with available financing and need:

1. Double decking of Vehicle Parking District No. 2.

2. Formation of Business Improvement District in North End and acquisition of public parking facilities.

3. Double decking Vehicle Parking District No. 3.

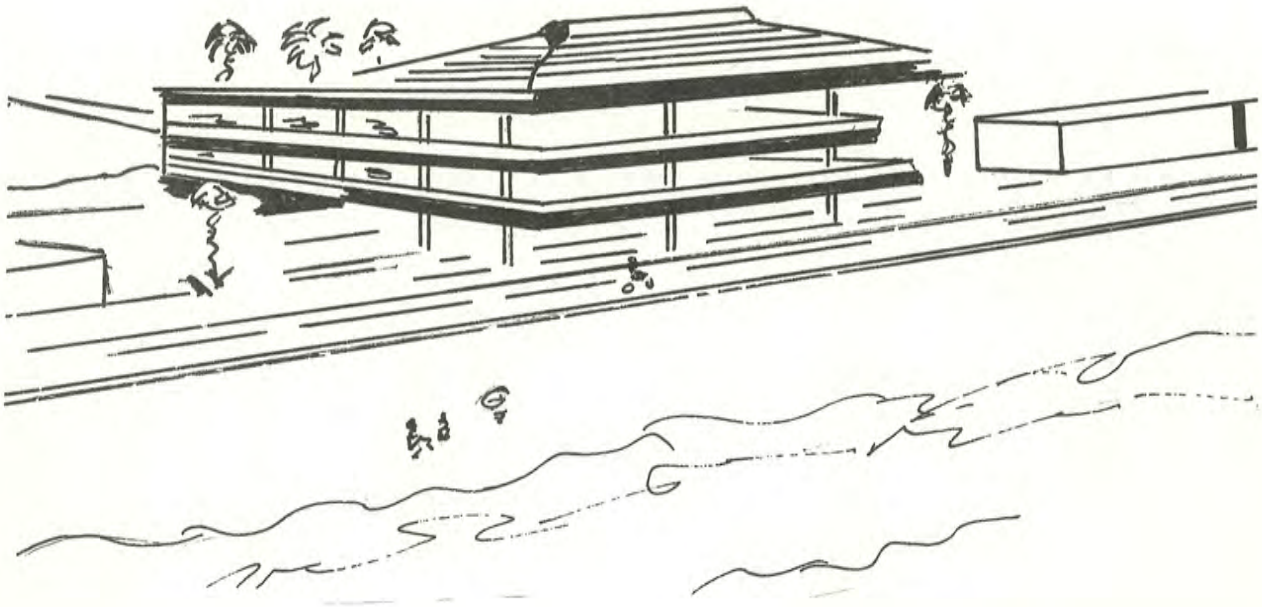
4. Development of beach parking lots, if they can be acquired from the State.

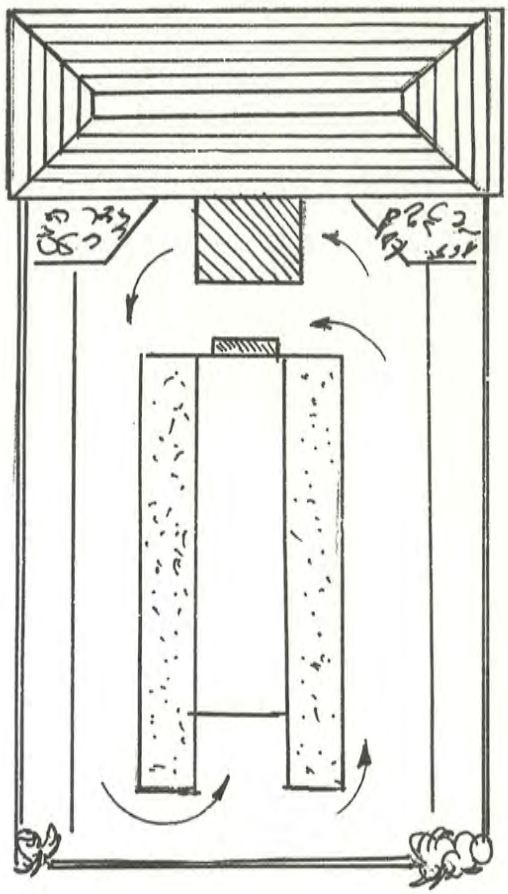
5. Development of an off-street parking lot at 9th Street and Manhattan Avenue on the West side of the street.

6. Using air rights and building a parking structure over the top of the stores on the East side of Manhattan Avenue between Manhattan Beach Boulevard and 10th Street with access from Bayview Drive.

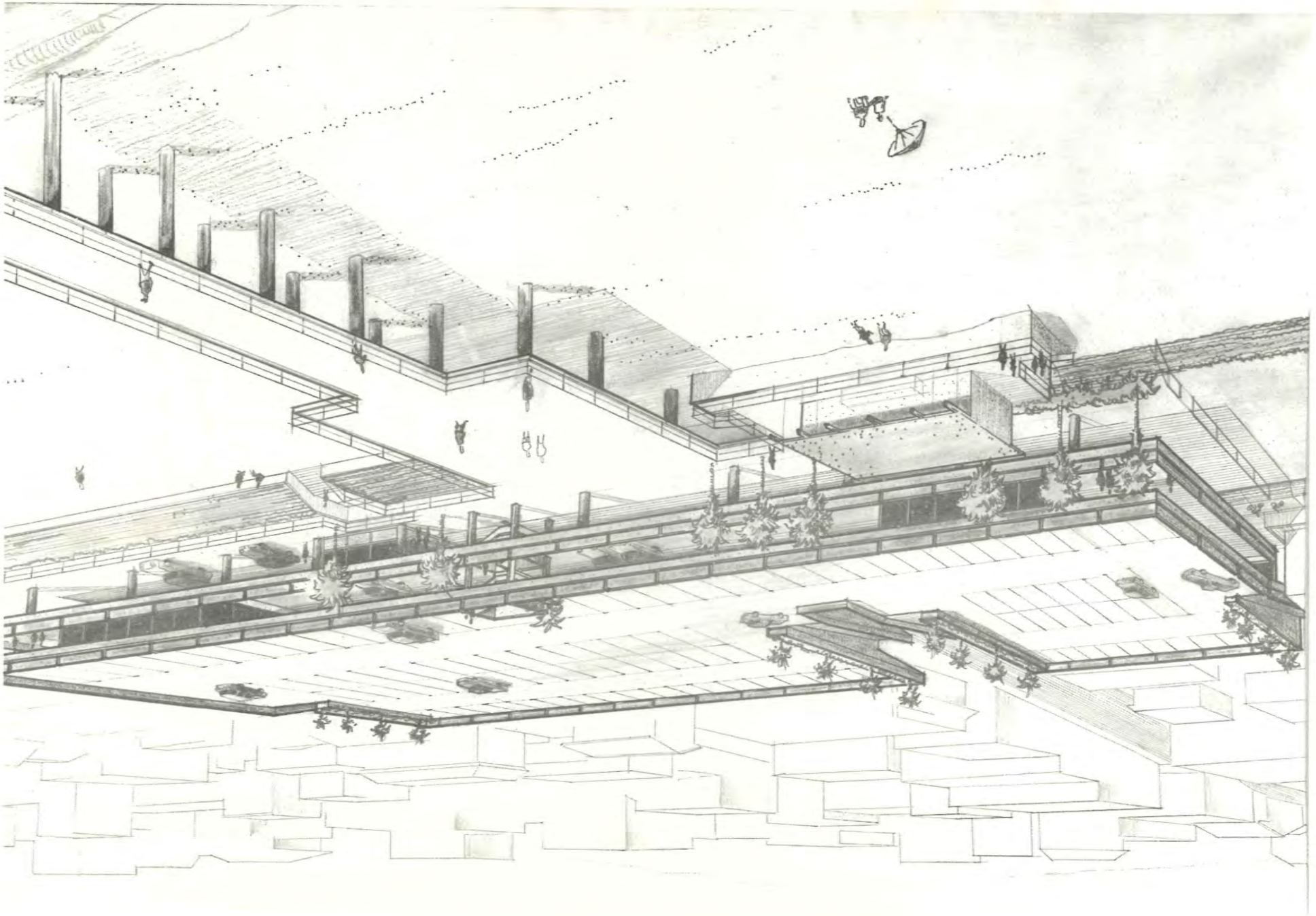
Implementation

The implementation of these proposals can be accomplished within the general framework of the attached parking plan map. Appendix "A".





BEACH AREA PARKING



HOUSING ELEMENT OF THE GENERAL PLAN

Section 65302 of the Government Code reads:

The General Plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) Land Use Element.....

(b) A Circulation Element.....

(c) A Housing Element consisting of standards and plans for the improvement of housing and for provision of adequate sites for housing. This element of the plan shall endeavor to make adequate provision for the housing needs of all economic segments of the community.

This element of the General Plan attempts to meet the intent and spirit of the State Planning Act by identifying the existing housing problems, future needs, and establishing a framework to provide solutions to the problems.

Assumptions

1. Urban renewal projects within the City at this time are not warranted, desired, nor acceptable to the electorate, advisory agencies and governing body of the City.

2. Redevelopment of residential properties will be undertaken by private interests as land values exceed the value of improvements and as the cost of property ownership increases in greater ratio than the return from investment properties.

3. The character of the community will not change to any great extent within the next twenty years and community attitudes will prevail in an effort to maintain a single-family residential community.

4. High rise residential development will not be a factor for consideration and a 30-foot height limitation for residential buildings will be maintained to protect light, air, and ocean view.

5. The demand for living accommodations near the ocean and places of employment will cause the value of land to increase and will create an artificial value for structures to be used as apartment rentals beyond use permitted by the Zoning Ordinance.

6. Low income housing needs cannot be accommodated by private industry without government subsidy.

7. The City of Manhattan Beach is not a self-sufficient island community. It can neither house all who wish to live near the beach nor all who are gainfully employed within its limits. Its residential accommodations and needs are integrated with neighboring communities. Therefore, the physical planning and character of the City is interrelated with the entire South Bay area.

Goals and Objectives

1. To preserve the single-family residential character of the community.

2. To accommodate a population of 42,000 by 1985.

3. To limit multi-family developments to selected areas on major traffic arteries and the beach front area.

4. To provide accommodations for various and all segments of the social and economic strata of the community.

5. To provide for efficient and economical utilization of the land with living amenities.

6. To relate housing accommodations to circulation patterns and street systems.

7. To encourage redevelopment of substandard and nonconforming housing structures.

8. To encourage innovation and flexibility in design of housing structures.

9. To encourage the consolidation of land parcels and to provide common open space in lieu of wasted side yards.

10. To actively and aggressively protect the interest of the residents by the enforcement of standards, regulations, codes and procedures for the prevention and elimination of substandard, blighted, obsolescent, unsanitary and inadequate housing accommodations.

Character of the Community

Manhattan Beach has about doubled in population during the past twenty years with a present population ranging between 35,000 and 37,000 persons. Approximately 25% of the 12,733 dwelling units contain two or more families, with a total average of 2.75 residents per household. (See Table 1)

It is essentially a high income community with an average median family income of approximately $12,000. About 10% of the total population have family incomes of less than $5,000.00, while 30% have family incomes in excess of $15,000. (See Table 2). Peculiar to Area District III (Sand Area) is the highest percentage of low income and the highest percentage of high income families, indicating a varied spectrum of social and economic character. (Table 3)

Although the typical resident of the community lives in a single-family dwelling with the spouse and has a median family income of $12,000.00, there are significant exceptions to the norm. The outstanding exception is the 40% of the residents in Area District III who are single, separated, or divorced. Of the apartment dwellers in the City, 66% are in the single category. (Table 4).

Housing Characteristics

As shown in Table 5, about 25 percent of the City's housing units are of the multiple family type -- from two units on up. However, as shown in Table 6 the greatest percentage of multiples are found in the Sand Area -- about 51 percent. Nevertheless, even in the Sand Area, multiples may be slightly understated because of the difficulty in obtaining an accurate count of "bootleg" units.

Almost two-thirds of the City's residences are owner-occupied and about seven-eighths of these are occupied by families, as opposed to single and unrelated individuals. Among remaining rental units, there is about equal distribution between single and family occupants.

About 61 percent of the total rental units in Manhattan Beach are in the Sand Area. Also, of all rental units occupied by single and unrelated persons, about 82 percent are located in the Sand Area. Of all owner-occupied residences in the City which are inhabited by single and unrelated persons, 52 percent are in the Sand Area.

Persons Per Household

As shown in Table 1, the Census Survey revealed that there were 2.75 persons per housing unit in Manhattan Beach in 1968, although among Consumer

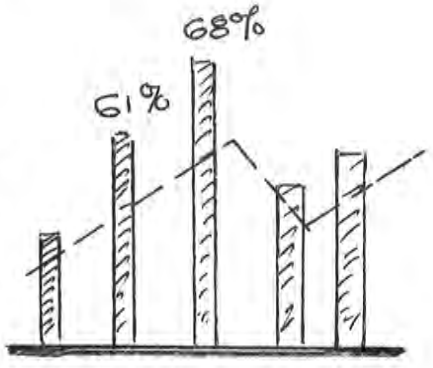
Mail Survey respondents there were an indicated 3.13 persons per household (See Table 7). However, as it was noted earlier, the number of persons responding from multiple dwellings was only about half as great proportionately as among persons occupying single-family dwellings. Adjusting the responses accordingly, we estimate there are approximately 3.0 persons per household in the City. The differential between this amount and the 2.75 figure indicated on a housing unit basis could reflect temporary housing unit vacancies and other slight variations in Consumer Mail Survey responses.

Single-family households in Manhattan Beach average about 3.35 persons per household, compared to about 1.9 for multiples. The number of residents per single-family household is somewhat lower than is found in the more "suburban" areas such as South Torrance, Eastern Orange County, Thousand Oaks, etc. Particularly, the number of school age and pre-school children per single-family household is somewhat lower in Manhattan Beach than in the more suburban areas. For example, the 0.94 school children per household compares to 1.2 to 1.4 in a typical housing tract suburb. Pre-school children ratios compare about the same. This implies a more mature family structure in Manhattan Beach compared to a number of other primarily residential areas. This situation has favorable implications for local school system costs.

The number of persons per multiple-family household is comparable to that found in many other portions of Los Angeles County. However, there is a considerably smaller number of school age children per multiple family household in Manhattan Beach compared to many other areas. The 0.08 figure compares to 0.20 to 0.40 in a number of other communities. This, too, has favorable implications on school system costs.

Present Land Use

The City presently contains 1,957 acres, excluding 475 acres of right-of-way (See Table 8). Sixty-eight percent of the land is in residential usage, 61 percent being single-family usage, thus demonstrating the predominantly single-family residential nature of the community. Apartments (two family or more) occupy only 3.9 percent of the land. There are presently about 260 apartment properties in the city ranging in size from 3 to 60 units. Manhattan Beach has an unusual apartment development picture compared to most other cities. The great bulk of the City's apartments are of the three and four unit type, often in the form



of two and three units attached to essentially a single-family accommodation.

The second greatest land use is manufacturing, which is principally oil storage at present. At present, commercial usage is only about 5 percent of the total, and public usage about 9 percent. Vacant land is only 1.4 percent of the total. If the oil storage usage in Area District II were excluded, all Area Districts would be about three-fourths residential usage.

Presently, there are about 107 acres of nonconforming land use. (See Table 9) Excluding vacant and public use land, only 68 acres are nonconforming. The greatest nonconformance is in residential usage -- 57 acres, or 84 percent of the 68 acres. 40.5 acres are in two-family and multiple residential usage in R-1 and R-2 zoning. The greatest nonconforming land use is multiple family usage in R-2 zoning in Area District III (See Table 10).

In February, 1967, City Staff conducted a survey and identified 675 "nonconforming" apartments. Since that date, an additional 100 have been identified, making a total of 775. Of these, 453 are nonconforming by record; and, thus, are permitted nonconforming uses. The remaining 322 are illegal (so-called "bootlegs"). There are probably more not yet identified. This is a continuing situation, resulting from strong residential pressures and inadequate means of control. Buildings are designed in such a way that a unit intended for one family can be "split" into two units through closing doors, etc. The Building Department estimates that between November 1958 and July 1964, building permits were issued for approximately 350 dwelling units which were potential "bootlegs". The City has a code enforcement program under way to eliminate the bootlegs. However, there is clear indication that bootlegs still remain, and new bootleg units continue to appear.

The 1968 Census Survey reflected about 3,100 multiple units in Manhattan Beach. Unquestionably, some of the bootleg units were not reflected in this figure; and, thus the City probably has quite a few more multiple units in reality. Based on the Census Survey, there are approximately 550 housing units in the City that are either deteriorating or dilapidated (See Table 11). The greatest number of these units are found in the Sand Area -- about 220 units, representing approximately five percent of the total units there. Within the Sand Area, the highest percentage of deteriorating units are found in the northern portion. Although housing deterioration is not yet a major problem in Manhattan Beach, its presence and distribution present a danger signal.

Land Value Indicators

Two beach front lots (33-1/3 by 100 feet) sold four years ago for $95,000 in total for use as two single family residences, even though four units would have been permissible. This is a cost of about $1,400 per front foot and about $14 per square foot. Generally, available beach front property now is at least $15 per square foot. A house about three houses from the Strand sold in 1968 for $47,500. The realtor handling the sale estimated that the lot (30 feet by 90 feet) was worth at least $30,000. On this basis, the property value is at least $11 per square foot. If we assume that the entire value of some of these properties is for the land, we find examples of land valued at $30 per square foot or more on the beach front.

Inland from the beach, property for multiple units is somewhat lower, but generally is in the $5 to $8 per square foot range. Generally, there is little price differential between R-2 and R-3 property.

With respect to single family lots, it would appear that such lots away from the beach area are generally in the $13,000 to $18,000 range. If older houses must be cleared, the price would probably be somewhat higher.

Building Activity

Building activity in the early 1950's (1950-1954) averaged about $11.7 million annually, based on 1968 dollar levels, compared to $7 million annually in the late 1950's and early 1960's (See Table 12). There has been an uptrend since 1965, with building permit valuations averaging about $9.6 million annually. This figure, however, was influenced greatly by the $11.2 million TRW complex. Without this complex, the annual average figure would have been about $6.8 million, slightly below the figure for the late 1950's and early 1960's.

Since 1960, the City's greatest construction activity has been residential (See Table 13). The only two large non-residential projects have been the $620,000 Unimart facility (1965) and the $11.2 million TRW facility (1967). Excluding these two large projects, about 60 percent of the City's construction dollar valuation since 1960 has been for new residential additions and alterations -- over 80 percent in total for residential construction. This high percentage of residential additions and alterations indicates a great acceptance of the community by homeowners from a residential standpoint, and further indicates strong pressures for the City to remain residential in character. Residential additions and alterations comprise over 25 percent of total residential building activity since 1960, a high ratio in comparison to many communities. It further reflects the mature residential nature of the community, as its principal development occurred prior to the 1960's.

Analysis of the Housing Market

During the past eight years 1,700 housing units were constructed within the city, with 1,100 being additional units. Of these, 60% was in two or more unit structures. (See Table 14)

Two-bedroom units are the prevailing construction trend with one (1) bedroom studio apartments being the next highest in demand. This pattern indicates the uniqueness of the community being oriented to small structures on small lots (30' x 90'), which in some instances have been further divided into 1,350 square foot parcels. Present ownership patterns result in apartment units being constructed as part of an owner-occupied dwelling, wherein the owner occupies a large unit and rents one or two additional units.

A further recent trend is the construction of single-family residences in a manner that facilitates a degree of privacy for occupancy by three or more unrelated individuals. This is particularly true of the beach area.

"High Rise" Potential

A "High Rise" structure is defined as a building with five or more floors and a valuation of $500,000.00 or more.

Within this definition, approximately 10,000 "high rise" residential units were authorized by building permits in Los Angeles County during the eight years from 1960 to 1967 -- an average of about 1,300 units per year. Peak activity occurred in the 1963-1964 period, when more than 2,000 units were authorized each year. Greatest activity by far occurred in the Westwood-Beverly Hills area. Other areas of major activity included downtown Los Angeles, Hollywood, Santa Monica and Long Beach.

The chief point to be drawn here is that there is not an unlimited market for major "high rise" structures in Manhattan Beach or elsewhere. Clearly, there has been a relatively small amount of such development when compared to total apartment development throughout Los Angeles County. To illustrate, average multiple development in the County for the 1960-1968 period was about 35,000 units per year. On this basis, "high rise" development accounted for only about 3.5 percent of total apartment activity.

The Value of Existing Properties

Manhattan Beach is a city of moderately priced homes and apartment rentals. Consumer Mail Survey respondents indicated that the median value of single-family homes is approximately $33,000 throughout the City (See Table 15). This value was generally confirmed in discussions with realtors and other knowledgeable local people. It should be noted, however, that recent new construction has been of a considerably higher value. Single-family building permit valuations have averaged approximately $26,000 fairly consistently during the last four years. Assuming this value is reasonably representative, and adding in the price of a representative lot, new housing construction is averaging in excess of $40,000. A number of homes have been constructed in excess of $100,000 each. Current valuations are generally confirmed by our analysis of a representative selection sample of housing re-sales. A total of 541 sales made in 1968 were analyzed (See Table 16). From this it was estimated that the sales price was about $30,000. Only 4 percent of the sales were for under $20,000 and only about 7 percent were for over $50,000.

In terms of apartment rentals, it appears that about 60 percent of the rentals are in excess of $150 per month, but more than 80 percent of the rentals are below $250 per month. Thus, in no sense is Manhattan Beach dominated by "luxury" priced apartments. Much of the reason for this rental pattern may be explained by the predominance of fairly small studio and one bedroom apartments throughout the City. It is not uncommon, for example, to find a 600 square foot apartment renting for $175 per month, or roughly 30 cents per square foot. This level is very high compared to some "high rise" rents on a square foot basis. It should also be noted that the realtors most familiar with apartment rentals indicate that rents have been increasing rapidly in recent months; and, as apartments become available for occupancy, it is not uncommon to find such 600 square foot apartments renting for as high as $200 per month.

The apartment survey revealed a range of monthly rental levels, as follows:

	Market Type	
	Medium	Deluxe
One Bedroom		
Unfurnished	$150	$130 - $150
Furnished	$100 - $165	-
Two Bedrooms		
Unfurnished	$120 - $175	$185 - $225
Furnished	$140 - $220	$215 - $235

	Market Type	
	Medium	Deluxe
Three Bedrooms		
Unfurnished	$160	-
Furnished	$165	-

Financial Feasibility Considerations

The principal question of financial feasibility of residential development in Manhattan Beach involves construction of multiple units. Single-family development as such is much less subject to normal economic pressures, inasmuch as many decisions to purchase lots in high quality residential beach areas such as Manhattan Beach are based more on the buyer's ability to pay than solely on economic factors.

On the other hand, development of purely rental apartments must depend upon the developer obtaining a reasonable return. This necessity is somewhat modified in the case of a development by an owner-occupant, whose personal residence is often developed on a more "emotional" basis, with the addition of one or two units to provide "extra" rental income.

For the situation where an apartment is being developed purely for rental and investment return, several computations were made of a variety of possible situations in Manhattan Beach, reflecting possible R-2, R-3, and R-3 "bootleg" development (See Table 17). The latter case assumes development of four units on an R-3 parcel. For all of these alternatives, beach front property (or very near thereto), and nonbeach front property in the Sand Area (Area District III) in the City were considered. Estimates are based on assumptions of land cost at $15 per square foot in the beach area, and $7 per square foot in the nonbeach area, with a construction cost of $14 per square foot. We assume that R-2 development would consist of two 1,000 square foot units, probably of the two-bedroom type. R-3 development would consist of three 700 square foot units, and R-3 bootleg development would consist of four 600 square foot units.

Present zoning will be reasonably conducive to multiple unit development, except in the beach front area. In this area, intensification of density will be necessary.

If such increases are not permitted in the future, there will no doubt continue to be development of some of these properties, but on a more personalized basis, less subject to normal economic judgements. Thus, some single-family units will continue to be developed in R-2 and R-3 lots, and a number of the R-2 and R-3 developments will essentially be single-family developments with addition or rental units for "income offsets".

Market Demand

Single-Family construction during the past eight years has averaged about 110 units per year. With sites exhausted for single-family construction, it is unlikely that future construction will exceed 100 units per year between now and 1985, even though a market demand would equal in excess of 300 units per year.

If there is no further encouragement of apartment development, the total multiple unit development will not exceed 100 to 150 units per year. Under current conditions, with the present 30 foot height limit in the City, there would be no "high rise" construction.

Assuming that maximum encouragement were given for apartment development, which is allowing both "high-rise" construction and considerable increases in densities, it is conceivable that 500 or more units per year would be developed between now and 1985. On this basis, 8,000 to 10,000 units, and quite possibly more, would be developed during the next 16 years. In comparison, present duplex and multiple units in the City total fewer than 3,000. Thus, under the above conditions, these multiple units would increase three-to-four-fold, and possibly more during this period. Were this the situation, no more than 100 true "high rise" units would be developed each year -- those of six or more floors in height -- but, rather, the principal development would be three-, four-, and five-floor structures over underground parking.

These, then, are the market demands. The favorable employment support picture confirms that there are extremely strong residential pressures being exerted on Manhattan Beach which may be expected to continue. The fulfillment of apartment demands cannot be met in this community because there is a community policy against the desirability of such units.

Proposals

1. It is proposed that the permitted density in Area District III in the R-2 and R-3 Zones be increased to encourage greater amenities of living through beautification, open space and parking, elimination of nonconforming and bootleg apartments, the consolidation of parcels and lots, and to accommodate the single, retired, young married couples, and various economic segments of the community.

2. It is proposed that zoning regulations be changed as pertain to side yard requirements

and setbacks to enable the efficient utilization of small lots by providing parking accommodations, condominiums, and row housing. (See Exhibit 1)

3. It is proposed that major traffic arteries in Area Districts I and II, in accordance with the Land Use Element of the General Plan, be authorized for planned residential developments. Due to the larger lot sizes and character of the neighborhoods, these areas could appropriately serve the transitory space or defense oriented worker with a small family, as well as the retired and fixed income resident desiring living accommodations free of individual property maintenance responsibilities.

4. It is proposed that the basic single-family character and land use pattern of the community be preserved against all encroachments. To accomplish this objective, code enforcement efforts will, of necessity, have to be increased in the same ratio as pressures for increased density and land use are experienced. As a further effort to perpetrate a single-family community character, efforts within the confines of law and equity must be made to eliminate nonconforming residential uses by abatement and redevelopment in conformance with zoning regulations.

General Considerations

Residential building sites for single-family structures have now reached a value of $5.00 per square foot. The pressures for residential building sites in an area bordered by high valued and high density industrial development to the East and a natural recreation area to the West will continue to sustain the demand for residential building sites at high value.

Population pressures upon an area that is mature and 91% developed will seek to provide living accommodations for those individuals on fixed incomes, those who earn less than the median wage, and those with transitory employment who seek temporary rental accommodations, rather than real estate investments. The demand for housing accommodations for these segments of the community is already apparent and future like demands are inevitable. It is, therefore, an obligation to plan for accommodations that will provide the greatest living amenities at the least cost to the residents and the greatest benefit to the community at large.

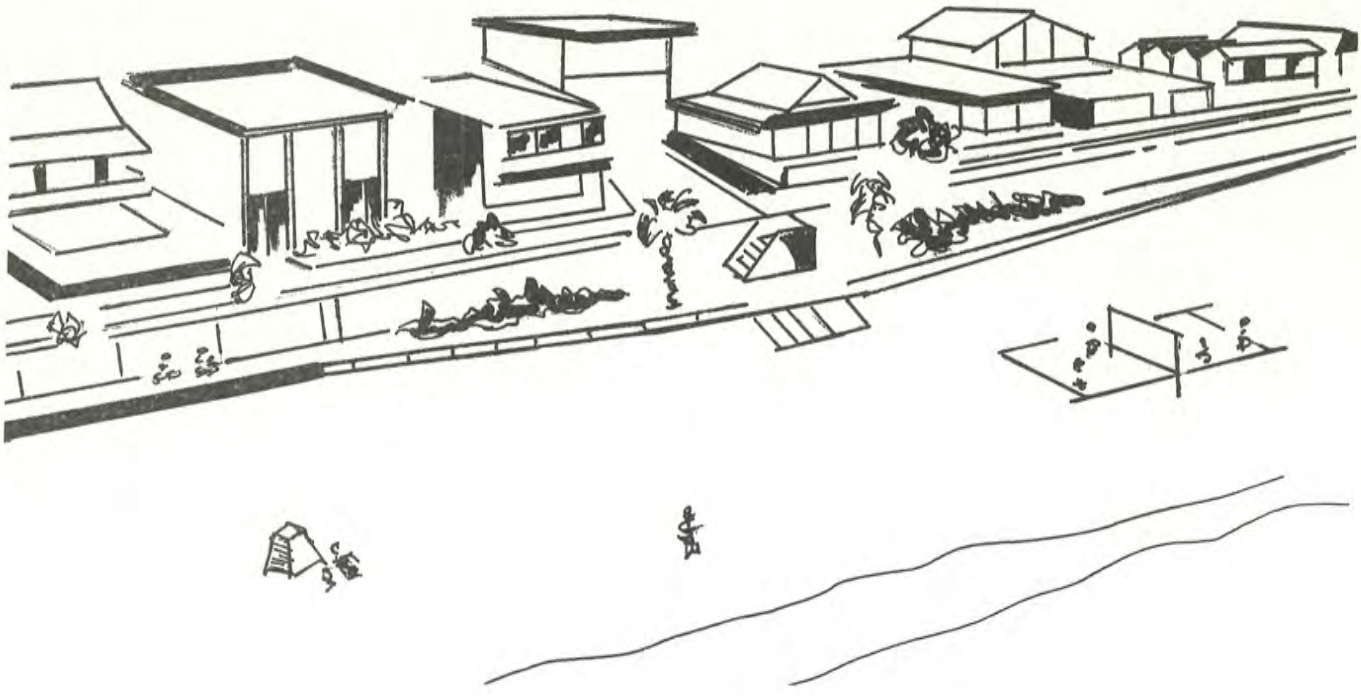
Factors to be considered are the availability of land, the cost of land, the cost of construction, and the financial consideration necessary for both construction and maintenance.

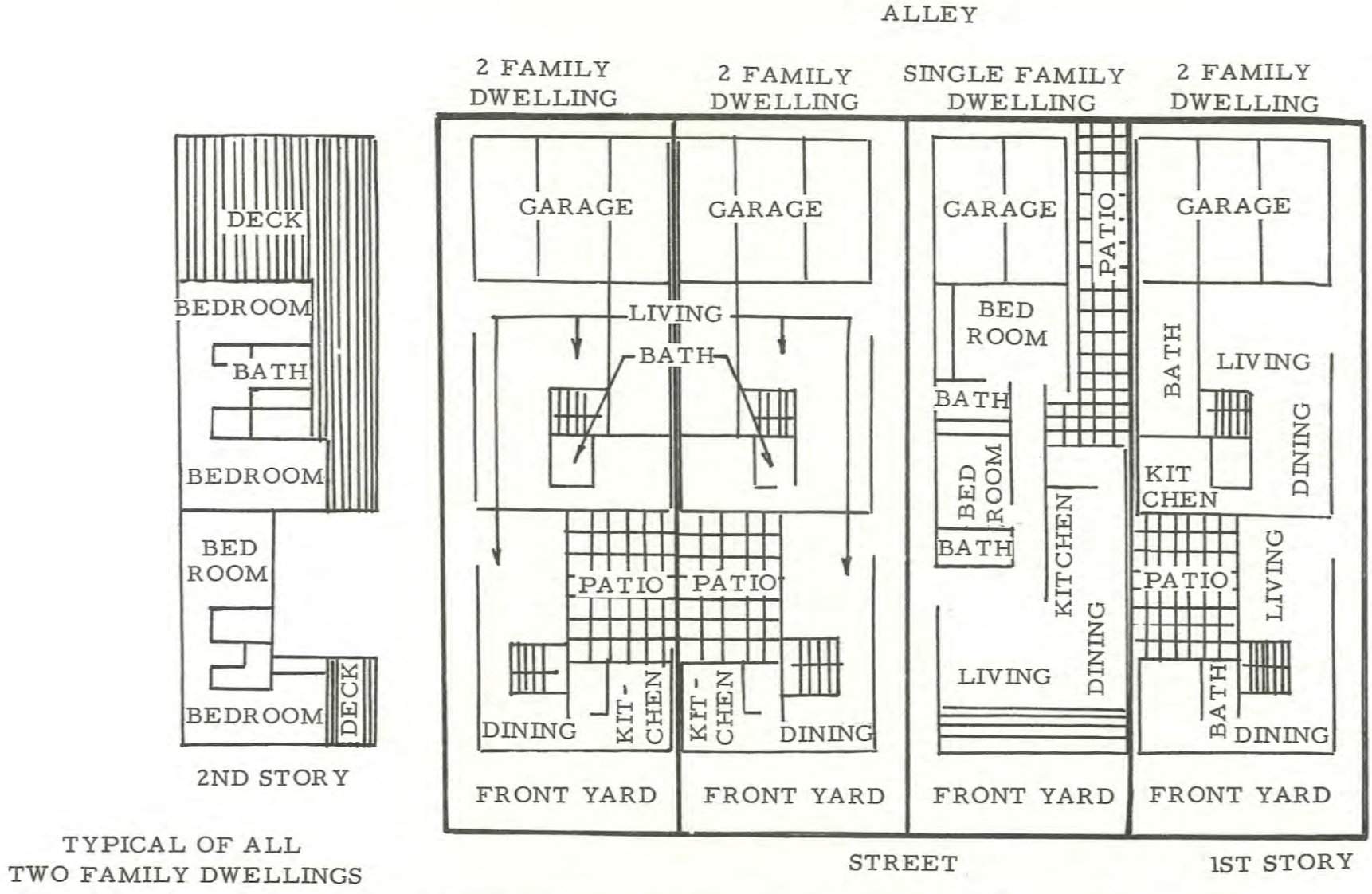
No public land is available for housing development. Private development on existing land is presently of such value and state of maintenance that a governmental agency has neither the legal right nor purpose to justify condemnation. The minimum lot size recommended by national planning standards for single-family living equals 3,400 square feet per family. This standard has already been reduced in the City of Manhattan Beach to less than half of the national standards. It is, therefore, apparent that the size of building lots is not a factor in achieving the objectives of the State Planning Act. Building costs are a factor related to archaic construction procedures and materials. The most significant factor is the availability of financing.

To facilitate development and home ownership for all economic segments of the community, it becomes necessary for the National and State governments to provide the security to financial investors that will encourage construction of housing units to meet the demand and provide the means to maintain the units. The consumer's housing dollar, as reported by Stanford Research Institute, is divided with 42 cents for financing, 33 cents for construction costs, and 25 cents for the land costs. It is obvious that financing costs are the major factor in housing development and maintenance -- a factor beyond the authority and control of local governments.

The City of Manhattan Beach has analyzed the needs and given encouragement to private industry to make the most efficient utilization of the land with the greatest benefit to the community and its residents. In so doing, the dictates of the State Planning Act have been substantially fulfilled.

OCEAN FRONT DWELLING





TYPICAL OF ALL
TWO FAMILY DWELLINGS

POSSIBLE GROUP DEVELOPMENT OF BOTH ONE FAMILY AND TWO FAMILY DWELLINGS

Table 1
POPULATION AND HOUSING
CITY OF MANHATTAN BEACH

			1968	
	1950	1960	SDF[a] Census (August 1968)	Los Angeles County (July 1968)
Population				
Male	8,404	16,766	17,535	b
Female	8,926	17,168	17,428	b
Total	17,330	33,934	35,023[c]	36,814
Percent Male	48.5%	49.4%	50.1%	b
Housing Units				
Single Family	5,158	9,513	9,586	9,932
Multiple	1,211	2,206	3,147	2,858
Total	6,369	11,719	12,733	12,790
Percent Multiple	19.0%	18.8%	24.7%	22.3%
Population per Housing Unit	2.72	2.90	2.75	2.88

[a]State Department of Finance
[b]Not available
[c]Includes 60 persons "sex unknown"

Source: U. S. Bureau of the Census;
Los Angeles County Regional Planning Commission;
California State Department of Finance - Census Survey;
Development Research Associates

Table 2
INCOME DISTRIBUTION
CITY OF MANHATTAN BEACH

	Percent of Total	
	1959	1967
Family Income Ranges		
Less than $5,000	15.9%	10.6%
$5,000 - $9,999	49.0	27.1
$10,000 - $14,999	25.9	32.5
$15,000 and above	9.2	29.8
Total	100.0%	100.0%
Median Family/Income		
Manhattan Beach	$8,289	$11,900
Hermosa Beach	7,050	
Redondo Beach	6,880	
El Segundo	7,783	
Lawndale	6,303	
Torrance	8,050	
Hawthorne	7,645	
Inglewood	7,764	
Gardena	7,741	10,900
Santa Monica	6,845	
Beverly Hills	11,977	
San Marino	16,728	
Newport Beach	8,571	
Los Angeles County	7,046	9,300
Percent Manhattan Beach to Los Angeles County	118%	128%

Source: U. S. Bureau of the Census;
California State Department of Finance
Census Survey;
Development Research Associates

Table 3
INCOME DISTRIBUTION
CITY OF MANHATTAN BEACH
1967

	Quadrants				Area Districts			
	N.W.	N.E.	S.E.	S.W.	I S/MBB	II N/MBB	IIA (TREE)	III (SAND)
Family Income Ranges	-Percent of Total-							
Less than $5,000	10.8%	8.0%	10.4%	11.7%	9.9%	8.2%	8.0%	13.5%
$5,000 - $9,999	26.0	34.4	29.1	23.0	26.3	30.0	28.0	25.4
$10,000 - $14,999	31.2	38.2	35.7	28.7	34.0	36.1	37.3	27.3
$15,000 and Above	32.0	19.4	24.8	36.6	29.8	25.7	26.7	33.8
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Median Family Income	$12,120	$10,990	$11,470	$12,670	$12,030	$11,630	$11,880	$12,030

Source: California State Department of Finance- Census Survey
Development Research Associates

Table 4
MARITAL STATUS OF RESPONDENTS

	Single	Married & Living with Spouse	Separated -Divorced	Widowed	Total	Single, Separated or Divorced
	Percent of Total Respondents					
All Respondents	13.7%	74.3%	7.6%	4.4%	100.0%	21.3%
By Area Districts						
A.D.I. (S/MBB)	5.3	89.9	2.4	2.4	100.0	7.7
A.D.II (N/MBB)	5.7	82.3	7.0	5.0	100.0	12.7
A.D. IIA (Tree)	5.6	82.3	7.5	4.6	100.0	13.1
A.D. III (Sand)	28.0	54.3	12.2	5.5	100.0	40.2
By Annual Family Income						
Under $5,000	27.6	31.0	13.8	27.6	100.0	41.4
$5,000 - $9,999	25.5	46.9	17.3	10.3	100.0	42.8
$10,000 - 14,999	15.0	77.3	4.9	2.8	100.0	19.9
$15,000 - 24,999	7.0	86.4	5.8	0.8	100.0	12.8
$25,000 & Over	4.3	91.5	2.8	1.4	100.0	7.1
By Type of Residence						
Single	7.8	81.2	6.3	4.7	100.0	14.1
Multiple	49.5	31.4	16.2	2.9	100.0	65.7
By Employment Status						
Retired	14.3	54.2	2.9	28.6	100.0	17.2
Other	13.6	75.6	7.8	3.0	100.0	21.4

Source: Development Research Associates
(Household Survey)

Table 5
HOUSING CHARACTERISTICS
CITY OF MANHATTAN BEACH
1968

	Number of Multiples	Percent Multiples	Population Per Housing Unit
Quadrants			
Northwest	1,489	27.9%	2.62
Northeast	209	15.2	3.27
Southeast	402	16.1	3.17
Southwest	620	26.4	2.58
Total City	2,720	24.7%	2.75
Area Districts			
I (South of Manhattan Beach Blvd.)	464	13.7%	3.14
II (North of Manhattan Beach Blvd.)	239	8.8	3.27
IIA (Tree)	35	2.2	3.19
III (Sand)	1,982	50.8	2.06
Total City	2,720	24.7%	2.75

Source: California State Department of Finance - Census Survey;
Development Research Associates

Table 6
HOUSING OWNERSHIP DISTRIBUTION
BY AREA DISTRICT
MANHATTAN BEACH

	A.D.I (S/MBB)	A.D.II (N/MBB)	A.D.IIA (Tree)	A.D.III (Sand)	Total City	Percent A.D. III to Total
Number of Units						
Owner-occupied						
Single-unrelated	189	146	110	488	933	52.3%
Family	2,108	1,839	1,105	1,375	6,427	21.4
Total	2,297	1,985	1,215	1,863	7,360	25.3
Rental						
Single-unrelated	226	100	61	1,824	2,211	82.5
Family	645	455	188	771	2,059	37.4
Total	871	555	249	2,595	4,270	60.8
Other Arrangements	17	13	4	26	60	43.3
Total Reported[a]	3,185	2,553	1,468	4,484	11,690	38.4
Percentage of Reported Units						
Owner-occupied						
Single-unrelated	5.9	5.7	7.5	10.9	8.0	
Family	66.2	72.1	75.2	30.7	55.0	
Total	72.1	77.8	82.7	41.6	63.0	
Rental						
Single-unrelated	7.1	3.9	4.2	40.6	18.9	
Family	20.3	17.8	12.8	17.2	17.6	
Total	27.4	21.7	17.0	57.8	36.5	
Other Arrangements	0.5	0.5	0.3	0.6	0.5	
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	

[a] Differs slightly from Table 1 due to unreported.

Source: California State Dept. of Finance, Census Survey, Development Research Associates.

Table 7
AVERAGE NUMBER OF PERSONS PER HOUSEHOLD
HOUSEHOLD SURVEY RESPONDENTS

	Married Adults	Unmarried Adults	School Children (5-17)	Pre-School Children (Under 5)	Total
	----------Weighted Average----------				
All Respondents	1.53	0.52	0.81	0.27	3.13
By Area Districts					
A.D. I (S/MBB)	1.81	0.37	1.16	0.30	3.64
A.D. II (N/MBB)	1.71	0.36	0.92	0.45	3.44
A.D. IIA (TREE)	1.71	0.40	1.12	0.22	3.45
A.D. III (SAND)	1.14	0.79	0.36	0.16	2.49
By Type of Residence					
Single	1.67	0.44	0.94	0.30	3.35
Multiple	0.73	0.99	0.08	0.09	1.89
By Marital Status					
Single	0.10	1.62	0.01	0.01	1.74
Other	1.79	0.35	0.95	0.31	3.40
By Employment Status					
Retired	1.25	0.50	0.06	0.06	1.87
Other	1.57	0.53	0.85	0.28	3.23

Source: Development Research Associates
(Household Survey)

Table 8
TOTAL LAND USE, 1967[a]
BY AREA DISTRICTS
CITY OF MANHATTAN BEACH

Total Land Use	A.D.I (S/MBB)	A.D.II (N/MBB)	A.D.IIA (Tree)	A.D.III (Sand)	Total	Percent A.D. III (Sand) to Total
Single Family	552.0	390.6	159.6	95.0	1,197.2	7.9%
Two Family	16.3	4.7	0.5	49.0	70.5	69.5
Multiple Family	20.3	9.8	0.1	26.7	56.9	46.9
Total Residential	588.6	405.1	160.2	170.7	1,324.6	12.9%
Limited Commercial	5.9	2.3	3.6	3.1	14.9	20.8
Commercial	44.7	33.3	0.3	7.0	85.3	8.2
Total Commercial	50.6	35.6	3.9	10.1	100.2	10.1%
Schools	43.9	43.1	---	13.9	100.9	13.8
Churches	8.0	17.2	---	1.0	26.2	3.8
Recreation	3.2	0.3	---	17.8	21.3	83.6
Other Public Use	3.5	4.0	0.5	20.4	28.4	71.8
Total Public Use	58.6	64.6	0.5	53.1	176.8	30.0%
Manufacturing (including oil storage)	---	318.8	---	3.4	322.2	1.1
Miscellaneous	2.5	3.8	---	---	6.3	---
Vacant	14.9	5.9	0.9	5.2	26.9	19.3
Total	715.2	833.8	165.5	242.5	1,957.0	12.4%
Percent Residential	82%	49%	97%	70%	68%	

79% without manufacturing

[a]Excludes 475 acres of right-of-way which includes streets, etc.

Source: City of Manhattan Beach;
Development Research Associates

Table 9
1967 LAND USE WITHIN ZONING TYPE
CITY OF MANHATTAN BEACH

	Zoning Categories								
	R-1	R-2	R-2A	R-3	C-1	C-2	C-M	M-2	Total
	Acres								
Total Land Use									
Single Family	1144.5	30.6	5.5	11.3	5.3	---	---	---	1197.2
Two Family	12.6	43.7	0.5	12.9	0.8	---	---	---	70.5
Multiple Family	9.6	16.5	1.1	24.6	3.3	1.8	---	---	56.9
Limited Commercial	1.1	0.1	---	---	3.0	10.7	---	---	14.9
Commercial	0.1	---	---	---	2.5	81.5	1.2	---	85.3
Manufacturing	---	---	---	0.8	---	---	33.9	287.5	322.2
Schools	100.9	---	---	---	---	---	---	---	100.9
Churches	22.8	1.0	---	0.6	0.3	1.5	---	---	26.2
Recreation	21.0	---	---	0.3	---	---	---	---	21.3
Other Public Use	12.4	0.1	---	0.7	15.0	0.2	---	---	28.4
Miscellaneous	6.1	---	---	0.2	---	---	---	---	6.3
Vacant	15.5	2.8	---	2.3	0.4	5.9	---	---	26.9
Total	1346.6	94.8	7.1	53.7	30.6	101.6	35.1	287.5	1957.0
Non-Conforming Land Use									
Single Family	---	---	---	11.3	5.3	---	---	---	16.6
Two Family	12.6	---	---	---	---	---	---	---	12.6
Multiple Family	9.6	16.5	---	---	---	1.8	---	---	27.9
Limited Commercial	1.1	0.1	---	---	---	---	---	---	1.2
Commercial	0.1	---	---	---	2.5	---	---	---	2.6
Manufacturing	---	---	---	0.8	---	---	---	---	0.8
Schools	---	---	---	---	---	---	---	---	---
Churches	---	---	---	---	---	---	---	---	---
Recreation	---	---	---	---	---	---	---	---	---
Other Public Use	12.4	0.1	---	---	---	---	---	---	12.5
Miscellaneous	6.1	---	---	0.2	---	---	---	---	6.3
Vacant	15.5	2.8	---	2.3	0.4	5.9	---	---	26.9
Total	57.4	19.5	---	14.6	8.2	7.7	---	---	107.4

Source: City of Manhattan Beach; Development Research Associates

Table 10
RESIDENTIAL ZONES NON-CONFORMING LAND USE

	R-1			R-2			R-3		
	A.D.III	Other	Total	A.D.III	Other	Total	A.D.III	Other	Total
	Acres								
Single Family	-----	-----	-----	-----	-----	-----	6.9	4.4	11.3
Two Family	5.4	7.2	12.6	-----	-----	-----	-----	-----	-----
Multiple Family	1.3	8.3	9.6	16.4	0.1	16.5	-----	-----	-----
Commercial-Industrial	-----	1.2	1.2	0.1	-----	0.1	0.8	-----	0.8
All Other	7.0	27.0	34.0	2.2	0.7	2.9	1.4	1.1	2.5
Total	13.7	43.7	57.4	18.7	0.8	19.5	9.1	5.5	14.6

Source: City of Manhattan Beach;
Development Research Associates

TABLE 11
CONDITION OF HOUSING UNITS
CITY OF MANHATTAN BEACH
1968

Condition	Quadrants				Area Districts				
	N.W.	N.E.	S.E.	S.W.	I S/MBB	II N/MBB	IIA (Tree)	III (Sand)	Total
	Percent of Total								
Sound	95.9%	97.8%	94.6%	96.7%	95.6%	97.6%	96.5%	95.1%	95.8%
Deteriorating	3.9	1.9	4.6	3.1	3.8	1.9	2.9	4.8	3.7
Dilapidated	0.1	0	0.4	0.2	0.3	0.2	0	0.1	0.2
Inadequate Original Construction	a	0	0.1	a	0.1	a	0.2	a	0.1
Under Extensive Repair	0.1	0.3	0.3	0	0.2	0.3	0.4	0	0.2
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

[a]Less than 0.05%

Source: California State Department of Finance - Census Survey
Development Research Associates

TABLE 12
CITY OF MANHATTAN BEACH
BUILDING PERMIT VALUATIONS, 1950-1967
ADJUSTED TO REFLECT 1968 COST LEVELS

Fiscal Year	Unadjusted Valuation	1968 Cost Level Adjustment Factor[a]	Adjusted Valuation
	Thousands of Dollars		
1950	8,181	1.70	13,908
1951	8,054	1.56	12,564
1952	9,707	1.52	14,755
1953	6,519	1.49	9,713
1954	5,131	1.49	7,645
Total	37,592		58,585
1955	5,196	1.46	7,586
1956	5,777	1.38	7,972
1957	4,648	1.32	6,135
1958	5,849	1.31	7,662
1959	4,635	1.28	5,933
Total	26,105		35,288
1960	4,958	1.27	6,297
1961	5,568	1.26	7,016
1962	4,814	1.22	5,873
1963	6,562	1.20	7,874
1964	7,192	1.17	8,415
Total	29,094		35,475
1965	7,638	1.14	8,707
1966	4,119	1.10	4,531
1967	17,039	1.05	17,891
1968	7,313	1.00	7,313
Total	36,109		38,442
Grand Total	128,900		167,790
Annual Averages			
1950-1954	7,518		11,717
1955-1959	5,221		7,058
1960-1964	5,819		7,095
1965-1966	9,027		9,610

[a]Based on Department of Commerce Composite Construction Index

Source: City of Manhattan Beach
Development Research Associates

TABLE 13
MANHATTAN BEACH BUILDING PERMIT VALUATIONS
BY TYPE

	New Construction					Additions & Alterations				
Average Valuations	Residential	Commercial	Govt. / Institutional	Industrial	Total	Residential	Other	Total	All other Permits	Grand Total
1950-1954	$5,486	$ 180	$ 808	$ 85	$ 6,559	$ 408	$ 399	$ 807	$ 152	$ 7,518
1955-1959	3,104	388	604	180	4,276	732	213	945	--	5,221
1960-1968	3,528	578	237	1,265	5,608	1,312	214	1,526	112	7,246
Yearly Valuations										
1960	2,287	517	900	--	3,704	1,087	167	1,254	--	4,958
1961	3,842	234	146	--	4,222	1,097	249	1,346	--	5,568
1962	3,119	243	2	--	3,364	1,377	73	1,450	--	4,814
1963	4,082	434	401	--	4,917	1,336	84	1,420	225	6,562
1964	4,240	607	87	--	4,934	1,808	450	2,258	--	7,192
1965	3,682	1,972	218	--	5,872	1,598	168	1,766	--	7,638
1966	1,958	383	137	--	2,478	1,235	406	1,641	--	4,119
1967	3,443	330	64	11,384[a]	15,221	1,210	83	1,293	525	17,039
1968	5,100	481	174	--	5,755	1,060	244	1,304	254	7,313

[a]Includes TRW Building M-5 and R-6 ($11,200,000)

Source: City of Manhattan Beach
Development Research Associates

TABLE 14
RESIDENTIAL BUILDING PERMITS

Year	Single-Family	2-Unit	3-Unit	4-Unit	5 - 9 Units	10 Units & Above	Total	Total Multiple (2 Units & Above)	Alterations & Additions (Number of Permits)
	Number of Housing Units								
1960	98	24	6	28	13	13	182	84	308
1961	89	24	24	8	24	59	228	139	335
1962	116	34	9	--	11	27	197	81	376
1963	130	36	21	12	7	51	257	127	353
1964	137	24	9	4	32	--	206	69	374
1965	106	34	6	16	6	--	168	62	328
1966	49	12	3	28	--	--	92	43	259
1967	116	22	6	16	--	--	160	44	305
1968	152	58	9	4	13	10	246	94	246
Total	993	268	93	116	106	160	1,736	743	2,884
Average Per Year	110	30	10	13	12	18	193	83	320

Source: City of Manhattan Beach
Development Research Associates

TABLE 15
HOUSING VALUE AND RENT
BY RESPONDENTS

	A.D.I. (S/MBB)	A.D.II (N/MBB)	A.D.IIA (TREE)	A.D.III (SAND)	Total
	---------Percent of Total Respondents---------				
Home Values					
Under $20,000	1.1%	1.4%	2.2%	0.7%	1.2%
$20,000-29,999	36.1	58.0	46.7	22.0	39.4
$30,000-39,999	32.2	27.8	38.0	41.9	34.7
$40,000-49,999	18.8	10.7	12.0	18.7	15.7
$50,000 and Over	11.8	2.1	1.1	16.7	9.0
Total	100.0%	100.0%	100.0%	100.0%	100.0%
Median	$34,000	$28,400	$30,300	$35,000	$32,700
Rents					
Under $100	0%	0%	0%	6.0%	4.1%
$100 - 149	40.9	22.2	20.0	39.0	35.6
$150 - 199	50.1	55.5	60.0	24.1	34.0
$200 - 249	0	22.3	20.0	12.0	12.3
$250 - 299	4.5	0	0	10.3	7.6
$300 and Over	4.5	0	0	8.6	6.4
Total	100.0%	100.0%	100.0%	100.0%	100.0%
Median	$159	$175	$183	$160	$165

Source: Development Research Associates (Household Survey)

TABLE 16
DWELLING UNIT SALES, 1968
CITY OF MANHATTAN BEACH

Selling Price	A.D.I	A.D.II	A.D.IIA	A.D.III	Total
	Number of Sales				
Under $20,000	7	2	5	7	21
$20,000 to $24,999	37	26	18	15	96
$25,000 to $29,999	45	54	23	38	160
$30,000 to $39,999	49	49	18	48	164
$40,000 to $49,999	18	11	10	22	61
$50,000 to $74,999	8	2	1	18	29
$75,000 to $99,999	1	1		3	5
$100,000 or more	—	1	—	4	5
Total	165	146	75	155	541
	Percentage of Sales				
Under $20,000	4.2%	1.4%	6.7%	4.5%	3.9%
$20,000 to $24,999	22.4	17.8	24.0	9.7	17.7
$25,000 to $29,999	27.3	36.9	30.7	24.5	29.6
$30,000 to $39,999	29.8	33.6	24.0	31.0	30.3
$40,000 to $49,999	10.9	7.5	13.3	14.2	11.3
$50,000 to $74,999	4.8	1.4	1.3	11.6	5.4
$75,000 to $99,999	0.6	0.7		1.9	0.9
$100,000 or more	—	0.7	—	2.6	0.9
Total	100.0%	100.0%	100.0%	100.0%	100.0%
Median Sale	$29,300	$29,200	$28,100	$33,600	$29,800

Source: Local Realtors and
Development Research Associates

TABLE 17
NEW DEVELOPMENT RENTAL REQUIREMENTS
HYPOTHETICAL DEVELOPMENT

	R-2		R-3		R-3 Bootleg	
	Beach	Non-Beach	Beach	Non-Beach	Beach	Non-Beach
Cost Factors						
Land Cost per sq. ft.	15	7	15	7	15	7
Construction Cost per sq. ft.	14	14	14	14	14	14
Apartment Size	1,000	1,000	700	700	600	600
Cost						
Site (2,700 ☐)	40,000	19,000	40,000	19,000	40,000	19,000
Construction	28,000	28,000	29,000	29,000	33,000	33,000
Total Cost	68,000	47,000	69,000	48,000	73,000	52,000
Per Year Total	$8,500	$5,900	$8,600	$6,000	$9,100	$6,500
Per Year per Unit	4,250	2,950	2,870	2,000	2,275	1,625
Per Month per Unit	354	246	239	167	190	135
Per Month per sq. ft.	35¢	25¢	34¢	24¢	32¢	23¢

Source: Development Research Associates

BEACH DEVELOPMENT PLAN

Purpose

The Beach Development Plan of the City of Manhattan Beach is for the purpose of implementing that portion of the Recreation Element of the General Plan of the City of Manhattan Beach pertaining to the development of the beach front area. Expressly incorporated herein are the proposals and prohibitions as contained within the Recreation Element of the General Plan.

Specific Proposals (Drawing No. M600, revised November 7, 1969)

1. The construction of a bicycle path traversing the length of the beach front as depicted on Public Works Drawing No. M600 and as further delineated by engineering specifications.

2. The construction of rest rooms at Eighth Street, in accordance with the design standards of the Los Angeles County Department of Beaches.

3. The installation of shower heads, drinking fountains and play areas at the approximate locations as indicated on Drawing No. M600.

4. The maintenance and operation of State owned parking lots at the foot of the pier by the City of Manhattan Beach with ultimate development of a parking structure in accordance with approved design and financial feasibility.

5. Construction and maintenance of Administrative Offices of Los Angeles County Department of Beaches, east of Strand on State owned property between 26th and 27th Streets, in accordance with approved design. Said structure to be limited to single-story height, not to exceed sixty percent (60%) land coverage, and as an administrative office without operational activities. Said facility not to have vehicle access to the beach area.

6. Maintenance of existing facilities as depicted by Map Drawing No. M600.

7. The structural rehabilitation of the Strand to include lighting and storm drainage, in accordance with approved engineering specifications.

Appendix

A - Map Drawing M 600 (revised November 7, 1969).