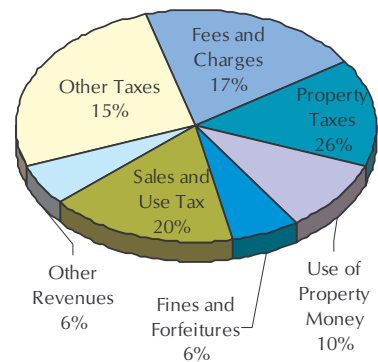


Introduction and Overview

Since its beginnings as a city in 1912, Manhattan Beach has attracted residents, businesses, and visitors to the sandy shoreline, the temperate climate, and small-town character of this coastal jewel. Our residents remark that Manhattan Beach has always projected a feeling of neighborliness and community spirit, even as the City has grown over the years. When we go Downtown to enjoy the local restaurants, we see friends and neighbors. Every summer at concerts in the park we come together and share music and community pride with each other and our neighbors from surrounding cities. At community events and through cultural organizations, our volunteerism creates success. Our schools form the foundation and springboard that develop our children into outstanding citizens. We support the efforts of our police and fire departments to provide high levels of service. Providing exceptional services are possible because of the City's balanced and diverse economic base and leadership. In all aspects of our community, we work to protect and enhance the wonderful features that distinguish Manhattan Beach physically and in spirit, and that make it a great place to live.



A balanced and diverse economic base provides stability for basic community services.



The Manhattan Beach Pier today has the same appearance as it did in the 1920s, including the Roundhouse at the end and the electric replicas of the original gas-burning lamps. In 1995, the pier was declared a State historic landmark.

What is the General Plan?

Maintaining those features that define our community requires foresight and planning, particularly with regard to the physical characteristics of our neighborhoods, business districts, parks, and streets. The Manhattan Beach General Plan identifies the community's vision for its collective future and establishes the fundamental framework to guide decision-making about development, resource management, public safety, public services, and general community well-being. To create this General Plan, our community worked together to craft a vision and define it through text and illustrations. This General Plan reflects the planning desires and values of Manhattan Beach residents, the business community, community educators, and elected and appointed officials. We express this vision in goals and policies and specific strategies that will allow this vision to be accomplished.

The Manhattan Beach General Plan describes how residents will work to retain the small-town atmosphere that makes our City unique, but at the same time, responds to the dynamics of regional traffic issues and meets changing community needs. The General Plan serves as a policy guide, balancing these interrelated factors to Manhattan Beach's community vision.

Our Geographic Context

Manhattan Beach faces the Pacific Ocean near the southerly end of Santa Monica Bay. We are part of the highly urbanized South Bay region, with neighbors including El Segundo to the north, Hawthorne and Redondo Beach to the east, and Hermosa Beach to the south (Figure Int-1).

The major employment centers surrounding Los Angeles International Airport (LAX) to the north and Torrance and Long Beach to the south provide opportunities for our residents to work near home.

Figure Int-1
Regional Location within the South Bay



Manhattan Beach, located at the southerly end of the Santa Monica Bay, has over two miles of coastline along the Pacific Ocean.

Our Beginnings

Decisions made long ago, well before Manhattan Beach incorporated as a city, have had enduring effects on the current built environment, and will have long-lasting effects well into Manhattan Beach’s future. The modern history of Manhattan Beach began in 1888, when the first railroad spur (now Veterans Parkway) connected Redondo Beach Wharf to Downtown Los Angeles. In 1897, the townsite of “Potencia” first appeared as a stop on the Santa Fe timetable. Potencia later became Shore Acres in 1902 and Manhattan Beach the following year.

One of the most recognizable icons in Manhattan Beach – the Pier – was originally constructed in 1901 and referred to as the “old iron pier.” Despite its imposing moniker, the pier was destroyed by a storm in 1913.

A second pier was constructed in 1920, and two years later, the first Roundhouse at the end of the pier was built. As history tends to repeat itself, seawater and annual storms battered the pier from then on, damaging the pier severely in 1940 and again in 1980. Perseverance won, as the landmark was reconstructed in 1956 and refurbished in 1990. It survives today as Southern California's oldest remaining example of early reinforced concrete pier construction and as a California State Historic Monument (No. 1018, Manhattan Beach State Pier).¹

"Old iron pier" as it was called, was built in 1901 at the intersection of Center Street (Manhattan Beach Boulevard) and the Red Car rail tracks (now next to where the Strand is located). The pier was later destroyed by a storm in 1913.



Photo: Manhattan Beach Historical Society

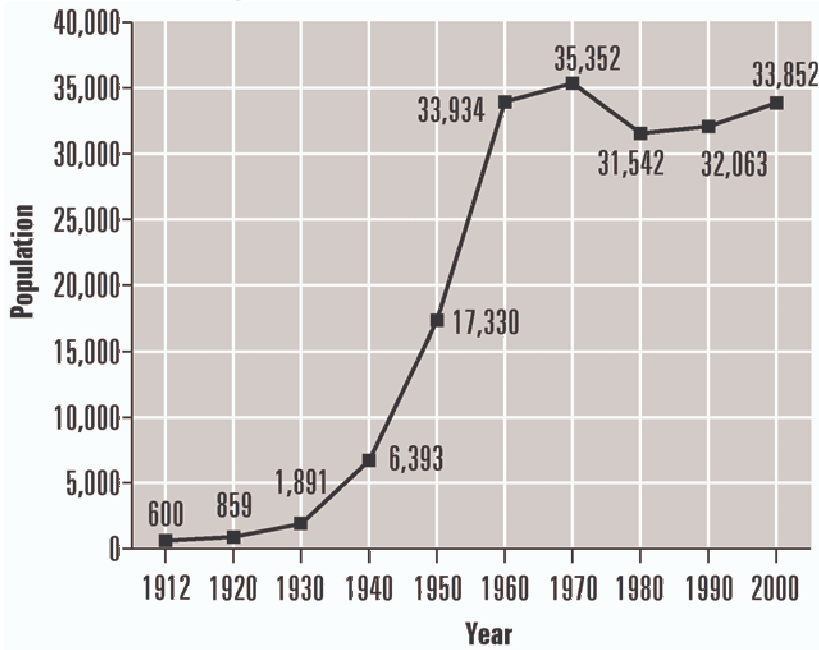
In 1903, the Pacific Electric Red Car came to Manhattan Beach, with tracks laid down alongside the Strand, connecting Manhattan Beach to Hill Street in Downtown Los Angeles. During these early days, train commuters experienced long delays as sand swept onto the tracks. The Red Car was finally phased out in 1940 in favor of a bus system.

Incorporation of Manhattan Beach came in 1912, when the City boasted approximately 600 residents (Figure Int-2). Wooden planks were laid in the sand on Manhattan Avenue for vehicles, and along the Strand and side streets for pedestrians. Some of the first responsibilities of an incorporated city included building sidewalks, installing street lamps, and oiling the roads. After incorporation came the paving of many roads, including Marine Avenue, Highland Avenue, Center Street (Manhattan Beach Boulevard), and Rosecrans Avenue. Major public works projects commenced soon thereafter, such as a 60,000-gallon water tower. The 1920s saw major growth that included restaurants, housing tracts, hotels, and businesses. Sand was hauled away in railcars daily for the next 10 years to remove the massive sand

The Circulation section of the Infrastructure Element discusses in further detail the development of the roadway system in Manhattan Beach.

¹ Manhattan Beach 80 Year Anniversary Magazine.

**Figure Int-2
Population Growth (1912-2000)**



Manhattan Beach experienced significant growth between 1930 and 1960, with a 1,695% population increase during that time period. The City also experienced its first and only decrease in population during the 1970s.

Source: City of Manhattan Beach and U.S. Census Bureau.

dunes standing 50 to 70 feet in height behind the beaches. Some of the sand was used to build the Memorial Coliseum in Los Angeles and was also sent across seas on barges to build the beach in Waikiki, Hawaii. Evidence of the large sand dunes remains today at Sand Dune Park.

Most of the early buildings were beach cottages. Families would come from Pasadena and Los Angeles on the trolley or Santa Fe train, and a real estate agent would greet them as they stepped off.² Manhattan Beach was promoted as a place to vacation, a summer resort. A few people stayed year round, but most stayed only for a weekend or the summer. Prior to the 1940s, many residents who lived in Manhattan Beach were the summer residents. After World War II, a large influx of people came as a result of the desirability of the area for year-round living. Year-round residents eventually outnumbered the weekenders and summer vacationers after a housing building boom began following the 1940s.

Manhattan Beach has always been known as a popular recreational spot in Southern California, with its beaches and

² Bonnie Beckerson, Manhattan Beach Historical Society, April 2001.

recreational activities. The first beach volleyball courts were inaugurated in 1930. Men were allowed at the beach without a bathing suit top in 1933. In 1954, Little League Baseball became a reality for many Manhattan Beach youngsters. The City is also home to the Manhattan Beach Open Pro Beach Volleyball Tournament that began in 1960 and continues today. This tournament is wildly popular when held every summer.

During the 1950s, Manhattan Beach began to settle as an established community with elegant homes and flourishing commercial centers, including some industrial uses.

The Police Station was built in 1958, and the Fire Department followed in 1960. A shopping mall and residential development were built on the site where a Chevron oil tank farm once stood (currently Manhattan Village Mall).

In 1980, the City annexed the area of El Porto, Spanish for “The Port”, from Los Angeles County. El Porto, first subdivided in 1911, included 34 acres of land and a population of 1,185 people. El Porto beaches have always been popular with surfers because of an underwater canyon that creates swells usually larger than those at neighboring beaches.

Manhattan Village began to take shape in the 1980s. Manhattan Village Mall opened in 1981. Residential development at Manhattan Village followed in the mid- to late-1980s. Development of a golf course, a hotel, a tennis club, office complexes, and commercial uses soon followed. In 1998, the Raleigh Studios came to Manhattan Beach, providing studio space for commercial, film, and television production.

A 200-foot pier extension beyond the Roundhouse was added in 1928. A storm in 1940 swept away 90 feet of the extension into the Pacific Ocean. A 1941 storm carried the remainder of the extension away, saving the City \$1,500 in demolition costs.



Manhattan Beach

Tomorrow

How do we imagine the Manhattan Beach of tomorrow? As part of the General Plan program, the City undertook a substantial public outreach program to understand community values and to establish a new General Plan policy foundation based on those values. The outreach effort arose from Manhattan Beach's long-standing practice of involving its citizenry in important policy discussions. The outreach program was multi-faceted and included the components described below.

- As part of the General Plan update program, a **General Plan Advisory Committee** (GPAC) was formed to serve as an advisory committee to the City Council and Planning Commission. The GPAC members represented various City commissions and committees, the school board, community groups, and the community at large. The GPAC conducted eight meetings over a one-year period, during which time they formulated a long-range vision for Manhattan Beach and assisted in translating this vision into General Plan goals and policies, as well as suggestions for land use and development capacity within the City. The public was invited to share their comments and concerns with GPAC members during these meetings.
- The **Neighborhood Traffic Committee** (NTC) was formed to develop the Neighborhood Traffic Management Program (NTMP). This program has established citywide standards, policies, and tools used to assess the type and severity of neighborhood traffic impacts and to mitigate those impacts. The NTC members also represented various City commissions and committees, the school board, community groups, and community at large. The NTC conducted six meetings over a one-year period, during which time they identified neighborhood traffic issues, refined a "tool box" of improvement measures, developed the NTMP program, and formulated circulation goals and policies and the Roadway Classification System for the General Plan. The public was

also invited to share their comments and concerns with the members of the NTC during these meetings.

- Two joint **City Council/Planning Commission Workshops** were held to involve decision-makers in the General Plan process. The first workshop introduced the General Plan Program, as well as reviewed issues in the City. The second workshop confirmed key goals and policies and preferred land use alternatives.
- Full-scale public participation occurred at a **Community Workshop** once foundation goals and policies had been drafted. The public participated to affirm policy direction and to answer two key questions from City staff regarding the vision: “Did we get it right?” and “What did we miss?”
- A **General Plan Community Survey** was conducted to provide statistically valid, representative measures of residents’ opinions. Questions focused on traffic, desired land uses in commercial areas, undergrounding of utilities, and urban design issues, among others.
- The City utilized its **website** to provide current information on the General Plan update program. Summaries of the public meetings and information on program progress were posted for review. The public was encouraged to comment on various aspects of the program during its formation.
- Prior to adoption of the General Plan, the Draft General Plan and associated Environmental Impact Report were circulated for public review and comment. **Public hearings** were conducted before the Planning Commission and City Council.

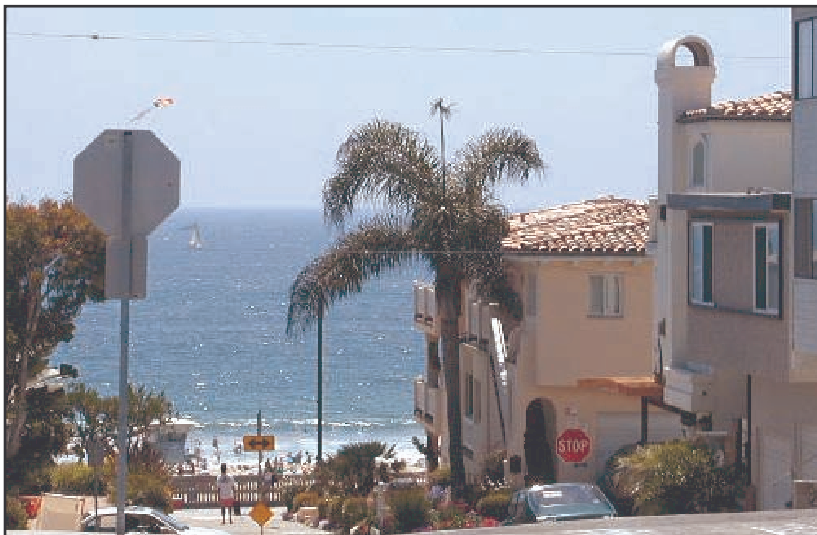
Through this extensive outreach process, the City learned how residents and the business community envision Manhattan Beach, and decision-makers have set the course on how the City’s General Plan will create the Manhattan Beach of tomorrow and through 2020.

Our Vision for Tomorrow

This General Plan defines our collective vision for our City, crafted around seven overarching principles:

- Maintain a small-town community feel that preserves the unique characteristics of individual neighborhoods.
- Provide a balanced transportation system that minimizes cut-through traffic in residential neighborhoods and provides adequate parking in all areas of the City.
- Maintain vibrant commercial areas throughout the City with businesses that meet the desired needs of the community.
- Provide a high level of public safety, ensuring a strong sense of protection for all those who live and visit the City.
- Safeguard picturesque vistas of the ocean, and protect existing trees and landscape resources that add value to the City.
- Create a sense of community that bonds residents together, thus making a stronger, better Manhattan Beach.
- Provide a variety of parks and recreation facilities that meet the diverse needs and interests of the community.

These principles form the foundation of the General Plan and are embodied in every goal and policy of this Plan.



Picturesque vistas of the ocean are always around the corner along Highland Avenue, Manhattan Avenue, and Ocean Drive.

Organization of the General Plan

Under California law, every city must adopt a comprehensive, long-term General Plan to guide the physical development of the city's incorporated area and any surrounding unincorporated properties that have a bearing on that city. As described above, such planning is not just a State mandate; it simply makes good sense. State law further indicates that the General Plan is the primary document a jurisdiction must utilize to regulate land use. Consequently, the zoning ordinance, specific plans, and individual public and private development proposals must be consistent with General Plan goals, policies, and standards.

To ensure that every city and county prepares General Plans that are comprehensive and long-term in perspective, State statutes establish requirements for the minimum contents of a General Plan. (Interested readers are referred to Sections 65350 through 65590 of the Government Code.) By law, a General Plan must contain the following seven "elements", or chapters, and must be internally consistent element to element. The required elements are:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Safety
- Noise

The Manhattan Beach General Plan contains six elements, with the Community Resources Element satisfying the requirements of both the Conservation and Open Space element requirements.

The **Land Use** Element focuses on the built environment aspect of Manhattan Beach and pulls together issues and goals from the other elements, laying out the framework for balancing development with broader community aims.

The **Infrastructure** Element addresses issues, goals, and polices related to circulation, traffic congestion, parking management, walking and biking, water supply, wastewater, storm drainage, and utilities.

The **Housing** Element addresses issues, goals, and polices related to ensuring an adequate supply of housing opportunities for persons of all needs and income levels. Unlike the other elements, State law sets forth very specific regulations regarding the content and breadth of the Housing Element. The Housing Element must be updated every five years.

The **Community Resources** Element examines both the natural and human-made environments, and establishes policies to protect those resources that distinguish and define Manhattan Beach. Topics addressed in this element include parks, recreation, natural resources, cultural arts, educational institutions, and air quality.

The **Community Safety** Element is concerned with identifying hazards present in the community and ensuring that proper planning and emergency response services can mitigate the hazards. Sections in the element include emergency response services, natural and human-caused hazards, and police protection.

The **Noise** Element identifies community noise concerns and promulgates policies and programs to minimize noise impacts in the community.

**Table Int-1
General Plan Elements**

Manhattan Beach General Plan Elements	State-Mandated Elements						
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
Land Use	•						
Infrastructure		•					
Housing			•				
Community Resources				•	•		
Community Safety							•
Noise						•	

Zoning and Land Use History in Manhattan Beach

The first zoning ordinance was prepared in 1916 in New York City. California planning law enacted zoning in 1917. In 1926, zoning was upheld as constitutional by the U.S. Supreme Court in the landmark case *Village of Euclid vs. Ambler Realty*. In 1927, cities and counties in California were authorized to prepare master plans (general plans).

Zoning was first introduced to Manhattan Beach in 1923 by Ordinance No. 249, when the area between the ocean and the Santa Fe railroad tracks was designated as a residential area. In 1941, the first comprehensive zoning ordinance (No. 502) was adopted, establishing a land use plan and map that regulated the use of property, height of structures, and the inclusion of open spaces. With the notion that certain land uses are incompatible and ought to be separated from each other, Manhattan Beach was divided into ten land use districts differentiating commercial, residential, industrial, and recreational uses.

Manhattan Beach’s early General Plan dates back to the late 1960s when the Beautification (1966), Public Facilities (1966), Recreation (1966), Land Use (1967), Circulation (1969), Housing (1969), and Parking (1969) Elements were adopted. As State requirements for new General Plan elements came into effect, Manhattan Beach responded by preparing the Open Space and Conservation Element (1973), Scenic Highway Element (1973), Safety and Seismic Element (1975), and Noise Element (1975). Several of the Elements have been amended over the years, particularly the Land Use Element, to incorporate changes such as the transformation of Manhattan Village from the Chevron Tank Farms and the annexation of the El Porto neighborhood. The General Plan was comprehensively updated in 1988 (Resolution No. 4472) to respond to changing needs of Manhattan Beach residents and to address emerging issues.

Using the General Plan

Inasmuch as the General Plan is a community document intended for use by all residents of Manhattan Beach – not just City staff and decision-makers – the Plan has been written and organized for ease of use. Tables, diagrams, and maps help readers understand planning concepts, and sidebar notes define terms and direct users to elements addressing related topics or policies.

Key Terms Used

As stated above, goals and policies represent the Plan’s foundation. A **goal** is an overall statement of community desires and consists of a broad statement of purpose or direction. For each goal in this General Plan, associated and more definitive policy statements follow. A **policy** provides guidance to the City Council, Planning Commission, other City commissions and boards, and City staff in their review of development proposals and the actions taken. Many of the policies are followed by a brief discussion of how the City has in the past and/or will in the future address the policy; these discussions are not part of the policy. The discussion in some instances also clarifies the policy by providing definitions or examples.

The organization of the General Plan allows users to turn to the section that interests them and quickly obtain a perspective of City policies on the subject. However, General Plan users should realize that the policies throughout all elements are interrelated and should be examined comprehensively. All of these policy components must be considered together when making planning decisions.

Some readers may find that the goals and policies do not fully articulate how the City will achieve its aims. Further articulation can be found in the **Implementation Guide** under separate cover from the General Plan. The Implementation Guide identifies specific actions the City will undertake toward putting each goal and policy into action. Adopted separately from the General Plan, the Implementation Guide is intended to be reviewed and updated periodically as needed to allow decision-makers to adjust to current community priorities and funding resources.

Example:

Goal:

Goal CR-5: Conserve and protect the remaining natural resources in Manhattan Beach.

Policy:

Policy CR-5.1 Employ principles of a sustainable environment in the development, operation, and maintenance of the community, emphasizing the importance of respecting and conserving the natural resources.

Discussion:



Principles for promoting a sustainable environment include any procedure or process that minimizes resource use or disruption of environmental systems, thereby contributing to improved life conditions on earth.

Related Plans and Programs

State law places the General Plan atop the hierarchy of land use planning regulations. Several local ordinances and other City plans must conform with General Plan policy direction and work to implement the Plan. Also, regional governmental agencies, such as the Southern California Association of Governments and the South Coast Air Quality Management District, have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as air quality, transportation, and housing needs have resulted in the adoption of regional plans. The policies Manhattan Beach adopts are affected by these plans. The following paragraphs describe ordinances, plans, and programs which should be considered in association with the General Plan in development and planning decisions.

California Coastal Act of 1976

The California Coastal Act (California Public Resource Code sections 30000 et seq.) was enacted by the State Legislature in 1976 to provide long-term protection of California's 1,100-mile coastline for the benefit of current and future generations. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. The Coastal Act requires local governments (15 coastal counties and 59 cities) to create and implement Local Coastal Programs (LCPs) that incorporate the following seven policies:

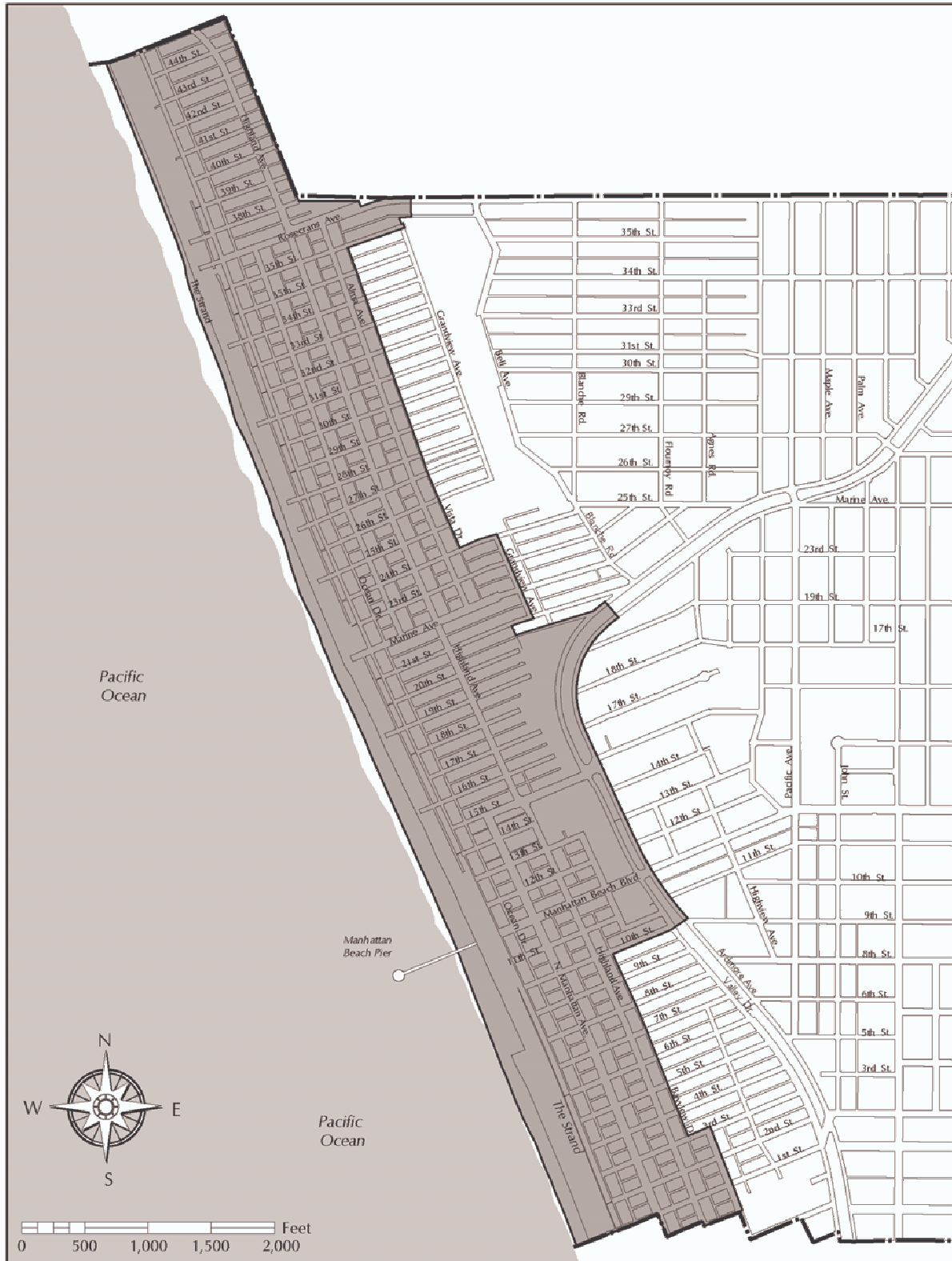
- Protection and expansion of public access to the shoreline and recreational opportunities and resources, including commercial visitor-serving facilities

- Protection, enhancement and restoration of environmentally sensitive habitats, including intertidal and nearshore waters, wetlands, bays and estuaries, riparian habitat, certain wood and grasslands, streams, lakes and habitat for rare or endangered plants or animals
- Protection of productive agricultural lands, commercial fisheries, and archaeological resources
- Protection of the scenic beauty of coastal landscapes and seascapes
- The establishment, to the extent possible, of urban/rural boundaries and directing new housing and other development into areas with adequate services to avoid wasteful urban sprawl and leapfrog development
- Provision for the expansion, in an environmentally sound manner, of existing industrial ports and electricity-generating power plants, as well as for the siting of coastal-dependent industrial uses
- Protection of loss of life and property from coastal hazards.

Manhattan Beach Local Coastal Program

The Manhattan Beach Local Coastal Program (LCP), which has been certified by the California Coastal Commission, is the basic planning tool used by Manhattan Beach to guide development in the coastal zone (see Figure Int-3 for the LCP boundary in Manhattan Beach). The LCP contains the foundation policy for future development and protection of coastal resources. The LCP specifies appropriate location, type, and scale of new or changed uses of land and water. The LCP contains a designation in the Zoning Map and measures to implement the plan. Prepared by the City, this program governs decisions that determine the short- and long-term conservation and use of coastal resources. While the LCP reflects the unique characteristics of Manhattan Beach, the LCP must also be consistent with the Coastal Act goals and policies.

The Coastal Act requires consistency between the LCP and General Plan. In those circumstances where an issue is addressed by both the LCP and General Plan, the terms of the LCP should prevail. The need to amend the LCP should be considered whenever a General Plan Amendment is made.



Source: City of Manhattan Beach, GIS data, 2002.


 Area subject to City's Local Coastal Program

Figure Int-3
Local Coastal Plan Boundary

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) was adopted by the State legislature in 1970 in response to a public mandate for thorough environmental analysis of projects impacting the environment. The provisions of the law and environmental review procedure are described in the CEQA Law and Guidelines. CEQA is the instrument for ensuring that environmental impacts of local development projects are appropriately assessed and mitigated. The Planning Division reviews projects for conformance with CEQA.

SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) undertakes regional planning for the six-county SCAG region of Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura counties. SCAG's efforts focus on developing regional strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing. The *Regional Comprehensive Plan and Guide* sets forth broad goals intended to be implemented by participating local and regional jurisdictions and the South Coast Air Quality Management District. SCAG has adopted companion documents to the *Regional Comprehensive Plan and Guide*, most notably the *Regional Transportation Plan* (see below).

Congestion Management Plan

The Congestion Management Plan (CMP) is a program adopted by the State Legislature and approved by the State voters in 1990 through Proposition 111. As a new approach to addressing congestion concerns, the CMP was created for the following purposes:

- To link land use, transportation, and air quality decisions;
- To develop a partnership among transportation decision-makers on devising appropriate transportation solutions that include all modes of travel; and
- To propose transportation projects which are eligible to compete for state gas tax funds.

The Los Angeles County Metropolitan Transportation Authority (MTA) is responsible for preparing the County's CMP. The MTA is required by State law to monitor local implementation of all CMP elements. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, and implement an adopted trip reduction

Refer to the Circulation section of the Infrastructure Element for further information.

ordinance and land use analysis program. In addition, a key CMP component is the deficiency plan through which jurisdictions track and report their local development activity as “debits” and transportation improvements as “credits.” Jurisdictions must maintain an annual positive balance of credits over debits to be in conformance with the CMP.

Regional Transportation Plan

The *Regional Transportation Plan (RTP)* is a component of the *Regional Comprehensive Plan and Guide* prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility.

Refer to the Circulation section of the Infrastructure Element for further information.

In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the *Air Quality Management Plan*.

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a nonattainment area.³ The *Air Quality Management Plan*, or AQMP, prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and State air quality standards within the South Coast Air Basin. The assumptions and programs in the AQMP draw directly from regional goals, objectives, and assumptions in SCAG’s *Regional Comprehensive Plan and Guide*.

Refer to the Air Quality section in the Community Resources Element for further information on air quality in Manhattan Beach.

³ A nonattainment area is a geographic region identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting State or federal standards for a given pollutant.

California Noise Insulation Standards (Title 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or L_{dn}) of 60 dB or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of at least 45 dB. The City of Manhattan Beach Building and Safety Division enforces Title 24, which is adopted as part of the Manhattan Beach Municipal Code.

Refer to the Noise Element for further information regarding noise in Manhattan Beach.

National Pollutant Discharge Elimination System (NPDES)

As part of a multi-pronged effort to improve the quality of water resources nationwide, the federal government authorized the State Regional Water Quality Control Board and its regional offices such as the Los Angeles Regional Water Quality Control Board to set up programs to implement National Pollutant Discharge Elimination System (NPDES) goals. Under the NPDES Stormwater Permit issued to the County of Los Angeles and Manhattan Beach as co-permittees, most new development projects in the City are required to incorporate measures to minimize pollutant levels in stormwater runoff. Compliance is required at the time that construction permits are issued, as well as over the long term through periodic inspections. The Public Works Department enforces NPDES requirements, which are adopted as part of the Manhattan Beach Municipal Code.

The Water, Sewer, and Storm Drain Systems section of the Infrastructure Element has further information on stormwater pollutants and the National Pollutant Discharge Elimination System (NPDES).

South Bay Cities Council of Governments

Manhattan Beach is a member city of the South Bay Cities Council of Governments (SBCCOG). SBCCOG is a joint powers authority of sixteen cities that share the goal of maximizing the quality of life and productivity of the South Bay. Member cities include Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling

Hills, Rolling Hills Estates, Torrance, and the community of San Pedro (City of Los Angeles).

The SBCCOG's work program priority issues include transportation and increased mobility, air quality, economic development, Los Angeles International Airport (LAX) expansion, and overall quality of life.