



CITY COUNCIL STUDY SESSION

SURVEY SUMMARY,
PROJECT ALTERNATIVES,
AND WORKSHOP #1

TUESDAY, OCTOBER 20, 2015

MEETING PURPOSE

- **Provide a project update to City Council**
- **Present and solicit input on outreach findings:**
 - Survey Results Summary
 - Workshop #1
 - Steering Committee Meeting
 - Stakeholder interviews



PROJECT PROCESS

TENTATIVE TIMELINE





OVERVIEW OF PUBLIC INPUT

ROTATING STATIONS

Station 1 – **Downtown Development**

Station 2 – **Opportunity Sites**

Station 3 – **Parking Strategies**

Station 4 – **Functional Alternatives**

Station 5 – **Visual Preference Survey**

Station 6 – **Mobility Tradeoffs**



STATION 1 - DOWNTOWN DEVELOPMENT

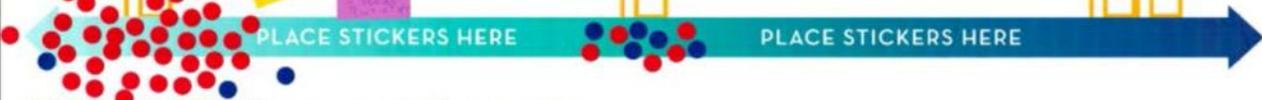
**PREFERENCE
2 STORY MAX**

DOWNTOWN DEVELOPMENT WHICH ARE YOUR PREFERRED DEVELOPMENT REGULATIONS ALONG MANHATTAN BEACH BLVD? 

Please place a sticky dot to indicate your preference for the character and mix of development in the Downtown.

MAXIMUM BUILDING HEIGHT

2 Stories  3 Stories  4 Stories 

PLACE STICKERS HERE  PLACE STICKERS HERE

GROUND FLOOR USE: office vs. retail/restaurants

OFFICE  OFFICE  OFFICE  OFFICE  OFFICE  OFFICE  OFFICE 

PLACE STICKERS HERE  PLACE STICKERS HERE

GROUND FLOOR USE: national chains vs. independent retailers

PLACE STICKERS HERE  PLACE STICKERS HERE

MANHATTAN BEACH DOWNTOWN SPECIFIC PLAN

**PREFERENCE
MORE
RETAIL/REST. VS.
OFFICE**

**PREFERENCE
MORE
INDEPENDENT VS.
NATIONAL RETAIL**

(Manhattan Beach Boulevard ONLY)

STATION 1 - DOWNTOWN DEVELOPMENT

DOWNTOWN DEVELOPMENT

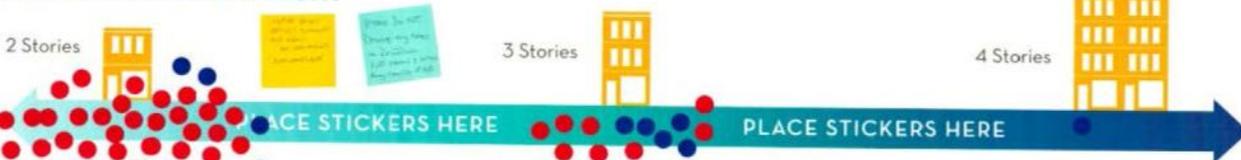
WHICH ARE YOUR PREFERRED DEVELOPMENT REGULATIONS FOR THE REST OF THE DOWNTOWN?



Please place a sticky dot to indicate your preference for the character and mix of development in the Downtown.

**PREFERENCE
2 STORY MAX**

MAXIMUM BUILDING HEIGHT



GROUND FLOOR USE: office vs. retail/restaurants



GROUND FLOOR USE: national chains vs. independent retailers



**PREFERENCE
MORE
RETAIL/REST. VS.
OFFICE**

**PREFERENCE
A BALANCE
OF/MORE
INDEPENDENT VS.
NATIONAL RETAIL**

MANHATTAN BEACH N SPECIFIC PLAN

(the REST OF the downtown)

STATION 2 - OPPORTUNITY SITES

Prioritizes the 4 opportunity sites cited in the ULI study.

Site 1 - Edge of Civic Center/Metlox -
6 votes

Site 2 - Vons Block -
32 votes

Site 3 - Skechers Site -
21 votes

Site 4 - Beachhead Site
13 votes

OPPORTUNITY SITES WHICH ARE YOUR PREFERRED SITES FOR NEW DEVELOPMENT?

Please place a sticker on Your TWO preferred sites.

SITE 1
Edge of Civic Center/Metlox
(SE corner of Huntington Drive and 10th Street)

Proposed:

- Ground floor retail and retail kiosks
- Upper story offices

SITE 2
Vons Block
(1612 Huntington Beach Boulevard)

Proposed - Gateway Mixed Use Project with:

- Ground floor retail
- Upper story office and/or residences
- 2-3 stories of subterranean parking

SITE 3
Skechers Site
(228 Huntington Beach Boulevard)

Proposed:

- Ground floor retail and retail kiosks
- Upper story offices

SITE 4
Beachhead Site
(Between Huntington Beach Blvd & Ocean Dr)

Expansion of the lower lots to occupy area underneath the existing upper lots:

- Plaza Space on the top level
- Grand staircase designed to preserve views of the Strand and pier that leads from the plaza down to Ocean Dr
- Public art and landscaping
- The rerouting of the bike path under pier

OPPORTUNITY SITE MAP

HUNTINGTON BEACH DOWNTOWN STRATEGIC PLAN

STATION 4 POSTER - MOBILITY & URBAN DESIGN ALTERNATIVES



- Strategy A1 (8) - Improved signage to clarify existing flows on one way streets/alleys.
- Strategy A3 (20) - Improve ped crossings at MB Blvd. & Ave., Highland Ave, and 13th St.
- Strategy A4 (17) - Replace crosswalk tiles, upgrade landscaping, lighting and wayfinding.
- Strategy C3 (7) - Manhattan & Highland Ave with enhanced intersections for all way Xing.

STATION 6 - MOBILITY TRADE-OFFS

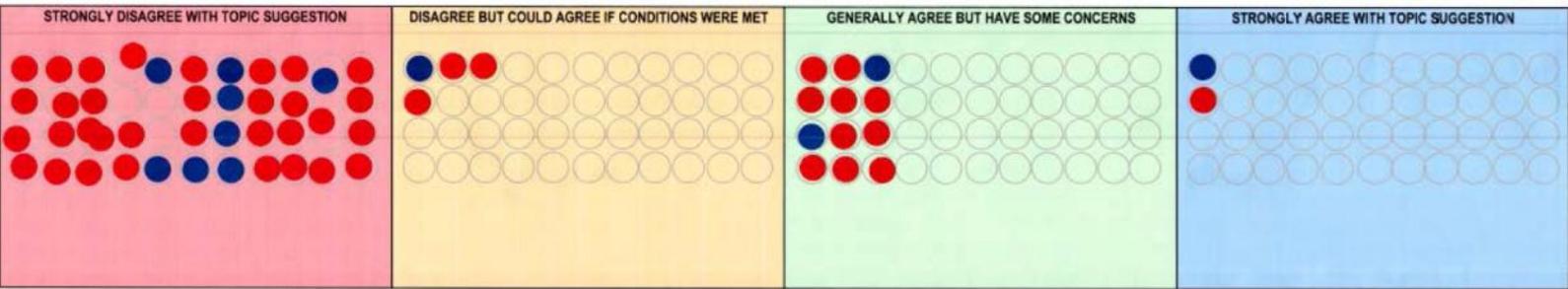
Q1: Should small amounts of on-street parking be converted to other public uses along Manhattan Beach Blvd if other on-street parking on adjacent streets is found or if a nearby parking garage is provided? **Majority strongly disagree**

Question 1: Should small amounts of on-street parking be converted to other public uses along Manhattan Beach Blvd. if other on-street parking on adjacent streets is found or if a nearby parking garage is provided?

WHAT YOU CAN DO TO PROVIDE INPUT: Please read the statements below before deciding on your response to the question above.

POSSIBLE DISADVANTAGES	TRADEOFFS	PROBABLE BENEFITS
<ul style="list-style-type: none"> Loss of some Manhattan Beach Blvd. on-street parking Conversion of angled parking to parallel parking Some block circling looking for alternative parking Costs of converting public parking to public uses Increased traffic on adjacent streets looking for parking 	<ol style="list-style-type: none"> Plentiful parking near businesses versus the reuse of the street for better walking, biking, shopping and socializing. Quick access to businesses (assuming avail. parking) versus having more walkby shoppers throughout the district. Options for biking, motorcycles, scooters, valet, shuttle, carshare, small electric vehicles versus reduced storefront parking 	<ul style="list-style-type: none"> Creating parking solutions on adjacent streets Creating parking solutions with a new parking structure Bike parking and bike lanes added Widened walkways, public spaces and streetscapes Places to sit, view and talk with others

Please place one colored dot on the bar below that matches your response to the topic question above.



STATION 6 - MOBILITY TRADE-OFFS

Q2: Should the center of the blocks be reworked by converting a small number of spaces to mid-block crossings, bike racks, public plazas, small vehicle parking and streetscapes? **Majority strongly disagree**

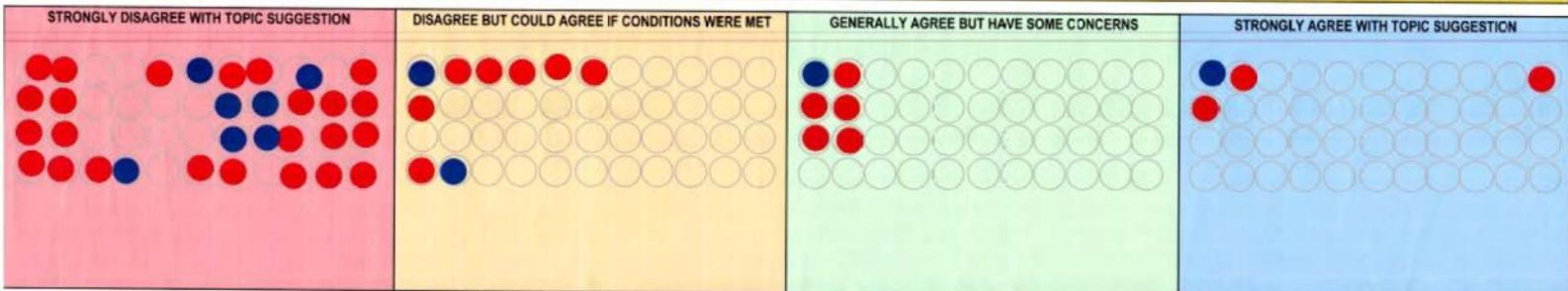
Question 2: Should the center of the blocks be reworked by converting a small number of spaces to mid-block crossings, bike racks, public plazas, small vehicle parking & streetscapes?

Should have electric charging spaces

WHAT YOU CAN DO TO PROVIDE INPUT: Please read the statements below before deciding on your response to the question above.

POSSIBLE DISADVANTAGES	TRADEOFFS	PROBABLE BENEFITS
<ul style="list-style-type: none"> A loss of 6 parking spaces per block (3 per side) <ul style="list-style-type: none"> Construction costs Vehicles would have to yield to pedestrians at mid-blocks <ul style="list-style-type: none"> Delayed movement if pedestrians are present 	<ol style="list-style-type: none"> Limit pedestrian crossings to standard intersections versus providing shorter locations to cross the street. Reserve full block length for parking cars versus accent the mid-block segments with public spaces. Provide continuity of crossing at mid-blocks where alleys are located versus keep standard alley driveways. 	<ul style="list-style-type: none"> Increased safe street crossing points & traffic calming Bike parking can be in corridors and not on crowded walks New spaces for NEV, carshare, valet, shuttle & drop-offs <ul style="list-style-type: none"> Increased street trees and planted areas Outside seating areas Outside dining areas Spaces for public art, signage, kiosks & information

Please place one colored dot on the bar below that matches your response to the topic question above.



STATION 6 - MOBILITY TRADE-OFFS

Q3: Should Manhattan Beach Blvd. Be converted to a one-way street (Morningside to Ocean Dr. with 11th street westbound, Ocean Dr. northbound & 12th St. eastbound) converting extra width to parking/public amenities?

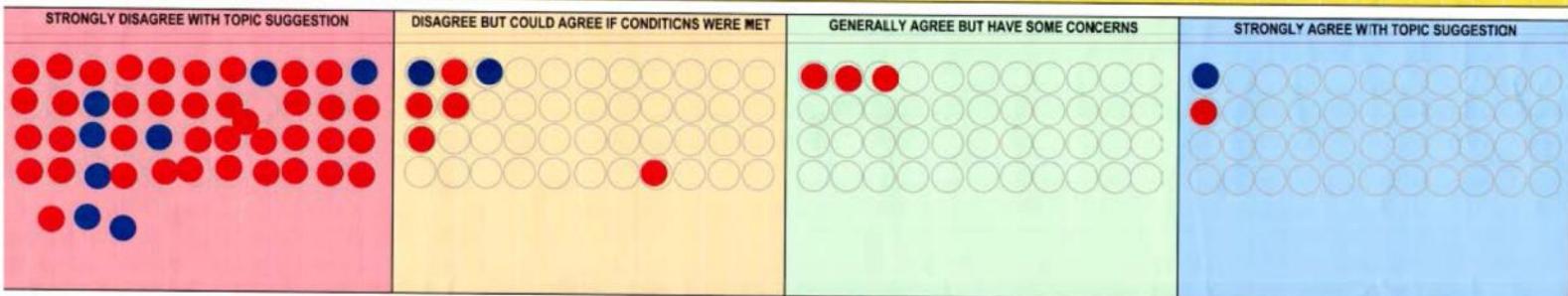
Majority strongly disagree

Question 3: Should Manhattan Beach Blvd. be converted to a one-way street (Morningside to Ocean Dr. with 11th St. westbound, Ocean Dr. northbound & 12th St. eastbound), converting extra width to parking / public amenities?

WHAT YOU CAN DO TO PROVIDE INPUT: Please read the statements below before deciding on your response to the question above.

POSSIBLE DISADVANTAGES	TRADEOFFS	PROBABLE BENEFITS
<ul style="list-style-type: none"> • Costs for construction • Will require some getting used to new street directions <ul style="list-style-type: none"> • More traffic on adjacent streets • Some congestion of movements at Ocean Drive 	<ol style="list-style-type: none"> 1. Status quo for current traffic movements versus reclaiming space for other public uses. 2. Maintain current street and parking configurations versus increasing parking and walkway uses. 3. Maintain the current curb and gutter at walkway edges versus rebuilding expanded walkways. 	<ul style="list-style-type: none"> • Add angled parking on one side where currently parallel • Add bike lanes and bike parking corrals • Add street trees, plaza, public art & signage <ul style="list-style-type: none"> • Wider walkways and new bike lanes • Free left turns and right turns without oncoming traffic • Pedestrian street crossings would be shorter • Walkers would only navigate one direction of traffic

Please place one colored dot on the bar below that matches your response to the topic question above.



STATION 6 - MOBILITY TRADE-OFFS

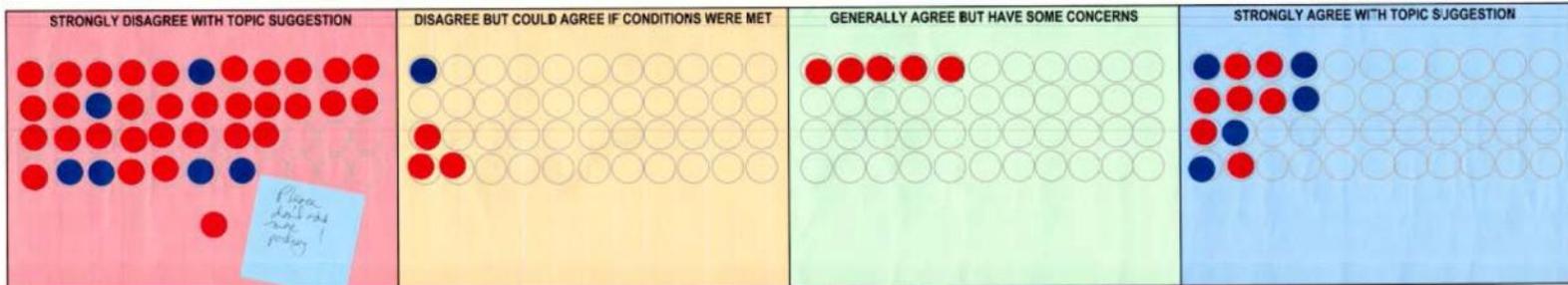
Q4: Should Manhattan Beach Blvd. be fully or partially closed between Manhattan Ave. to Ocean Dr. with extra space converted to specialty parking and public spaces? **Majority strongly disagree**

Question 4: Should Manhattan Beach Blvd. be fully or partially closed between Manhattan Ave. to Ocean Dr. with extra space converted to specialty parking and public spaces?

WHAT YOU CAN DO TO PROVIDE INPUT: Please read the statements below before deciding on your response to the question above.

POSSIBLE DISADVANTAGES	TRADEOFFS	PROBABLE BENEFITS
<ul style="list-style-type: none"> • Construction costs • Loss of parking in front of some businesses • May block some views if not carefully designed • Distance to travel to get down to garages or beach 	<ol style="list-style-type: none"> 1. Maintain traffic and parking down to pier versus concentrating people without vehicles in this location. 2. Keep people on walkways versus allowing people to be in the middle of the street or converted road to plazas 3. Leave the low intensity parking garages as is versus redeveloping the area to increase parking & improve access 	<ul style="list-style-type: none"> • Create a major public gathering space • Draw customers up into downtown instead of passing by • Connect plaza / public space with Pier & Beach • Increased public views of Pier / Beach / Ocean • Reworked county parking structures • Easy and safe street crossings

Please place one colored dot on the bar below that matches your response to the topic question above.





DISCUSSION OF RESULTS

DIRECTION FROM COUNCIL

1. Downtown Development – **Clear Voting Trends**
2. Opportunity Sites – **Should we explore no change/growth alt?**
3. Parking Strategies – **If we increase parking, will the problem be solved? greater?**
4. Functional Alternatives – **Do you agree with direction of minimal change?**
5. Visual Preference Survey – **Style: Eclectic and artistic?**
6. Mobility Tradeoffs – **Do you agree with direction of little/no change?**

