
Chapter 4

Policies and Implementation Measures

I. COASTAL ACCESS POLICIES

A. Access Policies

Policy I.A.1: **The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone.**

Implementation: *Chapter 2 of this Phase III document includes requirements for findings of consistency with Manhattan Beach Local Coastal Plan, Map III-1 and Map III-2, Coastal Access, prior to issuance of coastal development permits (LUP maps III-1 and III-2). Additionally, Chapter 7.36 of the City of Manhattan Beach Municipal Code, as amended addresses the maintenance and preservation of accessways (Ch. 7.36, as amended).*

Policy I.A.2: **The City shall encourage, maintain, and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access.**

Implementation: *Implementation Measure #6 of the Circulation Element in the City of Manhattan Beach General Plan identifies the need to develop Neighborhood Traffic Control Plans based on California Department of Transportation design criteria standards (Implementation Measure I.A.2).*

Policy I.A.3: **The City shall preserve pedestrian access systems including the Spider Web park concept (Spider Web park concept: a linear park system linking the Santa fe railroad right-of-way jogging trail to the beach with a network of walkstreets and public open spaces. See Figure NR-1 of the General Plan).**

Implementation: *Chapter 2 of this Phase III document contains procedures for ensuring that public and private development projects are consistent with the Manhattan Beach Local Coastal Plan, Maps III-1 and III-2 - Coastal Access (LUP maps III-1 and III-2 and Ch.2 § A.104).*

Policy I.A.4: **The City shall maintain the use of commercial alleys as secondary pedestrian accessways.**

Implementation: *This is a policy which is practiced by the Public Works Department of the City of Manhattan Beach. Chapter 2 of this Phase III document establishes procedures for findings of consistency between Department of Public Works projects and the Local Coastal Plan (Implementation Measure I.A.4).*

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Policy I.A.5: The City shall preserve its walk-street resources, shall prohibit non-complying walk-street encroachments, including decks, shall enforce measures to eliminate walk-street noncompliance with existing guidelines and shall provide expedited appeal procedures related thereto.

Implementation: *Manhattan Beach Local Coastal Plan, Map III-1, Coastal Access (LUP Map III-1) identifies the location of walk streets and Chapter 7.36 of the City of Manhattan Beach Municipal Code, as amended and Implementation Measure #11 in the General Plan address the maintenance and preservation of accessways and the abatement of encroachment (Ch. 7.36, as amended and GP Implementation Measure #11).*

Policy I.A.6: The Marine Street and Highland Avenue commercial node shall not be permitted to expand into residentially zoned areas and shall provide on-site parking consistent with the requirements of Section A.64 of Chapter 2 of the Implementation Plan.

Implementation: *Chapter 2 §A.64.220 addresses requirements for parking areas and Chapter 2 §A.16.030 specifically addresses this issue (Ch.2 §A.64.220 and §A.16.030).*

Policy I.A.7: The City will promote the public awareness of the Marine environment such as through the Oceanographic Teaching Stations, Inc. located in the Roundhouse on the pier.

Implementation: *The Oceanographic Teaching Station opened in 1981 and is currently in operation (Implementation Measure I.A.7).*

Policy I.A.8: The City shall maintain visible signage to El Porto accessways and beach parking, along Highland Avenue.

Implementation: *Appropriate signs have been installed to direct beachgoers to the existing El Porto parking area such as one located at Highland Avenue and 45th Street. (Implementation Measure I.A.8).*

Policy I.A.9: New one-way streets in the Coastal Zone shall be evaluated for their effects on safety and public access to the coast.

Implementation: *The City of Manhattan Beach Traffic Engineer shall review all proposals for one-way streets to determine their safety. Additionally, any proposal for such a project would be subject to the regulations of Chapter 2 of the Implementation Plan and would require a Coastal Development Permit contingent on approval by the Community Development Department (Implementation Measure I.A.9 and Ch.2).*

B. Transit Policies

Policy I.B.1: The City shall encourage public transportation service to mitigate excess parking demand and vehicular pollution. All transportation/congestion management plans and mitigation measures shall protect and encourage public beach access.

Implementation: *The City of Manhattan Beach has adopted Ordinance No. 1873 which establishes a Transportation Demand Management Ordinance. This Ordinance has been amended to address the specific issues of the Coastal Zone (TDM, Ord. No. 1873, as amended).*

Policy I.B.2: The City shall work toward a long-range program to provide a shuttle service to the beach at El Porto to alleviate traffic problems through the narrow streets of the El Porto area.

Implementation: *The City of Manhattan Beach has adopted Ordinance No. 1873 which establishes a Transportation Demand Management Ordinance. This Ordinance has been amended to address the specific issues of the Coastal Zone (TDM, Ord. No. 1873, as amended). Additionally, Policy 1.1 of the Circulation Element of the Manhattan Beach General Plan addresses this issue (GP Policy 1.1).*

Policy I.B.3: The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.

Implementation: *The City has a bicycle/pedestrian path, The Strand, that runs horizontal to the beach (LUP Map III-1 and Map III-2, Coastal Access). The Transportation Demand Management Ordinance, as amended and Implementation Measure #7 of the Manhattan Beach General Plan address alternative modes of transportation (TDM, Ord. No. 1873, as amended and GP Implementation Measure #7).*

Policy I.B.4: The City shall maintain the use of the Santa Fe right-of-way as a non-automobile transportation corridor between the northern city boundary and the intersection of Valley-Ardmore and Manhattan Beach Boulevard, as the closest link to the commercial business district and beach use.

Implementation: *This site is designated as Open Space on the Coastal Zone Zoning Map, Map IV-1. Chapter 2, Section A.24 (et. seq.) identifies permitted uses and standards for open space (LUP Map IV-1, Ch.2, §A.24).*

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Policy I.B.5: **The City shall maintain a pathway to facilitate jogging and pedestrian usage along the Santa Fe right-of-way.**

Implementation: *This site is designated as Open Space on the Coastal Zone Zoning Map, Map IV-1. Chapter 2, Section A.24 (et. seq.) identifies permitted uses and standards for open space (LUP Map IV-1, Ch.2, §A.24).*

Policy I.B.6: **The Strand shall be maintained for non-vehicular beach access.**

Implementation: *Chapter 2 of this Phase III document includes requirements for findings of consistency with Manhattan Beach Local Coastal Plan, Map III-1 and Map III-2, Coastal Access (LUP maps III-1 and III-2 and Ch.2 § A.104). Additionally, the Strand is designated as Open Space on the Coastal Zone Zoning Map, Map IV-1. Chapter 2, Section A.24 (et. seq.) identifies permitted uses and standards for open space (LUP Map IV-1, Ch.2, §A.24).*

Policy I.B.7: **The City shall provide adequate signing and directional aids so that beach goers can be directed toward available parking.**

Implementation: *Directional aides and signs are located throughout the Coastal Zone at locations such as 45th Street and Highland Avenue, 24th Street and Highland Avenue and the Civic Center area (Implementation Measure I.B.7).*

Policy I.B.8: **Consider the establishment of alternative transportation system and park-mall facilities, including a shuttle service to the El Porto beach area.**

Implementation: *The City of Manhattan Beach has adopted Ordinance No. 1873 which establishes a Transportation Demand Management Ordinance. This Ordinance has been amended to address the specific issues of the Coastal Zone (TDM, Ord. No. 1873, as amended).*

C. Parking Policies

Policy I.C.1: **The City shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.**

Implementation: *It is the policy of the City Department of Public Works to expand and maintain commercial district parking facilities when feasible and when there is sufficient available monies authorized by the Board of Parking Place Commissioners. This money is often collected through parking in-lieu payments.*

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A parking in-lieu payment is defined by Chapter 2 §A.64.060: Within designated parking districts established by the City Council...a parking requirement serving nonresidential uses on a site may be met by a cash in-lieu payment to the City...the fee shall be to provide public off-street parking in the vicinity of the use (Ch.2 §A.64.060).

In addition to the parking in-lieu option, the City encourages joint use parking in the V.P.D parking lots for commercial uses and the general public. The parking lots within the districts maintain both permit and metered spaces. Businesses may lease spaces in metered lots from the City through its "hang tag" policy. Approximately 25% of the total spaces in the lots are reserved for the commercial uses in the area (some lots have more spaces, others have fewer). Merchants provide customers or clients with tags to hang in their cars while shopping or conducting business between the hours of 8:00 am and 7:00 pm daily. The remaining 75% of the spaces are metered parking available to the general public. After 7:00 pm, all spaces are available for public use (Implementation Measure I.C.1).

Policy I.C.2: **The City shall maximize the opportunities for using available parking for weekend beach use.**

Implementation: *The Joint Use policy in Chapter 2 §A.64.020 (E) encourages the joint use of parking facilities. The Civic Center parking lot is an example of a lot that may permit public parking at night and on weekends. Signs are located in the vicinity of the Civic Center informing the public that the lot is available for use on weekends and holidays. Typical locations for such signs would be in and around the parking lot. The City has also installed beach parking signs directing the public to available parking (Ch.2 §A.64.020 (E) and Implementation Measure I.C.2). Additionally, Chapter 2, Section A.64.230 of the Implementation Plan requires the preparation of a parking management program to address this issue (Ch.2 §A.64.230)*

Policy I.C.3: **The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.**

Implementation: *This policy may be implemented by parking in-lieu payments, as described in Chapter 2, Section A.64.060: Within designated parking districts established by the City Council...a parking requirement serving nonresidential uses on a site may be met by a cash in-lieu payment to the City...the fee shall be to provide public off-street parking in the vicinity of the use (Chapter 2 §A.64.060).*

In addition to the parking in-lieu option, the City encourages joint use parking in the V.P.D parking lots for commercial uses and the general

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public. The parking lots within the districts maintain both permit and metered spaces. Businesses may lease spaces in metered lots from the City through its "hang tag" policy. Approximately 25% of the total spaces in the lots are reserved for the commercial uses in the area (some lots have more spaces, others have fewer). Merchants provide customers or clients with tags to hang in their cars while shopping or conducting business between the hours of 8:00 am and 7:00 pm daily. The remaining 75% of the spaces are metered parking available to the general public. After 7:00 pm, all spaces are available for public use (Implementation Measure I.C.3).

Additionally, Chapter 2, Section A.64.230 of the Implementation Plan requires the preparation of a parking management program to address this issue (Ch.2 §A.64.230)

Policy I.C.4: **The City shall ensure that future residential and commercial development provides the parking necessary to meet the standards set forth in Section A.64 of Chapter 2 of the Implementation Plan, except that residential parking requirements shall not be reduced for units less than 550 square feet.**

Implementation: *Off-street parking and loading spaces required: Off-street parking and loading spaces shall be provided in accord with the following schedule...References to spaces per square foot are to computed on the basis of buildable floor area unless otherwise specified...*

Single-Family Residential (< 3,600 square feet):

2 enclosed spaces per unit; half of the required spaces may be in tandem (A third space may be required on corner lots).

Single-Family Residential (= or > 3,600 square feet):

3 enclosed spaces per unit.

Multi-family dwellings (including condominiums):

2 off-street parking spaces, one enclosed per unit (for condominiums both spaces must be enclosed). In Area District IV, both spaces must be enclosed and in Area Districts III and IV, half of the required spaces may be in tandem. Guest parking requirements include one space per unit for condominiums and 0.25 spaces per unit for apartment buildings with four or more units.

(Ch.2 §A.64.030)

Policy I.C.5: **The City shall encourage the use of private residential garage spaces for parking rather than storage in order to help mitigate on-street parking pressures.**

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Implementation: *Chapter 2 §A.64.030 establishes off-street parking requirements and §A.104.040 enforces the requirements (Ch.2 §A.64.030 and Ch.2 §A.104.040).*

Policy I.C.6: **The City shall require existing residential and commercial buildings to comply with parking standards set forth in Section A.64 of Chapter 2 of the Implementation Plan upon substantial remodeling or expansion, as defined in Sections A.64.020 and A.68.030 of Chapter 2 of the Implementation Plan except that residential parking requirements shall not be reduced for units less than 550 square feet.**

Implementation: *Spaces Required for Alteration or Enlargement: The number of parking spaces...for an alteration or enlargement of an existing use or structure...shall be in addition to the number of spaces...existing prior to the alteration, enlargement...unless the pre-existing number is greater than the number prescribed in this chapter. In this case, the number of spaces...in excess of the prescribed minimum shall be counted in determining the required number of spaces...(Ch.2 §A.64.020 C.). Chapter 2 §A.104.040 enforces these requirements (Ch.2 §A.104.040).*

Policy I.C.7: **The City shall require, when feasible, that commercial development using on-site ground level parking provide vehicular access from the rear of the lot only, so as not to conflict with pedestrian traffic.**

Implementation: *Chapter 2, Section A.64 of the Implementation Plan regulates parking locations and dimensions in relation to commercial development and Chapter 2, Section A.16.030 specifies parking regulations for commercial uses (Ch.2 §A.64 and §A.16.030).*

Policy I.C.8: **Use of the existing public parking, including, but not limited to, on-street parking, the El Porto beach parking lot, and those parking lots indicated on Exhibit #9, shall be protected to provide public beach parking. The City shall continue the implementation of the residential parking permit program for the El Porto parking lot or ensure that the County continues such efforts if, at some future time, the County assumes operational functions. Any change in the El Porto parking permit program shall not reduce existing public access opportunities, and shall require a Coastal Development Permit.**

Implementation: *The permit parking program is in effect and if in the future Los Angeles County assumes operational function, the City will assure that the permit program will continue if found to be necessary (Implementation Measure I.C.8). Additionally, Chapter 2, Section A.64.230 addresses this issue (Ch.2 §A.64.230).*

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Policy I.C.9: The City shall ensure continuous public use of the El Porto beach parking lot by participation in a joint maintenance agreement with Los Angeles County and work toward making the lot a City controlled pay-at-the-entrance lot (to help alleviate commuter traffic through the area). Use of the existing parking for beach access support shall be protected. Any change in the parking fee system shall not reduce existing public access opportunities, and shall require a Coastal Development Permit.

Implementation: *The City is developing a plan in cooperation with residents of the area to replace metered parking in the El Porto lot with an attendant parking lot similar to what existed prior to annexation of the area. (Implementation Measure I.C.9) Additionally, Chapter 2, Section A.64.230 addresses this issue (Ch.2 §A.64.230).*

Policy I.C.10: Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).

Implementation: *Parking in-lieu payments: Within designated parking districts established by the City Council...a parking requirement serving nonresidential uses on a site may be met by a cash in-lieu payment to the City...the fee shall be to provide public off-street parking in the vicinity of the use (Ch.2 §A.64.060).*

In addition to the parking in-lieu option, the City encourages joint use parking in the V.P.D parking lots for commercial uses and the general public. The parking lots within the districts maintain both permit and metered spaces. Businesses may lease spaces in metered lots from the City through its "hang tag" policy. Approximately 25% of the total spaces in the lots are reserved for the commercial uses in the area (some lots have more spaces, others have fewer). Merchants provide customers or clients with tags to hang in their cars while shopping or conducting business between the hours of 8:00 am and 7:00 pm daily. The remaining 75% of the spaces are metered parking available to the general public. After 7:00 pm, all spaces are available for public use (Implementation Measure I.C.10).

Additionally, Chapter 2, Section A.64.230 of the Implementation Plan requires the preparation of a parking management program to address this issue (Ch.2 §A.64.230)

Policy I.C.11: Maintain the existing public parking system in the vicinity of Valley/Ardmore/Manhattan Beach Boulevard to provide parking out of the downtown area.

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- Implementation:** *Public Parking Lots 7 and 8 have been added to provide parking out of the downtown area (Implementation Measure I.C.11).*
- Policy I.C.12:** **Require surface or on-site parking for commercial uses that exceed 1.5 times the area of the lot as prescribed in Section A.16.030 of Chapter 2 of the Implementation Plan.**
- Implementation:** *Chapter 2, Section A.16.030 of the Implementation Plan contains specific parking regulations for commercial uses (Ch.2 §A.16.030).*
- Policy I.C.13:** **Require off-street parking for the Highland commercial strip where feasible.**
- Implementation:** *Development and parking standards for commercial districts are contained in Chapter 2 §A.16.030 and §A.64.030 (Ch.2 §A.16.030 & §A.64.030)*
- Policy I.C.14:** **Work toward an attendant supervised pay/City controlled parking program for The Strand parking lot at El Porto.**
- Implementation:** *The City is developing a plan in cooperation with residents of the area to replace metered parking in the El Porto lot with an attendant parking lot similar to what existed prior to annexation of the area. (Implementation Measure I.C.14)*
- Policy I.C.15:** **Continue management of existing parking facilities through enforcement to improve efficiency by keeping on-street spaces available for short-term users and encouraging the long-term parkers to use off-street parking lots.**
- Implementation:** *Parking requirements and their enforcement are contained in the Chapter 2 §A.64.030, §A.64.230 and §A.104.040 (Ch.2 §A.64.030 and §A.104.040). Additionally, as outlined in an August 12, 1981 memorandum parking enforcement was strengthened by intensifying the patrolling of short term parking spaces and increased enforcement of short-term parking meters (Implementation Measure I.C.15).*
- Policy I.C.16:** **Improve information management of the off-street parking system through improved signing, graphics and public information and maps.**
- Implementation:** *Signs, graphics and public information maps have been placed at significant points throughout the City such as 45th Street and Highland Avenue and 24th Street and Highland Avenue (Implementation Measure I.C.16).*

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Policy I.C.17: **Provide signing and distribution of information for use of the Civic Center parking for beach parking on weekend days.**

Implementation: *All signs within the Civic Center parking area have been revised to allow public parking on all weekends and holidays (Implementation Measure I.C.17). Additionally, Chapter 2, Section A.64.230 of the Implementation Plan requires the preparation of a parking management program to address this issue (Ch.2 §A.64.230)*