RESOLUTION NO. 18-0062

A RESOLUTION OF THE MANHATTAN BEACH CITY COUNCIL AMENDING THE GENERAL PLAN AND ADOPTING THE MANHATTAN BEACH MOBILITY PLAN UPDATE, AND ADOPTING A NEGATIVE DECLARATION

THE MANHATTAN BEACH CITY COUNCIL HEREBY FINDS AND RESOLVES AS FOLLOWS:

SECTION 1. On December 2, 2003, the City of Manhattan Beach ("City") City Council adopted the updated Manhattan Beach General Plan, which serves as the document that establishes the long-range goals for the physical development of the community. Components of the Infrastructure Element constitute the 2003 General Plan's circulation element.

SECTION 2. The City has prepared a Mobility Plan to update and replace the Circulation components of the 2003 General Plan Infrastructure Element ("the Project"). The Project's key objective is to provide a balanced, multi-modal transportation system for the movement of people and goods within, to, and from the City through its goals and policies.

SECTION 3. The proposed Mobility Plan attached as **Exhibit A** is intended to meet the requirements of a Circulation Element, as defined in Section 65302 of the Government Code, while integrating multi-modal transportation network policies into the General Plan. The Project reflects the City's greater emphasis on accommodating non-motorized modes of transportation, as well as implementing "Complete Streets" and emphasizing "Living Streets" by providing high-quality pedestrian, bicycling, and transit access to all destinations throughout the City.

SECTION 4. The Project is a policy and regulatory-level document that does not include any development proposal or infrastructure project. The recommendations in the Project are intended to be used as guidance for the City in implementing the described improvements at undetermined times in the future.

SECTION 5. The Project does not alter the City of Manhattan Beach's existing Land Use or Zoning Map.

SECTION 6. The Project is consistent with the City of Manhattan Beach's General Plan and the requirements of California State Planning and Zoning Law (California Government Code Section 65000 et seq.).

SECTION 7. State law requires that all General Plan Elements be internally consistent with each other. The Project is consistent with other Elements of the General Plan, and there are no changes in land use, development intensities, and no construction activity is authorized.

SECTION 8. The Project is consistent with the Coastal Access Policies of the City's Certified Local Coastal Program (LCP) including the Access, Transit and Parking Policies. No Coastal Development Permit or LCP Amendment is required because no development and no change to LCP policies is proposed.

SECTION 9. Government Code Section 65358 authorizes the City to amend its General Plan.

SECTION 10. The Planning Commission conducted a duly noticed public hearing on March 14, 2018, to consider its recommendation on the General Plan Mobility Plan Update and the Negative Declaration. The public hearing was noticed in *The Beach Reporter*, a newspaper of general circulation in the City. Notices were also sent to all public agencies which submitted comments on the Project. The Planning Commission considered all the evidence in the record, including the Negative Declaration, staff reports and presentations, and all comments presented at the public hearing, and adopted Resolution No. 18-7 recommending that the City Council adopt the General Plan Amendment Mobility Plan Update and Negative Declaration.

SECTION 11. On May 15, 2018, the City Council conducted a duly noticed public hearing to consider the General Plan Amendment Mobility Plan Update and Negative Declaration. The public hearing was noticed in *The Beach Reporter,* a newspaper of general circulation in the City. Notices were also sent to all public agencies which submitted comments on the Project. The City Council has considered all the evidence in the record, including the Negative Declaration, staff reports and presentations, and all comments presented at the public hearing.

SECTION 12. CEQA.

A. In accordance with the provisions of CEQA and the CEQA Guidelines, the City prepared an Initial Study/Negative Declaration ("ND") attached as **Exhibit B** that analyzed the potential environmental impacts of the Project. The ND determined that the Project would not have a significant effect on the environment.

B. On December 11, 2017, the City issued a Notice of Intent to Adopt a Negative Declaration ("NOI") attached as **Exhibit C** and circulated the Draft ND for public review from December 12, 2017, to January 15, 2018. The City posted the NOI and made the Draft ND available for public review at the City's website, City Hall, the City Police/Fire Facility, the County of Los Angeles Public Library Manhattan Beach Branch, the Joslyn Community Center, and Manhattan Heights. The NOI was also noticed in *The Beach Reporter*. The Draft ND was circulated through the Office of Planning and Research's State Clearinghouse (SCH No. 2017121029).

C. During the public review and comment period, the City received one comment from a public agency, the Native American Heritage Commission.

D. The Final ND reflects the City Council's independent judgment and analysis. The City Council finds, in its own independent judgement after considering all relevant evidence in the record, that there is no substantial evidence supporting a fair argument that the proposed Project may have a significant effect on the environment. The City Council finds that the Project will not have a significant environmental effect.

SECTION 13. The City Council finds that the Mobility Plan update attached as **Exhibit A** is consistent with the Manhattan Beach General Plan.

SECTION 14. Based upon the foregoing, the City Council hereby adopts the Negative Declaration for the Manhattan Beach Mobility Plan attached to this Resolution as **Exhibit B**.

SECTION 15. The City Council hereby amends the Manhattan Beach General Plan to repeal the Circulation, Neighborhood Traffic Intrusion, Parking, and Pedestrian and Bicycle Networks components of the Infrastructure Element.

SECTION 16. The City Council hereby adopts the Mobility Plan, attached to this Resolution as **Exhibit A**, as an element of the Manhattan Beach General Plan.

SECTION 17. The City Clerk shall certify to the passage and adoption of this Resolution and enter into the book of original Resolutions.

PASSED, APPROVED and ADOPTED by the Manhattan Beach City Council on May 15, 2018.

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
AMY HOWORTH
Mayor

ATTEST:

_____
LIZA TAMURA
City Clerk

MANHATTAN BEACH MOBILITY PLAN

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INTRODUCTION

In its effort to plan, maintain and operate the City's mobility system consistent with the principles of Complete Streets, active living and sustainable community design, as well as address the concerns of residents regarding congestion and safety, the City of Manhattan Beach updated the 2003 Circulation Element of its General Plan. In recent years, there was a general shift in the prioritization of various modes of transportation in cities, with a focus on providing a well-balanced, connected, safe, and convenient multi-modal transportation network, as opposed to a mostly auto-centric perspective that focuses on building and widening roads. This shift in thought came about for many reasons but partially as a result of State of California Assembly Bill (AB) 1358, which is The California Complete Streets Act. SB 1358 requires cities and counties to integrate multi-modal transportation network policies into their General Plan, and plan for, design and build transportation networks that allow all users to effectively travel by motor vehicle, foot, bicycle, or transit.

The General Plan "Circulation Element" is relabeled as the "Mobility Plan" for the City of Manhattan Beach and it seeks to provide for a balanced, multi-modal transportation system for the movement of people and goods within, to and from the City. In keeping with state and Federal laws and regulations, a balanced system is required and it must meet the needs of all users including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation. This updated plan reflects the City's greater emphasis on non-motorized modes of transportation (bicycling and walking) as well as implementing streets that serve the mobility of all users by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the city, as appropriate, and design streets to be inviting places for all users, with beauty and amenities. The legislative changes at the state and Federal level recognize not all travel occurs via automobile and some people prefer other modes for certain trips and supporting these trips can help with addressing greenhouse gas emissions issues.

Pursuant to the Regional Transportation Plan/Sustainable Communities Strategy (developed by the Southern California Association of Governments - SCAG), "mobility" refers to the movement of people, goods and resources within or beyond a city or region.

The popular pedestrian pathway along "The Strand" offers a beautiful, scenic route along the Pacific Ocean.

Effective and efficient mobility allows residents to access daily needs, including work, school, shopping, and recreation, without undue burdens of cost, time, or physical danger.[1] When considering mobility in Manhattan Beach, we think of both physical infrastructure systems, such as roadways, sidewalks and trails, as well as varying methods of getting around – by foot, on bike, on transit, or in a car. The physical infrastructure system includes sidewalks, local street network, unique walkstreets, Veterans Parkway, and several streets of regional significance: Sepulveda Boulevard, Manhattan Beach Boulevard, Rosecrans Avenue, Aviation Boulevard, and Artesia Boulevard. While these roadways afford residents with ready access to surrounding destinations, they also experience significant traffic congestion during peak travel times.

Walkstreet in downtown Manhattan Beach. A very walkable community.

Traffic congestion and parking scarcity continues to be one of the most pressing concerns for Manhattan Beach residents. Congestion in Manhattan Beach is a result of several factors, driven primarily by the presence of large regional arterial roadways, the proximity to major employment centers, the Los Angeles International Airport, and visitors to the City. The Mobility Plan therefore continues to include key improvements such as spot arterial street improvements to relieve points of congestion, enhance safety and reduce motorist delay. But as mentioned, it goes beyond those measures to provide recommendations for enhancing other modes of travel to meet the needs of its residents and visitors.

With this Mobility Plan, Manhattan Beach is rethinking how to plan for and design travel options within the City. The need to improve roadways to relieve congestion and maintain safety is still paramount and is addressed in addition to the other modes of travel. This ensures that all users of the transportation system are served. The updated Mobility Plan establishes the vision, goals, and policies required to improve and enhance the City's local and regional transportation system.

VISION FOR THE FUTURE OF TRANSPORTATION IN MANHATTAN BEACH

"Today's transportation system is about more than just highways," said Caltrans Director Malcolm Dougherty recently. "Active transportation projects are a good investment and will help achieve mobility, safety, and greenhouse gas reduction goals for California."

The recent California Household Travel Survey shows that the percentage of California residents walking, biking, or using public transportation on a typical day has more than doubled since 2000 from 11 percent to 23 percent. Key factors affecting the use of Manhattan Beach's Transportation System include:

- Changing trends in auto ownership and transportation choices by the "millennial generation"
- Complete and livable streets initiatives
- Emphasis on multi-modalism and other travel choices
- Advancing technology
- Environmental sensitivity and the need to reduce carbon emissions.

The Goals of the Mobility Plan are intended to address many of these changes and initiatives:

- Provide a balanced, safe, and efficient multi-modal transportation system that serves the mobility needs of all community members, including children, seniors, and the disabled.
- Move commuter traffic through the City primarily on arterial streets, and on collector streets as appropriate, to protect other streets from the intrusion of cut-through traffic.
- Ensure adequate parking and loading facilities are available to support both residential and commercial needs while reducing adverse parking and traffic impacts.
- Create well-marked pedestrian and bicycle networks to facilitate these modes of circulation.

VISION OF THE MOBILITY PLAN

- Offers flexible, convenient, energy efficient alternative transportation options.
- Maintains and enhances safety while strengthening community, sense of place and preserves the environment.
- Considers all users of the transportation system on all viable and safe modes of travel.
- Maintains professional standards in traffic engineering design and operations and transportation planning.
- Integrates land use planning with multi-modal transportation network.
- Plans, maintains and operates mobility systems consistent with the principles of Complete Streets, active living and sustainable community design.
- Recognizes and utilizes new technology in transportation and communications to provide improved travel choices for residents and visitors.
- Emphasizes the use of non-motorized modes of transportation.

BALANCING THE TRANSPORTATION SYSTEM

The City historically supported alternative modes of travel to automobiles and the 2003 Circulation Element discussed all modes in its goals and policies. This Mobility Plan takes an even more balanced and complete approach to transportation planning with updates to goals and policies and design guidelines for pedestrians, bicycles and users of transit.

Class III bike route on Pacific Avenue overlooking the Pacific Ocean

WHAT DOES THIS MEAN FOR THE PUBLIC?

More Convenience and Choices:

Walking, bicycling and transit will become more convenient and desirable modes of transportation

More Complete Streets:

Various street corridors will be improved to encourage and accommodate walking, bicycling and/or transit. Improvements will include enhanced pedestrian crossings, new and enhanced bicycle lanes or routes and enhanced transit system amenities or routes

More Mobility for Everyone:

Children, families, the disabled and seniors will have more mobility options in the future to and from destinations such as schools, parks and community centers

Better Bicycle Access:

More bike routes and bike lanes will be added to provide better bicycle access to key points in the City as well as to other cities around Manhattan Beach

Pedestrian-Friendly Improvements:

Improvements will create a more attractive and pedestrian friendly environment featuring better visibility for pedestrians, enhanced crossings and less impediments to walking

TRANSPORTATION HISTORY OF MANHATTAN BEACH

The first railroad tracks were installed in 1888 through the undeveloped, sandy landscape of Manhattan Beach with the introduction of the Santa Fe Railroad connecting Los Angeles to Redondo Beach Wharf. This line included both freight and passenger services. Santa Fe eventually terminated passenger service in 1918 because it could not compete with the Pacific Electric Red Car passenger rates. The tracks were removed 98 years later in 1986 and replaced by Veterans Parkway.

The old Santa Fe Railroad Right-of-Way was replaced by Veterans Parkway and is currently being used as a jogging and walking path.

The Electric Trolley, built by Los Angeles Pacific in 1903, had five stops in Manhattan Beach and connected Hill Street Station in Downtown Los Angeles to Redondo Beach. The tracks were installed just west of The Strand where the Marvin Braude bicycle path is today. Los Angeles Pacific later merged with Pacific Electric Red Car in 1910. A Red Car depot was built in 1914 on

Rosecrans Avenue shown in 1940 (top) and 2014 (bottom)

Marine Avenue. The main selling point of this line was the view of the ocean from the passenger train. The Red Cars would run on this line until May 12, 1940.

Starting in the 1920s, the Santa Fe railroad tracks were used to carry clay and other supplies to the Metlox Manufacturing Plant at Center Street (Manhattan Beach Boulevard) and Railroad Drive (Valley Drive).

With a transportation system in place, development and a new roadway system soon followed. Most of the early buildings were beach cottages built along the beach west of the Santa Fe

Railroad tracks. Manhattan Beach was advertised as a summer vacation resort.

Manhattan Beach's current street system was then taking shape as land was subdivided into smaller lots. The streets of Manhattan Beach evolved from paths to wooden planks, to dirt roads, to oil, to asphalt, and to concrete paving. Street paving directly followed land development. Eucalyptus-lined roadways were developed in the City, including Center Street (Manhattan Beach Boulevard), Rosecrans Avenue, and other minor roadways.

The period from 1914 to 1916 saw much activity with transportation projects. The Strand project (from 1st Street to 37th Street), including lighting and other citywide sidewalk projects, were completed in 1914. Marine Avenue and Highview Avenue were paved, Manhattan Avenue widened, and Highland Avenue paved from the southern boundary of the City to its terminus just north of Marine Avenue. Ocean Boulevard was a coastal "country road" connecting Manhattan Beach to Venice and other coastal cities to the north.

Since Railroad Drive (Valley Drive/Ardmore Avenue) lacked connections between Marine Avenue and Palm Avenue, and 15th Street and 10th Street, until 1967 the east-west connections from Manhattan Beach to the region were Manhattan Beach Boulevard and Marine Avenue.

A map of the City from 1923 shows that west of Sepulveda Boulevard, the development and street patterns were well established and similar to what we see today. About half of the land east of Sepulveda Boulevard was subdivided for residential development, with the major streets established.

The paving of Sepulveda Boulevard (formerly Camino Real) was completed in April of 1931, marking a milestone in Manhattan Beach's roadway system. In 1934, Sepulveda Boulevard connected into the City of El Segundo, replacing a previous detour used during construction.

In the 1950s post-war era, as new home construction boomed, major road construction projects (widening, grading, curbs, and resurfacing) occurred throughout the City. In 1957, Interstate 405 (San Diego Freeway) was completed, providing regional freeway access to the South Bay. The I-105 freeway was completed in 1993, and Metro's Green Line opened in 1995, making rail transit available to Manhattan Beach residents once again over 60 years later.

TECHNOLOGY AND COMMUNICATIONS

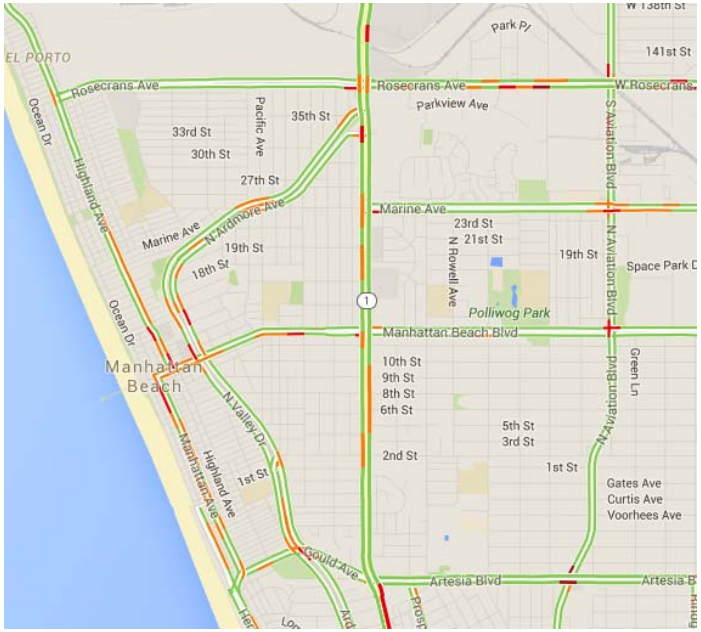
Recent advances in communications technology and other changes are reshaping how we get around. For example, real time traveler information is now available in many forms including speeds and congestion on the freeway and arterial system, advanced parking space availability information, real time transit information, technology enabled ride sharing (Uber, Lyft, SideCar, others), car sharing (zipcar, Car2Go), and even "connected vehicles" (vehicle to vehicle communications and vehicle to infrastructure communications). It is estimated that car sharing can reduce new vehicles sales by up to 32 new vehicles not sold for every vehicle added to a car sharing fleet. The shared car, unlike the personal car, does not sit idle all day

while we are at work. Recently a Liberty Village resident stated "Uber is my solution to all things Downtown Manhattan Beach in the summer when parking and traffic are challenging. It's cost effective, easy to use, and the drivers are on time. The best solution ever after 20 years in Manhattan Beach! I love this app!" This is only one example of rapidly changing transportation options.

"Big Data" will also drive changes in how we get around. We now can track vehicle speeds on nearly all roadways using data collected from mobility sources (GPS, smart phones, cellular phones, vehicle fleets). This enables us to better plan travel choices, routes, time of day and mode of travel. New sources of data that relate to transportation are coming on line every day – cloud computing, crowd sourcing of data and many similar things not even thought of yet. Over time, there will be more data, better data, and cheaper data to make transportation choices.

How can these advances and changes in transportation technology and policy specifically affect Manhattan Beach in the future?

- Fewer cars owned by residents – Fewer trips, fewer parking spaces used, less congestion
- Better information on transit – More willingness to use transit thereby reducing auto trips
- More options – Complete and Living Streets concepts, policies and implementation actions will result in more thoughtful integration of other modes into the City's street system and will develop more emphasis on bicycle and pedestrian travel and create better bike and pedestrian systems
- Advanced transportation technology – The City can work with Caltrans and Metro to investigate things like advanced lane management strategies on Sepulveda Boulevard and other congested routes to reduce congestion, install advanced traffic signal systems to increase efficiency. Connected Vehicles will further increase system efficiency and safety.



Example of a Google Traffic map in Manhattan Beach.

Source: www.google.com/maps

- Parking communications and technology – As an example, San Francisco's SFPARK uses demand-responsive pricing to open up parking spaces on each block and reduce circling and double-parking. Beach communities like Manhattan Beach are among the most parking impacted locations during summer months and are perfectly suited to the application of advanced technology and pricing.

There is no doubt transportation choices and options will significantly change in the next 20 years in Southern California as well as in Manhattan Beach. So called "autonomous vehicles" that promise to be more efficient and safer than human drivers already exist and will continue to evolve. Big Data will influence route choice and mode choice for Manhattan Beach residents for their trips to work and elsewhere. Real time information and the ability to change parking pricing and provide accurate parking information will affect how we operate our parking systems. All of these changes and many more will reduce the use of single passenger autos, make other modes of travel more desirable, increase the efficiency of all modes and provide much more information to travelers so that more informed and better travel decisions can be made within and through the City.

Uber, a hybrid taxi/car service, allows you get a quote, pick the type of vehicle you need, and set up a pick-up location all on your smart phone. Photo Source: seejuliago.com

TRANSPORTATION ACHIEVEMENTS SINCE THE 2003 CIRCULATION ELEMENT

Since the adoption of the 2003 Circulation Element, several significant mobility-related improvements were achieved and continue to be implemented throughout the City:

Bell Avenue and 33rd Street Traffic Circle Improvements Project – The City constructed a traffic circle through the Sand Dune Park area to help with circulation through the adjacent neighborhood (2003).

Metlox Plaza Downtown – Added a 460-space underground parking structure, hotel, retail spaces, and restaurants, totaling 64,000 SF with outdoor dining options surrounding an open public plaza (2005).

The Metlox Plaza in downtown Manhattan Beach has an inviting public square that is a popular destination for parents to bring their children to socialize.

City of Manhattan Beach Bicycle Transportation Plan – A City approved plan consisting of an interconnected system of existing and proposed bikeways throughout the City. The Plan complemented the existing and proposed bikeways in the South Bay region as well as helped achieve the goals and policies of the City's General Plan. It was ultimately incorporated into the South Bay Regional Bicycle Transportation Plan (2005).

13th Street and Morningside Drive Crosswalk Installation Project – A crosswalk was added to help with the pedestrian movement; 13th Street was also extended to connect from Morningside Drive to Valley Drive (2008).

Safe Routes to School – The City was awarded three Safe Routes to School Grants (Federal and State) to improve and implement infrastructure to encourage school aged children to walk and bike to school (2009, 2010, 2011).

Safe Routes to School Pedestrian Countdown Signal Retrofit Project – Construction of pedestrian countdown signals were retrofit into existing signals throughout the City adjacent to schools to aid the crossing of students at intersections and school routes (2010).

Safe Routes to School Reflective Signs and Crosswalk Replacement Project – In order to enhance the safety of the pathway and routes for schools, reflective signs and replacement of crosswalks were constructed throughout the City (2011).

South Bay Bicycle Master Plan – Multi-jurisdictional bike plan that identifies the possibility of approximately 30 miles of bikeway in Manhattan Beach and provides connections to neighboring cities (2011).

Citywide Engineering and Traffic Survey – Identified speed limit "zones" where the posted speed limits should be adjusted – increased or decreased – or maintained as is, so as to provide drivers with a safe and reasonable speed limit and allow for continued radar enforcement by local law enforcement (2010, Updated in 2013).

North Manhattan Beach Street Improvements – Decorative sidewalks, wayfinding signs, and sidewalk bulb-outs were added as part of the North Manhattan Beach Street Improvement Project.

Beach Cities Livability Plan – Plan to improve the quality of life and how the built environment impacts health, well-being and happiness. This report encourages planning decisions that make cities more walkable and bikeable (2011).

HSIP Pedestrian Improvement Plan – Grant for pedestrian and bicycle improvements at 22 locations citywide (2012).

Additional Bikeways in Manhattan Beach:

- Valley Drive Class III Bike Route (2010)
- Ardmore Avenue Class III Bike Route (2010)
- Pacific Avenue Class III Bike Route (2012)
- Redondo Avenue Class III Bike Route (2012)
- Manhattan Avenue Class II Bike Lane and Sharrow (2014)
- Rosecrans Avenue Class II Bike Lane (2014 and 2015)

Residential Parking Permit Program – Implementation of a parking permit program for surrounding neighborhoods adjacent to Mira Costa High School (2005) and Downtown Residential Override Parking Permit Program for select block segments east of Ardmore Avenue (2010).

Downtown Parking Management Plan – Evaluated the overall parking situation in the downtown area and developed strategies for optimizing usage of public parking lots and on-street parking spaces (2010).

Blue Zones Power 9 include strategies to live longer and be healthier.

PhotoSource: Bluzonesproject.com

RELATIONSHIP BETWEEN ADOPTED 2003 CIRCULATION ELEMENT AND NEW MOBILITY PLAN

The 2003 Infrastructure Element of the City's General Plan included seven categories; Circulation, Neighborhood Traffic Intrusion, Parking, Pedestrian and Bicycle Networks, Water, Sewer, and Storm Drain Systems, Energy and Communications, and Solid Waste and Recycling.

While the City of Manhattan Beach has always supported alternative modes of transportation, such as walking, biking, and transit, the 2003 Circulation Element was largely focused on the movement of cars and the effect cars had on the community. The revised Mobility Plan encompasses a more balanced, multi-modal approach to the movement of people and goods throughout the City, and incorporates the vision and goals of the City to support all users of the roadway. Potential benefits associated with planning a multi-modal transportation network include:

- **Improved Safety** – Designing streets and travel routes that consider safe travel for all modes can reduce the occurrence and severity of vehicular collisions with pedestrian and bicyclists. [2]

- **Health** – Multi-modal transportation networks that allow people to walk or bicycle as a viable transportation option can promote an active lifestyle. [3]

- **Increased Transportation Choices** – Multi-modal transportation networks provide options and increased mobility for people who cannot drive. This is especially important for people with disabilities and for seniors.

- **Economic Revitalization** – Creating multi-modal transportation networks can improve economic conditions for both business owners and residents. A network of complete streets can be safer and more appealing to residents and visitors, which can benefit retail and commercial development. Multi-modal transportation networks can improve conditions for existing businesses by helping revitalize an area and attracting new economic activity. [4]

Manhattan Beach, looking toward El Segundo.

- **Better Air Quality** – Land use patterns and the existing transportation infrastructure play a direct role in the rate and growth of vehicle miles traveled (VMT); influencing the distance people travel and the model of travel they chose. Reducing the number of automobile trips can reduce fuel consumption and greenhouse gas (GHG) emissions. [5]

REGULATORY CONTEXT

Since the last 2003 General Plan update, several legislative acts were passed that directly affect the development of transportation and mobility plans in California. The following legislative initiatives were reviewed and incorporated into the City's updated Mobility Plan.

GLOBAL WARMING AND CLIMATE CHANGE

In 2006, the Legislature passed and Governor Schwarzenegger signed the Global Warming Solutions Act (Assembly Bill 32), which required the California Air Resources Board (CARB) to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance of the program. In addition, AB 32 requires the CARB to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by the year 2020.

To support this goal, the State of California passed the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), requiring the CARB to set regional emissions reduction targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. The bill also requires regions with a metropolitan planning organization (MPO) to adopt a Sustainable Communities Strategy (SCS), as part of its Regional Transportation Plan (RTP), to integrate transportation, land-use and housing policies to plan for achieving certain goals for the reduction of greenhouse gas emissions from automobiles and light trucks in a region. If the Sustainable Communities Strategy falls short of meeting the targets, the region must prepare an Alternative Planning Strategy to meet the targets.

Neither the Sustainable Communities Strategy, nor the Alternative Planning Strategy, supersede a city's or county's General Plan, nor must a local agency's planning policies be consistent with either strategy. Rather, these strategies help determine the eligibility of residential or transportation planning projects for SB 375's California Environmental Quality Act (CEQA) streamlining incentives.[6]

Auto emissions are a large contributor to Southern California air quality problems. Photo Source; www.csmonitor.com

COMPLETE STREETS

The California Complete Streets Act (Assembly Bill 1358), signed into law by Governor Schwarzenegger in 2008, states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit."[7]

Berlin Parklet, Long Beach, CA. Parklets are a small extension of the sidewalk and can either be a privately owned space, such as a restaurant patio, or a public space. In this case, two on-street parking spaces were removed and replaced with an extended outdoor dining area.

Photo Source: www.momentummag.com

AB 1358 impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

> *(A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways, for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.*
>
> *(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.*

In response to the Complete Streets Act, the California Department of Transportation (Caltrans) released a revised version on Deputy Directive 64 (DD-64-R1): Complete Streets – Integrating the Transportation System in 2008. DD-64-R1 states Caltrans will:

- *"Provide for the needs of travelers of all ages and abilities in all planning, programming, design construction, operations, and maintenance activities and products on the State Highway System;*
- *View transportation system improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system;*
- *Develop integrated multi-modal projects in balance with community goals, plans, and values; addressing the safety and mobility needs of bicyclists, pedestrians and transit users in all projects, regardless of funding;*

- *Facilitate bicycle, pedestrian, and transit travel by creating 'complete streets' beginning early in system planning and continuing through project delivery and maintenance and operations; and,*
- *Collaborate among all Caltrans department functional units and stakeholders to develop a network of complete streets."*[8]

The complete streets concepts outlined in AB 1358 and Deputy Directive 64 support the goals of AB 32 and SB 375 by utilizing multi-modal transportation planning tools as a means of reducing greenhouse gas emissions.

LIVING STREETS

Due to the growing trend toward multi-modal transportation choices, healthy living, and vibrant public spaces, the concept of "living streets" has emerged. Like complete streets, the goal of living streets is to repurpose city streets to accommodate all users of the roadway, including bicyclists, children, persons with disabilities, motorists, pedestrians, users of transit, and seniors. However, living streets takes it a step beyond the concepts embraced by complete streets, and incorporates elements related to social and economic vitality, health and quality of life, aesthetically pleasing landscaping and street furniture, and the restoration of the urban ecosystem.[9] According to the *Model Design Manual for Living Streets*, the goals of designing living streets are to:

- Serve the land uses adjacent to the street; mobility is a means, not an end
- Encourage people to travel by walking, bicycling, and transit, and to drive less
- Provide transportation options for people of all ages, physical abilities, and income levels
- Enhance the safety and security of streets, from both a traffic and personal perspective
- Improve peoples' health
- Create livable neighborhoods
- Reduce the total amount of paved area
- Reduce street water runoff into watersheds
- Maximize infiltration and reuse of storm water
- Reduce greenhouse gas emissions and other air pollution
- Reduce energy consumption
- Promote the economic well-being of both businesses and residents
- Increase civic space and encourage human interaction

The street elements listed below in Table 1 aligns living streets principles with the 10 elements for complete streets. The City is committed to the concepts embraced by Living Streets, and will continue to strive toward planning, maintaining and operating its mobility system in accordance with the elements and principles of Complete and Living Streets, where feasible.

TABLE 1: COMPLETE STREETS AND LIVING STREETS ELEMENTS AND PRINCIPLES

Elements	Principles
Vision	Changes or improvements to streets should add value to the adjacent land and neighborhoods.
All Users and Modes	Incorporate the full range of appropriate street elements when planning and designing transportation networks.
	Enhance the safety, access, convenience, and comfort of users of all ages and abilities. Cities understand children, elderly adults, and persons with disabilities will require special accommodations.
	Plan, design, and build high quality access and mobility for pedestrians, bicyclists, and transit passengers.
Connectivity	Design, operate, and maintain a transportation system that provides a highly connected network of streets that accommodate all modes of travel.
	Seek opportunities to repurpose rights-of-way, and to add new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
	Prioritize non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections, and commercial uses.
	Encourage new developments to provide interconnected street networks with small blocks that connect to existing or planned streets on the perimeter of the development.
Jurisdiction	Policies intended to cover all roads, streets, and alleys in the City.
	Every department within the City, including Public Works, Community Development and others follow the policies.
	Require developers to obtain and comply with standards.
Phases	Apply streets policy to all roadway projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads intended for public use.
	Achieve through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
	Draw on all sources of transportation funding to implement streets policies.
Exceptions	Include in all street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the following conditions:
	A. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition or when interim measures are implemented on temporary detour or haul routes.
	B. The City Council exempts a project due to an excessively disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project.
	C. Public works and the Planning Division jointly determine that construction is not feasible or cost effective due to significant or adverse environmental impacts or due to impacts on neighboring land uses.
	D. A documented exception that application of the streets policy is unnecessary or inappropriate or may detract from the historical or cultural nature of the street or neighborhood.

Elements	Principles
Design	Street design guidelines describe the planning, funding, design, construction, operation, and maintenance of new and modified streets while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context-sensitive designs.
	Incorporate street design principles into all city plans, manuals, rules, regulations, and programs as appropriate. As new and better practices evolve, cities will incorporate those as well.
	Keep street pavement widths to the minimum necessary.
	Provide well-designed pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial, collector and local streets.
	Provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate.
	Provide bicycle accommodation along all avenues, boulevards, and connector streets.
	Where physical conditions warrant, plant trees and manage street-water whenever a street is newly constructed, reconstructed, or relocated.
Context Sensitivity	Plan streets in harmony with the adjacent land uses and neighborhoods.
	Design streets with full input from local stakeholders.
	Design streets in harmony with natural features such as waterways, slopes, and ravines.
	Design streets with a strong sense of place. Use architecture, landscape, streetscape, public art, signage, etc. to reflect the community, neighborhood, history, and natural setting.
	Coordinate with merchants along arterial corridors to develop vibrant retail districts.
Performance Measures	Decrease street fatalities and injuries for all age groups.
	Increase the number of trips by walking, cycling, and transit.
	Reduce vehicle travel.
	Decrease prevailing speeds of vehicles on local streets.
	Reduce street-water runoff.
	Improve water quality in the Pacific Ocean.
	Increase retail sales and tourism.
	Increase resident satisfaction.
Implementation Plan	Adopt and apply a street design manual.
	Incorporate living streets concepts and elements where feasible.
	Either implement living streets designs on every street, or initiate the process by preparing and adopting bicycle plans, pedestrian plans, green streets plans, Safe Routes to School plans, and an Americans with Disabilities Act transition plan.
	Prepare and adopt a storm water mitigation plan that aims to capture street-water runoff on site.

REGIONAL TRANSPORTATION PROGRAMS

Although the City's Mobility Plan is specific to Manhattan Beach, it is part of a larger regional set of plans and programs to guide the development of Southern California's transportation system. Key plans and programs include:

FEDERAL TRANSPORTATION ACT

The federal Transportation Act is renewed on a three to five-year cycle to authorize funding programs and provide national transportation policy. Federal fund for transportation are distributed to the States and available to Manhattan Beach through various transportation funding programs of the State, Southern California Association of Governments (SCAG), and Los Angeles County.

SAFE ROUTES TO SCHOOL AND THE CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

The federal Transportation Alternatives Program includes transportation enhancements, recreational trails, and Safe Routes to School (SRTS). The objective of the SRTS program is to support the use of safe, active transportation modes (i.e. walking and bicycling) for children to and from schools. The SRTS program is administered by the Federal Highway Administration, which distributes program funds to individual State Departments of Transportation.

In 2013, California enacted a new state program to fund Safe Routes to School, pedestrian, and bicycle projects - the Active Transportation Program (ATP). The ATP combines federal Transportation Alternatives funding with state funds to focus on increasing walking and bicycling, improving safety and public health, and advancing social equity. In 2014, $360 million will be awarded competitively as grants to communities across California for Safe Routes to School, walking, and bicycling projects and programs. [10]

Lead by the Beach Cities Health District (BCHD), the Walking School Bus program in the Beach Cities area allows children within a mile radius of school to meet up with classmates and BCHD-trained parent volunteers once per week at designated "bus stops" and safely walk to campus.

SCAG Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) is developed, maintained, and updated by Southern California's Metropolitan Planning Organization (SCAG), every four years. It encompasses the six counties in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. The RTP project list is divided into three sections. At the center is the Federal Transportation Improvement Program (FTIP), which forms the foundation of the RTP project investment strategy and represents the first six years of committed funding. The RTP also contains an additional financially constrained set of transportation projects for the next 20 to 25 years. Finally, the Strategic Plan represents an unconstrained, illustrative list of potential projects the region would pursue given additional funding and commitment.

On April 2, 2012 the Regional Council of the SCAG adopted the 2012-2035 RTP/SCS. It represents a multi-year effort involving stakeholders in the SCAG region.

Los Angeles County Metro Long Range Transportation Plan

LACMTA's 2009 Long Range Transportation Plan (LRTP) looks ahead about 30 years to determine what the county's residents will need in terms of mobility options. The 2009 LRTP updates changes since the 2001 LRTP, including growth patterns, the latest technical assumptions, climate change issues and incorporates Measure R projects. It recommends transportation projects that can be implemented through 2040, and other projects that could be funded if new revenue sources become available.

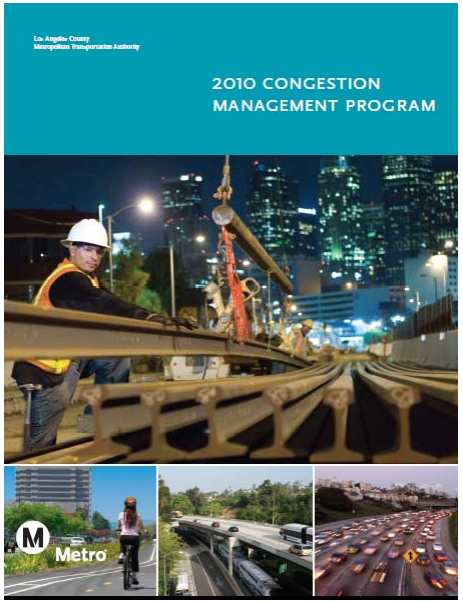
In addition to the 2009 LRTP, the LRTP Technical Document presents detailed information on sub-regional needs, climate change and sustainability, financial modeling, travel demand modeling and performance analysis.

The Regional Congestion Management Program (CMP)

State statute requires a Congestion Management Program (CMP) be developed, adopted and updated biennially for every county that includes an urbanized area, and shall include every city and the county government within the county. As the Congestion Management Agency for Los Angeles County, Metro is responsible for implementing the CMP. The goal of the CMP is to link local land use decisions with their impacts on regional transportation and air quality, and to develop a partnership among transportation decision makers on devising appropriate transportation solutions that includes all modes of travel.[11]

Los Angeles County Measures R and M

Measures R and M are half cent sales tax measures for Los Angeles County to finance new transportation projects and programs, and accelerates many of those already in the pipeline – everything from new rail and/or bus rapid transit projects, commuter rail improvements, LACMTA rail system improvements, highway projects, improved countywide and local bus operations, and local city sponsored transportation improvements. Measure R and Measure M were approved by the minimum two-thirds vote in the November 2008 election and Measure M was in the November 2016 election respectively. The highway, bus and rail projects identified in the Measures respective expenditure plans are spread throughout Los Angeles County. In addition, each of the individual cities and unincorporated areas within Los Angeles County will receive a share of the revenue to use at their discretion for local transportation needs. There are three Metro funded transit projects in the South Bay region; the Crenshaw/LAX Transit Corridor Project, the Green Line Extension to Los Angeles International Airport , and the South Bay Green Line Extension. The South Bay Cities Council of Governments (SBCCOG) administers a sub fund to improve local and regional highways including those that serve Manhattan Beach.



On October 28, 2010 the Metro Board adopted the 2010 CMP for Los Angeles County. The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. The CMP guidelines for local jurisdictions are also in the 2010 CMP.

MEASURE R TRANSIT PROJECTS THAT AFFECT MANHATTAN BEACH'S REGIONAL CONNECTIVITY

Crenshaw/LAX Transit Corridor (Construction Stage)

The Metro Crenshaw/LAX Line will extend 8.5 miles from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards to the Metro Green Line and will serve the cities of Los Angeles, Inglewood and El Segundo, and portions of unincorporated Los Angeles County. The closest station to Manhattan Beach will be located at Aviation Boulevard and Century Boulevard. The Metro Crenshaw/LAX Line is scheduled to open in 2019.

Green Line Extension to Los Angeles International Airport (Alternatives Analysis Study)

In cooperation with Los Angeles World Airports (LAWA), Metro is examining ways to connect the growing Metro Rail system with LAX. The study is focusing on a five square mile area bounded by La Cienega Boulevard on the east, Manchester Avenue on the north, Mariposa Avenue on the south and the LAX airport terminals on the west. Metro and LAWA are now continuing to study four possible locations for the connection between light rail and the automated people mover (APM) to complete travel to the LAX terminals; an Aviation/Century Connection, an Aviation/96th Street Connection, an Intermodal Transportation Facility Connection, and a Central Terminal Area Connection.

South Bay Green Line Extension (Environmental Impact Report/ Environmental Impact Statement Draft Phase)

The South Bay Green Line Extension Study will examine options for extending rail service in the South Bay using an existing railroad right-of-way known as the Harbor Subdivision. This extension will provide congestion relief along the busy I-405 corridor. It will also improve mobility in southwestern LA County by accessing the regional rail network through connections to the Metro Blue Line and the proposed Crenshaw/LAX Transit Corridor. Three alternatives are currently being reviewed and analyzed; a light rail alternative, a no build alternative, and a transportation systems management (TSM) alternative.

CURRENT CONDITIONS

PEDESTRIAN NETWORK

Manhattan Beach's high residential density, walkstreets, narrow streets, and lively street frontages in Downtown and North Manhattan Beach all make it a very "walkable" community. A map of the various neighborhoods in Manhattan Beach is provided in Figure 1. Walking from some residential neighborhoods down to the beach can be accomplished easily and quickly. Parking shortages and traffic congestion during the summer months also make walking a desirable alternative for accessing the beach and activity centers.

Walkability, access, and connections are necessary components of a circulation system that easily and specifically accommodates pedestrians. Walkability includes adequate pedestrian space, safe street crossings, features that encourage cautious driving, and a pleasant and safe walking environment. Walkways, mid-block crossings, pathways, and pedestrian short-cuts allow people to get from one destination to another with ease. Dedicated pedestrian paths can provide safe access between residential, beach, and retail areas. Pedestrian connections should be provided primarily to and from commercial activity centers such as the Downtown, North Manhattan Beach, transit stops, as well as schools. Disabled access strategies, which also accommodate strollers and other wheeled transportation, should be incorporated into all street and pathway plans.

The pedestrian network in Manhattan Beach is comprised of sidewalks, The Strand, walkstreets, the pedestrian path through Veterans Parkway, and crosswalks. The utilization of the various pedestrian facilities varies by neighborhood. North Manhattan Beach, Downtown, and the Sand Section are served by walkstreets, The Strand, and Veterans Parkway. Manhattan Village, Liberty Village, East Manhattan Beach, and the Hill Section are primarily served by a sidewalk system. Figure 2 identifies the pedestrian network components of Manhattan Beach.

Manhattan Beach Boulevard is a very popular pedestrian destination with an abundance of coffee shops, beachfront bars and restaurants, unique shops, and beach access.

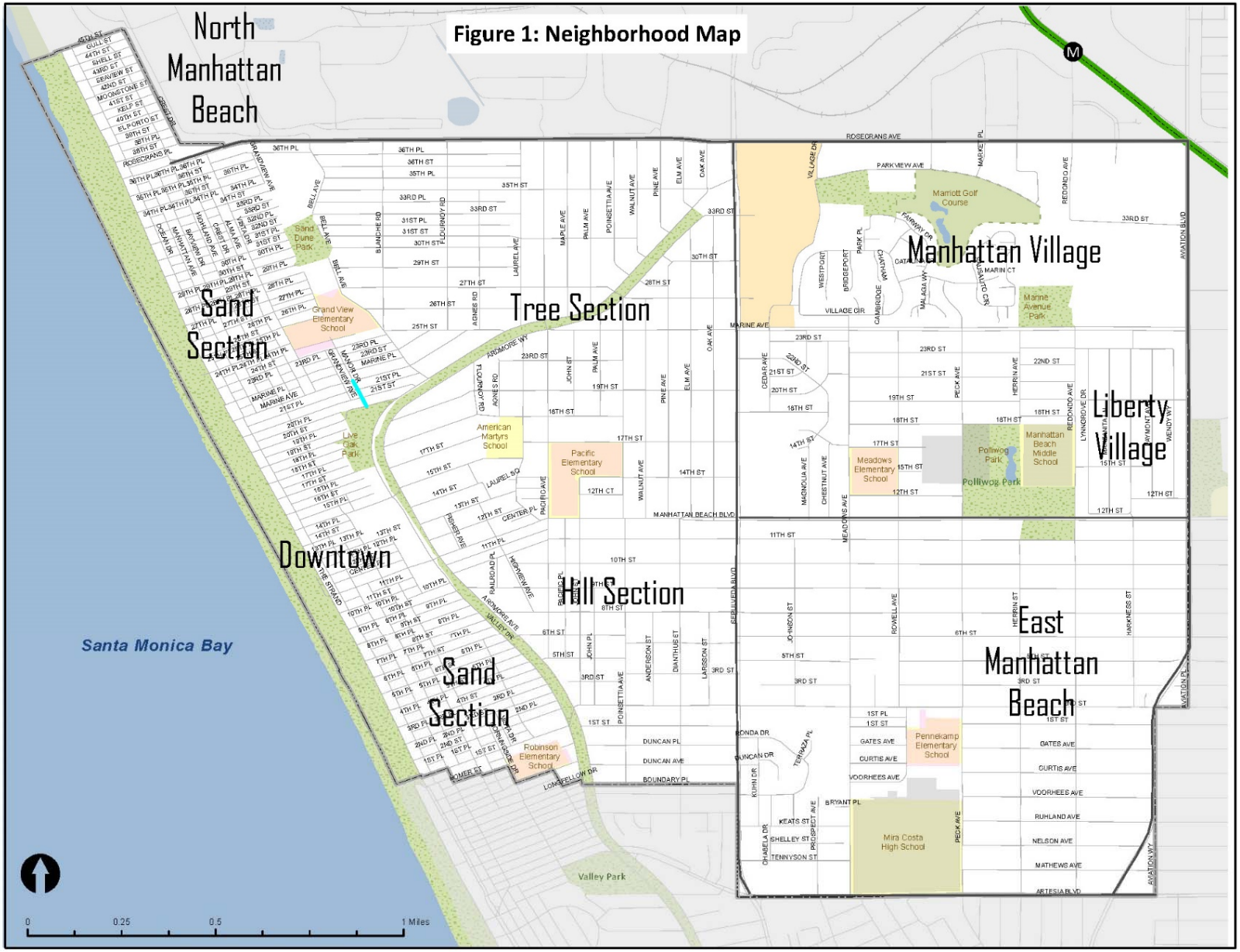


Figure 1: Neighborhood Map

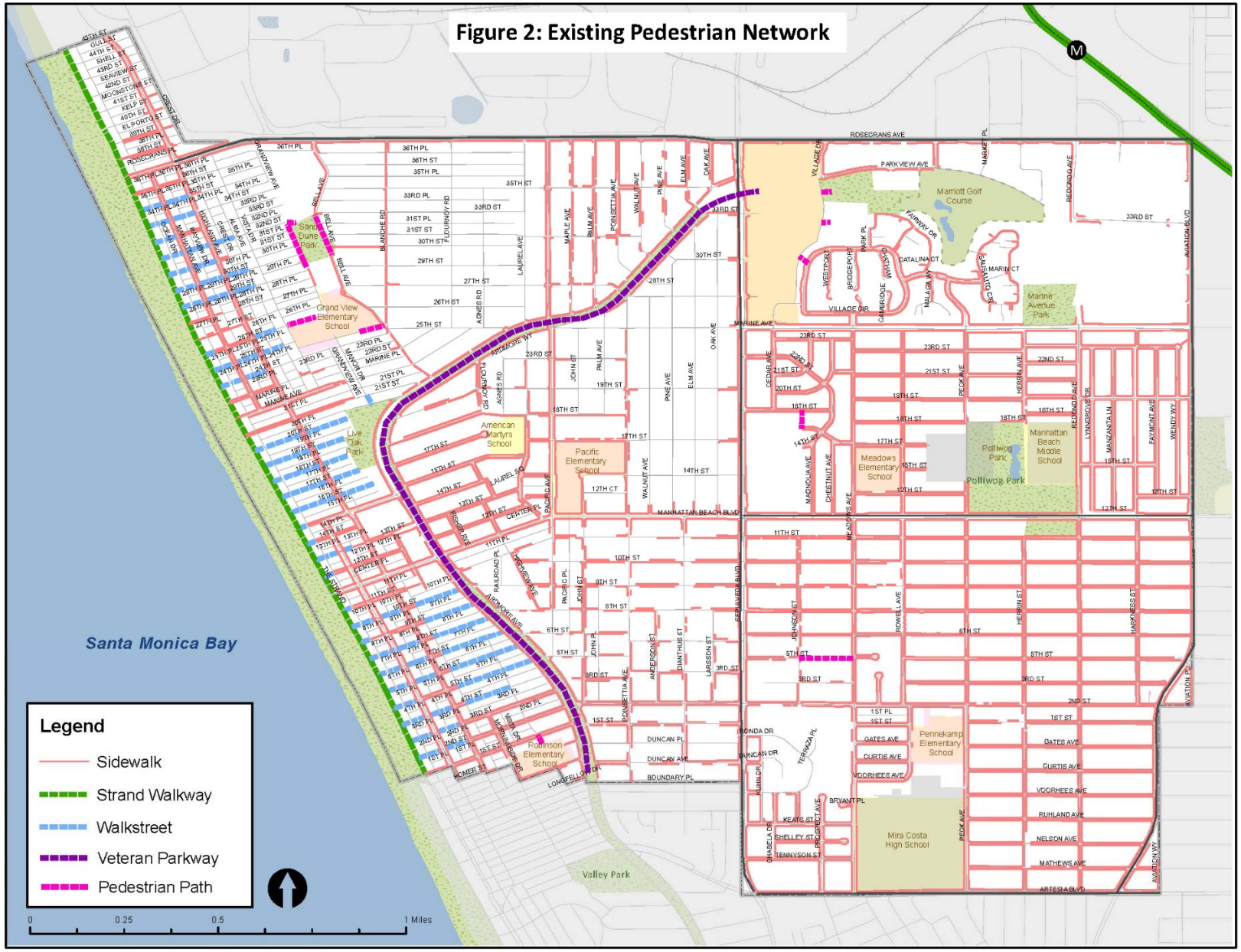


Figure 2: Existing Pedestrian Network

SIDEWALKS

The sidewalk network in Manhattan Beach varies by neighborhood;

1) Areas with sidewalk coverage on most streets,

2) Areas with virtually no sidewalks, and

3) Areas with an intermittent sidewalk system.

Areas in the city with no sidewalks or an intermittent sidewalk are primarily residential in nature, and are located in the north-west quadrant of the City. In areas with no sidewalks, care needs to be taken to clearly distinguish front property lines and yards, ensuring bushes and patios do not encroach into walking/biking space, and preventing parked cars from blocking the pedestrian travel-way.

THE STRAND

"The Strand" is a paved pedestrian path that runs mostly along the Pacific Ocean shoreline just east of the Marvin Braude Bike Path. Through Manhattan Beach, "The Strand" is a walking path that provides two miles of continual pedestrian access along the beach.

WALKSTREETS

Walkstreets are unique pedestrian features in Manhattan Beach that provide safe, attractive paths to the beach and surrounding areas. Walkstreets are pedestrian-only streets perpendicular to the beach between The Strand and Alma Avenue in the north and Valley Drive in the south. Walkstreets generally front residential units with alleys providing vehicular access. Walkstreets also create visual corridors framing the ocean and fosters a friendly neighborhood environment for residents and visitors.

VETERANS PARKWAY

Veterans Parkway is a 21 acre park that crosses the City from north to south. It is located between Valley Drive and Ardmore Avenue and runs from Sepulveda Boulevard and into the Manhattan Village Shopping Center to the border of Hermosa Beach. It includes a 1.5 mile pedestrian trail, artwork, and wheelchair accessible par course with four workout stations between the intersection of 10th and 11th Streets. The trail was once the right-of-way for the Atchison Topeka and Santa Fe railway.

BICYCLE NETWORK

With rain falling less than 30 days a year and moderate temperatures most of the year, the Southern California climate is perfect for bicycling. Cycling to work or school is a popular means of transportation for short distances. Allowing bicycles on buses or providing secure bicycle parking facilities can encourage bicycling for longer trips, provided safe routes are established. Bikeways in Manhattan Beach are categorized into four categories: bike paths, bike lanes, bike routes, and Sharrows. A map of the existing bicycle network is provided in Figure 3.

The City's only Class I Bike Path west of The Strand near the Manhattan Beach Pier.

Bike Paths (Class I) – Bike paths are paved facilities physically separated from roadways by space or a physical barrier and are referred to as Class I bike paths. Currently, the only Class I bike path in Manhattan Beach is located on the Marvin Braude Bikeway west of The Strand.

Bike Lanes (Class II) – Bike lanes are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, and designated with special signage and pavement markings. Bike lanes are referred to as Class II bike lanes. An example of a Class II bike lane is located on Manhattan Avenue between 1st Street and 8th Street, and on eastbound Rosecrans Avenue.

Bike Routes (Class III) - Bike routes are roadways recommended for bicycle use and often connect to bike lanes and bike paths. Routes are designated with signs only (no on-street striping) and may not provide additional pavement width for bikes. Bike routes are referred to as Class III bike routes. Examples of Class III bike routes are located on the following roadways:

- Valley Drive from 15th Street to Oak Avenue
- Ardmore Avenue from 17th Street to Oak Avenue
- Redondo Avenue from Artesia Boulevard to Marine Avenue
- Pacific Avenue from 5th Street to Rosecrans Avenue

Sharrows – A shared-lane marking, or "sharrow", is a street marking in the center of a travel lane to indicate a lane should be shared between motor vehicles and bicyclists. Sharrows are also intended to alert drivers of the presence of bicyclists in the roadway and encourage caution. Manhattan Beach implemented its first sharrow in 2014 on Manhattan Avenue between 8th Street and 15th Street.

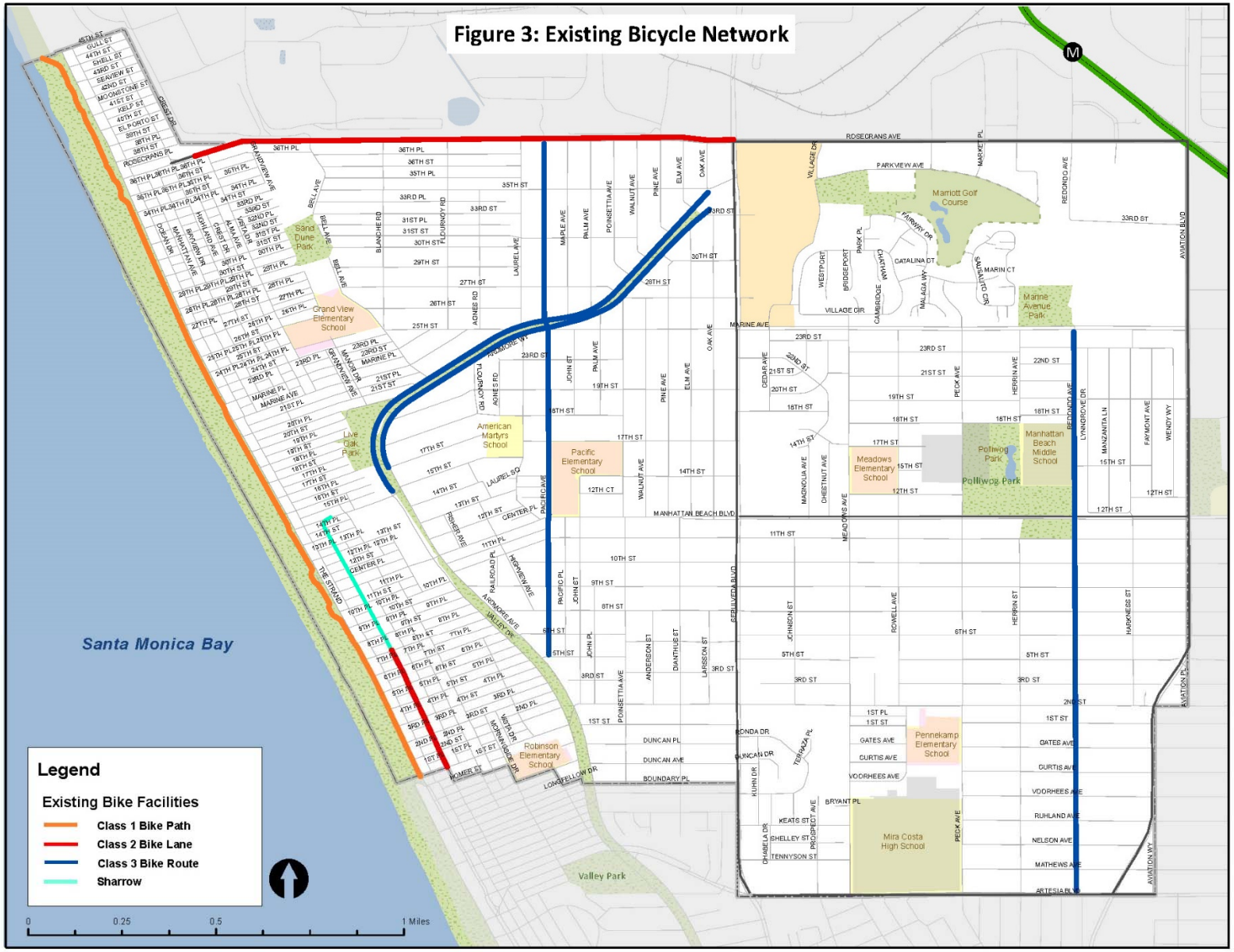


Figure 3: Existing Bicycle Network
Santa Monica Bay
Valley Park
Legend
Existing Bike Facilities
Class 1 Bike Path
Class 2 Bike Lane
Class 3 Bike Route
Sharrow
0
0.25
0.5
1 Miles
Grand View Elementary School
American Martyrs School
Pacific Elementary School
Meadows Elementary School
Robinson Elementary School
Pennekamp Elementary School
Mira Costa High School
Manhattan Beach Middle School
Marriott Golf Course
Polliwog Park
Marine Avenue Park
Sand Dune Park
Live Oak Park

TRANSIT SERVICES

BUS NETWORK

Public transit plays a crucial role in the development of a multi-modal transportation network. High quality public transit increases the mobility of residents who are unable or prefer not to drive, and gives residents who do drive the option of taking alternative forms of transportation. Transit service in Manhattan Beach is provided by several transit operators; Los Angeles County Metro, Beach Cities Transit (BCT), Municipal Area Express (MAX), Los Angeles Department of Transportation (LADOT), Torrance Transit, and the Ocean Express. All BCT, MAX, MTA, Torrance Transit and LADOT buses are equipped with front-loading bike racks, making public transit a viable option for commuters in Manhattan Beach. Regional transit service to areas outside the City is provided primarily via Sepulveda Boulevard, Rosecrans Avenue, Manhattan Beach Boulevard, and Artesia Boulevard, while local service is provided via Highland Avenue, Aviation Boulevard and Marine Avenue, as shown in Figure 5.

Beach Cities Transit (BCT) Line 109 provides community-based transit by linking Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, the Metro Aviation Green Line Station, and the LAX City Bus Center. Line 109 primarily serves Rosecrans Avenue, Highland Avenue and Manhattan Avenue in Manhattan Beach.

Municipal Area Express (MAX) is a commuter bus service serving the El Segundo employment center. Lines 2 and 3 serve Aviation Boulevard in Manhattan Beach.

Los Angeles County Metro (MTA) Lines 125, 126, 130 and 232 serve Sepulveda Boulevard, Rosecrans Avenue, Manhattan Beach Boulevard, and Artesia Boulevard in Manhattan Beach.

Torrance Transit Line 8 serves Aviation Boulevard and Artesia Boulevard in Manhattan Beach.

LADOT Commuter Express bus turning onto Manhattan Beach Boulevard

Los Angeles Department of Transportation (LADOT) Commuter Express links South Bay commuters to the Downtown Los Angeles Financial Center via Line 438. Line 438 serves Highland Avenue and Manhattan Avenue in Manhattan Beach.

Ocean Express connects the hotels on Century Boulevard near LAX with Downtown Manhattan Beach and the Manhattan Village Shopping Center. Round trip tickets are $5 (free for children 5 years and younger).

Manhattan Beach Dial-A-Ride Program To address localized transit needs, Manhattan Beach also operates a city-run Dial-A-Ride program. The Dial-A-Ride program is a shared ride, curb-to-curb bus service for Manhattan Beach residents who are 55+ years old or disabled (all ages). Riders who have a short-term disability are also eligible to ride by providing a letter from their physician. All buses are equipped with a wheelchair lift. Drivers provide boarding and disembarking assistance as needed. Dial-A-Ride will provide transportation to any destination within the City of Manhattan Beach seven days a week and to most medical facilities in Torrance, Redondo Beach and Hermosa Beach Monday through Friday. Dial-A-Ride also makes special trips to a variety of shopping destinations outside of the City on designated days of the week.[12]

The City's Dial-a-Ride program is a very successful and highly utilized program that give seniors and persons with disabilities an alternative mobility option. Photo Source: www.citymb.info.

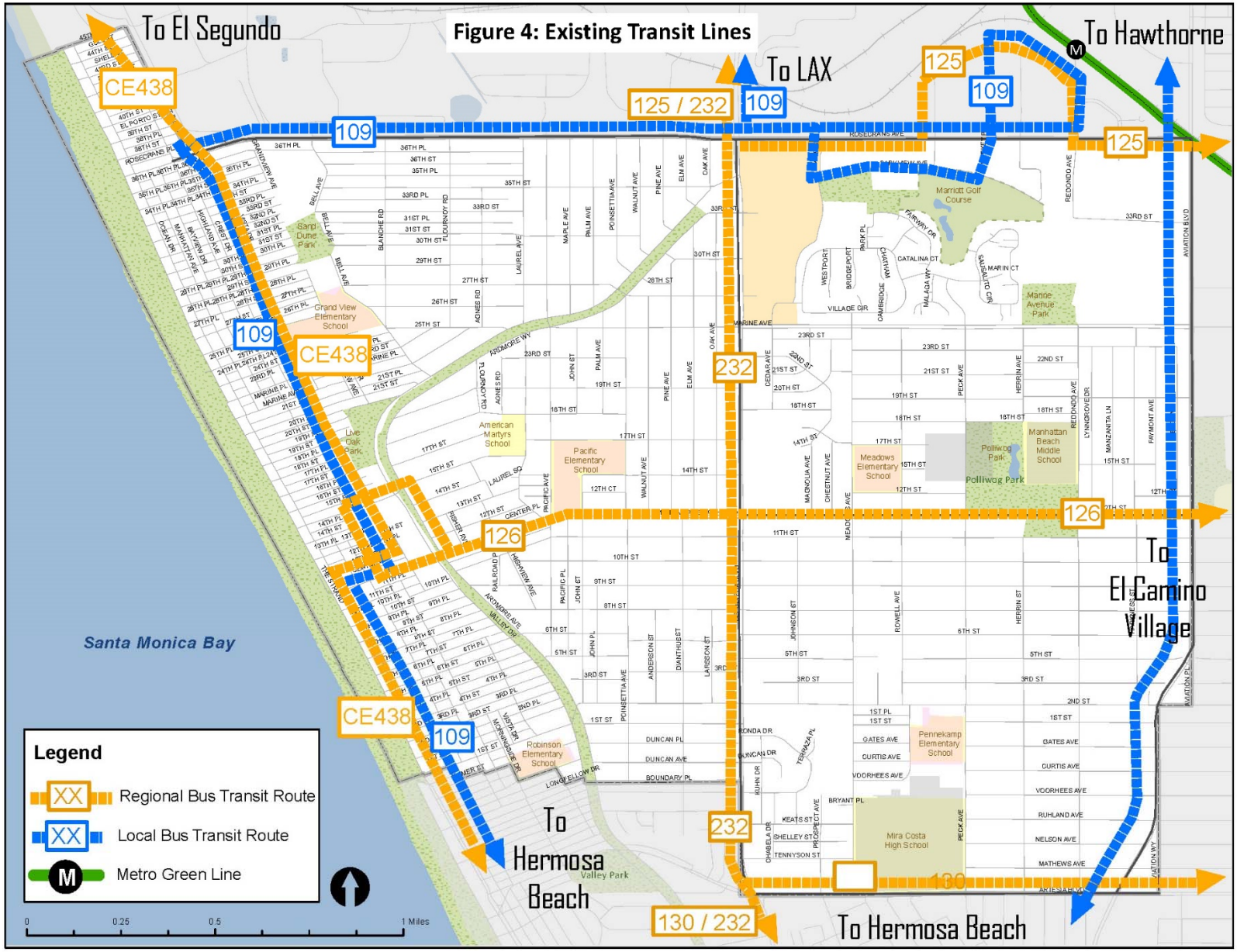


Figure 4: Existing Transit Lines
To El Segundo
To LAX
To Hawthorne
To El Camino Village
To Hermosa Beach
To Hermosa Beach
CE438
109
125 / 232
125
126
232
130 / 232
Santa Monica Bay
Legend
XX Regional Bus Transit Route
XX Local Bus Transit Route
M Metro Green Line
0 0.25 0.5 1 Miles

RAIL NETWORK

In addition to Manhattan Beach's local and regional bus network, the City is also served by the Metro Green Line light rail system. The Metro Green Line is a fully grade-separated 20-mile light rail line extending from the City of Hawthorne east along the I-105 to the City of Norwalk and links to the Blue Line, providing connections to downtown Los Angeles and Long Beach. Although there are no Green Line stations in Manhattan Beach, there are stations within close proximity in Redondo Beach and El Segundo. The closest Green Line stations are the Redondo Beach, Douglas and El Segundo Stations. The Redondo Beach station is located less than a mile from the Manhattan Beach City limit on Marine Avenue. All three stations serve as a connection point for local transit operators, and have parking, bicycle racks and bicycle lockers for commuters. A summary of the Green Line stations serving the Manhattan Beach area is provided in Table 2.

According to Metro, in March of 2014, the Green Line system had an average of 42,100 weekday boardings, 25,400 Saturday boardings, and 19,200 Sunday and holiday boardings, for a total calendar monthly boarding average of over 1.1 million riders.[13]

TABLE 2: GREEN LINE STATION SUMMARY

Station	City	Connections	Parking	Bike Racks	Bike Lockers
Redondo Beach Station	Redondo Beach	Metro Local; LADOT Commuter Express, Lawndale Beat, BCT	403 Spaces	12	5
Douglas Station	El Segundo	Metro Local; Amtrak Motorcoach	30 Spaces	6	4
El Segundo Station	El Segundo	Gardena Transit, LADOT Commuter Express, MAX, Torrance Transit	90 Spaces	4	7

Metro Green Line.

Photo Source: http://light-rail-big.blogspot.com

STREET NETWORK

Regional access to and from the City of Manhattan Beach is provided by a well-developed surface street network, as well as the San Diego Freeway (Interstate 405) and the Glen Anderson/Century Freeway (Interstate 105). The two freeways closest to Manhattan Beach are described below.

San Diego Freeway (I-405) – I-405 is located less than one mile from the easterly City limit and provides regional access throughout and beyond the western portion of Los Angeles County. Near Manhattan Beach, I-405 is a north/south freeway with four mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction. To the south, I-405 passes through Long Beach and Orange County to the City of Irvine, where it merges with I-5; the I-5 then extends to San Diego County. I-405 also provides direct access to other freeways near Manhattan Beach, including an interchange with the Century Freeway (I-105) to the north, and with the Harbor Freeway (I-110) to the south. Access to and from the surface street network immediately surrounding Manhattan Beach is provided by northbound and southbound freeway on-and off-ramps located at Rosecrans Avenue, Inglewood Avenue, Hawthorne Boulevard (SR-107), and Artesia Boulevard.

Glen Anderson/Century Freeway (I-105) – I-105 is an east/west freeway north of Manhattan Beach. I-105 begins at Sepulveda Boulevard (SR-1) near Los Angeles International Airport (LAX) and extends east to Norwalk, terminating just east of the San Gabriel River Freeway (I-605). I-105 typically provides four lanes in each direction near Manhattan Beach, with the Metro Green Line operating in the median between Redondo Beach and Norwalk.

MASTER PLAN OF ROADWAYS

The City of Manhattan Beach's Master Plan of Roadways is based on a conventional hierarchy of roads established in the 2003 Circulation Element of the General Plan. The Master Plan of Roadways will not change as a result of this Mobility Plan update. The Master Plan of Roadways includes six sub-categories; Regional Arterial, Major Arterial, Minor Arterial, Collector Street, Residential Collector, and Major Local. All other roads are either classified as a local roadway and/or "walkstreet". Figure 5 identifies roadways utilizing these classifications. A brief description of the main arterial roadways in Manhattan Beach is provided below.

Artesia Boulevard – Artesia Boulevard is an east-west roadway along the southern boundary of Manhattan Beach. It is classified as a Major Arterial in the City's General Plan and provides two travel lanes (westbound) within the City.

Aviation Boulevard – Aviation Boulevard is a north-south roadway along the eastern boundary of Manhattan Beach. It is classified as a Major Arterial in the City's General Plan and provides two to three travel lanes (southbound) within the City,

with a large portion of its northbound lanes in the Cities of Redondo Beach and Hawthorne.

Manhattan Beach Boulevard – Manhattan Beach Boulevard is an east-west roadway through the middle portion of Manhattan Beach. It is classified as a Collector west of Highland Avenue, a Minor Arterial between Highland Avenue and Sepulveda Boulevard, and a Major Arterial east of Sepulveda Boulevard in the City's General Plan. It provides one to three travel lanes in each direction within the City.

Manhattan Beach Boulevard at Morningside Drive looking west.

Marine Avenue – Marine Avenue is an east-west roadway through the northern portion of Manhattan Beach. It is classified as a Residential Collector between Ardmore Avenue and Sepulveda Boulevard, and a Major Arterial east of Sepulveda Boulevard in the City's General Plan. It provides one to two travel lanes in each direction within the City.

Rosecrans Avenue – Rosecrans Avenue is an east-west roadway along the northern boundary of Manhattan Beach. It is classified as a Major Local between Manhattan Avenue and Highland Avenue, and a Major Arterial east of Highland Avenue in the City's General Plan. It provides one to four travel lanes in each direction within the City, with a large portion of its westbound lanes in El Segundo.

Sepulveda Boulevard - Sepulveda Boulevard is a north-south roadway along the middle portion of Manhattan Beach. It is classified as a Regional Arterial in the City's General Plan and provides three to four travel lanes in each direction within the City. Sepulveda Boulevard is part of the State Highway System (State Route 1). The California Department of Transportation (Caltrans) has authority over the State Highway System and must be involved in and approve the planning and design of improvements for State Highway facilities. Caltrans is also responsible for all maintenance along Sepulveda Boulevard in the City.

Sepulveda Boulevard looking south toward Manhattan Beach Boulevard.

Photo Source: www.google.com/maps

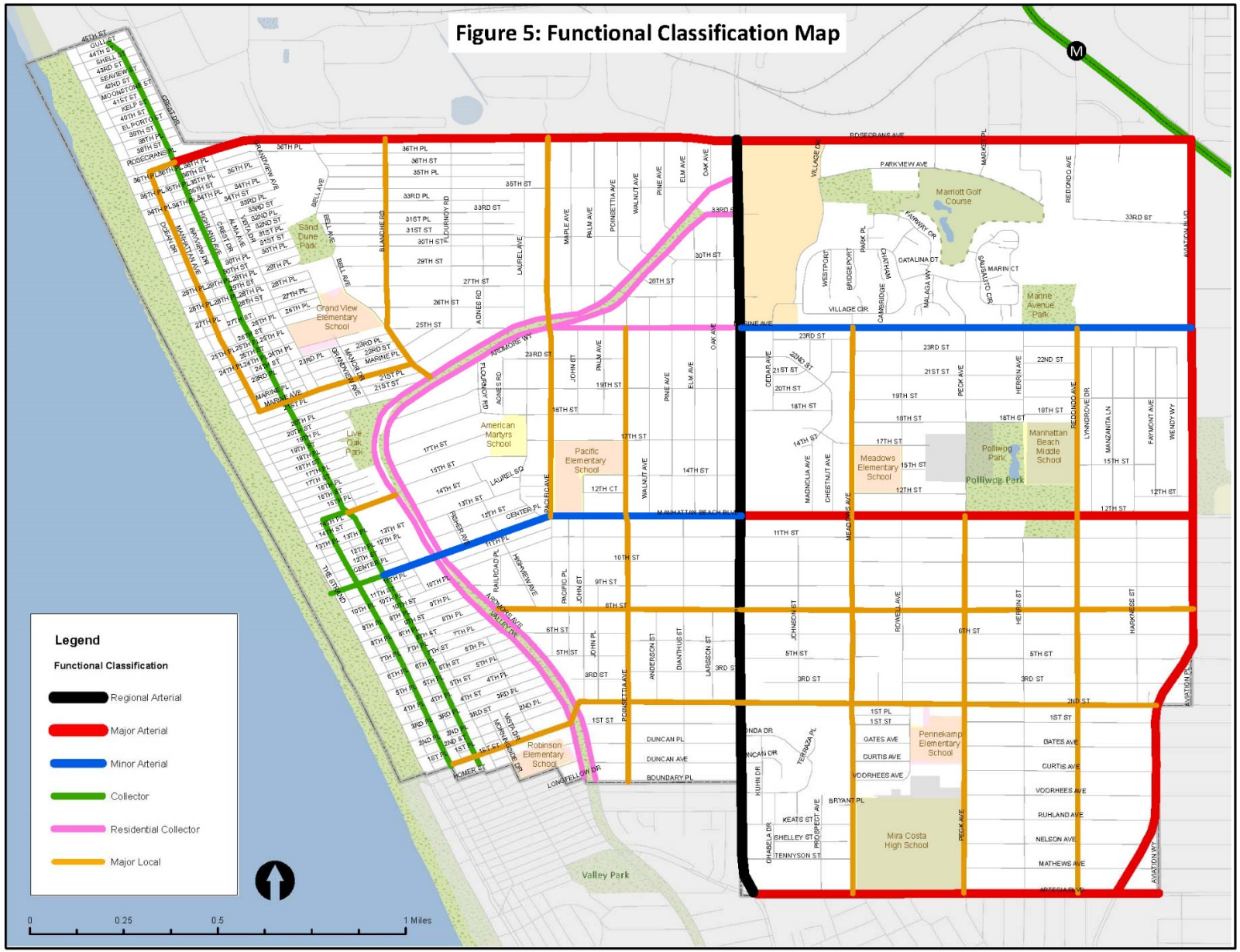


Figure 5: Functional Classification Map

MASTER PLAN OF ROADWAYS

Regional Arterial

Sepulveda Boulevard (State Route 1) is the only Regional Arterial in Manhattan Beach. Regional Arterials are State-designated facilities that are relatively high-speed, high capacity routes serving intercity and interregional circulation needs. Regional Arterials connect major City streets with other regional routes. Local access is intended to be limited to major streets via signal-controlled intersections, although given that Sepulveda Boulevard functions as a major business district, access was granted to retail business and shopping centers along Sepulveda Boulevard. Left turns should be prohibited or restricted to signalized intersections where feasible. Curbside parking is either prohibited all day or during the peak hours to facilitate the movement of traffic.

Major Arterial

Major Arterials provide for through movement between areas of Manhattan Beach and across the City, and to provide access to Minor Arterials and limited access to Collector streets. Access to abutting land uses should be limited where possible, or consolidated to minimize curb cuts to avoid interference with the through-traffic function of these routes. Major Arterials generally provide four to six lanes for through travel within a 60- to 100-foot right-of-way, depending on local land use conditions. Major Arterials have single or double left-turn lanes at intersections, left-turn signal phases where necessary, and other enhancements to help the efficient movement of larger volumes of traffic. Curbside parking may be prohibited all day or during the peak hours to facilitate the most efficient movement of through traffic. Major Arterials include Artesia Boulevard, Aviation Boulevard, Rosecrans Avenue, and Manhattan Beach Boulevard, east of Sepulveda Boulevard.

Minor Arterial

Minor Arterials are similar to Major Arterials in function, providing some through movements and movements across the City. In contrast to Major Arterials, Minor Arterials allow additional access to abutting land uses. While they function similarly to Major Arterials and have similar right-of-way width (70 to 90 feet), they generally have lower capacities and may have lower speeds. Curbside parking is allowed, although it may be prohibited in selected locations to facilitate traffic movement. Minor Arterials typically provide four lanes for through traffic. Intersections generally have left-turn lanes (or dual left-turn lanes in selected locations). Minor Arterials include Marine Avenue east of Sepulveda Boulevard and Manhattan Beach Boulevard west of Sepulveda Boulevard to Ardmore Avenue.

Collector Street

Collector Streets serve an area or neighborhood, and they function as collectors or distributors of traffic from the local and major local streets to the Minor or Major Arterial or Regional Arterial streets. Collector Streets are lower speed streets with lower capacity than Arterials, but carry more traffic than either Local or Major Local streets. Collector streets have a mixture of single-family residential, multi-family residential, and some commercial land uses. Some of the adjacent land uses may have direct driveway access, while some may have side yards on the collector street. Collector streets often have curbside parking and one or two through lanes in each direction.

MASTER PLAN OF ROADWAYS

Residential Collector

Residential Collector Streets are similar to Collector streets in function; however, they primarily have residential land uses adjacent to them, with very limited commercial traffic (usually near selected intersections). Residential Collectors are intended to serve an area or neighborhood by collecting or distributing traffic from the Local and Major Local streets to the Collector, Minor Arterial, Major Arterial, or Regional Arterial system. Although similar in character to Collector Streets, Residential Collectors should carry a lower volume of traffic than Collectors, reflecting their residential character. Curbside parking is generally allowed, and adjacent land uses often have direct driveway access. Residential Collectors generally have one lane in each direction.

Major Local

Major Local streets provide for circulation within and between residential neighborhoods. Major Local streets are designed to discourage longer distance through trips and higher speeds (posted speed limit of 25 miles per hour or slower). Major Local streets generally have a maximum of one lane in each direction, and curbside parking is generally allowed where the street width is sufficient to support both moving traffic and parking lanes.

Local Street

Local streets are the lowest functional classification and are intended solely for access to adjacent residential land uses. They provide for circulation within a residential neighborhood, including bicycle and pedestrian access. Any through traffic, including through traffic from one residential neighborhood to another, is discouraged. Local streets have one lane in each direction and have speed limits of 25 miles per hour or slower. Curbside parking is generally allowed where the street width is sufficient to support both moving traffic and parking lanes.

Walkstreet

Walkstreets are intended and designed to provide local access solely for pedestrians. Motorized vehicles of all kinds are prohibited. Walkstreet right-of-way width ranges from 25 to 60 feet. The Land Use Element establishes policies for the use of Walkstreets beyond their basic mobility function.

AVERAGE DAILY TRAFFIC VOLUMES

As residents expressed, traffic congestion continues to be a leading issue affecting the quality of life in Manhattan Beach. Not only is local congestion a concern, but regional traffic passing through the City compounds the issue, especially for businesses located along Sepulveda Boulevard, Manhattan Beach Boulevard, Artesia Boulevard, Rosecrans Avenue, Highland Avenue and some other major streets. The beach and downtown area draw many visitors, bringing in additional traffic and parking demands especially during the summer months. Although Manhattan Beach will experience only very limited growth in the future, regional influences and the popularity of the beach will continue to contribute to increases in traffic congestion. The 2013 average daily traffic volume counts are provided in Table 3.

TRUCK ROUTES

Truck routes are designated for use by heavy trucks to access most commercial areas in the City, including Downtown Manhattan Beach and North Manhattan Beach. These roadways are primarily Major Arterial roadways, with the exception of Highland Avenue in North Manhattan Beach, which is designated as a Collector, and Manhattan Beach Boulevard from Highland Avenue to Manhattan Avenue (Collector) and from Manhattan Avenue to Sepulveda Boulevard (Minor Arterial). No trucks are allowed on other streets unless they are on a direct route for the purpose of making special pick-ups or deliveries. The intent of the truck routes system is to protect residential areas from the impacts of heavy non-local "through" truck traffic, noise, and vibration (see Figure 6 for map).

TABLE 3: 2013 AVERAGE DAILY TRAFFIC VOLUMES

Location	ADT
Manhattan Beach Boulevard between Poinsettia and Walnut Avenue	22,360
Manhattan Beach Boulevard East of Peck Avenue	24,680
Manhattan Beach Blvd west of Valley Drive	12,630
Marine Avenue Between Poinsettia Avenue and Walnut Avenue	7,020
Marine Avenue Between Rowell Avenue and Peck Avenue	17,520
Rosecrans Avenue Between Pacific Avenue and Maple Avenue	20,960
Rosecrans Avenue Between Village Drive and Park Way	40,760
Aviation Boulevard South of 33rd Street	44,380
Aviation Boulevard Between 5th Street and 6th Street	38,650
Highland Avenue Between Manhattan Beach Boulevard and 9th Street	7,200
Highland Ave south of 40th Street	10,560
Artesia Boulevard East of Meadows Avenue	28,420
Valley Drive south of Manhattan Beach Blvd	6,220
Valley Drive north of 15th Street	2,900
Ardmore Ave south of 11th Street	6,680
Ardmore Ave north of 15th Street	3,470
Pacific Ave south of 27th Street	1,910
Pacific Ave north of 14th Street	2,010
Manhattan Avenue south of 9th Street	3,850

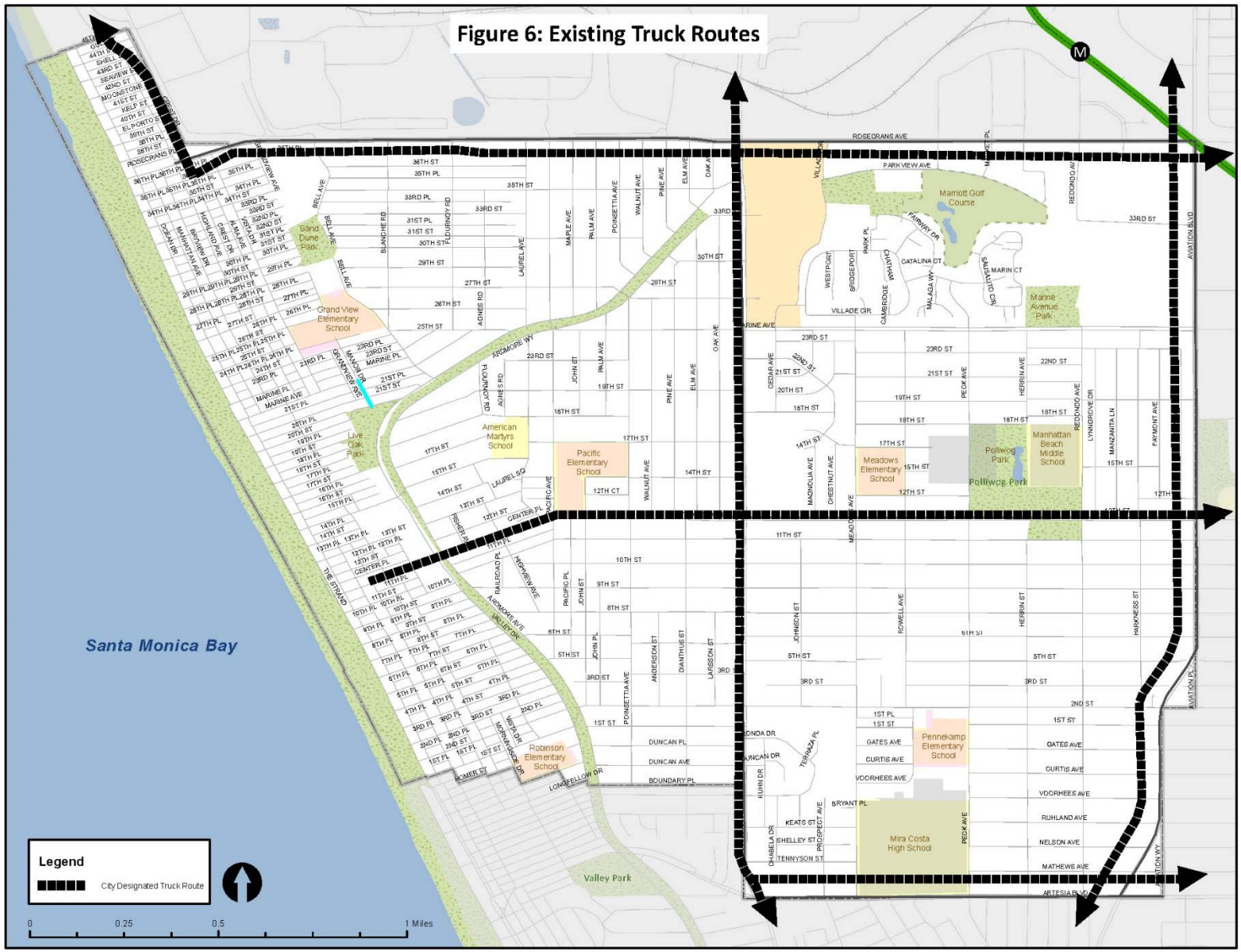


Figure 6: Existing Truck Routes
Santa Monica Bay
Legend
City Designated Truck Route
0
0.25
0.5
1 Miles
Sand Dune Park
Grand View Elementary School
Live Oak Park
American Martyrs School
Pacific Elementary School
Robinson Elementary School
Valley Park
Marriott Golf Course
Marine Avenue Park
Meadows Elementary School
Polliwog Park
Manhattan Beach Middle School
Pennekamp Elementary School
Mira Costa High School
ROSECRANS AVE
MARINE AVE
ARTESIA BLVD
AVIATION BLVD
THE STRAND

PARKING

DOWNTOWN AND NORTH MANHATTAN BEACH PARKING

Throughout the Downtown and North Manhattan Beach business districts, the City provides over 1,400 metered public parking spaces in lots and 450 metered on-street parking spaces. The 1,850 parking spaces serve to regulate the flow of transitory and business traffic in the City. Lots serving Downtown generally have 2-hour limits and lots serving the beach generally have 5-hour limits. Parking enforcement hours are from 8:00 AM to 9:00 PM, with the exception of the beach parking lots, which are enforced 24-hours a day. Overnight residential parking permits are available to residents for the Upper Pier Lots, the 26th Street Lot (Bruce's Beach) or the El Porto Lot (45th Street and The Strand). The overnight parking permit is valid from 6:00 PM to 8:00 AM, seven days a week.

The Downtown Business & Professional Association (DBPA) sponsors a public valet program year-round at certain locations in Downtown Manhattan Beach.

In addition to publicly owned lots, approximately 2,000 private parking lot spaces are located within two miles of Downtown.

RESIDENT AND MERCHANT PARKING PERMITS

Residential Override Permits

Two types of residential override permits are issued by the City. The Downtown Residential Override permit program was created to reduce non-resident parking in downtown residential neighborhoods. The Mira Costa Residential Override permit program was created to reduce Mira Costa students parking in adjacent residential neighborhoods during the school year.

The Downtown Resident Override parking area of eligibility encompasses the 500-600 blocks and a portion of the 700 block of 8th Street through 15th Street. A small buffer area adjacent the 500-700 blocks may petition at the discretion of the Traffic Engineer, following review and a survey of the area.

Residential override hangtags are available only to applicants who live on a qualified street posted with restricted parking. The program allows residents up to three override hangtags to exempt their vehicles from the posted restrictions except for parking meter regulations and other applicable parking restrictions such as street sweeping and red curb restrictions.

Merchant Permits

Monthly and 6-month merchant parking permits for the Downtown and North Manhattan Beach business areas can be obtained at the City Hall Cashier based upon availability. A total of up to ninety-five permits are available on a first come first served basis each month for the Lower Level of the Metlox Parking Structure. A limited number of permits are available to merchants commercially licensed in the Downtown Business District for Lot M (Lower Level Metlox; 12th & Morningside), Lot 1 (10th & Bayview Drive) and Lot 2 (12th & Bayview Drive) and in the North Manhattan Beach Business District for Lot 4 (Highland & Rosecrans Avenue).

COMPLETE STREETS BEST PRACTICES AND APPLICATION TO MANHATTAN BEACH

In 2008, California enacted the *California Complete Streets Act* (AB 1358) which requires any city preparing a substantive revision to its general plan circulation element/mobility plan must plan for a balanced multi-modal transportation network that "meets the needs of all users of streets, including motorists, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation…" The California Complete Streets Act does not specifically articulate how this balanced approach to planning a multi-modal transportation network should be implemented. While specifically required in new updates to circulation elements by the State of California, the complete streets concept is also gaining popularity across the nation as a way to improve quality of life in communities and bring activity beyond vehicular traffic back onto the streets. This chapter of the Mobility Plan summarizes best practices from other communities relevant to both the development of Mobility Plan goals and policies in the City of Manhattan Beach, as well implementation and funding strategies following the adoption of the Mobility Plan to meet the intent of the *California Complete Streets Act.*

This summary of best practices is divided into four categories that make up all of the elements necessary to implement a strong network of complete streets: legal and policy framework, design innovations, funding, and operation and maintenance.

Policies that support a multi-modal approach to streets or flexibility in design standards enhance a jurisdiction's ability to develop a complete streets program. Implementing roadway designs or developing new standards beyond generally accepted ones can yield innovative solutions for making streets more livable. Implementing new streets projects – particularly projects that go beyond maintaining existing roadways – require funding, so finding novel ways to fund these projects is essential. Lastly, developing an approach to maintain complete streets is important at the forefront of the project, so the roads stay livable. The strategies detailed in this summary are the key elements of the best practices review applicable to the City of Manhattan Beach.

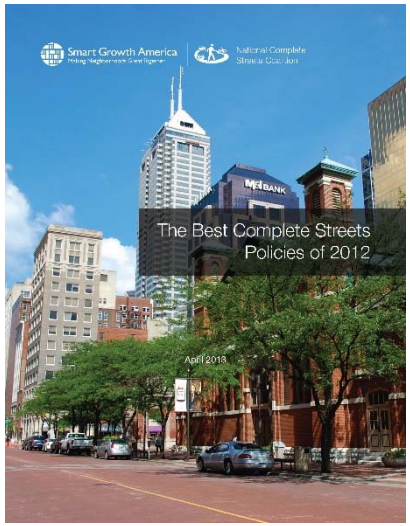
BEST PRACTICES IN LEGAL & POLICY

The practices highlighted in this section came from adopted award-winning policies and/or legal documents related to complete streets, from communities that developed innovative approaches to policy and legislation to aid in implementing

complete streets. The communities reviewed for this section include Hermosa Beach, California, Arlington County, Virginia, Redwood City, California, Fort Collins, Colorado, and Minneapolis, Minnesota.

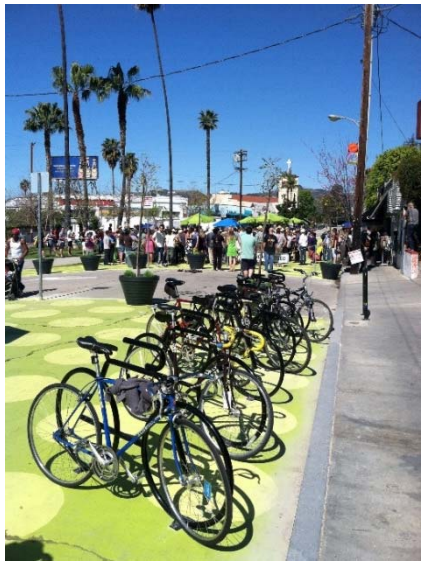
The Best Complete Streets Policies of 2012 Report highlights exemplary policy language, and provides ideas for how to create strong Complete Streets policies..

Photo Source: www.smartgrowthamerica.org



BEST PRACTICES IN DESIGN INNOVATIONS

The practices described in this category highlight innovative physical changes to the public realm as part of their complete streets framework. These include changes that go beyond traditional roadway designs and improve streets for multiple modes. This section discusses how Manhattan Beach can apply these innovative design elements into their own designs to support and promote complete streets. The communities reviewed for this section include Charlotte, North Carolina, and New York, New York.



Sunset Triangle Plaza in Los Angeles is the first street-to-plaza conversion project in LA and stretches by a grassy median at Sunset Boulevard and Griffith Park Boulevard.

Photo Source: www.la.curbed.com

BEST PRACTICES IN FUNDING

Cost is a major component of program implementation. The practices evaluated in this category describe various techniques to successfully secure funding using unconventional approaches, such as partnerships, revising local spending, tax levies, and securing commitments for ongoing maintenance.

This section discusses how Manhattan Beach can apply these techniques to fund its complete streets implementation. The communities reviewed for this section include Boulder, Colorado, Austin, Texas, and Carlsbad, California.

BEST PRACTICES IN MAINTENANCE AND OPERATIONS

The practices described in this category highlight various maintenance and operation programs that help promote complete streets. Maintenance and operations includes partnerships, coordination, and routine accommodation involved in implementing complete streets. This section discusses how Manhattan Beach can tie in routine maintenance and operations projects with complete streets goals. The communities reviewed for this section include Seattle, Washington, Denver, Colorado, and San Francisco, California.

The following tables summarize the key takeaways in terms of legal and policy, design innovations, funding, and maintenance and operations practices applicable to the City of Manhattan Beach.

COMPLETE STREETS BEST PRACTICES SUMMARY OF KEY TAKEAWAYS - LEGAL & POLICY

- The Mobility Plan is the ideal opportunity to implement a complete streets vision for the City and align planned mobility policies and projects with that vision. Complete streets goals can be incorporated into the Mobility Plan, but a specific complete streets/living streets policy should be incorporated by reference to allow for changes and updates to the policy without triggering a general plan amendment.
- Adopting a complete streets policy can generate positive attention and press for the City and the Mobility Plan, which can help better position the City for potential funding opportunities.
- Partnering with an advocacy groups like those involved in the Blue Zones Project can help maintain momentum to ensure implementation and accountability.
- "Complete streets" does not necessarily mean that every street must serve each mode equally well. The Mobility Plan looks at the Manhattan Beach street network holistically, relying on parallel corridors to serve different modes, rather than prioritizing every mode on every street to ensure a balanced transportation network that serves all modes holistically.
- The City's approach to conducting traffic impact studies could be realigned to support the Mobility Plan and the Complete Streets Policy to recognize the diversity of characteristics in the City.
- Establishing regular reporting periods and specifying performance indicators is a useful tool to track the implementation and progress of the Mobility Plan.

COMPLETE STREETS BEST PRACTICES SUMMARY OF KEY TAKEAWAYS – DESIGN INNOVATION

- Context sensitive design for the transportation network leads to the best outcomes. The character, and opportunities and constraints for implementing complete streets facilities along Sepulveda Boulevard are very different than in Downtown, the Sand Section, etc. The Mobility Plan identifies potential projects that reflect this context sensitivity. In locations where design standards, such as statewide design standards (in the case of Sepulveda Boulevard as a Caltrans facility) may hinder the optimal implementation of complete streets facilities, identifying parallel corridors for complete streets emphasis to ensure a complete and balanced transportation network is an important strategy.

- Excess right-of-way provides opportunities to quickly add more public open space, or other complete streets treatments. The City of New York is a well-known leader in this strategy, but local examples, such as the City of Los Angeles' Sunset Triangle and the Parklets program also illustrate the benefits of how quickly implemented projects can serve as catalysts.

- Monitoring to track the success of a project is important. Installing demonstration projects allows quick implementation and easy removal, if monitoring suggests the project is not working as intended, or is negatively impacting other modes (such as significant increase in auto delay.

COMPLETE STREETS BEST PRACTICES SUMMARY OF KEY TAKEAWAYS – FUNDING

- Funding for complete streets projects can come from a variety of sources and fees, market based strategies, etc., including the City's Capital Improvement Program (CIP), and Measure R local return funds from Metro.
- Engaging stakeholder input on the approach to funding and prioritization is an effective means to garner greater support for a complete streets project.
- For complete streets facilities funded by development, establishing design standards can lead to better outcomes, and provides developers clarity on the types of improvements that they will be expected to fund with their projects.
- Parking revenue is an important funding source to support complete streets improvements to districts. Old Town Pasadena has funded much of the streetscape improvements in the district through parking revenue.
- There are significant grant opportunities available for complete streets projects. Identifying local matching funds, and having an adopted plan are two key elements that can be leveraged to apply for grant funding. Key grant funding sources the City can leverage include the state Active Transportation Program (ATP) grants, Metro Call for Projects grants, and SCAG Sustainability grants.

COMPLETE STREETS BEST PRACTICES SUMMARY OF KEY TAKEAWAYS

MAINTENANCE & OPERATIONS

- Regularly scheduled street maintenance projects (resurfacing, etc.) provides an excellent opportunity to implement complete streets projects, such as bicycle lanes more cost effectively.
- Reviewing all CIP projects through the lens of complete streets is important to ensure that there are no projects that would hinder the advancement of complete streets concepts, and no missed opportunities for cost-effective implementation.
- Interdepartmental coordination on street projects is critical, so that departmental responsibilities are clearly defined, and there is accountability and a feedback loop to avoid missing opportunities to implement complete streets.
- Outlining clear responsibilities among multiple departments and convening regular coordination meetings can ensure that there are no missed opportunities to implement complete streets projects as part of the City's typical maintenance and operation.
- Engaging staff from all City departments can address conflicts and ensure coordinated implementation for complete streets.

MOBILITY FOR ALL

This section of the Mobility Plan describes goals and policies to encourage a well-balanced, connected, safe, and convenient multi-modal transportation network. The section is organized by modal types defined in four sub-categories; pedestrian, bicycle, transit, and auto-related. The modal type discussions presented in this chapter are a product of various sources, including but not limited to, technical studies, public outreach and input, department staff input, numerous stakeholder meetings with residents, bicycle advocates, business representatives, seniors, commissioners, school representatives, City Council, and the Parking and Public Improvements Commission. Key themes inform recommended steps the City will take to achieve the goals of this Mobility Plan.

PEDESTRIAN

Pedestrian travel is extremely important in Manhattan Beach. With its walkstreets, Manhattan Beach has a long history of recognizing the importance of the walking environment. The pedestrian facilities vary significantly depending on where you are walking in the City.

Downtown Manhattan Beach attracts many pedestrians.

KEY PEDESTRIAN THEMES

- Provide safe and convenient pedestrian crossings throughout the City
- Improve the pedestrian environment along the Valley/Ardmore corridor
- Improve the walking experience in the downtown area
- Prioritization – Determine the best and most appropriate locations for pedestrian related improvements at currently uncontrolled locations
- Address the issue of discontinuous sidewalks for pedestrians. In some parts of the City, pedestrians are forced to walk on street
- Develop and incorporate pedestrian facility selection process and design guidelines
- Enhance locations where walkstreets cross vehicular streets
- Improve pedestrian crossings/intersections that access Veterans Parkway
- Review and revise policies for streets without sidewalks during residential development process
- Implement recommended improvements in the Downtown Specific Plan that addresses pedestrian flow on sidewalks and crosswalks

Pedestrian crossings, both at intersections and also mid-block locations between intersections are a critical part of the pedestrian network. At these locations the pedestrian crosses vehicular traffic and faces many issues associated with safety, visibility and convenience. There are many design standards associated with design and implementation of pedestrian crossings, and the City of Manhattan Beach has always been dedicated to providing safe crossings that meet professional engineering standards. However, the options for pedestrian enhancements continues to evolve and change and every pedestrian crossing location is unique and warrants a unique and customized review.

Selection of Pedestrian Improvements

Pedestrian facilities are located nearly everywhere in the City, with sidewalks adjacent to most streets and hundreds of pedestrian crossings throughout the City. Pedestrian travel, of course, also occurs throughout Manhattan Beach as people walk to and from their destinations; whether on a walk trip, connecting to transit, walking after a bike ride or walking to and from their parked car. Because pedestrian facilities are so numerous, the improvements must be prioritized and funded over time based on priority, level of importance and available funds.

To improve the pedestrian environment, the first step is to create and incorporate a pedestrian facility selection process and design guidelines into the City's Capital Improvements Program (CIP) so the most appropriate locations for pedestrian improvements can be selected and prioritized. Based on community input, priority can be given to the implementation of pedestrian system enhancements at locations where walkstreets meet vehicle streets as well as implementation of measures for the key pedestrian crossings that access Veterans Parkway, a vital pedestrian amenity in Manhattan Beach.

SIDEWALKS

Some parts of the City have streets with full sidewalks on both sides of the street throughout the entire block, some parts of the City have streets with discontinuous sidewalks and some portions of the City have no sidewalks. Each of these parts of Manhattan Beach have their own character and history.

For areas with intermittent sidewalks, the priority will be on implementing sidewalks over time as the adjacent properties develop or turnover and also focusing on streets and paths leading to schools and other pedestrian destinations. In the areas with virtually no sidewalks the street itself is also the pedestrian walkway, and it is not proposed to universally add sidewalks, but rather to take each street on a case by case basis. Many residents in these areas enjoy the character of the street and in fact may choose to live there partially because of the unique street design. However, in these areas it will be important to closely monitor the street right-of-way and effectively enforce encroachments into the street by parked cars, vegetation and even structures/patios. The encroachment by autos and other impediments forces pedestrians further into the street and this can be mitigated without necessarily adding new sidewalks, which would create a major change in the character of the neighborhood.

ROUTES TO SCHOOLS

Manhattan Beach Schools encourage students to walk or bike to school. Not only does it help alleviate traffic congestion at drop-off and pick-up times, but it also encourages good exercise and a healthy lifestyle.

Important streets for students walking and biking are:

Grand View Elementary School: 27th Street, Manor Drive and Vista Drive are the designated walking and biking routes to school. Manor Drive is the route to the after school program at Live Oak Park.

Pacific Elementary School: 14th Street and Pacific Avenue provide access to the school. 15th Street and Ardmore Avenue are the after school program routes to Live Oak Park.

Meadows Avenue Elementary School: Meadows Avenue and Rowell Avenue provide access to the school. 12th Street to Peck Avenue to Manhattan Beach Boulevard is the route to the after school program at Manhattan Heights Park.

Robinson Elementary School: Morningside Drive and Ingleside Drive provide access to the school.

Pennekamp Elementary School: 2nd Street and Peck Avenue provide access to the school. The after school program at Manhattan Heights Park is accessed via Peck Avenue to 11th Street.

Example of a raised pedestrian crossing

Manhattan Beach Middle School: Redondo Avenue or Manhattan Beach Boulevard are the primary access roadways. Crossing guards are stationed at the following intersections: Manhattan Beach Boulevard at Meadows Avenue, Manhattan Beach Boulevard at Peck Avenue, Redondo Avenue at 15th Street, and Manhattan Beach Boulevard at Redondo Avenue.

Mira Costa High School: Access is provided from Meadows Avenue, Peck Avenue and Artesia Boulevard. Parking is accessed from Peck Avenue and Artesia Boulevard.

DOWNTOWN PEDESTRIAN ENVIRONMENT

Downtown Manhattan Beach is already a vibrant environment for walking for many reasons. However, due to seasonal congestion during the summer months, walking is not always easy. A number of pedestrian enhancements have been incorporated into the Downtown Specific Plan for improving the pedestrian environment within the downtown area. Those improvements could include:

a. Repurposing/upgrading alleys to be more walkable
b. Installing "Parklets" for downtown dining where feasible with no overall loss in parking
c. Street furnishings to create a comfortable, usable and active public environment where people can rest, socialize, read and people watch
d. Reconfiguring bulb-outs and mid-block crossing areas to provide for pedestrian queuing space, seating, trash receptacles, bicycle parking at various crossing locations
e. Consider median refuge islands at pedestrian crossings
f. Pedestrian paving improvements including lighting, street furniture, landscape features and sidewalk materials and maintenance
g. Pedestrian scale public art to provide visual interest
h. Gateway entry features such as signs, fountains, special landscaping, landmark structures, sculptures or similar design features.

In all cases, safety should be the primary consideration.

EXAMPLES OF PEDESTRIAN ENHANCEMENTS

Repurposed Alley

Parklets

BICYCLING

Improving the City's bicycle network and connectivity to adjacent bike facilities and popular destinations in and around the City is a key piece of the puzzle to achieve the multi-modal goals set forth in this Mobility Plan. After talking to the community and various stakeholder groups, several key themes began to emerge regarding bicycling in Manhattan Beach.

The goal of this bicycle component of the Mobility Plan is to bridge the gap between the City's multi-modal goals and the bicycle-related desires of the community, and to build a convenient and safe bicycle network for users of all ages and abilities. It is the City's hope that the needs of existing cyclists in the City will be met and exceeded, and new riders will venture out and discover the benefits and joys of bicycling in Manhattan Beach.

Marvin Braude Class I Bike Path

KEY BICYCLING THEMES

- Use South Bay Bicycle Master Plan as starting point for the Mobility Plan bicycle recommendations
- The community wants a bicycle system for families (recreational and transportation cyclists), not only experienced cyclists
- How do we address the terrain in the City (steep grades)?
- East/West Connections - Sepulveda Boulevard divides the City
- Need to educate bicyclists on safety and the rules associated with biking on the road
- Bicycle facilities are not in demand at elementary schools – City needs to focus on improving bicycle facilities around middle and high schools
- Highland Avenue – Bicyclists conflict with cars
- Need some type of bike facility along Veterans Parkway alignment, but not at the expense of the current pedestrian trail
- Need more bicycle racks and corrals in key places

THE SOUTH BAY BICYCLE MASTER PLAN

The South Bay Bicycle Master Plan (SBBMP) is the result of a joint-partnership between the Los Angeles Bicycle Coalition (LACBC) and the local bike advocates of the South Bay Bicycle Coalition (SBBC). The goal of the Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the South Bay region. Seven of the 16 South Bay cities within the South Bay Cities Council of Governments (SBCCOG) area participated in the exercise, including Manhattan Beach. As part of the Master Plan, several roadways in Manhattan Beach were recommended for inclusion in the City's bicycle network.

In 2011, the City adopted the South Bay Bicycle Master Plan, in concept. Some routes identified in The Plan are difficult to implement due to lack of adequate roadway width, public opposition to some routes, and/or route redundancy. For these reasons, the City will review and analyze each segment and include public engagement strategies before presenting to the City Council for consideration.

South Bay Bicycle Master Plan Proposed Bikeways

BICYCLE RECOMMENDATIONS

Using the overarching bicycle-related themes presented by the community, a phasing approach can be used to implement the South Bay Bicycle Master Plan (SBBMP) recommendations for Manhattan Beach. Table 4 shows the net new mileage of bicycle facilities if all components of the SBBMP were to be implemented.

TABLE 4: NET NEW MILEAGE OF BICYCLE FACILITIES

	Existing	Existing + Project	Net Increase
Bike Path	2.1	2.2	0.1
Bike Lane	1.7	10.7	8.6
Bike Route	2.9	9.9	7.0
Sharrows / Bike-Friendly Street	0.3	6.6	6.3

BICYCLE SYSTEM RECOMMENDATIONS

The goal of phasing the implementation of the SBBMP is to initially form a "backbone" of connections to serve key activity centers, and provide much needed east-west connectivity through the City and to the adjacent cities of El Segundo, Hawthorne, Hermosa Beach and Redondo Beach. Key activity centers the City aimed to initially accommodate include the Manhattan Village Mall, Manhattan Beach Middle School/Polliwog Park, Mira Costa High School, Downtown Manhattan Beach and Pier, North Manhattan Beach, Live Oak Park/Joslyn Center, and Marine Avenue Sports Park.

Following implementation of the "backbone" of the City's bicycle infrastructure, the next step would be to improve connectivity to other activity centers, beyond those established previously. Topographic constraints must be considered when implementing facilities beyond the "backbone," and the focus should be on improving family friendly facilities, as discussed further in the next section. These include a connection through the downtown area and the Civic Center, a second connection to Mira Costa High School, a connection to Meadows Elementary School, a connection between Valley Drive/Ardmore Avenue to Rosecrans Avenue, a second coastal route parallel to the beach path, and improved connectivity to El Segundo and Hermosa Beach.

The remaining bicycle facilities would mostly complete the City's portion of the Master Plan. The facilities include a future east/west corridor that could be on Manhattan Beach Boulevard or another parallel route. All future long-term bicycle facilities will need additional research and outreach, as some may not be feasible due to physical or cost constraints. These facilities serve secondary activity centers, and are parallel routes to the facilities identified previously.

FAMILY-FRIENDLY RECOMMENDATIONS

With its mild climate and year-around sunshine, Manhattan Beach offers the perfect opportunity for families to get out and

ride their bikes together. However, with relevant safety concerns, many parents are hesitant to ride on some streets with young, novice riders who may not be accustomed to the biking rules of the road.

The family-friendly bicycle facilities in Manhattan Beach are geared toward the group of riders that fall in the "Interested, but Concerned" category. All of the four designated family-friendly bicycle facilities in the SBBMP are either Class II or Class III bike lanes or routes. These corridors offer riders of all ages and experience levels a safe and comfortable biking environment, and were selected because they provide the most level terrain in the City, relatively low traffic volumes and travel speeds for the Class III corridors (Redondo Avenue, Meadows Avenue, and Peck Avenue), minimal major intersection crossings, and higher potential to implement greater level of protection for cyclists in on-street facilities (Valley Drive/Ardmore Avenue). To further enhance these facilities, the family friendly facilities would be upgraded with additional traffic calming elements (potentially including mini-traffic circles and curb extensions) to further calm vehicle traffic, and in the case of Valley Drive/Ardmore Avenue, evaluating the feasibility of installing upgraded lanes, such as on-street cycle tracks, by utilizing a modest amount of the curbside right-of-way in Veterans Parkway.

TRANSIT

Transit availability and accessibility will play a crucial role in the City's effort toward building a convenient, efficient, and safe multi-modal transportation network in Manhattan Beach.

KEY TRANSIT THEMES

- The senior community needs improved mobility options
- The disabled community needs improved mobility options
- Seniors would benefit from additional services that would improve their feelings of safety
- Maintain the Dial-a-Ride services
- Make public transit information more accessible
- Publish a transit map on the City's website (not only text) and links to providers
- Improve public education on transit options
- Provide convenient and frequent transit service to the beach/downtown
- Improve bus stops – Most only have a sign and/or trash can

Improving the City's transit system will not only give residents the opportunity to get out of their car and use alternative modes of transportation, but it will also enhance the mobility of residents who are dependent on transit due to age, ability and/or access to a vehicle. After talking to the community and various stakeholder groups, several key transit themes began to emerge.

In an effort to address the comments and concerns of the community, the City has developed the following set of transit improvements.

ENHANCED TRANSIT OPTIONS

Beach Cities Transit

Photo Source: www.surfsidesam.com

The City of Manhattan Beach is committed to enhancing the mobility options for all users of public transit to help facilitate independence and ensure the community has the tools necessary to remain productive and active. In addition to the City's popular Dial-a-Ride program, a shared ride, curb-to-curb bus service for senior or disabled Manhattan Beach residents, other options the City could evaluate to improve or enhance the transit experience include group travel training sessions, trip planning assistance websites, and system maps and rider information for the visually impaired.

Travel Training Sessions

Travel training sessions are an excellent way to help the community familiarize themselves with the local and regional transit system. Travel training sessions may be held by the City and may include information related to reduced fare options and transit access pass (TAP) cards, route and schedule information, bus stop location information, accessibility features, and instructions on how to use various trip planner systems on the internet.

Enhanced City Website

Summarizing the transit information available from various transit providers operating within the City (Metro, Beach Cities Transit, LADOT, Municipal Area Express, and Torrance Transit) will help minimize confusion and expedite the process of trip planning. Regular maintenance of the website would be required to provide the most up-to-date information as possible.

EAST-WEST CONNECTION

During public outreach for the Mobility Plan, many participants noted the division between the areas of the City east and west of Sepulveda Boulevard in terms of access and mobility. This includes difficulty crossing heavy traffic on Sepulveda Boulevard on foot, via bicycle and even in a car due to congestion. There was also the general feeling the western parts of the City in downtown and near the beach are very congested during summer months both in terms of traffic and parking, thus making resident access from other parts of Manhattan Beach difficult during the peak season.

In the past, the City considered options to implement a full-time or part-time circulator bus route to connect the east and west side of Manhattan Beach. Discussions included options such as an east-west route that would travel around the community and provide access to popular destinations such as shopping centers, medical centers, markets, the beach, North Manhattan Beach and the downtown area. Implementation of an east-

west circulator route would complement the existing Beach Cities Transit Line 109, which provides east-west transit service via Rosecrans Avenue, and north-south via Highland Avenue and Manhattan Avenue through the City. Potential destinations along an east-west circulator route could include the UCLA Medical Group, Manhattan Village Mall, the Redondo Beach Green Line station, the Manhattan Beach City Hall and Library, the Performing Arts Center, Metlox Plaza, North Manhattan Beach, as well as the Manhattan Beach Pier and downtown area. However, after each deliberation, an east-west circulator was determined to be cost prohibitive for the City of Manhattan Beach.

The City will continue to pursue policies and actions to improve the connections across Sepulveda Boulevard to allow safe, convenient passage between the east and west sections of the City.

SUMMER-TIME CIRCULATOR

During the summer months, Manhattan Beach is booming with outdoor enthusiasts all flocking to the beach, popular ocean-front bicycle and pedestrian paths, weekend summer events, and outdoor dining options. With such high summer demand and limited beach parking, the City considered options to provide a summer-time circulator to connect various neighborhoods around the City with popular destinations along the beach. This would be similar to the east-west connector, but would focus on the peak months and peak activity locations during the summer. Similar to the east-west connector, the City has not found a summer-time circulator to be fiscally feasible to date.

UPGRADE TRANSIT STOPS

During the summer months the City draws a considerable number of tourists to the beaches and popular outdoor dining restaurants.

Upgrading transit stops can increase the convenience, comfort and perception of safety for public transit riders. There are several factors to consider when evaluating a transit stop. These factors may include weather protection, sense of security, comfort, accessibility, universal design, and availability of user information as shown in Table 5.

TABLE 5: TRANSIT STOP QUALITY CONTROL FACTORS

Feature	Description	Indicators
Weather protection	User protected from sun and rain.	Bus shelters and covered platforms.
		Shade trees and awnings.
		Enclosed waiting rooms.
Sense of Security	Perceived threats of accidents, assault, theft or abuse.	Perceived transit passenger security.
		Accidents and injuries.
		Reported security incidents.
		Visibility and lighting.
		Official response to perceived risks.
Comfort	Passenger comfort.	Seating availability and quality.
		Space (lack of crowding).
		Quiet (lack of excessive noise).
		Fresh air (lack of unpleasant smells).
		Temperature (neither too hot or cold).
		Cleanliness of stations and nearby areas.
		Washrooms and refreshments.
Accessibility	Ease of reaching transit stations and stops.	Distance from transit stations and stops to destinations.
		Walkability in areas serviced by transit.
		Automobile Park & Ride availability.
		Bicycle parking availability.
Universal Design	Accommodation of diverse users including people with special needs.	Accessible design for stations and nearby areas.
		Ability to carry baggage.
		Ability to accommodate people who cannot read or understand the local language.
User information	Ease of obtaining information on transit routes, schedules, fares, connections, and destinations.	Availability, accuracy and understandability of information at stops, stations, destinations, Internet, telephone, and transit staff.
		Real-time transit vehicle arrival information.
		Availability and quality of wayfinding signs, maps and other information for navigating within the station and to nearby destinations.
		Quality of announcements.
		Availability of information for people with special needs (audio or visual disabilities, inability to read or understand the local language, etc.).
		Availability of pay telephones.

Source: Victoria Transport Policy Institute, Transit Station Improvements – Improving Public Transit Waiting Conditions.[14]

Taking these factors into consideration, the City should evaluate existing transit stops to identify deficiencies, and should work to upgrade the stops when funding becomes available. Possible upgrades to enhance the experience of riding transit in Manhattan Beach may include the installation of benches and bus shelters at highly utilized transit stops within the City.

Example of a new downtown transit kiosk in the City of Bellevue, WA.

Photo Source:

www.downtown Bellevue.com

AUTO

Although this Mobility Plan focuses on multi-modal opportunities, such as making walking and bicycling more attractive in the City, a large majority of people will still drive cars to get to work, to go shopping, and to travel within and around the City. Several key auto and street-related themes emerged from the community during the outreach process.

Autos access downtown Manhattan Beach via Manhattan Beach Boulevard

KEY AUTO THEMES

- Safety Concerns at Valley Drive and Ardmore Avenue crossings
- Congestion at key intersections along Sepulveda Blvd and Highland Ave and some other locations
- Continue to implement key capacity improvements at congested intersections
- Continue Traffic Calming Program
- Protect local residential neighborhoods from commuter traffic
- Provide sufficient parking for residential and commercial needs
- Pursue funding for other roadway improvements (Metro, State, etc.)

The City continuously monitors traffic congestion and traffic safety and seeks ways to improve vehicular travel. The City maintains a list of roadway and intersection improvements as part of the Capital Improvements Program (CIP). These include measures to reduce bottlenecks, smooth traffic flow and decrease motorist delay. Improvements include adding lanes for travel (exclusive left and right turn lanes), lengthening

existing turn lanes to avoid vehicles spilling over into traffic lanes, and other similar measures. These improvements are reviewed and prioritized through the CIP process with final approval by the City Council.

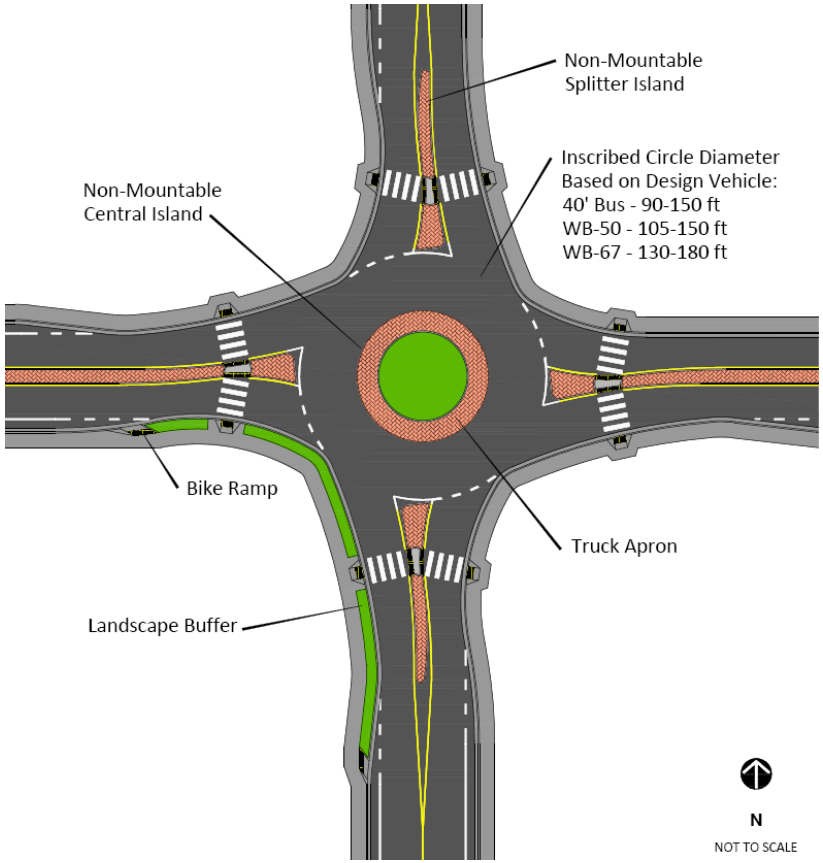
PARKING

The City's approach to accommodating parking is to ensure adequate parking and loading facilities are available to support both residential and commercial needs while protecting residential neighborhoods from the adverse impacts of traffic and parking from adjacent non-residential uses.

In commercial areas, the management of on- and off-street parking through pricing and hourly limits regulates the flow of transitory and business traffic in the City. In residential areas, the Residential Override Permit programs are used to ensure residents near commercial areas are able to park in their neighborhood.

ROUNDABOUTS

The City of Manhattan Beach has considered roundabouts at several intersections along Valley Drive/Ardmore Avenue as a potential solution to various traffic operations issues associated with the unique parallel streets of Valley Drive and Ardmore Avenue which create complex and sometimes confusing intersections. The following section summarizes roundabouts, their advantages and disadvantages and some issues associated with their use in Manhattan Beach.



Typical compact roundabout

Photo Source: Fehr & Peers, 2011.

What is a Roundabout?

A modern roundabout is a circular intersection with yield control on entry and splitter islands to direct traffic through the intersection. Travel speeds through a roundabout are generally less than 20 mph. Incoming traffic yields to vehicles circulating within the roundabout. Roundabouts typically have one lane, or a maximum of two lanes on each approach. Pedestrian crossings are typically accommodated around the perimeter of the roundabout, and the splitter islands typically provide a mid-crossing pedestrian refuge.

Roundabout Benefits

Research indicates roundabouts can reduce collisions and improve efficiency when replacing conventional intersection controls (e.g., traffic signals or stop signs). The following benefits were observed and are supported by extensive research on U.S. roundabouts:

- **Safety** – Research indicates collisions occur less frequently and are less severe than at signalized intersections.
    - The number of possible conflict points between vehicles decreases from 32 at a four-way intersection, to 8 at a roundabout.
    - Vehicle speeds at roundabouts are much lower, generally less than 20 mph. Lower speeds equate to shorter required braking distances.
    - Roundabout design eliminates right angle and head-on collisions, which are typically the most severe.
- **Reduced Delay** – By yielding at the entry rather than stopping, vehicle delay is typically reduced. A one-lane roundabout generally has less vehicle delay than a signal or stop controlled intersection on roadways with less than 20,000 average daily traffic volumes (ADT). At intersections with five or more legs, roundabouts can help improve operations and reduce complexity.
- **Capacity** – A roundabout may accommodate more vehicles than a signal given the same right-of-way. In particular, intersections with a high volume of left turns may be accommodated better by a roundabout than a multi-phased traffic signal.
- **Environment** – Roundabouts generally operate with fewer delays. A reduction in delay corresponds to a decrease in fuel consumption, air pollution, and greenhouse gases.

Roundabout Impacts/Constraints

- Roundabouts can require substantially more right-of-way than a standard intersection. Single lane roundabout diameters range from 80 to 130 feet, but are typically 120 feet.
- Significant grade changes through an intersection may make a roundabout infeasible. Generally, a grade

change of more than 4% precludes the implementation of a roundabout.

- While vehicles slow through a roundabout, and a mid-block pedestrian refuge is provided, roundabouts typically do not provide signalized pedestrian crossings, which in particular can be difficult for pedestrians with vision impairments.

- Bicycle lanes are not recommended through a roundabout due to safety considerations. Cyclists may exit a bicycle facility and cross as a pedestrian would through a roundabout, or can travel as a motor vehicle would through a lane.

APPLICABILITY TO MANHATTAN BEACH

The City of Manhattan Beach considered roundabouts at several intersections along Valley Drive/Ardmore Avenue, including:

- Manhattan Beach Boulevard
- 15th Street
- Pacific Avenue

Grade, available right-of-way, and pedestrian and bicycle safety would be primary considerations at these and other potential locations in the City. Because of the width of Veterans Parkway, a typical circular roundabout is likely not feasible, so two smaller roundabouts, or one large "dog bone" roundabout would need to be implemented. Pedestrian and bicycle crossings would be directed to the outer edges of the roundabout facility, which would result in substantial out of direction travel for users of Veterans Parkway.

The City chose not to pursue roundabouts at the studied locations at this time.

Existing intersection of Valley Drive/Ardmore Avenue and 15th Street.

Photo Source: www.google.com/maps

GOALS AND POLICIES

GOALS AND POLICIES

The Goals and Policies from the City's 2003 adopted Circulation Element are updated to compliment the multi-modal focus of the Mobility Plan and enhance non-motorized transportation while preserving a safe and efficient roadway system.

GOALS AND POLICIES: ENSURING A BALANCED TRANSPORTATION SYSTEM

Goal I-1: Provide a balanced, safe, and efficient multi-modal transportation system that serves the mobility needs of all community members, including children, seniors, and the disabled.

Policy I-1.1: Review the safety and functioning of the street system on a regular basis to identify problems and develop solutions.

Policy I-1.2: Improve street signage citywide, to enhance safety, visibility, and wayfinding especially at pedestrian crossings, and ensure street signs are not obscured by vegetation or structures.

Policy I-1.3: Encourage the development of Transportation Demand Management (TDM) plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.

Policy I-1.4: Work with neighboring communities and other South Bay cities, as well as state and other agencies including Metro and Caltrans, to develop regional solutions to transportation problems that are regional in nature, and to mitigate impacts of development in neighboring communities that impact the City of Manhattan Beach.

Policy I-1.5: Support Dial-A-Ride or other para-transit systems for the senior and disabled members of the community.

Policy I-1.6: Require property owners, at the time of new construction or substantial remodeling to dedicate land for roadway or other public improvements such as wider sidewalks and/or bicycle lanes, as appropriate and warranted by the project.

Policy I-1.7: Improve multi-modal connections to transit facilities, including bike-to-transit and walk-to-transit options, especially to the Metro Green Line stations.

Policy I-1.8: Seek ways to improve connections between the portions of the City east and west of Sepulveda Boulevard via transit, bicycling and walking.

Policy I-1.9: Consider implementing a development impact fee program to collect funds from developers constructing new projects. Such fees would fund "fair-share" costs of circulation improvement projects required to mitigate project impacts.

Policy I-1.10: Promote car-sharing and neighborhood electric vehicles as important means to reduce traffic congestion and further promote climate action projects.

Policy I-1.11: Allow for flexible use of public rights-of-way to accommodate all users of the street system, while maintaining safety standards.

Policy I-1.12: Integrate the financing, design and construction of pedestrian facilities and improvements with street projects where feasible at the same time as improvements for vehicular circulation.

GOALS AND POLICIES: MOVE COMMUTER TRAFFIC WHILE PREVENTING NEIGHBORHOOD INTRUSION

Goal I-2: Move commuter traffic through the City primarily on arterial streets and collector streets, as appropriate, to protect other streets from the intrusion of cut-through traffic.

Policy I-2.1: Utilize the Neighborhood Traffic Management Program (NTMP) tools to mitigate neighborhood intrusion by cut-through traffic, and improve conditions for pedestrians and bicyclists.

Policy I-2.2: Monitor all major intersections and arterial streets and pursue capital projects as needed to minimize traffic diversion into local streets, improve pedestrian and bicycle conditions to keep traffic moving efficiently.

Policy I-2.3: Minimize vehicular access for new developments on local residential streets, and in locations with high pedestrian and bicycle activity, and design access and egress to avoid traffic intrusion on local streets to the maximum extent possible.

Policy I-2.4: Require property owners, at the time new construction is proposed, to either improve abutting public right-of-way to its full required width per the street master plan or to pay in-lieu fees for improvements, as appropriate.

Policy I-2.5: Encourage the use of Intelligent Transportation Systems (ITS), such as advanced traffic signalization, motorist information, advanced transit, advanced emergency vehicle access, and intelligent parking systems, as well as other appropriate communication technologies, to efficiently and safely move traffic.

Policy I-2.6: Review on-street parking in neighborhoods adjacent to commercial areas where neighbors request such review, and develop parking and traffic solutions for those neighborhoods adversely impacted by spillover parking and traffic.

Policy I-2.7: Monitor and minimize traffic, parking and truck loading issues associated with construction activities.

Policy I-2.8: Carefully review commercial development proposals with regard to parking, loading and planned ingress/egress, and enforce restrictions as approved.

Policy I-2.9: Comprehensively review downtown merchant and other parking permits including valet parking to ensure effective utilization of existing parking capacity.

Policy I-2.10: Protect and enhance on-street public parking including identifying appropriate motorcycle, small car, electric vehicle and bike corral parking opportunities.

Policy I-2.11: Develop a new multi-modal level of service methodology that includes:

- Emphasis on pedestrian and bicycle access and circulation
- Support for reduced vehicle miles traveled
- Maintenance of appropriate emergency vehicle access and response time

GOALS AND POLICIES: MEETING COMMUNITY PARKING NEEDS AND REDUCE IMPACTS ON NEIGHBORHOODS

Goal I-3: Ensure adequate parking and loading facilities are available to support both residential and commercial needs while reducing adverse parking and traffic impacts.

Policy I-3.1: Periodically review existing Downtown and North Manhattan Beach parking and loading needs and implement solutions as needed to address deficiencies.

Policy I-3.2: Periodically evaluate the adequacy of parking codes in light of land use and parking demand to ensure right-sized parking facilities are provided.

Policy I-3.3: Review development proposals to ensure potential adverse parking impacts are minimized or avoided, and pedestrian and bicycle circulation are not negatively impacted.

Policy I-3.4: Encourage joint-use and off-site parking where appropriate and develop procedures and templates for use in shared parking arrangements.

Policy I-3.5: Require private development to provide public on-street parking in the public right-of-way according to Public Works standards in compliance with the street master plan.

Policy I-3.6: Consider emergency vehicle access needs when developing on-street parking and other public right-of-way development standards.

Policy I-3.7: Work to preserve on-street parking within beach areas.

Policy I-3.8: Encourage the school district and private schools to promote active modes of transportation for students and employees as a means of reducing peak-hour traffic.

Policy I-3.9: Work with the school district and private schools to improve pedestrian and bicycle routing and safety around schools. Focus pedestrian access to the elementary schools and bicycle and pedestrian access to the middle and high schools.

Policy I-3.10: Discourage parking associated with schools, particularly at Mira Costa High School, within surrounding neighborhoods.

Policy I-3.11: Work with the school district and private schools to address high traffic volumes during the morning and afternoon peak school hours, and improve drop-off and pick-up circulation.

Policy I-3.12: Continue to support and enhance Safe Routes to School programs such as Walking School Bus, walk audits, classroom safety instruction and promotional events.

GOALS AND POLICIES: ACCOMMODATING PEDESTRIANS AND BICYCLISTS

Goal I-4: Create well-marked pedestrian and bicycle networks to facilitate these modes of circulation.

Policy I-4.1: Strive to promote bicycle facilities that are family-friendly and designed to account for various ages, skill levels and topographical constraints.

Policy I-4.2: Protect and enhance the walkstreets as important pedestrian access corridors to the beach. Implement enhanced/improved crossings where the walkstreets connect to the street system.

Policy I-4.3: Consider and protect the character of residential neighborhoods in the design of pedestrian access.

Policy I-4.4: Develop and implement standards to encourage pedestrian-oriented design for commercial properties.

Policy I-4.5: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate.

Policy I-4.6: Encourage features that accommodate the use of bicycles in the design of new development.

Policy I-4.7: Encourage the development of bikeways to link residential, schools, and recreational areas east of Sepulveda Boulevard with the Marvin Braude bike path.

Policy I-4.8: Work with local stakeholders to promote safe and attractive bikeways and supporting facilities for both transportation and recreation and implement bicycle facilities identified in the South Bay Bicycle Master Plan.

Policy I-4.9: Encourage education and enforcement of bicycle and pedestrian safety.

Policy I-4.10: Identify and analyze locations with higher number of pedestrian and/or bicycle involved collisions and implement appropriate engineering, education, enforcement and other countermeasures at these locations.

Policy I-4.11: In areas with no sidewalks, review parking and other potential obstacles (such as patios and landscaping) into the public right-of-way that interferes with pedestrian ways and bikeways and develop solutions to reduce and minimize those impacts on walking and biking in these areas.

Policy I-4.12: Improve auto-oriented streets so pedestrians using the adjacent businesses or services can walk comfortably and feel safer navigating the thoroughfare.

APPENDIX A: MOBILITY PLAN PUBLIC OUTREACH

Public outreach is one of the most important elements of the entire mobility planning effort because the public (residents, people who work and visit the City and elected officials) are the ones who will live with the Mobility Plan for years to come. Also they are the ones who most closely know the community's transportation needs. The goals of the public outreach effort are as follows:

- Provide information to the public regarding the adopted Mobility Plan (adopted in 2003 and at that time called the "Circulation Element").
- Inform the public regarding the proposed direction of the update toward a more multi-modal focus which incorporates Complete Streets requirements per California Assembly Bill 32: Global Warming Solutions Act and Senate Bill 375: Sustainable Communities Act and other initiatives that are intended to emphasize all modes of travel, serve all persons, reduce the use of single occupant motor vehicles, and also reduce their impact on the community.
- Obtain public comments regarding mobility in general and specifically regarding other modes of travel in the City including bicycles, walking, transit, and autos.
- Present a draft Mobility Plan to the public for review and comment.
- Work with the public and elected officials to respond to comments and finalize the Mobility Plan update for adoption.

Engaging the public in development of the Mobility Plan builds support and allows City staff to identify any concerns the public may have early in the process. In addition, valuable opinions regarding various transportation modes and options are developed through the outreach process. During past public outreach programs such as for the development of prior General Plan Circulation Elements and environmental studies for proposed development projects, residents and business owners are often asked about traffic congestion issues, but they may be less familiar with dialogue about other modes of transportation such as walking and biking as well as Complete Streets concepts. Thus, the public outreach for this Mobility Plan update was important not only to engage the public in the development of the Element but also to portray the element is not "business as usual" with respect to primarily accommodating the automobile within the City's General Plan.

A comprehensive public outreach program was undertaken for the update of the Mobility Plan. It included the following key initiatives to reach out to the public and stakeholders:

- **Public Workshop 1** – This first open public workshop was held at the beginning of the process to present an introduction to the public on the purpose for the update, background on the prior Circulation Element and most importantly to solicit public opinions on transportation in Manhattan Beach including movement of people and goods via bicycle, walking, transit, in cars and even truck movements.
- **Stakeholder Meetings** – These meetings were held at City Hall with key stakeholder groups from the community. A wide range of interested groups were invited to attend to provide their thoughts on transportation opportunities and options in Manhattan Beach in a working group format to allow more interaction and communication than is possible in an open public meeting, as well as to focus on particular issues of interest. More information about the stakeholder groups, who attended the meetings, and the results are provided in this chapter.
- **City Council and Parking and Public Improvements Commission (PPIC)/Joint Meeting** – Preliminary scoping of the Mobility Plan.
- **City Council Meetings** – Presentation of Draft Pedestrian and Bicycle Project List, and presentation of Draft Mobility Plan and Complete Streets/Living Streets policies.
- **Parking and Public Improvements Commission (PPIC) Meeting** – Present the draft Mobility Plan and receive comments from the Commission.

MANHATTAN BEACH
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- **City Council and Planning Commission Joint Meeting** – Present the draft Mobility Plan, receive comments, discussion and direction from City Council.
- **Planning Commission Meeting** – Present the final draft Plan and Initial Study/Mitigated Negative Declaration (IS/MND) for review and approval for General Plan consistency.
- **City Council Meeting** – Present the final Mobility Plan for City Council review and adoption.

PUBLIC WORKSHOP 1 SUMMARY

The first public workshop was held in February 2013. The workshop provided an overview presentation which included the following information:

- Overview of Mobility Plan update and background on the purpose of the element and its context within the City's General Plan
- Process for updating the Plan
- Discussion on current emphasis on all modes of transportation as compared to past Elements which largely focused on the automobile

The public was invited to participate in four breakout stations on the following focused topics:

- People on Wheels
- People on Foot
- People using Transit
- People in Cars

At each breakout station, maps showing key information regarding mode of travel, written questionnaires, and moderators were on hand to answer questions and take notes. The members of the public were then engaged to provide opinions regarding the transportation mode discussed at that station. For example, at the People on Foot station, the public was asked to provide any and all comments and questions

QUESTIONS?

- Where do you feel uncomfortable or unsafe riding your bike or other wheeled transportation?
- Where do you feel it is especially good for biking/skating, etc.?
- Where can walking conditions be improved?
- What is the overall reliability or convenience of transit?

regarding walking in Manhattan Beach, and similarly for bike travel, taking transit and driving at the other three stations.

Participants were encouraged to verbally give opinions, ask questions, write thoughts directly on maps, fill in the questionnaire or even to provide comments later via email. These multiple ways to comment were provided so each person could express their opinions in the way that is most comfortable

to them. Some people prefer to write their thoughts, others prefer to discuss the ideas out loud and others like to write on the maps to identify specific locations of transportation issues or suggestions for improvements.

The results of the public workshop were summarized on maps and were also tabulated so every comment was documented for use as the technical analysis proceeded.

STAKEHOLDER GROUP MEETINGS SUMMARY

A series of six group meetings with key stakeholders were held for purposes of obtaining focused and detailed mobility related comments in a small group setting (four to eight people attended each meeting). In these stakeholder meetings, the participants were able to focus on their unique transportation issues of interest. This not only provided a wealth of information, but also provided the key stakeholders the opportunity to be part of the process in a more detailed manner. The stakeholder meetings were held at City Hall over a three day period, and stakeholders were strategically chosen to represent a wide cross section of transportation users including residents, businesses, schools, seniors, bike enthusiasts, health advocates, commissioners, and others.

Representatives from the following stakeholder groups attended the meetings and provided input:

- Blue Zones Project/Vitality City
- South Bay Bicycle Coalition
- Manhattan Beach Historical Society
- Walking School Bus
- Manhattan Village Shopping Center Management
- Manhattan Village Homeowners Association
- Downtown Business and Professional Association
- Manhattan Beach Chamber of Commerce
- Dealer.com, Local Business
- Senior Advisory Committee
- Parks & Recreation Older Adults Program
- Parking and Public Improvements Commission
- Planning Commission
- Board of Building Appeals
- Parks and Recreation Commission
- Cultural Arts Commission
- Library Commission
- American Martyrs School
- Beach Cities Heath District
- Pennekamp Elementary School
- Dial-a-Ride

Similar to the information and opinions on mobility received in the first public workshop, a range of ideas on all topics were obtained via the stakeholder meetings. The meetings tended to be more focused than the public workshop and resulted in some common themes, including but not limited to, the following:

Bicycling and Walking in Manhattan Beach

- Need for east-west bikeway to get from east end of City to Downtown and the beach
- Need family friendly bicycling options
- Focus new bicycle routes around middle school since it is more likely middle school age children can bike to

school with parents' permission – on the other hand such facilities are not as needed at elementary schools because many kids are too young to bike to school

- Suggestion for bicycle staging areas away from schools, then "riding school bus" to school for purposes of separating kids on bikes from auto congestion at schools
- Parked cars block pedestrian path/sidewalks in parts of the City
- Need greater parking regulations and enforcement
- Need higher visibility signage and markings for pedestrians
- General support for bike access to Manhattan Village Shopping Center
- General support for some type of bicycle connection along Valley/Ardmore corridor, but recognizing it should not interfere with the current walking path
- Need education and enforcement of bicyclists that are too aggressive, especially along Highland Avenue

Using Transit in Manhattan Beach

- General support for a "circulator" system to connect to various key locations in the City and serve as a connection across Sepulveda Boulevard
- Key connecting points could include the high school, Downtown, Manhattan Village, the beach, Green Line Metro station, and other locations where people would likely use transit to visit
- A circulator could be considered only during peak times such as summer weekends since that is when congestion is the highest. Some residents avoid Downtown and the beach during those peak times due to lack of parking and congestion. So, a circulator would serve their access needs.
- Senior access to the beach is very limited; look for ways to get seniors to Downtown and the beach and also onto the beach
- Consider volunteer drive program for older adults

JOINT CITY COUNCIL/PPIC MEETING

The City hosted a joint City Council/Parking and Public Improvements Commission (PPIC). Preliminary scoping meeting. The purpose of the meeting was to provide a summary of the Mobility Plan update process, public outreach efforts, technical studies, findings and recommendations. The public also was able to attend and comment at the meeting.

CITY COUNCIL MEETINGS

Presentations were given at several City Council meetings to present an overview of the Mobility Plan update as well as potential pedestrian and bicycle improvement projects. A follow-up presentation on the Draft Mobility Plan, supporting documents and an overview of Complete Streets was also provided to the City Council to obtain feedback before moving forward on additional public outreach.

JOINT PLANNING COMMISSION/CITY COUNCIL MEETING

Description to be added.

PLANNING COMMISSION MEETING

Meeting TBD.

CITY COUNCIL MEETING

Meeting for final adoption

WEBSITE

The City utilized its website to provide current information on the Mobility Plan update. Outreach meeting agendas, minutes, and presentation materials were posted for review. The public was encouraged to comment on various aspects of the program during its formation, and was provided with a contact at the City to email questions, comments, and/or concerns.

MISCELLANEOUS OUTREACH

- Utility Bill Inserts (2013)
- Sharrows on Pacific Avenue Town Hall Meeting (August and September 2013)
- Table at SBCCOG General Assembly Meeting (February 2014)
- Informational Update to Seniors Lunch Bunch (2014)
- Meeting with Beach Cities Transit and Metro Representatives to discuss transit opportunities (2014)
- Mobility Plan Community Outreach Meeting (September 2017)

APPENDIX B: GLOSSARY

Advanced Traffic Management Systems (ATMS): The ATMS view is a top-down management perspective that integrates technology primarily to improve the flow of vehicle traffic and improve safety. Real-time traffic data from cameras, speed sensors, etc. flows into a Transportation Management Center (TMC) where it is integrated and processed (e.g. for incident detection), and may result in actions taken (e.g. traffic routing, DMS messages) with the goal of improving traffic flow.

Air Resources Board (ARB): The state agency, (aka, CARB in California) responsible for adopting state air quality standards, establishing emission standards for new cars sold in the state, and overseeing activities of regional and local air pollution control agencies.

Air Quality Management District (AQMD): A regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

Air Quality Management Plan (AQMP): A plan for attaining state air quality as required by the California Clean Air Act of 1988. The plans are adopted by air quality districts and subject to approval by the California Air Resources Board.

Alternative Fuels: Low-polluting fuels which are used to propel a vehicle instead of high sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, low-sulfur or "clean" diesel and electricity.

American Association of State Highway and Transportation Officials (AASHTO): An interest group based in Washington, D.C., involved in transportation-related research, advocacy, and technical assistance.

Americans With Disabilities Act (ADA): Federal civil rights legislation for disabled persons passed in 1990. As it pertains to transportation, public transportation, and public facilities such as sidewalks, features must be designed per ADA standards to provide access for disabled persons.

Amtrak: Operated by the National Railroad Passenger Corporation, this rail system was created by the Rail Passenger Service Act of 1970 (Public Law 91-518, 84 Stat. 1327) and given the responsibility for the operation of intercity, as distinct from suburban, passenger trains between points designated by the Secretary of Transportation.

Advanced Traffic Management Systems (ATMS): ATMS uses a variety of means to more efficiently manage traffic. It can include roadside sensors, ramp metering, HOV lanes and synchronized traffic signals that respond to traffic flows.

Average Annual Daily Traffic (AADT): The total traffic for a year divided by 365.

Average Daily Traffic (ADT): The total traffic volume during a given period divided by the number of days in that period. Current ADT volumes can be determined by collecting traffic counts for two or more 24-hour periods. Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors, e.g., for season or day of week. For roadways having traffic in two directions, the ADT includes traffic in both directions unless specified otherwise.

Average Vehicle Occupancy (AVO): The average number of persons occupying a passenger vehicle along a roadway segment, intersection, or area and monitored during a specified time period. For purposes of the California Clean Air Act, passenger vehicles include autos, light duty trucks, passenger vans, buses, passenger rail vehicles and motorcycles.

Average Vehicle Ridership (AVR): The number of employees who report to a worksite divided by the number of vehicles driven by those employees, typically averaged over an established time period. This calculation includes crediting vehicle trip reductions from telecommuting, compressed work weeks and non-motorized transportation.

Average Weekday Daily Traffic (AWDT): The total traffic for an average weekday. An average weekday is a representative weekday computed as the mathematical average of several typical weekdays selected at random throughout the year. A typical weekday has no anomaly such as heavy traffic due to a special public event or light traffic due to inclement weather. Average Saturday, Sunday, and holiday traffic are determined the same way.

Bicycle Paths: Commonly referred to as Class I facilities with exclusive right of way, with cross flows by motorists minimized.

Bicycle Lanes: Commonly referred to as Class II facilities established within the paved area of roadways for the preferential use of bicycles. Bike lane stripes are intended to promote an orderly flow of traffic by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.

Bicycle Routes: Commonly referred to as Class III facilities, designated Bicycle Routes do not provide an exclusive lane for bicycles. These facilities are established by placing Bike Route signs along the roadways to provide awareness to drivers that bicyclists may be more common on the route.

Bicycle Rack: A non-enclosed rack designed for parking and securing a bicycle.

Bicycle Locker: An enclosed storage facility designed to temporarily house and secure a bicycle.

Bus (Motor Bus): A rubber-tired, self-propelled, manually steered vehicle with fuel supply carried on board the vehicle. Types include advanced-design, articulated, charter, circulator, double-deck, express, feeder, intercity, medium-size, new look, sightseeing, small, standard-size, subscription, suburban, transit and van.

Bus, Articulated: A bus, usually 55 feet or more in length, with two connected passenger compartments that bend at the connecting point when the bus turns a corner.

Bus, Circulator: A bus serving an area confined to a specific locale, such as a downtown area or suburban neighborhood with connections to major traffic corridors.

Bus, Bus Rapid Transit (BRT): Bus Rapid Transit can be defined as a flexible, rubber-tired rapid-transit mode that combines stations, vehicles, services, running ways, and Intelligent Transportation System (ITS) elements into an integrated system with a strong positive identity that evokes a unique image. BRT applications are designed to be appropriate to the market they serve and their physical surroundings, and they can be incrementally implemented in a variety of environments. In brief, BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. BRT, in many respects, is a rubber-tired light-rail transit (LRT) bus with greater operating flexibility and potentially lower capital and operating costs.

Bus Lane: A street or highway lane intended primarily for buses, either all day or during specified periods, but sometimes also used by carpools meeting the requirements set out in traffic laws.

Bus Shelter: A building or other structure constructed near a bus stop for the convenience of waiting passengers to provide seating and protection from the weather.

Bus Stop: A place where passengers can board or alight from the bus, usually identified by a sign.

Busway: Exclusive freeway lane for buses and carpools.

California Department of Transportation (Caltrans): State agency responsible for the design, construction, maintenance and operation

of the California State Freeway and Highway System as well as that portion of the Interstate Highway System within the State's boundaries.

California Transportation Commission (CTC): A body appointed by the Governor and confirmed by the Legislature that reviews Regional Transportation Improvement Programs (RTIPs) and the Proposed State Transportation Improvement Program (PSTIP). The CTC makes funding allocations and has financial oversight over the major programs authorized by Propositions 111 and 108. Its nine members are appointed by the Governor.

Capacity: A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.

Capital Improvement Program (CIP): As relating to the CMP, a program of projects to maintain or improve traffic LOS and transit performance standards; and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program.

Capital Costs: Costs of long-term assets such as property, infrastructure, buildings, vehicles, etc.

Capital Revenues: Monies dedicated for new projects to cover one-time costs, such as construction of roads, transit lines and facilities, or purchase of buses and rail cars.

Carpool: An arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together.

Central Business District (CBD): The downtown retail trade and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and services.

California Environmental Quality Act (CEQA): A statute requiring all jurisdictions in the State of California to evaluate the extent of environmental impact due to a proposed development or project.

California Highway Patrol (CHP): State law enforcement agency responsible for highway safety, among other things.

Capital Improvement Program (CIP): The CIP is a mechanism for prioritizing and funding city-sponsored projects with an estimated cost that exceeds $50,000. Typical CIP projects include construction/reconstruction of street, water, and sewer systems; technology infrastructure; and public parks, libraries, community centers, etc. The program also includes streetscape projects, installation of street lights and traffic signals, and the City's Neighborhood Traffic Management Program.

Changeable Message Signs (CMS): Changeable message signs provide travelers with real-time information about traffic accidents, special events, and construction activities on the route ahead. CMS is also used to direct traffic to specific routes or parking facilities.

Clean Air Act (CAA): Federal legislation that requires each state with areas that have not met Federal air quality standards to prepare a State Implementation Plan (SIP). The sweeping 1990 amendments to the CAA established new air quality requirements for the development of metropolitan transportation plans and programs. The California Clean Air Act (CCAA) sets even tougher state goals.

Compressed Natural Gas (CNS): A clean-burning alternative fuel for vehicles.

Congestion Management Agency (CMA): The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

Congestion Management Program (CMP): A legislatively-required, county-wide program linking transportation, land use and air quality planning in order to mitigate the effects of congestion.

Council of Governments (COG): A voluntary organization of local governments that strives for comprehensive, regional planning.

Commuter: A person who travels regularly between home and work or school.

Conformity: A process in which transportation plans and spending programs are reviewed to ensure that they are consistent with federal clean air requirements; transportation projects collectively must not worsen air quality. Conformity ensures that the planning for highway and transit systems, as a whole and over the long term, is consistent with the state air quality plans for attaining and maintaining health-based air quality standards; conformity is determined by metropolitan planning organizations (MPOs) and the U.S. Department of Transportation (U.S. DOT) and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan.

Contraflow Lane: Reserved lane for buses on which the direction of bus traffic is opposite to the flow of traffic on the other lanes.

Corridor: A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.

California Transportation Commission (CTC): A state-level version of SCAG that sets state spending priorities for highways and transit and allocates funding. Members are appointed by the governor.

Demand Responsive: Non-fixed route service utilizing vans or buses with passengers boarding and alighting at prearranged times at any location within the system's service area. Also called "Dial-a-Ride" (DAR).

Environmental Impact Report (EIR): A report prepared pursuant to CEQA that analyzes the extent of environmental impacts expected to be caused by a proposed development or project.

Ethanol: An alternative fuel; a liquid alcohol fuel with vapor heavier than air; produced from agricultural products such as corn, grain, and sugar cane.

Exclusive Right-of-Way: A highway or other facility that can only be used by buses or other transit vehicles.

Fuel-Efficient Traffic Signal Management (FETSIM): State-provided financial fuel for local traffic signal coordination projects.

Fixed Guideway System: A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches and ferryboats as "fixed guideway" transit.

Fixed Route: Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike demand-responsive and taxicabs.

Headway: Time interval between vehicles moving in the same direction on a particular route.

High Occupancy Toll Lane (HOT): A lane of freeway reserved for the use of vehicles with more than one passenger, including buses, taxis, carpools, motorcycles, electric vehicles, as well as single-occupant vehicles that pay a pre-determined toll.

High Occupancy Vehicle (HOV): Any transportation vehicle carrying more than one person for travel purposes. This may include an automobile, bus, train, etc.

High Occupancy Vehicle Lane (HOV Lane): A lane of freeway reserved for the use of vehicles with more than one passenger, including buses, taxis, carpools, motorcycles and electric vehicles.

Highway Capacity Manual (HCM): Published by the Transportation Research Board (latest edition in 2000), the HCM is the primary tool for the design and operation analysis of highway facilities in the United States. The HCM presents methodologies for analyzing the performance (see Level of Service) of transportation systems such as freeways, arterials, transit, and pedestrian facilities.

Incident Management: Systematical monitoring of traffic flow on transportation systems that provides useful information for identifying and responding to traffic incidents.

Intelligent Transportation Systems (ITS): Intelligent Transportation Systems: The term refers to a wide range of advanced electronics and communications technology applied to roads and vehicles designed to improve safety and productivity.

Intermodal: The term "mode" represents one method of transportation, such as automobile, transit, ship, bicycle or walking. Intermodal refers specifically to transportation trips using one or more modes.

Intermodal Surface Transportation Efficiency Act (ISTEA): Landmark federal legislation signed into law in 1991 that initiated broad changes in the way transportation decisions are made. ISTEA emphasized diversity and balance of modes, as well as the preservation of existing systems before construction of new facilities. ISTEA expired in 1997, and much of its program structure was carried forward in successor federal legislation (see TEA-21 and SAFETEA-LU)

Interregional Improvements Program (ITIP): One of the state funding programs also known as "State Choice". It is a statewide discretionary program which utilizes 25% of the State transportation improvement funds and is authorized by the California Transportation Commission (CTC). 15% of the funds are used for two programs: (1) intercity rail (minimum 2.25%); and (2) interregional roads outside urban areas (12.75% maximum). 10% of the funds are subject to the California North/South split and can be used in each of those areas as determined by the CTC.

Intersection Capacity Utilization (ICU): A method for calculating the level of traffic congestion (see Level of Service) at an intersection.

Kiss-and-Ride: A place where commuters are driven and dropped off at a station to board a public transportation vehicle.

Layover Time: Time built into a schedule between arrival at the end of a route and the departure for the return trip, used for the recovery of delays and preparation for the return trip.

Level of Service (LOS): A qualitative measure describing operational conditions within a traffic stream. Generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Light Rail Transit (LRT): Fixed guideway transportation mode that typically operates on city streets and draws it electric power from overhead wires; includes streetcars, trolley cars, and tramways. Differs from heavy rail, which has a separated right of way and includes commuter and intercity rail, in that it has lighter passenger capacity per hour and more closely spaced stops.

Liquefied Natural Gas (LNG): An alternative fuel; a natural gas cooled to below its boiling point of -260 degrees Fahrenheit so that it becomes a liquid; stored in a vacuum bottle-type container at very low temperatures and under moderate pressure. LNG vapor is lighter than air.

Load Factor: The ratio of passengers actually carried versus the total passenger capacity of a vehicle.

Methanol: An alternative fuel; a liquid alcohol fuel with vapor heavier than air; primarily produced from natural gas.

Metrolink: The regional commuter rail system connecting Los Angeles, Orange, Riverside, Ventura, San Bernardino and San Diego counties. It was established and is operated under the authority of the Southern California Regional Rail Authority (SCRRA) using contracted service providers. Currently, AMTRAK is contracted to operate the system.

Metropolitan Planning Organization (MPO): The organization designated by the Governor and local elected officials responsible for transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of local government. The Governor designates an MPO in every urbanized area with a population of over 50,000 people. In the Southern California region, the Southern California Association of Governments (SCAG) is the designated MPO.

Mobility Index: Measures the ability of a region's transportation systems (all modes) to move people. Higher indices are reached by transportation projects and systems that move people in either fewer vehicles or faster, or both. This index therefore is calculated by the product of aggregate average vehicle occupancy and aggregate speed of the entire region's transportation trips.

Mode Share: Indicates the share of a transportation mode utilized by people for their transportation trips as compared to other modes and all of a region's transportation trips as a whole.

Mode Split: A term which compares the usage of various forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

Model: An analytical tool (often mathematical) used by transportation planners to assist in making forecasts of land use, economic activity, or travel activity, and their effects on the quality of resources such as land, air and water.

Multi-modal: Refers to the availability of multiple transportation options, especially within a system or corridor. A multi-modal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place.

National Highway System (NHS): An approximately 155,000-mile network called for in the Intermodal Surface Transportation Efficiency Act to provide an interconnected system of principal routes to serve major travel destinations and population centers. The NHS is expected to be designated by Congress in 1995.

Off-Peak Period: Periods of the day when travel activity is generally lower. Also called "base period."

Paratransit: Flexible forms of transportation services that are not confined to a fixed route. Usually used to provide service for people with disabilities in compliance with the Americans With Disabilities Act of 1990 (ADA).

Park-and-Ride Lot: Designated parking areas for automobile drivers who then board transit vehicles from these locations.

Passenger Miles Traveled (PMT): The aggregate number of miles traveled by each passenger for each trip on a transportation mode such as transit.

Peak Period (Rush Hours): The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.

Propane: An alternative fuel; a liquid petroleum gas (LPG), with vapor heavier than air, which is stored under moderate pressure; produced as a byproduct of natural gas and oil production.

Public Transportation: Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation," "mass transit" and "transit".

Rail, Commuter: Railroad local and regional passenger train operations between a central city, its suburbs and/or another central city. It may be either locomotive-hauled or self-propelled, and is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the central business district. Also known as "suburban rail."

Rail, Heavy: An electric railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling and high platform loading. Also known as "Rapid Rail."

Rail, High Speed (HSR): A rail transportation system with exclusive right-of-way which serves densely traveled corridors at speeds of 124 miles per hour (200 km/h) and greater.

Rail, Light (LRT): An electric railway with a "light volume" traffic capacity compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Also known as "streetcar," "trolley car" and "tramway".

Rapid Transit: Rail or motorbus transit service operating completely separate from all modes of transportation on an exclusive right-of-way.

Regional Improvement Program: One of the state funding programs, it is also known as "Regional Choice." Project selection is done by the MTA and submitted to the California Transportation Commission for approval. 75% of State transportation improvement funds are programmed through the Regional Improvements Program. These funds may be used for capital projects including highways, arterials, guideways, rail projects, bikeways, transportation enhancements, and TSM and TDM activities.

Regional Statistical Area (RSA): An aggregation of census tracts for the purpose of sub-regional demographic and transportation analysis within the Southern California Association of Governments' (SCAG) area.

Regional Transportation Improvement Program (RTIP): A list of proposed countywide highway and transportation projects which identifies funding sources, construction and timing schedules. In Los Angeles County, it is submitted to the Southern California Association of Governments (SCAG), and incorporates projects identified in the county Transportation Improvement Program (TIP). Each county's transportation commission in California prepares an RTIP and submits it to the salient metropolitan planning organization (MPO). The RTIP has a six-year planning period and is updated every other year.

Regional Transportation Plan (RTP): A comprehensive 20-year plan for the region, updated every four years by the Southern California Association of Governments. The RTP includes goals, objectives and policies; and recommends specific transportation improvements.

Reverse Commuting: Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

Ridesharing: Two or more persons traveling by any mode, including but not limited to: automobile, vanpool, bus, taxi, jitney, and public transit.

Ridership: The number of rides taken by people using a public transportation system in a given time period.

Route Miles: The total number of miles included in a fixed-route transit system network.

Regional Transportation Plan (RTP): A blueprint to guide the region's transportation development for a 20- year period. Updated every two years, it is based on projections of growth and travel demand coupled with financial projections.

Regional Transportation Planning Agency (RTPA): A state designated agency responsible for preparing the RTP and RTIP; administering TDA and other tasks.

Shuttle: A public or private vehicle that travels back and forth over a particular route, especially a short route or one that provides connections between transportation systems, employment centers, etc.

Southern California Association of Governments (SCAG): The Metropolitan Planning Organization (MPO) (designated by the Federal Government) for Ventura, Los Angeles, Orange, San Bernardino, Riverside and Imperial counties that is responsible for preparing the RTIP and the RTP. SCAG also prepares land use and transportation control measures for Air Quality Management Plans (AQMPs).

SOV (Single Occupant Vehicle): A vehicle with only one occupant. Also known as a "drive alone."

State Implementation Plan (SIP): Metropolitan areas prepare local and regional SIP's showing steps they plan to take to meet federal air quality standards (outlined in the CAA). Several SIP's make up the statewide plan for cleaning up the air, also known as a SIP.

State Transportation Improvement Program (STIP): A program of projects that covers a five-to seven-year span, is updated every two years and determines the transportation projects that will be funded by the state.

Surface Transportation Program (STP): One of the key highway funding programs in TEA 21. STP monies may be spent on mass transit, pedestrian and bicycle facilities as well as on roads and highways. It is intended for use by the states and cities for congestion relief in urban areas. Congress annually appropriates funding for this program.

Transfer Center: A fixed location where passengers transfer from one route or vehicle to another.

Transportation Control Measure (TCM): A strategy to reduce traffic volumes and congestion in order to decrease auto emissions and resulting air pollution. Examples of TCM's include incident management, new or increased transit service, or a program to promote carpools and vanpools.

Transportation Equity ACT for the 21st Century (TEA-21): Passed by Congress in 1998. TEA-21 retained and expanded many of the programs created in 1991 under the Intermodal Surface Transportation Equity Act (ISTEA). The law reauthorized federal surface transportation programs for six years (1998-2003), and significantly increased overall funding for transportation. Its successor is SAFETEA-LU.

Transportation Demand Management (TDM): Techniques intended to promote actions that decrease vehicle trips and vehicle miles traveled by changing SOV trip behavior. TDM generally refers to policies, programs and actions that are designed to increase the use of HOVs, transit, non-motorized trips such as bicycling and walking, and SOV trip elimination by telecommuting and transportation/land use policies.

Transportation Impact Analysis (TIA): A traffic study undertaken usually to forecast the effects of a development project on the affected transportation system including trip generation forecasting. The CMP specifies additional TIA requirements when a project meets certain traffic generation thresholds including effects on public transportation. These requirements are detailed in Appendix D of the 2010 CMP document.

Transportation Improvement Program (TIP): This is primarily a spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types.

Transportation Management Association/Organization (TMA/O): Private, non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. TMAs allow small employers to provide commute trip reduction services comparable to those offered by large companies.

Transportation System Management (TSM): That part of the urban transportation process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short-term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

Trip Reduction Ordinance (TRO): This regulation is to limit the number of SOV users in order to stanch polluting emissions. Aimed at employers, TRO's were enacted by local governments in response to CMP requirements, which vary from county to county.

Vanpool: An arrangement in which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together.

Variable Fuel Vehicle (VFV): Also known as "Flexible Vehicle". This kind of vehicle can run on gasoline along with less polluting alternative fuels such as CNG.

Vehicle Hours Traveled (VHT): The total vehicle hours expended traveling on the roadway network in a specified area during a specified time period.

Vehicle Miles Traveled (VMT): (1) For highways, a measurement of the total miles traveled for all vehicles along a specified corridor for a certain time period. (2) For transit, the number of vehicle miles operated on a given transit route or network during a specified time period.

Vehicle Occupancy: The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

Vehicle Service Hours (VSH): The total hours of revenue service operated by transit service vehicles. This does not include Deadhead hours.

Vehicle Service Miles (VSM): The total miles traveled by transit service vehicles while in revenue service. This does not include Deadhead mileage.

Vehicle Trip: A one-way movement of a vehicle between two points.

Volume-to-Capacity (V/C) Ratio: The relationship between the number of vehicle trips operating on a transportation facility, versus the number of vehicle trips that can be accommodated by that facility.

APPENDIX C: REFERENCES

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EXHIBIT B

Manhattan Beach Mobility Plan
Initial Study/Negative Declaration

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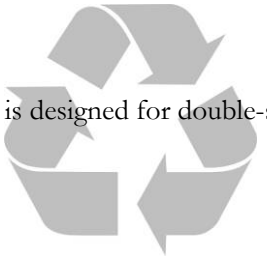
December 2017



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1 INTRODUCTION

The City of Manhattan Beach (Lead Agency) has prepared a comprehensive update to the 2003 General Plan Infrastructure Element. The mobility-related portions of this Element have been pulled out as a separate element, the Mobility Plan (element), referred to in this Initial Study as the "project." Adoption of the Mobility Plan constitutes a project subject to review under the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq.).

This Initial Study has been prepared to identify potentially significant impacts related to the implementation of the proposed project. This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (see Section 2)
- Identification of the environmental setting (see Section 2.10)
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 4)
- Discussion of ways to mitigate significant effects identified, if any (see Section 4)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (see Section 4.10)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 5)

1.1 – Authority of CEQA

The body of State law known as CEQA was enacted in 1970 and has been amended a number of times since. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code as follows:

The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.

b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.

c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.

d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the State takes immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.

e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.

f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.

i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.

j) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.

k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.

l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.

m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.

n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Purpose of the Initial Study

The purpose of this Initial Study is to identify and assess the significance of the environmental impacts that could result from any potential future physical change in the physical environment resulting from the adoption and implementation of the Manhattan Beach Mobility Plan.

This Initial Study has been prepared in accordance with the CEQA Statutes and Guidelines and the City of Manhattan Beach's local rules and procedures to implement CEQA. The proposed project requires discretionary approvals from the City of Manhattan Beach and the California Department of Transportation (Caltrans). As the project initiator and because of the legislative approvals involved, the City is the Lead Agency with respect to this Initial Study, pursuant to Section 15367 of the CEQA Guidelines. Specifically, this project requires City approval of a general plan amendment. No other governmental agencies have discretionary permitting authority with respect to approval of the proposed project, and there are no Trustee Agencies, as defined in and Section 21070 of the CEQA Statutes.

Pursuant to Section 15074 of the CEQA Guidelines, prior to taking any official action to approve this project, the City is obligated to consider the findings of this Initial Study and to either adopt a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or to initiate preparation of an Environmental Impact Report (EIR). The findings of this Initial Study support adoption of a MND, as discussed in Section 4. This means that long-term implementation of the proposed Mobility Plan could potentially result in one or more significant environmental effects, but mitigation measures to avoid or reduce those impacts have been incorporated into the project, thereby avoiding the significant impacts.

The environmental determination that is ultimately adopted or certified by the City is part of the discretionary review process with respect to evaluating the merits and disadvantages of the proposed Mobility Plan. The findings and determination of impact significance presented herein neither presuppose nor mandate any actions by the City concerning decisions on the proposed Mobility Plan.

1.3 – Tiering

Section 15152 et al of the CEQA Guidelines describes "tiering" as a streamlining tool as follows:

(a) "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

(b) Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

(c) Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.

(d) Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to affects which:

(1) Were not examined as significant effects on the environment in the prior EIR; or

(2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.

(e) Tiering under this section shall be limited to situations where the project is consistent with the general plan and zoning of the city or county in which the project is located, except that a project requiring a rezone to achieve or maintain conformity with a general plan may be subject to tiering.

(f) A later EIR shall be required when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. A negative declaration shall be required when the provisions of Section 15070 are met.

(1) Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR that effect is not treated as significant for purposes of the later EIR or negative declaration, and need not be discussed in detail.

(2) When assessing whether there is a new significant cumulative effect, the lead agency shall consider whether the incremental effects of the project would be considerable when viewed in the context of past, present, and probably future projects. At this point, the question is not whether there is a significant cumulative impact, but whether the effects of the project are cumulatively considerable. For a discussion on how to assess whether project impacts are cumulatively considerable, see Section 15064(i).

(3) Significant environmental effects have been "adequately addressed" if the lead agency determines that:

a. They have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report; or

b. They have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

(g) When tiering is used, the later EIRs or negative declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later EIR or negative declaration should state that the lead agency is using the tiering concept and that it is being tiered with the earlier EIR.

(h) There are various types of EIRs that may be used in a tiering situation. These include, but are not limited to, the following:

(1) General Plan EIR (Section 15166)

(2) Staged EIR (Section 15167)

(3) Program EIR (Section 15168)

(4) Master EIR (Section 15175)
(5) Multiple-family residential development/residential and commercial or retail mixed-use development (Section 15179.5)
(6) Redevelopment project (Section 15180)
(7) Projects consistent with community plan, general plan, or zoning (Section 15183)

1.4 – Approach to Analysis

The environmental analysis contained in this Initial Study is based on the following assumptions:

1. **General Plan Consistency:** The Mobility Plan is consistent with the land use policies and all other elements of the City of Manhattan Beach General Plan. As the General Plan is updated and/or amended, the City will ensure that such updates and amendments do not prevent implementation of the policies contained in the Mobility Plan.
2. **Project-specific Environmental Review:** In the City of Manhattan Beach, infrastructure improvement projects are subject to environmental review to determine the level of impact and to impose appropriate mitigation measures, if needed, to avoid significant impacts. Thus, as this Initial Study examines impacts at a program level, implementation of individual projects identified in the Mobility Plan may require project-specific CEQA review.

1.5 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the Initial Study are to be submitted to:

Nhung Madrid, Senior Management Analyst
City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, California 90266
nmadrid@citymb.info

Following a 30-day period of circulation and review of the Initial Study, all comments will be considered by the City of Manhattan Beach prior to adoption of the Mobility Plan.

1.6 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact:

Nhung Madrid, Senior Management Analyst
City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, California 90266
nmadrid@citymb.info
(310) 802-5540

2.1 – Project Title

Manhattan Beach Mobility Plan

2.2 – Lead Agency Name and Address

City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, California 90266

2.3 – Project Sponsor's Name and Address

City of Manhattan Beach
Community Development Department
1400 Highland Avenue
Manhattan Beach, California 90266

2.4 – Project Location

The project encompasses the entire jurisdictional boundary of the City of Manhattan Beach, Los Angeles County, California (see Exhibit 1, Regional Context and Vicinity Map). The jurisdictional boundary of the City is referred to in this report as the "planning area."

2.5 – Environmental Setting

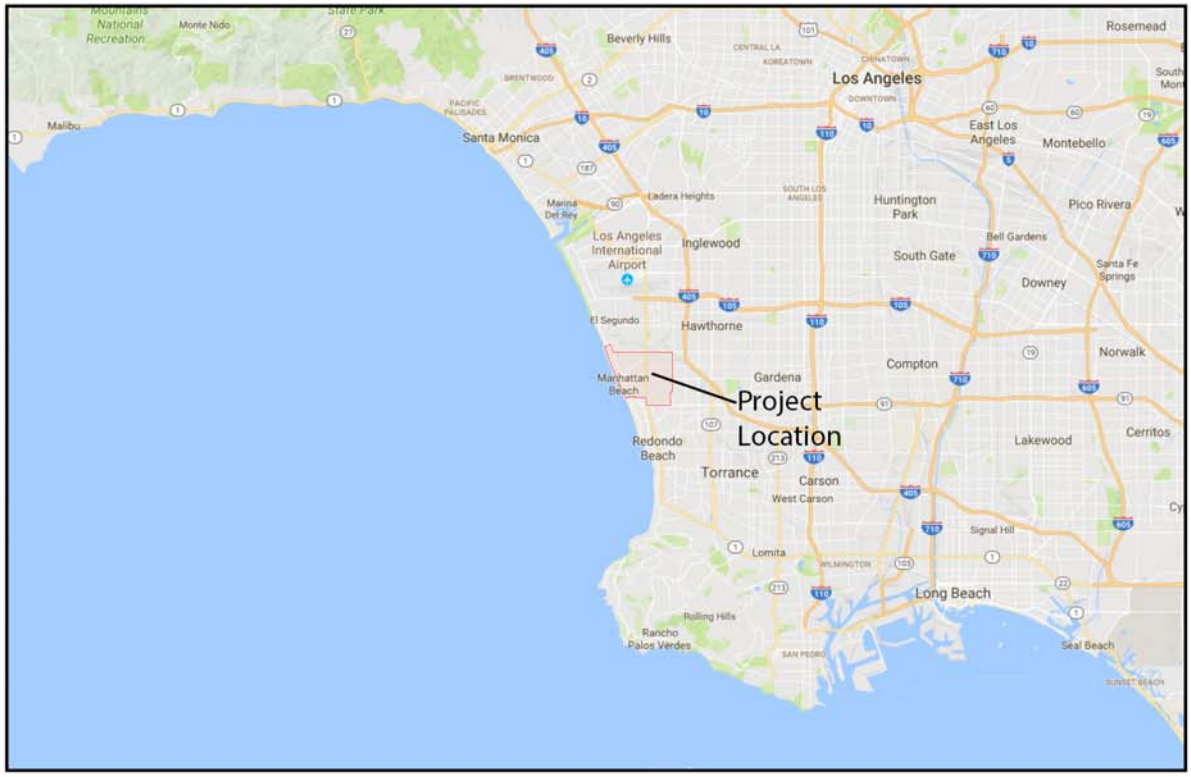
The City of Manhattan Beach encompasses 3.94 square miles and is located in the South Bay region of Los Angeles County, approximately 15 miles southwest of downtown Los Angeles. Manhattan Beach is bound by the cities of El Segundo to the north, Hawthorne to the northeast, Lawndale to the east, and Redondo Beach and Hermosa Beach to the south. The City limits are defined by the Pacific Ocean on the west, Rosecrans Avenue on the north, Aviation Boulevard on the east, and Artesia Boulevard on the south. State Highway 1 (Sepulveda Boulevard) runs north-south through the middle of the City. Interstate 405 (I-405) parallels the east City limits in a northwest-to-southeast direction. I-405 is a regional connector to Interstate 105 (I-105) to the north and Interstate 110 (I-110) to the east, which are situated approximately 2.05 and 5.68 miles away, respectively. Los Angeles International Airport is located immediately to the north of El Segundo, approximately 2.19 miles from the northern most boundary of the Manhattan Beach.

2.6 – General Plan Land Use/Zoning Designations

The proposed Mobility Plan will apply to all areas of Manhattan Beach and thus encompasses all General Plan and Zoning designations. As the Mobility Plan does not affect land uses, existing General Plan and Zoning designations are not relevant, other than the fact that the Mobility Plan has been developed to support land use policy in the General Plan and as implemented via the Zoning Code (Title 10 – Planning and Zoning of the Municipal Code).

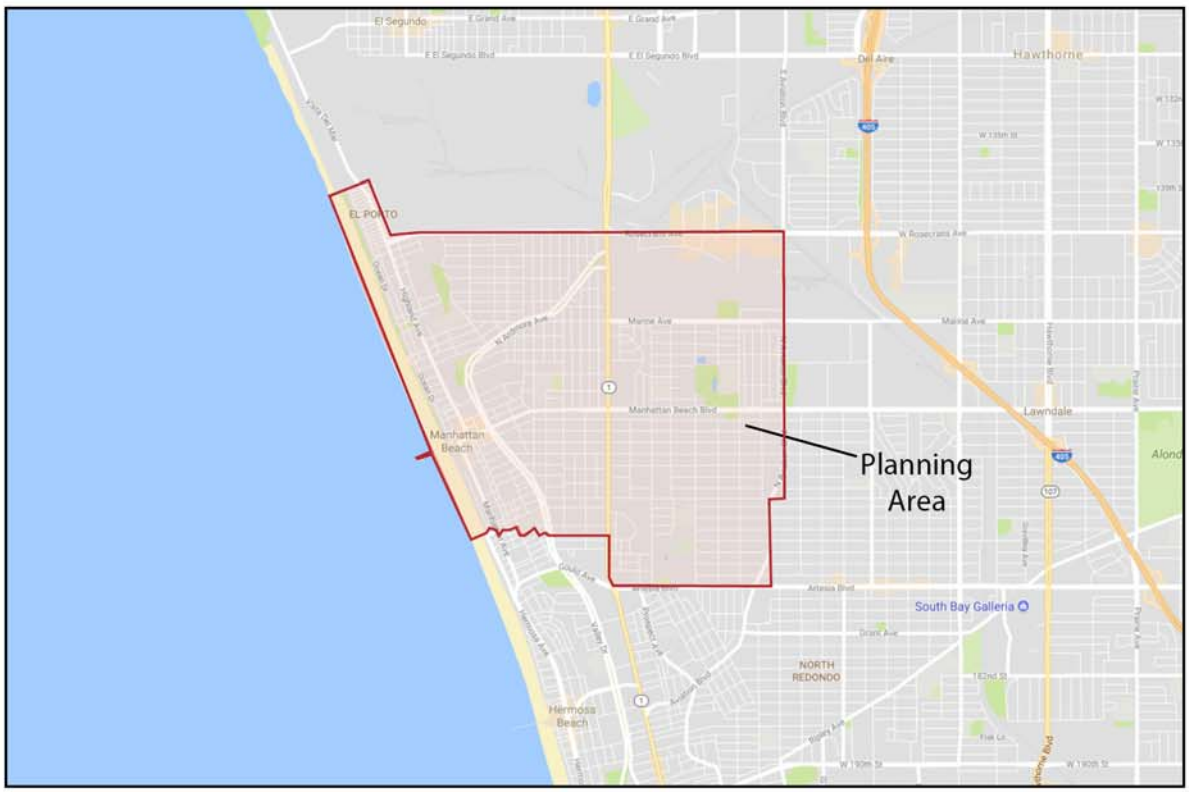
2.7 – Surrounding Land Uses

The cities of El Segundo, Hawthorne, Lawndale, Redondo Beach, and Hermosa Beach are similar in character and land use to the City of Manhattan Beach. These cities are suburban and built-out in nature, and are characterized predominantly by residential land uses with supporting commercial, industrial, open space, and public facilities.



Source: Google Maps

Regional



Source: Google Maps

Vicinity

Not to Scale

Exhibit 1 Regional and Vicinity Map

Manhattan Beach Mobility Plan
Manhattan Beach, California

2.8 – Project Description

The City of Manhattan Beach has prepared a draft update to the circulation components of the 2003 General Plan Infrastructure Element. The circulation component has been renamed the Mobility Plan, with the key objective to provide a balanced, multimodal transportation system for the movement of people and goods within, to, and from the City.

PURPOSE OF THE PROPOSED MOBILITY PLAN

The proposed Mobility Plan sets forth City policy objectives to provide a balanced, multimodal transportation system for the movement of people and goods within, to, and from Manhattan Beach. Pursuant to State laws and regulations, the proposed Mobility Plan is intended to meet the requirements of a circulation element, as defined in Section 65302 of the Government Code, while integrating multimodal transportation network policies into the General Plan. The Mobility Plan reflects the City's greater emphasis on accommodating non-motorized modes of transportation (bicycling and walking), as well as implementing "Complete Streets" concepts and emphasizing "Living Streets" by providing high-quality pedestrian, bicycling, and transit access to all destinations throughout the City. The Mobility Plan also aims to provide streets that are inviting places for all users.

Traffic congestion and parking scarcity have been and continue to be pressing concerns for residents. Congestion in Manhattan Beach is the result of several factors, driven primarily by the presence of large regional arterial roadways, proximity to major employment centers, and nearby Los Angeles International Airport, as well as the local beach. As such, the proposed Mobility Plan continues to include key improvements identified in the Circulation component, such as spot arterial street improvements to relieve points of congestion, enhance safety, and reduce motorist delay. However, the plan takes a more balanced and complete approach to transportation planning with specific recommendations for changes and updates to goals and policies and implementation programs for pedestrians, bicycles, and transit users.

RELATIONSHIP BETWEEN 2003 INFRASTRUCTURE ELEMENT AND PROPOSED MOBILITY PLAN

Historically, the City has supported alternative modes of travel, and the 2003 Infrastructure Element discusses all modes. As noted above, circulation issues are addressed in the current Infrastructure Element under the headings of Circulation, Neighborhood Traffic Intrusion, Parking, and Pedestrian and Bicycle Networks. The Mobility Plan replaces these components.

While the City of Manhattan Beach has always supported alternative modes of transportation, the 2003 Infrastructure Element largely focused on the movement of cars and the effect cars have on the community. The proposed Mobility Plan encompasses a more balanced, multimodal approach to the movement of people and goods, and incorporates the vision and goals of the City to support all users of the roadway. As stated in the Mobility Plan, the benefits of this approach include improved safety, health benefits, increased transportation choices, economic revitalization, and improved air quality. The Mobility Plan consists of the Plan itself, which will be adopted as part of the General Plan, supplanting the current sections of the Infrastructure Element that address circulation, neighborhood traffic intrusion, parking, and pedestrian and bicycle networks, as well as a separately adopted Implementation Plan.

COMPLETE STREETS

The Mobility Plan summarizes Complete Streets best practices from other communities relevant to both development of Mobility Plan goals and policies in the City of Manhattan Beach, as well implementation and funding strategies following the adoption of the Mobility Plan to meet the intent of the *California Complete Streets Act*.

As described in the Mobility Plan, policies that support a multi-modal approach to streets or flexibility in design standards enhance a jurisdiction's ability to develop a complete streets program. Implementing roadway designs or developing new standards beyond generally accepted ones can yield innovative solutions for making streets more livable. Implementing new streets projects—particularly projects that go beyond maintaining existing

roadways—require funding, so finding novel ways to fund these projects is essential. Lastly, developing an approach to maintain complete streets is important at the forefront of the project so the roads stay livable. The strategies detailed in this summary are the key elements of the best practices review applicable to the City of Manhattan Beach.

MOBILITY FOR ALL

The proposed Mobility Plan includes goals and policies aimed at implementing the City's mobility goal of providing a well-balanced, connected, safe, and convenient multimodal transportation network. The Mobility Plan goals and policies are organized by four modal types: pedestrian, bicycle, transit, and automobile related. Key themes and recommendations are included in the Mobility Plan for each modal type.

Pedestrian

Pedestrian travel is extremely important in Manhattan Beach. As illustrated by its "walkstreets" (full-width roadway connections that have been converted to pedestrian-only facilities and landscape areas), Manhattan Beach has a long history of recognizing the importance of the walking environment. Pedestrian facilities vary significantly citywide, with some neighborhoods lacking sidewalks. There are many design standards associated with design and implementation of pedestrian crossings, and the City of Manhattan Beach is dedicated to providing safe crossings that meet professional engineering standards. However, options for pedestrian enhancements continue to evolve and change, and every pedestrian crossing location is unique and warrants a unique and customized review. The key themes associated with improving the pedestrian environment include:

- Provide safe and convenient pedestrian crossings throughout the City.
- Improve the pedestrian environment along the Valley/Ardmore corridor.
- Improve the walking experience in the downtown area.
- Prioritization – Determine the best and most appropriate locations for pedestrian-related improvements at currently uncontrolled locations.
- Address the issue of discontinuous sidewalks for pedestrians.
- Develop and incorporate pedestrian facility selection process and design guidelines.
- Enhance locations where walkstreets cross vehicular streets.
- Improve pedestrian crossings/intersections that access Veterans Parkway, and implement circulation improvements as identified in the Veteran Parkway Landscape Master Plan.
- Review and revise policies for streets without sidewalks during residential development process.
- Implement recommended improvements in the Downtown Specific Plan that addresses pedestrian flow on sidewalks and crosswalks.

Selection of Pedestrian Improvements: The plan calls for creating and incorporating a pedestrian facility selection process and design guidelines into the City's Capital Improvements Program (CIP) so the most appropriate locations for pedestrian improvements can be selected and prioritized. Based on community input, priority will be given to the implementation of pedestrian system enhancements at locations where walkstreets meet vehicle streets, as well as implementation of measures for the key pedestrian crossings that access Veterans Parkway.

Sidewalks: The plan establishes a priority for implementing sidewalks over time as adjacent properties develop and also focusing on streets and paths leading to schools and other pedestrian destinations. In the areas with no sidewalks, and it is not proposed to universally add sidewalks, the City will take each street on a case-by-case basis, with a key goal of maintaining neighborhood character.

Routes to Schools: Manhattan Beach schools encourage students to walk or bike to school.

Downtown Pedestrian Environment: Downtown Manhattan Beach is a vibrant environment for walking. However, due to seasonal congestion during the summer months, walking is not always easy. A number of pedestrian enhancements already incorporated into the Downtown Specific Plan are supported by the Mobility

Plan, such as repurposing/upgrading alleys to be more walkable and reconfiguring bulb-outs and mid-block crossing areas to provide for pedestrian queuing space, seating, trash receptacles, and bicycle parking.

Bicycles

The goals of the bicycle component are to bridge the gap between the City's multi-modal goals and the bicycle-related desires of the community, and to build a convenient and safe bicycle network for users of all ages and abilities. Key themes associated with improving the bicycle environment include the following:

- Use South Bay Bicycle Master Plan as starting point for the Mobility Plan bicycle recommendations.
- The community wants a bicycle system for families (recreational and transportation cyclists), not only experienced cyclists.
- Addressing bike facilities relationship to steep grades
- East/west connections – Sepulveda Boulevard divides the City.
- The need to educate bicyclists on safety and the rules associated with biking on the road.
- Bicycle facilities are not in high demand at elementary schools; the City needs to focus on improving bicycle facilities around middle and high schools.
- On Highland Avenue, bicyclists conflict with car circulation.
- The need for some type of bike facility along Veterans Parkway alignment, but not at the expense of the current pedestrian trail.
- The need for more bicycle racks and corrals in key places.

In 2011, the City adopted the South Bay Bicycle Master Plan, in concept. Some routes identified are difficult to implement due to lack of adequate roadway width, public opposition to some routes, and/or route redundancy. For these reasons, the Mobility Plan calls for the City to review and analyze each segment and include public engagement strategies before presenting to the City Council for consideration. The Mobility Plan does not propose a new bicycle plan specific to Manhattan Beach but does indicate that the City will first focus on implementing connections to key activity centers (e.g., Manhattan Village Mall, Downtown, and the middle and high schools) and providing east-west connectivity. Once the "backbone" improvements are completed, the next step would be to provide bike connections to minor activity centers. Another priority is to improve existing "family-friendly" bike facilities with traffic-calming features and/or providing upgraded bike lanes.

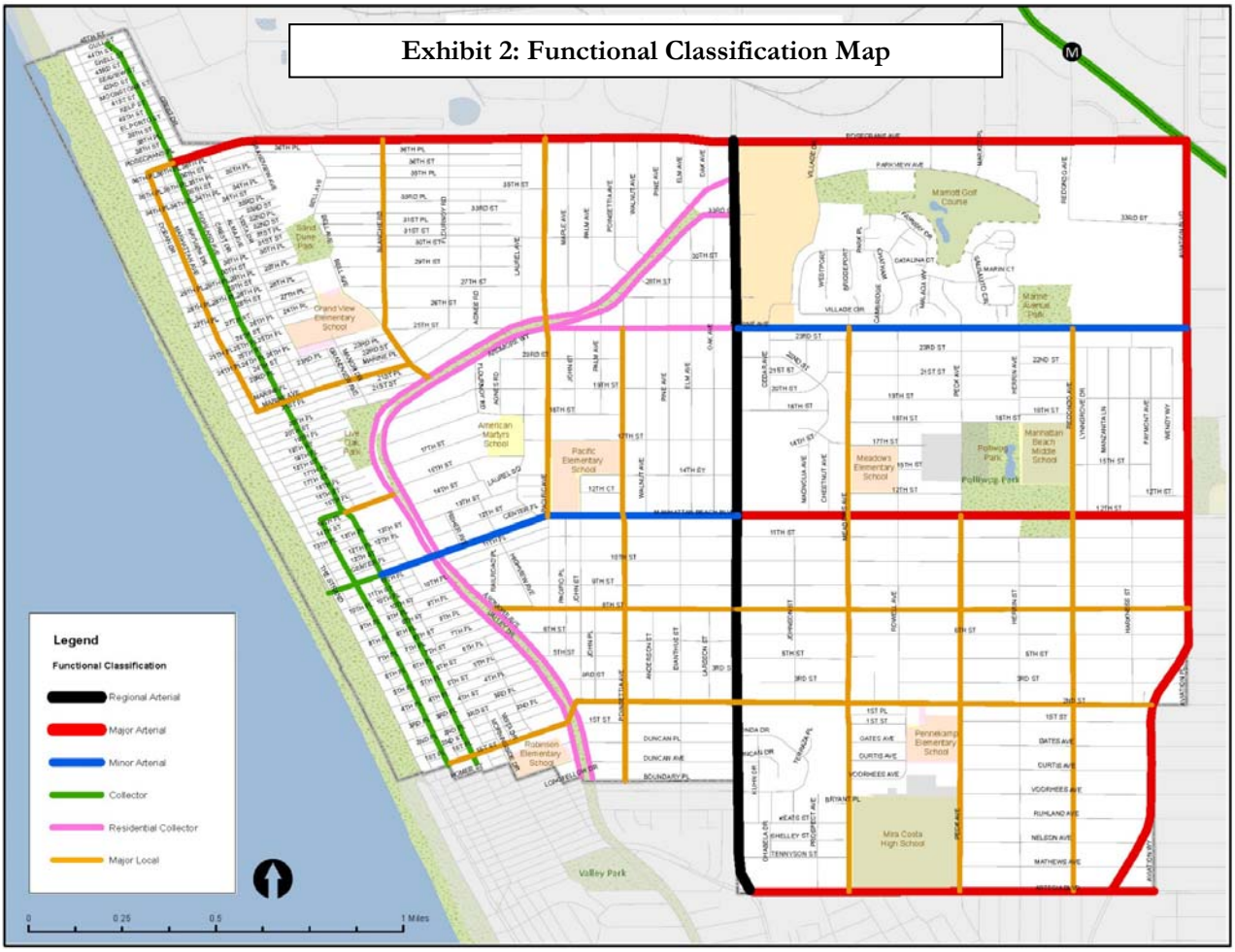
Transit

Better transit availability and accessibility will support the City's efforts toward building a convenient, efficient, and safe multi-modal transportation network. Improving the City's transit system will give residents the opportunity to get out of their car and use alternative modes of transportation and will enhance the mobility of residents who are dependent on transit due to age, ability and/or access to a vehicle. The Mobility Plan calls for the following transit improvements: enhanced transit options, travel training sessions, enhanced City website, east-west connection, summer-time circulator, and updated transit stop amenities.

Automobiles

Although the Mobility Plan focuses on multi-modal opportunities, a majority of people will still drive cars to get to work, go shopping, and travel within and around the City. The City continuously monitors traffic congestion and traffic safety and seeks ways to improve vehicular travel. The City maintains a list of roadway and intersection improvements as part of the Capital Improvements Program (CIP), such as reducing bottlenecks, smoothing traffic flow, and decreasing motorist delay. Improvements include adding lanes for travel (exclusive left- and right-turn lanes), lengthening existing turn lanes to avoid vehicles spilling over into traffic lanes, and similar measures.

Exhibit 2 shows the planned roadway classifications.



Source: Draft City of Manhattan Beach Mobility Plan, 2017

The key themes associated with improving the automobile environment include:

- Addressing safety concerns at Valley Drive and Ardmore Avenue crossings.
- Congestion at key intersections along Sepulveda Boulevard and Highland Avenue and some other locations
- Continuing to implement key capacity improvements at congested intersections
- Continuing the Traffic Calming Program
- Protecting local residential neighborhoods from commuter traffic
- Providing sufficient parking for residential and commercial needs
- Pursuing funding for other roadway improvements (Metro, State, etc.)

UPDATED GOALS AND POLICIES

The goals and policies from the current Infrastructure Element are proposed to be updated to complement the multi-modal focus of the Mobility Plan.

Ensuring a Balanced Transportation System

Goal I-1: Provide a balanced, safe, and efficient multi-modal transportation system that serves the mobility needs of all community members, including children, seniors, and the disabled.

Policy I-1.1: Review the safety and functioning of the street system on a regular basis to identify problems and develop solutions.

Policy I-1.2: Improve street signage citywide, to enhance safety, visibility, and wayfinding especially at pedestrian crossings, and ensure street signs are not obscured by vegetation or structures.

Policy I-1.3: Encourage the development of Transportation Demand Management (TDM) plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.

Policy I-1.4: Work with neighboring communities and other South Bay cities, as well as state and other agencies including Metro and Caltrans, to develop regional solutions to transportation problems that are regional in nature, and to mitigate impacts of development in neighboring communities that impact the City of Manhattan Beach.

Policy I-1.5: Support Dial-A-Ride or other para-transit systems for the senior and disabled members of the community.

Policy I-1.6: Require property owners, at the time of new construction or substantial remodeling to dedicate land for roadway or other public improvements such as wider sidewalks and/or bicycle lanes, as appropriate and warranted by the project.

Policy I-1.7: Improve multi-modal connections to transit facilities, including bike-to-transit and walk-to-transit options, especially to the Metro Green Line stations.

Policy I-1.8: Seek ways to improve connections between the portions of the City east and west of Sepulveda Boulevard via transit, bicycling and walking.

Policy I-1.9: Consider implementing a development impact fee program to collect funds from developers constructing new projects. Such fees would fund "fair-share" costs of circulation improvement projects required to mitigate project impacts.

Policy I-1.10: Promote car-sharing and neighborhood electric vehicles as important means to reduce traffic congestion and further promote climate action projects.

Policy I-1.11: Allow for flexible use of public rights-of-way to accommodate all users of the street system, while maintaining safety standards.

Policy I-1.12: Integrate the financing, design and construction of pedestrian facilities and improvements with street projects where feasible at the same time as improvements for vehicular circulation.

Moving Commuter Traffic While Preventing Neighborhood Intrusion

Goal I-2: Move commuter traffic through the City primarily on arterial streets and collector streets, as appropriate, to protect other streets from the intrusion of cut-through traffic.

Policy I-2.1: Utilize the Neighborhood Traffic Management Program (NTMP) tools to mitigate neighborhood intrusion by cut-through traffic, and improve conditions for pedestrians and bicyclists.

Policy I-2.2: Monitor all major intersections and arterial streets and pursue capital projects as needed to minimize traffic diversion into local streets, improve pedestrian and bicycle conditions to keep traffic moving efficiently.

Policy I-2.3: Minimize vehicular access for new developments on local residential streets, and in locations with high pedestrian and bicycle activity, and design access and egress to avoid traffic intrusion on local streets to the maximum extent possible.

Policy I-2.4: Require property owners, at the time new construction is proposed, to either improve abutting public right-of-way to its full required width per the street master plan or to pay in-lieu fees for improvements, as appropriate.

Policy I-2.5: Encourage the use of Intelligent Transportation Systems (ITS), such as advanced traffic signalization, motorist information, advanced transit, advanced emergency vehicle access, and intelligent parking systems, as well as other appropriate communication technologies, to efficiently and safely move traffic.

Policy I-2.6: Review on-street parking in neighborhoods adjacent to commercial areas where neighbors request such review, and develop parking and traffic solutions for those neighborhoods adversely impacted by spillover parking and traffic.

Policy I-2.7: Monitor and minimize traffic, parking and truck loading issues associated with construction activities.

Policy I-2.8: Carefully review commercial development proposals with regard to parking, loading and planned ingress/egress, and enforce restrictions as approved.

Policy I-2.9: Comprehensively review downtown merchant and other parking permits including valet parking to ensure effective utilization of existing parking capacity.

Policy I-2.10: Protect and enhance on-street public parking including identifying appropriate motorcycle, small car, electric vehicle and bike corral parking opportunities.

Policy I-2.11: Develop a new multi-modal level of service methodology that includes:

- Emphasis on pedestrian and bicycle access and circulation
- Support for reduced vehicle miles traveled
- Maintenance of appropriate emergency vehicle access and response time

Meeting Community Parking Needs and Reducing Impacts on Neighborhoods

Goal I-3: Ensure adequate parking and loading facilities are available to support both residential and commercial needs while reducing adverse parking and traffic impacts.

Policy I-3.1: Periodically review existing Downtown and North Manhattan Beach parking and loading needs and implement solutions as needed to address deficiencies.

Policy I-3.2: Periodically evaluate the adequacy of parking codes in light of land use and parking demand to ensure right-sized parking facilities are provided.

Policy I-3.3: Review development proposals to ensure potential adverse parking impacts are minimized or avoided, and pedestrian and bicycle circulation are not negatively impacted.

Policy I-3.4: Encourage joint-use and off-site parking where appropriate and develop procedures and templates for use in shared parking arrangements.

Policy I-3.5: Require private development to provide public on-street parking in the public right-of-way according to Public Works standards in compliance with the street master plan.

Policy I-3.6: Consider emergency vehicle access needs when developing on-street parking and other public right-of-way development standards.

Policy I-3.7: Work to preserve on-street parking within beach areas.

Policy I-3.8: Encourage the school district and private schools to promote active modes of transportation for students and employees as a means of reducing peak-hour traffic.

Policy I-3.9: Work with the school district and private schools to improve pedestrian and bicycle routing and safety around schools. Focus pedestrian access to the elementary schools and bicycle and pedestrian access to the middle and high schools.

Policy I-3.10: Discourage parking associated with schools, particularly at Mira Costa High School, within surrounding neighborhoods.

Policy I-3.11: Work with the school district and private schools to address high traffic volumes during the morning and afternoon peak school hours, and improve drop-off and pick-up circulation.

Policy I-3.12: Continue to support and enhance Safe Routes to School programs such as Walking School Bus, walk audits, classroom safety instruction and promotional events.

Accommodate Pedestrians and Bicyclists

Goal I-4: Create well-marked pedestrian and bicycle networks to facilitate these modes of circulation.

Policy I-4.1: Strive to promote bicycle facilities that are family-friendly and designed to account for various ages, skill levels and topographical constraints.

Policy I-4.2: Protect and enhance the walkstreets as important pedestrian access corridors to the beach. Implement enhanced/improved crossings where the walkstreets connect to the street system.

Policy I-4.3: Consider and protect the character of residential neighborhoods in the design of pedestrian access.

Policy I-4.4: Develop and implement standards to encourage pedestrian-oriented design for commercial properties.

Policy I-4.5: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate.

Policy I-4.6: Encourage features that accommodate the use of bicycles in the design of new development.

Policy I-4.7: Encourage the development of bikeways to link residential, schools, and recreational areas east of Sepulveda Boulevard with the Marvin Braude bike path.

Policy I-4.8: Work with local stakeholders to promote safe and attractive bikeways and supporting facilities for both transportation and recreation and implement bicycle facilities identified in the South Bay Bicycle Master Plan.

Policy I-4.9: Encourage education and enforcement of bicycle and pedestrian safety.

Policy I-4.10: Identify and analyze locations with higher number of pedestrian and/or bicycle involved collisions and implement appropriate engineering, education, enforcement and other countermeasures at these locations.

Policy I-4.11: In areas with no sidewalks, review parking and other potential obstacles (such as patios and landscaping) into the public right-of-way that interferes with pedestrian ways and bikeways and develop solutions to reduce and minimize those impacts on walking and biking in these areas.

Policy I-4.12: Improve auto-oriented streets so pedestrians using the adjacent businesses or services can walk comfortably and feel safer navigating the thoroughfare.

2.9 – Required Approvals

General Plan Amendment

2.10 – Other Public Agency Whose Approval is Required

None

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Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology /Soils
☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials	☐	Hydrology / Water Quality
☐	Land Use / Planning	☐	Mineral Resources	☐	Noise
☐	Population / Housing	☐	Public Services	☐	Recreation
☐	Tribal Cultural Resources	☐	Transportation/Traffic	☐	Utilities / Service Systems
☐	Mandatory Findings of Significance				

Determination

☒	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Anne McIntosh, Community Development Director

12/6/17
Date

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4.1 Aesthetics

Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
B)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	☐	☐	☐	☒
C)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
D)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

A) **Less than Significant Impact.** Potentially significant impacts to the environment can occur when the effects of a project cause public views of a scenic vista to be obscured or eliminated or a project results in alterations or destruction of the resource such that its scenic quality is destroyed or irreparably damaged. According to the Manhattan Beach Community Resources Element, the City has not formally designated any potential scenic vistas from within the planning area.[1] From within the planning area, views of the Pacific Ocean are prevalent, with intermittent views of the San Gabriel Mountains to the north being obstructed by existing development and the local terrain. However, the General Plan does not identify any landmark or point of interest public viewing locations for these viewsheds; therefore, public access to these views are not protected or otherwise dedicated for public viewing.

The proposed Mobility Plan includes goals and policies with the key objective of providing a balanced, multimodal transportation system for the movement of people and goods within, to, and from the City. The proposed Mobility Plan would not authorize any design concepts or development of any projects. Implementation of the Mobility Plan could result in physical changes to the local circulation system; however, these changes would not introduce any unusual or abnormal physical obstructions into the local environment. As such, impacts to scenic vistas would be less than significant.

B) **No Impact**. A scenic resource is defined as an isolated source of aesthetic value such as an old oak tree, a unique rock formation, or a historic structure visible from a scenic highway. Roadway and intersection improvements planned to occur as part of the City's CIP will not substantially alter any scenic vista or visual resource since such improvements generally will be constructed at the ground level, together with relatively thin vertical structures such as street stop lights and signage. Largely, these vertical elements will replace or relocate existing elements of the same type.

Pacific Coast Highway (PCH) is an eligible state scenic highway but has not been officially designated. PCH is named Sepulveda Boulevard as it passes through the City of Manhattan Beach. No alterations to this roadway

are proposed as part of the proposed Mobility Plan beyond those currently included in the City's CIP. These improvements include adding lanes for travel at select intersections (exclusive left- and right-turn lanes), lengthening existing turn lanes to avoid vehicles spilling over into traffic lanes, and other similar measures. No other state or federal highways in Manhattan Beach are designated as scenic routes, and none of the City's arterial streets are designated as such. Therefore, no impact to scenic resources will occur.

C) **Less than Significant Impact.** Depending on right-of-way needs for future capacity-adding street improvements, some alteration to built or natural features could be required. However, since no new roadway segments or intersections are proposed in areas where a roadway does not already exist, such improvements will have a less than significant effect on the visual character of the affected sites and surroundings

D) **Less than Significant Impact.** Future potential expansion of roadway segments and intersections could require installation of new or upgraded streetlights or traffic safety lighting. Any new or modified streetlights will be subject to the Manhattan Beach Municipal Code lighting standards (Sec. 10.64.170), which require shielding and directing the illumination onto the roadway surface in a manner that does not impact adjacent properties. Traffic safety lights will be directed toward motorists on roadways. Impacts associated with light and glare will be less than significant.

4.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
B)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
C)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
D)	Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
E)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

A and B) **No Impact.** According to the Manhattan Beach General Plan, no Prime Farmland, Farmland of Statewide Importance, or Unique Farmland exists within the City. No Williamson Act contracts apply to any properties in the City; therefore, no impact will occur. The long-range intersection and roadway improvements identified in the proposed Mobility Plan will not result in the conversion of agricultural uses to non-agricultural uses because no agricultural land exists.

C and D) **No Impact.** No properties in the City are zoned for forest land, timberland, or Timberland Production as defined by Public Resources Code Section 12220(g) as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. No impact will occur.

E) **No Impact.** There are no agricultural operations or forest land within the City. No impact related to the conversion of agricultural or forest lands would occur.

4.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
B)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
C)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
D)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
E)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

A-C) **Less than Significant Impact.** Ambient air quality is affected by pollutants emitted from stationary and mobile sources. Stationary sources are often divided into point sources and area sources. Point sources consist of one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial processing plants. Area sources are widely distributed and consist of many small emission sources. Mobile sources refer to emissions from motor vehicles, including tailpipe, evaporative, and fugitive emissions. Air pollutants emitted by stationary and mobile sources are regulated by federal and state law. These regulated pollutants are known as "criteria air pollutants" and are emitted as primary and secondary pollutants.

The City of Manhattan Beach is located within the South Coast Air Basin (Basin) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the basin. The AQMP is a series of plans adopted for the purpose of reaching short- and long-term goals for those pollutants the basin is designated as a "nonattainment" area because it does not meet federal and/or State Ambient Air Quality Standards (AAQS). To determine consistency between the project and the AQMP, the project must comply with all applicable SCAQMD rules and regulations, comply with all proposed or adopted control measures, and be consistent with the growth forecasts utilized in preparation of the Plan.

A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2016 AQMP. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2016 AQMP is affirmed when a project: 1) does

not increase the frequency or severity of an air quality standards violation or cause a new violation and 2) is consistent with the growth assumptions in the AQMP.

1. The proposed Mobility Plan is designed to accommodate long-range transportation demand to minimize congestion problems, as well as implement a multimodal transportation system, and will not, in and of itself, generate any stationary or mobile sources of air emissions. The proposed Mobility Plan will be consistent with General Plan land use policies and will not propose any changes to the levels of development allowed under the current General Plan. No proposed changes to maximum allowable densities or intensities are proposed, nor are there any subtle changes that could affect development footprints, such as changes to setbacks, lot coverage requirements, or building height. No changes are proposed that will increase development standards to allow additional square footage beyond that permitted by the General Plan. The goals and policies contained in the proposed Mobility Plan will not result in any direct emissions that will contribute to an existing or potential violation of an air quality standard.

   Future improvement projects associated with implementation of the proposed Mobility Plan will be analyzed on a project-by-project basis to determine their individual and cumulative air quality impact. The Mobility Plan does not include any provisions that will supersede or otherwise conflict with rules and procedures governing assessment or control of air pollutant emissions. Implementation of the proposed Mobility Plan will not change or otherwise interfere with pollution control strategies found in the General Plan. The proposed Mobility Plan, therefore, will not have considerable effects on the levels of regional ozone or particulates. Potential emissions from individual projects associated with implementation of the Mobility Plan will not conflict with an adopted air quality plan, violate any air quality standard or result in a cumulatively considerable net increase of any criteria pollutant. As such, impacts related to air quality standards will be less than significant.

2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and "significant projects." Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities. The project consists of an amended General Plan element; therefore, consistency analysis is required.

   Future development projects guided by the goals and policies of the proposed Mobility Plan will involve existing transportation infrastructure and facilities; thus, implementation of the proposed Plan will not result in an increase in population, households, or employment over that contemplated in the RTP and AQMP. Based on the consistency analysis presented above, the proposed project will not conflict with the AQMP; no impact will occur.

D) **Less than Significant Impact.** Common sensitive receptors include children under age 14, the elderly over age 65, athletes, and people with cardiovascular and chronic respiratory diseases. The project promotes a balanced, multimodal transportation system for the movement of people and goods within, to, and from the City. The proposed Mobility Plan is designed to alleviate air quality impacts through a reduction in vehicle miles traveled in personal vehicles and by providing more transportation options to persons traveling through and within the City. Future street and intersection improvements associated with implementation of the proposed Mobility Plan will occur within existing public rights-of-way; therefore, the project will not result in any new exposures of sensitive receptors to substantial pollutant concentrations. Adverse air quality impacts to sensitive receptors will be less than significant.

E) **Less than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.).[2] The proposed Mobility Plan does not support any of these types of uses. However, roadway and intersection improvements pursued pursuant to

Mobility Element policies could produce short-term odors that some people may find objectionable (e.g., the odor of tar in asphalt surface applications). These temporary impacts are common in any urban environment and considered to be less-than-significant effects. Long-term operation of improved street segments and intersections has the potential to improve any odors associated with idling vehicles by providing traffic efficiencies. Impact will be less than significant.

4.4 Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

A) **No Impact.** The California Natural Diversity Database (CNDDB) was consulted to determine the potential for occurrence of sensitive species within or in vicinity of the planning area, which is located within the

Venice Quad (see Appendix A, CNDDB Quad Species List).[3] The result identified 17 sensitive species that have occurred within the Venice Quad: the western snowy plover (*Charadrius alexandrinus nivosus*), the Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), the greater sandhill crane (*Grus Canadensis tabida*), the California least tern (*Sternula antillarum browni*), the California black rail (*Laterallus jamaicensis coturniculus*), the light-footed clapper rail (*Rallus longirostris levipes*), the California clapper rail (*Rallus longirostros obsoletus*), the coastal California gnatcatcher (*Polioptila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*), the least Bell's vireo (*Vireo bellii pusillus*), the El Segundo blue butterfly (*Euphilotes battoides allyni*), the Pacific pocket mouse (*Perognathus longimembris pacificus*), the San Diego button-celery (*Eryngium aristulatum var. parishii*), the beach spectaclepod (*Dithyrea maritime*), the Ventura Marsh milk-vetch (*Astragalus pycnostachyus var. lanosissimus*), the coastal dunes milk-vetch (*Astragalus tener var. titi*), and the San Fernando Valley spineflower (*Chorizanthe parryi var. fernandina*).

No construction projects are proposed as part of the proposed Mobility Plan. All future development will be subject to individual CEQA review that will include assessment of any potential impacts to sensitive species and their habitat. Moreover, future development guided by the goals and policies of the proposed Mobility Plan would impact existing transportation facilities and other transportation-related developments, and would not impact any natural habitat that may exist within the planning area.

B and C) **No Impact.** According to the U.S. Fish and Wildlife Service National Wetland Inventory, four locations within the jurisdictional boundary of the City are classified as riparian wetland. At the southwest corner of Artesia Boulevard and Ford Avenue, a retention basin contains 0.25 acres of Freshwater Forested/Shrub Wetland ($PFOC_X$) and 0.42 acres of Freshwater Emergent Wetland ($PEMIC_X$). Polliwog Park, located along Manhattan Beach Boulevard west of Aviation Boulevard, contains a 1.26-acre freshwater pond ($PUBH_X$). The Manhattan Beach Marriot Golf Course, located on Rosecrans Avenue between Sepulveda Avenue and Aviation Boulevard, contains a 1.37-acre Freshwater Pond ($PUBH_X$). Finally, the portion of the beach located within the City's jurisdiction is classified as Estuarine and Marine Wetland (M2USP).[4] There are no rivers that traverse the planning area that could contain riparian habitat.

The project does not involve any construction activity. Any future improvement project pursuant to the Mobility will occur generally within the boundaries of existing transportation facilities and this would not encroach upon the identified existing wetlands. No impacts to riparian wetlands will occur.

D) **No Impact.** The City of Manhattan Beach is completely built out. There are no rivers or natural wildlife corridors through the City. Therefore, the proposed Mobility Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impact will occur.

E) **No Impact.** The proposed project does involve any construction activity. Any improvements to the street system would be subject to the requirements of the Manhattan Beach Municipal Code Tree Preservation Ordinance (Section 10.52.120). No impact will occur.

F) **No Impact.** No local or regional plans or policies are in place in Manhattan Beach for the purpose of protecting biological resources. No habitat Conservation Plans (HCP) or Natural Community Conservation Plans (NCCP) are in effect in the planning area.[5] No impact will occur.

4.5 Cultural Resources

Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☒	☐
B)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☐	☐	☒
C)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
D)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

A) **Less than Significant Impact.** The National Register of Historic Places does not list any sites within the planning area.[6] The California Office of Historic Preservation lists the Manhattan Beach State Pier as a State Historic Landmark, as well as two other residences on private property.[7] The proposed Mobility Plan does not authorize any construction activity. Future development guided by the goals and policies of the Mobility Plan will involve existing transportation facilities and infrastructure and will not cause a substantial adverse change to the Manhattan Beach State Pier. Manhattan Beach Municipal Code Section 10.86 (Historic Preservation) provides for the identification, protection, enhancement, perpetuation, and use of improvements, buildings, structures, objects, sites, and features that represent the City's architectural, cultural, social, historical, and political heritage. Adherence to Municipal Code Section 10.86 will ensure that future development that results from adoption of the proposed Mobility Plan will not result in a substantial adverse change in the significance of a historical resource.

B) **No Impact.** Archaeological resources are buried cultural resources from historic or pre-historic eras. The Manhattan Beach General Plan Community Resources element does not identify any recorded archaeological resources within the planning area. Surficial and near-surface archaeological resources in the City would have been destroyed or recovered as a result of past roadway construction; therefore, it is unlikely that archaeological resources are located in these locations under existing roadways and other mobility infrastructure. The proposed Mobility Plan does not authorize any construction activity, and any future improvements authorized by the plan would largely occur within existing rights-of-way. Therefore, no impact will occur.

C) No Impact. Paleontological resources are buried fossil remains. The proposed Mobility Plan does not authorize any construction activity. Surficial and near-surface paleontological resources in the planning area would have been destroyed or recovered as a result of past roadway construction. Therefore, it is unlikely that paleontological resources are located in these locations under existing roadways and other mobility infrastructure. The proposed Mobility Plan does not authorize any construction activity, and any future improvements authorized by the plan would largely occur within existing rights-of-way. Therefore, no impact will occur.

D) **Less than Significant Impact with Mitigation Incorporated.** Considering the City is fully developed, surficial and near-surface human remains would have been destroyed or recovered as a result of past roadway construction; therefore, it is unlikely that human remains are present. The proposed Mobility Plan does not

authorize any construction activity, and any future improvements authorized by the plan would largely occur within existing rights-of-way. In the event any remains were unearthed during construction activity for a project authorized by the Mobility Plan, recovery would occur as required by law. Therefore, no impact will occur.

4.6 Geology and Soils

Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☒	☐
B)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
C)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
D)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	☐	☐	☒	☐
E)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

A) **Less than Significant Impact.** According to the General Plan Community Safety Element, although no surface faults are known to pass through Manhattan Beach, the City does lie above the Compton Thrust Fault. According to the California Department of Conservation, there are no Alquist-Priolo Earthquake Fault Zones located within the planning area. However, the planning area is located between two active fault zones: the Newport-Inglewood-Rose Canyon fault zone to the northeast and the Palos Verdes fault zone to the southwest. Like much of Southern California, the planning area is subject to strong ground shaking due to seismic events. Although the proposed Mobility Plan does not authorize any construction activity, transportation

infrastructure and facilities improvements pursuant to the plan could be exposed to strong seismic ground shaking over the long term. Such improvements would employ standard seismic safety engineering requirements.

The only portion of the planning area subject to liquefaction are the sandy areas of the beach (see Appendix B, Zones of Required Investigation).[8] Moreover, according to the General Plan Community Safety Element, prior to the 1920's Manhattan Beach was known to have significantly large sand dunes, ranging from 50 to 70 feet in height. Past indication of these sand dunes are evidenced in the northwest portion of the planning area, particularly at Sand Dune Park. Sand Dune Park is the only area of the City where landslides hazards and unstable soil have been recognized. No circulation system improvements are planned in these areas.

Common methods for remediation of potential geologic hazards include over-excavation and recompaction of soils, reinforcement of foundational structures, and replacement of unstable soils with suitable fill material. Continuation of the standard street design and construction practices will minimize potential damage to street improvements associated with geologic hazards and soils constraints, and will reduce impacts to less than significant.

B) **Less than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Large areas underlain by native topsoil are unlikely to occur because Manhattan Beach is fully urbanized (except for the beach). The proposed Mobility Plan does not authorize any construction activity. Future improvements pursuant to the plan would be subject to SCAQMD Rule 403 (Fugitive Dust) to prevent loss of any soil due to wind. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the building code such as silt fencing or sandbags. Impacts related to loss of topsoil will be less than significant with implementation of existing regulations.

C) **Less than Significant Impact.** As discussed in Section 4.6.A, impacts related to seismic and geotechnical issues are subject to the requirements of the CBC to prevent structural failure. The proposed Mobility Plan does not authorize any construction activity. Analysis of impacts related to geology and soils pursuant to CEQA would be required for future improvement projects. Impacts related to unstable geologic units will be less than significant with implementation of existing regulations.

D) **Less than Significant Impact.** Manhattan Beach is almost completely urbanized, and any expansive soils have likely been removed in place of fill materials used for past and existing roadway construction. Should expansive soils be present, they would be required to be addressed prior to roadway improvements through removal, watering and compression, foundation design, or other recommendation provided by civil/geotechnical engineers pursuant to the requirements of the CBC. The proposed Mobility Plan does not authorize any construction activity. Analysis of impacts related to expansive soils pursuant to CEQA would be required for improvement projects. Impacts related to expansive soils will be less than significant with implementation of existing regulations.

E) **No Impact.** The proposed Mobility Plan will not result in the potential expanded use of septic tanks because it does not include a land use component that could include a septic tank or leach fields for wastewater disposal. No soil-based wastewater disposal systems will be required to support any future Mobility Plan improvements. Therefore, no impact could occur.

4.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

A) **Less than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.[9]

The proposed Mobility Plan does not authorize any construction activity. Future roadway system improvement projects and other programs to implement plan goals and policies will be subject to the City's standard environmental review process under CEQA. Furthermore, the proposed plan would have no growth-inducing impacts, as it involves the improvement of existing transportation facilities and infrastructure, provision of new infrastructure that supports biking and walking, and provision of additional transit service. Therefore, impacts will be less than significant.

B) **No Impact.** Significant impacts would occur if the proposed Mobility Plan conflicted with or interfered with implementation of any existing GHG reduction plan that is projected to achieve greenhouse gas reduction targets. The two primary reduction plans are California Air Resources Board (CARB) Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), as discussed below.

California Air Resources Board Scoping Plan (AB32)
The CARB Scoping Plan is the comprehensive plan to reach the GHG reduction targets stipulated in AB32. The key elements of the plan are to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners in the Western Climate Initiative (includes seven states in the United States and four territories in Canada), establish transportation-related targets, and establish fees.[10] CARB estimates that implementation of these measures will reduce GHG emissions in the state by 136 MMTCO2E by 2020; therefore, implementation of the Scoping Plan will meet the 2020 reduction target of 80 MMTCO2E, which is a reduction of 27 percent compared to the projected business as usual 507 MMTCO2E.

Many of the strategies identified in the Scoping Plan are not applicable at the General Plan or project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the project. Finally, while some measures are not directly applicable, the project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, as follows:

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit

on emissions. Link the California cap–and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California.[11] Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms. These programs involve capping emissions from electricity generation, industrial facilities, and broad-scoped fuels. The project does not involve any such uses.

2. **California Light-Duty Vehicle Greenhouse Gas Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals. This is not applicable as this is a statewide measure establishing vehicle emissions standards.

3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities). The Mobility Plan does not pertain to energy efficiency and would not interfere with any existing energy efficiency programs.

4. **Renewables Portfolio Standards.** Achieve 33 percent renewable energy mix statewide by 2020. This establishes the minimum statewide renewable energy mix and is not applicable at a City level or below for implementation. The proposed Mobility Plan would not interfere with the implementation of this program.

5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard. This is not applicable to a city as this establishes reduced carbon intensity of transportation fuels.

6. **Regional Transportation-Related Greenhouse Gas Targets.** Develop regional greenhouse gas emissions reduction targets for passenger vehicles. As is detailed below, the proposed Mobility Plan would not conflict with implementation of SCAG's RTP/SCS to achieve the required GHG reduction goals by 2020 and 2035 based on consistency with growth projections. The proposed Mobility plan includes policies that promote biking, walking, and use of transit.

7. **Vehicle Efficiency Measures.** Implement light-duty vehicle efficiency measures. This is not applicable to a city as this identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.

8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. The proposed Mobility Plan will not result in the development of uses that will involve the movement of goods and therefore will not interfere with eventual implementation.

9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs. Sets goal for use of solar systems throughout the state. The proposed Mobility Plan does not involve development of buildings.

10. **Medium- and Heavy-Duty Vehicles.** Adopt medium-duty (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010.[12] Future, yet to be determined improvements, includes hybridization of MD and HD trucks. This measure does not apply to cities.

11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries. These measures are applicable to large industrial facilities (> 500,000 MTCO2E/YR) and other intensive uses such as refineries. The proposed Mobility Plan will not result in the development of these facilities and therefore will not interfere with implementation.

12. **High Speed Rail.** Support implementation of a high speed rail system. This is not applicable as the Mobility Plan has no bearing on high speed rail facilities.

13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed Mobility Plan does not pertain to new building projects or building strategies.

14. **High Global Warming Potential Gases.** Adopt measures to reduce high global warming potential gases. The proposed Mobility Plan does not involve activities that produce high global warming gases.

15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling to move toward zero-waste. The proposed Mobility Plan is consistent because any construction project will be required to recycle a minimum of 50 percent from construction activities per State requirements.

16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MTCO2E/YR. The proposed Mobility Plan will not result in any activity that removes forest areas.

17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water. The proposed Mobility Plan does not involve water use, except for future roadway construction projects. Water usage would occur consistent with City water-conservation requirements.

18. **Agriculture.** In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020. The proposed Mobility Plan does not involve any agricultural activity.

As summarized above, the proposed Mobility Plan will not conflict with Regional Transportation-Related GHG targets or any of the other provisions of the Scoping Plan. The proposed will have a less than significant impact.

Regional Transportation Plan/Sustainable Communities Strategy (SB375)
The 2016 Regional Transportation Plan/Sustainable Communities Strategy and the goals, policies, and programs included within it are projected to obtain and exceed applicable GHG reduction targets of eight percent by 2020 and 13 percent by 2035. For a program-level analysis, if the proposed Mobility Plan is consistent with the assumptions of the RTP/SCS, then the plan will help the City meet regional reduction targets. The proposed Mobility Plan would, therefore, not contribute substantially to climate change impacts if it is consistent with the regional and statewide climate change planning efforts.

Key goals of the RTP/SCS, as they relate to cities, include expanding regional transit systems; reducing vehicle miles traveled (VMT); optimizing the performance of transportation systems; promoting walking, biking, and other forms of active transportation; and leveraging technology. The proposed Mobility Plan does supports all of these initiatives. Thus, impact will be beneficial.

4.8 Hazards and Hazardous Materials

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
B)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
C)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
D)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
E)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
F)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
G)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
H)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

A-C) **Less than Significant Impact.** The use, transport, management, and disposal of hazardous materials and wastes are controlled by numerous federal and State regulations, including the following:

- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA): Federal law that ranks contaminated sites that pose a substantial environmental health risk and then provides funds for cleanup.
- Superfund Amendments and Reauthorization Act (SARA): Federal law that establishes joint Federal and State planning committees that collect material and waste handling data to plan response methods for accidental releases.
- Hazardous Materials Transportation Act: Federal law that sets extensive statutory regulations for the transportation of hazardous substances.
- Resource Conservation and Recovery Act (RCRA): Federal law that sets regulations for the handling, transport, and disposal of hazardous waste that includes extensive tracking requirements.
- Hazardous Waste Control Law (HWCL): State statute that sets regulations for the handling, transport, and disposal of hazardous waste. California law exceeds Federal RCRA regulations by requiring source reduction planning and includes more extensive coverage of activities and wastes.
- California Code of Regulations: Title 22 contains all applicable State and Federal laws governing hazardous wastes in the State. Title 22 is more stringent and broader in its coverage of wastes than Federal law.

The existing General Plan Infrastructure Element identifies arterials designated for truck traffic: Rosecrans Avenue, Highland Avenue north of Rosecrans, Sepulveda Boulevard, Aviation Boulevard, Manhattan Beach Boulevard, and Artesia Boulevard. These roadways are likely to carry the bulk of hazardous materials and wastes within the City. The proposed Mobility Plan does not propose to significantly modify any existing truck route; therefore, no significant change in the transport pattern of hazardous materials and wastes within the City will occur as a result of plan implementation. Any future improvement project associated with implementation of the proposed Mobility Plan will be required to comply with measures established by federal, State, and local regulatory agency requirements. This is considered adequate to offset the negative effects related to the use, storage, and transport of hazardous materials in the City. As such impacts related to the routine transport, use, or disposal of hazardous materials will not occur as a result of the proposed Mobility Plan.

Future improvements projects associated with the proposed Mobility Plan are unlikely to release hazardous materials into the environment. Modal projects are likely to occur on existing transportation rights-of-way; therefore, the improvements will not include demolition of any buildings or structures that could contain asbestos or lead. Potential future improvements of roadways, intersections, and sidewalks could require some use of hazardous materials or the production of hazardous wastes during the construction process. However, significant impacts are not anticipated because standard public works construction practices include compliance with hazardous materials transport, storage, and waste disposal regulations, as well as precautions to prevent and contain release of hazardous materials. Compliance with measures established by federal, State, and local regulatory agencies is considered adequate to offset the negative effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

D) **Less than Significant Impact.** Based on a review of the Department of Toxic Substances Control (DTSC) EnviroStor database, no sites in Manhattan Beach are listed as hazardous waste and substance sites.[13] Based on a review of the GeoTracker database, 25 leaking underground storage tank (LUST) sites occur within the planning area, as listed by the State Water Resources Control Board (SWRCB).[14] Based on a review of a list of solid waste disposal sites identified by the SWRCB, no sites within the planning area listed are listed as hazardous solid waste disposal sites.[15] Based on a review of a list of "active" CDOs and CAOs, no sites located within the planning area are currently subject to a CDO or a CAO as issued by the SWRCB.[16] Based on a review of a list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, as identified by DTSC, no sites developed with a hazardous waste facility occur within the planning area.[17]

Implementation of the proposed Mobility Plan would not authorize any specific construction activity. Project-level environmental site assessments will occur at the predesign stage of future street or intersection

improvement projects to confirm that there is no evidence of hazardous substance contamination within the proposed construction footprint, and to identify appropriate remedial measures, if needed, to remove such contamination in accordance with State and/or federal standards. Any future project that occurs pursuant to the proposed Mobility Plan will be evaluated on a project-by-project basis to determine if such development is occurring on a site listed on a current regulatory hazardous materials site list. As such, no impact will result from the proposed Mobility Plan.

E-F) **No Impact.** The nearest airport to the planning area is Los Angeles International Airport (LAX), located approximately 2.19 miles to the north. However, the City is not within the influence area of LAX or any public airport or private airstrip. No impact will occur.

G) **No Impact.** The Manhattan Beach General Plan Community Safety Element establishes policies regarding adequate emergency response in the event of a disaster (Policy CS-3.1 – CS-3.10). Also, the City has a comprehensive Emergency Management Program that includes all elements necessary to respond quickly and effectively to major emergencies. These elements include an Emergency Management Plan, Emergency Operations Center, Emergency Management Team, Public Safety Officers, Employee Safety Officer Program, Public Education Program, and trained volunteers. The proposed Mobility Plan will not interfere with the implementation of this program. Potential future roadway and intersection expansions are likely to improve emergency response or evacuation procedures by improving traffic flows and intersection maneuverability. There may be temporary lane closures during construction of street improvement projects. However, these will be coordinated with emergency responders to avoid impacts to response capabilities. No impact will occur.

H) **No Impact.** The planning area is not located in or adjacent to an area susceptible to wildland fires (see Appendix C, Fire Hazard Severity Zone Map).[18] No impact will occur.

4.9 Hydrology and Water Quality

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
B)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
C)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
D)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
E)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
F)	Otherwise substantially degrade water quality?	☐	☐	☐	☒
G)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
H)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
I)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
J) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

A) **Less than Significant Impact.** The City's roadway network is well established and will not change or be expanded in terms of new roads, new bridge structures, realignments, etc. by the proposed Mobility Plan. No new sources of urban runoff should occur as a result of the Mobility Plan. Additional roadway surfaces could be created as part of future segment widenings and future intersection improvements. These will occur adjacent to existing street surfaces and will add a minor amount of additional impervious surface that will have a less-than-significant impact involving increased street runoff. Some alterations to existing drainage facilities and/or installation of new drainage facilities may occur as part of future streets and intersection improvements; however, these will not involve any significant modifications to the City's drainage network and may even work to improve drainage.

Future roadway construction activity pursuant Mobility Plan policies would be subject to the provisions of the National Pollution Discharge Elimination System (NPDES) to protect downstream water quality pursuant to the Clean Water Act (CWA). Discharges into stormwater drains or channels from construction sites of one acre or larger are regulated by the General Permit for Storm Water Discharges Associated with Construction Activity (Order 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ) issued by the State Water Quality Control Board. The General Permit was issued pursuant to NPDES regulations. Compliance with the General Permit involves developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) specifying best management practices (BMPs) that a construction project would implement to minimize pollution of stormwater. The SWPPP BMPs would follow the guidelines set forth by the State Water Resources Control Board (SWRCB). The City implements NPDES requirements through Municipal Code Chapter 5.84 (Storm Water and Urban Runoff Pollution Control). Impacts to water quality due to roadway construction activities would be less than significant with implementation of existing regulations.

B) **Less than Significant Impact.** The proposed Mobility Plan does not specifically authorize any roadway construction project. Future development projects guided by the goals and policies of the proposed Plan would consist of improvements to existing transportation infrastructure and facilities and would not require substantial water supplies during operation. Impacts will be less than significant.

C-D) **No Impact.** Improper control and conveyance of stormwater flows can result in localized or widespread flooding. Due to Manhattan Beach's built-out nature, potential future roadway, sidewalk and intersection improvements will not result in substantial changes to existing drainage patterns. When a rain storm occurs, streets convey runoff to catch basins and culverts via curb and gutter, a process that will continue in the future. Future potential roadway widening or intersection improvements could require construction of new curb and gutter and installation of new catch basins and possibly other drainage facilities. Future drainage control devices will be subject to the construction standards found in Section 9.72.010 (Driveways, Sidewalks, Curbs, Gutters and Paving) and Section 9.72.015 (Development of Street Right-of-Way for Public Uses) of the Municipal Code. Future construction of storm drain facilities will be funded through impact development fees. Therefore, there will be no impacts associated with the capacity, design, and construction of drainage devices.

E) **No Impact.** Manhattan Beach is fully urbanized and generally covered with impervious surfaces. The proposed Mobility Plan does not authorize any roadway construction projects. All future improvement projects pursuant to the plan will largely occur within existing transportation facilities right-of-way. Pursuant to NPDES requirements and current focus on Low Impact Development (LID) standards, no increase in stormwater runoff would be permitted as a result of a circulation improvement. Any calculated increase in stormwater runoff, as

identified in the project WQMP, would be required to be absorbed and/or retained on site; therefore, no increase in stormwater runoff is anticipated to occur, and storm drain capacity will not be impacted.

F) **No Impact.** As discussed above in A through E, existing stormwater control regulations and emphasis on providing LID as part of transportation system improvements will avoid water quality impacts.

G-H) **No Impact.** Manhattan Beach is not located within a 100-year flood zone (see Appendix D, Flood Insurance Rate Maps).[19] The proposed Mobility Plan does not involve or authorize construction of any structures. Thus, no housing or structures will be placed within a 100-year flood hazard area as a result of the project. No impact will occur.

I) **No Impact.** According to the General Plan Safety Element, the City is not exposed to potential dam inundation hazards.[20] No impact would occur.

J) **No Impact.** According to the General Plan Community Safety Element, the threat for tsunamis in California can be considered relatively low given the low recurrence frequencies from these phenomena. However, the threat of seismically induced undersea landslide off the Southern California coast exists. The Community Safety Element does not identify any local seiche or mudflow hazards. The proposed Mobility Plan does not involve any development project that would house people, thus exposing them to tsunami hazards. Thus, no impact will result.

4.10 Land Use and Planning

Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Physically divide an established community?	☐	☐	☐	☒
B)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
C)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

A) **No Impact.** Proposed transportation improvement projects described in the Mobility Plan will occur within established public rights-of-way and thus would not physically divide an established community. No impact will occur.

B) **No Impact.** The proposed Mobility Plan sets forth policies to provide a balanced, multimodal transportation system for the movement of people and goods within, to, and from the City. No changes in land use or development intensities are proposed. In fact, the goals and policies are crafted to support SB375 goals regarding complementary and coordinated land use and transportation planning, with a key goal to reduce pollutant emissions. No impact would occur.

C) **No Impact.** No adopted natural community conservation plans (NCCP) or habitat conservation plans (HCP) are present in Manhattan Beach; therefore, the proposed Mobility Plan will not conflict with any such plans. No impact will occur.

4.11 Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
B) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

A-B) **No Impact.** Manhattan Beach is designated as Urban Area, indicating that there are no designated locally important designated mineral resources located within the proposed planning area.[21] Moreover, the City is completely urbanized with no capability or permission for mineral extraction activities. Any opportunity for extraction of underlying mineral resources has been lost due to urbanization. The General Plan Community Resources Element does not identify any locally important mineral resources within the planning area. No impact to State, regional, or local mineral resources will occur.

4.12 Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The planning area is affected by several different sources of noise, including automobile and air traffic, sports events, commercial and industrial activity, and periodic nuisances such as construction.

Fundamentals of Sound and Environmental Noise

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called *bels*. In order to provide a finer description of sound, a *bel* is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dB. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the level where humans generally notice a *barely perceptible* change in sound, and a 5 dBA change is generally *readily perceptible*.[22]

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise has been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:[23]

L_{EQ} (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.

L_{DN} (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

CNEL and L_{DN} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{EQ} is better utilized for describing specific and consistent sources because of the shorter reference period.

Fundamentals of Environmental Groundborne Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second, and in the U.S. is referenced as vibration decibels (VdB).

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. The general human response to different levels of groundborne vibration velocity levels is described in Table 1 (Human Reaction to Vibration).

Table 1
Human Reaction to Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level in unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006	

A) **Less than Significant Impact.** The primary contributors to ambient noise in the City are automobile and air traffic. Several major transportation routes in close vicinity to Manhattan Beach are State Routes 1 and Interstates 405 and 105. Los Angeles International Airport (LAX) is located approximately 2.19 miles to the north.

The Manhattan Beach Municipal Code Section 5.48.160 (Exterior Noise Standards) specifies the maximum acceptable levels of exterior noise for residential uses. These standards indicate that exterior noise levels at residential locations should not exceed an exterior A-weighted noise level of 70 dB between the hours of 7:00 a.m. and 10:00 p.m. and 65 dB between the hours of 10:00 p.m. and 7:00 a.m., which cannot be exceeded for any period of time. Section 5.48.160 provides exemptions for exceedances for 1-, 5-, 15-, and 30-minute periods of time.

Municipal Code Section 5.48.170 (Interior Noise Standards) specifies the maximum acceptable levels of interior noise for residential uses. These standards indicate that interior noise levels at residential locations should not exceed an interior A-weighted noise level of 55 dB between the hours of 7:00 a.m. and 10:00 p.m. and 50 dB between the hours of 10:00 p.m. and 7:00 a.m., which cannot be exceeded for any period of time. Section 5.48.170 provides exemptions for exceedances for 1- and 5-minute periods of time.

Municipal Code Section 9.44.030 (Construction Hours and Prohibited Days) controls the permitted hours of operation for construction activities and equipment. Construction activity is only permitted to occur between the hours of 7:30 a.m. and 6:00 p.m. on weekdays, and between 9:00 a.m. and 6:00 p.m. on Saturdays. Construction activities are not permitted on Sundays or City-recognized holidays.

Noise is also regulated by numerous codes and ordinances across federal, State, and local agencies. The General Plan Noise Chapter references noise standards from other agencies such as the Federal Highway Administration (FHWA), U.S. Department of Housing and Urban Development (HUD), U.S. Environmental Protection Agency, Federal Railroad Administration, and the California Department of Health Services (DHS). In addition, the Noise Chapter of the Manhattan Beach General Plan includes goals and policies related to the abatement of transportation and non-transportation related noise sources. The goals and policies relative to transportation sources are as follows:

Goal N-1: Provide for measures to reduce noise impacts from transportation noise sources.

Policy N-1.1 Use proven methods of reducing the transmission of traffic noise onto adjacent noise-sensitive land uses (e.g., residences, schools, medical facilities).

Policy N-1.2 Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Manhattan Beach.

Policy N-1.3 Reduce transportation noise through proper design and coordination of vehicle routing.

Policy N-1.4 Ensure the effective enforcement of City, State, and Federal noise levels by all appropriate City divisions.

Policy N-1.5 Work with appropriate agencies to mitigate impacts from existing and proposed aviation operations.

Policy N-1.6 Work with surrounding jurisdictions and other agencies to mitigate noise impacts.

Policy N-2.6 Monitor and minimize noise impacts associated with construction activities on residential neighborhoods.

The proposed Mobility Plan does not authorize any roadway construction activity or other action that would generate noise. Any future construction projects to implement the Mobility Plan will occur within existing public rights-of-way. All construction activity will be required to comply with City noise regulations. Also, individual projects such as improved bikeways will be subject to project-level CEQA review, with mitigation incorporated as needed to address any identified noise impacts. Impacts related to the exposure of persons to or generation of noise levels in excess of adopted standards will be less than significant.

b) **Less Than Significant Impact.** Groundborne vibration can result in impacts from minor annoyances to people to major shaking that damages buildings. There are no railways within the City. The primary source of groundborne vibration would be heavy construction activity associated with improvements to the transportation network. According to the Caltrans *Transportation- and Construction-Induced Vibration Guidance Manual*, transportation sources are not a significant source of vibration and therefore are not discussed below.

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil-compacting, jack-hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers or large trucks are used. Some transportation projects require use of machinery that would generate substantial amounts of vibration. The construction of future transportation infrastructure improvements could utilize machinery that would generate substantial amounts of groundborne vibration. Construction is not likely to require rock blasting considering the built-out character of the area or piling driving since such generally is not required for road and trail construction. However, jack hammering will also be likely. Table 2 (Common Construction Vibration) summarizes vibration levels from common construction equipment. Impacts to structures can occur from 0.08 PPV to 2.00 PPV depending on the duration of the vibration and the age of the structure. Similarly, human annoyance to vibration can occur from 0.01 PPV to 2.00 PPV depending on the duration.

Table 2
Common Construction Vibration

Equipment	PPV (in/sec at 25 ft.)
Crack-and-Seat Operations	2.400
Vibratory Roller	0.210
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Source: California Department of Transportation 2004	

Vibration impacts are temporary and rare except in cases where large equipment is used near existing, occupied development. The proposed Mobility Plan does not authorize any road construction activity projects. Construction noise and associated vibration from future improvements pursuant to the Mobility Plan will be controlled through the time restrictions currently established in the City's noise control requirements. These restrictions will minimize potential annoyance from vibration impacts to nearby residential development during sensitive evening and noise hours. Noise and vibration impacts will be evaluated on a project-by-project basis pursuant to CEQA and the City's local implementation procedures. Vibration is difficult to control and the best methods for mitigation are avoidance. Typical vibration mitigation includes routing and placement of equipment to maximize distance to receptors and use of alternative equipment, such as use of drilled pile drivers as opposed to impact drivers. Subsurface dampeners can also be utilized to reduce groundborne vibration. Impacts related to exposure to groundborne vibration will be less than significant with implementation of existing standards and regulations.

c) **Less Than Significant Impact.** The proposed Mobility Plan sets forth City policy objectives to provide for a balanced, multimodal transportation system for the movement of people and goods within, to, and from Manhattan Beach. Moreover, the plan reflects the City's greater emphasis on accommodating non-motorized modes of transportation (bicycling and walking), as well as implementing "Complete Streets" concepts and emphasizing "Living Streets" by providing high-quality pedestrian, bicycling, and transit access to all destinations throughout the City. Additionally, the plan includes spot arterial street improvements to relieve points of congestion, enhance safety, and reduce motorist delay.

The proposed Plan does not authorize any construction project or activity. The planned improvements are intended to increase non-motorized local trips, which could have the beneficial effect of reducing roadway noise

if traffic volumes hold steady or decrease as a result. The Mobility Plan does not call for building any new roads or extending streets; thus, no new sources of roadway noise exposure would be created. Impacts related to increases in ambient noise levels will be less than significant.

d) **Less Than Significant Impact.** The proposed Mobility Plan does not authorize any specific roadway construction project or any other activity that would produce temporary or periodic noise. As described in paragraph A above, temporary increases in noise levels would be associated with construction activities. Construction noise will be controlled through the time restrictions currently established in the City's noise control requirements. Continued enforcement of the City's noise restrictions will reduce temporary and/or periodic noise impacts to a less-than-significant level.

E-F) **No Impact.** Los Angeles International Airport is located approximately 2.19 miles to the north. Airport noise generated from large aircraft contributes to the noise environment in Manhattan Beach. However, the project does not involve the construction of any building and thus would not expose anyone living or working in the City to excessive noise levels associate with LAX. No impact will occur.

4.13 Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

A-C) **No Impact.** The proposed Mobility Plan does not involve any construction activity. No new roadways are authorized. All planned improvements to be implemented over time will occur within existing rights-of-way. No impact will occur.

4.14 Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a)	Fire protection?	☐	☐	☐	☒
b)	Police protection?	☐	☐	☐	☒
c)	Schools?	☐	☐	☐	☒
d)	Parks?	☐	☐	☐	☒
e)	Other public facilities?	☐	☐	☐	☒

A-E) **No Impact.** Manhattan Beach has its own Fire Department and Police Department, and maintains all local parks. The Manhattan Beach Unified School District provides school services, and the County of Los Angeles Public Library system operate local libraries.[24] The proposed Mobility Plan will not result in the need for the expansion or construction of public service facilities to support new development because the proposed Mobility Plan does not include a land use component that could result in the potential for development or population increases. Since future improvements associated with the proposed plan will occur along existing streets and intersections, no new development is expected to occur as a direct result, therefore negating the need for expanded services within the City. The proposed Mobility Plan does not involve an increase in density or intensity that will affect police or fire protection nor increase demand for schools and parks. Therefore, no impact with relation to the provision of public services will occur with implementation of the proposed Mobility Plan.

4.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

A-B) **No Impact.** The proposed Mobility Plan will not result in the increased use or degradation of existing recreation facilities because the proposed plan does not include any land use component or land-altering activity that will result in increased population growth, density, and demand on recreation facilities. Therefore, the proposed Mobility Plan will not cause environmental impacts associated with the use, construction, or expansion of recreational facilities. The Mobility Plan does include provision of improved and new bike lanes within existing rights-of-way. No impacts will result with implementation of the proposed Mobility Plan.

4.16 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

A-B) **Less than Significant Impact.** Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined tribal cultural resource may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to tribal cultural resources. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

The proposed Mobility Plan does not authorize any development project. Future development projects guided by the goals and policies of the proposed Plan would consist of improvements to existing transportation infrastructure and facilities. Future development guided by the proposed Plan would be required to conduct a records search using the California Historic Resources Information System-South Central Coastal Information Center. Future development guided by the proposed Plan would be required to conduct a Sacred Lands File Search (commissioned through the NAHC) as well as follow-up Native American Scoping indicating whether known tribal cultural resources are located within the project boundaries or within a one-half mile radius of the Study Area as specified in Public Resources Code (PRC): 210741, 5020.1(k), or 5024.[25]

Future development projects would be subject to the City's standard environmental review process. AB 52 is clear in stating that it is the responsibility of the Lead Agency to consult with Native American tribes early in the CEQA process to allow tribal governments, lead agencies, and project proponents to discuss the appropriate level of environment review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (see PRC Section 21083.2). Specifically, government-to-government consultation may provide "tribal knowledge" of the study area that can be used in identifying tribal cultural resources that cannot be obtained through other investigative means.

The planning area is completely urbanized and built-out, and future projects guided by the proposed Plan would be developed on previously disturbed land. Adoption of the Mobility Plan does not authorize any construction project. However, despite the prior heavy disturbances that may have displaced or submerged archaeological resources relating to tribal cultural resources on the surface, it is possible that intact tribal cultural resources exist at depth. Because future projects would require project-specific CEQA documentation to assess site-specific circumstances, a determination will be made at the time a mobility improvement project is proposed whether site-specific impacts to submerged tribal cultural resources could occur and if they would, site-specific mitigation would be applied. Given the programmatic nature of the proposed project, the fact that no construction is authorized, and the fact that project-specific CEQA review would be required for construction projects, impacts associated with adoption of the proposed Mobility plan would be less than significant.

4.17 Transportation and Traffic

Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
B)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
C)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
D)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
E)	Result in inadequate emergency access?	☐	☐	☒	☐
F)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

A) **No Impact.** The proposed Mobility Plan sets forth City policy objectives to provide a balanced, multimodal transportation system for the movement of people and goods within, to, and from Manhattan Beach. Also, the proposed plan reflects the City's greater emphasis on accommodating non-motorized modes of transportation (bicycling and walking), as well as implementing "Complete Streets" concepts and emphasizing "Living Streets" by providing high-quality pedestrian, bicycling, and transit access to all destinations throughout the City. Additionally, the proposed plan includes spot arterial street improvements to relieve points of congestion, enhance safety, and reduce motorist delay. The Mobility Plan has been developed to support land use policies in the Land Use Element. Thus, no impact will occur.

B) **No Impact.** The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Los Angeles County Congestion Management Plan (CMP). The CMP identifies the transportation network, establishes service levels for network routes, and identifies strategies to reduce congestion. The only CMP facility in Manhattan Beach is the intersection of Sepulveda Boulevard and Rosecrans Avenue, which is under the jurisdiction of the California Department of Transportation (Caltrans). As such, any future improvements to that intersection would be guided by Caltrans and not the City of Manhattan Beach. Strategies in the Mobility Plan to pursue spot arterial street improvements to relieve points of congestion and reduce motorist delay are consistent with CMP objectives. No impact will occur.

C) **No Impact.** Manhattan Beach is not located within the imaginary surfaces or influence area of any airport where height restriction is in place to avoid obstruction of air traffic routes. No impact to air traffic patterns will occur.

D) **Less than Significant Impact.** The proposed Mobility Plan includes key proposals to:

- Provide safe and convenient pedestrian crossings throughout the City.
- Improve pedestrian environments in Downtown and along the Valley/Ardmore corridor.
- Build a convenient and safe bicycle network for users of all ages and abilities.
- Address safety concerns along Valley Drive and Ardmore Avenue.
- Continue Traffic Calming Program.

As a whole, the goals, policies, and programs have been developed to address existing safety concerns for all travel modes. Impact will be less than significant.

E) **Less than Significant Impact.** The proposed Mobility Plan will result in future improvement projects within existing public transportation rights-of-way. However, impacts related to future improvement projects will be temporary and thus will not permanently obstruct or restrict emergency access to or through the City. Any future developments will be required to comply with all applicable fire code and ordinance requirements for construction and access to sites. Individual projects will be reviewed by the Manhattan Beach Fire Department to determine the specific fire response requirements applicable to roadway design and to ensure compliance with these requirements. Also, Policy I-3.6 of the proposed plan requires the consideration of emergency vehicle access needs when developing on-street parking and other public right-of-way development standards. Impacts involving emergency access will be less than significant.

F) **Less than Significant Impact.** The proposed Mobility Plan goals and policies will complement local and regional policies aimed at supporting the use of transit and active transportation. The plan will support the use of transit and active transportation modes within the City. The goals and policies in the proposed Mobility Plan have the potential to positively influence transportation mode choice by encouraging the development of a well-balanced, multimodal transportation system and improving upon alternative forms of transportation that already exist within the City. Therefore, impacts will be less than significant.

4.18 Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
E) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
G) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

A-B, D, E) **Less than Significant Impact.** The City's vehicular, bicycle, and pedestrian circulation networks do not generate wastewater and do not affect any wastewater treatment facilities; thus, the proposed project will have no effect on wastewater treatment requirements or wastewater collection or treatment facilities.

The City presently irrigates most landscaping within street rights-of-way with potable water supplied by the City's Water Division and many parks and public spaces with reclaimed water provided by West Basin Municipal Water District. Future street improvements undertaken to implement the proposed Mobility Plan will include additional landscaping and associated irrigation, particularly along rights-of-way, with the intent to beautify roadway segments through enhanced landscape treatments. Any future landscaping projects will be subject to Section 10.60.070 (Landscaping, Irrigation and Hydroseeding) of the Municipal Code, which aims to minimize use of water resources related to irrigation. No additional water resources or entitlements will need to be acquired to serve any additional irrigation needs for future roadway landscaping. Impact will be less than significant.

C) **Less than Significant Impact.** As discussed in Section 4.9.E, Manhattan Beach is fully urbanized and generally covered with impervious surfaces. Future street improvements could require relocation and/or reconstruction of local storm drains. Additionally, future improvements could require installation of stormwater treatment devices as required by the City's NPDES permit to implement BMPs. The proposed Mobility Plan does not authorize any specific street improvement; therefore, the need for associated stormwater improvements will be determined at the engineering design phase for each project. Alterations of local drainage facilities are a common aspect of street construction and typically do not result in any unique or more intensive construction impacts than other construction activities. Construction of drainage devices will be subject to standard construction requirements for erosion control and water quality requirements. New development projects are required to ensure project-specific and citywide drainage systems have adequate capacity to accommodate new development. Compliance with routine construction practices will sufficiently mitigate temporary impacts involving alterations to drainage structures. Impacts to existing drainage facilities will be less than significant.

F-G) **Less than Significant Impact.** Waste Management, Inc. provides contracted solid waste collection services for all of Manhattan Beach. The proposed Mobility Plan will not result in a permanent increase in waste streams that require processing at a landfill because it will not result in any population or employment increases. Potential future roadway and intersection improvements could result in new or expanded public landscaping that could increase waste streams due to the production of green waste. The City recycles all green wastes associated with public landscaping maintenance; therefore, any future green waste will be diverted from landfills. Future potential improvements of roadways and intersections could result in the production of construction waste and debris; however, such materials will be required to be recycled and disposed of in accordance with the City's solid waste disposal regulations. Impacts to landfill capacity will be less than significant.

4.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
B) Does the project have impacts that are individually limited, but cumulatively considerable?	☐	☐	☒	☐
C) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

A) **Less than Significant Impact.** The results of the preceding analyses and discussions of responses to the entire Initial Study Checklist have determined that the proposed Mobility Plan will have no effect upon sensitive biological resources, and will not result in significant impacts to historical, archaeological, or paleontological resources. Manhattan Beach is fully urbanized and does not contain any forest, river, wildlife, or similar resources. Thus, the project which will not impact unique, rare, endangered, or threatened species. The types of projects proposed in the Mobility Plan are similar to those that generally occur within public transportation rights-of-way. No future project associated with the proposed Mobility Plan will occur outside existing rights-of-way. The proposed Mobility Plan will not affect regulations protecting historical or cultural resources. The proposed plan does not authorize any development on any private property. The proposed Mobility Plan is intended to provide a framework for future projects and to achieve General Plan goals and policies. The proposed Mobility Plan will not result in any effects on biological or cultural resources.

B) **Less than Significant Impact.** The proposed Mobility Plan does not propose any specific development projects that could contribute to short-term or long-term cumulative impacts. While the plan does not directly provide for any particular project, the primary source of greenhouse emissions related to the proposed Mobility Plan will come from motor vehicles traveling along the circulation system. Temporary greenhouse gas emissions will occur from intersection and roadway improvement activities. Although no one project could be considered to result in global climate change, incremental increases in GHG emissions over the long term could constitute a cumulatively considerable impact. An analysis of potential impacts and mitigation measures involving greenhouse gas emissions will be required of any future improvement project.

Long-term management of the circulation system and alternative travel programs will not interfere with any future federal, State, or local efforts to adapt to potentially harmful effects of climate change. The proposed Mobility Plan provides consistency with General Plan goals and policies aimed at creating a balanced, multimodal transportation system within the City. Adoption and implementation of the proposed Mobility Plan will not create any significant impacts beyond those previously identified in the General Plan FEIR.

C) **Less than Significant Impact.** The proposed Mobility Plan consists of goals and policies aimed at increasing multimodal transportation options for City residents, local employees, and visitors. The proposed Mobility Plan identifies the types of projects that will achieve new goals and policies included in the plan. The project will not directly facilitate any particular improvement project. Future improvement projects identified as necessary to fulfill the goals and policies of the Mobility Plan will be subject to detailed analysis at the time they are proposed for implementation. The proposed Mobility Plan is designed to address concerns regarding congestion and safety along the circulation network and to create a balanced, multimodal transportation system. By achieving the associated reduction in vehicle travel, a corresponding reduction in air quality emissions, traffic impacts, and outdoor water use can be realized. Based on the analysis of the project's impacts in the responses to items 4.1 thru 4.18, there is no indication that this project could result in substantial adverse effects on human beings. While there would be temporary adverse effects during construction, these will be reduced to less than significant by adherence to existing laws and regulations.

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Persons and Organizations Consulted

None

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EXHIBIT C

CITY OF MANHATTAN BEACH
NOTICE OF INTENT TO ADOPT A
NEGATIVE DECLARATION

Project Title: CITY OF MANHATTAN BEACH MOBILITY PLAN **Date: December 11, 2017**

Project Location: The project encompasses the entire jurisdictional boundary of the City of Manhattan Beach, Los Angeles County, California.

Project Description: The City of Manhattan Beach has prepared a draft update to the circulation components of the 2003 General Plan Infrastructure Element. The circulation component has been renamed the Mobility Plan, with the key objective to provide a balanced, multimodal transportation system for the movement of people and goods within, to, and from the City. Pursuant to State laws and regulations, the proposed Mobility Plan is intended to meet the requirements of a circulation element, as defined in Section 65302 of the Government Code, while integrating multimodal transportation network policies into the General Plan. The Mobility Plan reflects the City's greater emphasis on accommodating non-motorized modes of transportation (bicycling and walking), as well as implementing "Complete Streets" concepts and emphasizing "Living Streets" by providing high-quality pedestrian, bicycling, and transit access to all destinations throughout the City. The Mobility Plan aims to provide streets that are inviting places for all users.

The proposed Mobility Plan is a policy and regulatory-level document that does not include any development proposal or infrastructure project. The recommendations in the Mobility Plan are intended to be used as guidance for the City in implementing improvements described at undetermined times in the future.

Presence of the Site on Hazardous Waste-Related Lists: Based on a review of the Department of Toxic Substances Control (DTSC) EnviroStor database, no sites in Manhattan Beach are listed as hazardous waste and substance sites. This information is provided pursuant to Government Code Section 65962.5 of the California Government Code.

Environmental Determination: The Initial Study Checklist prepared for the project recommends that the lead agency adopt a Negative Declaration for the project.

Public Review Period: December 14, 2017 through January 15, 2018

Date, Time, and Location of Public Meeting: The project will require public hearings before the Manhattan Beach Planning Commission and City Council. However, specific dates for these public hearings have not been established to date. Separate hearing notices will be published at a future date. If you challenge the proposed actions in court, you may be limited to raising only those issues you or someone else raised at the public hearing(s), or in correspondence delivered to the Planning Commission/City Council at, or prior to, the public hearing(s). Please contact Nhung Madrid (see below) for information about the hearings.

Address/location where the Initial Study and Proposed Negative Declaration are available for review:

City of Manhattan Beach City Hall 1400 Highland Avenue, Manhattan Beach CA, 90266
City of Manhattan Beach Police/Fire Facility 400/420 15th Street, Manhattan Beach (open 24 hours)
County of Los Angeles Public Library 1320 Highland Avenue, Manhattan Beach
Joslyn Community Center 1601 Valley Drive, Manhattan Beach
Manhattan Heights 1600 Manhattan Beach Boulevard, Manhattan Beach
City of Manhattan Beach Website, Mobility Plan Page: http://www.citymb.info/city-services/general-plan-mobility-plan-update (Reference documents are available for review on the City website)

Please send written comments to: Nhung Madrid, City of Manhattan Beach, 1400 Highland Avenue, Manhattan Beach CA, 90266 | P: (310) 802-5540 | E: nmadrid@citymb.info

Anne McIntosh, Community Development Director

12/5/17
Date

2017 347512
FILED
Dec 11 2017
Dean C. Logan, Registrar – Recorder/County Clerk
Electronically signed by DEMETRIA ATKINS

THIS NOTICE WAS POSTED
ON December 11 2017
UNTIL January 10 2018
REGISTRAR – RECORDER/COUNTY CLERK