

RESOLUTION NO. 16-0075

A RESOLUTION OF THE MANHATTAN BEACH CITY COUNCIL ADOPTING THE MANHATTAN BEACH DOWNTOWN SPECIFIC PLAN AND CONFORMING AMENDMENTS TO THE MANHATTAN BEACH GENERAL PLAN, AND ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM

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

SECTION 1. The City of Manhattan Beach (“City”) has prepared a Downtown Specific Plan to implement goals and policies for Downtown Manhattan Beach. Amendments to the Manhattan Beach General Plan would designate Downtown Manhattan Beach as the “Downtown Specific Plan Area.”

SECTION 2. The Downtown Specific Plan Area encompasses approximately 40 blocks and 51.62 acres in the central western portion of the City, adjacent to the Manhattan Beach pier. It is bounded by 15th Street to the north; Valley Drive to the east; 8th, 9th, and 10th Streets to the south; and The Strand to the west. The Land Use Policy Map, attached as **Exhibit A**, depicts the boundaries of this area. The Downtown Specific Plan will supersede and replace the Downtown Manhattan Beach Design Guidelines adopted in 1998.

SECTION 3. The proposed Downtown Specific Plan is the result of a three-year, multi-phase process that involved comprehensive studies, planning, design, and community involvement.

SECTION 4. Government Code Section 65358 authorizes the City to amend its General Plan. Government Code Sections 654530 *et seq* authorizes the City to prepare and adopt a Specific Plan that is consistent with the General Plan.

SECTION 5. The Planning Commission held a public hearing on October 26, 2016, to consider its recommendation on the Downtown Specific Plan and related amendments. The public hearing was noticed in *The Beach Reporter*, a newspaper of general circulation in the City. Notices were also sent to property owners and residents in the Downtown Specific Plan Area and interested parties, and posted on various social media and public facility sites. By Resolution No. 16-06, the Planning Commission recommended adoption of the Downtown Specific Plan and amendments to the General Plan.

SECTION 6. CEQA.

A. In accordance with the provisions of CEQA and the CEQA Guidelines, the City prepared an Initial Study/Mitigated Negative Declaration (“MND”) that analyzed the potential environmental impacts of the proposed Downtown Specific and amendments to the General Plan, zoning code, and Local Coastal Program (“Project”). The MND determined that the Project

would have potentially significant impacts in the following impact categories and that these impacts can be reduced to a less than significant level with incorporation of mitigation measures: Air Quality, Cultural Resources, Geology and Soils, Noise, and Transportation/Traffic. In all other impact categories, the MND determined that the Project would have no impact or a less than significant impact without mitigation.

B. On August 25, 2016, the City issued a Notice of Intent to Adopt a Mitigated Negative Declaration (“NOI”) and circulated the Draft MND for public review from August 25, 2016, to September 23, 2016. The City posted the NOI and made the Draft MND available for public review at the City’s website, City Hall, the City Police/Fire Facility, the local County of Los Angeles Public Library, the Joslyn Community Center, and Manhattan Heights. The NOI was also noticed in The Beach Reporter. The Draft MND was circulated through the Office of Planning and Research’s State Clearinghouse (SCH No. 2016081065).

C. During the public review and comment period, the City received two comments from a public agency and three comments from members of the public. The City prepared responses to each of the comments and prepared a Final MND (attached hereto as **Exhibit C**) that includes the Draft MND, comments received during the public comment period, and responses to those comments. The City also prepared a Mitigation Monitoring and Reporting Program for the Project (attached hereto as **Exhibit D**). The City Council finds that the MND was completed in compliance with CEQA and the CEQA Guidelines.

D. On October 26, 2016, the Planning Commission conducted a duly noticed public hearing to consider the Final MND and the Project. After considering all the evidence in the record, the Planning Commission recommended that the City Council adopt the Final MND.

E. On December 6, 2016, the City Council conducted a duly noticed public hearing to consider the Final MND and the Project. The City Council has considered all evidence in the record, including the Final MND, staff reports and presentations, and all comments presented at the public hearing. The Final MND reflects the City Council’s independent judgment and analysis.

F. The City Council finds, in its own independent judgment 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 with incorporation of the mitigation measures identified in the Final MND.

G. Based upon the foregoing, the City Council finds that the Project will not have a significant environmental effect and hereby adopts the Final MND and Mitigation Monitoring and Reporting Program for the Project.

SECTION 7. The City Council finds that the Downtown Specific Plan attached as **Exhibit B** is consistent with the Manhattan Beach General Plan based on the following:

A. Concurrent amendments to the General Plan’s Land Use Policy Map would designate Downtown Manhattan Beach as the “Downtown Specific Plan Area.” The Downtown Specific Plan’s land use classifications and land use plan are consistent with those specified in the General Plan.

B. In addition, the Downtown Specific Plan is consistent with the General Plan and the Local Coastal Program policies for the reasons set forth in the Land Use and Planning section of the MND, the relevant excerpt of which is attached as **Exhibit E**, and incorporated hereto as if set forth in full, with the Policy LU-1.1 discussion modified to indicate that the 2-foot height increase applies to elevator shafts only.

C. The Downtown Specific Plan is designed to advance and implement the General Plan's policy vision for Downtown Manhattan Beach by preserving Downtown's small-town character, improving pedestrian amenities, and addressing mobility and parking needs. The Downtown Specific Plan implements and is consistent with the following General Plan policies among others.

1. Policy LU-1.1 – The Downtown Specific Plan maintains the existing 26-foot height limit for two-story commercial buildings, with an exception for the Downtown Commercial designation, Area B, to allow a 2-foot increase for elevator shafts limited in size and location.

2. Policies LU-3.2 and LU-7.2 – The Downtown Specific Plan establishes a framework, including design guidelines and development standards, to preserve the character of Downtown Manhattan Beach and improve the area's visual identity as a unique commercial destination while creating an environment conducive to high quality development.

3. Policy LU-3.6 – The Downtown Specific Plan retains existing walkstreet landscape standards, which encourage private low-height landscaping

4. Policies LU-4.1, LU-7.3, and CR-6.1 – The Downtown Specific Plan envisions future improvements to the streets, sidewalks, and open space that enhance pedestrian and bicycle access to beach areas through Downtown Manhattan Beach while minimizing residential neighborhood intrusion. It also envisions coordinated, custom streetscape furnishings, landscaping, and materials that enhance the pedestrian environment. These improvements to streets and sidewalks would enhance the area's safe, comfortable environment for pedestrians and bicyclists. The improvements would increase support for alternative modes of transportation.

5. Policies LU 5-7, LU 6.4 and LU 7.6 – The Downtown Specific Plan is sensitive to the needs of the residents and homeowners both within the Plan area and throughout the community, through the balance of a variety of needs and the recognition of the unique qualities of the Downtown as a mixed-use area.

6. Policy LU-6.1 – The Downtown Specific Plan supports and encourages small businesses through limits on the length of frontage along a street for commercial tenants, limits on ground floor uses to those that are pedestrian oriented, and limits on the square footage for retail uses.

7. Policy LU-7.4 – The Downtown Specific Plan encourages first-floor businesses providing attractive storefronts, an active pedestrian environment and outdoor dining spaces that enliven the area's commercial streets, with regulations to minimize any impacts.

SECTION 8. Based on the foregoing, the City Council hereby adopts the following amendments to the Land Use Element of the 2003 Manhattan Beach General Plan:

A. Replace Figure LU-3 (Land Use Policy Map) on pages LU-17 through LU-18 with the Land Use Policy Map attached as **Exhibit A**.

B. Amend and restate the fourth paragraph on page LU-9 to read as follows:

“In 1996, the City adopted the Downtown Strategic Action Plan (~~DSAP~~) to articulate a community vision for the Downtown, identify issues, and establish a framework for future decisions. As a result of this ~~the DSAP Plan~~, in 1998 ~~the City adopted the Downtown Design Guidelines were adopted as a planning tool to shape the function and appearance of Downtown. The Guidelines establish three overarching themes for Downtown:~~

- ~~Preserve the small town village character of downtown Manhattan Beach~~
- ~~Preserve and enhance the pedestrian orientation of downtown Manhattan Beach~~
- ~~Protect and encourage streetscape amenities~~

In 2014 the community felt a need for further regulations to implement the community vision for Downtown and studies for a Downtown Specific Plan were initiated. After robust public outreach and community participation, in 2016 the City adopted the Downtown Specific Plan as a planning tool to shape the function and appearance of Downtown, including new regulations and design guidelines for the area. The Downtown Specific Plan establishes the following vision for Downtown to preserve and enhance the character and ensure its future economic viability:

- Preserve and enhance the small town character
- Enhance pedestrian and bicycle access
- Improve access to parking and alternative transportation options
- Encourage, maintain and enhance economic vitality

C. Amend the section entitled “Land Use Designations” of the Land Use Plan to add new language to the end of the subsection entitled “Downtown Commercial” to read as follows:

“The entire Downtown Commercial designation is included within the Downtown Specific Plan Area as described further in this section.”

D. Amend the section entitled “Land Use Designations” of the Land Use Plan to add a new subsection entitled “Downtown Specific Plan Area” after the subsection entitled “Public Facilities Categories” to read as follows:

“Downtown Specific Plan Area

The Downtown Specific Plan governs the Downtown Specific Plan Area. It includes several land use designations described previously including the entire Downtown Commercial area and

portions of the High Density Residential, Parks/Open Space and Public Facilities classifications. The Civic Center and County Library are located within the Plan Area. The core purpose of the Downtown Specific Plan Area is to perpetuate and enhance the Downtown's quaint, small town character, quality of life, and economic vitality. The Downtown Specific Plan establishes guidelines, goals, and regulations for land use; architectural and urban design; circulation and parking; and infrastructure.

Any provisions of the General Plan applicable to residential and commercial property that are inconsistent with the provisions of the Downtown Specific Plan are hereby amended by this General Plan amendment and are superseded by the provisions of the Downtown Specific Plan.”

E. Amend and restate Land Use Element Policy LU-7.2 to read as follows:

“Policy LU-7.2: Encourage the use of the ~~Downtown~~ design guidelines in the Downtown Specific Plan area to improve the Downtown's visual identification as a unique commercial area.”

F. Amend and restate the Policy Discussion under Policy LU-3.2 in the Land Use Element, Goals and Policies, Community Aesthetics on page LU-26 to read as follows:

“To ensure quality design for development in Downtown and along Sepulveda, the City has adopted design guidelines for Downtown and Sepulveda Boulevard, respectively.

A considerable part of the charm of the Downtown is the diversity of buildings and uses. New development should display uniqueness in design yet recognize the common elements that existing structures employ to create a uniform village theme for the Downtown. The ~~Downtown~~ design guidelines in the Downtown Specific Plan address such issues as site design, compatibility with neighboring development, architectural elements/features, pedestrian activity, landscaping, and signs. To further address aesthetic issues in the Downtown, the Downtown Specific Plan Area has a Design Overlay District.

Sepulveda Boulevard is the major commercial corridor in Manhattan Beach, with primarily regional-serving and large-scale businesses. Ensuring quality design is especially important along this corridor to avoid monotonous and overbearing buildings, safeguard pedestrian safety and access, and promote compatibility with residential neighborhoods. The Sepulveda Boulevard Design Guidelines address such issues as vehicular access, pedestrian access, sidewalk dedication, building orientation, visual aesthetics, residential nuisances, landscaping, signs, and utility undergrounding.

To address neighborhood aesthetic issues, the North End also has a Design Overlay District and Business Improvement District.”

SECTION 9. Based upon the foregoing, the City Council hereby adopts the Manhattan Beach Downtown Specific Plan attached to this Resolution as **Exhibit B**.

SECTION 10. The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED, APPROVED and ADOPTED by the Manhattan Beach City Council on
December 6, 2016.

AYES:

NOES:

ABSENT:

ABSTAIN:

David Lesser
MAYOR PRO TEM

ATTEST:

Liza Tamura
CITY CLERK

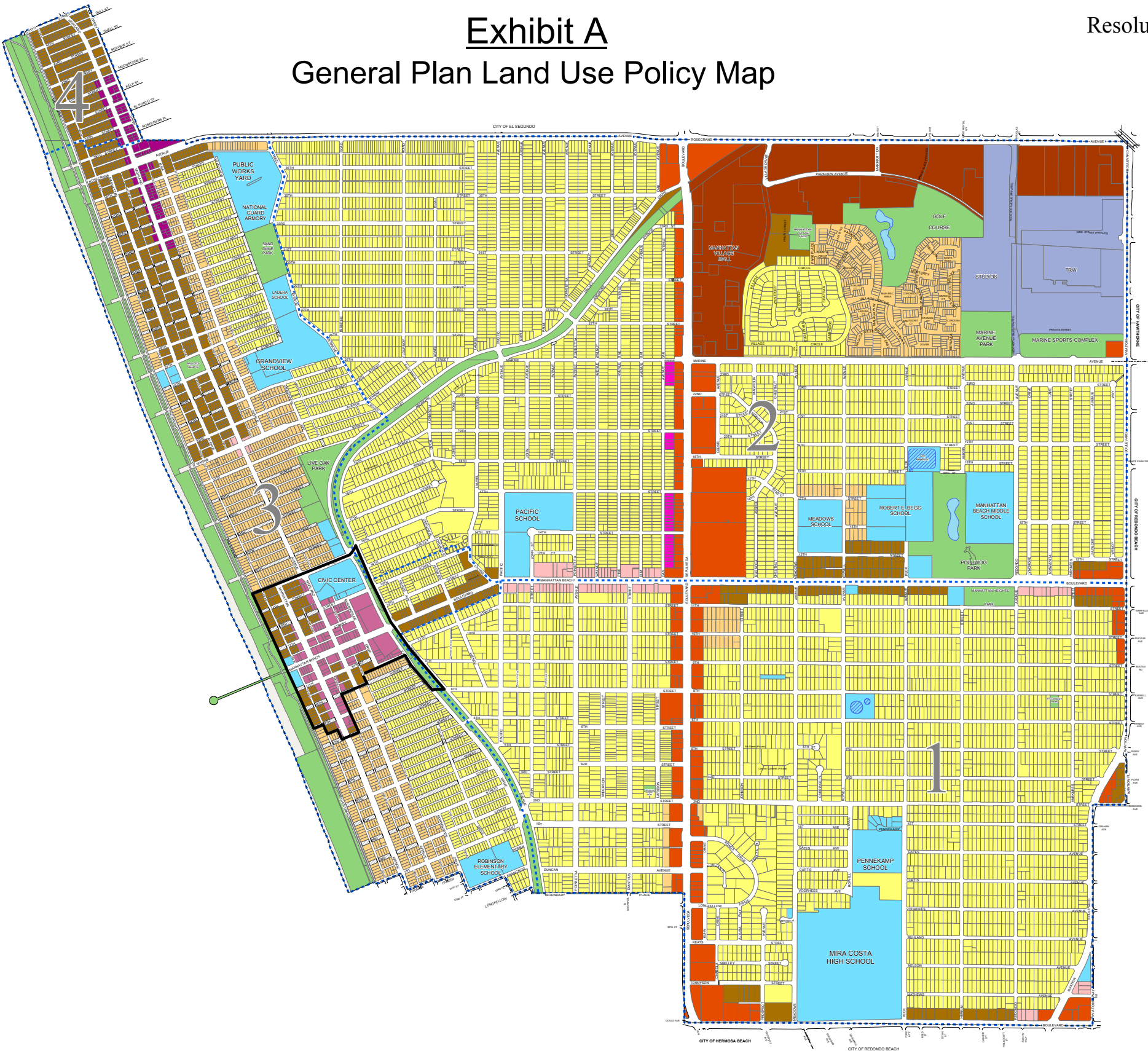
Exhibit A

General Plan Land Use Policy Map

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Land Use Designations

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- LOCAL COMMERCIAL
- GENERAL COMMERCIAL
- DOWNTOWN COMMERCIAL
- NORTH END COMMERCIAL
- MANHATTAN VILLAGE
- MIXED-USE COMMERCIAL
- INDUSTRIAL
- PARKS / OPEN SPACE
- PUBLIC FACILITIES
- Bike Path
- The Strand Pedestrian Path
- City Boundary
- Walkstreets
- Area District Boundaries
- Downtown Specific Plan Area



Source: City of Manhattan Beach, 2016.

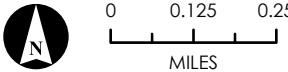


Exhibit B
Downtown Specific Plan

See Staff Report
Attachment 2

Exhibit C
Initial Study/Mitigated Negative Declaration

**See Staff Report
Attachment 23**

Exhibit D

Resolution No. 16-0075

Mitigation Monitoring and Reporting Program

| City of Manhattan Beach City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments Project Mitigation Monitoring and Reporting Program | | | | | | |
|--|--------------------------------|--|---|-----------|------|----------|
| Mitigation Measures | Mitigation Monitoring | | | Reporting | | |
| | Period of Implementation | Monitoring Responsibility | Monitoring Procedure | Comments | Date | Initials |
| Mitigation Measure AQ-1: The City shall require that projects that involve ground disturbing activities or large construction equipment that are implemented under the Specific Plan are analyzed as part of project review in accordance with SCAQMD recommended methodologies and significance thresholds. Emission reductions shall be achieved by incorporating the following which shall be included on construction plans and specifications as part of a construction management and parking plan: <ul style="list-style-type: none"> ▪ Water all active construction areas at least twice daily as required. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard. ▪ Sweep daily, as required, all paved access roads, parking areas, and staging areas at construction sites. ▪ Sweep streets daily as required if visible soil material is carried onto adjacent public streets. ▪ Reduce unnecessary idling of truck equipment in proximity to sensitive receptors (i.e. idle time of 5 minutes or less). ▪ Use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. ▪ Properly maintain construction equipment per manufacturer specifications. ▪ Designate a disturbance coordinator responsible for ensuring that mitigation measures to reduce air quality impacts from construction are properly implemented. | During construction activities | City of Manhattan Beach Building and Safety Division and Public Works Department | The Building and Safety Division and Public Works Department shall ensure that all projects under the Specific Plan that involve ground disturbing activities or large construction equipment are analyzed in accordance with SCAQMD recommendations and that appropriate mitigation measures are included on construction plans and specifications to ensure emission reductions and compliance with this measure. | | | |
| Mitigation Measure CUL-1: If archaeological resources (i.e., historical, prehistoric, and isolated artifacts and features) are inadvertently discovered during construction of future improvements envisioned in the Specific Plan, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional archaeologist who meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history shall be retained to determine the significance of the discovery. Project personnel shall not collect cultural resources. | During construction activities | City of Manhattan Beach Building and Safety Division and Public Works Department | Upon finding of archaeological resources, the Building and Safety Division and Public Works Department shall review the significance of the find determined by the qualified archaeologist and ensure compliance with the suggested techniques, which may include periodic site inspections. | | | |

| City of Manhattan Beach City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments Project Mitigation Monitoring and Reporting Program | | | | | | |
|--|---|--|--|------------------|-------------|-----------------|
| | Mitigation Monitoring | | | Reporting | | |
| Mitigation Measures | Period of Implementation | Monitoring Responsibility | Monitoring Procedure | Comments | Date | Initials |
| Mitigation Measure CUL-2: If human remains are discovered during project construction, all work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and the County Coroner must be notified, according to California Public Resources Code Section 5097.98 and California Health Code Section 7050.5. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. | During construction activities | City of Manhattan Beach Building and Safety Division and Public Works Department | Upon finding of human remains, the Building and Safety Division and Public Works Department shall ensure the County Coroner is contacted and, if remains are deemed to be Native American, contact the NAHC and follow all necessary CEQA procedures. | | | |
| Mitigation Measure CUL-3: In accordance with AB-52, the City of Manhattan Beach will notify the Gabrieleno Band of Mission Indians- Kizh Nation, of any Downtown Specific Plan area projects that involve soil disturbances, as complete applications for such projects are received. | Implementation project application processing | City of Manhattan Beach Building and Safety Division and Public Works Department | The Community Development Department shall notify the Gabrieleno Band of Mission Indians- Kizh Nation of any received applications involving soil disturbances in the Downtown Specific Plan area. | | | |
| Mitigation Measure GEO-1: If paleontological resources are encountered during future grading or excavation activities associated with Specific Plan-related improvements, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded, and determined appropriate treatment of the resource, in consultation with the City. Project personnel shall not collect paleontological resources. Appropriate treatment may include collecting and processing "standard" samples by a qualified paleontologist to recover microinvertebrate fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens. | As a condition of project approval and during construction activities | City of Manhattan Beach Building and Safety Division and Public Works Department | Upon finding of paleontological resources, the Building and Safety Division and Public Works Department shall consult with the qualified paleontologist upon determination of appropriate treatment for the resource and conduct periodic site inspections to ensure compliance with this measure. | | | |

| City of Manhattan Beach City of Manhattan Beach Downtown Specific Plan and Local Coastal Program Amendments Project Mitigation Monitoring and Reporting Program | | | | | | |
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| | Mitigation Monitoring | | | Reporting | | |
| Mitigation Measures | Period of Implementation | Monitoring Responsibility | Monitoring Procedure | Comments | Date | Initials |
| Mitigation Measure NOI-1: Prior to the issuance of a use permit or building permit for any second-floor outdoor commercial restaurant dining that includes service of alcohol and hours of operation during the late night hours, an acoustical study shall be prepared to the satisfaction of the Community Development Director. The study shall quantify the anticipated noise levels generated by the use and demonstrate compliance with the "Exterior noise standards" identified in Sections 5.48.160 of the Manhattan Beach Municipal Code. Design and construction techniques may be utilized to reduce and/or shield noise sources to achieve compliance with the standard, such as sound-rated Plexiglas parapets, noise curtains, and other noise reducing materials, and/or operational conditions may be imposed to reduce any potential impacts. | During Use Permit or Building Permit review | City of Manhattan Beach Community Development Department | Prior to the issuance of a use permit or building permit for late night, alcohol-servicing commercial restaurants, the Community Development Director or his/her designee shall review an acoustical study to ensure compliance with the noise standards stated in the Manhattan Beach Municipal Code, and shall ensure implementation of proper design and construction techniques to reduce noise. | | | |
| Mitigation Measure TR-1: Public realm improvements shall be constructed in a manner in which the overall public parking supply is maintained, and no net loss in public parking occurs. | During plan review and plan check | City of Manhattan Beach Community Development Department and City of Manhattan Beach Public Works Department | The Community Development Department and Public Works Department shall ensure no net loss occurs in public parking due to public realm improvements. | | | |

End of Mitigation Monitoring and Reporting Program.

Exhibit E**General Plan and Local Coastal Program Consistency Analysis****GENERAL PLAN CONSISTENCY ANALYSIS**

| Policy | Project Consistency |
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| Land Use | |
| Policy LU-1.1: Limit the height of new development to three stories where the height limit is thirty feet, or two stories where the height limit is twenty-six feet, to protect the privacy of adjacent properties, reduce shading, protect vistas of the ocean, and preserve the low-profile image of the community. | <p>The proposed Specific Plan is generally consistent with this policy. The Specific Plan maintains the 26-foot height limit for two-story buildings, with exceptions in the Downtown Commercial designation, Area B, for a 2-foot increase to 28 feet to allow for elevator shafts. The Code already provides height exceptions for vent pipes, antenna (up to 10 feet) and chimneys (up to 5 feet) and this proposal is consistent with these current exceptions.</p> <p>See also the analysis of potential aesthetic impacts regarding the proposed height limit exception in Section 1(a, c), above.</p> |
| Policy LU-1.2: Require the design of all new construction to utilize notches, balconies, rooflines, open space, setbacks, landscaping, or other architectural details to reduce the bulk of buildings and to add visual interest to the streetscape. | The proposed Specific Plan is consistent with this policy. The Specific Plan, Chapter 6 establishes design guidelines and development standards for private development, including identifying the requirement for setbacks, building articulation and optional setbacks for upper stories. The Specific Plan would enhance the plan area's small-town character by implementing these design guidelines and development standards. |
| Policy LU-3.2: Promote the use of adopted design guidelines for new construction in Downtown, along Sepulveda Boulevard, and other areas to which guidelines apply. | The proposed Specific Plan is consistent with this policy. The Specific Plan establishes new design guidelines and development standards for the Downtown area, and provides a framework to preserve the Downtown's character. |

| Policy | Project Consistency |
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| Policy LU-3.4: Establish and implement consistent standards and aesthetics for public signage, including City street signs. | The proposed Specific Plan is consistent with this policy. The Specific Plan establishes design guidelines and development standards, including standards for public signs for use in the Downtown area. |
| Policy LU-3.6: Encourage the beautification of the walkstreets, particularly through the use of landscaping. | The proposed Specific Plan is consistent with this policy. The Specific Plan does not revise the walkstreet landscape standards that encourage private low-height landscaping. The Plan also establishes guidelines for landscaping in the Downtown area where landscaping would be used to create a distinct character for specific streets and neighborhoods. |
| Policy LU-4.1: Protect public access to and enjoyment of the beach while respecting the privacy of beach residents. | The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area. This would encourage the public to access the beach areas through the City's Downtown and minimize residential neighborhood intrusion. |
| Policy LU-4.2: Develop and implement standards for the use of walkstreet encroachment areas and other public right-of-way areas. | The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would not revise the current walkstreet encroachment area landscape and private improvement standards that allow private low height landscaping and other private improvements that enhance and beautify the environment while strengthening the project area's sense of place. |
| Policy LU-4.6: When public improvements are made, they should preserve and maintain distinctive neighborhood characteristics. | The proposed Specific Plan is consistent with this policy. The public realm improvements envisioned in the Specific Plan would complement and enhance the Downtown's small-town character with features that include streetscape furnishings, decorative bicycle parking racks, accent lighting, and thematic signage. Private development and public improvements guided by the policies, standards, and guidelines of the Specific Plan would preserve and enhance the unique character of Downtown. |
| Policy LU-5.1: Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques. | The proposed Specific Plan is consistent with this policy. The proposed land use plan designations for the plan area are consistent with the land use designations identified in the General Plan and the LCP. Future uses in the Specific Plan area would be required to comply with the City's noise regulations and lighting requirements (Manhattan Beach Municipal Code Chapters 5.48 and 10.60, respectively). In addition, the proposed Specific Plan includes policies related to trash and litter |

| Policy | Project Consistency |
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| | management in the Downtown area to address trash-related odors. Thus, conflicts between residential and business uses are not anticipated. |
| Policy LU-5.7: Recognize the unique qualities of mixed-use areas, and balance the needs of both the residential and commercial uses. | The proposed Specific Plan is consistent with this policy. The Downtown would continue to be a thriving commercial mixed-use District. The Specific Plan, Chapter 6 establishes design guidelines and development standards for private development, including identifying the requirement for setbacks, building articulation, and optional stepbacks for upper stories, which would serve to help balance the needs of the residential and commercial uses. |
| Policy LU-6.1: Support and encourage small businesses throughout the City. | The proposed Specific Plan is consistent with this policy. The vision, policies, design guidelines and development standards of the Specific Plan support this goal. Proposed development standards that support and encourage small businesses include limitations for individual commercial tenants on the length of frontage along a street, limitation of new ground floor uses to those that are small and pedestrian oriented with a total square footage cap for retail uses. |
| Policy LU-7.2: Encourage the use of the Downtown Design Guidelines to improve the Downtown's visual identification as a unique commercial area. | The Specific Plan establishes new design guidelines and development standards for the Downtown area, and provides a framework to preserve the Downtown's character while creating an environment conducive to development. The proposed Specific Plan would repeal, replace, and expand upon the existing Downtown Design Guidelines with the new design guidelines. |
| Policy LU-7.3: Support pedestrian-oriented improvements to increase accessibility in and around Downtown. | The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in coordinated, custom streetscape furnishings, landscaping, and materials that enhance the pedestrian environment. Additionally, the Specific Plan would result in future improvements to Downtown's streets and sidewalks, that would provide a safe, comfortable environment for pedestrians and bicyclists that achieves a significant reduction in conflicts between both modes of transportation and motor vehicles. |
| Policy LU-7.4: Encourage first-floor street front businesses with retail, restaurants, service/commercial, and similar uses to promote lively pedestrian activity on Downtown streets, and consider providing zoning regulations that support these uses. | The proposed Specific Plan is consistent with this policy. The Specific Plan would encourage first-floor business providing attractive storefronts and outdoor dining spaces that activate the project area's commercial streets. Commercial buildings would incorporate prominent ground floor storefronts, |

| Policy | Project Consistency |
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| | occupied by retailers and restaurants that activate the adjacent streets, with limitations on other non-active streetfront uses. Proposed development standards that support this policy include minimum requirements for ground floor commercial façade transparency and maximum front setbacks, as well as maximum tenant frontages and ground floor retail square footage caps. |
| Infrastructure | |
| Policy I-3.1: Review the existing Downtown Parking Management Program recommendations, re-evaluate parking and loading demands, and develop and implement a comprehensive program, including revised regulations as appropriate, to address parking issues. | The proposed Specific Plan is consistent with this policy. The Specific Plan provides for multipurpose drop-off zones, specialized motorcycle and electric vehicle parking and rideshare/taxi/shuttle loading areas to help reduce parking demand. The Specific Plan also includes new technologies, and minor improvements such as new signage to address parking issues in the plan area. |
| Policy I-3.5: Encourage joint-use and off-site parking where appropriate. | The proposed Specific Plan is consistent with this policy. The proposed Specific Plan provides recommendations for the provision of valet as well as shuttle services to and from existing and potential future remote parking lots. |
| Policy I-6.1: Implement those components of the Downtown Design Guidelines that will enhance the pedestrian oriented environment. | The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area. |
| Policy I-6.6: Incorporate bikeways and pedestrian ways as part of the City's circulation system where safe and appropriate to do so. | The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area. Bicyclists will enjoy safe passage along the project area's streets and ample bicycle parking facilities at key destinations throughout the district. |
| Policy I-9.3: Support the use of storm water runoff control measures that are effective and economically feasible. | The proposed Specific Plan is consistent with this policy. The Specific Plan includes goals to manage, maintain, and improve stormwater drainage and capacity in the plan area. The increased landscaping that would occur with implementation of the Specific Plan would serve to capture and control runoff prior to entering the City's stormwater drainage system. |
| Policy I-9.4: Encourage the use of site and landscape designs that minimize surface runoff by minimizing the use of concrete and maximizing the use of permeable surface materials. | The proposed Specific Plan is consistent with this policy. The Specific Plan includes goals to manage, maintain, and improve stormwater drainage and capacity in the plan area. The increased landscaping that would occur with implementation of the Specific Plan would serve to capture and control runoff prior |

| Policy | Project Consistency |
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| | to entering the City's stormwater drainage system. Alternative ground surface treatments are encouraged that maximize permeable surfaces. |
| Community Resources | |
| Policy CR-2.2: Continue to encourage and support cultural arts programs and events. | The proposed Specific Plan is consistent with this policy. The Specific Plan would enhance public spaces and amenities that provide the opportunity to showcase Manhattan Beach's unique history, art, and culture. |
| Policy CR-2.4: Include artwork in City capital improvement projects. | The proposed Specific Plan is consistent with this policy. One of the goals and visions of the Specific Plan is to utilize the public realm to celebrate the history of the community and its support of public arts and positive aesthetics. |
| Policy CR-4.1: Protect existing mature trees throughout the City and encourage their replacement with specimen trees whenever they are lost or removed. | The proposed Specific Plan is consistent with this policy. The proposed Specific Plan encourages the retention of existing street trees, as well as other public trees, and private trees in appropriate areas, and the planting of native or naturalized species for new or replacement trees. |
| Policy CR-4.2: Investigate methods to improve the quality and maintenance of street trees and public landscape improvements. | The proposed Specific Plan is consistent with this policy. The Specific Plan provides for increased landscaping within the plan area to enhance the physical, ecological, and cultural aspects of the City. |
| Policy CR-4.3: Recognize that landscaping, and particularly trees, provide valuable protection against air pollution, noise, soil erosion, excessive heat, and water runoff, and that they promote a healthy environment. | The proposed Specific Plan is consistent with this policy. The Specific Plan provides for increased landscaping within the plan area to enhance the physical, ecological, and cultural aspects of the City. The Specific Plan also encourages, when opportunities exist, allowing the street to function as an air quality and water quality enhancer by providing shade utilizing urban forestry and water quality improvements through stormwater runoff capture and use through planted bioswales. |
| Air Quality | |
| Policy CR-6.1: Encourage alternative modes of transportation, such as walking, biking, and public transportation, to reduce emissions associated with automobile use. | The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in coordinated, custom streetscape furnishings, landscaping, and materials that enhance the pedestrian environment. Additionally, the Specific Plan would result in future improvements to Downtown's streets and sidewalks, that would provide a safe, comfortable environment for pedestrians and bicyclists, as well as support for alternative modes of transportation and electric |

| Policy | Project Consistency |
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| | vehicles, that achieves a reduction in motor vehicle trips. |
| Policy CR-6.2: Encourage the expansion and retention of local serving retail businesses (e.g., restaurants, family medical offices, drug stores) to reduce the number and length of automobile trips to comparable services located in other jurisdictions. | The proposed Specific Plan is consistent with this policy. The Specific Plan includes a goal to support a vital Downtown business district that is chiefly comprised of small, pedestrian-oriented commercial business that serve Manhattan Beach residents, and includes visitor-oriented uses limited to low-intensity businesses that provide goods and services primarily to beachgoers. This would serve to reduce motor vehicle trips. |

LOCAL COASTAL PROGRAM CONSISTENCY ANALYSIS

| Policy | Project Consistency |
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| I- COASTAL ACCESS POLICIES | |
| Access Policies | |
| Policy I.A.1: The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone. | <p>The proposed Specific Plan is consistent with this policy. The Specific Plan does not suggest or require any changes to physical access to the beach. Existing views would not be substantially altered by new development, even with the potential two-foot height exception in Area B. The Specific Plan establishes standards for street lighting such that new lighting standards would be arched in such a way to frame and enhance views of the beach or ocean.</p> <p>Existing views would not be altered with the consistency changes from commercial to residential in a small portion of the Plan area. The reconciliation of the Land Use Policy and Zoning Maps will not have any changes to accessways.</p> |
| Policy I.A.2: The City shall encourage, maintain, and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access. | <p>The proposed Specific Plan is consistent with this policy. The Specific Plan provides for multipurpose drop-off zones, specialized motorcycle and electric vehicle parking, and rideshare/taxi/shuttle loading areas to help reduce parking demand. The Specific Plan also includes new technologies, and minor improvements such as new signage to address parking issues in the plan area.</p> <p>Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area. This would encourage the public to access the beach areas through the City's Downtown.</p> |
| Transit Policies | |
| Policy I.B.1: The City shall encourage public transportation service to mitigate excess parking demand and vehicular pollution. All transportation/congestion management plans and mitigation measures shall protect and encourage public beach access. | <p>The proposed Specific Plan is consistent with this policy. The Specific Plan does not suggest changes to transit services with the exception of instituting shuttle service to aid in the utilization of remote parking locations to increase parking opportunities. The Specific Plan provides for multipurpose drop-off zones, specialized motorcycle and electric vehicle parking and rideshare/taxi/shuttle loading areas to help reduce parking demand. The Specific Plan also includes new technologies, and minor improvements such as new signage to address parking issues in the plan area. This would encourage the public to access the beach areas through the City's Downtown.</p> |

| Policy | Project Consistency |
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| Policy I.B.3: The City shall encourage pedestrian and bicycle modes as a transportation means to the beach. | The proposed Specific Plan is consistent with this policy. Implementation of the Specific Plan would result in future improvements to Downtown's streets, sidewalks, and open spaces that enhance pedestrian and bicycle access to the project area. This would encourage the public to access the beach areas through the City's Downtown. |
| Policy I.B.7: The City shall provide adequate signing and directional aids so that beach goers can be directed toward available parking. | The proposed Specific Plan is consistent with this policy. The Specific Plan establishes design guidelines and development standards, including standards for public signs for use in the Downtown area. The Specific Plan also includes new technologies, and minor improvements such as new signage to address parking issues in the plan area. |
| Parking Policies | |
| Policy I.C.1: The City shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements. | The proposed Specific Plan is consistent with this policy. The proposed Specific Plan would result in no net loss of public parking and further recommends the development of various parking strategies to manage and accommodate commercial parking demand. Examples include the provision of shuttle services to and from existing and potential future remote parking lots, the designation of rideshare/taxi/shuttle loading areas and drop-off zones, and the use of stacked parking with valets/attendants. Through the use of these strategies, not only will existing parking areas be maximized, but overall parking demand will decrease, resulting in more available parking capacity. See the discussions of Policy I.B.1 and Policy I.B.7, above. |
| Policy I.C.2: The City shall maximize the opportunities for using available parking for weekend beach use. | The proposed Specific Plan is consistent with this policy. See the discussions of Policy I.B.1, Policy I.B.7, and I.C.1, above. |
| Policy I.C.3: When public improvements are made, they should preserve and maintain distinctive neighborhood characteristics. | The proposed Specific Plan is consistent with this policy. The public realm improvements envisioned in the Specific Plan would complement and enhance the Downtown's small-town character with features that include streetscape furnishings, decorative bicycle parking racks, accent lighting, and thematic signage. Private development and public improvements guided by the policies, standards, and guidelines of the Specific Plan would preserve and enhance the unique character of Downtown. |
| Policy I.C.10: Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses). | The proposed Specific Plan is consistent with this policy. See the discussions of Policy I.B.1, Policy I.B.7, and I.C.1, above. |

| Policy | Project Consistency |
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| II- COASTAL LOCATING AND PLANNING NEW DEVELOPMENT POLICIES | |
| A. Commercial Development | |
| <p>Policy II.A.2: Preserve the predominant existing commercial building scale of one and two stories, by limiting any future development to a 2-story maximum, with a 30' height limitation as required by Sections A.04.030, A.16.030, and A.60.050 of Chapter 2 of the Implementation Plan.</p> | <p>The proposed Specific Plan is consistent with this policy. The Specific Plan maintains the current 26-foot height limit for the majority of the commercial area of the Specific Plan, with exceptions in, Area B, for a 2-foot increase to 28 feet to allow for elevator shafts which would still be under the 30' height limitation within the policy. Area A, of the commercial area allows a 30 foot height limit and no revisions are proposed. The Code already provides height exceptions for vent pipes, antennas (up to 10 feet) and chimneys (up to 5 feet) and this proposal is consistent with these current exceptions.</p> |
| <p>Policy II.A.3: Encourage the maintenance of commercial area orientation to the pedestrian.</p> | <p>Implementation of the Specific Plan would result in coordinated, custom streetscape furnishings, landscaping, and materials that enhance the pedestrian environment. The Specific Plan would encourage first-floor business providing attractive storefronts and outdoor dining spaces that activate the project area's commercial streets. Proposed development standards that support this policy include minimum requirements for ground floor commercial façade transparency and maximum front setbacks, as well as maximum tenant frontages and ground floor retail square footage caps.</p> |
| <p>Policy II.A.7: Permit mixed residential/commercial uses on available, suitable commercial sites.</p> | <p>The proposed Specific Plan is consistent with this policy. The Downtown would continue to be a thriving commercial mixed-use District. The Specific Plan, Chapter 6 establishes design guidelines and development standards for private development, including identifying the requirements for setbacks, building articulation, and optional stepbacks for upper stories, which would serve to help balance the needs of the residential and commercial uses.</p> |
| B. Residential Development | |
| <p>Policy II.B.1: Maintain building scale in coastal zone residential neighborhoods consistent with Chapter 2 of the implementation Plan.</p> | <p>The proposed new LCP land use Policy Map and zoning designations are consistent with the building scale in the coastal zone neighborhood and would result in no changes to the physical environment. The area has historically been, since the 1930's predominately residential and has been, since at least 1995 and remains currently, entirely residential. The LCP Land Use Policy and Zoning Map consistency revisions will only reconcile the designation nomenclature and not have any changes to any development standards including building scale.</p> |

| Policy | Project Consistency |
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| Policy II.B.3: Maintain Coastal Zone residential height limit not to exceed 30' as required by Sections A.04.030 and A.60.050 of Chapter 2 of the Implementation Plan. | The proposed new LCP land use policy map and zoning designation is consistent with the 30' Coastal Zone residential height limit as required by the LCP - Implementation Program. Specifically, the height limitation within the "RH" zone is 30 feet, which is consistent with historical and current development in the area. |