

<p align="center"><u>City of Hermosa Beach</u> Administrative Policy #</p>	<p align="center"><u>Date:</u> Approved by: City Council</p>
<p align="center"><u>SUBJECT:</u> Living Streets Policy</p>	<p align="center"><u>Authority:</u> Public Works Department & Community Development Department Mayor, _____</p>

PURPOSE

The City of Hermosa Beach will improve livability and sustainability by adopting a 'living streets' policy that promotes the health and mobility of all Hermosa Beach citizens and visitors by providing high quality pedestrian, bicycling, and transit access to destinations throughout the City.

The City of Hermosa Beach will design its streets and transportation network for people, with beauty and amenities. The City will provide for the needs of drivers, transit users, bicyclists, and pedestrians, as well as users of all ages, abilities and backgrounds in all aspects of transportation related projects.

Living streets in the City of Hermosa Beach will be inviting places – with engaging architecture, street furniture, landscaping, and public art – that foster healthy economic development.

The City's living streets policy will integrate sustainable management and conservation principles addressing water, energy, materials, waste, plant life and other resources.

DEFINITION

1. Are for people of all ages, physical abilities and income levels whether they walk, bicycle, ride transit, or drive (this is complete streets)
2. Integrate connectivity and traffic calming with pedestrian-oriented site and building design
3. Create opportunities for people to meet and interact
4. Involve local people in their design
5. Are inviting places
6. Foster healthy commerce
7. Strengthen and enhance neighborhoods
8. Encourage active and healthy lifestyles
9. Integrate environmental stewardship
10. Vary in character by neighborhood, density, and function

The living streets movement is about changing the way transportation agencies and communities approach *every* street project and transform transportation practice.

STREET NETWORK / CONNECTIVITY

The City of Hermosa Beach is a highly urbanized, built-out City characterized by small lots and a dense grid-based street network.

(A) *Multi-modal.* The City of Hermosa Beach will design, operate and maintain a transportation system that provides a connected network of streets and facilities that accommodate all modes of travel.

(B) *Enhancement.* The City will actively seek opportunities to repurpose or enhance rights-of-way to enhance connectivity for pedestrians, bicyclists and transit users. Alleys, pedestrian walk-streets, the Strand and the Greenbelt provide special opportunities to enhance non-motorized uses and connections.

(C) *Destinations.* The City will focus resources on enhancing non-motorized connectivity to services, schools, parks, civic uses, regional connections and commercial uses.

(D) *Development projects.* The City will require large new developments and redevelopment projects to maintain or enhance connectivity, such as through interconnected street networks with small blocks and non-motorized connections. The City will require smaller projects to maintain or enhance non-motorized connections when practical.

(E) *Regional connectivity.* The City will work with agencies and neighboring communities to incorporate living streets principles into regional transportation networks.

(F) *Environment.* The City will focus on improving the function of storm water and urban runoff management systems.

JURISDICTION

The City will broadly incorporate living streets principles into the design, construction and operation of the local and regional transportation network.

(A) *Applicability generally.* This living streets policy is intended to cover all development and redevelopment in the public domain, all street improvement assessment districts, and private development and redevelopment that creates publicly accessible streets and non-motorized ways within Hermosa Beach.

Street projects broadly include those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on existing public streets, or phases thereof.

Living streets may be achieved through single projects or incrementally through a series of smaller improvements or projects over time.

(B) *City government.* Every City department, including Administration, Public Works, Community Development, Community Resources, Police and Fire will follow the Policy.

(C) *Private developers.* The City requires all developers and builders of projects on private property that create or affect publicly accessible streets and non-motorized facilities and to obtain and comply with the City's standards.

(D) *Permit authority.* The City requires agencies that Hermosa Beach has permitting authority over to comply with this Policy, such as local and state agencies, water agencies and special districts, all utilities, and service contractors.

(E) *Independent jurisdiction.* The City encourages and will help agencies not under Hermosa Beach's jurisdiction to comply with this Policy, such as the Hermosa Beach City School District and Caltrans.

(F) *Regional entities.* The City will work closely with regional agencies and adjacent cities to promote compliance with this Policy, such as Los Angeles County, Caltrans, Los Angeles County Metropolitan Transportation Authority, Southern California Regional Rail Authority, Southern California Association of Governments and South Bay Cities Council of Governments.

EXCEPTIONS

Living streets principles and practices will be included in the projects to which the Policy is applicable, as well as other plans and manuals, except under one or more of the following conditions:

(A) *Maintenance.* The project involves ordinary or emergency maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

(B) *Council decision.* The City Council exempts a project due to excessive and disproportionate cost of establishing a bicycle or pedestrian way or facility, or transit enhancement as part of a project.

(C) *Administrative decision.* The Directors of Public Works and the Community Development Department jointly determine the project is not practically feasible or is not cost effective and/or prohibitive.

Exceptions will be documented and made available for public inspection prior to a discretionary decision or upon an administrative decision. Guidelines and procedures for evaluating these factors may be established by the City.

DESIGN

The Hermosa Beach City Council declares it is the City of Hermosa Beach's policy to:

(A) *Adopt guidelines.* Adopt new living streets design guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Hermosa Beach, while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment produce context sensitive designs.

(B) *Implement guidelines.* Incorporate the living streets design guidelines principles into all City plans, manuals, rules, regulations and programs as appropriate.

(C) *Pedestrians.* Provide well-designed pedestrian accommodations on streets and crossings unless an equivalent alternative is available or physical conditions preclude an alternative. Pedestrian accommodations can take numerous forms, such as traffic signals, roundabouts, traffic calming measures like bulb-outs or curb extensions, buffer zones, sidewalks, shared streets or shared-use pathways that provide a safe pedestrian-friendly environment, and perpendicular curb ramps, among others.

(D) *Bicycles.* Provide well-designed bicycle accommodations along streets, unless safety would be significantly compromised after considering bicycle accommodating solutions. Bicycle accommodations can take numerous forms, such as the use of bicycle boulevards, striping, slow speed or low auto volume streets, traffic calming, signs, and pavement markings, among others.

(E) *Special needs.* Enhance the safety, access, convenience and comfort of all users of all ages, abilities and backgrounds. The City understands that children, seniors, and persons with disabilities will require special accommodations. The term "non-motorized" in this policy may include a wide range of devices and alternative modes of travel.

(F) *Landscaping.* Where physical conditions are conducive, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

CONTEXT SENSITIVITY

(A) *Compatibility.* The City of Hermosa Beach will plan its streets in harmony with the adjacent land uses and neighborhoods.

(B) *Process.* The City will solicit input from local stakeholders during the planning process.

(C) *Placemaking.* The City will design streets with a strong sense of place. We will use architecture, landscaping, streetscaping, public art, signage and other elements to reflect or enhance the community and neighborhood.

(D) *Commerce*. The City will coordinate street improvements with merchants along retail and commercial corridors to develop or enhance vibrant and livable districts.

(E) *Environment*. The City will integrate natural features, such as topography, drainage and trees into the design of our streets and rights-of-way. The City will incorporate context sensitive sustainable storm water and urban runoff management strategies into projects.

PERFORMANCE MEASURES

The City will evaluate this living streets policy using the following performance measures:

Bicycles

1. Increase in total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation
2. Increase in number of bicycle parking facilities
3. Significant increase in bicycle ridership

Pedestrians

4. Increase in total miles of streets with pedestrian accommodation (goal – all)
5. Decrease in number and severity of pedestrian-vehicle and bicycle-vehicle crashes
6. Decrease in number of pedestrian-vehicle and bicycle-vehicle fatalities (goal – 0)

Transit

7. Increase in new public transit facilities, including bus stop shelters

Environment

8. Improve storm water management, following National Pollutant Discharge Elimination System (NPDES) standards

Placemaking

9. Increase public art, landscape, street furniture, or other streetscape improvements
10. Increase in sales tax revenue along improved streets or rights-of-way

The City will identify funds and create a methodology to collect data related to those performance measures.

IMPLEMENTATION

(A) *Project Team*. The Director of Public Works and the Director of Community Development will jointly oversee the implementation of this policy. The project team will biannually provide a written report to City Council evaluating the City's progress and advise on implementation.

(B) *Inventory*. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's geographic information systems (GIS) database and will prioritize projects to eliminate gaps in pedestrian and bikeways networks.

(C) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of pedestrian, bicycle, and transit improvements.

(D) *Revisions to Existing and Creation of New Plans and Policies.* The City of Hermosa Beach will incorporate living streets principles into existing and future plans, manuals, rules, regulations and programs, such as the City's General Plan, Specific Plans, bicycle master plan, pedestrian transportation plan, Safe Routes to School, Americans with Disabilities Act Transition Plan, street tree and landscape plan, and sustainable storm water and urban runoff management transition plan.

(E) *Staff Training and Coordination.* The City will train pertinent City staff on the content of the living streets principles and best practices for implementing the policy. The City will also utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right-of-way.

(F) *Street Manual.* The City will create and adopt a living streets design manual to support implementation of this policy.

(G) *Funding.* The City will actively seek sources of appropriate funding to implement living streets.