



70 Tenth Street Commercial Development

Public Review Draft Initial Study and Mitigated Negative Declaration

City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254

June 2018

INITIAL STUDY

1. **Project Title:** 70 Tenth Street Commercial Development
2. **Lead Agency Name and Address:** City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, CA 90254
3. **Contact Person and Phone Number:** Ken Robertson, Community Development Director
(310) 318-0242
krobertson@hermosabch.org
4. **Project Location:** 70 Tenth Street
Hermosa Beach, CA 90254
See Exhibits 1 through 3.
5. **Project Sponsor's Name and Address:** B&J Capital Group Investments
414 Torrance Boulevard
Redondo Beach, CA 90277
6. **General Plan Designation:** General Commercial (GC)
7. **Zoning:** C-2 (Restricted Commercial)
8. **Description of Project:**

The project is construction of a new three-story, detached, 2,744 square foot commercial building with ground floor retail and second and third office space. The site is occupied by an existing 1,841 square foot single-family residence which the project will preserve in place, converting the single-family use to a single-unit motel. The new building is proposed to be sited at the rear (south) portion of the 4,023 square-foot lot. (See **Proposed Uses**, below.)

Parking Lot & Landscaping

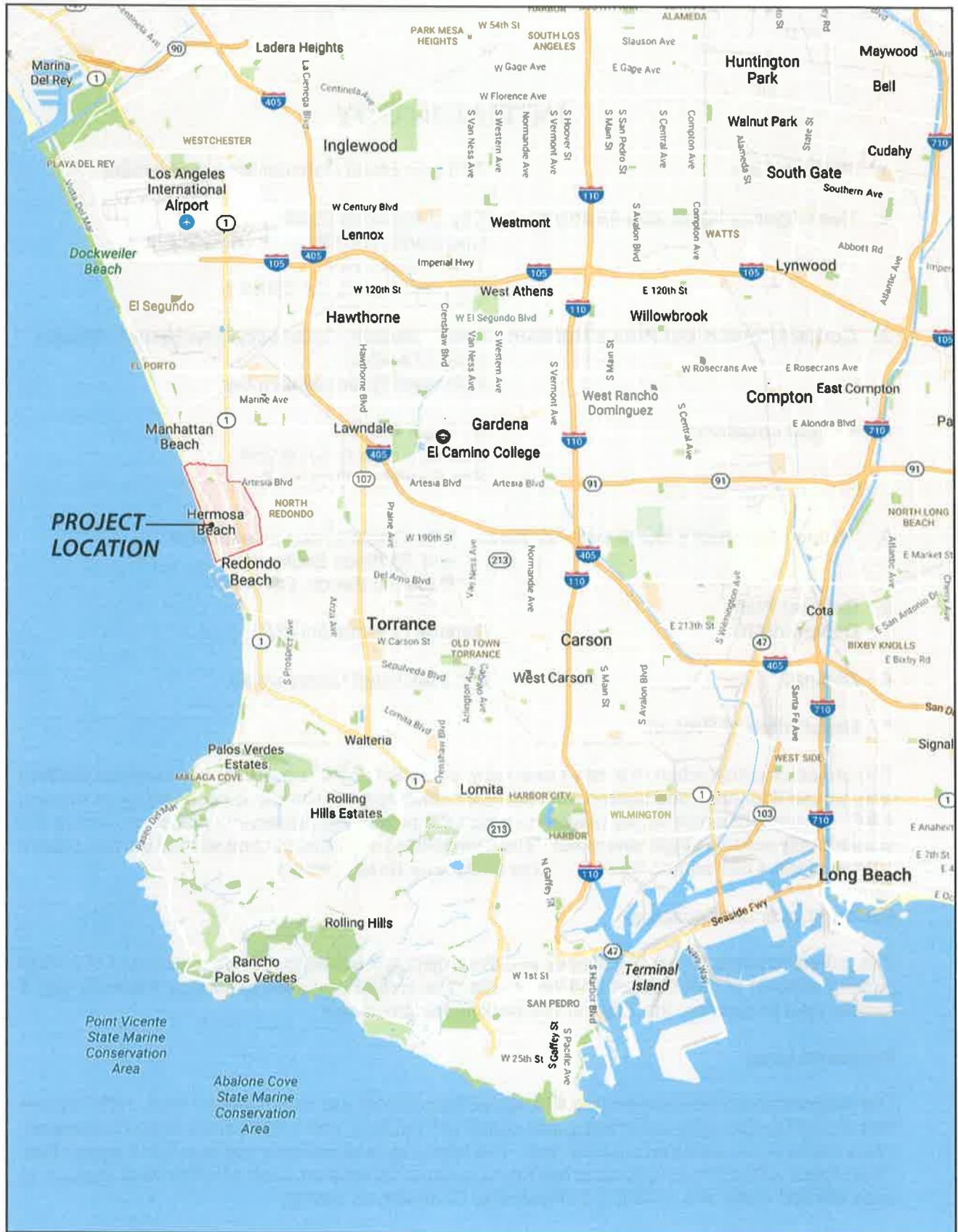
The project requires 12 parking spaces and the project is required to provide a minimum of 25% (3 parking spaces) of the required parking on-site. The project proposes to provide 4 spaces with 8 spaces paid pursuant to the City's in-lieu parking fee provisions.

Proposed Uses

The project's proposed uses include 428 square feet of retail use on the ground floor, 1,094 square feet of commercial office use in two suites on the second floor, and 1,094 square feet of commercial office space in two suites on the third floor. The total proposed leasable space is 2,616 square feet.

The project will accommodate up to five future commercial tenants, each of which must conform to uses allowed under the current C-2 (Restricted Commercial) zoning.

TENTH STREET | CITY OF HERMOSA BEACH

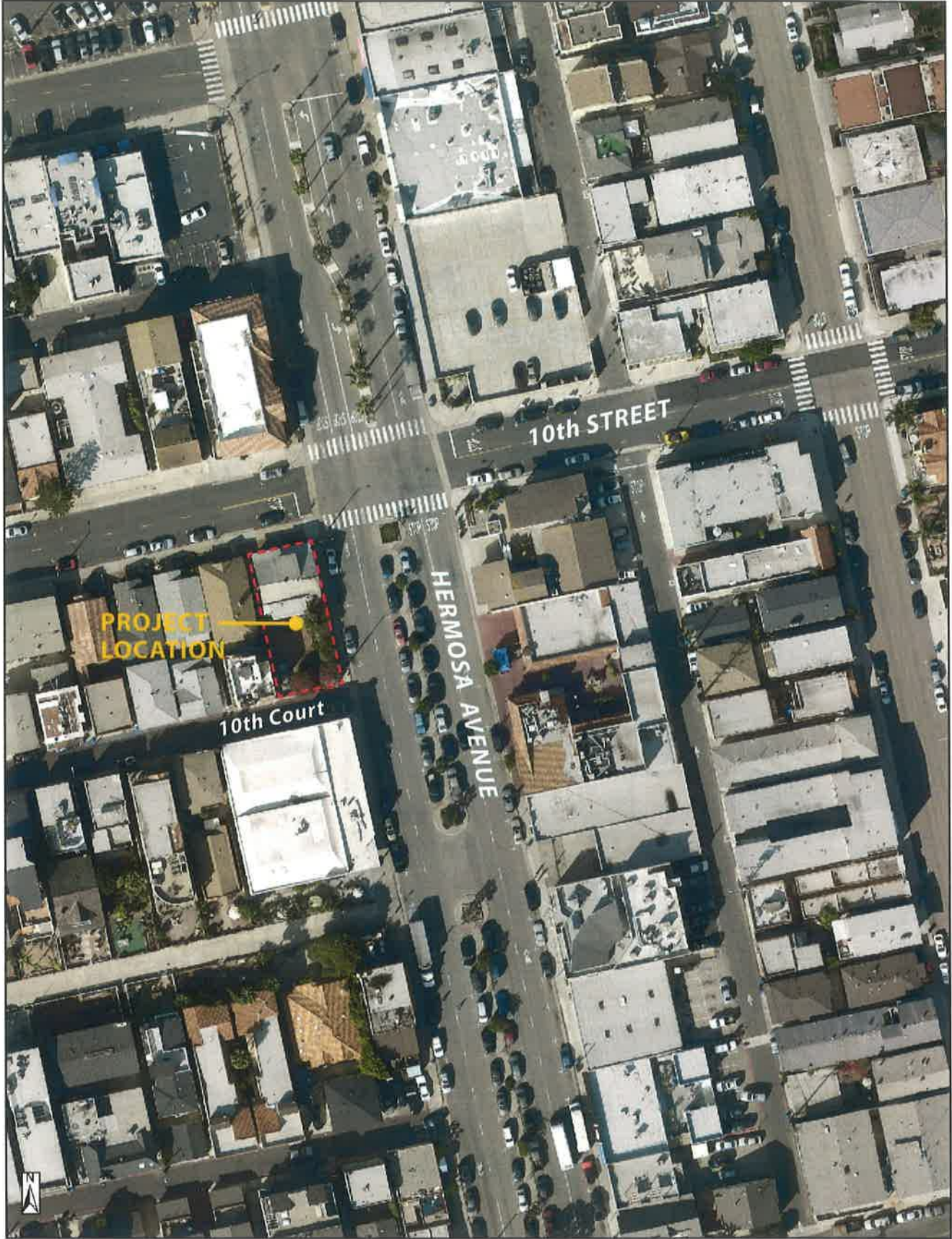


Source: Google Maps 2017



Exhibit 1
Regional Location

TENTH STREET | CITY OF HERMOSA BEACH



Source: City of Hermosa Beach



Exhibit 2
Aerial View

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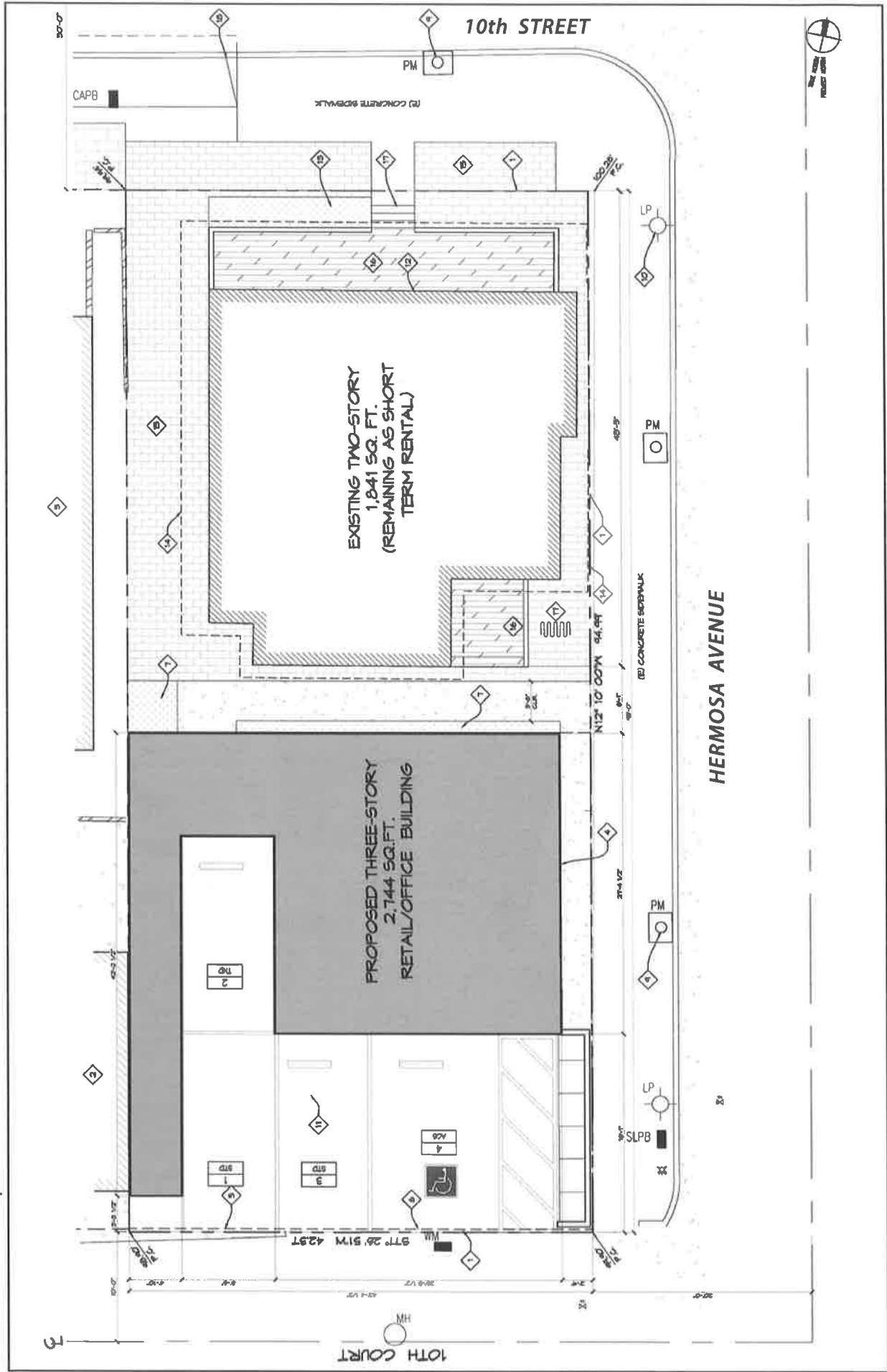
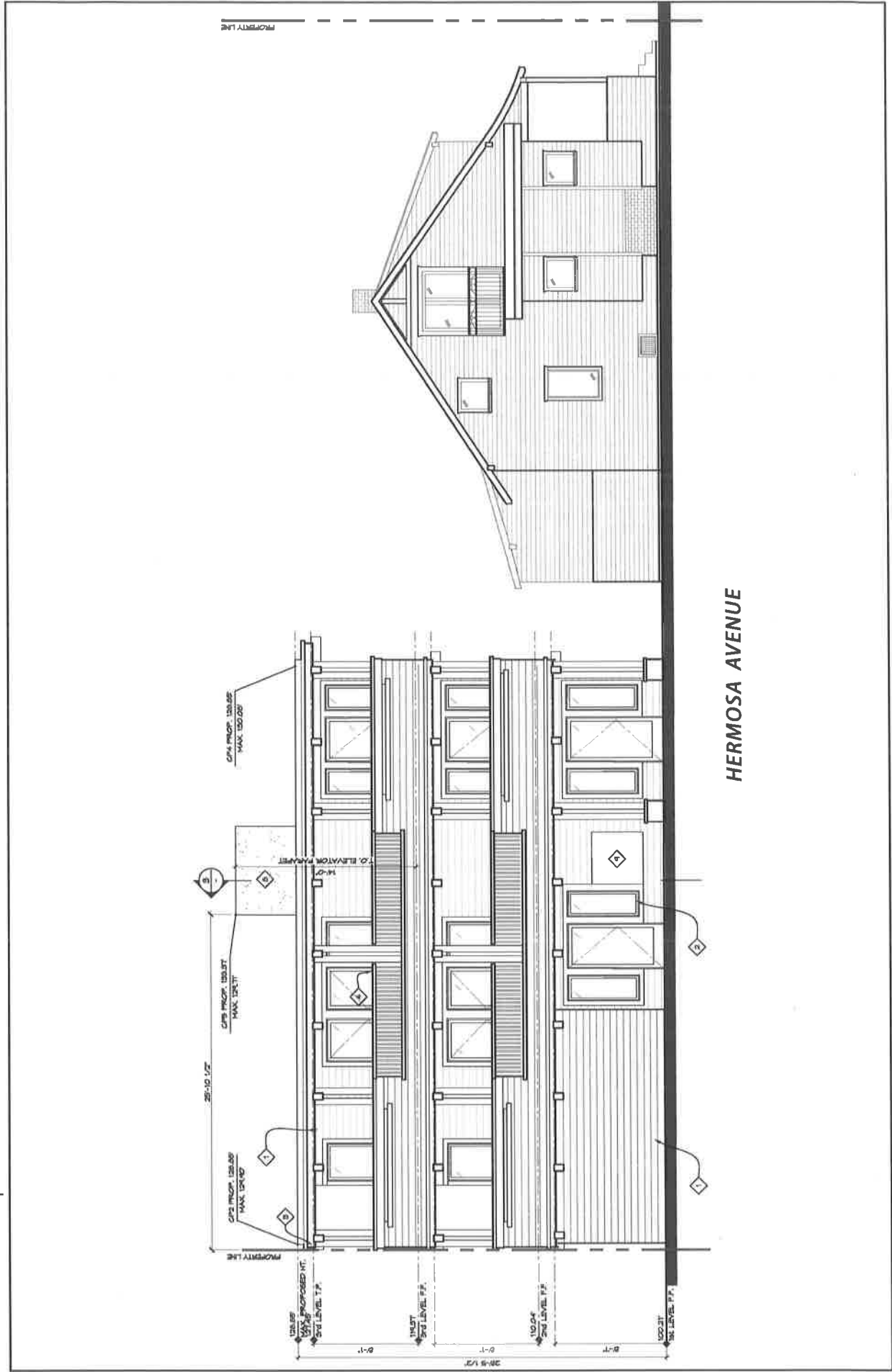


Exhibit 3
Proposed Site Plan

Source: Peha and Associates Architecture

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Source: Peba and Associates Architecture

Exhibit 4
Proposed and Existing East Elevation

The project proposes to retain the existing single-family residential building on-site with no significant exterior alterations, altering the use from residential to a single-unit motel.

Project Schedule

Construction activities are proposed to occur over a period of no more than 12 months (anticipated to begin sometime in late 2018), and include construction of the new building, landscaping and ancillary site improvements.

9. Project Site Characteristics

The existing one-and-a-half story single-family residential building is approximately 1,841 square feet on an approximately 4,023 square foot lot. The site is located at the southwest corner of Hermosa Avenue and 10th Street. The lot fronts on 10th Street and vehicular access is provided from 10th Court. There is no garage on-site. An existing curb cut along 10th Street leads to a parking space that is non-conforming with regard to minimum required size/dimensions. The residence is set back approximately 3'-4^{3/4}' from the front property line with an additional 6' parkway within the public right-of-way to back of sidewalk. The front yard consists of red brick hardscape and the rear yard consists of a mixture of red brick hardscape, concrete and bare dirt. There are no trees on-site and landscaping is limited to non-native dwarf palms. Site conditions were confirmed during a site visit by City Staff on August 24, 2016. The residential building has been determined to be a contributor to an eligible historic district of beach bungalows (see Attachment A, Historic Resource Technical Report).

10. Requested Approvals

Implementation of the project requires the following discretionary actions by the City of Hermosa Beach:

- Approval of a Precise Development Plan (PDP) to allow construction of the new building and modifications to the site;
- Approval of a Parking Plan to allow for a reduction in the number of spaces required while paying an in-lieu fee in compliance with City Policy.

11. Surrounding Land Uses and Setting:

The project location and surrounding land uses are depicted in Exhibit 2. The site is located at the southwest corner of Hermosa Avenue and 10th Street and is currently developed with a single-family residence that is a legal non-conforming use (the property is located within a commercial zoning district). The immediate and surrounding area is a mix of commercial uses to the north, east and south, and legal non-conforming residential uses to the west. The site is located within the Downtown District of the city which allows a variety of commercial uses. Residential uses such as R-2 (Two-Family Residential) and R-3 (Multiple Family Residential) are also in close proximity.

12. Approvals Required From Other Public Agencies:

The project requires a Coastal Development Permit (CDP) issued by the California Coastal Commission.

13. Documents & References:

- California Department of Conservation, 1999. State Hazards Map, Redondo Beach Quadrangle.
- City of Hermosa Beach, 2014. PLAN Hermosa, Existing Conditions Report.
- City of Hermosa Beach, Municipal Code
- City of Hermosa Beach, 2017a, PLAN Hermosa (General Plan)
- City of Hermosa Beach, 2017b, Lazy Acres Grocery Market, Mitigated Negative Declaration
- Los Angeles County Metropolitan Transportation Authority, July 2010. Congestion Management Plan.
- Page & Turnbull, 2018. 70 10th Street Historic Resource Technical Report.
- PCR, 2014. Archaeological and Paleontological Resources Assessment to Support the General Plan Update for the City of Hermosa Beach (in PLAN Hermosa, Existing Conditions Report).
- SCAG, 2001. Employment Density Study Summary Report. The Natelson Co., and Terry Hayes Associates.

14. SUMMARY OF 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:

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology & Soils |
| <input type="checkbox"/> Hazards & Hazardous Mats. | <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise & Vibration | <input type="checkbox"/> Population & Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation & Traffic |
| <input type="checkbox"/> Utilities & Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

15. DETERMINATION. (To be completed by lead agency) Based on this initial evaluation:

- 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.

16. **ENVIRONMENTAL ADMINISTRATOR DETERMINATION** (Section 9-2.201 of SJC Municipal Code):
The initial study for this project has been reviewed and the environmental determination is hereby approved:



Ken Robertson, Community Development Director

Date: 6-25-18

17. ENVIRONMENTAL CHECKLIST (Instructions)

This section analyzes the potential environmental impacts which may result from the proposed project. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and answers are provided according to the analysis undertaken as part of the Initial Study. The analysis considers the project's short-term impacts (construction-related), and its operational or day-to-day impacts. For each question, the following should be provided:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the City has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Include a source list and list of individuals contacted or consulted.
- 8) This form is consistent with the California Environmental Quality Act (CEQA) Guidelines and all Initial Studies performed on projects within the city must use this format.
- 9) The explanation of each issue should identify, a) the significance criteria or threshold, if any, used to evaluate each question; and b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.1 AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. Scenic vistas in Hermosa Beach consist of expansive public views of the Pacific Ocean, Palos Verdes Peninsula, Santa Monica Mountains or inland views of the San Gabriel Mountains. The most prominent scenic vistas in the city are from the beach and The Strand (the boardwalk) and other areas immediately adjacent to the coast. A few scenic vistas exist in the upper elevations of the city. Prominent scenic viewpoints nearest to the project site are to the west along The Strand and beach (Hermosa Beach, 2017, Figure 5.3). The new building proposed at the rear of the project site will not affect views from the beach and The Strand, nor will it obstruct views of the Pacific Ocean, Palos Verdes Peninsula, Santa Monica Mountains or inland views of the San Gabriel Mountains from any significant public viewing area. The proposed modification of the use of the existing single family residence to a single-unit motel would have no effect on public views or scenic vistas.

(b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. Due to its historical character, the single-family residence on the site can be considered a scenic resource that contributes to the visual character of the community. See response to

question (c) below for discussion of the historical structure as a visual resource. There are no other scenic resources on the site.

(c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact. The visual character of the site and its surroundings is largely determined by the presence of the historic bungalow on-site and neighboring bungalows that are also of an historic character. An historic resource assessment was prepared to evaluate the project's potential to adversely impact the historic integrity of the 1911 bungalow on-site as well as the historical integrity of the neighboring bungalows which are considered eligible as an historic district, and therefore a significant historical resource (Page & Turnbull, 2018). (See the discussion in Section 17.5, Cultural Resources.) The historic resources assessment found that, while the proposed 3-story structure will introduce new and larger massing and scale to the project site, the project does not alter the bungalow in any way that would jeopardize its status as a contributor to the eligible 10th Street Beach Bungalow Historic District. The new building will be distinct and detached from the bungalow, so that it almost appears as a different property, especially given its orientation to the commercial street at Hermosa Avenue. It will be similar to the rear, multi-story buildings that currently exist at four of the five bungalows that contribute to the district's eligibility. Nor does the project affect the eligibility of the district itself. Despite the visibility of the proposed new building's corner location, the eligible district will still be perceived as a related grouping of beach bungalows, with the new building part of the background in the overall streetscape of Hermosa Avenue. The visual impact to the historic resources on and near the site will not compromise their historical integrity and is therefore less than significant.

The visual character of the neighborhood is also influenced by the visibility of the ocean when viewed west along Tenth Street, an effect that contributes to the visibility of the ocean from areas just inland from the Strand throughout much of Hermosa Beach. Travelers on Hermosa Avenue experience the visual proximity of the ocean through lateral views along east-west trending streets in this portion of the city. The project will not affect the ocean view from Tenth Street, since there is no proposed change to the front yard setback of the existing residence. Nor does the project propose any new ancillary structures that might obstruct the view to the ocean, such as fences or architectural features. Visibility of the ocean from public right-of-way will remain unaffected. The project will not significantly degrade the visual character or quality of the site, or its surroundings.

(d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

No Impact. The sources of light and glare at the site are typical of urban environments in Southern California. Artificial night lighting at the site and in the vicinity is produced from street lights and ambient lighting from commercial buildings in the vicinity. The new commercial building will introduce new exterior light sources located on the building and in the parking area. Lighting for commercial uses in Hermosa Beach is regulated by the Municipal Code, which will be enforced through the City's process of review and approval for the project's PDP. The Municipal Code stipulates that:

Any lighting provided for the use shall be extinguished no later than 11:00 p.m. in the C-3 zone and zones that allow C-3 uses, or 7:00 a.m. to 10:00 p.m. in the other zones where shielded (full cutoff) and down cast (emitting no light above the horizontal plane of the fixture), not create glare or spill beyond the property lines, and the lamp bulb shall not be directly visible from within any residential unit. (Municipal Code sec. 17.26.050)

The requirements of this ordinance, particularly the requirement that all lighting be fully shielded, not create spill or glare beyond the property line, and that no lamp bulb be directly visible to residences, will effectively ensure that adverse light and glare impacts are avoided.

The proposed project will have no significant impact on aesthetics and visual resources.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.2 AGRICULTURAL RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance as depicted on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA. Resources Agency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) Would the project 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?

No impact. No portion of the site is Prime Agricultural Land (as defined by Government Code Section 51201(c) and 56064) or Agricultural Land (as defined by Government Code Section 56016).

(b) Would the project Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The site is not zoned for agricultural use. No Williamson Act contracts pertain to the site.

(c) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The proposed project will not generate changes that might directly or indirectly result in conversion of Farmland to non-agricultural use.

The project will have no impact on agricultural resources.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.3 AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
b. Violate an air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Land use and development projects commonly have two major sources of air quality impacts: (1) pollutant emissions generated during construction of the new project and (2) long-term operational emissions generated after construction. (See Section 17.7 for a separate assessment of the potential for impacts resulting from emission of greenhouse gases.) The activities proposed for this project are of a very small scale relative to the air basin and the level of emissions considered significant by the South Coast Air Quality Management District. Construction activities are limited to the 4,023 square foot lot. None of the activities require the use of heavy, emission-generating equipment with the exception of site preparation for the rear portion of the lot, which will be very short-term (two to three days). The number of new vehicular trips generated by proposed uses after development, usually the principal source of post-development operational emissions, will be relatively small (approximately 228 estimated daily trips).

The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the South Coast Region Air Basin. The SCAQMD has established significance thresholds for construction (and demolition) emissions for six categories of pollutants. These thresholds are based on their potential adverse short-term health effects. The scale of proposed improvements is not nearly great enough to exceed these thresholds.

- 75 pounds per day of Reactive Organic Compounds (ROC)
- 100 pounds per day of Nitrogen Oxides (NOX)
- 550 pounds per day of Carbon Monoxide (CO)
- 150 pounds per day of Particulates of less than 10 mm (PM10)
- 55 pounds per day of Particulates of less than 25 mm (PM25)
- 150 pounds per day of Sulfur Oxides (SOX)
- 3 pounds per day of Lead

The same is true of the project's relationship to Local Significance Thresholds or LSTs. These are thresholds established by the SCAQMD to examine the potential for on-site emissions generated during construction to adversely affect nearby sensitive receptors, such as residential neighbors or schools. LSTs reflect only those construction-related emissions that would occur on-site (not vehicular emissions generated by construction

workers travelling to and from the site). The emissions they assess are therefore even smaller in magnitude than overall construction emissions and are even less likely to exceed established thresholds. Emissions generated on-site are likely to be highest during the brief site preparation phase when heavy diesel equipment is in use. The use of heavy diesel equipment will likely not exceed one or two days, a period of time that would not generate enough diesel emissions to exceed LST screening levels when impacts to neighboring residences are considered.

LONG TERM OPERATIONAL EMISSIONS

The principal sources of operational emissions of new development projects are vehicular trips generated by the project, combustion of natural gas for water and space heating, the use of landscaping equipment, and architectural coatings during maintenance. None of these sources are expected to increase significantly as a result of the project. While the proposed uses will generate more vehicular trips than the single residence on-site (see Section 17.16 for discussion) the increase is not great enough to generate new emissions that exceed AQMD thresholds. The proposed uses will also consume more energy than the single residence that currently occupies the site. But this increase will not be great enough to result in additional emissions that exceed thresholds of significance. None of the major sources of long-term emissions will increase significantly over current conditions as a result of the project, nor will the combined sources exceed the AQMD thresholds for operational emissions presented below.

55 pounds per day of Reactive Organic Compounds (ROC)
55 pounds per day of Nitrogen Oxides (NOX)
550 pounds per day of Carbon Monoxide (CO)
150 pounds per day of Particulates of less than 10 mm (PM10)
55 pounds per day of Particulates of less than 25 mm (PM25)
150 pounds per day of Sulfur Oxides (SOX)
3 pounds per day of Lead

Would the project:

(a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The project's long-term emissions are not great enough to exceed the thresholds of the Air Quality Management Plan (see above discussion). Because the proposed construction will not substantially increase any sources of air pollutant emissions, the project will not result in significant local or regional air quality impacts based on the SCAQMD thresholds of significance. The project's development and long-term use will not obstruct implementation of the AQMP. Nor do the proposed improvements in any way conflict with the AQMP's underlying assumptions. The AQMP is based on emissions projections which assume land use composition and intensity expressed in local general plan Land Use Elements. The SCAQMD's CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." The proposed project does not include proposed changes to the General Plan, zoning or density amendments and is not a 'significant project' in terms of its scale or air quality emissions. Because the land uses proposed are consistent with the City's General Plan, they are also consistent with the AQMP's land use assumptions and

therefore consistent with the applicable policies of the AQMP.

(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

No Impact. As noted in the discussion above, the project's construction emissions and long-term, operational emissions are expected to be well below significance thresholds established by the AQMP for specific pollutants, due to the project's small scale. The project will not violate air quality standards or contribute substantially to an 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)?

No Impact. A significant cumulative impact would occur if a project would, in conjunction with other projects, result in a cumulatively considerable contribution to pollutants for which the region is in non-attainment with respect to federal or state pollutant standards. Because the region is in non-attainment with respect to ozone, nitrogen dioxide (NO₂), PM₁₀ and PM_{2.5}, there could be a cumulatively significant impact if the project and related projects led to an exceedance of these standards or contributed to an existing exceedance. For determining the significance of a proposed project's contribution to cumulative impact, SCAQMD recommends that a project's potential contribution be assessed utilizing the same significance criteria as those for project specific impacts. Because the proposed project would not generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts, the construction and operational emissions would not be cumulatively considerable and would result in a less than significant impact. Refer to discussion above.

(d) Expose sensitive receptors to substantial pollutant concentrations?

No impact. Sensitive populations (*i.e.*, children, senior citizens and acutely or chronically ill people) are more susceptible to the effects of air pollution than the general population. Land uses considered to be sensitive receptors typically include residences. Motor vehicles are the primary source of pollutants in the project vicinity. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. However, as described in Section 17.16 below, the project is not anticipated to cause any significant increase in traffic volumes or contribute to degradation of traffic conditions. The project will not generate vehicular emissions in sufficient quantities to expose sensitive receptors to substantial pollutant concentrations.

Although construction may result in extremely low levels of criteria air pollutants, these temporary emissions will not result in significant pollutant concentrations (see discussion above) and would not affect sensitive receptors. Temporary construction emissions generated on the site will not be significant enough to expose sensitive receptors to substantial pollutant concentrations.

Toxic Air Contaminants¹ (TACs) are often a source of pollutants associated with specific activities.

¹ TACs refers to a diverse group of air pollutants regulated at the regional, state, and federal level because of their ability to cause adverse effects on human health. Ambient air quality standards have not been set for TACs because of the diverse number of air toxics and the fact that their effects on health tend to be localized rather than regional.

TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). As discussed above, the use of heavy diesel equipment for one or two days during site preparation will generate diesel-fueled emissions for a very brief time. These short-term emissions are not great enough to constitute a substantial source of TACs. Nor will other construction-generated emissions that might be anticipated to occur on-site.

(e) Create objectionable odors affecting a substantial number of people?

No impact. The office and retail uses proposed by the project do not include any activities that would generate objectionable odors. Some activities associated with certain types of retail have the potential to generate odors. The project application does not identify specific occupants or activities that might occupy the proposed retail space. In the case that odor-producing retail uses are proposed for the site in the future, they would be identified as such during the application process for those specific uses, either because they would require a Conditional Use Permit, or through the business application process. These review processes provide mechanisms for the City to require conditions of approval to ensure that odors do not result in a nuisance to neighboring land uses.

Air Quality Summary: The project will not result in significant impacts to air quality at the regional or local levels.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.4 BIOLOGICAL RESOURCES. Would the project:				
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 Wildlife (CDFW) or the U.S. Fish & Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(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 Wildlife or U.S. Fish and Wildlife Service?

No Impact. The project site was converted to an urban use many years ago. There is no native habitat onsite that could support sensitive native plant or wildlife species. It is in an urbanized area and there are no locally designated species, natural habitats or wetlands or associated environments at or near the site. There are no trees onsite.

(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. There is no riparian habitat and no other sensitive natural communities on or near the site.

(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?

No Impact. No federally protected wetlands exist on or near the site.

(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?

No Impact. No native resident or migratory fish or wildlife species exist at the project site. There are no migratory corridors on site or in the vicinity. There is no habitat onsite that might be used by native wildlife as a nursery site.

(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. There are no significant biological resources onsite or near the site that might be impacted by the project; therefore, local policies and ordinances to protect biological resources do not apply.

(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?

No impact. Neither the site nor its surroundings are governed by a Habitat Conservation Plan, Natural Community Conservation Plan or any other habitat conservation plan.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.5 CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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 California Native American tribe, and that is: (1) 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 (2) 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 Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:**(a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

Less than significant impact. According to the Historic Resource Technical Report prepared for the project, the single-family dwelling unit on-site is part of a group of five properties (50, 54, 58, 64 and 70 Tenth Street) that are eligible for listing as a historic district in the National Register and California Register at the local level for their association with the early development of Hermosa Beach as a Southern California beach town, embodying the distinctive characteristics of the beach bungalow property type. The residence on the project site retains sufficient integrity to be a contributor to the eligible district. The study also found that the bungalow does not meet any of the criteria for listing as a Hermosa Beach Landmark (see Page & Turnbull, 2018, page 34).

Although the project proposes to preserve the bungalow on-site, the Historic Resource Study evaluated the potential for the historic bungalow to be adversely impacted by the site's alteration as a result of the proposed three-story building on the same lot. The assessment considered potential effects on the 1911 bungalow as a contributor to the eligible Tenth Street Beach Bungalow historic District, as well as potential effects on the eligible district itself. The assessment found that although the project introduces a new building of greater mass and scale on the site, the effect does not jeopardize the bungalow's status as a contributor to the eligible district. Moreover, the project will not adversely affect the eligible district. The buildings that contribute to the eligible district will still be

perceived as a related grouping of beach bungalows with the new building at the rear of the project site's lot part of the background in the overall streetscape of Hermosa Avenue. The proposed new building will not impact the integrity of the eligible district to the extent that the district would lose its ability to convey its significance. Overall, the project will not have a significant adverse effect on the eligible Tenth Street Beach Bungalow Historic District.

(b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

No impact. The site has already been graded. There are no recorded archaeological sites within the project area.

(c) 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 California Native American tribe, and that is:

(1) 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

(2) 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 Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than significant impact. Assembly Bill No. 52 (AB 52), adopted by the California State Legislature in September 2014, identifies procedures for the evaluation of environmental impacts to tribal cultural resources under the California Environmental Quality Act (CEQA). AB 52 requires lead agencies to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested, in writing, to be informed by the lead agency of proposed project in that geographic area and the tribe requests consultation.

In compliance with Assembly Bill 52, the City of Hermosa Beach sent letters to the designated representatives of the two tribes who requested notification of proposed projects in the city, the Soboba Band of Luiseno Indians and the Gabrieleno Band of Mission Indians, Kizh Nation, inviting them to consult with the City on this project. The City did not receive a response from the Soboba Band of Luiseno Indians requesting consultation on the 70 Tenth Street project.

In response to the request for consultation from the Gabrieleno Band of Mission Indians, the City of Hermosa Beach Planning Manager and CEQA consultant met with the tribal chairperson, Andrew Salas, and tribal biologist, Matt Teutimez on April 12, 2018. Information provided during the consultation meeting and through subsequent correspondence included maps and information documenting the presence of a regionally important trade route utilized by members of the Kizh Nation in the prehistoric and historic past. Native American activities associated with this trade route are linked to the site of the prehistoric village of "*Engnovangia*" ("place of the salt lake") which was located in what is now northwest Redondo Beach, not far from the municipal boundary with Hermosa Beach. The natural springs and salt beds at this site were an important resource that stimulated trade and transport of commodities along the "Old Salt Road" trade route. Although the

alignment of the trade route is not known, it is generally thought to be either in the vicinity of Pacific Coast Highway, or along the Greenbelt (former railroad route), though tribal representatives have also speculated that it may have followed upper elevations in the eastern part of the city. The significance of this trade route, and its high level of activity, suggest that some portions of the city, generally east of Manhattan Avenue, may still have a probability of yielding significant tribal resources, particularly at depths where non-sandy substrate is undisturbed. The 70 Tenth Street site, however, is approximately one-third of a mile from the nearest considered alignment of the trade route and is in the western portion of the city underlain by beach sands and dunes, which are too dynamic to preserve prehistoric sites (PCR, 2014) and which have been subject to anthropogenic subsurface disturbance in modern times.

In evaluating the potential for the project to impact tribal resources, the City evaluated information from multiple sources in addition to consultation with the Gabrieleno Band of Mission Indians, including a Cultural Resources Assessment prepared for PLAN Hermosa (PCR, 2014). No Sacred Lands have been recorded for the site with the Sacred Lands Inventory. There are no recorded archaeological sites at the site or in the vicinity of the site. The area of potential disturbance associated with the project has been previously disturbed by grading activities and is limited to very shallow depths within a footprint of approximately 2,000 square feet or less on the south side of the lot. The City has weighed all available evidence in the record and determined that the potential risk for destroying or damaging any cultural or tribal resources is sufficiently low to be considered less than significant, and the project will not cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resource Code 21074.

(d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No impact. The project does not propose activities that would result in substantial disturbance of subsurface materials or affect any geologic features. The site has already been graded. There is no potential to encounter paleontological resources during construction activities.

(e) Disturb any human remains, including those interred outside of formal cemeteries?

No impact. The project will not disturb subsurface material except at very shallow depths. The entire site has already been disturbed and graded. There is no probability of disturbing human remains.

The project will not adversely affect cultural resources.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.6 GEOLOGY AND SOILS. Would the project:				
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, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?; or, (ii) strong seismic ground shaking?; or, (iii) seismic-related ground failure, including liquefaction?; or, (iv) landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Expose people or structures to potential substantial adverse seismic effects?

No impact. The proposed project is not within an Alquist-Priolo Earthquake Fault Zone or other known fault. As is the case throughout Southern California, the site is subject to potential ground shaking from seismic activity. Structural seismic hazards are mitigated through compliance with the California Building Code.

The site is within a potential liquefaction zone as identified on the State Hazards map (City of Hermosa Beach, 2017, Figure 4.5-2; California Department of Conservation, Redondo Beach Quadrangle, 1999). Policy 1.2 of the Public Safety Element of the City's General Plan requires that geotechnical reports be prepared for new development projects in areas with the potential for liquefaction or landslide. Moreover, Implementation Action SAFETY-7 requires . . .

. . . projects located within the Liquefaction Areas identified in PLAN Hermosa to evaluate the liquefaction potential and require implementation of mitigation measures when, during the course of a geotechnical investigation, shallow groundwater (60 feet or less) and potentially liquefiable soils are found. Potential liquefaction mitigation measures include, but are not limited to, soil densification or compaction, displacement or compaction grouting, and use of post-tensioned slab foundations, piles, or caissons.

Potential impacts associated with liquefaction potential are believed to be mitigable through standard practices. Specific methods to address liquefiable soils, if necessary, would be identified in the geotechnical investigation required by Implementation Action SAFETY-7 and applied as a condition of approval with the building permit.

(b) Result in substantial soil erosion or the loss of topsoil?

No impact. The project does not involve substantial grading and will not otherwise create exposure of erosive soils.

(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-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No impact. The site is not geologically unstable or subject to instability as a result of landslide, lateral spreading or subsidence. See above discussion on liquefaction or collapse.

(d) Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial risks to life or property?

No impact. The site is underlain by silty sands which are not expansive soils.

(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?

No impact. The project does not include the use of septic tanks or alternative waste water disposal systems.

The project does not have the potential to result in significant impacts related to geology and soils.

	Potentially Significant Impact	Less Than significant w/ Mitigation	Less than Significant Impact	No Impact
17.7 GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Global Greenhouse Gas (GHG) emissions are measured in million metric tons of carbon dioxide equivalent ("MMT CO₂EQ") units. A metric ton is approximately 2,205 lbs. Some GHGs emitted into the atmosphere are naturally occurring, while others are caused solely by human activities. The principal GHGs that enter the atmosphere because of human activities are:

- **Carbon dioxide (CO₂)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), agriculture, irrigation, and deforestation, as well as the manufacturing of cement.
- **Methane (CH₄)** is emitted through the production and transportation of coal, natural gas, and oil, as well as from livestock. Other agricultural activities influence methane emissions as well as the decay of waste in landfills.
- **Nitrous oxide (N₂O)** is released most often during the burning of fuel at high temperatures. This greenhouse gas is caused mostly by motor vehicles, which also include non-road vehicles, such as those used for agriculture.
- **Fluorinated Gases** are emitted primarily from industrial sources, which often include hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). Though they are often released in smaller quantities, they are referred to as High Global Warming Potential Gases because of their ability to cause global warming.

These gases have different potentials for trapping heat in the atmosphere, called global warming

potential ("GWP"). For example, one pound of methane has 21 times more heat capturing potential than one pound of carbon dioxide. When dealing with an array of emissions, the gases are converted to carbon dioxide equivalents (CO₂EQ) for comparison purposes.

The greatest source of GHG emissions associated with development projects in California, by far, is vehicular emissions. The second greatest source is emissions from energy consumption (both natural gas and electrical). The project's emissions would be considered significant if they exceed the South Coast Air Quality Management District's screening threshold of 1,400 Metric tons of CO₂EQ per year for commercial uses, as reflected in the SCAQMD's proposal issued in September 2010.

Would the project:

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. As noted previously in Section 17.3, Air Quality, total air emissions from the project (construction and operational) are expected to be well below emission thresholds, owing to the very small scale of proposed activities and land uses. While the project will generate emissions that contribute to greenhouse gases, the magnitude of emissions is also anticipated to be under the SCAQMD screening threshold for commercial projects of 1,400 MTCO₂EQ/year.²

(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The project's GHG emissions are expected to be less than the screening threshold identified by the SCAQMD. In this respect, it is consistent with state, regional and local strategies to reduce GHG emissions to 1990 levels.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.8 HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

² By comparison, the Lazy Acres Grocery Market project, a much larger project in terms of square footage, with more than four times the average daily vehicular trips than this project, was calculated to generate greenhouse gas emissions well below the 1,400 MTCO₂/year threshold (Hermosa Beach, 2017b).

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No impact. The proposed land uses and activities would not involve the routine transport, use, or disposal of substantial quantities of hazardous materials and by its nature would not introduce any unusual hazardous materials to the area.

(b) Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?

No impact. Neither the project site nor the nature of the proposed uses present any foreseeable 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 ¼ mile of an existing or proposed school?

No impact. The operations associated with the proposed retail and office uses will not emit hazardous emissions, nor will they involve the handling of hazardous or acutely hazardous materials, substances or waste.

(d) Be located on a site which is included on a list of hazardous material 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?

No impact. The site is not listed as a hazardous materials site (Hermosa Beach Fire Department email communication of 3-7-18).

(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 safety hazard for people residing or working in the project area?

No impact. There are no public or private airports on or adjacent to the site. The nearest airport is Los Angeles International Airport, located approximately five miles north of the project site.

(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?

No impact. There are no private airstrips on or adjacent to the site.

(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No impact. The proposed project would not change alignment or access through streets serving the project site or surrounding area, and thus would not 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?

No impact. There are no wildlands in the vicinity of the project; therefore the project will not expose people or structures to injury or death involving wildland fires.

The project will have no significant adverse effects relative to hazards or hazardous materials.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.9 HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Violate any water quality standards or waste discharge requirements?

No impact. The project will comply with water quality standards and waste discharge requirements through its compliance with the City's Low Impact Development (LID) requirements which in turn implement the Municipal NPDES Permit. The LID Ordinance (Ordinance No. 15-1351) requires the project to "control pollutants and runoff volume from the project site by minimizing the impervious surface area" and by "controlling runoff through infiltration, bio retention, and/or rainfall harvest and use, in accordance with the standards set forth in the Municipal NPDES Permit. Project plans must include a storm water mitigation plan (SWMP) to identify Best Management Practices (BMPs) necessary to control storm water pollution from the completed project. All BMPs must meet performance standards set forth in the Municipal NPDES Permit. These requirements not only ensure that water quality standards and waste discharge requirements are met, they also are effective in mitigating the project's water quality impacts to a level that is less than a significant impact. The project's LID Plan will be reviewed by the City to ensure that it complies with the LID Ordinance and other applicable 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?

No impact. The project will have no impact on groundwater, either by inhibiting groundwater recharge, introducing pollutants to the groundwater, or by withdrawing groundwater from an underlying aquifer. The project does not propose grading or any intrusion to groundwater depths. It will reduce rather than increase impermeable surface area onsite. The project's operations will not introduce any pollutants that have the potential to affect groundwater.

(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?

No impact. The project will alter the manner in which storm water is directed and managed on-site through integration of catch basins and increased permeable surface area, in compliance with the City's LID requirements (see response to (a) above). This small-scale alteration is expected to have a beneficial though immeasurably small effect on the management of storm water volume and water quality discharged from the site because the site is entirely impervious under current conditions. The project will not alter the course of a stream or river, or otherwise modify local or regional drainage patterns, in a way that results in substantial erosion or siltation.

(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?

No impact. See above response to (c).

(e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

No impact. The project can be expected to result in a slight reduction in the amount of runoff from the site that would enter the storm drain system, due to the beneficial effects of design measures and BMPs in compliance with the City's LID requirements. (See response to (a) above).

(f) Otherwise substantially degrade water quality?

No impact. As a result of design features and BMPs imposed through the City's LID ordinance, the project is likely to result in a net reduction in water quality effects. The proposed modifications to the parking lot area and landscaping onsite will have a beneficial effect compared to the current condition in which the City's LID provisions are not in place.

(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?

No impact. The project does not include development of new housing.

(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No impact. The site is within Flood Insurance Rate Map Zone C, areas of minimal flooding, and is therefore not within a flood hazard area and will not place any new structures or people within a flood hazard area.

(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?

No impact. The site is not within an area with the potential for adverse flooding impacts, particularly impacts related to loss of property.

(j) Inundation by seiche, tsunami, or mudflow?

No impact. The site is within the tsunami inundation zone. However, the tsunami inundation zone extends inland only as far as Hermosa Avenue (City of Hermosa Beach, 2017, Figure 6.3). The site

is therefore across the street (less than 100 feet) from areas outside the zone. The City's early tsunami warning system and the proximity of areas outside the inundation zone provide sufficient access to safety for occupants of the site to avoid tsunami hazards. There are no topographical features or water bodies in the vicinity capable of producing either a seiche or mudflow.

The project will have no significant adverse effects relative to hydrology and water quality.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.10 LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Physically divide an established community?

No impact. The project is construction of a single structure on an existing lot and does not have the potential to divide a community.

(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The project will be required to comply with all applicable land use plans, policies and regulations including, including the City's General Plan and the zoning ordinance which provides provisions for Precise Development Plans. The proposed uses are allowed under the General Plan and current zoning regulations for the site.

(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No impact. There are no habitat conservation plans or natural community conservation plans in effect in the vicinity of the project and the project has no potential to affect such plans.

The project will have no significant impacts related to land use.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.11 MINERAL RESOURCES. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(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?

No impact. Most of Hermosa Beach, including the project site, is underlain by Holocene-age dune sands. Although "sand, gravel and crushed stone" are identified among construction aggregate resources important to the region, sand deposits underlying Hermosa Beach are not identified as an aggregate deposit of prime importance to meet the region's future need for construction quality aggregates. The urbanized conditions that exist throughout the City reflect a long-standing land use commitment that effectively precludes mineral extraction at a significant scale either on the project site or within city limits.

(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?

No impact. There are no mineral resource recovery sites within the city. As mapped by the State Mining and Geology Board (SMBG), most of Hermosa Beach lies within the San Fernando Valley Production-Consumption Region in Los Angeles County. A small portion of Hermosa Beach south of 2nd Street lies in the San Gabriel Valley Production-Consumption Region. A review of the *Generalized Mineral Land Classification Map of Los Angeles County- South Half* (DOC 1994) shows that all of the planning area is designated as MRZ-3 land. The MRZ-3 classification indicates areas of undetermined mineral resource significance.

The project will have no impact on mineral resources.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.12 NOISE. Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project will generate temporary construction noise. The noisiest event is likely to be site preparation when some pieces of heavy equipment will be used. The project applicant anticipates use of a 315 excavator and a 953 track loader. These pieces of equipment are diesel fueled and therefore generate noise above ambient levels. They can also generate groundborne vibration, though the magnitude of vibration anticipated from these machines is less than earth moving equipment and other machinery that would be required for larger projects. According to the applicant, construction activities that produce extremely high levels of noise or vibration, such as jackhammers and pile driving, will not be used. The site preparation phase is expected to last only a few days.

The magnitude of noise generated by these actions is not great enough to violate local standards provided such activity complies with the work day and work hour restrictions of the City's Municipal Code Noise Ordinance. Noise standards applied to land use and development projects consider the duration of noise (averaging the noise level over time) along with the volume of the noise event. The short duration of noise events reduces the overall effect of noise on the environment. Although there is a residence next door and other residences in the immediate neighborhood on 10th Street, the noise impact of the construction phase will affect these sensitive land uses only temporarily and for a very brief period. The City's Noise Ordinance limits construction and demolition hours to 8 AM to 6 PM, Monday through Friday and 9:00 AM to 5:00 PM on Saturday. Construction activities are not permitted on Sunday or on national holidays. Compliance with the ordinance would ensure the project's conformance with adopted noise thresholds and avoidance of any significant adverse impacts related to noise during the construction phase.

The project proposes to introduce retail and office uses on-site. While some retail uses may include activities that generate substantial noise (e.g., restaurant, bar, fitness club), the project is not proposing such uses. In the case that activities or uses that have the potential to generate substantial levels of noise are proposed in the future, the City would review potential impacts during the review and approval process for the Occupancy Permit and, if warranted, impose appropriate conditions of approval to ensure avoidance of noise impacts.

The site is subject to noise from traffic on Hermosa Avenue, but traffic noise is not significant enough to adversely impact proposed uses. This is true for current traffic levels as well as for future traffic conditions. The number of vehicular trips generated by the project over current trips is very small and not great enough to result in a measurable increase in roadway noise (see discussion of traffic in Section 17.16). An increase in traffic volumes of at least 26 percent is necessary to cause a 1 dB increase in noise. (An increase of 1 dB is well below the level of increase in noise detectable by the human ear; a 3 dB increase is usually applied as the threshold level at which noise might be considered to have an impact.) The project's increase in traffic volumes will not approach a 26 percent increase over current traffic volumes. The proposed retail and office uses will have no long-term effect that would increase the exposure of persons using the site to adverse noise.

Would the project:

(a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact. Neither the construction nor the long-term activities associated with the project will generate significant noise. The site is not currently exposed to noise levels in excess of established standards and the project will not alter this condition. See above discussion.

(b) Expose persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact with mitigation. Groundborne noise and vibration are transmitted through rock or other ground media and result from the use of heavy earthmoving equipment such as bulldozers and heavy tracked equipment. The use of some diesel powered equipment during site preparation has the potential to generate groundborne vibration on-site. Impacts related to groundborne vibration are considered significant if the vibration velocity level exceeds 0.01 inches per second at the property line of any neighboring use. A peak particle velocity (PPV) of 0.04 inches per second is considered the threshold at which vibration has the potential to cause annoyance. A PPV of 0.2 inches per second is the threshold at which there is a potential for structural damage. A threshold of 0.01 is considered to be barely perceptible by humans, but well below the threshold of incurring structural damage. It is therefore an effective screening threshold for avoidance of both human and structural impacts.

Heavy equipment has the potential to exceed the 0.01 inches per second vibration threshold. The neighboring residence to the west, 64 10th Street, is a beach cottage constructed in 1914. Like the residence on the proposed project site, it has been identified as a member of a group of beach cottages that are eligible for local listing as an historic district, as distinctive examples of one-story beach bungalows with good integrity. The three adjacent residences to the west are all of the same age group and status. Because of the age and historic significance of neighboring structures, these nearby structures must be considered especially sensitive to vibration impacts. The same is true of the existing residence on-site. To ensure that vibration levels do not exceed damaging levels at the property line of the adjacent residence, the mitigation measures below is provided.

Mitigation Measure N-1

During the periods of site preparation when heavy equipment (such as a 315 excavator and 953 track loader, or similar) , vibration levels at the project site's western property line adjacent to the residential structure at 64 10th Street and at or near the southern foundation of the historical residence on-site, shall be monitored by an acoustic engineer. The monitoring shall be performed by a registered engineer or INCE (Institute of Noise Control Engineering) certified engineer, with expertise in vibration monitoring. In the event that vibration is found to exceed the perceptibility threshold of 0.01 inches per second, the methods and/or equipment used on-site shall be immediately modified to reduce vibration below the 0.01 level. Results of the acoustic monitoring and associated avoidance methods, if any, shall be provided to the Community Development Department in the form of a memorandum prepared by the acoustic engineer.

(c) Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact. The project will not significantly increase noise levels on local roadways. Trips generated to and from the site are not great enough to result in a substantial increase in roadway noise. Retail and office uses of the proposed building are not expected to include activities that generate significant levels of noise. See above discussion.

(d) Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact. Construction noise will result in a temporary short-term increase in ambient noise levels. The short duration of noise events generated during construction, particularly during the very brief site preparation phase, will result in increased ambient noise levels, but will not significantly impact the ambient noise environment over the long term or for a significant period of time. The City's Noise Ordinance limits construction and demolition hours to 8 AM to 6 PM, Monday through Friday and 9 AM to 5 PM on Saturday. Construction activities are not permitted on Sunday or on national holidays. Compliance with the City's Noise Ordinance will effectively ensure that the project does not exceed adopted standards and successfully avoids significant noise impacts.

(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?

No impact. The site is not within an airport land use plan or within two miles of a public airport or public use airport.

(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?

No impact. The project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels

With implementation of Mitigation Measure N-1 identified above, the project will not result in significant noise or vibration impacts.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.13 POPULATION & HOUSING. Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(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)?

Less than significant impact. The project's proposed new commercial retail and office uses will create employment opportunities for approximately 8 employees, based on proposed square

footages of retail and commercial office space and average employment density figures for those types of uses in Los Angeles County (SCAG, 2001). This number is not large enough to be considered 'substantial population growth'. Nor will the project induce indirect population growth.

(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project proposes to convert the use of the existing residence on-site to a one-unit motel. This will eliminate the use of one housing unit but will not result in displacement of substantial numbers of housing or necessitate the construction of replacement housing.

(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The project will not displace substantial numbers of people.

The project will not have significant impacts on population and housing.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.14 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, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 1) **Fire protection? No impact.** The project will not impact fire protection services. The proposed use does not significantly increase the demand for fire protection services over existing conditions.
- 2) **Police protection? No impact.** There will be no significant impacts related to police protection or service associated with the proposed use. The project will not significantly increase the demand for police services, nor will it induce the need for new or expanded police facilities.
- 3) **Schools? No impact.** The proposed uses will not result in any increase in student population or otherwise affect school services.
- 4) **Parks? No impact.** The project will not result in a substantial increase in the demand or use of parks. Although it will create local jobs, the demand and use of parks generated by employees is

not great enough to adversely affect local park services.

- 5) **Other public facilities? No impact.** The proposed uses will not result in an increase in the resident population or an increase in employees great enough to substantially increase the demand for public facilities.

The project will have no impact on public services.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.15 RECREATION. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(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?

No impact. The project will not substantially increase the local population or increase the demand for local parks or recreational facilities, either directly or indirectly. It will have no impact on recreational facilities or parks.

(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?

No impact. The project does not include recreational facilities, nor will it require construction or expansion of recreational facilities.

	Potentially Significant Impact	Less Than significant w/ Mitigation Included	Less than Significant Impact	No Impact
17.16 TRANSPORTATION/TRAFFIC. Would the project:				
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?)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/Mitigation Included	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Proposed uses of the project are expected to generate vehicular trips as shown in Table 1 below.

Table 1
Trip Generation (Revised Project)

Land Use	Size	Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour
Retail	0.248 kSF	196	6	16
Office	2.188 kSF	24	3	3
Hotel	1 Room	8	1	1
TOTAL		228	10	20

The number of trips is well below the standard threshold of significance of generating 50 trips during either the AM or PM peak hour, indicating the project does not have the potential to result in significant impacts related to the capacity of local or regional roads or intersections. The project does not propose any alterations to public right-of-way or to transportation facilities or services. It will have no effect on pedestrian, bicycle, bus or transit circulation systems.

Would the project:

(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?

No impact. The project will not conflict with plans, policies or ordinances related to other modes of transportation (mass transit, pedestrian, bicycle). It will not alter or obstruct existing or planned bike paths. Nor will it alter or impede access to mass transit facilities.

(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?

No impact. The congestion management program (CMP) establishes the following criteria for evaluating project impacts (Los Angeles County Metropolitan Transportation Authority, July 2010):

- All CMP arterial monitoring intersections, including monitored freeway on or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic);
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The project's trip generation for both the AM and PM peak hours is well below 50 trips (see Table 1 above). No CMP monitored intersections are projected to receive 50 or more project-generated trips during either the AM peak hour or the PM peak hour. No CMP mainline freeway monitoring location is projected to receive 150 or more project-generated trips during either the AM peak hour or the PM peak hour. The project will therefore not conflict with the CMP.

(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?

No impact. The project has no potential to change air traffic patterns.

(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No impact. The project will not introduce any hazards to mobility. Alterations to the surrounding streets are not proposed.

(e) Result in inadequate emergency access?

No impact. The project's proposed modifications will not impact emergency access to the site. Emergency access and fire lanes and ingress and egress points will be maintained in full compliance with the Building and Safety Code and Fire Code.

(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?

No impact. The project does not propose any features or modifications to existing circulation facilities that would have the potential to conflict with transportation/mobility plans.

The project will have no adverse impacts on transportation and traffic.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.17 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No impact. The project will generate wastewater that will be treated through the local treatment system. It will not exceed wastewater treatment requirements of the 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?

No impact. The proposed uses will not require construction or expansion of treatment facilities. The current capacity of wastewater treatment facilities is sufficient to accommodate the wastewater generated by the project.

(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?

No impact. The site currently drains to the municipal storm drain system and would continue to do so after development of the project. The magnitude of runoff can be expected to decrease as a result of the project due to the need to comply with the City's Low Impact Development requirements (see discussion in Hydrology and Water Quality, Section 17.9, above)The project will not require expansion or construction of drainage facilities.

(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No impact. Water availability for proposed uses will be verified through the City's requirement for a Will Serve letter from the water purveyor. Water use will not result in environmental impacts. The project's water demand is not large enough to exceed existing entitlements.

(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?

No impact. The project's wastewater treatment demand is not great enough to impact capacity of the wastewater treatment provider. Available treatment capacity will be verified through the City's requirement for a Will Serve letter for the proposed uses.

(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No impact. The project will generate solid waste during construction. Proposed new uses will generate increased amounts of solid waste, however the increase is not great enough to impact regional landfill capacity. Sufficient landfill capacity is available and is expected to be available through the lifetime of the proposed uses (20 years) (City of Hermosa Beach, June 2014).

(g) Comply with federal, state, and local statutes and regulations related to solid waste?

No impact. Policy 4.5 of the City's Sustainability and Conservation Element requires that projects "use sustainable building checklists to minimize or eliminate waste and maximize recycling in building design, demolition, and construction activities." Compliance with this policy will be enforced through the building permit approval process.

The project will have no impact on utilities and service systems.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.18 MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
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 decrease 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 major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
c. Does the project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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 decrease 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 major periods of California history or prehistory?***

No Impact. The project has no potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease 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 major periods of California history or prehistory.

- b) ***Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?***

No Impact. The project does not jeopardize long-term environmental goals in favor of short-term environmental goals. The proposal to provide commercial retail and office uses at this site is consistent with the long-term goals established by the City as reflected in the General Plan.

- c) ***Does the project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)?***

No impact. The project would not result in incremental effects of this type. Potential impacts are limited to those that are insignificant or can be mitigated to a less than significant impact, and which do not have un-mitigable incremental effects that are cumulatively considerable.

- d) ***Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?***

Less Than Significant Impact with Mitigation. The project has the potential to generate ground-borne vibration during the construction phase which, if not mitigated through avoidance measures, may have the potential to have adverse effects to humans and/or neighboring structures. However, Mitigation Measure N-1 will effectively avoid significant impacts to humans and structures.

18. **PREPARATION.** This initial study was prepared by the City of Hermosa Beach with assistance from Ed Almanza & Associates, an environmental consultant under contract to the City. Principal City staff participants include Kim Chafin, Planning Manager; Ken Robertson, Community Development Director; Milton McKinnon, Captain, Hermosa Beach Police Department; Pete Bonano, Interim Fire Chief; Lauren Langer, Assistant City Attorney. The technical traffic study was reviewed by the City's traffic consultant, Scott Ma of Hartzog & Crabill, Inc.

ATTACHMENT A

HISTORIC RESOURCE TECHNICAL REPORT