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August 2018

Environmental Impact Report for the Proposed Strand and Pier Hotel Project

SCH No. 2016101074

Prepared for:
City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, California 90254

Prepared by:
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Acronyms and Abbreviations

°C	degrees Celsius
°F	degrees Fahrenheit
AAPG	American Association of Petroleum Geologists
AB	Assembly Bill
ACM	asbestos-containing material
ACORE	American Council on Renewable Energy
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADOE	Archaeological Determination of Eligibility
ADT	average daily trip
AF	acre-feet
AFY	acre feet per year
AHERA	Asbestos Hazard Emergency Response Act
Amec Foster Wheeler	Amec Foster Wheeler Environment & Infrastructure, Inc.
ANSI	American National Standards Institute
APN	Assessor Parcel Number
APS	alternative planning strategy
AQMP	Air Quality Management Plan
AST	aboveground storage tank
ATS	active treatment systems
AVP	Association of Volleyball Professional
AVR	Average Vehicle Ridership
B.C.	Time before Christ
Basin	South Coast Air Basin
Basin Plan	Ocean Plan and the Water Quality Control Plan for the Los Angeles Region
Beach Cities	Cities of Hermosa Beach, Manhattan Beach, Redondo Beach, and Torrance
BMP	best management practice
BOPD	barrels of oil per day
C-2	commercially zoned area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal EMA	California Emergency Management Agency
Cal Water	California Water Service Company
Cal/OSHA	California Occupational Safety and Health Administration

CalEEMod	California Emission Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
California Register	California Register of Historical Resources
CalOES	California Office of Emergency Services
CalOSHA	California Department of Industrial Relations Occupational Health and Safety Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAS	California Adaptation Strategy
CBC	California Building Code
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CDP	coastal development permit
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	chlorofluorocarbons
CFR	Code of Federal Regulations
CFS	Calls for Service
CGS	California Geological Survey
CH_4	methane
CHL	California Historical Landmarks
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
City	City of Hermosa Beach
CIWMB	California Integrated Waste Management Board
CLUP	Coastal Land Use Plan
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	Carbon Dioxide Equivalents

Coastal Act	California Coastal Act
Coastal Zone	California Coastal Zone
COP	Climate Change Conference
CoSMoS	Coastal Storm Modeling System
County	County of Los Angeles
CPHI	California Points of Historical Interest
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
CTP	Circulation, Transportation, and Parking
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yard
CZMA	Coastal Zone Management Act
dB	decibel
dBA	A-weighted decibel scale
DDT	Dichlorodiphenyltrichloroethane
DHS	Department of Health Services
DOGGR	California Department of Conservation, Division of Oil, Gas, & Geothermal Resources
DOT	Department of Transportation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DU	Dwelling Units
DWR	Department of Water Resources
EDR	Environmental Data Resources, Inc.
EECAP	Energy Efficiency Climate Action Plan
EIR	Environmental Impact Report
EMS	emergency medical services
EO	Executive Order
EOP	Emergency Operations Plan
ESA	Environmental Site Assessment
EV	Electric Vehicles
EWMP	Enhanced Watershed Management Plan
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission

FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
ft bgs	feet below ground surface
FTA	Federal Transit Administration
g/L	grams per liter
GC	General Commercial
GCF	Green Climate Fund
GDP	gross domestic product
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
Greenbelt	Hermosa Valley Greenbelt
Growth Forecast	Integrated Growth Forecast
Gt	gigatons
GW	gigawatt
GWh	gigawatt hours
GWP	global warming potential
H_2CO_3	carbonic acid
H_2S	hydrogen sulfide
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HBCSD	Hermosa Beach City School District
HBFD	Hermosa Beach Fire Department
HBMC	City of Hermosa Beach Municipal Code
HBPD	Hermosa Beach Police Department
HCD	Housing and Community Development
HCM	Highway Capacity Manual
Hermosa Pier	Hermosa Beach Pier
HFC	hydrofluorocarbon
HI	hazard index
HPD	Historic Property Data File
HQTA	high quality transit areas
HVAC	heating, ventilation, and air conditioning
HVAC	heating, ventilation, and air conditioning
Hz	hertz
I-405	Interstate 405
ICLEI	International Council for Local Environmental Initiatives

ICMA	International City/County Management Association
ICU	Intersection Capacity Utilization
IESNA	Illuminating Engineering Society of North America
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ISO	Insurance Service Office
ITE	Institute of Transportation Engineers
IWMP	Integrated Waste Management Plan
JWPCP	Joint Water Pollution Control Plant
KVL	Key Viewing Location
kWh	kilowatt hours
LACDPW	Los Angeles County Department of Public Works
LACM	Los Angeles County Museum of Natural History
LACoFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation District
LADOT	Los Angeles Department of Transportation
LAX	Los Angeles International Airport
LBP	lead-based paint
lbs/day	pounds per day
LCP	Local Coastal Plan
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level
LID	Low Impact Development
LIP	Local Implementation Plan
L_{max}	maximum instantaneous noise level
L_{min}	minimum instantaneous noise level
LOS	Level of Service
LRTP	Long Range Transportation Plan
LST	Localized Significance Threshold
LUP	Land Use Plan
LUST	leaking underground storage tanks
MBUSD	Manhattan Beach Unified School District
Metro	Los Angeles County Metropolitan Transportation Authority
mg/L	milligrams per liter
mg/m^3	milligram per cubic meter
MGD	million gallons per day

MICR	maximum individual cancer risk
MM	Mitigation Measure
MMBO	million barrels of oil
MMRP	Mitigation Monitoring and Reporting Program
MMT	millions of metric tons
MPO	Metropolitan Planning Organization
MRF	Materials Recovery Facility
MS4	Municipal Separate Storm Sewer System
MSL	mean sea level
MT	metric tons
MTA	Metropolitan Transit Authority
MWD	Metropolitan Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NARC	National Association of Regional Councils
NCDC	National Climatic Data Center
NEPA	National Environmental Policy Act
NESHAP	National Emission Standard for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NHTSA	National Highway Traffic Safety Administration
NO	nitric oxide
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRC	National Research Council
NRHP	National Register of Historic Places
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
Ord.	Ordinance
OSHA	Occupational Health and Safety Administration

PA	Public Address
Pb	lead
PCA	potentially contaminating activities
PCB	polychlorinated biphenyl
PCH	Pacific Coast Highway
PDP	Precise Development Plan
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppb	parts per billion
PPC	Public Protection Classification
pph	persons per household
ppm	parts per million
Project	Strand and Pier Hotel Project
PV	photovoltaic
RBUSD	Redondo Beach Unified School District
RC	Recreational Commercial
Revitalization Strategy	Hermosa Beach Downtown Core Revitalization Strategy
RHNA	Regional Housing Needs Assessment
ROG	reactive organic gas
RPS	Renewables Portfolio Standard
RTC	RTG RAMMTECHNIK GmbH
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBBMP	South Bay Bicycle Master Plan
SBCCOG	South Bay Cities Council of Governments
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SEMS	Standard Emergency Management System
sf	square feet/foot
SIP	State Implementation Plan

SLF	Sacred Lands Inventory File
SLR	sea level rise
SMBWMA	Santa Monica Bay Watershed Management Area
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SP	service population
SRA	source receptor areas
SRRE	Source Reduction and Recycling Element
STIP	State Transportation Improvement Program
SUSMP	Standard Urban Storm Water Mitigation Plan
SVP	Society of Vertebrate Paleontology
SWMM	Storm Water Management Model
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TDM	Transportation Demand Management
TDS	total dissolved solids
thm	Therms
TMDL	Total Maximum Daily Loads
TPA	Transit Priority Areas
TPD	tons per day
U.N.	United Nations
U.S.	United States
UBC	Uniform Building Code
UCMP	University of California Museum of Paleontology
UNFCCC	United Nations Framework Convention on Climate Change
USC	U.S. Code
USEIA	United States Energy Information Administration
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plans
V/C	volume to capacity ratio
VdB	vibration decibel
VMT	Vehicle miles traveled
VOC	volatile organic compound
WBMD	West Basin Municipal District

WBMWD	West Basin Municipal Water District
WBWRF	West Basin Water Recycling Facility
WSA	Water Supply Assessment
$\mu g/m^3$	micrograms per cubic meter

EXECUTIVE SUMMARY

This Environmental Impact Report (EIR) evaluates the potential environmental impacts of the proposed Strand and Pier Hotel Project (Project) in the City of Hermosa Beach (City), California. The EIR was prepared by Amec Foster Wheeler Environment & Infrastructure, Inc. (Amec Foster Wheeler), under the direction of City staff. The proposed Project would consist of development and operation of a three-story, 100-room boutique hotel, with supporting ground floor restaurant and retail uses. The proposed mixed-use hotel building would be 30 feet in height with a 27-foot deep, two-level subterranean basement, including approximately 155,030 square feet (sf) of total gross floor area and 178 on-site parking spaces. Retail and restaurant uses would be concentrated in 22,461 sf of ground floor space along Pier Plaza and The Strand. The proposed Project would also include a rooftop terrace and second floor courtyard terrace, as well as a fitness center and spa, meeting room, banquet room, hotel support uses, and parking within two subterranean levels. The primary hotel entrance would be off of 13th Street; however, hotel entries and those serving retail and commercial uses would be available off Pier Plaza, The Strand, and 13th Street.

The Project site is located at the northeast corner of Pier Plaza and The Strand, within the City's Downtown Core. The Project site is comprised of seven legal parcels totaling approximately 39,950 gross sf, including City rights-of-way along Beach Drive and 13th Court, which would be vacated as part of the proposed Project. The Project site includes the following addresses: 11, 19, and 21-25 Pier Avenue; 1250, 1272, and 1284 The Strand; and 20, 30, and 32 13th Street. These properties are currently developed and are occupied by restaurants, bars, retail shops, and service providers, including the Mermaid Restaurant (Assessor Parcel Number [APN] 4183-002-001 and 002), The Deck and Good Stuff (APN 4183-002-003), Hermosa Cyclery (APN 4183-002-004), Playa Hermosa Fish & Oyster Co., Pier Surf Shop, Hooked, and Jacob Shaw, Inc. (APN 4183-002-017), as well as the eight-unit West Bay Apartments (APN 4183-002-018 and 019).

PROJECT OBJECTIVES

California Environmental Quality Act (CEQA) Section 15124(b) requires "[a] statement of objectives sought by the proposed project" must be included within the EIR. The Applicant has proposed nine major Project Objectives:

- **Downtown Core Revitalization Strategy Consistency:** Develop a distinctive, high quality mixed-use hotel that is consistent with and implements the goals of the City's Downtown Core Revitalization Strategy (accepted February 2015), including providing high quality architectural design, pedestrian orientation, California Coastal Act (Coastal Act) consistency, local hiring, and other community and project benefits.

Enhance Downtown: Contribute to the overall balance and mix of uses in the City's Downtown Core that will serve residents as well as business travelers, families, and other moderate-income visitors. Incorporate ground level public-serving uses that will stimulate pedestrian activity and that are consistent with and contribute to the Downtown's existing variety of shopping, dining, entertainment, and recreational opportunities.

Reduce Traffic Impacts: Reduce potential traffic impacts by taking advantage of an urban environment with convenient access to multi-modal transit options and convenient pedestrian access to a wide variety of shopping, dining, entertainment and recreational opportunities within convenient walking distance. Ensure that the project incorporates effective Transportation Demand Management (TDM) measures to reduce the number of vehicle trips that would otherwise be generated.

Parking: Provide sufficient on-site parking to accommodate the peak needs of the project, while also encouraging use of public transportation, carpools, electric and natural gas vehicles, bicycles, and walking.

Architectural Design: Ensure high quality architectural design that integrates the cultural, historical, and social characteristics of the Downtown Core, including the incorporation of pedestrian-oriented design features along its frontages (The Strand and Pier Plaza) that take advantage of the views of the Pacific Ocean.

Sustainability: Develop a new and modern energy efficient building that is constructed to the latest building and energy codes and achieves Leadership in Energy and Environmental Design (LEED) Build Design and Construction Gold Certification or its equivalent.

Employment, Economic and Fiscal Benefits: Contribute to the economic health of the City by developing a project that generates significant new local tax revenues, provides new jobs, and generates new visitor spending to support local businesses, including dining, shopping and entertainment venues.

Community and Project Benefits: Provide substantial and meaningful community benefits, including TDM, high quality architectural design, sustainability, encourage use of public transportation, bicycling and walking, enhanced pedestrian-oriented design features, access to coastal resources, outdoor seating and public use areas, pedestrian-oriented uses along Pier Plaza, local hiring, and increase City tax revenues.

Economic Viability: Ensure that the terms and conditions of the project's approval provide for an economically-viable project.

The underlying purpose of the proposed Project is to develop visitor and public-serving uses at the Project site consistent with PLAN Hermosa, which was recently adopted on August 22, 2017. Implementation of the proposed Project is intended to meet the nine major objectives described above and therefore achieve the underlying purpose of the Project.

PROJECT OVERVIEW

The proposed Project would involve the construction and operation of a three-story, mixed-use boutique hotel, 30 feet in height, with a two-level, 27-foot deep subterranean basement. The proposed hotel would include approximately 155,030 sf of total gross floor area and would provide approximately 100 hotel rooms. The ground floor of the proposed hotel would support the hotel lobby, lounge and bar, hotel restaurant, and 22,461 sf of tenant-operated ground floor restaurant and retail space along Pier Avenue, The Strand, and 13th Street. The proposed mixed-use hotel would also include a publicly accessible rooftop terrace and a second-floor courtyard terrace with splash pad (i.e., a shallow water feature intended for wading, sunbathing, etc.). The two subterranean levels would support 178 parking spaces, bicycle valet and parking, spa, meeting and banquet space, and hotel office space. The primary hotel entrance would be off of 13th Street; however, pedestrian entries serving hotel, restaurant, and retail uses would be available off of Pier Avenue and The Strand.

ENVIRONMENTAL IMPACT ANALYSIS

This EIR examines potential short- and long-term impacts of the project. These impacts were determined through a rigorous process mandated by CEQA in which existing conditions are compared and contrasted with conditions that would exist once the project is implemented. For each impact topic, thresholds for determining impact significance are identified based on State CEQA Guidelines and City standards, along with descriptions of methodologies used for conducting the impact analysis. For some topics, such as air quality, greenhouse gas (GHG) emissions, transportation and traffic, and noise, the analyses of impacts are more quantitative in nature and involve the comparison of effects against a numerical threshold. For other topics, such as land use/planning, the analyses of impacts are inherently more qualitative, involving the consideration of a variety of factors, such as adopted City policies and regulations.

The EIR impact discussions classify impact significance levels as:

1. **Significant and Unavoidable** - a significant impact to the environment that remains significant even after mitigation measures are applied;

2. **Less Than Significant with Mitigation** - a significant impact that can be avoided or reduced to a less than significant level with mitigation;

3. **Less Than Significant -** a potential impact that would not meet or exceed the identified thresholds of significance for the resource area; and

4. **No Impact** – no impact would occur for the resource area.

Determinations of significance levels in the EIR are made based on impact significance criteria and applicable CEQA Guidelines for each impact topic.

NOTICE OF PREPARATION/SCOPING

As a first step in complying with the procedural requirements of CEQA, the City prepared an Initial Study (IS) to determine if any aspect of the proposed Project, either individually or cumulatively, may cause a significant effect on the environment and, based on that determination, to narrow the focus (or scope) of the subsequent environmental analysis. For the proposed Project, the IS (see Appendix A) found that this EIR should focus on all environmental issue areas required by CEQA with the exception of Agriculture and Forestry Resources, Biological Resources, and Mineral Resources. As required by CEQA Section 15082, the public was provided with an opportunity to comment on the scope of the EIR through a Notice of Preparation (NOP) which was distributed to Federal, State, County, and City agencies, citizens' groups, and local libraries with a comment period that ran from October 27, 2016 to December 2, 2016 (see Appendix A). Comments made during the NOP comment period were considered and addressed during the preparation of the EIR (see Appendix B).

SUMMARY OF PROJECT IMPACTS

The significance of each impact resulting from implementation of the Project has been determined based on impact significance criteria and applicable CEQA Guidelines for each impact topic. Table ES-1 presents a summary of the impacts, mitigation measures, and residual impacts from implementation of the Project. In summary, the proposed Project would result in significant and unavoidable construction-related noise, vibration, and transportation and traffic impacts. Additionally, the proposed Project would result in significant and unavoidable operational transportation and traffic impacts.

SUMMARY OF CUMULATIVE IMPACTS

"Cumulative Impacts," (CEQA Section 15130) describes impacts that could occur from the combined effect of other past, present, and reasonably foreseeable future projects. For each

significant adverse impact identified, mitigation measures are presented where feasible to reduce the impacts to acceptable levels. Cumulative impacts were determined to be less than significant for aesthetic and visual resources; air quality; recreation; cultural resources and tribal cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; greenhouse gas emissions; land use/planning; population/housing; public services; and utilities. Cumulative impacts were determined to be significant and unavoidable for transportation and traffic and construction-related groundborne vibration (i.e., heavy haul trucks).

SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

The proposed Project would result in significant and unavoidable construction-related noise, groundborne vibration, and transportation and traffic impacts, as well as, operational transportation and traffic impacts. Additionally, the proposed Project would result in significant and unavoidable cumulative impacts to transportation and traffic and construction-related groundborne vibration (i.e., heavy haul trucks).

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts

Impacts	Mitigation Measures	Residual Impacts
AESTHETICS AND VISUAL RESOURCES		
VIS-1 The proposed Project would replace existing one- and two-story structures on the Project site with a new three-story mixed-use hotel building, potentially altering coastal views and the overall surrounding visual character. However, impacts to existing visual character and quality of the Project site and surrounding areas would be *less than significant with mitigation*.	**MM VIS-1a Redesign of Unarticulated Wall.** The proposed Project shall be redesigned to include articulation of the third-story white wall adjacent to the one- to two-story structures on The Strand. This articulation could include textures, windows, or installation of art work on the blank white wall to provide visual relief on the eastern façade of the proposed mixed-use hotel, where it rises above adjacent structures. In lieu of revisions to the Project design the Applicant shall contract with or fund the City's mural committee to install a mural along this wall. While the mural may be changed, visual articulation shall be retained over the life of the proposed mixed-use hotel. **MM VIS-1b Preservation of Views Across the Mermaid Surface Parking Lot.** The proposed three-story mixed-use hotel shall be redesigned to remove the southwest corner of the building that would otherwise obstruct views of the beach, ocean, and open sky from the western terminus of Pier Plaza (refer to Figure 3.1-2). The redesign of the proposed Project could include removal of the corner of the building to minimize view obstruction, which may include, complete removal of up to four hotel rooms and interior ground-floor restaurant space, reduction in room size to maintain the total number of rooms while minimizing view obstructions, or other redesign features that preserve the views depicted in Figure 3.1-2. The removal of this corner of the proposed mixed-use hotel would preserve important views of the beach and ocean while also allowing for development in the Downtown Core, consistent with recent mixed-use and commercial development in the vicinity.	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	MM VIS-1c Low Canopy Vegetation within 13th Street Plaza. The landscaping plan for the proposed Project shall limit the canopy height of the trees and shrubs within the proposed 13th Street Plaza to less than 4 feet in order to maximize views of the beach and ocean along this corridor. The Applicant shall be responsible for monthly landscape maintenance to limit growth in a way that maintains these views over the life of the proposed mixed-use hotel.	
VIS-2 Implementation of the Project could have a significant impact on an uninterrupted viewing area identified in PLAN Hermosa. However, impacts to scenic vistas would be *less than significant with mitigation*.	Implementation of MM VIS-1a through -1c would apply to Impact VIS-2.	Less Than Significant
VIS-3 The Project would result in an increase in the duration of shading at The Strand and the Pier Plaza. However, the use of these facilities would not be substantially affected and impacts would be *less than significant*.	No mitigation required	Less Than Significant
VIS-4 The proposed Project would result in an increase in vicinity nighttime lighting, and new sources of glare, which would have potentially adverse impacts. However, impacts would be *less than significant with mitigation*.	**MM VIS-4 Low or No-Glare Materials.** The exterior of the proposed building shall be constructed of low- or no-glare materials, such as high-performance tinted non-reflective or non-mirrored glass and low reflective surfaces, with Light Reflective Values of less than 35 percent. The Applicant shall specify the type and location of façade materials proposed, subject to review and approval by the Community Development Department of all Project plans to ensure proposed materials avoid or minimize glare to the extent feasible.	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
AIR QUALITY		
AQ-1 Construction activities associated with the proposed Project would generate air pollutant emissions; however, emissions of CO, NO_x, SO_x, PM_{10}, $PM_{2.5}$, and VOC, would not exceed SCAQMD regional thresholds for construction and impacts would be *less than significant*	No mitigation required. Implementation of MM AQ-2 would further reduce Project impacts due to temporary, short-term emissions of construction-related air pollutants.	Less Than Significant
AQ-2 On-site construction-related emissions would exceed the SCAQMD localized significance thresholds (LSTs) for PM_{10} and $PM_{2.5}$. Therefore, the Project could expose sensitive receptors to substantial pollutant concentrations; however, impacts would be *less than significant with mitigation.*	**MM AQ-2 Air Quality Management Plan.** The Applicant shall prepare an Air Quality Management Plan for project construction, which shall be subject to review and approval by the City prior to issuance of a grading permit. The plan shall include the following conditions for construction: • Diesel-powered equipment used will be retrofitted with after-treatment products (e.g., engine oxidation catalysts and diesel particulate filters). The engine oxidation catalysts shall achieve a minimum reduction of 15 percent for NO_x. The diesel particulate filters shall meet USEPA Tier 3 standards. • Construction equipment engines shall be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. • Construction operations shall rely on the electricity infrastructure surrounding the construction site, if available, rather than electrical generators powered by internal combustion engines. • All construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of construction to reduce the amount of particulate matter entrained in the ambient air. These measures include the following:	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	○ Application of soil stabilizers to inactive construction areas. ○ Quick replacement of ground cover in disturbed areas. ○ Watering of exposed surfaces three times daily. ○ Watering of all unpaved haul roads three times daily. ○ Covering all stock piles with tarp. ○ Post signs on-site limiting traffic to 15 miles per hour or less. ○ Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads. ○ Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas. ○ Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. • Architectural coating (paint and primer) products used shall have a VOC rating of 50 g/L or less. • Building materials that do not require painting shall be used during construction to the extent feasible. Pre-painted construction materials should be used to the extent feasible.	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
AQ-3 Operation of the proposed Project would generate emissions that would contribute to Basin-wide air pollutant emissions. However, since the proposed Project would not cause or increase the severity of air quality violations and would not exceed the AQMP's population forecast, the Project would not conflict with the AQMP. Therefore, impacts would be *less than significant.*	No mitigation required	Less Than Significant
AQ-4 Operation of the Project would generate air pollutant emissions that would be below SCAQMD mass daily thresholds; therefore, this impact would be *less than significant.*	No mitigation required	Less Than Significant
AQ-5 None of the land uses included in the proposed Project would result in objectionable odors that would affect a substantial number of people. Therefore, this impact would be *less than significant.*	No mitigation required	Less Than Significant
RECREATION		
REC-1 Temporary construction-related activities would interfere with and disrupt existing recreational facilities – including public parking available for coastal access – for up to 30 months, resulting in a *less than significant impact with mitigation*.	**MM REC-1 Construction Parking Management Plan.** To off-set the temporary, but prolonged removal of between 56 and 120 publicly available parking spaces – which provide for coastal access in the vicinity of the Project site and also serve businesses and restaurants in the Downtown Core – the Applicant shall submit a Construction Parking Management Plan for review and approval by City staff prior to issuance of any building permits for the proposed Project. The Plan shall include performance-based measures that are adaptive and respond to the estimated potential loss of public parking and construction worker intensity during each phase of construction. The Plan shall identify, the total number of publicly available parking spaces utilized by the Applicant by construction phase. In order to minimize impacts, the Plan shall require that	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	Phase 2 of construction not occur during the peak summer season between Memorial Day and Labor Day. Additionally, the Plan may employ, but shall not be limited to, any combination of the following measures to provide a net zero loss of publicly available parking within the Coastal Zone: ***Construction Worker Parking Measures*** • Provision of public or privately contracted off-street parking outside of the Coastal Zone for construction workers to be serviced by Applicant-funded shuttle. • Privately contracted off-street parking within the Coastal Zone to be serviced by Applicant-funded shuttle. • Applicant-funded carpool incentives/requirements for construction workers to reduce construction worker parking demand. • Partnerships with rideshare services to facilitate construction worker travel to and from the Project site. • On-site construction parking – depending on the construction phase – within the Project's subterranean garage prior to certificate of occupancy. This would require cooperation with the City's building inspector and HBFD. ***Measures to Enhance Availability of Public Parking*** • Establishment of a temporary Downtown shuttle service providing public transport from an off-site parking lot accommodating a comparable number of parking spaces utilized by the Applicant during each construction phase. Off-site parking areas(s) for shuttle pick-up shall provide direct transport between the parking area and Pier Plaza. City-owned parking spaces	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	within the Coastal Zone shall not be considered for off-site parking area(s). The temporary Downtown shuttle service shall be Americans with Disabilities Act (ADA)-accessible and suitable for pedestrians and bicyclists (e.g., an ADA-accessible vehicle with a transit bicycle rack). The temporary Downtown shuttle service shall be made available and publicly advertised. The shuttle shall make stops at Pier Plaza and the off-site parking areas(s) at least every 30 minutes. • Applicant-funded parking capacity/efficiency increases in City-owned parking lots to off-set temporary, but prolonged removal of parking along Hermosa Avenue and Lot B. The feasibility of location, installation, and operation of stackable parking systems shall be analyzed by Applicant and subject to review and approval by the City. • Applicant-funded and -operated public attended parking in City-owned parking lots to increase the parking capacity to off-set temporary, but prolonged removal of parking along Hermosa Beach and Lot B. No additional fee shall be imposed by Applicant for the attended parking service by the public. • Ride shared (Uber, Lyft, etc.) vouchers for public access to the Pier Plaza area facilitated and funded by Applicant during construction.	
REC-2 Temporary construction-related activities would interfere with and disrupt existing recreational facilities – including The Strand and Pier Plaza – for up to 30 months, resulting in a *less than significant impact with mitigation*.	**MM REC-2 Temporary Widening of The Strand.** Prior to commencement of any on-site preparation, demolition, or construction-related activities, The Strand shall be temporarily widened by approximately 12 feet seaward over the 300-foot segment between 13th Street and Pier Plaza. Material used to widen The Strand during construction shall	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	be Americans with Disabilities Act (ADA)-accessible and suitable for pedestrians and bicyclists (e.g., Trex, an ADA-accessible wood and plastic composite product).	
REC-3 The vacation of Beach Drive would reduce ease of access along the coast for bicyclists and pedestrians, particularly during periods of heavy congestion on The Strand. This interference with existing north-south access would be a *less than significant*.	No mitigation required	Less Than Significant
REC-4 Implementation of the proposed Project could increase the number of individuals traveling to the Project site, especially during the summer months, potentially reducing the availability of parking that also supports coastal access. However, with the inclusion of an on-site subterranean parking garage with paid valet service this impact would be *less than significant with mitigation*.	**MM REC-4 Valet Operations Plan.** The Applicant shall be required to submit a Valet Operations Plan for review and approval by the City prior to issuance of building permits. Validation of short-term valet parking shall be permitted for restaurant or retail using the paid valet parking at the hotel to ensure that parking rates are equal to or less than the rates metered for public parking in the Downtown in order to avoid parking demand from the proposed Project spilling over into adjacent City-owned parking.	Less Than Significant
REC-5 The operation of the proposed utility lines beneath The Strand could potentially disrupt the use of The Strand during periodic maintenance. However, these impacts would be *less than significant with mitigation*.	Implementation of MM REC-1b or MM REC-2 would apply to Impact REC-5.	Less Than Significant
CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES		
CUL-1 Construction of the proposed mixed-use hotel – including the demolition of existing buildings on the Project site – would not result in a substantial adverse change in the integrity of a historical resource on the Project site or in the vicinity of the Project site. Therefore, impacts would be *less than significant*.	No mitigation required	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
CUL-2 Ground disturbing activities associated with Project construction – particularly excavation of the subterranean basements – could uncover significant prehistoric or historic archaeological deposits that qualify as cultural resources as defined in CEQA Section 15064.5. Damage or destruction of such archaeological resources would be a potentially significant impact. However, this impact would be *less than significant with mitigation*.	**MM CUL-2a Archaeological Monitoring Plan.** Prior to any excavation on the Project site, an Archaeological Monitoring Plan shall be developed by a City-approved qualified archaeologist for review and approval by the City. Archaeological monitoring during construction at the Project site shall be conducted by a City-approved qualified archaeological monitor(s), familiar with the types of prehistoric and historical archaeological resources that could be encountered within the Project site. The Archaeological Monitoring Plan shall identify specific locations on the Project site where an archaeological monitor(s) shall be required during ground disturbing activities. These locations shall include, but not be limited to, the area beneath the existing surface parking previously undisturbed soils beneath the foundations of the existing development on the Project site. Following the completion of excavation and trenching activities within these locations, the archaeological monitor(s) shall no longer be required at the Project site throughout the remainder of construction. This Archaeological Monitoring Plan shall also include a Treatment Plan that sets forth explicit criteria for evaluating the significance of resources inadvertently discovered during construction. In the event that an archaeological monitor(s) determines that the find may qualify for listing in the California Register, the Treatment Plan shall identify appropriate data recovery methods and procedures. The Treatment Plan shall also include requirements for a final technical report on all cultural resource studies and requirements for curation of artifacts and other recovered remains, if necessary. **MM CUL-2b Inadvertent Discoveries.** In the event of any inadvertent discovery of prehistoric or	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	historic-period archaeological resources during construction, ground-disturbing activities in the immediate vicinity of the discovery, as determined by the City-approved qualified archaeological monitor(s), shall stop. Construction activities shall temporarily be redirected to areas located more than 50 feet from the find. The City-approved qualified archaeological monitor(s) shall evaluate the significance of the discovery based on the Treatment Plan prior to resuming any activities that could impact the discovery. In the event that prehistoric era archaeological resources are identified, the City-approved qualified archaeological monitor(s) shall immediately contact the appropriate contacts from the Native American tribes including the Gabrieleño Band of Mission Indians-Kizh Nation and the Soboba Band of Luiseño Indian Gabrieleño/Tongva Nation. Any required testing or data recovery shall be directed by a City-approved qualified professional archaeologist pursuant to the Treatment Plan. Work shall in the immediate vicinity of the find not resume until authorization is received from the City.	
CUL-3 Construction of the proposed Project would disturb Holocene dune and beach sand geologic deposits that have a low potential for paleontological resources. However, the excavation may also extend into deeply buried Pleistocene sedimentary deposits that have a moderate to high potential to contain paleontological resources which would be impacted by ground disturbance. However, this impact would be *less than significant with mitigation*.	**MM CUL-3a Construction Worker Awareness Training.** Prior to the commencement of construction-related activities, all construction personnel involved in excavation or trenching shall receive a worker's environmental awareness training on paleontological resources prepared by a qualified professional paleontologist, approved by the City. A qualified professional paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The training shall provide descriptions and illustrations of Pleistocene terrace deposits (i.e., San Pedro Sand, horizontally- and cross-bedded fine to medium grained, tan to orange sand and silt deposited in a	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	shallow marine environment) as well as illustrative examples of the fossil resources that may be encountered in the Project site. The training shall also outline steps to follow in the event that a fossil discovery is made, provide contact information for the retained qualified professional paleontologist, and discuss applicable laws and penalties for removal or disturbance of fossils materials found on-site. The training may be presented in person, videotaped, or presented in an informational PowerPoint or brochure for future use by field personnel not present at the start of Project construction. **MM CUL-3b Construction Monitoring.** Because of the potential for encountering Pleistocene terrace deposits beneath Holocene coastal sediment deposits during Project construction activities, a qualified professional paleontologist, approved by the City, shall be on-call for the duration of excavation associated with the subterranean basement. In the event that Pleistocene terrace deposits are encountered by construction workers or on-site geotechnical engineers the City-approved, qualified professional paleontologist shall be required on site for all future excavation activities within that sediment type. The frequency and duration of monitoring will be determined by the qualified professional paleontologist and shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. If a potentially significant fossil is found,	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	MM CUL-3c Unanticipated Fossil Discovery. If a potentially significant fossil is discovered during excavation activities, the qualified paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. If the fossil is determined to be significant, MM CUL-3c and MM CUL-3d should be implemented to protect and document the paleontological resources in the Project area. Work may not resume within 50 feet of the resource until approval by the qualified professional paleontologist. **MM CUL-3d Fossil Preparation and Curation.** Upon completion of fieldwork, any collected significant fossils as determined by the qualified professional paleontologist shall be prepared in a properly equipped paleontology laboratory to a point ready for curation. Preparation will include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossils specimens will be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, for permanent curation and storage. Accompanying notes, maps, and photographs shall also be filed at the repository. The cost of curation is assessed by the repository and is the responsibility of the applicant. **MM CUL-3e Paleontological Monitoring Report.** At the conclusion of laboratory work and museum curation, a brief final report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the Project. The report shall include a summary of the	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	field and laboratory methods, an overview of the Project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the museum repository.	
CUL-4 While highly unlikely, Native American human remains may be inadvertently uncovered during Project construction. However, in the event of this occurrence, the City and Project applicant would immediately cease activity in the vicinity of the discovery and comply with existing regulations. Therefore, impacts would be reduced to *less than significant*.	No mitigation required	Less Than Significant
CUL-5 Tribal cultural resources, as defined in Public Resources Code Section 21074, may be inadvertently uncovered during Project construction. Damage or destruction of such tribal cultural resources would be a potentially significant impact. However, impacts would be reduced to *less than significant with mitigation*.	Implementation of MM CUL-2a and MM CUL-2b would apply to Impact CUL-5.	Less Than Significant
GEOLOGY AND SOILS		
GEO-1 Liquefaction of underlying soils during a major seismic event and ground shaking could undermine the structural integrity of the proposed mixed-use hotel. However, with compliance with applicable regulations (e.g., CBC, HBMC, etc.) and implementation of appropriate geotechnical mitigation measures, this impact would be *less than significant with mitigation.*	**MM GEO-1a Foundation Design.** The foundation design shall comply with the design specifications in the Project geotechnical engineering report prepared by Byer Geotechnical, Inc. in 2015. The foundation shall be designed to distribute the building loads uniformly onto the supporting subgrade, and to reduce the potential for liquefaction-induced settlement to a level that is less than significant. These design specifications can be found in the Conclusions and Recommendations Section of the	Less Than Significant for typical geological risks

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	geotechnical engineering report (see Appendix G, Pages 11-22). **MM GEO-1b Retaining Walls Design.** The Applicant shall install cantilever retaining walls based on design specifications outlined in the Project geotechnical engineering report prepared by Byer Geotechnical, Inc. in 2015 (see Appendix G). Interior and exterior retaining walls, shall be waterproofed to prevent moisture intrusion, seepage, and leakage through use of waterproofing paints, compounds, or sheeting, as appropriate. Landscaped areas above retaining walls shall be sealed or properly drained to prevent moisture contact with the wall or saturation of wall backfill.	
GEO-2 During construction, excavation for the proposed subterranean parking structure could result in soil erosion from ground disturbance or groundwater intrusion, as well as subsidence due to groundwater dewatering. Once operational, soil erosion could potentially result from improper Project site drainage, causing soil instability and undermining the structural integrity of the proposed hotel building and subterranean parking garage. However, with implementation of mitigation measures, this impact would be *less than significant with mitigation*.	Implementation of MM HYD-1a through -1c would apply to Impact GEO-2.	Less Than Significant
GEO-3 During excavation and construction of the subterranean parking garage, excavated earthen walls of up to 30.5 feet high have the potential to collapse if proper shoring techniques are not followed. Collapse could result in significant impacts to the proposed Project or adjacent buildings, involving subsidence or otherwise creation of unstable soils. However, with compliance with applicable regulations (e.g., CBC, HBMC, etc.) and	**MM GEO-3a Temporary Shoring.** Temporary shoring shall be designed and installed to meet all specifications described in the Project geotechnical engineering report prepared by Byer Geotechnical, Inc. in 2015 (see Appendix G). **MM GEO-3b Monitoring of Excavations Near Existing Streets**. The existing structures located immediately adjacent to proposed Project site shall be inspected and documented for structural integrity	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
implementation of appropriate geotechnical mitigation measures this impact would be *less than significant with mitigation*.	by a qualified, City-approved, geotechnical engineer prior to the issuance of a building permit and the commencement of construction. Based on the results of that inspection, a monitoring program shall be developed by the geotechnical engineer to detect any excessive movement early during construction. The program shall include optical surveying of the shoring and adjacent streets and buildings to detect any horizontal or vertical movement.	
HAZARDS AND HAZARDOUS MATERIALS		
HAZ-1 The proposed Project would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Compliance with Federal, State, and local regulations would ensure that this impact would be *less than significant*.	No mitigation required	Less Than Significant
HAZ-2 The proposed Project could create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. However, compliance with all applicable regulations and implementation of mitigation measures during construction would reduce this impact to *less than significant with mitigation.*	**MM HAZ-2a LBP and ACM Survey.** Prior to the issuance of a demolition permit, the contractor shall conduct a comprehensive survey and/or sampling for lead based paint (LBP) and asbestos containing materials (ACM). If such hazardous materials are found to be present, the contractor shall follow all applicable Federal, State, and local regulations, as well as best management practices (BMPs) related to the treatment, handling, and disposal of LBP and ACM. **MM HAZ-2b Hazardous Materials Contingency Plan.** Prior to the issuance of a demolition permit, the Applicant shall prepare a contingency plan to be implemented in the event that contaminants or structural features that could be associated with contaminants or hazardous materials are suspected or discovered, including the presence of discovered underground storage tanks or onsite wastewater treatment systems. The contingency plan shall	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	stipulate that if contaminants or buried equipment are found or suspected, work around the area shall temporarily cease and appropriate measures shall be undertaken. The contingency plan shall include a provision stating at what point it is safe to continue with the excavation or demolition, and identify the person and/or agency authorized to make that determination. The contingency plan shall be reviewed and approved by the Hermosa Beach Fire Department (HBFD).	
HYDROLOGY AND WATER QUALITY		
HYD-1 The proposed Project could result in construction-related impacts to surface water quality from short-term, temporary erosion, sedimentation, turbidity, and polluted runoff during construction activities; however, impacts would be *less than significant.*	No mitigation required	Less Than Significant
HYD-2 Construction of the proposed two-level subterranean parking garage would require pressed pile shoring and a dewatering system that would temporarily affect the local groundwater table; however, impacts would be *less than significant*.	No mitigation required	Less Than Significant
HYD-3 Operation of the proposed mixed-use hotel could alter existing surface drainage patterns and affect groundwater levels or flow. However, impacts would be *less than significant with mitigation*.	**MM HYD-3 Storm Drain Analysis and Upgrades**. The Applicant shall prepare or fund the preparation of a storm drain capacity analysis to determine whether the existing 24-inch storm drain along 13th Street has enough capacity to carry to the flows associated with the proposed mixed-use hotel. Specifically, the capacity analysis shall determine whether the existing infrastructure could adequately convey the flows from 13th Court, which are currently conveyed to the Pier Avenue storm drain line and would be redirected to 13th Street storm drain line under the proposed Project. In the event that the capacity analysis determines that the existing	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	conditions reflect adequate storm water capacity and that the proposed Project would create a capacity deficiency, the Applicant shall be required to upsize the storm drain line during construction and associated utilities relocation in order to carry the proposed stormwater flow.	
HYD-4 In the event of severe erosion of the wide sandy beach, particularly potential future erosion associated with sea level rise, the proposed two-level subterranean parking garage could act as a seawall. However, given the projections for future beach erosion at Hermosa Beach, impacts would be *less than significant*.	No mitigation required	Less Than Significant
HYD-5 The proposed Project could introduce new structures that are susceptible to long-term coastal flooding and sea level rise, including potential inundation by tsunami and wave run-up during major future storm events; however, impacts would be *less than significant with mitigation*.	**MM HYD-5a Adaptive Design/Flood Proofing**. Adaptive design/flood proofing shall be incorporated into the proposed Project design, including but not limited to: • Waterproofing of all below-grade foundations; • Elevating and storing hazardous materials out of potential flood hazard area; • Elevating mechanical and utility installations out of potential flood hazard area or encasing mechanical systems and utilities in concrete vaults or pipelines or other similar conduits resistant to the effects of groundwater corrosion; • Using flood vents and anchoring structures where appropriate; and • Using strengthened design standards for below-grade parking garages. **MM HYD-5b In-Lieu Fee for Sea Level Rise Adaptive Management Actions**. Consistent with PLAN Hermosa Public Safety Policy 1.11, the Applicant shall be required to pay an fair-share in-lieu fee, calculated by the City, that would be directed to the funding of adaptive management	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	actions in the Downtown prescribed in the City's Assessment of Infrastructure Vulnerability to Sea Level Rise prepared for the City (Geosyntec Consultants 2016). The fair-share in-lieu fee shall be collected prior to issuance of a Certificate of Occupancy. These actions below are necessary to help avoid significant impacts to coastal infrastructure from seawater inundation within the City's Downtown Core: • Flap gate Installation at Diversion Structures – Protect diversion structures from backwater by installing flap gates on the end of pipelines. • Sewer Lateral Connection Sealing – Seal or replace sewer lateral connections in the Project site with factory connections to prevent infiltration and potential surcharge of the pipes due to the sea level and groundwater rise. • Clear Storm Drain Obstructions – During operations, the Project shall include on-going maintenance of storm drains on site to clear obstructions (e.g., sand, trash) routinely and prior to storm events. • Future Best Management Practice (BMP) Planning – Given the projected increases in groundwater elevation, the following should be assessed when considering potential future infiltration BMPs: o The minimum required depth of infiltrative soil/sand below infiltration trenches and whether this minimum depth can be maintained; o Mounding (temporary rise in groundwater caused by greater infiltration rates than rates of dispersal away from infiltration BMP) concerns;	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	○ Other types of BMPs that may be more appropriate for reduced groundwater depths; and ○ Locating structural infiltration BMPs further from the beach. **MM HYD-5c Tsunami Evacuation Materials and Training.** Tsunami zone signs shall be required to be posted in various locations within the mixed-use hotel, including, but not limited to the hotel lobby. Additionally, evacuation routes shall be required to provide within each guest room. All hotel staff shall be trained on an on-going basis to respond to coastal flooding and/or tsunami emergencies, including action planning to evacuate and secure the hotel property in advance of emergency conditions.	
GREENHOUSE GAS EMISSIONS		
GHG-1 The proposed Project would generate GHG emissions from mobile and operational sources, as well as short-term GHG emissions from construction; however, emissions would not exceed the SCAQMD's Tier 3 screening threshold for mixed-use projects. Therefore, this impact would be *less than significant*.	No mitigation required	Less Than Significant
GHG-2 The proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, this impact would be *less than significant*.	No mitigation required	Less Than Significant
LAND USE AND PLANNING		
LU-1 Implementation of the proposed Project would not result in the physical division of an established community. Impacts would be *less than significant.*	No mitigation required	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
LU-2 Implementation of the proposed Project would be substantially consistent with applicable land use plans, goals, policies, and regulations contained within applicable regional and local land use plans including PLAN Hermosa. Impacts would be *less than significant.*	No mitigation required	Less Than Significant
NOISE		
NOI-1 Construction of the proposed Project would result in noise exposure in excess of established standards. Noise impacts associated with construction activities would be *significant and unavoidable*.	**MM NOI-1a Construction Noise Management Plan**. A Construction Noise Management Plan shall be prepared by the Applicant, subject to review and approval by the City. The plan would address noise and vibration impacts and outline measures that would be used to reduce impacts. Measures shall include, but would not be limited to the following: • Construction activities shall be restricted to between the hours of 8:00am and 6:00pm, Monday through Friday, or between the hours of 9:00am and 5:00pm on Saturday to the maximum extent feasible, in accordance with Hermosa Beach Municipal Code (HBMC) Chapter 8.24.050(A). Prior to the commencement of any construction-related activities outside of the standard construction hours established by HBMC Chapter 8.24.050(A), Construction, an application would be provided to the building official consistent with HBMC Chapter 8.24.050(B); work would not begin until such permission is granted by the building official. All work outside of standard construction hours would be required to comply special conditions developed by the building official to reduce nighttime noise to the maximum extent feasible. This could include, but is not limited to limitations on schedule, timing, number of truck trips, or use of nighttime	Significant and Unavoidable

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	haul routes that avoid or eliminate impacts to residential areas to the maximum extent feasible. • The Applicant's construction contracts shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in or around the Project site to reduce construction noise levels: o The Applicant and its contractors and subcontractors shall ensure that all construction equipment is operated with closed engine doors and is properly muffled according to manufactures specifications or as required by the City Department of Building and Safety, whichever is the more stringent. Use of manufacturer-certified mufflers associated with construction equipment has been shown to reduce noise levels by a minimum of 8 A-weighted decibels (dBA) and up to 10 dBA. o The Applicant and its contractors and subcontractors shall use electrically-powered tools and facilities to the maximum extent feasible to the satisfaction of the City Department of Building and Safety. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. o The Applicant and its contractors and subcontractors shall place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible, to the satisfaction of the City Department of Building and Safety.	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	○ The Applicant and its contractors and subcontractors shall implement noise attenuation measures to the satisfaction of the City Department of Building and Safety. Prior to the initiation of construction or demolition activities, a solid noise barrier wall shall be erected around the construction staging area in Lot B and along the Project site boundaries at 13th Street, The Strand, and Pier Plaza. The noise barrier wall shall be designed to achieve the maximum sound attenuation feasible by breaking the line of site to the Project site (i.e., it shall be scalable to the height of the mixed-use hotel building during each construction phase). The noise barrier wall shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer to be approved by the Community Development Director. The noise barrier wall shall be designed to reduce construction-related noise by a minimum of 10 dBA; however, it is expected that the noise barrier wall could decrease construction-related noise levels by up to 15 dBA during certain phases of construction. The noise barrier wall design shall be subject to City staff approval and shall include an art installation (e.g., painting, adhesive pattern design, etc.) that provides visual relief during the 24- to 30-month construction period. • The Applicant's contracts with its construction contractors and subcontractors shall include the requirement that construction staging areas, construction worker parking and the operation of earthmoving equipment within the Project site, are located as far away from vibration- and noise-sensitive sites as possible. Contractors	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	shall provide staging areas on-site to minimize off-site transportation of heavy construction equipment and to maximize distance between construction activities and noise-sensitive receptors. Contract provisions incorporating the above requirements shall be included as part of the proposed Project's construction documents, which shall be reviewed and approved by the City prior to issuance of a grading permit. This would reduce noise levels associated with most types of idling construction equipment. • The Applicant shall require by contract specifications that heavy haul trucks and concrete trucks used during construction shall be routed away from residential streets to the maximum extent feasible. Contract specifications shall be included in the proposed Project's construction documents, which shall be reviewed by the City prior to issuance of a grading permit. • To the satisfaction of the City Department of Building and Safety, the Applicant's contractors and subcontractors shall ensure that construction activities are scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. • Construction activities shall be restricted from overlapping with Level II and Level III events – as defined by the Hermosa Beach Special Events Policy Guide – that occur near the intersection of Pier Plaza and The Strand. Key event times shall be identified in the Construction Noise Management Plan and extremely loud noise generating construction activities (e.g., excavation and shoring) shall be suspended	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	during those times as required by the Community Development Department. • At least 1 month prior to the initiation of construction related activities, the Applicant shall prepare and distribute notices to the Beach House Hotel, affected commercial businesses along Pier Plaza, and affected commercial businesses and residences along the haul truck route. At a minimum the notices shall describe the overall construction schedule, advise residents, business owners, and employees of increased construction-related noise, and provide a non-automated telephone number to call to submit complaints associated with construction noise. **MM NOI-1b Temporary Beach Volleyball Courts**. Prior to the issuance of any City permits related to site preparation, demolition, grading, or construction and the issuance of a Coastal Development Permit (CDP), the Applicant shall coordinate with the Community Development Department and Community Services Department and construct a minimum of five temporary beach volleyball courts at least 250 feet from the edge of the Project site such that the noise levels at these temporary courts would be less than the Federal Transit Authority (FTA)-recommended threshold of 80 A-weighted decibels (dBA) for daytime residential construction noise. The City has identified and provided the Applicant with an appropriate location for installation of the temporary volleyball courts. Additionally, the City shall provide the Applicant infrastructure requirements (e.g., volleyball court dimensions) and associated technical information.	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
NOI-2 Construction of the proposed Project could result in exposure of persons or structures to excessive groundborne vibration or groundborne noise levels. In particular, the Beach House Hotel as well as residential and commercial properties located along the haul routes would experience *significant and unavoidable* impacts during excavation and shoring and during late evening concrete pours.	Implementation of MM NOI-1a and -1b would apply to Impact NOI-2.	Significant and Unavoidable
NOI-3 Operational noise associated with the proposed Project, particularly noise associated with outdoor dining and events, would result in potentially significant noise impacts. However, operational noise impacts would be *less than significant with mitigation*.	**MM NOI-3a Hermosa Beach Police Department (HBPD) Project Review.** Consistent with PLAN Hermosa Policy 5.6, the HBPD shall review the proposed Project and provide conditions of control of use to prevent adverse impacts on adjacent sensitive uses. **MM NOI-3b Outdoor Dining Restrictions.** In order to reduce nighttime noise for adjacent sensitive receptors, the 13th Street walk up cafés shall be required to close no later than 10:00pm. **MM NOI-3c Events Management Plan.** The Applicant shall prepare an Event Management Plan for approval by the Community Development Department and Hermosa Beach Police Department (HBPD), which shall include, but is not limited to, establishment of procedures to limit noise generated by hotel operations, particularly for outdoor events, as necessary to comply with the City's Noise Ordinance. This plan shall address event notification requirements and coordination procedures with neighboring properties as well as noise incident response protocols with the City and HBPD. Consistent with the Hermosa Beach Municipal Code (HBMC), the plan shall provide limits for the event capacity, hours of event operation consistent with HBMC Chapter 8.24.070, allowable noise levels consistent with HBMC Chapter 8.24.070, and appropriate hotel staff and/or HBPD response	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	procedures for violation of noise restrictions. Specific limitations on outdoor functions shall include prohibiting the use of amplified music for outdoor events, consistent with HBMC Chapter 8.24.045. Non-amplified acoustic accompaniments (e.g., guitars, violins, harps, etc.) would still be permitted for weddings or similar events. Further, an amplified microphone would be permitted at a volume that does not exceed 95 A weighted decibels (dBA). The plan shall be updated and submitted annually for City review. Annual plan updates shall detail the total number of events during the previous year, noise complaints received, documented noise violations, and any changes to event operations that resulted from noise non-performance issues. During annual review of the plan, the City shall retain the ability to modify the conditions in the plan to address any concerns or non-performance issues that may arise. This would potentially include, but not be limited to, a reduction in the number of events, limitations on the timing of events, and/or restrictions on event attendance.	
NOI-4 Operation of the proposed Project would not result in exposure of persons or structures to excessive groundborne vibration or groundborne noise levels. Impacts to sensitive receptors associated with operational groundborne vibration would be *less than significant*.	No mitigation required	Less Than Significant
POPULATION AND HOUSING		
PH-1 The proposed Project would result in the demolition of the West Bay Apartments which provide eight studio apartment units. However, the reduction in housing units would be negligible and	No mitigation required	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
the Project's impact on population is *less than significant*.		
PH-2 The proposed Project is not expected to induce substantial population growth in an area, either directly (e.g., by proposing new residential units and employment opportunities) or indirectly (e.g., through expansion of existing infrastructure allowing for future development). Therefore, the Project's impact on population would be *less than significant*.	No mitigation required	Less Than Significant
PUBLIC SERVICES		
PS-1 The proposed Project would result in minor increases in the demand for HBFD non-emergency services as well as potential increases in emergency fire protection and EMS services. However, this impact would be *less than significant.*	No mitigation required	Less Than Significant
PS-2 The proposed Project could affect emergency access to the Project site during construction and operation; however, this the impact to emergency access would be *less than significant with mitigation*.	Implementation of MM PS-1b and MM TT-1a would apply to Impact PS-2.	Less Than Significant
PS-3 The implementation of the proposed Project could slightly increase the demand for police protection services, particularly during evenings and weekends, as well as during special events. The impact would be *less than significant with mitigation.*	**MM PS-1a Private Security Plan.** The Applicant shall prepare and implement a Private Security Plan that shall include security staff training and instructions for appropriate resolution of guest and event-related disturbances (i.e., amplified music, public intoxication, etc.). The Private Security Plan shall be reviewed and approved by the City, HBFD, and HBPD prior to issuance of a building permit. **MM PS-1b Emergency Response Plan.** The Applicant shall prepare an Emergency Response Plan that shall include establishment of emergency response protocols, refuge areas, and first responder training procedures that have been reviewed and approved by the Hermosa Beach Fire Department (HBFD) and the Hermosa Beach Police Department	Less than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	(HBPD). The plan shall also include event notification requirements and coordination and incident response protocols that have been reviewed and approved by HBFD and HBPD. The Emergency Response and Event Management Plan shall be reviewed and approved by the City, HBFD, and HBPD prior to issuance of a building permit.	
PS-4 The proposed Project could potentially result in a negligible increase the number of school-aged children in the City; however, pursuant to SB 50, the payment of developer fees to the HBCSD impacts would be *less than significant*.	No mitigation required	Less Than Significant
PS-5 The proposed Project would have *less than significant* impacts on the City's population and the overall number of people using public library services within the City.	No mitigation required	Less Than Significant
TRANSPORTATION AND TRAFFIC		
TT-1 Construction of the proposed Project would create *significant and unavoidable* temporary, but prolonged impacts in the Project vicinity. Construction activities would materially interfere with traffic flow through the introduction of substantial numbers of heavy trucks and would result in sidewalk closures, interference with pedestrian and bicycle activity, and transit delays.	**MM TT-1 Final Construction Management Plan.** The Applicant shall prepare a Final Construction Management Plan (CMP) for City review and approval prior to issuance of a demolition permit to address and manage traffic during construction which shall build upon the initial Applicant-prepared CMP and be designed to accomplish the following to the satisfaction of the City: • Ensure safety for both those constructing the project and the surrounding community; • Minimize traffic impacts on the surrounding roadway network to the maximum extent feasible during the 24- to 30-month construction period; • Minimize truck traffic through residential neighborhoods;	Significant and Unavoidable

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	• Minimize coastal access parking impacts both to public parking and access to private parking to the greatest extent practicable; and • Avoid conflicts with planned events and festivals along Pier Plaza to the greatest extent possible to minimize traffic and parking impacts. The plan shall, at a minimum, include the following: *Ongoing Requirements throughout the Duration of Construction* • The CMP shall include thorough descriptions and depictions of travel lane and street-parking configurations; warning, regulatory, guide, and directional signage; and designated detours for sidewalks, bicycle lanes, and vehicle lanes, as necessary. The plan shall include specific information regarding the Project's construction activities that may disrupt normal pedestrian and traffic flow and include specific measures to minimize these disruptions to the maximum extent feasible. Such plans shall be reviewed and approved by the Community Development Department and City Department of Public Works prior to issuance of a demolition permit and implemented in accordance with this approval. • Work within the public right-of-way shall be performed between 9:00am and 4:00pm in order to avoid the AM and PM peak hours, unless work outside of these times receives advanced approval from the City. This work includes dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed only after the issuance of an after-hours construction permit from the City.	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	• At the discretion of the City, construction work shall not be permitted during City-approved or City-sponsored large events or festivals (e.g., Fourth of July) on Pier Plaza or the beach. • Streets and equipment shall be cleaned in accordance with established City Department of Public Works requirements. • Heavy haul trucks and concrete trucks shall only travel on a City-approved construction route. Truck queuing/staging shall only be allowed at City-approved locations. Limited queuing may occur on the construction site itself. In order to ensure public safety and maintain vehicular, pedestrian and bicycle traffic flows, during all major haul truck and concrete truck operations, the Applicant shall ensure that: o Evening and early morning concrete pours shall be limited to Monday through Wednesday, with pours only allowed Thursday in the offseason from Labor Day to Memorial Day. No concrete pours shall be permitted Friday through Sunday or during Federal holidays. o A construction flagger shall be stationed at the Lot C exit to ensure coordination managing traffic exiting Lot C with the proposed flagger at the intersection of 13th Street & Hermosa Avenue. This flagger may also manage the construction gate, but the CMP shall provide detailed methods to address conflicts between the Lot C entrance and truck traffic, including coordination efforts between the construction flaggers. o Traffic cones and warning signs shall be posted along southbound Hermosa Avenue at the proposed truck queuing location along the	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	center median between 14th Street and 16th Street. o All haul truck drivers receive a briefing at the beginning of each individual hauling operation or individual concrete pour regarding traffic safety concerns along Gould Avenue, Hermosa Avenue, and the high level of pedestrian and bicyclist activity anticipated to be encountered in the immediate Project vicinity, including the pedestrian scramble at Pier Plaza & Hermosa Avenue. Drivers shall be provided with a map of these sensitive locations for reference. • Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current City permit. • Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the City building office. *Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction* • The Applicant shall coordinate construction work with affected agencies in advance of the initiation of construction activities. • The Applicant shall obtain City approval of any haul routes for earth, concrete, or construction materials and equipment hauling. • The Applicant shall obtain an Excavation Permit, Street/Lane Closure Permit, Sewer Permit, Demolition Permit, and any other applicable permits for construction work requiring	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	encroachment into public rights-of-way, detours, or any other work within the public right-of-way. • The Applicant shall provide timely notification of construction schedules to all affected agencies (e.g., public and private transit, Hermosa Beach Fire Department [HBFD], Hermosa Beach Police Department [HBPD], City Department of Public Works, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet. • The Applicant shall advise the traveling public of impending construction activities (e.g., information signs, portable message signs detailing haul truck scheduling, media listing/notification, mailings, e-mail, and social media and implementation of an approved CMP). Signs shall be posted at the following locations: o The intersection of Beach Drive and the Lot C staircase; o At the vehicular exit from Lot C; o The Strand at 13th Street and 11th Street; o Hermosa Avenue north of 13th Street; o West of the intersection of Gould Drive and PCH; o West of the intersection of Valley Drive and Gould Avenue; o The Valley Park parking area along Gould Avenue; and o Gould Drive east of Hermosa Avenue. • The Applicant shall mail or e-mail notification of pending construction schedule and activities to business along Hermosa Avenue between 11th Street and 14th Street, business along Pier Plaza and to residents along Gould Avenue between	

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
	Pacific Coast Highway (PCH) and Hermosa Avenue. The notice shall include details on the dates of all projected major haul truck and cement truck operations along with contact information for the Applicant's construction manager. Major alterations in planned schedules shall require additional noticing.	
TT-2 Under Existing (2016) Plus Project conditions, increased traffic generated by the proposed Project would result in a *significant and unavoidable* impact at 1 of the 15 study intersections during the Sunday afternoon peak hour.	No feasible mitigation measures are available	Significant and Unavoidable
TT-3 Under the Future (2021) Plus Project conditions, increased traffic generated by the proposed Project would result in a *significant and unavoidable* cumulative impact at 1 of 15 study intersections during the Sunday afternoon peak hour.	No feasible mitigation measures are available	Significant and Unavoidable
TT-4 The proposed Project would be consistent with the Los Angeles County CMP and would have a *less than significant* impact on CMP roadways.	No mitigation required	Less Than Significant
TT-5 The proposed Project would increase the use of pedestrian and bicycle facilities in the vicinity of the Project site, including The Strand and Pier Plaza; however, potential impacts would be *less than significant*.	No mitigation required	Less Than Significant
TT-6 The operation of the proposed Project following construction would not create or increase traffic hazards in the Project area. Impacts would be *less than significant*.	No mitigation required	Less Than Significant
TT-7 The proposed Project would result in *less than significant* impacts to emergency access.	No mitigation required	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
UTILITIES AND SERVICE SYSTEMS		
UT-1 Wastewater generation resulting from the proposed Project would not exceed Los Angeles RWQCB wastewater treatment requirements and would not result in the need for new or expanded wastewater treatment facilities. However, the proposed Project could exceed the capacity of existing sewer lines serving the areas resulting in impacts that would be *less than significant with mitigation*.	**MM UT-1 Wastewater Infrastructure Upgrades.** During relocation of the existing sewer utilities, the Applicant shall install upsize wastewater infrastructure directly adjacent to the Project site to replace existing undersized sewer lines. The Applicant shall be required to increase the conveyance capacity of existing sewer lines within and directly adjacent to the Project site by a minimum of 16 percent to accommodate increased peak wastewater conveyance required by the proposed mixed-use hotel.	Less Than Significant
UT-2 The proposed Project would increase water demand; however, the proposed Project would not result in the need to expand or construct new water facilities. The proposed mixed-use hotel would be adequately served by existing water supplies; therefore, impacts are *less than significant*.	No mitigation required	Less Than Significant
UT-3 The proposed Project would comply with all Federal, State, and local regulations related to solid waste and would be served by a landfill with sufficient permitted capacity to accommodate the proposed Project's solid waste disposal needs. Therefore, impacts would be *less than significant*.	No mitigation required	Less Than Significant
UT-4 The proposed Project would not constrain local or regional energy supplies and would not require the expansion or construction of new electrical generation and/or transmission facilities. The proposed Project would comply with all existing energy standards and impacts would be *less than significant*.	No mitigation required	Less Than Significant

Table ES-1. Project Impacts, Mitigation Measures and Residual Impacts (Continued)

Impacts	Mitigation Measures	Residual Impacts
CUMULATIVE IMPACTS		
Traffic and Transportation: Under the Future (2021) Plus Project conditions, increased traffic generated by the proposed Project would result in a *significant and unavoidable* cumulative impact at 1 of 15 study intersections during the Sunday afternoon peak hour.	No feasible mitigation measures are available	Significant and Unavoidable
Groundborne Vibration: Implementation of the proposed Project along with the proposed North School Reconstruction project would contribute to cumulatively considerable construction-related vibration impacts associated with heavy haul truck traffic along Gould Avenue.	No feasible mitigation measures are available	Significant and Unavoidable
All other cumulative impacts would be less than significant.		

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The EIR also includes analysis of three alternatives to the proposed Project, including a No Project Alternative, in compliance with CEQA Section 15126.6(e). These alternatives include:

- Alternative 1 – No Project
- Alternative 2 – Reduced Hotel Size
- Alternative 3 – Reduced Hotel with Provision of Off-Site Parking at City Parking Lot B

CEQA Section 15126.6(e)(2) indicates that an analysis of alternatives shall identify an environmentally superior alternative among the alternatives evaluated in the EIR. In general, the environmentally superior alternative as defined by CEQA should minimize adverse impacts to the Project site and its surrounding environment. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

In evaluating alternatives, different weights may be assigned to the relative importance of specific environmental impacts. For example, in comparing alternatives for the proposed Project, "more weight" was given to significant noise and transportation and traffic impacts than to other resource area impacts, primarily considering the importance of these issue areas to have the most significant and unavoidable impacts (e.g., increased operational traffic congestion, etc.). Therefore, Alternative 2 would be considered the Environmentally Superior Alternative as it would result in fewer significant impacts than either the proposed Project or Alternative 3 and would also meet most of the Project objectives.

Table ES-2. Impact Comparison of Alternatives to the Proposed Project

Issue Area	Project	Comparison to Proposed Project		
		No Project	Alternative 2 – Reduced Hotel Size	Alternative 3 – City Parking Lot B
Aesthetics and Visual Resources	Less than Significant with Mitigation	No Impact	Slightly Less	Similar
Air Quality	Less than Significant	No Impact	Slightly Less	Slightly Less
Recreation	Less Than Significant with Mitigation	No Impact	Slightly Less	Greater
Cultural Resources and Tribal Cultural Resources	Less Than Significant with Mitigation	No Impact	Similar	Less
Geology and Soils	Less Than Significant with Mitigation	No Impact	Slightly Less	Less
Hazards Materials and Wastes	Less Than Significant with Mitigation	No Impact	Similar	Slightly Less
Hydrology and Water Quality	Less Than Significant with Mitigation	No Impact	Similar	Less
Greenhouse Gas Emissions	Less Than Significant	No Impact	Slightly Less	Similar
Land Use and Planning	Less Than Significant	**Greater (West Bay Apartments do not conform to underlying zoning)**	Slightly Less	Similar
Noise	Significant and Unavoidable	**Significant and Unavoidable Impact Reduced to No Impact**	Slightly Less	**Greater (nighttime noise along Gould Avenue)**
Population and Housing	Less Than Significant	No Impact	Similar	Similar
Public Services	Less Than Significant with Mitigation	No Impact	Similar	Similar
Transportation and Traffic	Significant and Unavoidable	**Significant and Unavoidable Impact Reduced to No Impact**	**Significant and Unavoidable Impact Reduced to Less than Significant with Mitigation**	**Significant and Unavoidable Impact Reduced to Less than Significant with Mitigation**
Utilities and Service Systems	Less Than Significant	No Impact	Similar	Similar
Number of Greater Impacts	**-**	**1**	**0**	**1**
Number of Significant and Unavoidable Impacts Eliminated	**-**	**2**	**1**	**1**
Project Objectives Met?	**Yes**	**No**	**Yes**	**Yes**

1.0 INTRODUCTION

1.1 OVERVIEW

The proposed mixed-used hotel would replace existing one- to two-story buildings that front Hermosa Beach along The Strand. In addition to hotel guests, the ground floor restaurant and retail uses would be expected to attract pedestrians, bicyclists, and other beach goers. Additionally, the rooftop terrace and second-floor courtyard would be open to the public and would provide views of the beach and the Pacific Ocean.

This Environmental Impact Report (EIR) evaluates the potential environmental impacts of the proposed Strand and Pier Hotel Project (Project) in the City of Hermosa Beach (City), California. The EIR was prepared by Amec Foster Wheeler Environment & Infrastructure, Inc. (Amec Foster Wheeler), under the direction of City staff. The proposed Project would consist of development and operation of a three-story, 100-room boutique hotel, with supporting ground floor restaurant and retail uses. The proposed mixed-use hotel building would be 30 feet in height with a 27-foot deep, two-level subterranean basement, including approximately 155,030 square feet (sf) of total gross floor area and 178 on-site parking spaces. Retail and restaurant uses would be concentrated in 22,461 sf of ground floor space along Pier Plaza and The Strand. The proposed Project would also include a rooftop terrace and second floor courtyard terrace, as well as a fitness center and spa, meeting room, banquet room, hotel support uses, and parking within two subterranean levels. The primary hotel entrance would be off of 13th Street; however, hotel entries and those serving retail and commercial uses would be available off of Pier Plaza, The Strand, and 13th Street.

The Project site is located at the northeast corner of Pier Plaza and The Strand, within the City's Downtown Core (see Figure 1-1). The Project site is comprised of seven legal parcels totaling approximately 39,950 gross sf, including City rights-of-way along Beach Drive and 13th Court, which would be vacated as part of the proposed Project. The Project site includes the following addresses: 11, 19, and 21-25 Pier Avenue; 1250, 1272, and 1284 The Strand; and 20, 30, and 32 13th Street. These properties are currently developed and are occupied by restaurants, bars, retail shops, and service providers, including the Mermaid Restaurant (Assessor Parcel Number [APN] 4183-002-001 and 002), The Deck and Good Stuff (APN 4183-002-003), Hermosa Cyclery (APN 4183-002-004), Playa Hermosa Fish & Oyster Co., Pier Surf Shop, Hooked, and Jacob Shaw, Inc. (APN 4183-002-017), as well as the eight-unit West Bay Apartments (APN 4183-002-018 and 019).

amec foster wheeler

Project Vicinity and Regional Setting

FIGURE 1-1

1.2 PURPOSE AND LEGAL AUTHORITY

This EIR has been prepared in accordance with the Guidelines for Implementation of the California Environmental Quality Act (CEQA), published by the Resources Agency of the State of California (Title 14, California Code of Regulations [CCR] Section 15000 et. seq.), and the City's procedures for implementing CEQA. Per CEQA Section 21067 and CEQA Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City is the Lead Agency under whose authority this document has been prepared. It is intended to provide information to public agencies, decision-makers, and the general public regarding the environmental impacts that would result from implementation of the proposed Project. Under the provisions of CEQA, "the purpose of the environmental impact report is to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which significant effects can be mitigated or avoided" (Public Resources Code 21002.1[a]).

The environmental review process was established to enable public agencies to evaluate a project in terms of its environmental consequences, to examine and implement mitigation measures for eliminating or reducing any potentially adverse impacts, and to consider alternatives to the project. While CEQA Section 150201(a) requires that major consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including social and economic goals, in determining whether and in what manner a project should be approved.

1.3 PUBLIC REVIEW AND COMMENTS

As a first step in complying with the procedural requirements of CEQA, the City prepared an Initial Study (IS) to determine if any aspect of the proposed Project, either individually or cumulatively, may cause a significant effect on the environment and, based on that determination, to narrow the focus (or scope) of the subsequent environmental analysis. For the proposed Project, the IS (see Appendix A) found that this EIR should focus on all environmental issue areas required by CEQA with the exception of Agriculture and Forestry Resources, Biological Resources, and Mineral Resources. As required by CEQA Section 15082, the public was provided with an opportunity to comment on the scope of the EIR through a Notice of Preparation (NOP) which was distributed to Federal, State, County, and City agencies, citizens' groups, and local libraries with a comment period that ran from October 27, 2016 to December 2, 2016 (see Appendix A). Comments made during the NOP comment period were considered and addressed during the preparation of the EIR (see Appendix B).

The Draft EIR is being distributed to Federal, State, County, and City agencies, citizens' groups, and local libraries with a 60-day public comment period from August 16, 2018 to October 15, 2018. Written comments or questions regarding the Draft EIR should be addressed to:

Ken Robertson
City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, CA 92054
hotelEIR@hermosabch.org

Following the public review period, a Final EIR will be prepared, which will respond to all written comments received during the public review period. The City Council will review and consider the Final EIR prior to their decision to approve, revise, or reject the proposed Project.

1.4 REQUIRED APPROVALS

The following entitlements and approvals would apply to various components of the proposed Project:

- Certification of the Final EIR (City Council with Recommendation from the Planning Commission);
- Proposed amendments to PLAN Hermosa, including the Land Use Element and the Mobility Element (City Council with recommendations from Planning Commission);
- Approval of a Parcel Map pursuant to Hermosa Beach Municipal Code (HBMC) Chapter 16.20 for the merger and vacation of a portion of Beach Drive and 13th Court to create a one-lot subdivision (City Council with Recommendation from the Planning Commission);
- Approval of a Precise Development Plan per HBMC Chapter 17.58 (Planning Commission);
- Issuance of a Zone Variance per HBMC Chapter 17.54 for rooftop elements (e.g., heating, ventilation, and air conditioning [HVAC] equipment) over 30-feet in height (Planning Commission);
- Approval of a Parking Plan per HBMC Chapter 17.44.210 to permit the new construction of a mixed-use project including two levels of subterranean parking with approximately 178 parking spaces (Planning Commission);
- A proposed Conditional Use Permit per HMBC Chapter 17.26.030, with General Conditions as well as Owner-Operated and Tenant-Operated Conditions including Conditions for Outdoor Uses (Planning Commission);
- Issuance of a Coastal Development Permit (California Coastal Commission [Coastal Commission]);
- Issuance of a Permit to Construct (South Coast Air Quality Management District [SCAQMD]);

- Ministerial issuance of an Encroachment Permit for outdoor dining areas per HMBC Chapter 12.16.020 (Public Works Department); and
- Ministerial issuance of a Wastewater Discharge Permit (Los Angeles Regional Water Quality Control Board [RWQCB]).

Other minor discretionary actions or ministerial permits – including but not limited to City street excavation, building, grading, haul routes, extended construction hours, etc. – would also be required and are discussed in this EIR where appropriate.

Lastly, given the location of the proposed Project and limited staging and access for construction equipment, the Applicant must request permission from the City Council to use City-owned parking lots and property for these purposes. Since the Applicant does not own this property, use of any City-owned property requires City Council approval and cannot be confirmed until after such approval is provided. This request to the City Council would be made separate from (and likely in advance of) the Project entitlements and would likely require a lease and/or encroachment permits. If this request is made in advance of the entitlement process and is approved, the details of use of this property would be incorporated into the entitlements, project plans and traffic plans, etc.

1.5 PROJECT BACKGROUND

In June 2014, the Applicant hosted a community meeting announcing a proposed 45-foot hotel with a rooftop pool and deck as well as a ground floor with approximately 15,000 sf of restaurant and retail space facing Pier Plaza. Together with a spa and gym, this initial iteration of the proposed hotel totaled approximately 80,000 sf of floor area. The hotel was proposed on an L-shaped, 27,000-sf property, extending approximately 200 feet along The Strand, from 13th Street to Pier Plaza, and east approximately 100 feet along the north side of Pier Plaza. Parking was proposed to include both on-site subterranean spaces as well as construction of an above ground parking garage on City-owned Parking Lot B. The L-shape property wrapped around the Hermosa Cyclery building and the adjacent West Bay Apartments complex. Renderings for the proposed hotel were released a subsequent public meeting in July 2014.

However, as a result of community concerns regarding the proposed 45-foot height of the hotel, exceedance of the City's adopted 30-foot height limit, and possible adverse impacts of the character of Downtown, the Applicant began exploring project redesign. The Applicant's team conducted a number of 10- to 20-person, 3-hour-long meetings over the next 9 months to solicit input on the design of the proposed hotel. As a result of the community meetings, during which over 200 residents provided input, the Applicant provided revised plans in July 2015, which brought the height of the building down from 45 feet to 30 feet and incorporated the Hermosa

Cyclery building and the adjacent apartment building into the Project. The provision of off-site parking at City Parking Lot B was dropped from the Project with all parking to be provided on-site within a two-level of subterranean parking garage beneath the hotel building. The number of rooms in the hotel was reduced from 117 to 100, and a splash pad (i.e., a shallow water feature intended for wading, sunbathing, etc.) was included on the second floor of the building on the courtyard terrace between the guestrooms. Further, instead of placing guestrooms on the first floor fronting The Strand, the revised plans include developing restaurants and retail space along the entire frontage of both Pier Plaza and The Strand, to provide uses that would be open and accessible to the public along these key frontages. A supplemental presentation submitted to the City Manager's office in August 2015 and an initial Application for the proposed Project was submitted in December 2015.

1.6 LEAD AGENCY, PROJECT APPLICANT, AND PROJECT DESIGNERS

Lead Agency:
Ken Robertson,
City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, CA 90254

Applicant/Developer:
Mark Bolour
Strand and Pier Holdings, LLC
8383 Wilshire Boulevard, Suite 290
Beverly Hills, CA 90211

Architects:
HKS Architects, Inc.
539 Bryant Street, Suite 100
San Francisco, CA 94107

Structural Engineer:
Englekirk Structural Engineers
888 S. Figueroa Street, 18th Floor
Los Angeles, CA 90017

Civil Engineer:
Fuscoe Engineering
600 Wilshire Boulevard, Suite 1470
Los Angeles, CA 90017

1.7 SCOPE OF THE EIR

This EIR assesses the potential environmental impacts of developing an approximately 155,330-sf, three-story hotel in the City's Downtown Core. The scope of the EIR includes assessment and evaluation of potentially significant environmental issues identified in the IS, comments in response to the NOP, and scoping discussions among consulting staff and the City. The IS, NOP, and comment letters received during the NOP review period are included in Appendix A and Appendix B. The IS determined that construction and/or operation of the proposed hotel may result in potentially significant impacts with respect to the following issue areas, which warrant further discussion in this EIR:

- Aesthetics and Visual Resources
- Air Quality
- Recreation
- Cultural Resources and Tribal Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

This EIR addresses the individual issue areas referenced above and identifies environmental impacts, including Project-specific and cumulative effects of the proposed Project, in accordance with the provisions set forth in the State CEQA Guidelines. In addition, the EIR recommends feasible mitigation measures, where possible, that would reduce or eliminate significant adverse environmental effects.

In accordance with CEQA Section 15128 (Effects Not Found to Be Significant), environmental impacts related to Agriculture and Forestry Resources, Biological Resources, and Mineral Resources, were not considered significant based on the findings of the IS (see Appendix A). These environmental resources are not further addressed in the EIR because they were determined not to be relevant to the Project or because the Project clearly has no potential impact related to certain topics.

Cumulative project impacts, which give consideration to other discretionary projects in the immediate vicinity that are expected to be operational by the time the proposed Project would be built, are discussed in each resource area analysis section of EIR. Cumulative project analyses represent a comprehensive assessment of potential environmental impacts using a list of past, present, and probable future projects producing related or cumulative impacts in accordance with CEQA Section 15130(b)(1)(A).

1.8 AREAS OF KNOWN PUBLIC CONTROVERSY

CEQA Section 15123 states that an EIR shall identify areas of controversy known to the Lead Agency, including issues raised by the agency as well as the public. Based on community meetings held between 2014 and 2016, which included City residents, staff, and City Council members, as well as public letters received on the NOP, the following environmental issues are known to be of concern and may be controversial (each issue will be further discussed in the EIR):

- Building height compatibility and potential impacts to the existing public views of the ocean and sand from public property (California Coastal Act [Coastal Act] Section 30251);

- Vacation of Beach Drive between 13th Street and Pier Avenue and potential impacts to pedestrian and bicyclist connectivity;
- Neighborhood impacts associated with outdoor areas including the lobby, courtyard, and rooftop terrace, where amplified music may be played;
- Increased traffic congestion and circulation changes on 13th Street and within Lot B;
- Impacts to coastal access parking availability; and
- Increased development within an area subject to long-term sea level rise as well as potential inundation by a tsunami.

1.9 RELATIONSHIP TO RECENT GENERAL PLAN UPDATE AND PENDING UPDATE OF THE CITY'S LOCAL COASTAL PLAN

The City recently updated and is currently integrating the City's General Plan and Local Coastal Plan (LCP). Collectively referred to as PLAN Hermosa, this Plan sets a long-term vision and provides policy direction and guidance to residents, City staff, decision-makers, and the community. PLAN Hermosa also describes the City's Coastal Implementation Plan, which provides development standards and regulations applicable in the Coastal Zone, which includes the Project site, and outlines the administrative process for the issuance of Coastal Development Permits. The Implementation Plan includes revisions to the HBMC regarding permitting procedures, visitor-serving accommodations, special events, transportation demand management, coastal-dependent or coastal-related commercial uses, increased flood risk under anticipated sea level rise scenarios, and water quality. The Draft EIR for PLAN Hermosa was released in October 2016 and the Final EIR was published on August 16, 2017. On August 22, 2017, the City Council adopted PLAN Hermosa and certified the Final EIR. However, the City is still working through the LCP certification process with the Coastal Commission, a process which can often require considerable time (e.g., more than 6 months and often up to 18 months), and could require several administrative changes and/or changes to specific coastal-related policies in the PLAN Hermosa document. As such, where coastal land use topics or coastal-related policies apply, this EIR evaluates the proposed Project in relation to both PLAN Hermosa as well as relevant Coastal Act statutes. However, with respect to consistency with all other General Plan elements and policies, this EIR evaluates the proposed Project in relation to PLAN Hermosa.

1.10 ORGANIZATION OF THE EIR

This EIR is organized into seven chapters as follows:

- **Executive Summary**: A summary description of the proposed Project and its anticipated environmental impacts are included. A summary table lists impacts and the associated mitigation measures for each significant impact identified for the proposed Project.

- **Introduction** (Chapter 1): A brief overview of the proposed Project, Project location, and CEQA environmental review process are presented.
- **Project Description** (Chapter 2): A detailed description of the proposed Project is presented, including the objectives of the Project.
- **Environmental Impact Analysis and Mitigation Measures** (Chapter 3): Descriptions of existing environmental conditions in the Project area and a summary of relevant laws and regulations is presented for each technical issue area. The description of existing conditions serves as the base environmental conditions against which environmental effects of the Project are evaluated. Each technical issue area section provides an analysis of the proposed Project's direct, indirect, and cumulative impacts along with a conclusion regarding the significance of each identified impact. Mitigation measures are proposed to help reduce or avoid significant impacts anticipated to result from Project implementation.
- **Other CEQA Sections** (Chapter 4): This chapter discusses certain long-term implications associated with Project implementation, including growth-inducing impacts.
- **Alternatives** (Chapter 5): This chapter describes the process for the selection and consideration of alternatives to the proposed Project. The impacts of the each of the alternatives carried forward for further analysis are compared with the proposed Project.
- **List of Preparers** (Chapter 6): This chapter provides a list of preparers of the EIR.
- **References and Persons or Organizations Contacted** (Chapter 7): This chapter provides a complete of information sources referenced in the EIR.
- **Appendices**: Technical background information used in preparation of the EIR as well as the NOP and the IS are included as appendices to the EIR.

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

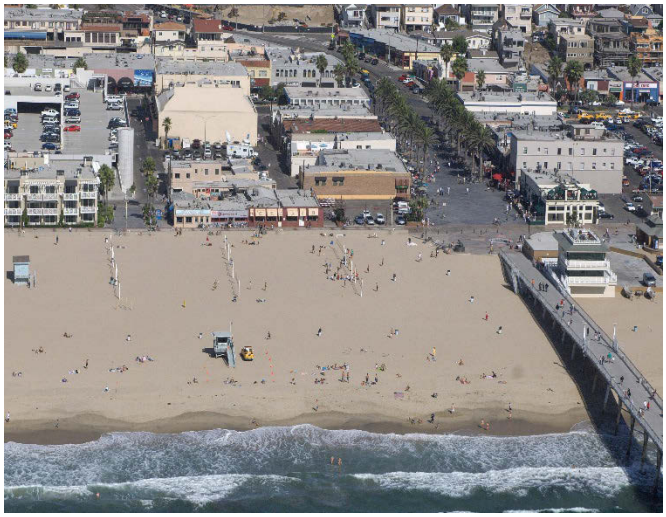
The proposed Strand and Pier Hotel Project (Project) would involve the construction and operation of a three-story boutique hotel, with ground floor restaurant and retail space along Pier Plaza, The Strand, and 13th Street. The proposed mixed-use hotel would include approximately 155,030 square feet (sf) of total gross floor area, with 100 hotel rooms, 178 on-site parking spaces in a two-level subterranean parking garage, and 22,461 sf of first floor retail and restaurant space. The proposed Project would also include a rooftop terrace and second floor courtyard terrace, as well as a fitness center and spa, meeting room, banquet room, hotel support uses, within the two-level subterranean basement. Construction of the proposed mixed-use hotel would require demolition of the six existing one- and two-story buildings located on the Project site and vacation of portions of Beach Drive and 13th Court, owned by the City of Hermosa Beach (City).

The Project site is currently developed with one- to two-story buildings which support commercial uses and apartments; existing buildings would be demolished and replaced by the proposed three-story mixed-use hotel.

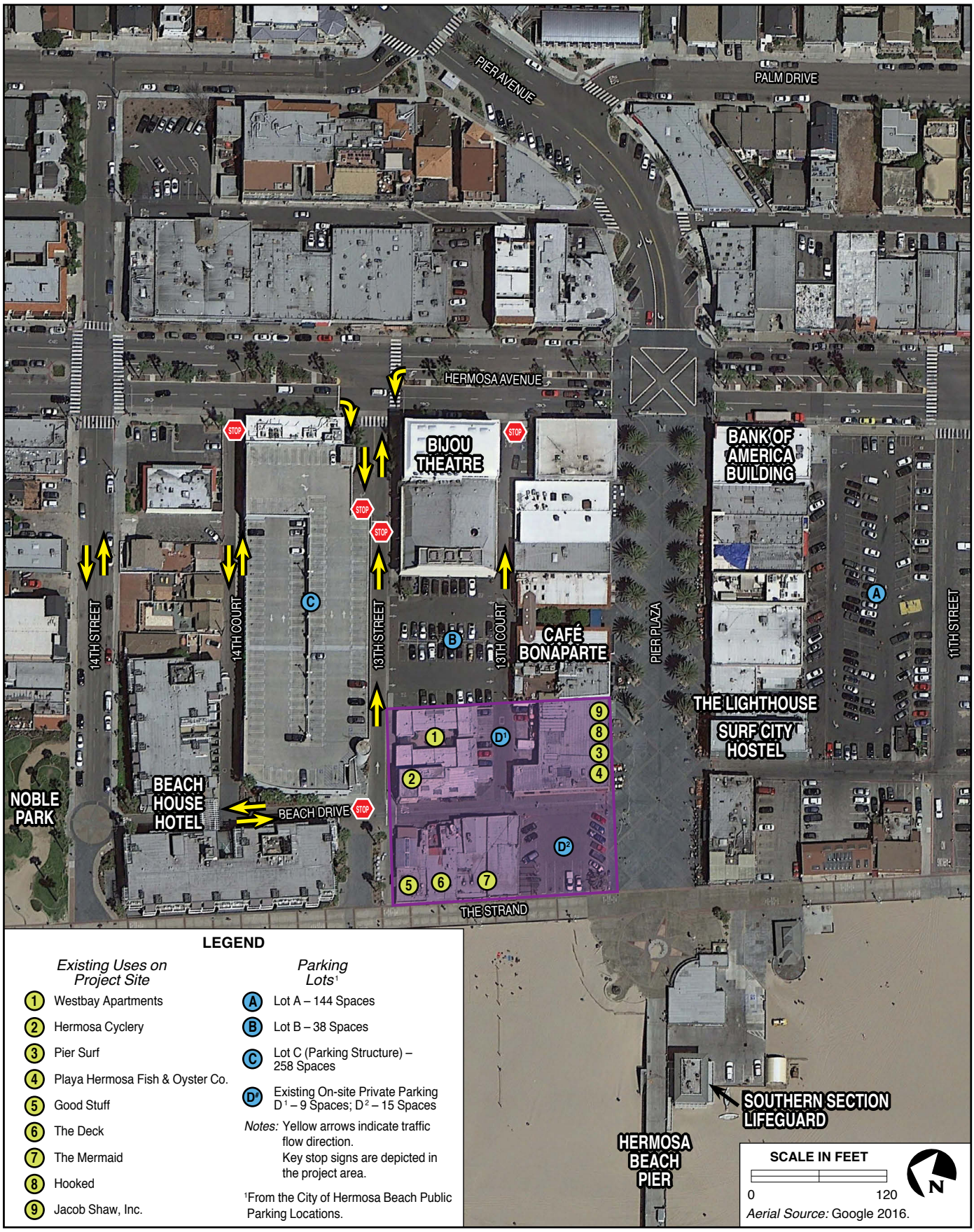
2.2 EXISTING PROJECT SITE CHARACTERISTICS

2.2.1 Project Location

The Project site is located at the corner of Pier Plaza and The Strand, in an area of high foot traffic and bicycle traffic, within the Downtown Core of the City. The Project site is generally bordered by 13th Street to the north, Pier Plaza to the south, Lot B to the east, and The Strand and City beaches to the west (see Figure 2-1). Hermosa Beach Pier (Hermosa Pier), Hermosa Beach, and public beach volleyball courts are located in close proximity.



The Project site is located at the northeast corner of the intersection of Pier Plaza with The Strand, immediately inland from the City's beach and in close proximity to Hermosa Pier and the shops, businesses, and restaurants along Pier Avenue and Hermosa Avenue.



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Project Site and Surrounding Land Use

FIGURE 2-1

2.2.2 Existing Land Uses

The 39,950-sf Project site consists of seven separate legal parcels developed with one- and two-story commercial uses, primarily retail shops and restaurants, as well segments of Beach Drive and 13th Court (see Table 2-1). These include the Mermaid Restaurant at the corner of Pier Plaza and the Strand, The Deck and Good Stuff along The Strand and 13th Street, Hermosa Cyclery at the intersection northeast corner of Beach Drive and 13th Street, Playa Hermosa Fish & Oyster Co., Pier Surf Shop, Hooked, and Jacob Shaw, Inc. along Pier Plaza east of Beach Drive. The Project site also includes two residential apartment buildings located between 13th Street, 13th Court, and Beach Drive, adjacent to Lot B, that provide eight 400-sf studio units. The southwest portion of the Project site at Pier Plaza and The Strand is developed with a paved surface parking lot with valet serving the Mermaid Restaurant. Approximately 225 feet of Beach Drive, between 13th Court and 13th Street, and 100 feet of 13th Court, seaward of Lot B, are also included in the Project site.

Table 2-1. Existing Buildings and Roads within the Project Site

Property Address	APN	Building Tenant(s)	Parcel Size (sf)	Stories	Building Footprint (sf)
11 Pier Avenue	4183-002-001	Mermaid Restaurant	9,640	N/A	N/A; Surface Parking Lot
1250 The Strand	4183-002-002	Mermaid Restaurant	2,400	1	5,009
1272 The Strand	4183-002-003	The Deck	4,800	1	1,100
1284 The Strand		Good Stuff			1,022
19 Pier Avenue	4183-002-017	Playa Hermosa Fish & Oyster Co.	8,568	1	3,171
21-25 Pier Avenue		Pier Surf Shop Hooked			1,812
29-31 Pier Avenue		Jacob Shaw Inc.			2,623
20 13th Street	4183-002-004	Hermosa Cyclery	2,856	2	1,575
30 13th Street	4183-002-018	West Bay Apartments	2,856	1	1,625 (four units)
32 13th Street	4183-002-019	West Bay Apartments	2,856	1	1,625 (four units)
Beach Drive	N/A	City Street	4,146	N/A	N/A; Roadway
13th Court	N/A	City Street	1,801	N/A	N/A; Roadway
Total Area			**39,950**		**19,562**

Note: The total Project site is 39,950 sf in area. The parcel size for Beach Drive and 13th Court, which would be vacated by the City under the proposed Project, has been estimated, and may not accurately reflect real property area.

West Bay Apartments and Hermosa Cyclery looking south toward ocean along 13th Street (northeast corner of Project site). Good Stuff, The Deck, and Mermaid Restaurant looking east toward Hermosa Pier along The Strand (northwest corner of Project site).

Mermaid Restaurant Valet Parking located at the corner of The Strand and Pier Plaza (southwest corner of Project site). Playa Hermosa Fish & Oyster Co., Pier Surf Shop, Hooked, and Jacob Shaw, Inc. located along the southwest portion of Pier Plaza (southeast corner of Project site).

2.2.3 Surrounding Land Uses

The Project site is located in the City's Downtown Core. The area immediately surrounding the Project site comprises major recreational and commercial uses such as The Strand and Hermosa Beach as well as restaurant, retail, and hotel uses. Hermosa Avenue, located approximately 300 feet east of the Project site, is also developed with primarily commercial uses in the vicinity of Pier Plaza. Low and medium density residential land uses are concentrated north of 14th Street, south of 11th Street and east of Hermosa Avenue.

The Beach House Hotel is located north of the Project site across 13th Street. This three-story, 96-room beachfront hotel was opened in 2007 and fronts The Strand to the north of the Project site.

The three-story Beach House Hotel is located immediately north of the Project site and provides a total of 96 studio suites, some with patios or balconies overlooking The Strand. Lot B – a City-owned public parking lot providing 38 spaces – is located east of the Project site along with retail and restaurant uses such as Spyder Surf Shop, Café Bonaparte, and Mediterraneo, which are located along Pier Plaza. South of the Project site, across Pier Plaza, are Hennessey's Tavern, Surf City Hostel, Waterman's Restaurant, and the Lighthouse Café. West of the Project site is The Strand and a 350-foot wide sandy beach that supports three rows of beach volleyball courts and also supports beach going, surfing, walking/jogging, sunbathing, etc. The Project site is also located immediately northeast of Hermosa Pier, which is a major attraction for tourists and recreational fishers.

Table 2-2. Surrounding Land Uses and Zoning

Direction	Existing Zoning	Existing Use
North	C-2, OS-2, R-3	Commercial uses, parking structure, and residential
East	C-2	Commercial uses and surface parking
South	C-2, C-1	Commercial uses and surface parking
West	Beach (OS)	The Strand and the beach

2.2.4 Existing Land Use Designation and Zoning

The Project site is located within Downtown Commercial zoning district (C-2) pursuant to the City's Zoning Map. Additionally, PLAN Hermosa designates the land use at the Project site as Recreational Commercial (RC), which provides for coastal-related uses such as beach/bicycle rentals, restaurants, snack shops, retail, lodging accommodations, entertainment, and similar uses (City of Hermosa Beach 2017). The RC land use designation in PLAN Hermosa also allows for the development of limited retail, office, and service commercial uses for coastal-dependent and coastal-related land uses. Much of the existing development within the Project site and Downtown generally meets the conditions planned for coastal-dependent uses within the Downtown Core in the Land Use + Design Element of PLAN Hermosa; however, within the Project site, two parcels are currently developed as single-story residential apartment buildings, despite being designated as RC land use and zoned for C-2 (see Table 2-3). Additionally, the Hermosa Beach Downtown Core Revitalization Strategy (2014) identifies the Project site as an area that is well positioned for development of beachfront hotel facilities that can help to improve the vitality and economic viability of the Downtown Core. The Project site is identified as a catalyst site that could dramatically enhance the appeal, sociability, and security of the Downtown Core and provide greater market support for quality retail and restaurant establishments (City of Hermosa Beach 2014).

Table 2-3. Existing Project Site Land Uses

APN	Existing Use	Zoning Designation	PLAN Hermosa Land Use Designation
4183-002-001	Mermaid Restaurant	Downtown Commercial (C-2)	Recreational Commercial (RC)
4183-002-002	Mermaid Restaurant		
4183-002-003	The Deck and Good Stuff		
4183-002-004	Hermosa Cyclery		
4183-002-017	Playa Hermosa Fish & Oyster Co., Pier Surf Shop, Hooked, Jacob Shaw, Inc.		
4183-002-018	Residential Apartments		
4183-002-019	Residential Apartments		

The City of Hermosa Beach Municipal Code (HBMC) includes maximum height limits along with other development standards for its zoning districts. Development standards in the C-2 zone allow for a baseline maximum of three stories and 30 feet in height.

2.2.5 Vehicular Access

Regional vehicle access to the City of Hermosa Beach is provided by Interstate 405 (I-405), located approximately 3 miles east of the City limits as well as Pacific Coast Highway (PCH), a major six-lane state highway that traverses the City from north to south, which is located approximately 0.5 miles east of the Project site. Primary vehicular access to the immediate Project vicinity is provided by Pier Avenue and Hermosa Avenue. After descending the hill west from PCH along Pier Avenue to its intersection with Hermosa Avenue, vehicles can access the Project site via 13th Court, 13th Street, and 14th Court, narrow east-west streets and alleys that run between Hermosa Avenue and Beach Drive (refer to Figure 2-1).

Lot B (foreground) and Lot C (background), provide approximately 296 parking spaces adjacent to the Projects site. These lots are heavily utilized, particularly on the weekends when nearly 100 percent of the spaces are occupied between the hours of 11:00am and 8:00pm.

- **13th Court** is a narrow, 20-foot wide, one-way alley that provides access to the south side of Lot B from Beach Drive;
- **13th Street** provides direct one-way eastbound access to City-owned Parking Lot B as well as throughway access to Hermosa Avenue from Beach Drive. Additionally, 13th Street provides direct westbound access to the entrance to City-owned Parking Structure Lot C (Lot C) from Hermosa Avenue;
- **14th Street** is a two-way street that provides access between Beach Drive and Hermosa Avenue north of the Project site, as well as metered street parking.

These streets and alleys intersect with Beach Drive, a narrow, 20-foot, two-way road that runs north-south inland of and parallel to The Strand through the Project site from 14th Street and to its dead end at the Mermaid Restaurant surface parking lot adjacent to Pier Plaza. In practice, most visitors arriving by vehicle, park in Lot B or Lot C, and walk to retail and restaurant businesses at the Project site or along Pier Plaza.

2.2.6 Parking

On-site parking at the Project site is limited to 12 parking spaces along 13th Court serving Pier Plaza commercial uses and the West Bay Apartments as well as parking for approximately 25 tandem (i.e., stacked) vehicles in a small surface parking lot adjacent to the Mermaid Restaurant. This parking lot appears to be relatively well used during the weekends and on the weekdays during afternoon hours with 18 vehicles counted at 4:00pm during a site visit on July 21, 2016. Due to the narrow width of local streets and alleys surrounding the Project site, on-street parking is not

permitted on 14th Court, 13th Street 13th Court, or Beach Drive; however, metered on-street parking spaces exist in close proximity to the Project site along 14th Street and Hermosa Avenue.

Adjacent public parking, discussed further in Section 3.3, *Recreation*, includes City Lot B, which provides 38 spaces in a surface parking lot, and Lot C, which includes 258 spaces within a parking garage. Each of these parking facilities provides metered off-street parking (i.e., paid parking with maximum time limits) for beachgoers and visitors to the Downtown. Lot B can be accessed from 13th Street and 13th Court and Lot C can be accessed from 13th Street via Hermosa Avenue. Additionally, City-owned Parking Lot A (Lot A), is located across Pier Plaza approximately one block south of the Project site along 11th Street and provides 144 additional public parking spaces.

2.2.7 Pedestrian and Bicycle Facilities

Due to the Project site's location adjacent to Pier Plaza and The Strand, substantial access is available to pedestrians, bicyclists, rollerbladers, and skateboarders. The Strand is an approximately 25-foot wide pedestrian and bicycle trail adjacent to the beach which runs for approximately 22 miles from Will Rogers State Beach in Pacific Palisades, through the cities of Hermosa Beach, Redondo Beach, and Manhattan Beach, to its southern terminus at Torrance County Beach in Torrance. The Strand receives heavy use all year, especially during the summer when congestion near the Project site is common. The Project site is also located adjacent to Pier Plaza, a pedestrian plaza in which community events are held, including a weekly Wednesday Farmer's Market. The street network in the immediate vicinity of Pier Plaza is geared toward pedestrian access. For example, a pedestrian scramble intersection (i.e., crosswalks with two diagonal crossings) is located at the intersection of Pier Avenue and Hermosa Avenue at the eastern end of Pier Plaza. Other pedestrian facilities on or immediately adjacent to the Project site include a short sidewalk / pedestrian landing at the southwest corner of Lot C as well as a sidewalk on the south side of 13th Street and along both sides of 14th street and Hermosa Avenue.

The Project site is located adjacent to The Strand (left) and Pier Plaza (right), both of which are heavily trafficked by pedestrians, rollerbladers, skateboarders, and bicyclists particularly during the summer months. The proposed hotel would incorporate ground-level mixed-uses including commercial retail and restaurants aimed at attracting and serving beach goers and other members of the public in addition to hotel guests.

2.3 PROJECT OBJECTIVES

California Environmental Quality Act (CEQA) Section 15124(b) requires "[a] statement of objectives sought by the proposed project" must be included within the Environmental Impact Report (EIR). Clearly stated objectives are a key element in helping the lead agency develop a reasonable range of alternatives for consideration in the EIR and aid decision-makers in preparing findings or a statement of overriding considerations, if necessary. The Applicant has proposed nine major Project Objectives:

Downtown Core Revitalization Strategy Consistency: Develop a distinctive, high quality mixed-use hotel that is consistent with and implements the goals of the City's Downtown Core Revitalization Strategy (accepted February 2015), including providing high quality architectural design, pedestrian orientation, California Coastal Act (Coastal Act) consistency, local hiring, and other community and project benefits.

Enhance Downtown: Contribute to the overall balance and mix of uses in the City's Downtown Core that will serve residents as well as business travelers, families, and other moderate-income visitors. Incorporate ground level public-serving uses that will stimulate pedestrian activity and that are consistent with and contribute to the Downtown's existing variety of shopping, dining, entertainment, and recreational opportunities.

Reduce Traffic Impacts: Reduce potential traffic impacts by taking advantage of an urban environment with convenient access to multi-modal transit options and convenient pedestrian access to a wide variety of shopping, dining, entertainment and recreational opportunities within convenient walking distance. Ensure that the project incorporates

effective Transportation Demand Management (TDM) measures to reduce the number of vehicle trips that would otherwise be generated.

Parking: Provide sufficient on-site parking to accommodate the peak needs of the project, while also encouraging use of public transportation, carpools, electric and natural gas vehicles, bicycles, and walking.

Architectural Design: Ensure high quality architectural design that integrates the cultural, historical, and social characteristics of the Downtown Core, including the incorporation of pedestrian-oriented design features along its frontages (The Strand and Pier Plaza) that take advantage of the views of the Pacific Ocean.

Sustainability: Develop a new and modern energy efficient building that is constructed to the latest building and energy codes and achieves Leadership in Energy and Environmental Design (LEED) Build Design and Construction Gold Certification or its equivalent.

Employment, Economic and Fiscal Benefits: Contribute to the economic health of the City by developing a project that generates significant new local tax revenues, provides new jobs, and generates new visitor spending to support local businesses, including dining, shopping and entertainment venues.

Community and Project Benefits: Provide substantial and meaningful community benefits, including TDM, high quality architectural design, sustainability, encourage use of public transportation, bicycling and walking, enhanced pedestrian-oriented design features, access to coastal resources, outdoor seating and public use areas, pedestrian-oriented uses along Pier Plaza, local hiring, and increase City tax revenues.

Economic Viability: Ensure that the terms and conditions of the project's approval provide for an economically-viable project.

The underlying purpose of the proposed Project is to develop visitor and public-serving uses at the Project site consistent with PLAN Hermosa, which was recently adopted on August 22, 2017. Implementation of the proposed Project is intended to meet the nine major objectives described above and therefore achieve the underlying purpose of the Project.

2.4 PROJECT OVERVIEW

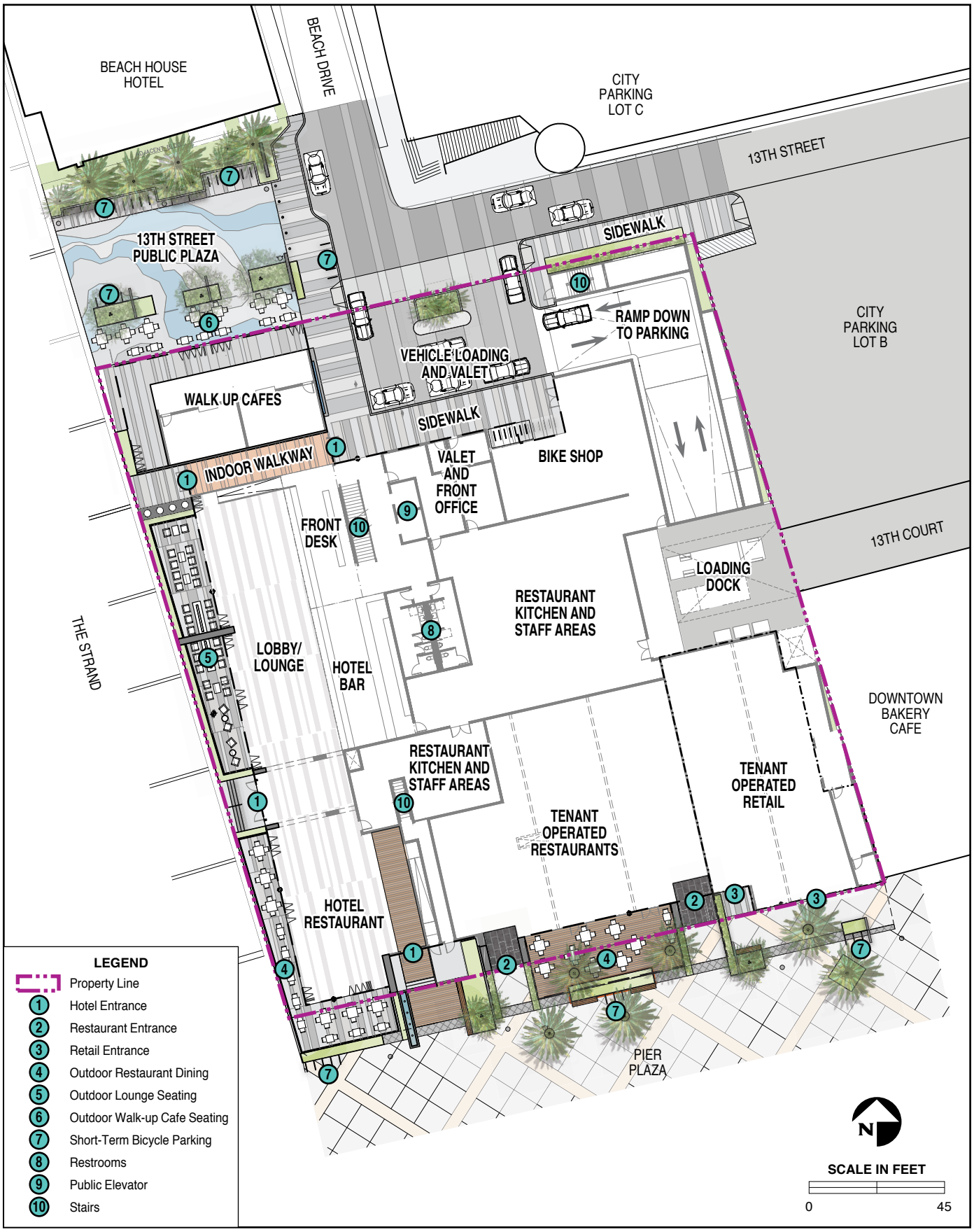
The proposed Project would involve the construction and operation of a three-story, mixed-use boutique hotel, 30 feet in height, with a two-level, 27-foot deep subterranean basement. The proposed hotel would include approximately 155,030 sf of total gross floor area and would provide approximately 100 hotel rooms. The ground floor of the proposed hotel would support the hotel

lobby, lounge and bar, hotel restaurant, and 22,461 sf of tenant-operated ground floor restaurant and retail space along Pier Avenue, The Strand, and 13th Street (see Figure 2-2). The proposed hotel would also include a publicly accessible rooftop terrace and a second-floor courtyard terrace with splash pad (i.e., a shallow water feature intended for wading, sunbathing, etc.) (see Figures 2-3 and 2-5). The two subterranean levels would support 178 parking spaces, bicycle valet and parking, spa, meeting and banquet space, and hotel office space. The primary hotel entrance would be off of 13th Street; however, pedestrian entries serving hotel, restaurant, and retail uses would be available off of Pier Avenue and The Strand.

2.4.1 Proposed Strand and Pier Mixed-Use Hotel

The proposed hotel has been planned in a rectangular configuration, with ground floor frontage on 13th Street to the north, Pier Plaza to the south, Lot B to the east, and The Strand to the west. The three-story design includes ground floor restaurant and retail space open to the public with individual entrances adjacent to busy Pier Plaza and The Strand.

Hotel guests would enter the hotel via the main lobby entrance through the proposed porte cochere (i.e., covered vehicle drop-off and loading zone) located off of 13th Street or via entrances off of The Strand or Pier Plaza. The foyer and front desk check-in area would be located adjacent to the main entrance off of 13th Street. This area would connect to a sunken ground floor lobby lounge and bar fronting The Strand, approximately 19 inches below the existing grade, which would be open to hotel guests and the general public. A hotel restaurant, also approximately 19 inches below the existing grade, would be located at the corner of Pier Plaza and The Strand with an outdoor seating/dining lounge area fronting Pier Plaza and The Strand. Additional restaurant space with associated outdoor dining would be located along Pier Plaza and could be divisible into up to three separate tenant-operated establishments (see Section 2.4.2, *Public Frontages*).



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Strand and Pier Hotel
Ground Floor Floorplan

FIGURE 2-2

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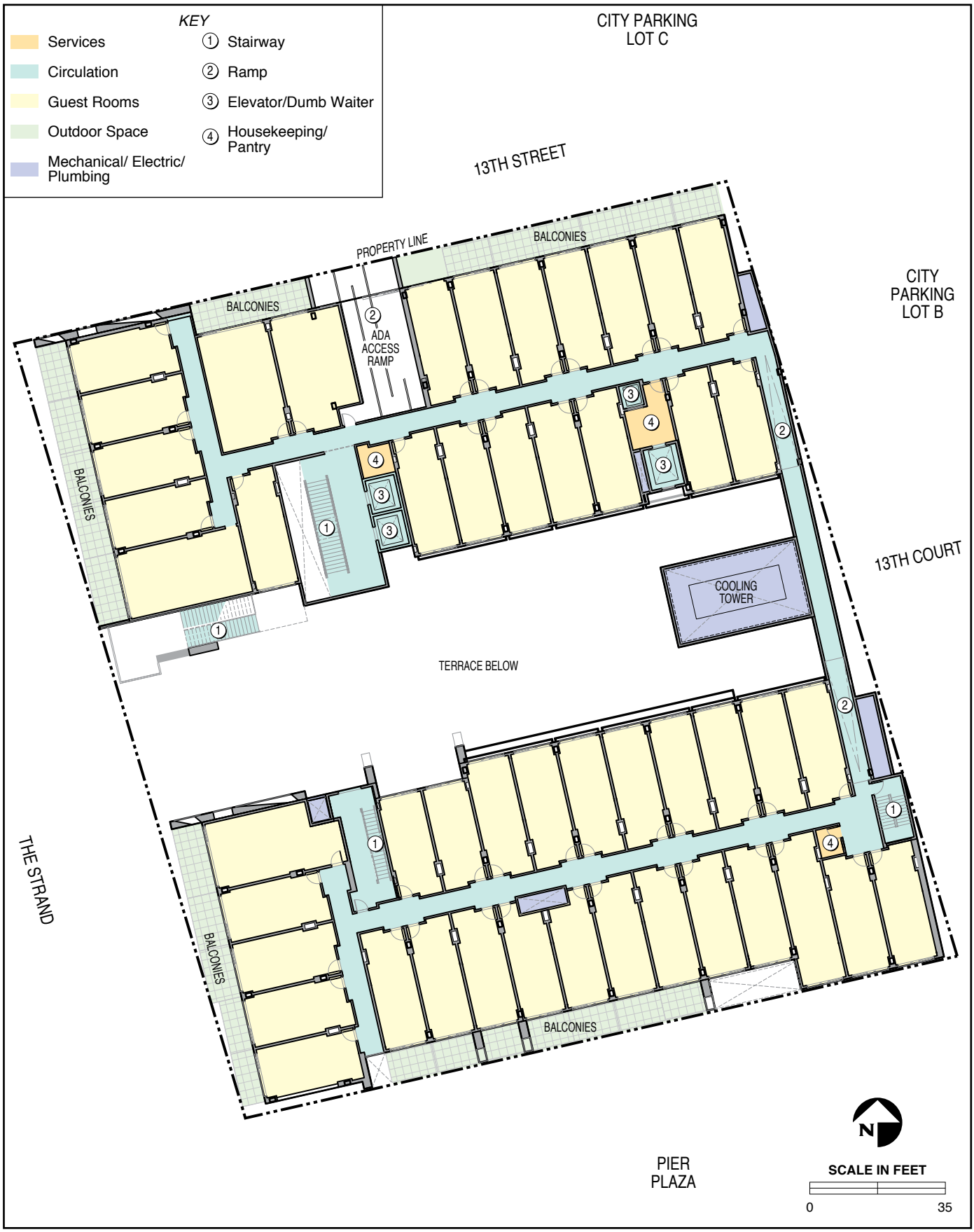
Strand and Pier Hotel
Second Floor Hotel Floorplan

FIGURE 2-3



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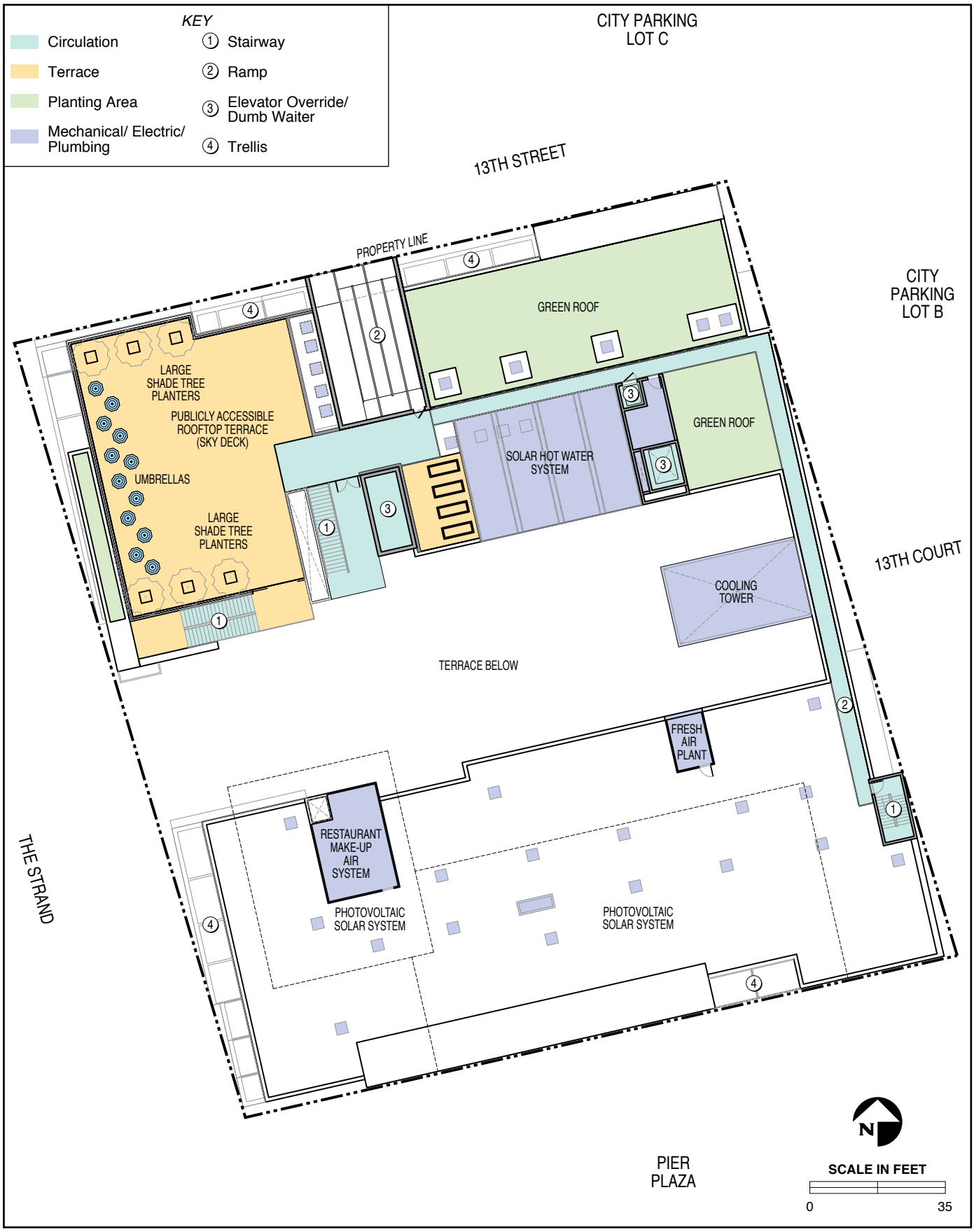
Strand and Pier Hotel
Third Floor Hotel Floorplan

FIGURE 2-4



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Strand and Pier Hotel
Rooftop Hotel Floorplan

FIGURE 2-5

These restaurant spaces are proposed to serve alcohol and remain open until after 11:00pm, with the restaurants on Pier Plaza open until as late as 2:00am. Two more casual walk-up café spaces would be located at the corner of 13th Street and Beach Drive and would provide window/snack bar service for beach goers and passersby. Each of these restaurants may have audio systems that play music throughout the day; however, they would be required to comply with the City's noise regulations (HMBC Chapter 8.24, *Noise Control*). In particular the proposed restaurants (and retail spaces) along Pier Plaza would be required to close all exterior doors and windows while amplified music is being played (HMBC Chapter 8.24.045). Divisible tenant-operated commercial/retail space is also planned on the ground floor along Pier Plaza. Further, a bicycle shop with bicycle rental and valet services would be located adjacent to the proposed Project entrance at 13th Street (see Section 2.4.2, *Public Frontages*).

Table 2-4. Proposed Project Uses by Floor

Floor	Proposed Use
First Floor	• Foyer and Front Desk (1,317 sf) • Lobby Lounge and Bar (3,579 sf) • Hotel Restaurant and Outdoor Seating (3,788 sf) • Retail (5,406 sf) • Restaurants and Outdoor Seating (5,793 sf) • Walk-Up Cafés (3,063 sf) • Back of House Space[1] (8,268 sf)
Second Floor	• Courtyard Terrace (6,912 sf) • 51 Guest Rooms (approximately 383 sf per room)
Third Floor	• 49 Guest Rooms (approximately 383 sf per room)
Roof Top	• Rooftop Terrace (3,580 sf) • Chef's Garden (376 sf) • Planted Green Roofing (2,660 sf) • Photovoltaic Solar System (8,000 sf)
Subterranean Basement Level 1	• Spa/Wellness (2,857 sf) • Meeting/Ballroom Space (2,406 sf) • Back of House (8,268 sf) • Parking (77 Stalls)
Subterranean Basement Level 2	• Parking (101 Stalls) • Bicycle Valet (150 bicycle stalls) • Grey Water / Storm Water Retention Room (17,400-gallon cistern)

Notes: [1] Back of house space includes service corridors, mechanical equipment space, and hotel service space (e.g., laundry, housekeeping, etc.).

The second and third floors of the hotel would contain a total of 100 guest rooms. Standard rooms would include a bedroom and single restroom. Larger two-room suites would be located at the corners of each floor and a larger "presidential" suite would be located on the third floor.

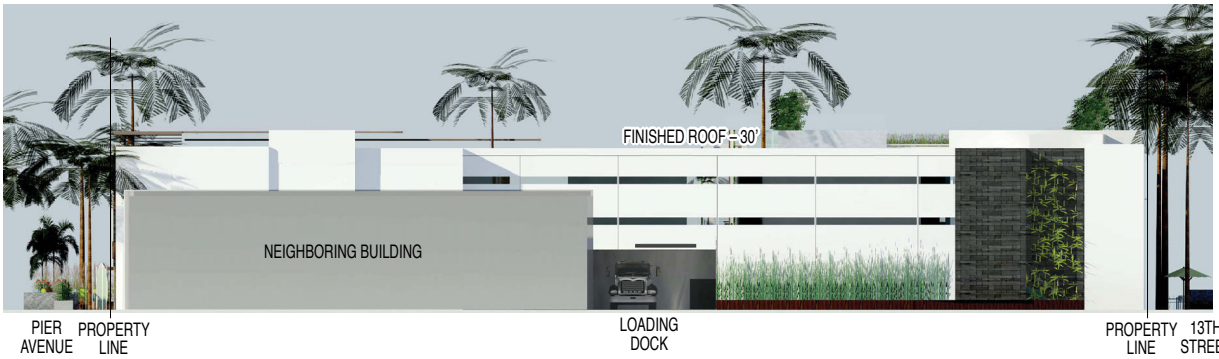
The second floor would include a 6,912-sf publicly accessible courtyard terrace and lounge area overlooking The Strand. The second floor courtyard terrace would span the center of the hotel from east to west and would include food and beverage service with seating, landscaping, and a splash pad with associated sundeck lounge area. The second floor courtyard terrace would be open to the public and would provide views of the beach and Pacific Ocean.

The proposed Project would include a rooftop terrace that would also open to both hotel guests and the public. The rooftop terrace would provide a public gathering space, a chef's garden, and landscape planting. The rooftop terrace would also accommodate up to 12 seating areas with umbrellas with limited food and beverage service, which could be utilized for both public and private special events. During these private events, which would likely occur during weekday evenings or weekend afternoons and evenings (particularly during the summer), the rooftop terrace may be closed to members of the public; however, the second floor courtyard terrace would remain open. All private events at the hotel would be required to comply with the City's regulations regarding noise, in particular HMBC Chapter 8.24.070. The rooftop would also provide mechanical and sustainability design features, such as solar photovoltaic and water heating panels, heating, ventilation, and air conditioning (HVAC) equipment, cooling towers, and mechanical/elevator equipment, which would be provided adjacent to the green roof and on the southern portion of the rooftop.

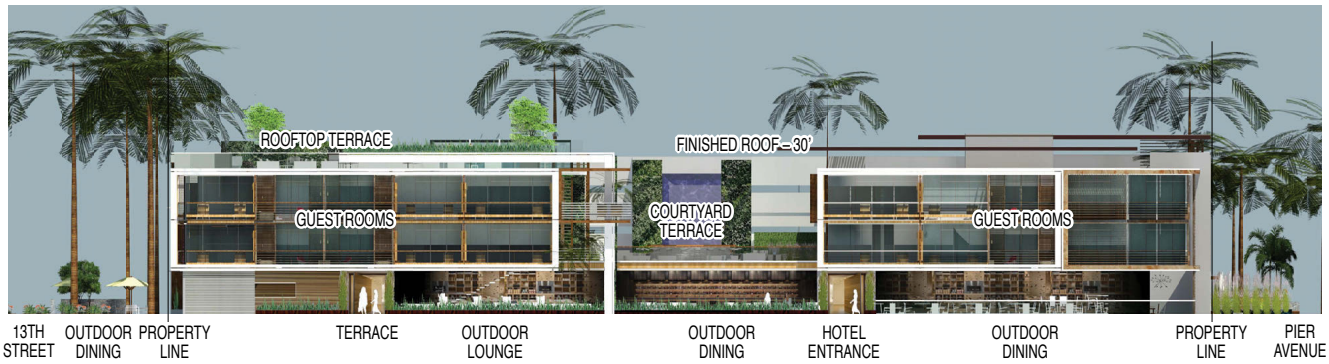
The two subterranean levels of the hotel would include 178 parking spaces, 150 bicycle valet spaces, back of house uses (e.g., hotel service corridors, mechanical equipment, etc.), a spa facility, and meeting and ballroom spaces. Basement Level 1 would include approximately 77 parking stalls with one Americans with Disabilities Act (ADA)-compliant parking stall. Basement Level 2 would include 101 parking stalls and space for short-term storage of approximately 150 bicycles. Mechanical, electrical, plumbing, greywater retention, and service corridors would also be located within the subterranean levels of the hotel. The subterranean levels, including the back of house uses, would be accessible from the ground floor via elevators and stairwells.

13TH STREET (NORTH)

PIER AVENUE (SOUTH)



LOT B (EAST)



THE STRAND (WEST)

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Strand and Pier Hotel Renderings

FIGURE 2-6

In addition to hotel-related development, the proposed Project would include on- and off-site improvements to the public right-of-way at the terminus of 13th Street adjacent to proposed outdoor seating area for the tenant-operated walk-up cafés included in the proposed Project. This 2,946-sf area, located between the Beach House Hotel and the Project site, and bordered to the west by The Strand, would be improved as a new public pedestrian plaza. Improvements to this area would include poured "lithocrete" decorative colored concrete, as well as the installation of landscaping including planting of six palm trees and three fruitless olive trees. Additionally, the proposed pedestrian plaza would include up to 24 short-term bicycle parking spaces for public use (see Section 2.4.2, *Public Frontages*).

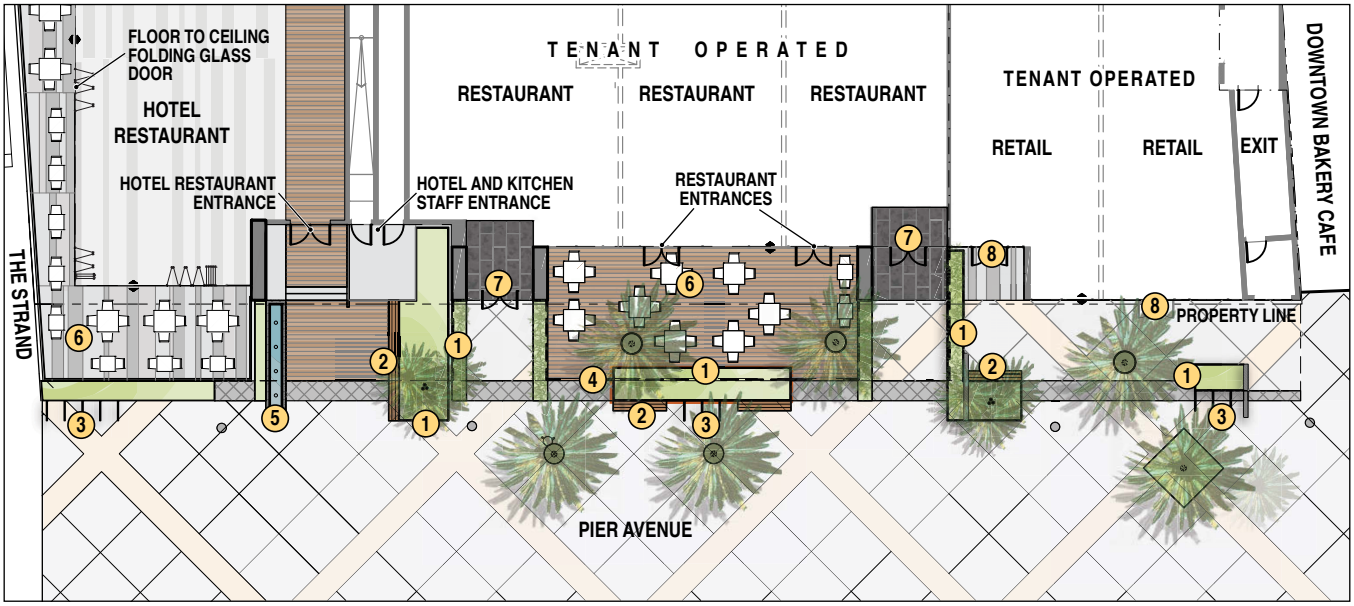
2.4.2 Public Frontages

Pier Plaza

The southern frontage of the proposed Project would extend approximately 183 feet along Pier Plaza that currently supports Playa Hermosa Fish & Oyster Co., Hooked, and the Mermaid Restaurant surface parking lot. The ground floor of the proposed hotel along this frontage would replace these existing uses with new restaurants with outdoor patio seating, retail storefronts with an outdoor terrace, and landscape features. The majority of these outdoor features would be developed on existing public right-of-way through a 13-foot encroachment onto City-owned property along the Project site's entire frontage on Pier Plaza, but would be open and accessible to the members of the public walking along the plaza, similar to the other retail and restaurant establishments on Pier Plaza. Specifically, public features along Pier Plaza would include:

- **Dining.** Three individual (i.e., separated by internal walls) tenant-operated restaurants and a portion of the proposed hotel restaurant would front Pier Plaza. The three tenant-operated restaurants would have two main entrances off of Pier Plaza as well as two additional entrances via a shared outdoor dining patio. The 1,045-sf patio would include space for approximately eight, four-seat, and two, two-seat dining tables. The outdoor patio would extend for approximately 82 feet or roughly 45 percent of the Project's Pier Plaza frontage. An entrance to the hotel restaurant would be located adjacent to tenant-operated restaurants. The hotel restaurant would also have an outdoor dining patio on Pier Plaza with space for approximately three, four-seat, and two, two-seat dining tables. This patio would wrap around the southwest corner of the hotel to the patio fronting The Strand.
- **Retail.** The southeast corner of the ground floor along Pier Plaza would be developed with two, tenant-operated retail stores with a shared terrace storefront, which could be used for displays (e.g., clothes, beach items, etc.). These retail shops would each be approximately 1,700 sf in size with storefronts extending for a total length of approximately 53 feet, approximately 29 percent of the entire Project frontage along Pier Plaza.

Rendering



Floorplan

Floorplan Key

1. Planters
2. Public Bench
3. Bicycle Rack (18 spaces)
4. Glass Barricade/Fence
5. Water Feature
6. Outdoor Restaurant Dining
7. Restaurant Entrance
8. Retail Entrance

Key Features

- Length of Frontage: 183'
- Frontage Uses: Retail Storefront, Outdoor Restaurant Dining, and Hotel Restaurant Entrance
- Outdoor Restaurant Dining Capacity: Maximum 70 Persons; 10 Tables, 32 Chairs (conceptual)

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Pier Plaza Public Frontage

FIGURE 2-7

- **Pedestrian Access.** Pedestrian access to the proposed hotel restaurant and dining areas would be provided via the southern main hotel entrance and three restaurant entrances. Approximately four benches and 20 short-term bicycle parking spaces for public use would also be provided in several locations along the Pier Plaza frontage.
- **Landscaping.** Landscaping would consist of newly planted Mexican fan palms and other multi-trunked palms along Pier Plaza, ranging from 8 to 20 feet in height when planted. After 5 years, the trees would be expected to achieve heights in the range of 16 to 30 feet tall. Outdoor patios, terraces, and restaurant seating areas would be screened using a number of raised steel planters approximately 3.5 feet in height and planted with a variety of decorative, drought-tolerant species (e.g., aloe, dwarf olive, California lilac, etc.).

Views of the Project site from the ground level from Pier Plaza would consist primarily of active outdoor dining patios and storefronts overlooked by the balconies of second- and third-story hotel guest rooms. Views off-site from the outdoor patios and storefront terrace along the frontage would consist primarily of foot traffic along busy Pier Plaza and the existing retail and restaurant uses across the plaza.

The Strand

The western frontage of the proposed Project would extend approximately 210 feet along The Strand, a heavily used regional bike and pedestrian pathway fronting the City's beach (refer to Section 2.2.7, *Pedestrian and Bicycle Facilities*). The ground floor of the hotel along The Strand would be developed with a hotel lobby/lounge indoor and hotel restaurant with outdoor lounge and dining patios. The overall floor elevation in this area of the hotel would be approximately 19 inches feet below the grade of The Strand. Key features along The Strand would include:

- **Dining.** A proposed hotel restaurant would be located at the southwest corner of the Project site and would feature a wrap-around outdoor dining area fronting The Strand and Pier Plaza. The outdoor dining patio along The Strand would be approximately 865 sf in size and extend for 69 feet along The Strand, approximately 32 percent of the total Project frontage. The outdoor dining area in this location would provide space for approximately three, four-seat, and five, two-seat tables along The Strand, which would be separated from the indoor dining area by retractable floor-to-ceiling folding patio doors.
- **Lobby and Lounge Areas.** The outdoor lobby lounge patio would cover approximately 895 sf and extend for 87.5 feet along The Strand, approximately 41 percent of the total Project frontage. This area would serve hotel guests, members of the public and would be furnished with outdoor patio furniture, fire tables/pits, and umbrellas.
- **Pedestrian Access.** Access to the hotel from The Strand would be provided by a two double-door foyer entrances located between the proposed hotel restaurant and lobby. Hotel guests and members of the public would access the foyer by descending two steps to the first floor level, approximately 19 inches below the grade of The Strand.

- **Landscaping.** The hotel restaurant outdoor seating area would be screened by a glass enclosure fence elevated to a height of 5 feet above the sunken patio floor elevation of the patio (42-inches high measured at the top of paving at The Strand to the top of rail). Outdoor lounge areas would be screened by decorative architectural walls and raised steel planters decorated with several drought-tolerant plants (e.g., sunburst aeonium, dwarf mat rush, grass palm).

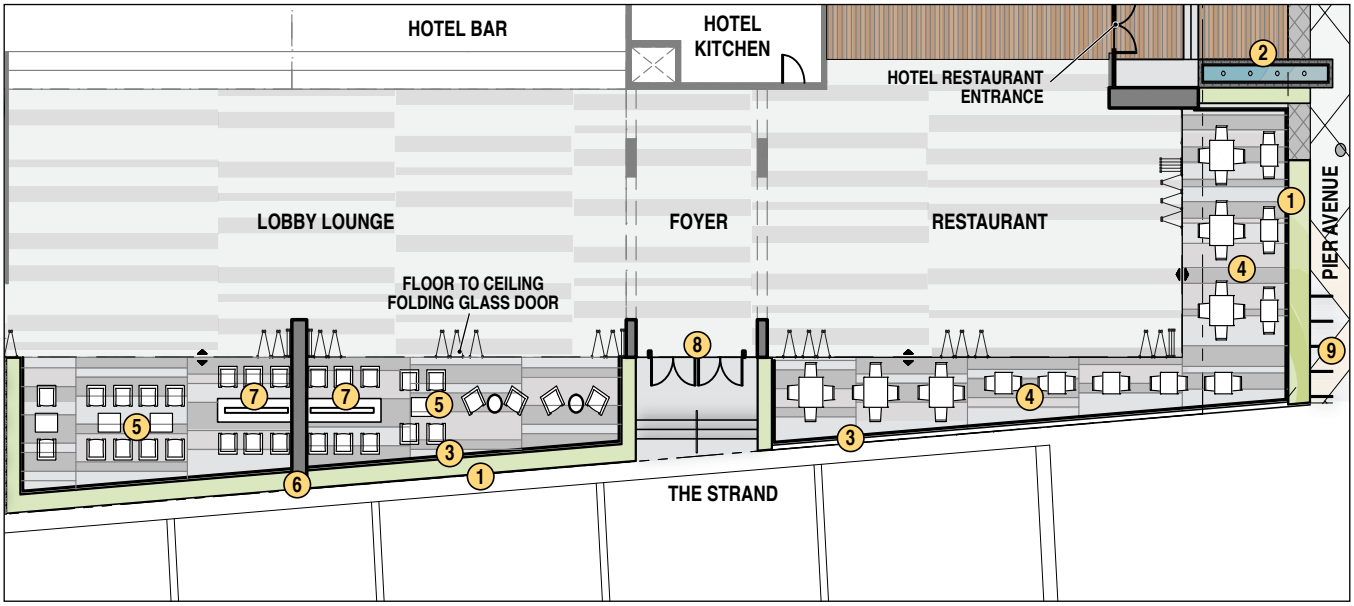
Views of the proposed Project from the public viewing areas along The Strand and the beach would consist primarily of the outdoor dining and lounge patios overlooked by the balconies of second- and third-story hotel guest rooms, and limited views of the second-floor courtyard and rooftop terraces (see Figure 2-8). From this frontage, hotel guests and members of the public using the outdoor patios would be provided with immediate views of The Strand, beach and Pacific Ocean, Hermosa Pier, Santa Monica Mountains, and Palos Verdes Peninsula in background.

13th Street Frontage

The proposed Project frontage along 13th Street would extend for approximately 132 feet along 13th Street. The ground floor of the hotel along 13th Street would consist of the proposed porte cochere and subterranean garage entrance. Under the proposed Project, 13th Street would be converted into a two-way street in order to improve traffic flow in this area (see Section 2.4.9, *Off-Site Circulation Improvements*). In addition to the proposed circulation improvements, the proposed Project would include improvements to the 2,946-sf 13th Street public plaza between The Beach House Hotel and the Project site. Proposed features along this corridor would include:

- **Dining.** Two walk-up cafés with individual queuing areas and outdoor seating are proposed at the northwest corner of the Project Site, extending approximately 70 feet along 13th Street. The walk-up cafés would feature folding floor-to-ceiling doors separating the indoor area from the outdoor patio. The outdoor patio would include space for seven, four-seat, and seven, two-seat tables, which would be separated from the public plaza with raised planters. The outdoor patio space would be bordered immediately to the north by the improved 13th Street public plaza.
- **Pedestrian Improvements and Improved Public Plaza Amenities.** The Project would improve an existing paved asphalt area at the terminus of 13th Street between the Beach House Hotel and the Project site with a 2,946-sf public-oriented plaza surfaced with "lithocrete" decorative colored concrete sidewalk. Additional pedestrian-oriented improvements would include two benches within the public plaza, ADA curb access ramps, and a pedestrian crosswalk across Beach Drive and the porte cochere. Further, 32 short-term public bicycle parking spaces would also be provided within the 13th Street Plaza.

Rendering



Floorplan

Floorplan Key

1. Raised Planter
2. Water Feature
3. Glass Barricade/ Fence
4. Outdoor Restaurant Seating
5. Outdoor Lounge Seating
6. Decorative Wall/ Barricade
7. Fire Table and Seating
8. Main Hotel Entrance
9. Bicycle Rack (5 spaces)

Key Features

- Length of Frontage: 210'
- Frontage Uses: Outdoor Lobby Lounge Area, Main Hotel Entrance, and Outdoor Restaurant Dining Area
- Outdoor Restaurant Dining Capacity: Maximum 118 Persons; 16 Tables, 52 Chairs (conceptual)

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Public Frontage along The Strand

FIGURE 2-8

- **Vehicle Ingress/Egress.** The 13th Street frontage would be improved to support vehicle ingress and egress along Beach Drive and 13th Street. These improvements would include a short-term public loading/unloading area, the main hotel guest entrance with covered hotel loading/unloading area, and entryway into the two-level subterranean hotel parking garage. Bollards would be installed at the pedestrian sidewalk along Beach Drive to prevent vehicle access to the proposed 13th Street Public Plaza. The porte cochere and ramps down to the parking garage would occupy approximately 65 feet or 47 percent of the Project's 13th Street frontage.
- **Landscaping.** Landscaping improvements along 13th Street and proposed hotel structures would include at-grade planted areas landscaped with a variety of palms and other drought tolerant species (e.g., California grey rush, sea lavender, natal plum, etc.). Additionally, a water feature is proposed for the wall adjacent to the walk-up cafés which guests would see entering the hotel terrace and lobby lounge from the porte cochere.

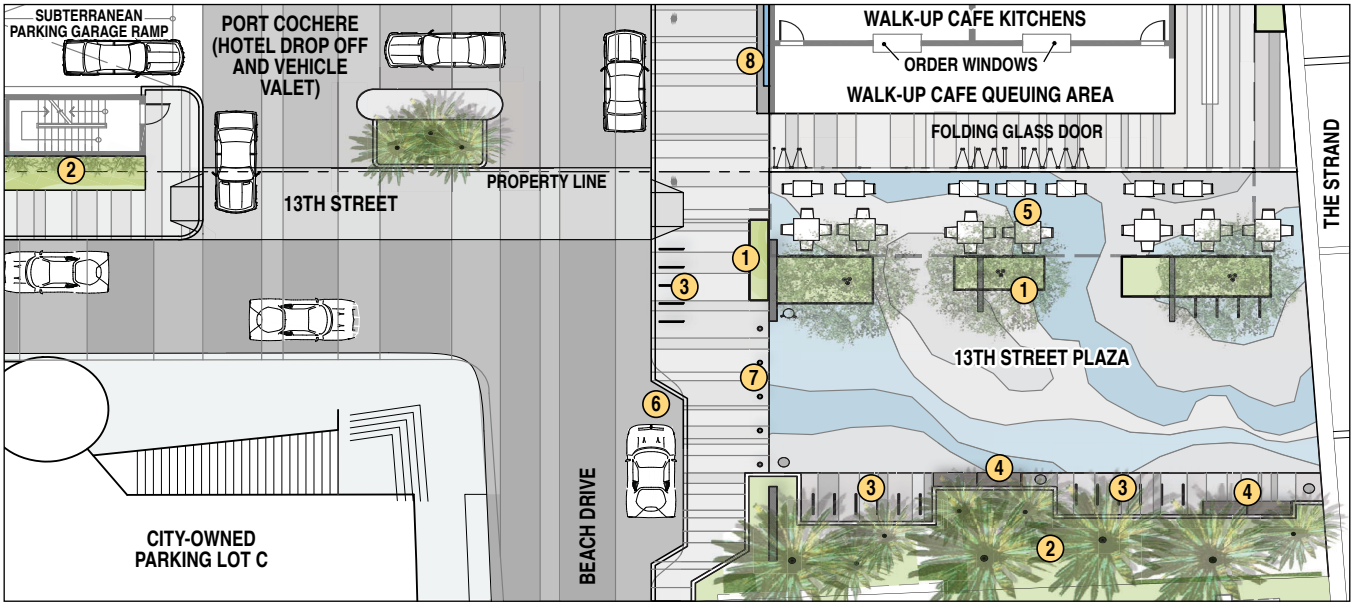
From 13th Street and Beach Drive, views towards the Project site would primarily consist of the main hotel entrance, hotel guest rooms and balconies, and limited views of the rooftop terrace and green roof (see Figure 2-9). From this frontage, hotel guests and members of the public would have views of The Strand, beach, and Pacific Ocean. Views of the Santa Monica Mountains and Palos Verdes Peninsula from this frontage are blocked by existing buildings on the Project site and adjacent buildings (e.g., Beach House Hotel and Lot C); construction of the Project would replace these buildings and would provide a similar obstruction that would also block additional open sky views.

2.4.3 Proposed Operations, Employment, and Maximum Occupancy

The hotel would be managed by a hotel operator that would oversee all hotel operations, including all guest services (e.g., guest check-in, housekeeping, food and beverage service, etc.) and operation of hotel restaurant and valet parking. The commercial and retail spaces within the ground floor would be individually leased and tenant-operated and would be overseen by the hotel operator. The Conditional Use Permit (CUP) for the proposed Project would be structured to include General CUP Requirements that apply to the entire Project, Owner-Operated Use Requirements that would apply specifically to the hotel operations, and Tenant-Operated Use Requirements that would apply specifically to the individually leased and tenant-operated spaces.[1]

[1] A CUP is required for certain land uses which may need special conditions to ensure compatibility with surrounding land uses. Major issues involved with the evaluation of CUP requests include consistency with PLAN Hermosa; compatibility with surrounding land uses; conditions to ensure compatibility; land suitability and physical constraints; project design; availability of adequate access, public services, and facilities to serve the development; and potential environmental impacts and mitigation measures.

Rendering



Floorplan

Floorplan Key

1. Raised Planter
2. Landscaping
3. Bicycle Rack (14 spaces)
4. Public Bench
5. Outdoor Walk-up Cafe Seating
6. Short-term Loading Area
7. Bollards
8. Water Feature

Key Features

- Length of Frontage: 132’
- Frontage Uses: Outdoor Restaurant Seating, Improved Public Plaza, and Porte Cochere
- Outdoor Walk-up Cafe Seating Capacity: Maximum 64 Persons; 13 Tables, 42 Chairs, 2 Public Benches (conceptual)

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Public Frontage along 13th Street

FIGURE 2-9

The maximum room occupancy (assuming 100 percent occupancy) for the proposed 100-room hotel would be approximately 250 guests. Related hotel uses on the first floor include the lobby lounge and bar, which would have a total indoor capacity of 215 people, two outdoor patios along The Strand, which would have a total capacity of an additional 60 people, and the hotel restaurant, which would have a total indoor and outdoor capacity of 190 people. Further, the second-floor courtyard terrace and the rooftop terrace would have a capacity 366 people and 238 people, respectively. While it is unlikely that each of these areas would reach maximum capacity at the same time, total occupancy of the hotel would likely be greatest during the summer when the hotel occupancy is high and other meetings or events are occurring simultaneously at the hotel.

Other tenant-operated retail and restaurant spaces along Pier Plaza would have total capacities of 116 people and 316 people, respectively, including staff. Additionally, the tenant-operated walk-up cafés on the corner of 13th Street and Beach Drive would have a total capacity of 110 people, including indoor seating and outdoor seating along 13th Street.

Hotel, restaurant, and retail staff at the Project site would range from 81 staff members in the peak afternoon periods (1:00pm-2:00pm) to 5 staff members in the late hours of the evening (between 12:00am-6:00am). In addition to hotel staff, individual commercial tenant staff would work in each of the retail and restaurant uses along Pier Plaza and the walk-up cafés on the corner of 13th Street and Beach Drive. Tenant retail uses would likely require minimal staffing ranging from 2 to 5 staff members, while tenant restaurants would include up to a maximum of 14 staff during peak periods, similar to the proposed hotel restaurant.

2.4.4 Architectural Design and Landscaping Plan

The proposed Project would include development of a modern three-story hotel building that is intended to be reflective of the community's beach culture. The proposed Project would include ground floor patios and active outdoor space along Pier Plaza, The Strand, and 13th Street, all overlooked by second- and third-story hotel rooms. Project design would vary by frontage, with open and accessible frontages along Pier Plaza and The Strand, which would have expansive floor to ceiling windows and retractable glass doors in order to provide transparency to the high volumes of beach goers and passersby (refer to Section 2.4.2, *Public Frontages*). The 13th Street frontage, which would include the vehicle entrance and valet as well as the bicycle shop and walk-up cafés, would also be characterized by large retractable glass doors and would be anticipated to generate additional foot traffic in the area. The frontage along Lot B would be more monolithic with uniform walls and a loading dock. Along the three more active frontages, the proposed Project would include a façade with simple forms constructed out of white cement panels and green glass, over

which elements such as driftwood privacy screens, trellises, and handrails would be overlaid. Additional exterior design elements would include planted walls and water-wall elements.

The maximum finished roof height of the proposed Project would comply with the 30-foot height limit within the C-2 zone for the Project site as established in the HMBC Chapter 17.64. Additionally, the rooftop terrace with landscaping, elevator overrides (i.e., uppermost part of the elevator shaft accessible for service or emergencies), service areas, and solar panels would not exceed the 33.5-foot or 38-foot maximums for parapets (i.e., low protective wall along the edge of a roof) and elevator overrides or other mechanical equipment as allowed by the HMBC. However, as described in Section 1.4, *Required Approvals*, a Zoning Variance is being requested pursuant to HMBC Chapter 17.54 to permit up to 15 percent of the roof proposed to be covered with structural and mechanical elements over the 30-foot height limit, in lieu of the maximum permitted 5 percent.

The proposed landscaping plan provides a mix of drought resistant grasses, succulents, indigenous ground cover, bamboo or similar vertical planting, and palm trees, with planting concentrated along Pier Plaza and the public plaza at the corner of 13th Street and Beach Drive. Additionally, the roof would also include 2,660 sf of landscape planting. Plant material has been selected for the proposed Project based on seashore climate hardiness and low water use characteristics.

2.4.5 Proposed Parking and Circulation Plan

The proposed Project would include vacation of portions of Beach Drive and 13th Court, including 225 feet of Beach Drive between 13th Street and Pier Avenue, 100 feet of 13th Court between Beach Drive, and Lot B, which would be developed as part of the Project. Vacation of these public rights-of-way would require amendments to the Mobility Element of PLAN Hermosa. The proposed Project's ground floor layout would continue to allow for pedestrian access through the hotel lobby and lounge to connect 13th Street with Pier Plaza. This, along with re-striping of Lot B (see Section 2.4.9, *Off-Site Circulation Improvements*) is intended to partially offset changes in pedestrian access due to vacation of portions of Beach Drive.

On-site circulation would include a covered entrance and adjacent ground floor guest lobby entrance. Project drop-off and loading zones would be located on the subject property and would not encroach on Beach Drive or 13th Street. The Project would include two levels of subterranean parking with an entrance off of 13th Street to serve the hotel and supporting retail and restaurant uses. All parking on-site would by valet only and accessed at the on-site covered vehicle entrance adjacent to 13th Street; no self-parking would be permitted. A functional delivery, loading, and trash/recycling area would be located on the ground floor of the hotel accessible from 13th Court and Lot B adjacent to the east of the Project site.

Additional off-site improvements associated with the proposed Project are described in further detail in Section 2.4.9, *Off-Site Circulation Improvements*.

2.4.6 Sustainability Features

The proposed Project is designed to achieve LEED Building Design and Construction Gold standard equivalent. Green building elements would include an 8,000-sf photovoltaic (PV) array – which would overlay the HVAC and mechanical equipment on the roof – to provide approximately 25 percent of the electrical power requirements of the Project (refer to Figures 2-5 and 2-7).[2] The Project's solar PV system would be a fixed horizontal system consistent with requirements of HMBC Chapter 17.46.220. Additionally, a 17,400-gallon cistern system would capture 100 percent of required storm water volumes and would also serve as the reservoir for proposed greywater recycling. Proposed uses for captured storm water and greywater include landscape irrigation and architectural water features, water for mechanical cooling towers, and water for toilet flushing.

The proposed Project would also implement a TDM plan with transit and carpool incentives for Project employees. The proposed Project would also implement a program to encourage people to visit the hotel and associated retail and restaurant uses via alternative or multi-modal transportation. The hotel would provide incentives to guests and visitors for hybrid and/or electric car parking and provide a bicycle valet and bicycle sharing program for access to the adjacent bicycle path and local surroundings.

2.4.7 Emergency Access

Multiple points of ingress and egress have been identified that would provide emergency access to the Project site. In the event of an emergency, the Project site could be accessed from four entry points along The Strand: the main hotel entry off of 13th Street; the ground floor loading dock from Lot B/13th Court; and along Pier Plaza at the southeast and southwest corners of the hotel. Pier Plaza could also be accessed from both the restaurant entry and exit stairs that serve the second and third floors.

[2] Solar PV devices (solar panels) generate electricity directly from sunlight via an electronic process that occurs naturally in certain types of material, called semiconductors.

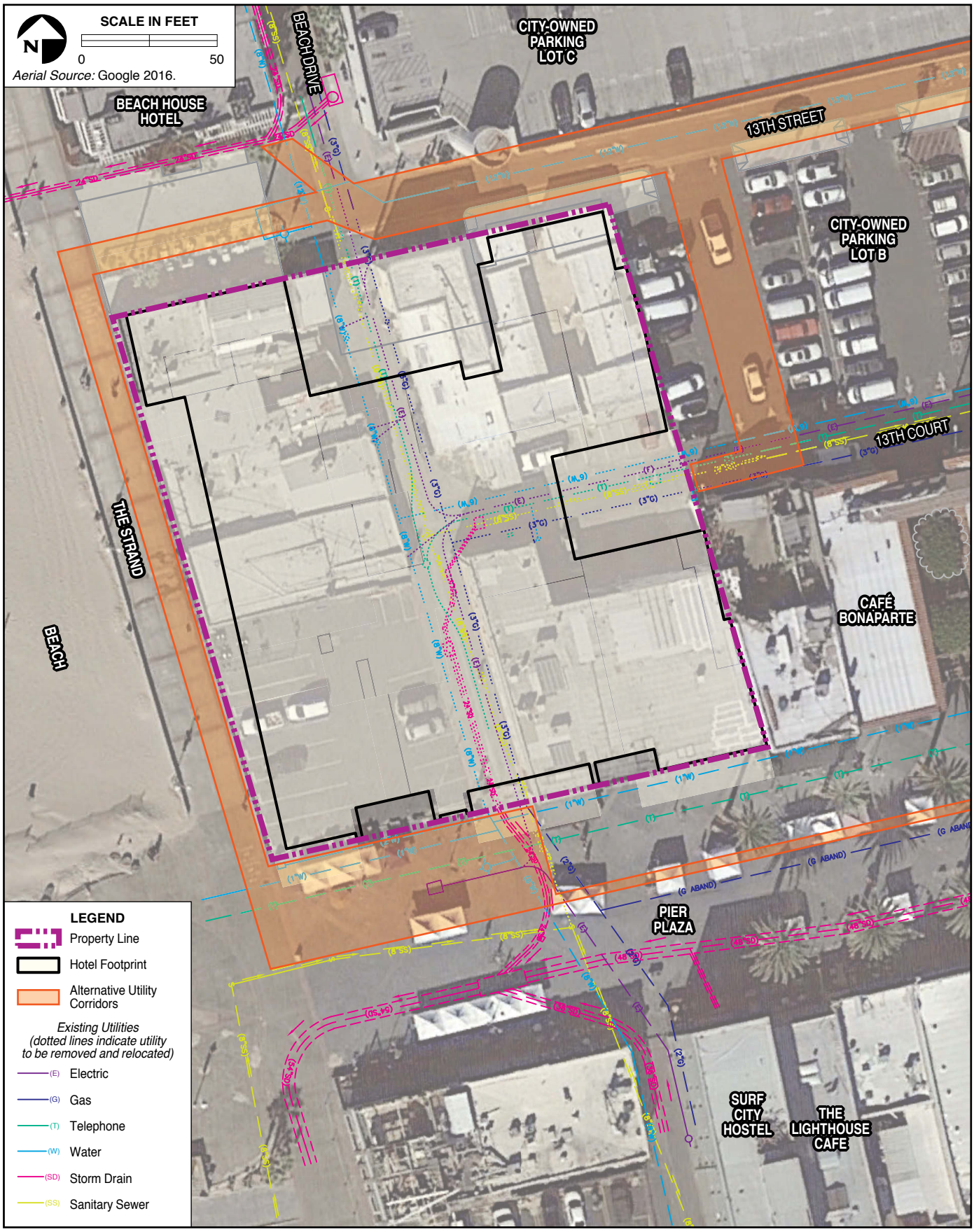
Further, the initial emergency evacuation staging and refuge area for hotel occupants would be the beach area directly west of The Strand in front of the Project site. Once occupants are staged, all parties would be directed to the south towards Pier Plaza and then led eastward to the intersection of Hermosa Boulevard and Pier Avenue. In the event of a tsunami, hotel occupants would be evacuated outside of the Tsunami Inundation Zone to more inland areas of the City. Prior to operation, the hotel operator would provide a Hotel Emergency Plan for stipulated refuge areas for emergency evacuations and/or other natural or man-made disasters. Additionally, the hotel operator would utilize training procedures and an operational handbook that provides processes and procedures for staff to provide the first responder services before calling the City of Hermosa Beach Police Department (HBPD) or Hermosa Beach Fire Department (HBFD).

Installation of the utilities would require construction associated with trenching and pipe- and cable-laying that could temporarily disturb pedestrian and bicycle activities along The Strand or within Pier Plaza.

2.4.8 Utilities

The proposed Project would include major alterations of and improvements to both on- and off-site utilities. Existing water, sewer, storm drain, gas, and electrical utilities that serve the site are located within the rights-of-way along Beach Drive between 13th Street and Pier Avenue and 13th Court between Beach Drive and Lot B. Under the proposed Project, these utilities would be relocated requiring substantial off-site trenching and other improvements along with creation of new utility easements with the City and service providers.

There are a number of options under consideration for relocation of utilities, each with different improvement and easement requirements. All utility relocation would require substantial construction within public streets and would affect adjacent nearby businesses (see Figure 2-10). The proposed utilities for the Project site would be located under one or more of the existing City rights-of-way (see Table 2-5).



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Strand and Pier Hotel Project Utilities

FIGURE 2-10

Table 2-5. Options for Proposed Project Utility Corridors

Utility	Utility Corridor Options
Electric	1) The Strand and Pier Plaza 2) 13th Street and Lot B
Gas	1) The Strand 2) 13th Street and Lot B
Sewer	1) 13th Street and Lot B 2) 13th Street (Beach Drive to Hermosa Avenue) 3) 13th Court
Stormwater	1) 13th Street and Lot B 2) 13th Court
Water	1) The Strand and Pier Plaza 2) Lot B
Telephone	1) The Strand 2) 13th Street and Lot B

Electrical and Gas Line

The proposed Project includes relocation of both the existing electrical duct bank and gas line that runs beneath Beach Drive to a proposed 10-foot wide easement on the eastern half of The Strand starting from Pier Avenue to the point of connection in the intersection of 13th Street and Beach Drive. However, as a secondary option, the Applicant has also requested consideration of relocation of the electrical line to be run in 13th Street from Beach Drive to Hermosa Avenue and with an additional connection through Lot B to 13th Court. Relocation of the gas line beneath The Strand would require substantial trenching activities in the 10-foot wide joint trench / easement that would be located in the eastern half of The Strand. All utility work along The Strand would occur behind the temporary fencing requested by the Applicant and would require the temporary, but prolonged closure of The Strand along the Project frontage, with pedestrians and bicyclists routed along a temporary beach mat or boardwalk seaward of The Stand wall (see Section 2.4.9, *Off-Site Circulation Improvements*). The proposed Project would also utilize the temporary relocation of the existing bikeway to offset the utility easement and to partially relieve congestion in this crowded area.

Sewer

Under the proposed Project, the existing 8-inch sewer line located beneath Beach Drive would be relocated to beneath 13th Street to Lot B to connect to an existing sewer line in 13th Court. As a secondary option, the Applicant requested consideration of relocation of the sewer line beneath 13th Street from Beach Drive to Hermosa Avenue. Under either scenario, two manholes would be constructed on 13th Street and an additional manhole could also be constructed in 13th Court.

Storm Drain and Water

The proposed 18-inch storm drain, including the construction of two storm drain inlets, would be relocated under Lot B and would connect to an existing 24-inch storm drain at the corner of Beach Drive and 13th Street.

The proposed 8-inch water main would be relocated beneath 13th Street to connect to the Project site beneath Lot B and would be relocated beneath The Strand to connect service from 13th Street Plaza to an existing water line on Pier Avenue.

Telephone

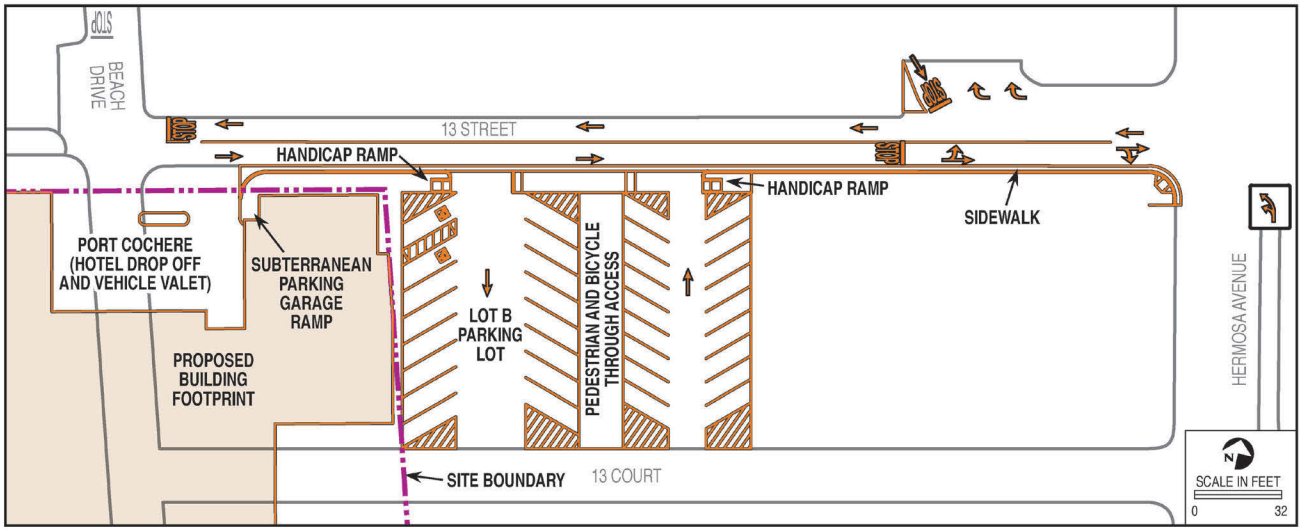
The proposed telephone line would be relocated to a point of connection in Pier Plaza, run along the Strand in the dedicated utility easement and then tied to an existing point of connection at the intersection of 13th Street and Beach Drive. As a secondary option, the Applicant is also considering running he telephone line from 13th Court through Lot B and connect to a location along 13th Street. Additionally, a new telephone conduit would also be required to run in 13th Street from Hermosa Boulevard to the intersection of 13th Street and Beach Drive.

2.4.9 Off-Site Circulation Improvements

Subject to approval by the City, the proposed Project would include the following off-site circulation improvements. The standards and conditions that would govern development of the off-site circulation improvement – including maintenance requirements – would be negotiated with the City.

Reconfiguration of 13th Street

In order to improve traffic flow in the vicinity of project site, the proposed Project would include the reconfiguration of 13th Street from a one-way street to allow for two-way vehicle traffic. The reconfiguration would be intended to improve circulation to the hotel's porte cochere (i.e., the proposed hotel's main vehicle entrance) as well as circulation along Beach Drive adjacent to the north of Project site. The sidewalk width along 13th Street would be reduced from 10 feet to 8 feet, which would allow for creation of two, 11-foot wide travel lanes, with traffic flow controlled by a stop sign at the intersection of 13th Street and Beach Drive. An additional stop sign would be installed on the eastbound lane along 13th Street just before Lot C to allow for provision of left-turn eastbound access into the parking garage as well as through vehicle movements to Hermosa Avenue. This off-site improvement would also include the installation of traffic signs at the intersection of Hermosa Avenue and 13th Street to indicate the availability of left-turns from Hermosa Avenue onto 13th Street.



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Off-Site Circulation Improvements

FIGURE 2-11

Lot B Improvements

Lot B would be restriped to include 34 angled parking stalls to accommodate one-way vehicle traffic within the surface parking lot. Restriping would reduce the overall number of parking spaces from 38 stalls (i.e., a permanent loss of 4 parking spaces); however, these improvements would improve overall circulation in the relatively small surface parking lot, which is characterized by total aisle widths of 20 feet and a tight turning radius onto 13th Court. Additionally, restriping of Lot B would allow for continued north-south pedestrian and bicycle access parallel to The Strand, intended to partially off-set the vacation of Beach Drive between Pier Plaza and 13th Street. Pedestrians and bicyclists could move from 13th Street through Lot B, across 13th Court and through Loreto Plaza to connect to Pier Plaza. Implementation of these improvements would include striping for a crosswalk across 13th Court as well as signage indicating shared pedestrian and bicycle through access across the surface parking lot onto 13th Street, where pedestrian and bicycles could turn west to The Strand or east to Hermosa Avenue.

Loreto Plaza is an approximately 20-foot wide, 10-foot tall tunnel beneath the existing buildings along Pier Plaza. This area provides a connection between Pier Plaza and 13th Court.

Temporary Widening of The Strand During Construction

During construction The Strand would be temporarily widened between 13th Street and Pier Plaza to facilitate circulation (i.e., wider lanes) for pedestrians and bicyclists along this busy segment, which can become highly congested particularly during the summer months. The Strand would be widened by 12 feet using beach mats (e.g., Trex, an ADA-accessible wood and plastic composite product), portable pathways, or modular boardwalk decking. This temporary off-site improvement would preserve the existing width of the 300-foot length of The Strand fronting the Project site throughout the duration of construction activities. The temporary extension would extend closer to the existing beach volleyball courts in the area, but would still leave a total distance of approximately 40 feet between the edge of The Strand and the most landward court.

As described in Section 1.4, *Required Approvals*, given the location of the proposed Project in the Downtown and the limited space for staging and access for heavy equipment during the extended construction period, the property owner has proposed the use of City-owned Parking Lot B (Lot B). Since the Applicant does not own this property, use of any City-owned property requires City Council approval and cannot be confirmed until after such approved is provided. This request to the City Council would be made separate from (and likely in advance of) the proposed Project entitlements and would likely require a lease and/or encroachment permits. If this request is made in advance of the entitlement process and is approved, the details of use of this property can be incorporated into the entitlements, project plans and traffic plans, etc.

2.5 CONSTRUCTION AND GRADING

The Applicant has provided a detailed preliminary draft Construction Management Plan for the City's consideration during the preparation of the EIR (see Appendix I). Assumptions for construction activities have been made using the Applicant's preliminary draft Construction Management Plan as well as examples of recent construction of similarly sized projects within the Coastal Zone in Southern California (e.g., Santa Monica, Malibu, etc.). Construction of major projects in the congested area of Downtown presents challenges and tradeoffs with regards to access for heavy haul trucks and cement trucks, vehicle routes, and staging area, construction worker parking, and noise management. Several alternative approaches to these issues have been considered by the Applicant team and are reviewed and discussed in this EIR.

2.5.1 Phasing

Construction would likely occur in five discrete phases lasting a total of approximately 24 to 30 months.

- Phase 1: Site Clearing and Demolition – 3 months
- Phase 2: Shoring, Excavation, and Dewatering Systems – 6 months
- Phase 3: Foundation Tie-Down and Mat Foundation Insertion – 5 months
- Phase 4: Concrete Superstructure – 5 months
- Phase 5: Exterior Skin / Interior Build-Out / Site Work – 10 months

Depending on the timing of entitlements and permit processing, work would begin with the demolition of the existing buildings on the Project site winter 2019, with an estimated completion/hotel opening date in 2021.

2.5.2 Demolition

Demolition activities would likely occur over approximately 3 months and would use heavy equipment, such as backhoes and pile drivers to break up and remove existing pavements, cranes, bulldozers, and excavators for building demolition and site preparation, and heavy trucks to haul away debris. Site clearing would involve export of materials for a 2-week period, with approximately 20, 60-foot long, high-sided dump trucks per day accessing the Project site via two construction entrances on 13th Street and Beach Drive. Demolition would involve loading and hauling of materials for approximately 4 weeks, with up to 25, 60-foot long, high-sided dump trucks per day. Where needed, any existing hazardous materials used in demolition of these buildings (i.e., asbestos or lead-based paints) would be properly handled and disposed of in accordance with all appropriate Federal, State, and local requirements. During this construction phase, utility lines would also be relocated which would include excavation and temporary plating of streets along the proposed utility corridors (refer to Figure 2-10).

2.5.3 Excavation

Excavation of the two subterranean levels and shoring would occur for up to approximately 3 months. Project development would involve excavation to an initial depth of up to 30.5 feet below existing grade to provide sufficient depth for foundation construction and development of the 27-foot deep subterranean parking garage. Consequently, sheet pile walls would be installed with use of a RTG RAMMTECHNIK GmbH (RTC) Sheet Pile Press System, which would reduce noise and vibration emissions beyond traditional pile driving or vibratory methods. Sheet piles would be installed down to a depth of no less than 50.8 feet below the excavation (i.e., a total of approximately 81.3 feet below ground surface). Additionally, groundwater will be encountered at

10 feet below the ground surface and therefore, the Applicant is proposing a groundwater dewatering system utilizing soil freeze pipes to prevent ground water flows into the excavation area. The ground freezing system would include the installation of 6-inch diameter pipes in and around the perimeter of the site as well as in a matrix of pipes below the basement level to create a frozen impermeable soil layer. A super cooled brine would be supported by five chilling units that would use refrigerant R507 – a hydrofluorocarbon [HFC] replacement option. Initial Applicant-prepared research shows ground freezing is advantageous as it is effective in all soil types, forms around and below existing buried utilities and is a closed system which allows the soil to immediately return to its natural state following removal of the pipes and soil thawing. This dewatering system would maintain the groundwater level at a minimum of 10 feet below the subterranean basement to facilitate the construction of the foundation system.

Excavation of the two subterranean levels to 30.5 feet is anticipated to generate up to a maximum of 42,700 loose cubic yards of soil that would be exported at a rate of approximately 80 long belly dump trucks (and associated trailers) of approximately 70 feet in length per day for a 10-week period. This would result in 160 trips total per day, including 80 trips arriving daily to the Project site to collect excavated materials, and 80 trips departing the Project site to remove the excavated materials. Primary inbound haul routes would access the Project site via I-405 and exit on Rosecrans Avenue traveling westbound, turning southbound on North Aviation Boulevard, westbound on Artesia Boulevard that merges into Gould Avenue, southbound along Hermosa Avenue, and westbound along 13th Street. Outbound haul trips would follow 13th Street and turn southbound on Hermosa Avenue to eastbound Herondo Street, turning northbound on PCH, eastbound on South Aviation Boulevard, and eastbound on Artesia Boulevard to access the I-405 (see Figure 2-12). Project Construction

In general, construction of the hotel and other Project elements would consist of installation of a two-level, below-grade concrete parking garage, a first-floor concrete podium structure, and two floors constructed above the podium consisting of structural concrete columns and slabs above grade. A 30-inch or greater mat foundation (i.e., concrete slab foundation) may be used to support the proposed three-story hotel building over the two subterranean levels. An alternative foundation system could consist of driven precast concrete piles (at least 12 inches by 12 inches), with piles driven at least 5 feet below the lowest potentially liquefiable soil layer encountered at an elevation of 24 feet below the ground surface. The Applicant is proposing to utilize the pressed sheet pile walls as the finished subsurface perimeter structure. As an alternative, the use of cantilevered concrete retaining walls up to 28 feet high may be considered to support the excavation for the

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Strand and Pier Construction Haul Routes

FIGURE 2-12

basement and would be supported by the mat foundations or piles. Each level of the proposed hotel would be supported by a concrete floor slab. Phase 3 of the proposed construction program would involve pouring concrete for the mat foundation with three separate pour events occurring over a 2-week period. Approximately 2,000 cubic yards of concrete would be placed during each pour. Phase 4 would include pouring concrete for the suspended concrete floor slabs. Similar to the mat foundation in Phase 3, each of the suspended concrete floor slabs would require three separate pour events, for a total of 15 concrete pour events during Phase 4. Each of the 18 individual concrete pour events in Phase 3 (three pours) and Phase 4 (15 pours) would require the use of 40-foot long concrete trucks with 10 cubic yard capacity, which would arrive to the Project site every 3 minutes in order to provide 200 cubic yards of concrete per hour. This would require staging of 8 to 10 trucks on the roadway in close proximity to the Project site (e.g., along the metered spaces on Hermosa Avenue). During each of the 18 individual concrete pour events up to 200 concrete trucks would be required.

Additional construction activities may require use of the following types of equipment:

- Track Excavators;
- Gradeall;
- Stinger and Hydro Cranes;
- D6 Bulldozer;
- Modified Track Excavator Driller;
- Front-End Loader;
- Forklift and Material Handling Equipment (On-Site);
- Haul Trucks for Daily Material Deliveries Daily;
- Office Trailers and Storage Containers (Staged in Delineated Area and/or On-Site);
- Light Truck Vehicles; and
- Miscellaneous Small Tools, Compressors, Mixers, Generators, etc.

2.5.4 Construction Staging, Site Access, and Safety

All construction activities would be staged within secured construction areas within or adjacent to the Project site. The primary construction staging area is proposed by the Applicant to be located within Lot B, which would include a truck turn around area as well as tower crane staging area. Lot B would also receive construction deliveries via 13th Street access. Eight-foot high temporary construction fencing would be installed along the boundaries of the Project site and staging areas (e.g., Lot B) on 13th Street, The Strand, and Pier Plaza. This temporary site fencing would encroach by up to 12 feet on The Strand and up to 15 feet on Pier Plaza. In order to limit congestion along The Strand during construction, it would be temporarily widened seaward by 12 feet to

accommodate regular bicycle through traffic. Construction entry to the Project site would be provided along 13th Street where construction flaggers would be stationed to direct construction traffic and maintain public safety. Additionally, emergency services vehicle access points would be maintained at Pier Avenue and 14th Street. In order to preserve pedestrian access within the vicinity of the construction site, a temporary crosswalk would be provided on 13th Street across Beach Drive and through the existing 13th Street Plaza to maintain access from Lot C through 13th Street Plaza and then allowing access to The Strand.

As previously described, the Applicant does not own Lot B, Pier Plaza, The Strand, or any other City property. As such, the use of any City-owned property by the Applicant requires City Council approval. This request to the City Council would be made separate from (and likely in advance of) the project entitlements and would likely require a lease and/or encroachment permits. If this request is made in advance of the entitlement process and is approved, the details of use of this property can be confirmed for the entitlements, Project plans and Final Construction Management Plan, etc.

All work would be subject to a Final Construction Management Plan to be approved by the City following adoption of the Final EIR. The Final Construction Management Plan would include detours for vehicles as well as detailed City-approved plans for re-routing pedestrians, and bicycles during construction. Additionally, the plan would define off-site construction parking facilities (e.g., AES Redondo Beach Natural Gas Power Plant, Vons parking lot, dedicated Beach House parking in Lot C) – which would be used to the maximum extent feasible pending agreements with surrounding land owners – and on-site parking areas. These areas would be used by construction workers temporarily during demolition, excavation, and construction activities.

2.5.5 Construction Staffing and Parking

Approximately 30 to 120 workers would be on-site depending on the phase of construction. The Applicant has proposed the following construction hours for the proposed Project:

- 6:00am to 7:00pm Monday through Friday;
- 6:00am to 2:00pm Saturday; and
- 6:00am to 2:00pm Sunday.

The City's Noise Control Ordinance (HBMC Chapter 8.24) permits construction to occur between the hours of 8:00am to 6:00pm Monday through Friday, 9:00am to 5:00pm Saturday, and is not permitted to occur on Sundays or holidays (see Section 3.10, *Noise*). As discussed in Section 3.10, *Noise* and Section 3.3, *Recreation*, a City-approved Construction Management Plan would define construction hours as well as a combination of on- and off-site parking facilities for construction

workers during demolition, excavation, and construction period. The plan would define off-site construction parking facilities (e.g., AES Redondo Beach Natural Gas Power Plant, Vons parking lot, dedicated Beach House parking in Lot C) – which would be used to the maximum extent feasible pending agreements with surrounding land owners. Off-site parking options are currently under consideration by the Applicant to reduce the impacts on public parking in the Downtown.

3.0 ENVIRONMENTAL IMPACT ANALYSIS AND MITIGATION MEASURES

3.0.1 Introduction

This section of the Environmental Impact Report (EIR) addresses the potentially significant environmental impacts of the proposed projects. Each environmental resource area is discussed under the following subsections: *Environmental Setting, Regulatory Framework*, *Impact Assessment and Methodology*, and *Project Impacts and Mitigation Measures,* and *Cumulative Impacts*.

Impact Assessment Guidelines and Impact Classification

California Environmental Quality Act (CEQA) requires an EIR analysis to "*identify and focus on the significant environmental effects of a proposed project*" (CEQA Section 15126.2[a] and Public Resources Code Section 21000[a]). The emphasis of the EIR should be placed on the potential "physical" adverse effects of a proposed project.

CEQA Section 15360 define "environment" as the physical conditions that exist within the area that will be affected by a proposed project including, but not limited to, land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. The section further defines the area involved as the area in which significant effects would occur either directly or indirectly as a result of the project. The "environment" includes both natural and man-made conditions.

CEQA Section 15382 further clarifies the definition of "significant effect on the environment" as a substantial, or potentially substantial, adverse change in any of the *physical* conditions within the area affected by the project. An economic or social change by itself shall not be considered a significant effect on the environment. However, an economic or social change that may have a *physical* impact (such as urban decay) should be considered in an EIR (*Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 124 Cal .App. 4th 1184*). The proposed project does not propose any big box or large regional-serving commercial uses which would result in urban decay impacts. Therefore, economic effects are not analyzed in this EIR pursuant to CEQA.

For each impact topic, thresholds for determining impact significance are identified based on State CEQA Guidelines and City standards, along with descriptions of methodologies used for conducting the impact analysis. For some topics, such as air quality, greenhouse gas (GHG) emissions, transportation and traffic, and noise, the analyses of impacts are more quantitative in nature and involve the comparison of effects against a numerical threshold. For other topics, such

as land use/planning, the analyses of impacts are inherently more qualitative, involving the consideration of a variety of factors, such as adopted City policies and regulations.

The EIR impact discussions classify impact significance levels as:

1. **Significant and Unavoidable** - a significant impact to the environment that remains significant even after mitigation measures are applied;
2. **Less Than Significant with Mitigation** - a significant impact that can be avoided or reduced to a less than significant level with mitigation;
3. **Less Than Significant -** a potential impact that would not meet or exceed the identified thresholds of significance for the resource area; and
4. **No Impact** – no impact would occur for the resource area.

Determinations of significance levels in the EIR are made based on impact significance criteria and applicable State CEQA Guidelines for each impact topic.

Mitigation Measures and Monitoring

Per CEQA Section 15126.4, where potentially significant environmental impacts have been identified in the EIR, feasible mitigation measures that could avoid or minimize the severity of those impacts are also identified. The mitigation measures are identified as part of the analysis of each impact topic in Sections 3.1 through 3.14 of this EIR.

Pursuant to CEQA, feasible mitigation measures must be implemented for all significant impacts. In this context, feasible is defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." A Lead Agency must impose mitigation measures unless findings can be made that the mitigation measures are found to be infeasible or within the jurisdiction of another agency (*City of Marina v. Board of Trustees of the California State University (2006) 39 Cal. 4th 341*). Mitigation measures must be fully enforceable and may involve various means of implementation, such as measures incorporated directly into the project design as new or revised development standards, or in conditions of approval.

CEQA requires that implementation of adopted mitigation measures or any revisions made to the project by the Lead Agency to mitigate or avoid significant environmental effects be monitored for compliance. Accordingly, CEQA Section 15097 require that a public agency adopt a Mitigation Monitoring and Reporting Program (MMRP) for adopted mitigation measures and project revisions. With respect to responsibility of MMRP implementation, the State CEQA Guidelines provide that "*...until mitigation measures have been completed the lead agency remains*

responsible for ensuring that implementation of the mitigation measures occurs in accordance with the [MMRP]". That is, the MMRP may include a range of type of mitigation measures and responsible parties (e.g., the applicant, individual City departments, etc.), but the City is responsible for overseeing and implementing the MMRP (CEQA Section 15097[b]). A Draft MMRP will be included with the Final EIR following the completion of public review of the Draft EIR.

3.0.2 Cumulative Impacts

The State CEQA Guidelines define cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." The State CEQA Guidelines further state that the individual effects can be various changes related to a single project or the change involved in a number of other closely related past, present, and reasonably foreseeable future projects (CEQA Section 15355). The State CEQA Guidelines allow for the use of two different methods to determine the scope of projects for the cumulative impact analysis:

- List Method - A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency (CEQA Section 15130).
- General Plan Projection Method - A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact (CEQA Section 15130).

This EIR examines cumulative effects using the List Method. Tables 3.0-1, 3.0-2, 3.0-3 contain a list of pending, approved, and recently completed projects within the City of Hermosa Beach (City), and adjacent Beach Cities, Manhattan Beach and Redondo Beach. Although the list of projects includes projects that are more than five blocks removed from the Project site, the affected environment for most of the resource areas analyzed in this EIR was determined to be limited to the Project site and the City.

<u>City of Hermosa Beach</u>

The list of pending and approved projects includes all projects within the City (see Table 3.0-1). This citywide cumulative list is primarily utilized for assessment of cumulative impacts for more regional issues that extend beyond the immediate project vicinity such as traffic congestion and GHG. However, the affected environment for most of the resource areas analyzed in this EIR was determined to be primarily limited to the more immediate Project vicinity. Cumulative impacts

associated with the potential development of the proposed Project in relation to the pending, approved or recently completed projects are discussed within the affected area for each resource.

Table 3.0-1. Pending, Approved, and Recently Constructed Projects in the City of Hermosa Beach

Map Key	Project Name	Project Type	Address	Description	Status
1	Transpacific Submarine Fiber Optic Cable Systems	Communications Infrastructure	25th Street and Neptune Avenue	Submarine cables connecting communications between the United States and Southeast Asia	Completed
2	-	Office	2101 Pacific Coast Highway	10,124-sf office building	Completed
3	-	Office	906 Hermosa Avenue	8,870-sf office building	Under Construction
4	Clash Hotel	Hotel	1429 Hermosa Avenue	30-room hotel project	Under Construction
5	-	Office	824 1st Street	3,000-sf office building	Approved
6	Skechers Design Center and Offices Project	Office Buildings	2851, 2901, 3001 & 3125 Pacific Coast Highway; 744 Longfellow Drive	100,296-sf design center and executive offices	Approved
7	Hope Chapel / Lazy Acres Supermarket	Mixed-Use	2420 Pacific Coast Highway	29,653-sf natural and organic food supermarket	Approved
8	North School Reconstruction	School	417 25th Street	Construction of a two-story classroom and administration building (main building), multipurpose building, loading and parking areas, play areas, and associated school improvements.	Pending

Source: City of Hermosa Beach 2017, 2018.

City of Manhattan Beach and Redondo Beach

The following list of pending and approved projects includes all projects within the cities of Manhattan and Redondo Beach, within 3 miles of the Hermosa Beach Project site (see Table 3.0-2 and Table 3.0-3). This cumulative list is utilized for assessment of cumulative impacts for the issues that extend beyond the immediate project vicinity. Due to the close proximity of the cities of Hermosa Beach, Manhattan Beach, and Redondo Beach and the main roadways that travel between the three cities, including the Pacific Coast Highway (PCH), traffic flow and congestion are major consideration when looking at Project impacts in relation to other pending, approved, and recently completed projects within these adjacent cities.

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Cumulative Projects in the City of Hermosa Beach

FIGURE 3.0-1

Table 3.0-2. Pending, Approved, and Recently Constructed Projects in the City of Manhattan Beach

Project Name	Project Type	Address	Description	Status
Civic Center/Metlox Development	Commercial redevelopment and new development	451 Manhattan Beach Blvd	Redevelopment of the civic center and development of mixed use retail, commercial office and hotel infrastructure	Completed
-	Medical Office, Pharmacy, Coffee Shop	1000 N. Sepulveda Boulevard	Replacement of 5,400-sf restaurant with 23,050 medical office, 665-sf pharmacy, and 1,715-sf coffee shop	Under Construction
Manhattan Village Shopping Center Enhancement Project	Improvement of commercial shopping center	3200-3600 South Sepulveda Blvd, Manhattan Beach	110,000-sf addition and expansion of Manhattan Village Shopping center	Approved
-	Grocery Store	1113 Artesia Boulevard	12,000-sf grocery store	Approved
-	Condominiums	757 Manhattan Beach Boulevard	Removal of existing apartment units and construction of five new apartment units	Approved
-	Medical Office	1101 Aviation Boulevard	5,000-sf medical office	Approved
Gelson's Market	Supermarket	707 North Sepulveda Blvd., Manhattan Beach	Re-purposing of a vacant car dealership/repair facility into a chain supermarket	Pending
Skechers Design Center and Offices	Office buildings	300, 305,309, 317 S. Sepulveda Blvd; 1050 Duncan Avenue	100,296-sf design center and executive offices	Pending
-	Office	1800 Manhattan Beach Boulevard	Replacement of three dwelling units with a 3,000-sf office building	Proposed
-	Office	2205 N. Sepulveda Boulevard	Replacement of 1,040-sf hair studio with 4,700-sf office building	Proposed
-	Medical Office, Apartment	1762 Manhattan Beach Boulevard	Replacement of one single family residence with 1,800-sf medical, office and apartment building	Proposed
-	Retail	1129 N. Sepulveda Boulevard	2,000-sf retail building	Proposed
-	Retail	1100 Manhattan Beach Boulevard	13,000-sf retail building	Proposed

Source: City of Manhattan Beach 2017; City of Hermosa Beach 2017b.

Table 3.0-3. Pending, Approved, and Recently Constructed Projects in the City of Redondo Beach

Project Name	Project Type	Address	Description	Status
-	Residential Development	2227 Dufour Ave	2-unit residential condominium development	Approved (08/15/2016)
-	Residential Development	2315 Clark Ln	2-unit residential condominium development	Approved (08/23/2016)
-	Residential Development	2106 Graham Ave	2-unit residential condominium development	Approved (08/23/2016)
-	Residential Development	1814 Marshallfield Ln	2-unit residential condominium development	Approved (08/23/2016)
-	Residential Development	2410 Grant Ave	3-unit residential condominium development	Approved (09/19/2016)
-	Residential Development	1802 Pullman Ln	2-unit residential condominium development	Approved (09/26/2016)
-	Residential Development	2307 Vanderbilt Ln	3-unit residential condominium development	Approved (10/7/2016)
-	Residential Development	1011 Slauson Ln.	2-unit residential condominium development	Approved (10/18/2016)
Waterfront Development Project	Improvement and development of commercial and recreational waterfront resources	Redondo Beach Waterfront between Portofino Way and Torrance Circle	Improvement and addition of more than 500,000 sf of existing retail, restaurants, offices space, hotels and recreational areas along the coast	Approved (10/18/2016)
-	Residential Development	800 N. Catalina Ave.	7-unit residential condominium development in the Coastal Zone	Approved (11/17/2016)
-	Residential Development	2110 Huntington Ln	2-unit residential condominium development	Approved (11/18/2016)
-	Residential Development	530 Avenue C	2-unit residential condominium development	Approved (12/5/2016)
-	Residential Development	2601 Nelson Ave	3-unit residential condominium development	Pending
-	Residential Development	2603 Nelson Ave	3-unit residential condominium development	Pending
-	Residential Development	2013 Voorhees Ave	2-unit residential condominium development	Pending
-	Residential Development	2311 Voorhees Ave	2-unit residential condominium development	Pending
-	Residential Development	130 S. Prospect Ave	2-unit residential condominium development	Pending
South Bay Galleria Improvement Project	Improvement of shopping center	1815 Hawthorne Blvd	Redesign and expansion of South Bay Galleria	Pending

Sources: City of Redondo Beach 2016, 2017.