nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Development of the proposed Project would result in the irreversible alteration of the built environment and the irreversible consumption of limited or slowly renewable resources and non-renewable resources from construction and operation. Construction associated with the proposed Project would involve the consumption of building materials and energy, some of which are limited or slowly renewable resources and non-renewable resources. Such resources may include certain types of lumber and other forest products; raw materials such as steel; aggregate materials used in concrete and asphalt, such as sand and stone; water; petrochemical construction materials, such as plastic; and petroleum-based construction materials. Building materials utilized for Project construction would be permanently consumed and considered non-renewable materials. In addition, fossil fuels would be consumed for construction of the proposed Project; consumption of fossil fuels and other energy resources would be mitigated/offset by proposed Project features as described below. The consumption of limited slowly renewable resources and nonrenewable resources would continue throughout the Project's operational lifetime as the proposed 155,030 square foot (sf) mixed-use hotel would require resources such as water, petroleum, and natural gas. However, consumption of these resources would occur with any development in the region and are not unique to the proposed Project. Additionally, because the Project site does not contain these resources, the Project would not directly impact or interrupt the production or delivery of such resources.

Although the Project would necessarily result in the irreversible consumption of such resources, the proposed Project would contribute to a land use pattern that would promote an overall reduction in permanent resource consumption, as compared to what the proposed Project's consumption would be without planned sustainability features or if it were proposed in a different location. The Project site is located within the City's Downtown Core, which has a broad mix of pedestrian-oriented shopping, dining, and entertainment opportunities. Additionally, the Downtown is well-served by bicycle facilities and existing public transit. By virtue of its location within walking distance several bus stations and other land uses, the proposed Project would be consistent with the City's strategy to reduce fossil fuel consumption and associated greenhouse gas (GHG) emissions.

Moreover, the proposed Project would include 8,000 sf of photovoltaic solar panels, and a 17,400-gallon cistern system to collect rainwater and serve as a reservoir for proposed greywater recycling, which would be used for landscape irrigation, water features, mechanical cooling, and toilet flushing. These features would be part of the design to meet Leadership in Energy and Environmental Design (LEED) Build Design and Construction Gold Certification (refer to Section 2.4.6, *Sustainability Features*). The proposed Project would also include a Transportation Demand Management (TDM) plan, which would implement transit and carpool incentives for Project employees, reducing employee trips and reducing the Project's impacts to air quality, GHG, and employee traffic. In addition, the Project would encourage visitors to commute via alternative or multi-modal transportation by providing hybrid and/or electric car parking, a bicycle valet, and a bicycle share program. Therefore, the irreversible environmental effects of construction and future operation of the proposed mixed-use hotel would be reduced as compared with conventional developments. Although construction of the proposed Project would result in permanent consumption of non-renewable building materials, utilization of other limited or slowly renewable resources and non-renewable resources for Project construction and future operation would be mitigated/offset by proposed Project features. Therefore, the Project's irreversible changes to the environment would be *less than significant*.

4.3 GROWTH INDUCING IMPACTS

CEQA Section 15126.2 (d) requires a discussion of the proposed Project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth, and potential significant irreversible changes. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. A project may be growth inducing if it directly or indirectly fosters economic or population growth or the construction of additional housing, removes obstacles to population growth, taxes community service facilities to the extent that the construction of new facilities would be necessary, or encourages or facilitates other activities that cause significant environmental effects. In general, a project may foster physical, economic, or population growth in a geographic area if it meets any one of the criteria identified below:

- The project results in the urbanization of land in a remote location (leapfrog development);
- The project removes an impediment to growth (e.g., the establishment of an essential public service, or the provision of new access to an area);
- The project establishes a precedent-setting action (e.g., a change in zoning or general plan amendment approval); and/or

- Economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion, etc.).

If a project meets any one of these criteria, it may be considered growth inducing. Generally, growth inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure, such as sewer and water facilities or roadways, or encourage premature or unplanned growth. However, in urban areas like Downtown Hermosa Beach, growth inducing projects typically involve proposed plans or policies alleviating barriers to growth or increasing opportunities for development.

To comply with CEQA, an EIR must discuss the ways in which the proposed project could promote economic or population growth in the vicinity of the Project area and how that growth would, in turn, affect the surrounding environment (CEQA Section 15126.2[d]). Under CEQA, this growth is not to be considered necessarily detrimental, beneficial, or of significant consequence. Induced growth is considered a significant impact only if it affects (directly or indirectly) the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth, in some other way, significantly affects the environment.

Population and Housing Generation

Potential impacts associated with population, housing, and economic growth anticipated to occur with implementation of the proposed Project have been fully addressed and analyzed in Section 3.11, *Population and Housing*, of this EIR.

The proposed Project would remove eight residential studio units provided by the West Bay Apartments complex in order to support the development of a mixed-used hotel consistent with the City's Downtown Core Revitalization Strategy. The proposed Project would not develop any new multi-family or single-family residential units, nor would the Project generate a substantial number of new jobs or provide infrastructure that would encourage permanent population growth. Therefore, while hotel guests would occupy the site on a nightly basis, the proposed Project would not result in a corresponding residential population increase in Downtown Hermosa Beach.

The proposed Project would generate short-term employment opportunities during construction, which would draw up to 120 workers from the existing regional work force (refer to Section 2.5.6, *Construction Staffing and Parking*). Additionally, the proposed hotel and tenant operated spaces would employ an estimated total of 140 employees with approximately 95 employees present at a given time during peak hours. Based on the type of service jobs that would be provided, it can be reasonably assumed that the proposed Project would draw the majority of employees from the existing regional workforce. Therefore, the proposed Project would not be considered growth

inducing as it would not substantially affect long-term employment opportunities. Additionally, even if a portion of the 140 new employees were to move to the City, based on existing commuter data it is estimated that 8.1 percent of the City's residents both live and work in the City. Therefore, approximately 11 of the 140 Project employees would live in the City, an insignificant increase in the overall population (refer to Section 3.11, *Population and Housing*). The proposed Project's potential population increase would represent less than 0.1 percent of the City's total population and would not significantly increase the population of the City. Further, the proposed Project would not have economic or social effects that would result in adverse physical changes or deterioration of the surrounding area.

4.3.1 Removal of Obstacles to Growth

The proposed Project would be located within a fully urbanized area of the City, which is well-served by existing infrastructure. While the proposed Project would relocate a number of utilities within and adjacent to the Project site, major improvements to or expansion of water, sewer, and circulation systems and drainage connection infrastructure would not be needed. Because the proposed Project constitutes redevelopment within an urbanized area and does not require the extension of new infrastructure through undeveloped areas, Project implementation would not remove an obstacle to growth.

4.4 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA Section 15126.2(b) requires that an EIR describe any significant impacts that cannot be avoided, even with implementation of feasible mitigation measures. The proposed Project would result in significant and unavoidable adverse temporary construction-related noise impacts to sensitive receptors surrounding the Project site, and adverse operational impacts to transportation and traffic.

4.5 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Section 15128 requires a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Through the scoping process, the City determined that the proposed Project would have *no impact* on: Agriculture and Forestry Resources, Biological Resources, and Mineral Resources. The impacts associated with these issue areas would unsubstantial because the proposed Project would be developed in a highly urbanized area of the City. As the Project site is already fully developed with buildings and pavements, the proposed Project would not disturb agricultural or forest areas, biological resources, or mineral resource sites.

Agriculture and Forestry Resources

The Project site does not contain lands which are classified as Price Farmland, Unique Farmland or Farmland of statewide Importance. Moreover, the City does not include any lands zoned for agriculture or forestlands and there are no lands within the City under the Williamson Act contracts.

Biological Resources

The Project site is currently fully developed with buildings and pavements and contains no native habitats, sensitive habitats (e.g., wetlands), or significant stands of trees that could provide habitat for nesting birds. As such, the implementation of the proposed Project would not have any effect on sensitive biological resources.

Mineral Resources

There are no mineral extraction operations within the Project site or anywhere in the nearby vicinity. The Project site is not designated as an existing mineral resources extraction area by the State, and because the Project site is already highly disturbed, the potential for unknown, recoverable mineral resources to occur on-site is low.

5.0 ALTERNATIVES

5.1 INTRODUCTION

This section of the Environmental Impact Report (EIR) evaluates alternatives to the proposed Strand and Pier Hotel Project (Project) and analyzes the comparative environmental impacts associated with each alternative.

The California Environmental Quality Act (CEQA) Guidelines state that an "*EIR shall describe a range of reasonable alternatives to the proposed project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives*" (CEQA Section 15126.6).

The State CEQA Guidelines describe that "*the range of alternatives required in an EIR is governed by a rule of reason*" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to those that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR needs to examine in detail only those that the Lead Agency determines could feasibly attain most of the basic objectives of the project (CEQA Section 15126.6).

Not every conceivable alternative must be addressed, nor do infeasible alternatives need to be considered (CEQA Section 15126.6[a]). In defining feasibility of alternatives, the State CEQA Guidelines describe that "*among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site*" (CEQA Section 15126.6).

The alternatives selected for review must adequately represent the spectrum of environmental concerns to permit a reasonable choice of alternatives. The State CEQA Guidelines also require the analysis of a No Project Alternative. The document must provide the rationale for selecting or defining the alternatives evaluated throughout the document, including identifying any alternatives that were considered by the Lead Agency but rejected as infeasible during the scoping process. Based on the alternatives analyzed, the environmentally superior alternative is to be identified.

The EIR should include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed Project. The alternatives analyzed in this

EIR have been prepared at a sufficient level of detail to permit their consideration for adoption by the City of Hermosa Beach (City). When considered with the information contained in the body of this EIR, the analysis contained in these alternatives adequately characterizes the potential associated impacts. However, depending upon the degree of design changes associated with any given alternative, an additional administrative level of environmental review may be required to refine mitigation measures and assess detailed changes in the Project Description associated with the adoption of one of these alternatives.

The alternatives analysis for this EIR is organized as follows: Section 5.2, *Project Objectives* below describes the objectives of the proposed Project. Section 5.3, *Summary of Potentially Significant and Unavoidable Impacts* summarizes the potentially significant and unavoidable short- and long-term impacts of the proposed Project from information presented in Section 3.0, *Environmental Impact Analysis and Mitigation Measures*. Section 5.4, *Alternatives Considered but Discarded* identifies alternatives considered but discarded from further evaluation. Section 5.5, *Alternatives Analysis* describes those alternatives selected for full evaluation, and discusses potential impacts under the Project alternatives. Section 5.6, *Identification of Environmentally Superior Alternative* concludes with the selection of an environmentally superior alternative, based on the Project configuration with the fewest significant impacts while still meeting most of the Project objectives.

5.2 PROJECT OBJECTIVES

The primary objectives of the proposed Project are discussed in Section 2.3, *Project Objectives* and summarized below:

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.

5.3 SUMMARY OF POTENTIALLY SIGNIFICANT AND UNAVOIDABLE PROJECT IMPACTS

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. Please refer to the Impact NOI-1 discussion in Section 3.10, *Noise* and the Impacts TT-1, TT-2, and TT-3 discussions in Section 3.13 *Transportation and Traffic* for detailed analyses.

Noise

All phases of construction associated with the proposed Project would involve the use of heavy construction equipment (e.g., cranes, bulldozers, excavators, etc.). Construction activities would produce increased noise levels that would impact surrounding noise-sensitive receptors. Maximum noise levels could reach as high as 90 A-weighted decibels (dBA) at the exterior of surrounding commercial uses (e.g., the Beach House Hotel adjacent to the north, with the highest noise levels being experienced by guests on balconies or otherwise located outside of the hotel). Recreational uses are mobile and transitory along the City's expansive waterfront; however, the Project location in the City's Downtown Core makes it likely that both City residents and visitors would inevitably be exposed to brief episodes of high noise levels. In particular, it is likely that users of The Strand, Pier Plaza, volleyball players using the beach volleyball courts on the north side of Hermosa Pier, and other beach goers that frequent this area would experience periodic *significant and unavoidable* noise impacts during the 24- to 30-month construction period. For example, while other beach volleyball courts are available further from the Project site, volleyball players using the beach volleyball courts closest to the Project site could experience noise levels of up to 85 dBA during each 8-hour construction day.

Demolition and excavation would include the use of heavy haul trucks, and construction of the mixed-use hotel building would require approximately 18 concrete pours using up to 200 concrete trucks per pour. Off-site construction noise impacts related to the Applicant's proposed late evening concrete pours would potentially disturb surrounding noise sensitive receptors along the concrete truck route (e.g., residents along the narrow two-lane Gould Avenue). Residents have a higher sensitivity to disturbances and changes in ambient noise levels during the typical sleeping hours. Concrete trucks would generate traffic noise on Hermosa Avenue of 64 dBA L_{eq} at 33 feet from the centerline. Because construction noise would exceed established noise thresholds, and increased noise would occur over a prolonged period during the construction phase, increased noise levels during construction would be considered a *significant and unavoidable* impact to neighboring uses.

Construction of the proposed Project would also generate groundborne vibration from the use of heavy machinery and equipment, particularly during the 6-month excavation of the two-level subterranean basement. Demolition, excavation, and foundation insertion, expected to take place during the first 14 months of the construction, would be expected to require heavy machinery that would produce vibration levels of approximately 87 vibration decibels (VdB) at the adjacent Beach House Hotel resulting in *significant and unavoidable* impacts. All other sensitive receptors would be located far enough from construction activities to avoid vibration impacts at the Project site.

However, vibration caused by heavy haul trucks and concrete trucks traveling along the truck route would affect off-site sensitive receptors as well. During peak construction activities, with up to 80 trips per day along the inbound and outbound truck routes, vibration levels from heavy haul trucks could reach as high as 89 VdB at nearby off-site sensitive receptors approximately 20 feet from the centerline of the truck routes (e.g., along the narrow two-lane Gould Avenue). Consequently, groundborne vibration levels would exceed the 72 VdB threshold at nearby off-site sensitive receptors during the proposed daytime construction activities and would result in *significant and unavoidable* impacts. Additionally, late night concrete pours, which would require approval from the City's Building Official per Hermosa Beach Municipal Code (HBMC) Chapter 8.24.050(B), would also generate vibration levels in excess of the threshold during sensitive nighttime hours when people normally sleep. Vibration from nighttime construction would be temporary and intermittent, and would not exceed levels that would affect fragile buildings; however, because concrete pouring would occur during sensitive nighttime, vibration impacts associated with this Project component are considered *significant and unavoidable*.

Transportation and Traffic

The proposed Project would have temporary, but prolonged, *significant and unavoidable* construction-related impacts as well as long-term operational *significant and unavoidable* impacts to transportation and traffic. Construction of the proposed Project would require substantial numbers of heavy haul trucks traveling to and from the Project site – particularly during the first 19 months of construction activity – and would result in road and sidewalk closures, transit delays, and interference with traffic flow and pedestrian and bicycle activity. Total truck traffic accessing the Project site along truck routes and delivery routes may range from 7,000 to 7,500 heavy haul trucks over 19 months, when accounting for heavy haul trucks, concrete trucks, and trucks delivering materials and equipment. While the overall volume of trips would be relatively low compared to average daily traffic along the truck route, heavy haul trucks can disproportionately interfere with traffic flows and roadway operations due to their large size and turning limitations. For example, heavy haul trucks may occupy substantial length of a given turn lane or may have difficulty negotiating tight turns, both with potential to increase short-term traffic congestion or delays.

Project construction would require the temporary or extended closure of all or parts of traffic lanes and sidewalks on surrounding streets (i.e., 13th Street, 13th Court, The Strand, and Pier Plaza) to accommodate utility trenching and installation of other Project-related improvements (e.g., 13th Court Plaza). Certain day-to-day construction activities could also result in partial lane closures on Hermosa Avenue adjacent to the Project site on a temporary and/or intermittent basis

for utility relocations/hook-ups, delivery of materials, and other miscellaneous construction activities, as necessary. Such activities would only occur during off-peak hours on certain days, and would not be regular, recurring events. Nevertheless, construction of the proposed Project would materially interfere with local traffic and pedestrian flows.

The implementation of MM TT-1 would require City approval and Applicant implementation of a Final Construction Management Plan, including construction traffic routing and control, parking management, street closures, pedestrian/bicycle access, and vehicular and pedestrian safety to minimize the effects of construction. Implementation of MM TT-1 would minimize impacts related to construction traffic that would occur over the 24- to 30-month construction period. However, implementation of this mitigation measure would not eliminate impacts entirely, particularly the impacts to residential areas along Gould Avenue and the commercial and residential areas along Hermosa Avenue in the immediate vicinity of the Project site. The temporary, but prolonged impacts in these locations would remain *significant and unavoidable* as construction-related activities could materially interfere with area traffic flow (e.g., vehicles turning on 13th Street, exiting City-owned Parking Lot C [Lot C], or pulling out of driveways or parking spaces along Gould Avenue) and interfere with pedestrian and bicycle flows (e.g., along The Strand and Pier Plaza).

Even though the proposed Project is a mixed-use development located in Downtown, and geared toward pedestrian and bicycle access, it would measurably increase the number of vehicle trips on the surrounding local street network, particularly along main access routes into the Downtown (e.g., Artesia Boulevard, Pier Avenue, etc.). The Hermosa Avenue & Pier Avenue intersection operates at Level of Service (LOS) D under Existing (2016) and Future Year (2021) conditions during the Sunday Mid-Afternoon peak hour. The addition of 56 Project-generated trips at this intersection during the Sunday Mid-Afternoon peak hour would incrementally increase congestion (i.e., an approximately 4-percent increase from 1,753 vehicle trips to 1,809 vehicle trips). However, due to the configuration

Hermosa Avenue is a busy multimodal road in the City's Downtown that carries approximately 11,128 ADT. The intersection of Hermosa Avenue & Pier Avenue carries large volumes of pedestrians, that cross via a scramble phase (pictured above), which can increase vehicle delays.

and location of this intersection adjacent to Pier Plaza and the existing pedestrian scramble phase, even an incremental increase in traffic at this intersection would exceed delay thresholds for a signalized intersection operating at LOS D. During the Sunday Mid-Afternoon peak hour, the addition of vehicle trips associated with the proposed Project would increase the volume-to-capacity (V/C) ratio by 0.022 at the Hermosa Avenue & Pier Avenue intersection resulting in additional delay and a *significant and unavoidable* traffic impact under projected Existing Plus Project (2016) conditions. In addition, the proposed Project would contribute to a cumulatively considerable impact at this intersection during the Sunday Mid-Afternoon peak hour under Future Year Plus Project (2021) conditions. Therefore, the proposed Project would result in a *significant and unavoidable* impact to transportation and traffic.

The feasibility of mitigation measures was explored at this intersection. The intersection is currently designed not only for traffic flow, but also to facilitate high pedestrian volumes by providing a scramble pedestrian phase where pedestrians can cross the streets on diagonal crosswalks in addition to the usual crosswalks. Hermosa Avenue has a landscaped median, and is also a bicycle route with sharrow markings on the roadway. On-street parking is provided along all four legs of the intersection. All of these features reflect the City's multimodal polices of serving and providing for all modes of transportation rather than exclusively prioritizing the car. An evaluation indicated that any physical improvements to enhance traffic capacity at the intersection could only be achieved by removing on-street parking or the landscaped median or by removing the scramble pedestrian phase and reverting to the normal pedestrian crosswalks. As these actions would contradict City policies for multimodal circulation in the Downtown, and could have potentially significant secondary impacts to pedestrian and bicycle circulation, and parking availability, they were considered to be infeasible.

5.4 ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS

As discussed above, CEQA Section 15126.6(c) requires that an EIR disclose alternatives that were considered and discarded and provide a brief explanation as to why such alternatives were not fully considered in the EIR. As required by the State CEQA Guidelines, the selection of alternatives for the proposed Project included a screening process to determine which alternatives could reduce significant effects but also feasibly meet most of the Project objectives. The following alternatives were considered but eliminated from further analysis by the City due to infeasibility or inconsistency with primary Project objectives.

Alternative Development Sites

CEQA Section 15126.6(f)(2) states that two provisions are necessary for an adequate alternative site analysis: feasibility and location. The EIR should consider alternate project locations if a significant impact could be avoided or substantially lessened by moving the project to an alternate site. Accordingly, redevelopment of alternate sites within the Downtown Core were considered. The City's Downtown Core Revitalization Strategy evaluated development constraints within the Downtown. The Plan acknowledges that the potential for hotel development within the Downtown Core is constrained by the 30-foot height limited prescribed by the City's Zoning Ordinance and the relatively small parcel sizes in the Downtown Core. As such, only three Hotel Opportunity Areas – including the Project site – have been described in the Plan. None of the other parcels within the Downtown Core, even if they did become available for acquisition, would feasibly provide adequate lot space to support the development of a hotel and associated parking.

The Hennessey's Tavern/Scotty's on the Strand site is located on the south side of the Hermosa Pier just across Pier Plaza. This alternative site is approximately 21,000 sf, which is more than 18,000 sf smaller than the Project site.

1) *Hennessey's Tavern/Scotty's On The Strand Site* – Under this alternative, the existing Hennessey's Tavern/Scotty's on The Strand site, located on the south side of Pier Avenue, would be redeveloped as a mixed-use hotel. This 21,000-square-foot (sf) site, bound by The Strand, Beach Drive, Pier Avenue, and 11th Court, currently consists of the two-story Hennessey's Tavern and one- and two-story Scotty's on The Strand restaurant buildings. Based on preliminary screening, this location was determined to be an alternate site that could sufficiently support a mixed-use hotel redevelopment, similar to the proposed Project. The site is zoned for Downtown Commercial (C-2) and is currently designated Recreational Commercial (RC) in PLAN Hermosa. Additionally, the site is designated as

a Hotel Opportunity Area in the Downtown Revitalization Strategy, similar to the proposed Project site at the corner of The Strand and Pier Avenue. However, the site is more than 18,000 sf smaller than the Project site (i.e., a 47-percent reduction in developable area).

11trh Street adjacent to the south of Scotty's at The Strand provides views of the wide sandy beach and Pacific Ocean.

Given the location of the potential alternative site along The Strand and adjacent to Pier Plaza, development of this site could have similar impacts related to size, bulk, and scale of development due to replacement of the existing single-story buildings with a three-story building. However, impacts associated with the partial obstruction of views of the Pacific Ocean and the beach from Pier Plaza would be substantially less severe as the Hennessey's building, along with the lifeguard tower and public restrooms, already obstruct such views. While very limited public views from Beach Drive across the Hennessey's Tavern parking lot would be lost, these views are already substantially obstructed by parked cars as well as the lifeguard tower and public restrooms.

With regard to noise, this alternative site is located adjacent to The Strand, similar to the proposed Project. While this alternative site is located further from the beach volleyball courts fronting the Project site, it would be located adjacent to the beach volleyball courts south of Hermosa Pier. Additionally, this alternative site is also located closer to existing residential development identified as sensitive receptors (i.e., less than 300 feet to the north of multi- and single-family residences between 10th Street and 11th Court). As such, *significant and unavoidable* construction-related noise impacts would not be reduced at this site.

As with the proposed Project, construction of a mixed-used hotel with a subterranean basement at this alternative site would cause road and sidewalk closures; introduce substantial numbers of heavy haul trucks traveling to and from the site; and interfere with traffic and pedestrian flows for the entire duration of construction activity. However, the smaller size of this alternative site could incrementally reduce the construction-related impacts to transportation and traffic compared to the proposed Project. The smaller size of the mixed-use hotel at this site may also reduce the number of Project-generated trips. As

such the operation of a mixed-used hotel at this alternative location could result in less severe traffic impacts at the intersection of Hermosa Avenue & Pier Avenue than described for the proposed Project.

With regard to coastal hazards, this alternative site is not set back far enough inland or located at a substantially higher elevation to substantially avoid potential impacts associated with sea level rise or tsunami hazards relative to those described for the proposed Project.

However, due to the size of this alternative site, the mixed-use hotel development would be reduced by more than 47 percent. This would result in a substantial reduction in the ability of the site to support a tenant operated restaurant and retail along with primary hotel functions (e.g., hotel lobby, hotel restaurant, etc.). While the site could be expanded to include more square footage by including part of Lot A, this would not be consistent with the Downtown Core Hotel Opportunity Area described in the Downtown Revitalization Strategy. Further, any expansion of the alternative site would require the vacation of approximately 215 feet of Beach Drive to the south as well as the removal of approximately 45 public parking spaces that are generally used for coastal access (approximately 31 percent of the total parking availability of Lot A). Therefore, as this smaller site would not substantially reduce any of the adverse impacts associated with the proposed Project or meet all key Project objectives, this site was considered but rejected for further analysis.

2) *Sea Sprite Motel and Apartments Site* – The existing Sea Sprite Motel and Apartments site is also located within the City's Downtown Core Hotel Opportunity Area, on the south side of Pier Avenue. This site, bound by The Strand, Beach Drive, 10th Street, and 11th Court,

The Sea Sprite Motel and Apartments (pictured left) are located along The Strand between 11th Street and 10th Street. This site is located in Downton Core Hotel Opportunity Area as designated by the City's Downtown Core Revitalization Plan. According to the Plan, the area also extends east forming a 42,000-sf L-shape available for development as a mixed-use hotel (pictured right outlined in black).

currently consists of the three-story Sea Sprite Motel and Apartments building. The site also extends further east along 11th Street and includes a 180-foot segment of Beach Drive. The buildings along 11th Street east of Beach Drive generally include one-and two-story commercial retail buildings (i.e., Surf Side) and restaurants (i.e., Brother's Burritos). This location was determined to be an alternative site that could support a mixed-use hotel redevelopment, similar to the proposed Project. The site is currently designated Recreational Commercial (RC) in PLAN Hermosa, zoned for Downtown Commercial (C-2), and is designated as a Hotel Opportunity Area in the City's Downtown Revitalization Strategy, similar to the proposed Project site.

The City's Hotel Development Strategy acknowledges the need for different categories of hotels, motels, and inns at varying price points that provide for a diversity of visitors to the Downtown Core. The existing Sea Sprite Motel and Apartments currently provides lower- to moderate-cost accommodations for visitors, with kitchen facilities and a pool, which is ideal for families. Section 30213 of the Coastal Act requires permitted development to protect, encourage, and provide lower cost visitor and recreational facilities, where feasible. This protection is necessary because there is significant pressure to develop new higher cost accommodations, sometimes by replacing existing lower or moderate cost facilities. This is because market demand tends to push prices increasingly higher in the Coastal Zone, where tourism and overnight accommodations are extremely valuable commodities. However, per Section 30213(b) of the Coastal Act the California Coastal Commission (Coastal Commission) cannot: 1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or 2) establish or approve any method for the identification of low- or moderate-income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Vacation of 200 feet of 11th Court, west of Beach Drive would result in the removal of a coastal view provided by this alleyway. Additionally, it would eliminate 11th Court as a vertical coastal access.

In the case of the proposed Project, the Project site is specifically identified in the City's Downtown Revitalization

Strategy as a critical hotel development site in the Downtown Core adjacent to Pier Plaza along The Strand for "the creation of a distinctive, higher-quality establishment that serves the more discerning visitor and that can also become a focal point for community life." Construction of a mixed-use hotel on this potential alternative site would result in similar impacts with regard to visual resources. Vacation of 200 feet of 11th Court west of Beach Drive would eliminate a view of the wide sandy beach and Pacific Ocean, framed by this alleyway. Similar to the Mermaid Restaurant surface parking lot, views from the alleyway can often be obstructed by parked vehicles. However, vacation of 11th Court would eliminate it as an informal east-west coastal access point. This alternate site is also located closer to existing residential development along 11th Court and, similar to the alternate Hennessey's Tavern/Scotty's on The Strand site, could result in more substantial adverse impacts associated with construction-related noise and vibration. Due to the shape of the project site, noise and vibration impacts to residents along 11th Court would be unavoidable, even with the incorporation building setbacks. As with the Project site, this alternative site would also generate traffic traveling south on Hermosa Avenue and passing through the Hermosa Avenue & Pier Avenue intersection. With a total parcel size of approximately 44,000 sf (i.e., approximately 4,000-sf greater in size than the Project site), it is unlikely that this alternative would substantially reduce Project-generated traffic or reduce intersection impacts relative to the proposed Project. Further, this alternative site is not set back far enough inland or located at a substantially higher elevation to substantially avoid potential impacts associated with sea level rise or tsunami hazards relative to those described for the proposed Project. Therefore, because the Sea Sprite Motel and Apartments site would not substantially reduce any of the adverse impacts associated with the proposed Project, this site was considered but rejected for further analysis.

Other Mixed-Use Alternatives

1) *Office Space Mixed-Use* – Development of the Project site with ground floor commercial and upper story office space, with subterranean parking, was considered as an alternative to a mixed-use hotel development. Depending on the height of the proposed mixed-use office building, the building would provide between approximately 80,000 sf (two-story building) and 120,000 sf (three-story building) of floor space. Similar to the proposed Project, this alternative would provide a pedestrian-oriented and visitor-serving ground-level with public-serving retail and restaurant uses in the Downtown Core, which would enhance revenues, create additional employment opportunities, and offer secondary benefits to local businesses. In addition, by placing office uses on the second floor (and

potentially the third floor) the development would be consistent with the City's policies that encourage upper level office uses to provide a greater daytime population that supports retail and restaurant uses in the Downtown Core. However, this alternative would not substantially reduce adverse environmental impacts and has the potential to increase impacts related to traffic congestion, energy demand, and air pollutant and GHG emissions due to the high trip generation rates associated with office space. In addition, this alternative would not lead to development of the types of visitor-serving uses prioritized by the Coastal Act, particularly overnight accommodations at this beach-front location. Development of a substantial portion or even a majority of this beach front location with non-visitor serving uses (i.e., office space) would be potentially inconsistent with Coastal Act priorities. Further, the City's Downtown Core Revitalization Strategy acknowledges that the potential for hotel development within the Downtown Core is constrained by the 30-foot height limited prescribed by the City's Zoning Ordinance and the relatively small parcel sizes in the Downtown Core. As such, only three visitor serving Hotel Opportunity Areas have been described in the Plan, one of which is substantially smaller in total area (i.e., Hennessey's Tavern/Scotty's on The Strand site). As such, development of this site as a mixed-use office building may substantially reduce the ability of the City to accomplish the goals set out in the Downtown Core Revitalization Strategy, as it would reduce the availability of possible locations for Coastal Act priority visitor-serving hotel development. Finally, this alternative would be contrary to the primary Project objective of the proposed Project to construct an upscale, mixed-use, beachfront hotel at the Project site within Downtown, consistent with the City's Downtown Core Revitalization Strategy (refer to Section 2.6, *Project Objectives*). Because this alternative would not reduce or avoid environmental impacts, and may increase impacts to some resources (e.g., transportation and traffic) and would not meet key City and Project objectives, it was rejected for further analysis.

2) *Residential Mixed-Use* – Development of the site with ground floor commercial and upper story residential units was considered, with subterranean parking. Depending on the height of the proposed mixed-use office building, the building would provide between approximately 80,000 sf (two-story building) and 120,000 sf (three-story building) of floor space. Similar to the proposed Project, under this alternative the ground floor would be developed with approximately 39,950 sf of pedestrian-oriented and public-serving retail and restaurant uses consistent with those located on Pier Plaza. These uses would be compatible with the Downtown Core and would enhance revenues, create additional employment opportunities, and offer secondary benefits to local businesses. The top floor

of the development would include between 25 and 50 residential apartment or condominium units, depending on size (e.g., studio, one-bedroom, or two-bedroom units, etc.). The addition of residential units within the Downtown Core would not be consistent with the zoning at the Project site and would not be compatible with existing land uses along Pier Plaza and The Strand.

This alternative would not substantially reduce construction-related noise and vibration given the proximity of the Project site to sensitive receptors. Additionally, this alternative would not substantially reduce construction-related transportation and traffic impacts given the similar requirements for heavy haul truck trips, road and sidewalk closures, and interference with traffic and pedestrian flows. Further, the development of residential units would result in additional operational traffic relative to the proposed Project. Unlike hotel guests that may arrive to the hotel by car, but would access the beach and other attractions primarily by foot or other alternative modes of transportation, residents would likely have at least one vehicle and would likely commute to work, introducing additional traffic to the impacted intersection at Hermosa Avenue & Pier Avenue. (As described in Section 3.11, *Population and Housing,* only approximately 8.1 percent of residents live and work in the City; the others commute – primarily to the City of Los Angeles – for work.) Based on existing regional data, an average multi-family dwelling unit in the Los Angeles area generates approximately 6.72 trips (Fehr & Peers 2018). This is much greater that the 0.22 trips per room that would be generated during the Saturday Midday peak hour associated with the hotel (Mobility Group 2017). Residential uses would also likely result in an increased parking demand as well as additional utility demand for water, energy, and wastewater generation. As with the mixed-use office alternative described above, this alternative would also eliminate a Hotel Opportunity Area and would reduce the ability of the City to accomplish the goals set out in the Downtown Core Revitalization Strategy, as it would reduce the availability of possible locations for visitor-serving hotel development. This alternative was determined not to be a viable alternative because it would be contrary to the primary Project objective of constructing an upscale, mixed-use, beachfront hotel providing for overnight stay and longer visitation at the Project site within Downtown, consistent with the City's Downtown Core Revitalization Strategy. Additionally, residential mixed-use is not a permitted use on the Project site and would require amendments to the City's recently adopted PLAN Hermosa and LCP. This alternative would not eliminate any of the significant and unavoidable impacts associated with the proposed Project and may exacerbate significant impacts (e.g., traffic congestion) in the Downtown. As such, this alternative was rejected for further analysis.

Original Project Alternative

The Original Project was proposed by the Applicant at a community meeting before the Project application was modified and submitted to the City. Under the Original Project Alternative, the proposed hotel would total approximately 80,000 square feet (sf) located on a 27,000 sf L-shaped lot (excluding Hermosa Cyclery and the West Bay Apartments). As originally planned, the mixed-use hotel would be 45 feet in height and require a height exemption and a public voter referendum (refer to Section 1.5, *Project Background*, which provides a complete description of the originally proposed Project). This alternative would include 17 additional guest rooms compared to the Project, including guest rooms on the ground level along The Strand and 15,000 sf of restaurant and retail uses on Pier Plaza. This alternative would include both on-site subterranean parking spaces as well as a hotel parking structure that would be constructed at the existing Lot B. During the construction of a parking structure on Lot B, the Original Project Alternative would temporarily impede access to 38 existing parking spaces. This temporary obstruction of publicly available parking in the Coastal Zone is contrary to Coastal Act policies regarding public access (e.g., Coastal Act Sections 30212.5 and 30252). However, following the completion of the parking structure, the 38 existing parking spaces on Lot B would be retained for public parking. Nevertheless, 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 on the character of Downtown, the Applicant began exploring project redesign to develop the current Project description that was submitted to the City (refer to Section 2.0, *Project Description*).

Under the Original Project Alternative, the subterranean parking garage would be slightly smaller (i.e., one level instead of two levels under the proposed Project), requiring less excavation. By reducing the intensive 6-month excavation phase of construction by approximately 50 percent, there would be a corresponding 50-percent reduction in the duration of construction noise during the excavation phase as well as a 50-percent reduction in heavy haul truck traffic for soil export associated with the excavation of the subterranean basement. However, there would also be an increase in noise related to the construction of the above ground parking structure on Lot B. During the foundation, structural, and external finishing phases of the proposed Project, construction noise could be increased by approximately 3 dBA to a total of 91 dBA (refer to Table 3.10-10). Given the location adjacent to The Strand, the overall construction activities during the 24- to 30-month period would still result in significant noise impacts to sensitive receptors (e.g., The Strand, the beach and associated volleyball courts, etc.)

New potentially significant impacts could also be created under this alternative, due to the bulk, mass, and scale of the mixed-use hotel. At 45 feet in height, the building would be 15 feet taller than surrounding 30-foot tall buildings such as the Beach House Hotel. As such, this may detract from views from The Strand, the beach, and Hermosa Pier with building height. The additional height of this building may also result in indirect impacts to potentially historic resources, as alterations to the views from Surf City Hostel (formerly Hermosa Hotel) could affect the character of this potentially historic building. As described in Section 3.4, *Cultural Resources and Tribal Cultural Resources* this building is a potential historic resource that warrants further study by Section 17.53.040(B) of the Historic Preservation ordinance (per Planning Commission Resolution No. 98-65). With 17 additional rooms, this proposed alternative would not reduce impacts to transportation and traffic, and may result in potentially more adverse impacts, including additional trip generation and associated vehicle delay at Hermosa Avenue & Pier Avenue. Further, with the inclusion of ground floor hotel rooms along The Strand, this alternative would not be consistent with the City's Downtown Revitalization Strategy, which calls for pedestrian-oriented commercial uses on the first floor of offices and hotels in the Downtown Core to promote a more active, vibrant Downtown. This alternative would not convert 13th Street into a two-way street as requested by the Hermosa Beach Fire Department (HBFD). As such, this alternative could result in issues surrounding emergency access for fire and medical personal. This alternative would reduce heavy haul truck trips during construction; however, this alternative would not substantially avoid or reduce any of the Project's other adverse impacts and may result in new or more severe impacts (e.g., potential

Unlike the proposed Project which would be consistent with the height of the Beach House Hotel and other surrounding three-story buildings in the Downtown Core, this alternative would result in the development of a 45-foot tall building, with increased potential for impacts related to size, bulk, and scale.

The segment of Beach Drive that would be retained under this alternative provides access to 13th Court and a surface parking lot, which supports the Mermaid Restaurant, both of which would be removed with the construction of the mixed-use hotel.

impacts to the character of the Surf City Hostel), it was determined not to be a viable alternative and was rejected for further analysis.

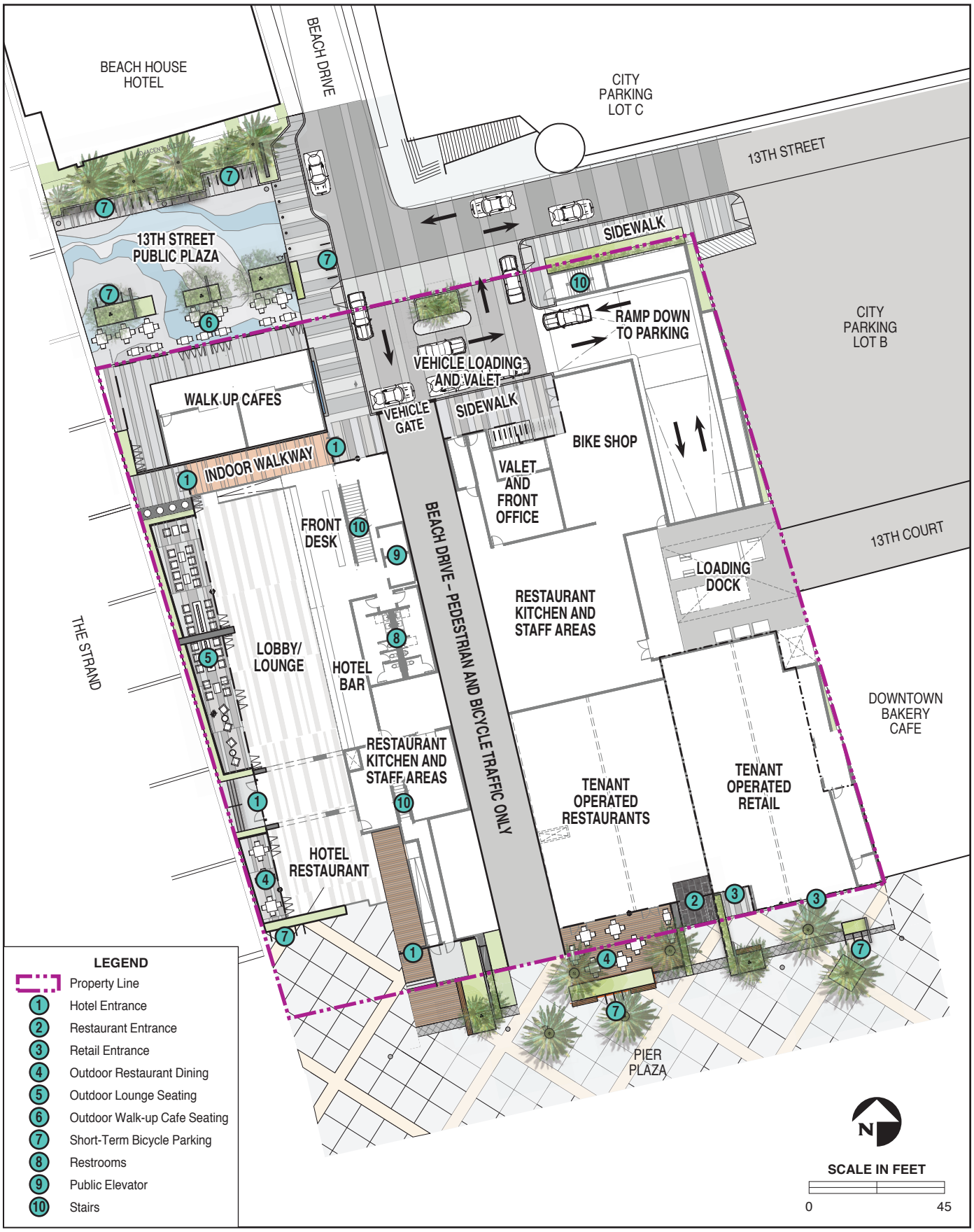
Reduced Project with the Retention of Beach Drive

This alternative would include the development of a three-story mixed-use hotel, similar to the proposed Project. However, under this alternative, the City would not vacate Beach Drive. Instead, the hotel would be developed as two separate structures, connected with a pedestrian bridge on the second floor, similar to the Beach House Hotel to the north (see Figure 5-1). Overall, this alternative would reduce the number of hotel rooms by 16 (i.e., a nine-room reduction on the second floor and a seven-room reduction on the third floor).

The ground floor hotel uses would be substantially reduced (e.g., the hotel restaurant would be reduced by 50 percent in total area to approximately 1,800 sf) and one of the tenant-operated restaurants would be removed. The rooftop photovoltaic (PV) solar system would also require a redesign as two separate banks of panels. Beach Drive currently provides local vehicular access to 13th Court and the surface parking lot associated with the Mermaid Restaurant, as well as an alternative pedestrian and bicycle route to bypass congestion on The Strand. Under this alternative, both the intersection of Beach Drive and 13th Court and the surface parking lot would be eliminated with the construction of the hotel structure; however, the roadway would be retained as a pedestrian and bicycle cut-through. Beach Drive provides more consistent and easily available coastal alternative lateral access than the alternative coastal lateral access through Lot B and Loreto Plaza under the proposed Project. This would also result in the retention of all 38 spaces within Lot B, which would incrementally reduce the *less than significant* impacts to coastal access parking associated with the removal of four parking spaces under the proposed Project.

The retention of Beach Drive would maintain an existing and heavily used pedestrian and bicycle cut-through that provides lateral access parallel to The Strand.

Similar to the proposed Project, under this alternative a subterranean parking garage would be required. With the retention of the 225 feet of Beach Drive, the Applicant may have to request a grant of easement from the City for the parking structure beneath Beach Drive. Additionally, the construction of a parking structure under this existing paved roadway may result in substantial construction-related constraints associated with excavation, making this alternative potentially infeasible.



amec foster wheeler

Strand and Pier Hotel Reduced Hotel and Retention of Beach Drive Ground Floor

FIGURE 5-1

amec foster wheeler

Strand and Pier Hotel Reduced Hotel and Retention of Beach Drive Second Floor Hotel Floorplan

FIGURE 5-2

Overall, this alternative would require major redesign of the proposed Project, potentially undermining Project viability with limited benefits to lateral access, which would remain available – although sometimes congested – along The Strand under the proposed Project. With the requirement for the issuance of easements and the substantial reduction in accommodations and commercial space, this alternative may conflict with the Project's objectives. This alternative would provide the benefits of maintaining an existing secondary pedestrian and bicycle bypass route as well as retaining four public parking spaces in Lot B. However, this alternative would not substantially reduce adverse impacts resulting from the proposed Project, including temporary construction-related noise and transportation and traffic impacts. As such, this alternative was determined not to be viable and was rejected for further analysis.

Alternative Truck Routes

Under this alternative, the proposed Project would utilize different construction truck routes to avoid or minimize impacts to residential areas within the City. A variety of truck routes were considered in detail by the Applicant in the preliminary draft Construction Management Plan (see Appendix I) and were reviewed by the EIR team to determine feasibility and effectiveness in avoiding or reducing impacts.

As described in Impact TT-1, for inbound trucks traveling west of PCH, a 4,000-foot-long segment of Gould Avenue between Valley Drive and Hermosa Avenue becomes a narrow 24-foot-wide, two-lane street lined with single- and multi-family homes with on-street parking on one or both sides of the paved width. Additionally, this roadway segment has a relatively steep grade of approximately 7 percent. West of Valley Drive, Gould Avenue supports closely spaced residential driveways with vehicles often parked "head in," requiring backing into traffic. Valley Park, also located along this proposed truck route, supports approximately 30 perpendicular on-street parking spaces along this segment of Gould Avenue. Consequently, heavy haul trucks using Gould Avenue would interact with vehicles backing out of residential driveways as well as those backing out of on-street parking spaces serving Valley Park. The potential for pedestrian-truck conflicts also exists in this area as children and families cross Gould Drive to access Valley Park. Off-site construction noise and vibration impacts related to the Applicant's proposed late evening concrete pours would also disturb surrounding noise sensitive receptors along Gould Avenue resulting in *significant and unavoidable* impacts.

amec foster wheeler

Strand and Pier
Alternative Truck Route – PCH to Pier Avenue

FIGURE 5-3

The only major east-west roadways that provide suitable access from PCH to the Downtown Core are Gould Avenue, Pier Avenue, and Herondo Street. As the use of Gould Avenue for inbound truck traffic has been identified as resulting in *significant and unavoidable* construction traffic related impacts, additional inbound truck routes along Pier Avenue and Herondo Street were considered.

Pier Avenue is characterized by closely spaced stop sign-controlled and uncontrolled intersections with crosswalks. Additionally, Pier Avenue also has angled parking along the westbound lanes. These constraints present potential pedestrian-vehicle and vehicle-vehicle conflicts for potential heavy haul trucks along this road.

PCH to Pier Avenue: Under this alternative truck route, incoming haul trucks along Artesia Boulevard would turn left on PCH and travel for approximately 1 mile along this congested highway segment before turning right onto Pier Avenue and heading west toward the Project site (refer to Figure 5-3). Introduction of heavy haul trucks would materially increase congestion, intersection queuing, and delays along this already congested segment of PCH.

While this alternative truck route would avoid impacts along Gould Avenue, it would introduce haul trucks along Pier Avenue, which is one of the City's most active commercial areas within the Downtown Core. This street is lined by retail and restaurant uses with heavy pedestrian volumes along the sidewalks and along the seven signed and striped crosswalks across Pier Avenue. The westbound side of Pier Avenue also supports dozens of angled on-street parking spaces along the westbound lanes, with potential for truck-vehicular interactions as drivers pull into or back out of these spaces. Further, line of sight can be limited along portions of Pier Avenue due to grade, curving roadway configuration and landscaping, potentially limiting vision of drivers backing out into heavy haul truck traffic, with possible safety impacts.

Pier Avenue has four closely spaced stop sign-controlled intersections and seven uncontrolled intersections over the approximately 2,300 feet between PCH and Hermosa Avenue. West of Monterey Boulevard, Pier Avenue has a steep 12-percent grade down to its intersection with

Hermosa Avenue. Additionally, this alternative truck route would direct both inbound and outbound heavy haul truck trips through the pedestrian scramble intersection at Pier Avenue & Hermosa Avenue, which is prioritized for pedestrian use with a 35-second pedestrian crossing phase. Truck turning movements at this intersection could interfere with pedestrian use, and delays for the pedestrian scramble phase could cause substantial queuing of large haul trucks and other vehicles along the two-lane Pier Avenue. As such, heavy haul trucks along this alternative truck route would be required to make frequent stops, at a steep grade, with frequent interactions and potential conflicts with pedestrians crossing Pier Avenue and vehicles pulling out into traffic.

Under the proposed Project the heavy haul trucks have approximately 975 feet of queuing space along Hermosa Avenue between 15th Street and 16th Street. With the alternative truck route, adequate queuing space could not be accommodated along Hermosa Avenue between its intersection with Pier Avenue and 13th Street. In order to achieve the same amount of queuing space on Pier Avenue, approximately 35 to 40 angled parking spaces would be removed along Pier Avenue between Bard Street and Sunset Drive during the 24- to 30-month construction period, compared to the removal of 18 parking spaces under the proposed Project. Alternative queuing areas off Pier Avenue (e.g., Artesia Boulevard, Aviation Boulevard or other off-street parking areas) would be too far removed from Project site or would require added infeasible or complex turning movements.

Under this alternative when haul trucks are called from the queue location along Pier Avenue to the Project site, they would be required to turn right onto Hermosa Avenue and make a left turn from Hermosa Avenue onto 13th Street. The signalized intersection at Hermosa Avenue & Pier Avenue has a wide enough turn radius to adequately support right turns from Pier Avenue onto Hermosa Avenue. However, Hermosa Avenue provides a relatively short, 80-foot-long left turn pocket. Additionally, the signal at 13th Street does not have a designated left turn phase. As such, this unprotected left turning movement across two lanes of Hermosa Avenue onto 13th Street would result in substantial delays as heavy haul trucks wait for a break in the southbound traffic

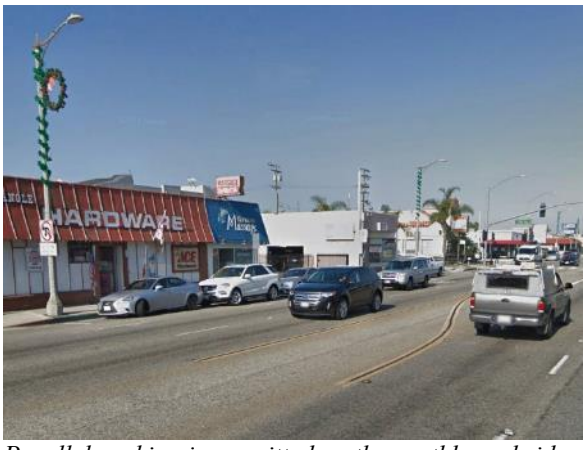
The left turn lane from Hermosa Avenue to 13th Street is a narrow, 80-foot long left turn pocket with a left-turn yield signal. This left turning movement would not be adequate to support the number of 60-foot long, high-sided dump trucks required by the proposed Project.

along Hermosa Avenue. These delays would be compounded by vehicles making the same turning movement from this left turn pocket to enter Lot C. This could result in vehicle queues that back up into northbound traffic lanes on Hermosa Avenue as trucks and vehicles stacking in the left turn lane exceed its limited capacity. Obstruction of the northbound center lane by queuing vehicles could increase congestion and may also result in increased lane changes in response. In order to facilitate more efficient left turns, flaggers could be used to temporarily stop and control traffic along Hermosa Avenue; however, this would result in regular periodic delays along Hermosa Avenue, which is one of the busiest streets accessing the Downtown Core.

The intersection of Aviation Boulevard & PCH has an adequate turning radius to support haul trucks making left turns onto PCH. However, this intersection currently operates at LOS F, and therefore, the addition of haul trucks could result in substantially increased delays.

Therefore, because this alternative would result in increased pedestrian-vehicle and/or vehicle-vehicle safety conflicts both from through traffic along this road and parked cars backing out of spaces along busy Pier Avenue when compared to the currently planned truck route under the proposed Project, this alternative truck route was rejected for further analysis.

PCH/I-405 to Herondo Street: Under this alternative truck route, inbound heavy haul trucks would follow the proposed outbound truck route (refer to Figure 5-4). Heavy haul trucks would travel along Aviation Boulevard turning left onto a six-lane segment of PCH to travel for over 0.5 miles along this congested reach of highway. Inbound haul trucks would traverse four signalized intersections and seven unsignalized intersections as well as six signed and striped crosswalks. Haul trucks would also interact with vehicles along the



Parallel parking is permitted on the southbound side of PCH during non-peak hour traffic (i.e., outside of the 3:00pm to 7:00pm time period).

amec foster wheeler

Strand and Pier
Alternative Truck Route – PCH to Herondo Street

FIGURE 5-4

southbound side of PCH during off peak hours when parallel parking is permitted. Introduction of heavy haul trucks would materially increase congestion, intersection queueing, and delays along this already congested segment of PCH. For example, implementation of this alternative would result in additional heavy haul truck traffic through the intersection of PCH & Aviation Boulevard, which currently operates at LOS F, potentially resulting in additional vehicle delays and construction traffic impacts. Inbound trucks would exit PCH by turning right onto Herondo Street and traveling for approximately 0.5 mile down this wide two-lane road. Therefore, this alternative truck route was rejected for further analysis as it may not support heavy haul truck turning movements at PCH & Aviation Boulevard and could also result in additional significant and unavoidable traffic impacts at this intersection, which currently operates at LOS F.

Alternatively, inbound trucks traveling on I-405 would exit onto Crenshaw Boulevard, turning right onto West 190th Street and traveling for approximately 3 miles before 190th Street turns into Anita Street and ultimately becomes Herondo Street.

Although on-street parking occurs along Herondo Street, this street is wide and straight and generally has adequate lines of sight that would minimize potential for conflicts with vehicles entering or leaving parking spaces. From Herondo Street, trucks would turn right on Hermosa Avenue and proceed for roughly 0.75 miles along this busy four-lane road, with parallel parking along both sides of the northbound truck route. Trucks would pass through eight intersections, four of which are stop sign-controlled along with 11 signed and striped crosswalks, including a pedestrian scramble phase at the busy intersection of Pier Avenue. Hermosa Avenue also has a striped bicycle lane and carries heavy bicycle traffic. Therefore, this alternative truck route could result in increased pedestrian-vehicle or vehicle-vehicle safety conflicts when compared to the proposed heavy haul truck route. Trucks would exit Hermosa Avenue by turning left onto 13th Street. However, as described for the PCH to Pier Avenue route, this alternative truck route along Herondo Street would also result in difficulty for heavy haul trucks turning left onto 13th Street. The left turn lane pocket in that area is approximate 80 feet long and is heavily utilized by vehicles accessing Lot C. Further, Hermosa Avenue is a highly trafficked street in the Downtown Core and vehicles yielding to southbound traffic can become backed-up into the northbound through lanes. As such, this left turn lane would not provide adequate queueing capacity for 60-foot-long, high-sided dump trucks. Therefore, this alternative truck route was also rejected for further analysis.

5.5 ALTERNATIVES ANALYSIS

This analysis discusses alternatives to the proposed Project, including the No Project Alternative, in compliance with CEQA Section 15126.6(e). Each of these considers the ability of a particular

alternative to substantially reduce or eliminate the Project's significant environmental impacts while still meeting basic Project objectives. 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

5.5.1 Alternative 1 – No Project

Per CEQA Section 15126.6(e)(2), the No Project Alternative analysis considers the existing conditions at the time the Notice of Preparation (NOP) is published (October 27, 2016; see Appendix A) and compares impacts of the No Project Alternative to those of the proposed Project. Under Alternative 1 (No Project Alternative), the proposed Strand and Pier Hotel would not be constructed and the Project site would not be redeveloped or modernized to offer mixed-use hotel accommodations to enhance visitor-serving uses in the Coastal Zone. Additionally, the Project site would not provide public enhancements, including proposed improvements to the public plaza at 13th Street and The Strand. The No Project Alternative assumes that the Project site would continue to be used for existing commercial restaurant/bar (e.g., Good Stuff, The Deck, Mermaid Restaurant, Playa Hermosa Fish & Oyster Co., and Hooked), retail (e.g., Pier Surf Shop and Jacob Shaw, Inc.) and residential (e.g., West Bay Apartments) uses. The Project site would remain in its current condition as seven parcels with one- and two-story commercial uses and surface parking lot service for the Mermaid Restaurant. Additionally, under the No Project Alternative, the City would not vacate segments of Beach Drive and 13th Court. For comparison in this analysis, impacts associated with the development of the proposed Project have been described in Section 3.0, *Environmental Impact Analysis and Mitigation Measures*; also, development of the Project site with other uses (e.g., mixed-use office and mixed-use residential) have been described above in Section 5.4, *Alternatives Considered but Discarded*).

No Project Alternative Impact Analysis

Continuation of the existing commercial and residential uses would not result in any changes to the existing visual character of the Project site or result in any potential increases in light or glare. The visual character of the Project site would remain as it appears currently with existing one- to two-story commercial and residential buildings. Views of the Pacific Ocean and the beach from Pier Plaza and 13th Street would not be affected. Continued use of the existing buildings and surface parking lot would not require any ground disturbance and there would be no potential for impacts to geology and soils or buried cultural resources and/or tribal cultural resources. Further, no construction-related effects to air quality, greenhouse gas (GHG) emissions, and hazards and

hazardous materials would occur as a result of the No Project Alternative. The *significant and unavoidable* temporary, but prolonged increase in noise associated with demolition, excavation, or construction of the mixed-use hotel building would be eliminated under the No Project Alternative. As such, there would be no noise or vibration impacts to sensitive receptors along The Strand and at the beach (e.g., beach volleyball courts). Additionally, the *significant and unavoidable* temporary impacts to transportation and traffic related to the introduction of substantial numbers of heavy haul trucks traveling to and from the Project site and interference with vehicle and pedestrian flows for the entire duration of construction activity would not occur under the No Project Alternative. Further, there would be no temporary roadway closures, removal of on-street parking for truck queuing, or temporary closure of Lot B, which would eliminate temporary but prolonged impacts to coastal access parking described for the proposed Project.

The No Project Alternative would also eliminate the operational impacts described for the proposed Project. There would be no change in operational noise at the Project site and there would be no increases in operational vehicle trips associated with the proposed mixed-use hotel. As such, the No Project Alternative would eliminate the *significant and unavoidable* intersection impact resulting from the Project-related increase and delay at Hermosa Beach & Pier Avenue; however, this intersection would continue to operate at LOS D due to the intersection configuration and the pedestrian scramble phase.

The No Project Alternative would not result in new development along the coastline that could be impacted by long-term sea level rise or tsunami inundation; however, the No Project Alternative would not eliminate the potential for existing development on the Project site to be affected by future inundation. Further, the existing development would not include adaptive management strategies incorporated through mitigation of the proposed Project, requiring the development and infrastructure (e.g., storm water and sewer utilities) to be designed to better accommodate coastal flooding or training of on-site personnel to prepare and react to extreme storm conditions. The No Project Alternative would not generate population growth – including transient visitor population – or any related increase in demand for public services or utilities. Therefore, no impacts would occur with regard to aesthetics and visual resources, air quality, recreation, cultural resources and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, GHG emissions, noise, population and housing, public services, transportation and traffic, and utilities and service systems.

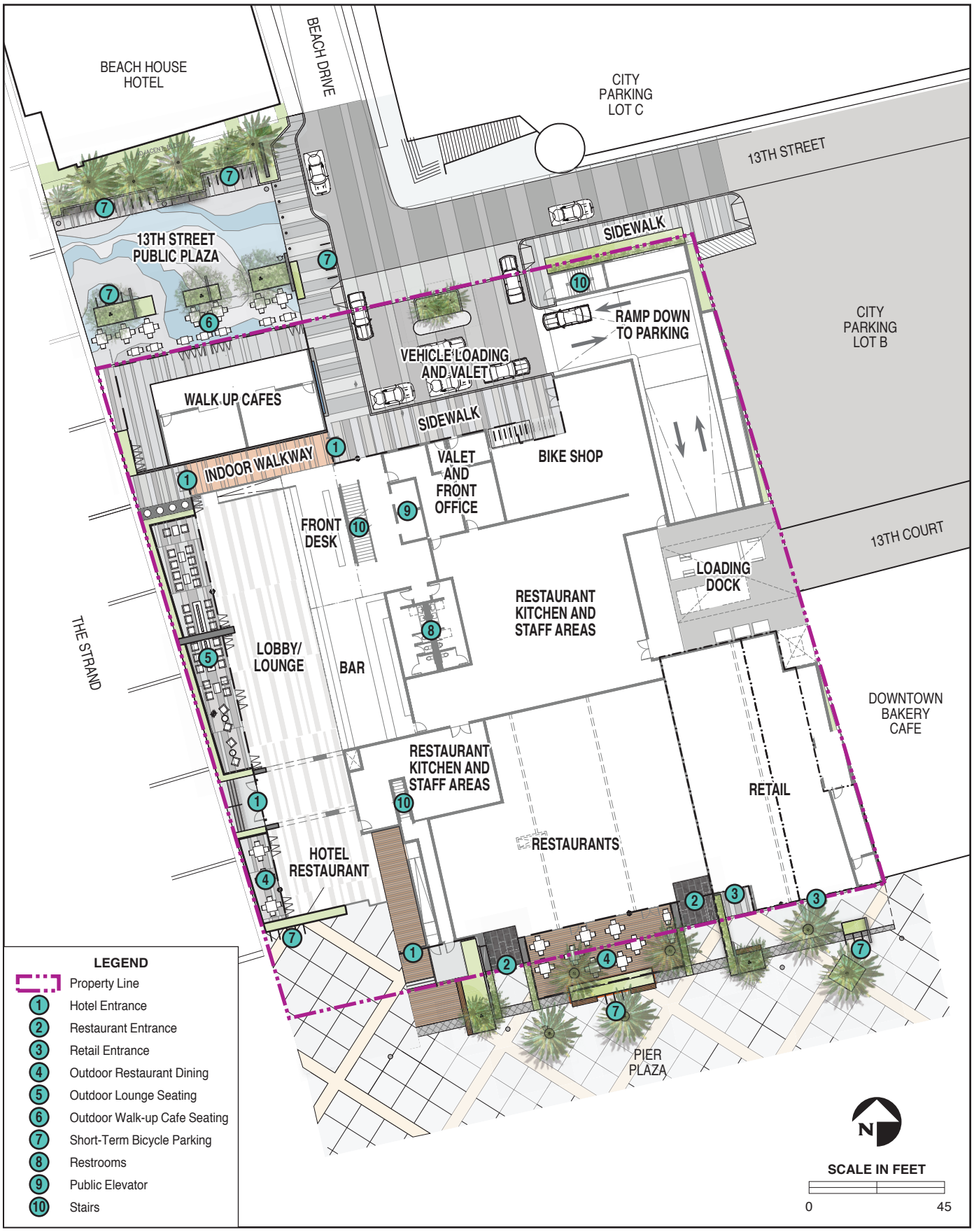
With regard to land use and planning impacts, the Coastal Act calls for the preservation of coastal views and coastal access, and the prioritization of visitor-serving uses within the Coastal Zone. PLAN Hermosa and the City's Downtown Revitalization Plan also encourage the development of

visitor-serving uses in the Downtown to enhance the active, pedestrian-oriented character of the Downtown Core. The existing vacant West Bay Apartments complex is not consistent with the underlying zoning for the Project site or the land use prescribed in the recently adopted PLAN Hermosa and that condition would remain under this alternative. Finally, the No Project Alternative would not substantially accommodate increased visitation to this beachfront site – located in the Coastal Zone – in the form of additional restaurant and retail space or overnight visitor serving accommodations.

5.5.2 Alternative 2 – Reduced Hotel Size

Under Alternative 2 (Reduced Hotel Size Alternative), the proposed mixed-use hotel would include a three-story hotel building with ground floor restaurant and retail space along Pier Plaza and The Strand. As with the proposed Project the hotel rooms would continue to be located on the second and third floors along with outdoor decks and lounge space, which would be made available to hotel guests and members of the public. However, this alternative would reduce the number of hotel rooms by 25 percent from 100 rooms under the proposed Project to 75 rooms. The redesign of the proposed mixed-use hotel under the Reduced Hotel Size Alternative would include the incorporation of MM VIS-1b, which would eliminate the southwest corner of the building to maintain the view across the Mermaid Restaurant surface parking lot. The meeting/banquet space in Subterranean Basement Level 1 would also be reduced by 50 percent under this alternative. The intent of this Reduced Hotel Size Alternative is to eliminate the *significant and unavoidable* transportation and traffic impact at the intersection of Hermosa Avenue & Pier Avenue.

Under this alternative, the 25 hotel rooms that would be removed could be taken from the second floor and/or the third floor of the hotel. While the room configuration of the hotel would need to be redesigned to facilitate this reduction, the general size of the hotel rooms would remain similar to the proposed Project (i.e., the size of the remaining rooms would not be increased substantially from approximately 383 sf per room). Therefore, the removal of these rooms would provide approximately 9,575 sf available for the relocation of rooftop terrace, solar hot water system, elevator shaft(s) or solar panels, such that they would not exceed the height limitations for the Downtown Commercial zoning district (C-2) established under HBMC Chapter 17.64 (i.e., no more than 5 percent of the roof would be covered with structures or mechanical elements that exceed 30 feet) (see Figures 5-7 and 5-8 for a conceptual illustration).



amec foster wheeler

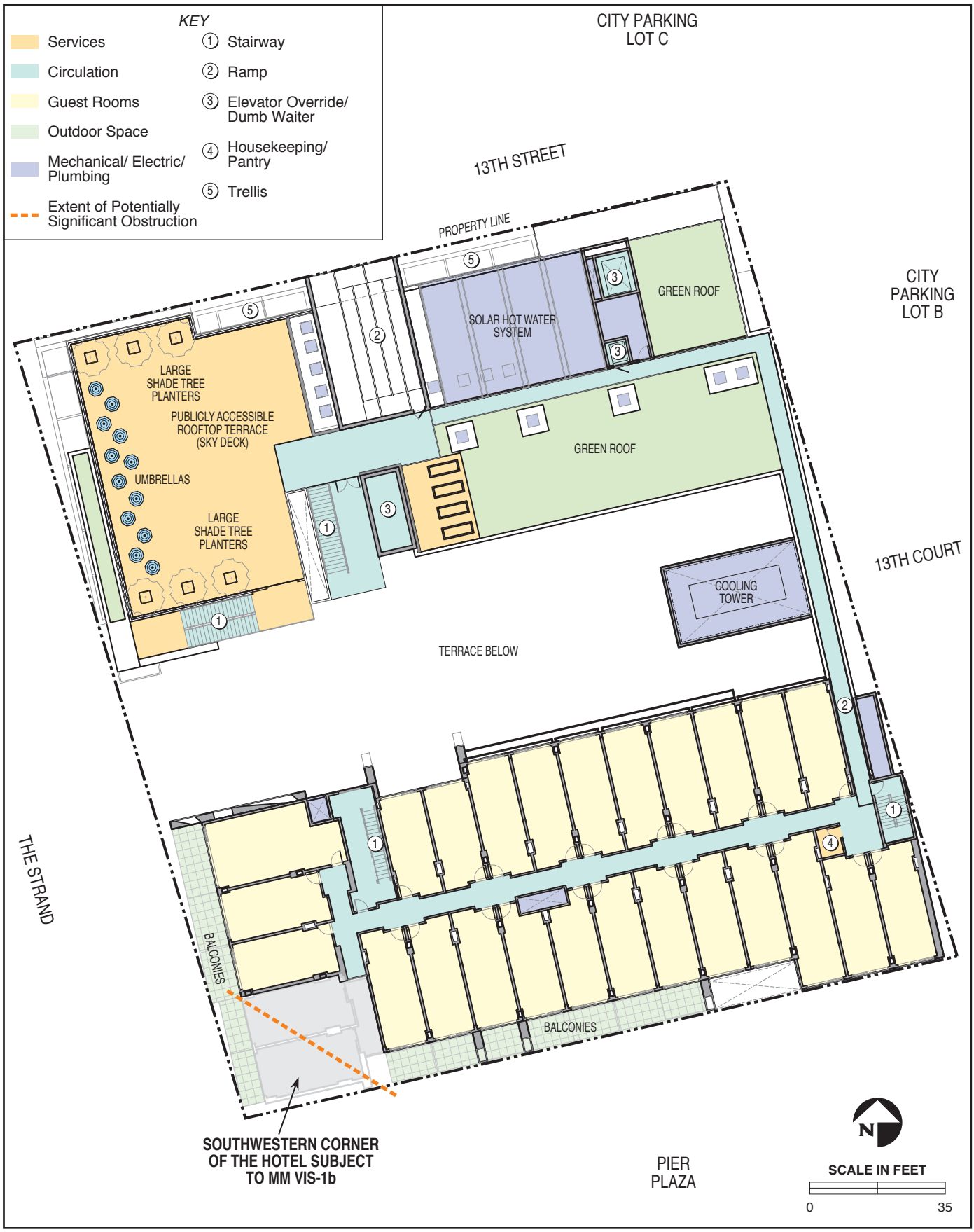
Strand and Pier Hotel – Alternative 2
(Ground Floor Floorplan)

FIGURE 5-5

amec foster wheeler

Strand and Pier Hotel – Alternative 2
Second Floor Hotel Floorplan

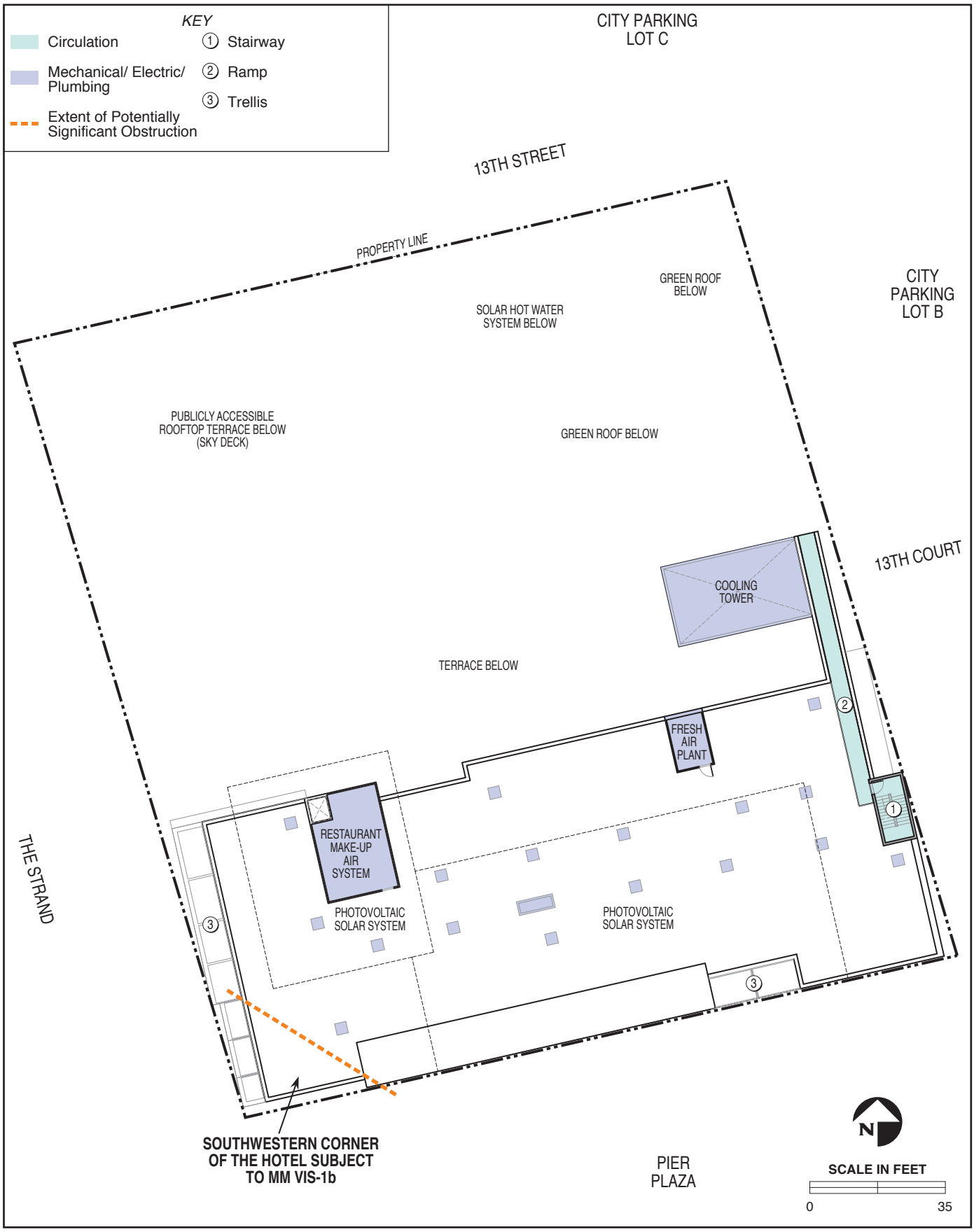
FIGURE 5-6



amec foster wheeler

Strand and Pier Hotel – Alternative 2
Third Floor Hotel Floorplan

FIGURE 5-7



amec foster wheeler

Strand and Pier Hotel – Alternative 2
Rooftop Hotel Floorplan

FIGURE 5-8

In addition to the elimination of 25 hotel rooms, the 2,406-sf meeting/banquet space would be reduced to approximately 1,203 sf, reducing the occupancy from 128 to 64 people. Based on the *Strand & Pier Hotel Traffic Study* (Traffic Study) prepared by The Mobility Group (2017) (see Appendix I) and independently verified by Fehr and Peers for this EIR, each room of the hotel generates between 0.17 and 0.22 peak hour trips. As such, the elimination of 25 rooms would reduce peak hour trip generation by a minimum of approximately 4 peak hour trips during the AM peak hour and a maximum of approximately 6 peak hour trips during the Saturday Midday peak hour. In addition, based on the Traffic Study and Fehr & Peers independent peer review of trip generation rates, the reduction in the meeting/banquet space, which is the highest trip generating use in the mixed-use hotel during all peak hours (0.50 peak hour trips per occupant), would reduce traffic by an additional 32 peak hour trips during all peak hours. While eliminating the meeting/banquet space entirely could further reduce trip generation during all peak hours, such meeting spaces are often a key element of hotel business to accommodate functions such as weddings, business meetings etc. Thus, completely eliminating these facilities could undermine the economic viability of the mixed-use hotel and conflict with key project objectives. Further, during the concept development of the proposed Project, members of the public requested meeting/banquet space be included in the proposed Project as the community does not have adequately sized facilities for conferences, receptions, and similar events, particularly within the Downtown.

Table 5-1. Peak Hour Trip Reduction Associated with Alternative 2 (Reduced Hotel Size Alternative)

Peak Hour	Peak Hour Net Project Trips	Peak Hour Net Trip Reduction with Alternative 2	Peak Hour Net Trips with Alternative 2
AM	113	38	75
PM	96	38	58
FRI	96	38	58
SAT	109	38	71
SUN	78	36	42

Notes: The term "net" refers to the difference between the proposed Project and existing conditions.
"Net Project Trips" = Average daily trip generation under the proposed Project.
"Net Project Trip Reduction with Alternative 2" = The number of net trips that would be eliminated under Alternative 2.
"Peak Hour Net Trips with Alternative 2" = The total number of net trips generated under Alternative 2.

The reduction in the size of the mixed-use hotel would also reduce construction-related impacts as the reduction in the size of the third floor would require between one and two fewer concrete pours. This could eliminate between 200 and 400 of the proposed concrete truck trips, a reduction of approximately 11 percent, with associated reductions in the frequency of nighttime noise along the

truck route. Further, the elimination of 25 hotel rooms and the 50-percent reduction in the meeting/banquet space would result in an associated reduction in parking demand. Under this alternative approximately 32 fewer spaces would be required during the weekdays and approximately 33 fewer spaces would be required during the weekends. Therefore, the lower levels of the subterranean parking garage could be reduced in size, resulting in slightly less excavation and an approximately 18-percent reduction in number of heavy haul truck trips for soil export.

All other elements of the proposed Project would remain the same under this alternative, including vacation of Beach Drive and 13th Court, restriping of 13th Street as a two-way street, development/improvements to the 13th Street Public Plaza, etc. The architectural styling of the mixed-use hotel under this alternative would be similar to that of the proposed Project, including the incorporation of MM VIS-1a requiring articulation of the third-story story white wall to minimize changes to overall surrounding visual character. However, because this alternative is preliminary for the purposes of the EIR, the exact layout and structural configuration of the proposed development has not yet been determined.

Alternative 2 (Reduced Hotel Size Alternative) Impact Analysis

Aesthetics and Visual Resources

Under Reduced Hotel Size Alternative, impacts to aesthetics and visual resources would be less severe than those described for the proposed Project. With regard to potential impacts on public views to and along the Pacific Ocean and beach, similar to the proposed Project, Alternative 2 would incorporate MM VIS-1b and MM VIS-1c, which would retain the views of the Pacific Ocean, sandy beach, and open sky – in particular the views provided from the western terminus of Pier Plaza as exemplified by Key View Location (KVL) 3. By reducing the size of the subterranean meeting/banquet space and eliminating 25 hotel rooms on either the second or third story of the hotel, rooftop elements could be relocated to a lower elevation. As such, Alternative 2 would reduce the area of roof covered with structural and mechanical elements over the 30-foot height limit and may reduce or eliminate the need for a Zoning Variance thereby also slightly extending open sky views looking across the Project site. Implementation of this alternative, including the incorporation of MM VIS-1b and -1c, would preserve public views in the vicinity and slightly increase open sky views and reduce impacts of the proposed Project related to aesthetics and visual resources.

As with the proposed Project, development under Alternative 2 would alter the existing visual character of the Project site with the demolition of the existing one- and two-story buildings, surface parking, and street segments, and construction of a new modern, mixed-use hotel

approximately 10 to 20 feet taller than the existing structures; however, the mixed-use hotel would be generally comparable in size to the adjacent Beach House Hotel, Lot C, and commercial buildings in the vicinity (e.g., Hennessey's Tavern) and would not overwhelm or be visually incompatible with surrounding development. As with the proposed Project, discretionary review of the alternative by the Planning Commission and City Council would ensure that the height and design of the mixed-use hotel would not contribute to excessive visual bulk. Therefore, potential impacts to existing visual character and quality of the site and surrounding areas would be *less than significant*.

Similar to the proposed Project, development of the Reduced Hotel Size Alternative could create a new source of light and glare that could adversely affect daytime or nighttime views in the area. However, compliance with HBMC regulations, which limit the intensity and impacts of night lighting and require City approval of a proposed lighting plan, and implementation of MM VIS-4 requiring the use of non- or low-reflective building materials, would minimize the lighting and glare effects of the proposed mixed-use hotel on neighboring properties, pedestrians, bicyclists, and other light-sensitive receptors. Therefore, impacts related to substantial new sources of light and glare from development of this alternative would be *less than significant with mitigation*.

Air Quality

Under Alternative 2, construction-related impacts to air quality would be similar but less severe than those described for the proposed Project. The elimination of 25 hotel rooms and the 50-percent reduction in the meeting/banquet space as well as the associated reduction in the size of the subterranean parking garage would decrease the overall floor area of the proposed Project. Additionally, with the reduced size of the subterranean parking garage, there would be a corresponding reduction in the volume of the required excavation. Because the scope of these development activities would be reduced relative to the proposed Project, construction emissions of carbon monoxide (CO), nitrogen oxides (NO_x), sulfur dioxide (SO_x), particulate matter (PM_{10} and $PM_{2.5}$), and volatile organic compounds (VOCs) would be reduced compared to the proposed Project. Therefore, emissions from this alternative's construction activities would be further below the thresholds of significance, including both South Coast Air Quality Management District (SCAQMD) construction emissions thresholds, and air quality impacts related to construction activities would remain *less than significant*.

Due to the reduced number of hotel rooms and the reduced size of the meeting/banquet space under this alternative, long-term operational air pollutant emissions and impacts would be slightly reduced when compared to the proposed Project. Further, this alternative would generate up to 38 fewer peak hour traffic trips and would result in a corresponding reduction in mobile source emissions compared to the proposed Project. Therefore, under Alternative 2, operational air

pollutant emissions would be reduced when compared to the proposed Project, and would remain *less than significant*.

Recreation

Similar to the proposed Project, Alternative 2 would interfere with and disrupt coastal access parking and recreational facilities during construction (refer to Impact REC-1). However, with implementation of MM REC-1a, which would temporarily widen The Strand to minimize pedestrian and bicycle congestion during construction, MM REC-1b, which would require the Applicant to offset the loss of public parking in the Coastal Zone during the closure of Lot B, and MM TT-1, which would implement a Final Construction Mitigation Plan to ensure that construction parking spillover would not affect additional public parking, construction-related impacts to recreation would be *less than significant with mitigation*.

Similar to the proposed Project, this alternative would also incorporate a pedestrian and bicycle route from 13th Street to 13th Court through Lot B and Loreto Plaza, allowing redirected, but less direct access through to Pier Plaza; therefore, potential long-term interference with existing north-south pedestrian and bicycle coastal access due to vacation of Beach Drive would be reduced, and impacts would be *less than significant*.

Potential long-term impacts to coastal access parking availability would remain similar to those described for the proposed Project. Under this alternative, approximately 32 fewer spaces would be required during the weekdays and approximately 33 fewer spaces would be required during the weekends. Therefore, the subterranean parking garage could be reduced in size by approximately 18 percent. Stacked valet parking – which could accommodate an additional 36 vehicles in the reduced sized subterranean parking garage (i.e., approximately 25 percent more vehicles than the standard configuration) – would still be necessary for planned special events, public events on Pier Plaza, and during periods when the parking lot begins to get congested (e.g., when parking structure becomes more than 90 percent full). While this alternative would eliminate the need for 32 parking spaces, with stacked valet parking, the parking structure would still be able to accommodate the peak weekday parking demand (i.e., 157 vehicles) and the peak weekend parking demand (i.e., 167 vehicles) for all uses on the associated with this alternative. As such, operational impacts to coastal access parking under this alternative would be similar to the proposed Project and less than significant with implementation of MM REC-3, which would apply parking rate caps to the paid hotel valet parking to avoid parking demand spillover into adjacent City-owned parking lots. Therefore, impacts to recreation would be *less than significant with mitigation* under this alternative.

Cultural Resources and Tribal Cultural Resources

Alternative 2 would result in similar impacts to historic resources as those identified for the proposed Project in Section 3.4, *Cultural Resources and Tribal Cultural Resources*. All seven buildings and the surface parking lot located within the Project site were determined not to be eligible for listing as historic resources under the criteria of the California Register of Historic Places and as local landmarks under the City's ordinances. In addition, there are no historic resources in the vicinity that would be affected, either directly or indirectly, by construction of the proposed mixed-use hotel. Therefore, similar to the proposed Project, demolition of existing buildings and development of this alternative would not result in adverse effects on historic resources and impacts would be *less than significant*.

Potential impacts to previously unidentified archaeological and paleontological resources, human remains, and tribal cultural resources under this alternative would also be similar to those described for the proposed Project. The proposed two-level subterranean basement would be reduced in size; however, the excavation would still have the potential to encounter previously unknown buried cultural resources. Similar to the proposed Project, MM CUL-2a and CUL-2b, which include the development of an Archaeological Monitoring Plan and procedures for inadvertent discoveries, and CUL-3a through CUL-3e, which include a construction worker awareness training and construction monitoring protocol for paleontological resources, would also apply to this alternative and would substantially reduce potential impacts to archaeological and paleontological resources such that impacts would remain *less than significant with mitigation*.

Geology and Soils

Impacts related to geology and soils under Alternative 2 would be similar to those described under the proposed Project. This alternative would slightly reduce the volume of ground disturbance compared to the proposed Project because of the reduced size of the two-level subterranean basement. As with the proposed Project, implementation of MM GEO-1a, MM GEO-1b, MM GEO-3a, and MM GEO-3b, as well as MM HYD-1a through -1c would be required to address impacts related to seismic-related ground failure and liquefaction-related dynamic settlement, drainage and soil erosion during excavation, and potential collapse of excavated slopes. Standard regulatory conditions requiring compliance with the Uniform Building Code (UBC), California Building Code (CBC), HBMC, and City's Seismic Safety Element would address geologic hazards under this alternative. As with the proposed Project, mitigation and compliance with all applicable regulatory conditions would reduce impacts to geology and soils under Alternative 2 to *less than significant with mitigation*.

Hazards and Hazardous Materials

Similar to the proposed Project, Alternative 2 would require site preparation activities, including demolition of existing facilities and excavation of the proposed two-level subterranean basement. Therefore, the potential for exposure to contaminated soils associated with unanticipated hazardous substances that could potentially occur from soil or groundwater contamination would be the same as described for the proposed Project. Overall, impacts with regard to hazards and hazardous materials under this alternative would be similar to those described under the proposed Project, and Alternative 2 would be required to mitigate any presence and use of hazardous materials in a similar manner with implementation of MM HAZ-2a and MM HAZ-2b, which require a lead-based paint and asbestos-containing material survey as well as the preparation of a Hazardous Materials Contingency Plan. Implementation of required mitigation measures and compliance with applicable Federal, state, and local regulations related to the transport, use, storage, and cleanup of hazardous materials would reduce the risks associated with discovered hazardous materials. Therefore, under Alternative 2, potential impacts would be *less than significant with mitigation*.

Hydrology and Water Quality

As with the proposed Project, implementation of the Applicant-prepared Storm Water Pollution Prevention Plan (SWPPP) would be required to address surface water quality impacts from erosion, sedimentation, and polluted runoff during construction activities. Standard regulatory conditions requiring compliance with the National Pollutant Discharge Elimination System (NPDES) permitting and the HBMC would address impacts to surface water quality under this alternative. With implementation of these standard regulatory compliance measures, best management practices (BMPs), and the SWPPP prepared for the Project site, short-term construction impacts to surface water quality under Alternative 2 would remain *less than significant*.

Similar to the proposed Project, development of the Project site under this alternative would alter the surface runoff pattern through relocation and construction of storm drains, which could impact erosion, siltation, or turbidity, and introduce pollutants into the storm drain system and ultimately the Pacific Ocean. Compliance with NPDES and HBMC permitting would be required to reduce the potential for pollutants to runoff and enter the storm drain system. However, as with the proposed Project, rerouting stormwater flow along 13th Court from the Pier Avenue storm drain line to the 13th Street storm drain line could potentially result in an exceedance of capacity in the 13th Street storm drain line. Therefore, implementation of MM HYD-3 would require a storm drain capacity analysis and potential infrastructure upsizing. As with the proposed Project, compliance

with Federal, state, and local regulations and implementation of required mitigation measures would reduce potential impacts related to hydrology and water quality under Alternative 2 to *less than significant with mitigation*.

This alternative would slightly reduce the amount of development at the Project site with the reduction of 25 hotel rooms and the 50-percent reduction in the size of the meeting/banquet space and the subterranean basement. Therefore, this alternative would incrementally reduce the amount of development in an area that could be affected by long-term sea level rise and tsunami inundation. Implementation of MM HYD-5a through -5c for adaptive design/flooding proofing of buildings, payment of an in-lieu fee for sea level rise adaptive management actions, and tsunami evacuation materials and training, would further minimize potential coastal flooding and sea level rise impacts related to exposure of people and structures to risk of loss, injury, or death. As such, similar to the proposed Project, impacts involving coastal flooding and sea-level rise would be *less than significant with mitigation*.

Greenhouse Gas Emissions

Impacts related to GHG emissions under Alternative 2 would be slightly reduced relative to the proposed Project, due to the reduction of 25 hotel rooms and the 50-percent reduction in the size of the meeting/banquet room, which would decrease the duration of construction activities and the number of required heavy haul truck trips. As the duration and extent of construction activities under this alternative would be slightly less than the proposed Project, GHG emissions from construction, which are already well below SCAQMD thresholds, would also be slightly reduced when compared to the proposed Project. It should be noted that the redesign of the proposed Project would require preparation of a revised construction schedule; however, it is reasonable to assume that with the reduction in overall floor area, the construction duration under this alternative could be reduced by approximately 1 to 3 months relative to the proposed Project. Therefore, GHG emissions from construction of Alternative 2 would be *less than significant*.

Over the long-term, the reduction of 25 hotel rooms and the 50-percent reduction in the size of the meeting/banquet room would result in fewer operational GHG emissions due to the reduction in energy use for building operations and reduction in trip generation. Total maximum annual operational GHG emissions under this alternative would be below the SCAQMD thresholds for operational GHG emissions, and impacts would be *less than significant*.

Since this alternative would include the same hotel and commercial uses as the proposed Project, impacts related to GHG emissions would be the same as those identified in Impact GHG-2 for the proposed Project and would be *less than significant*.

Land Use and Planning

Similar to the proposed Project, Alternative 2 would replace one- and two-story commercial uses and surface streets and parking with a three-story boutique hotel that includes ground floor restaurant and retail space, and subterranean parking. Consistent with the Downtown Core Revitalization Strategy, development of a catalyst hotel would be used to strengthen economic vitality in the area. Similar to the proposed Project, this alternative would be substantially consistent with the goals and policies contained within Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and PLAN Hermosa. Additionally, the reduction in the number of hotel rooms under Alternative 2 would achieve greater consistency with Policy 5.1, *Scale and Massing* in the PLAN Hermosa Land Use + Design Element, which considers the scale of new development within its urban context to reduce abrupt changes in scale and massing.

By reducing the size of the meeting/banquet space and eliminating 25 hotel rooms on the second and/or third story of the hotel, some rooftop elements could be relocated. As compared to the proposed Project, a Zoning Variance may not be required since the amount of structural and mechanical elements that would be located on the rooftop terrace could potentially be reduced to a lower elevation under this alternative. As such, impacts related to land use and planning under Alternative 2 would be similar to, but incrementally less severe than those described for the proposed Project.

Noise

Under Alternative 2, impacts related to construction noise and vibration would be similar to, but less severe than those described for the proposed Project. The size of the two-level proposed subterranean parking garage would be reduced, which would result in a corresponding reduction in the volume of excavation and an associated 18-percent reduction in the number of heavy haul truck trips for soil export. Further, as compared to the proposed Project, the elimination of 25 hotel rooms would result in one to two fewer concrete pours and approximately 200 to 400 fewer concrete truck trips. This alternative would also slightly decrease the duration and extent of construction activities. As a result, noise and vibration impacts related to the duration of heavy construction equipment use under Alternative 2 would be slightly reduced compared to those described under the proposed Project. However, as discussed for the proposed Project in Section 3.10, *Noise*, construction activities under this alternative would continue to have temporary significant adverse noise impacts to sensitive receptors at the Beach House Hotel and along The Strand, particularly for volleyball players at the adjacent beach volleyball courts, as well as temporary adverse noise and groundborne vibration impacts to sensitive receptors along nighttime

haul routes. This alternative would include the implementation of MM NOI-1a and MM NOI-1b, which would require the preparation and implementation of a Construction Noise Management Plan as well as the construction of temporary beach volleyball courts to reduce the severity of noise impacts. However, similar to the proposed Project, even with implementation of MM NOI-1a and MM NOI-1b, noise and vibration impacts from construction of the proposed mixed-use hotel development continue to be *significant and unavoidable* under Alternative 2.

Long-term operational increases in noise levels as a result of Alternative 2 would be similar to the proposed Project even with the reduction in number of hotel rooms and size of the meeting/banquet space, and the associated decrease in vehicle trip generation. As discussed in Section 3.10, *Noise,* potentially significant noise increases would be associated with hotel, retail, and restaurant operations, including maintenance and pickup/delivery activities, noise-generating rooftop equipment and ventilation systems, parking, increased traffic, and particularly outdoor dining and events. Although development of this alternative would result in an overall decrease in floor area compared with the proposed Project, the amount of operational noise generated by the proposed mixed-use hotel, mostly associated with outdoor dining and events, would generate similar noise levels. Similar to the proposed Project, compliance with HBMC, as well as implementation of: MM NOI-3a, which requires the Hermosa Beach Police Department (HBPD) to provide conditions of control of use to prevent adverse noise impacts on adjacent sensitive uses, MM NOI-3b, which requires the walk up cafés along 13th Street to close before 10:00pm to reduce nighttime noise, and MM NOI-3c, which requires the preparation and implementation of an Event Management Plan to limit noise generated by hotel operations as necessary to comply with the City's Noise Ordinance, would reduce operational impacts at the hotel site to *less than significant with mitigation* under this alternative.

Population and Housing

Increases in population, housing, and employment under Alternative 2 would be similar to the proposed Project. This alternative would not include development of any residences and would not be expected to induce substantial population growth in the area. As with the proposed Project, local job availability would be expected to increase by approximately 140 jobs (i.e., 3.5 percent), in line with SCAG's growth projections. Employment opportunities would likely be filled by members of the local and regional labor force. Potential increases in the low- and moderate-income work force within the City may increase demand for affordable housing; however, it is expected that the majority of employees would live in surrounding nearby cities and commute to Hermosa Beach. Therefore, under Alternative 2, impacts to population and housing would be *less than significant* and similar to those described for the proposed Project.

Public Services

Under Alternative 2, impacts to fire response capabilities would be similar to those described for the proposed Project. Also, similar to the proposed Project, Alternative 2 would comply with current fire prevention and fire suppression standards and the development would be subject to review by the HBFD to ensure adequate emergency access and fire protection features, such as alarms and sprinklers. Further, the City's new contract with Los Angeles County Fire Department (LACoFD) would allow the City to maintain its same level of services in the event of greater demand; therefore, impacts to fire protection services under this alternative would be *less than significant*.

Regarding impacts to police services, implementation of MM PS-3a and MM PS-3b, which would require the preparation and implementation of a Private Security Plan and an Emergency Response and Event Management Plan, would also apply under Alternative 2 and would ensure that impacts are *less than significant with mitigation*.

The Project site is served by the Hermosa Beach City School District (HBCSD). Similar to the proposed Project, the modest increase of students generated by this alternative is expected to be accommodated within existing and planned school facilities. Additionally, as with the proposed Project, the Applicant would be required to pay Senate Bill (SB) 50 developer fees to HBCSD, which would be used for the expansion or upgrading of school facilities as needed to accommodate indirect increases in school enrollment over time. Payment of developer fees constitutes full mitigation of impacts on public schools. Therefore, impacts to public schools under this alternative would be *less than significant*.

Potential impacts to library services under Alternative 2 would be the same as those described for the proposed Project. Similar to the proposed Project, library visits from hotel patrons would be negligible in comparison to overall visits from regional residents. Therefore, the impact on library services under this alternative would be *less than significant*.

Transportation and Traffic

Construction impacts related to transportation and traffic under Alternative 2 would be less severe than those described for the proposed Project. Similar to the proposed Project, Alternative 2 would create potential traffic impacts through generation of temporary construction-related traffic. However, the scope, duration, and extent of construction activities would be slightly reduced under this alternative, including an 18-percent reduction in heavy haul truck trips and a reduction of one to two concrete pours and approximately 200 to 400 fewer concrete truck trips. However, even with the implementation of MM TT-1, which would require the preparation and implementation

of a Final Construction Management Plan, construction-related traffic impacts associated with heavy haul trucks and concrete trucks traveling along Gould Avenue and entering and exiting the Project site via 13th Street and Hermosa Avenue would be *significant and unavoidable*.

Operational transportation and circulation impacts under Alternative 2 would be reduced, compared to the proposed Project, due to the reduction in size of the mixed-use hotel development and the associated reduction in vehicle trip generation. The elimination of 25 rooms would reduce peak hour traffic by a minimum of approximately 4 peak hour trips during the AM peak hour and a maximum of approximately 6 peak hour trips during the Saturday Midday peak hour. The 50-percent reduction in the meeting/banquet space, which is the highest trip generating use in the mixed-use hotel during all peak hours (0.50 peak hour trips per occupant), would reduce traffic by an additional 32 peak hour trips during all peak hours. The total net amount of peak hour trips under this alternative would be reduced by 36 total peak hour trips on Sunday and 38 peak hour trips for all other days of the week (refer to Table 5-1). Under the proposed Project, the only significant traffic impact would occur in the Sunday Afternoon peak hour at the intersection of Hermosa Avenue & Pier Avenue during Existing (2016) Plus Project Conditions and Future Year (2021) Plus Project conditions. The increase of 0.022 in Intersection Capacity Utilization (ICU) value caused by the proposed Project at this intersection would exceed the threshold for significance of 0.020. However, due to the decrease in trip generation under this alternative, the ICU value would be reduced to 0.020 or below. Therefore, under Alternative 2, operational impacts to traffic at the one impacted intersection would be less than the proposed Project and would be reduced to *less than significant*; however, although reduced in severity due to decreases in haul truck traffic, *significant and unavoidable* construction-related impacts associated with the proposed Project would remain under this alternative.

Utilities and Service Systems

Similar to the proposed Project, the proposed mixed-use hotel under Alternative 2 would incrementally increase demand for utility service, including water supply, wastewater disposal, solid waste disposal, and energy relative to existing conditions. Relocation of the existing sewer lines along Beach Drive and 13th Court and installation of a new sewer main alignment and on-site water distribution lines would be required. However, as with the proposed Project, the demand would be adequately met by existing and planned future energy and water supplies, and remaining capacities within the wastewater treatment facility and landfills serving the City. Further, as Alternative 2 would reduce the number of hotel rooms and the size of the hotel meeting/banquet space relative to the proposed Project, this alternative would result in slightly reduced impacts related to demand for utilities compared to the proposed Project due to decreased energy and water

demand and waste generation. As discussed in Section 3.13, *Utilities and Service Systems*, no additional energy supply infrastructure, water supply facilities, or landfill capacity would be required as a result of the mixed-use hotel project.

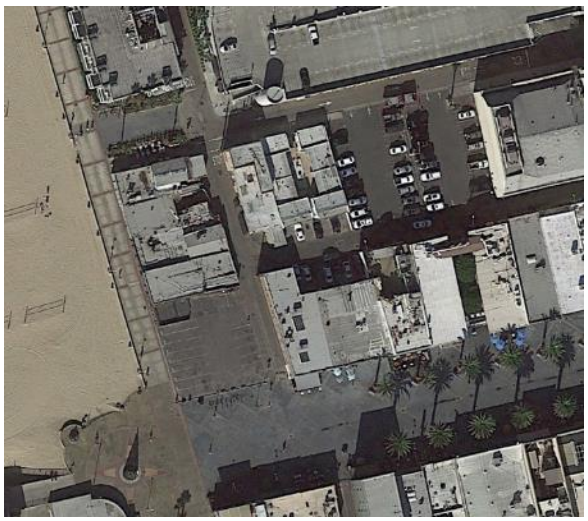
As with the proposed Project, Alternative 2 would be designed to achieve LEED Gold certification level or equivalent. Incorporation of LEED Gold standards would reduce the amount of energy required for lighting, water heating, and heating and air conditioning. Under this alternative, the mixed-use hotel would continue to include a rooftop solar PV array which would provide approximately 25 percent of the electrical power requirements of the development. Green building elements would also increase energy efficiency from the building envelope through use efficient building materials, such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs, as well as low impact development (LID) BMPs including capture and use, a green roof, and cooling towers. Therefore, as with the proposed Project, impacts to utilities under Alternative 2 would be *less than significant* with implementation of energy efficient building construction.

5.5.3 Alternative 3 – Reduced Hotel with Provision of Off-Site Parking at City Parking Lot B

Alternative 3 (Lot B Alternative) would include a three-story mixed-use hotel building with ground floor restaurant and retail uses along Pier Plaza and The Strand similar to the proposed Project; however, the proposed two-level subterranean basement would be eliminated and vehicle parking would be provided in an above-ground parking structure located on Lot B (see Figure 5-8). As described for the proposed temporary use of Lot B under the proposed Project, 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. Due to the construction access and staging constraints, construction of the mixed-use hotel and above ground parking structure would occur sequentially, at least in part. The overall schedule would likely be similar in total duration to that described for the proposed Project; however, construction phasing would be adjusted as necessary.

In addition to major changes in the location and amount of parking provided under Alternative 3, 50 hotel rooms would be removed from the second and/or third floor of the mixed-use hotel to accommodate the spa/wellness center, meeting/banquet space, and back of house spaces planned for the subterranean basement under the proposed Project. Additionally, as discussed further below, elimination of the 50 hotel rooms would be necessary for the proposed above-ground

parking structure to accommodate peak parking demands. Similar to the proposed Project, the redesign under this alternative would incorporate MM VIS-1b, which would remove the southwest corner of the proposed mixed-use hotel. Additionally, similar to Alternative 2, the redesign of Alternative 3 would reduce the meeting/banquet space by 50 percent. The intent of this alternative is to eliminate the need for excavation of a subterranean basement and substantially reduce the severity of the temporary, but prolonged *significant and unavoidable* construction-related impacts associated with heavy haul truck trips. Additionally, similar to Alternative 2, the reduction in the size of the mixed-use hotel under Alternative 3 would eliminate the *significant and unavoidable* operational impacts to the intersection of Hermosa Avenue & Pier Avenue.



Under this alternative, parking would be provided in an off-site parking structure located on Lot B adjacent to the east of the Project site.

The above-ground parking structure located adjacent to the mixed-use hotel would be 30 feet in height and would include a ground level, second floor, third floor, and rooftop floor, providing approximately 152 spaces. The parking spaces located on the ground level of the parking structure would be retained by the City and would continue to be available for public coastal access parking in the Downtown Core. These metered public parking spaces would continue to be accessible via 13th Street similar to existing conditions in Lot B. The three overhead floors of the parking structure would be reserved for mixed-use hotel parking (see Figure 5-8). Together, the three floors of the parking structure would provide 114 parking spaces available for use by the mixed-use hotel (i.e., the 38 spaces on the second, third, and rooftop floors) and would be accessed by valet from the hotel's porte cochère. The 50-percent reduction in the number of hotel rooms would balance peak parking demand under this alternative with the reduction in parking from 178 spaces under the proposed Project to 114 spaces under the Lot B Alternative. With the reduction in the number of hotel rooms, approximately 58 fewer parking spaces would be required during the weekdays and approximately 59 fewer spaces would be required during the weekends.

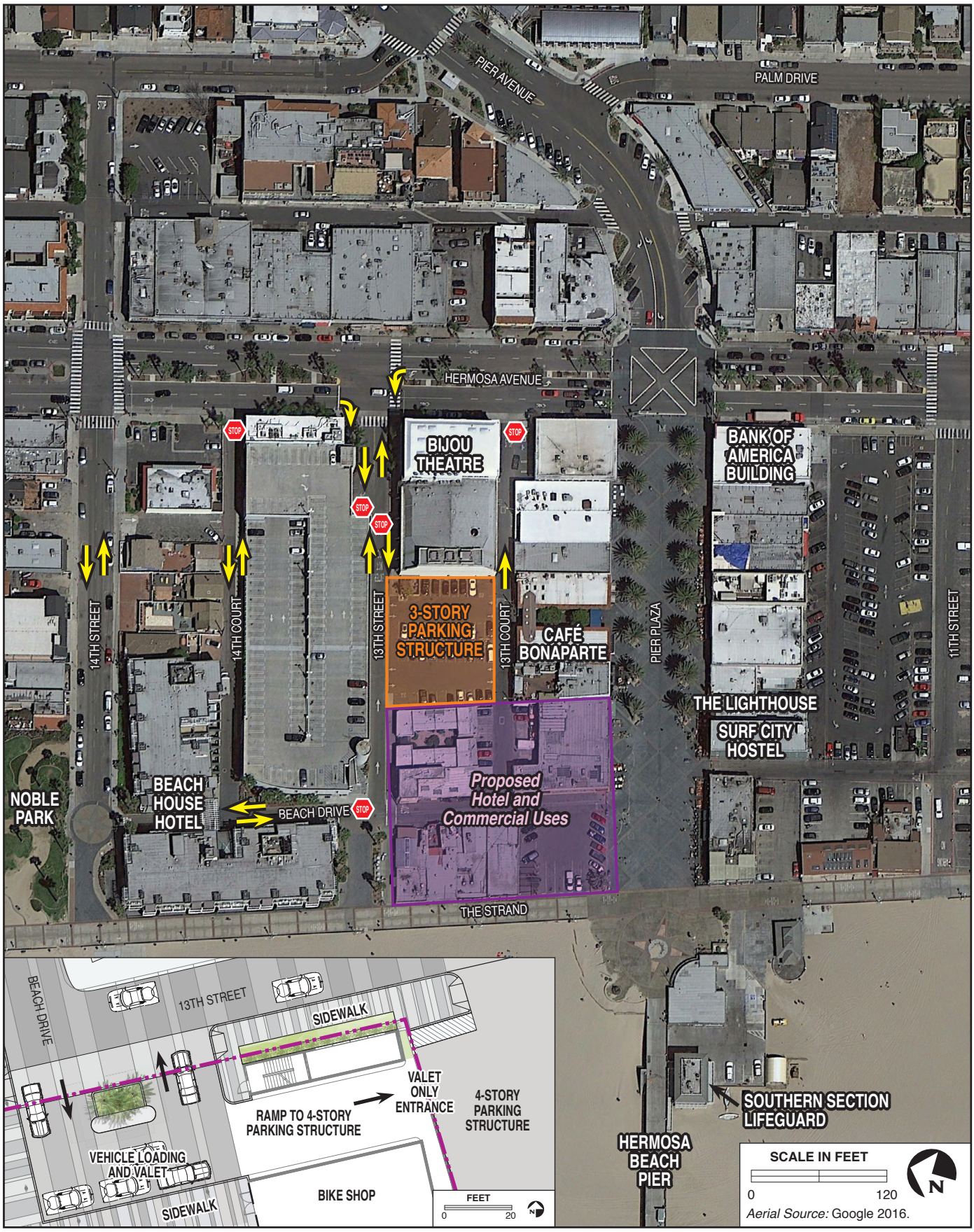
Similar to the proposed Project, the parking structure on Lot B would incorporate a north-south pedestrian and bicycle route parallel to The Strand to partially offset the loss of pedestrian access from 13th Street to Pier Plaza resulting from the vacation of Beach Drive. The route would cross the ground level of the parking structure from 13th Street to 13th Court to allow access through Lot B and

Loreto Plaza connecting to Pier Plaza. Implementation would include crosswalk striping across 13th Court, as well as signage indicating shared pedestrian and bicycle access through the parking structure onto 13th Street, where pedestrians and bicycles could turn west to The Strand or east to Hermosa Avenue. As with the proposed Project, in order to accommodate pedestrian and bicycle access across Lot B, the ground floor of the parking structure would need to be striped to facilitate passage, which would reduce the number of parking spaces on the ground floor from the existing 38 stalls to 34.

Table 5-2. Alternative 3 – Lot B Parking Structure Details

City Parking Lot B Structure Details	
Lot B Site Acreage	0.26 acres (11,400 sf)
Parcel Nos.	4183-002-900, 4183-002-901, 4183-002-902, and 4183-002-903
Total Building Area	11,400 sf (100 percent of Lot B area)
Parking Spaces	114 reserved hotel spaces and 34 public parking spaces
Height (Existing height limit - 30')	30 feet
Parking Structure Access	Ramp from the hotel porte cochère

By eliminating the proposed two-story subterranean basement below the mixed-use hotel, Alternative 3 would substantially reduce significant construction-related impacts associated with excavation. With the elimination of the excavation, the proposed mixed-use hotel development would only require a minor amount of soil export for leveling of the Project site (e.g., approximately 1,000 cubic yards [cy] as compared to the 42,700 cy of soil export for the proposed Project). This would result in an approximately 95-percent reduction in heavy haul truck trips compared to the proposed Project. Therefore, with the exception of materials and equipment deliveries, heavy haul truck trips would be substantially reduced with associated reductions daytime noise impacts to off-site residences along Gould Avenue. Additionally, the need for queuing spaces along Hermosa Avenue would also be reduced, limiting the duration of construction-related traffic, air quality, and noise impacts associated with heavy haul truck queuing. However, additional concrete trucks would be required to construct the proposed Lot B parking structure (i.e., an approximately 66-percent increase relative to the proposed Project, including up to 200 trucks for each of the three pours required for the foundation and each of the three levels). This would increase the number of nighttime periods when sensitive receptors adjacent to the Project site and residents along Gould Avenue would experience *significant and unavoidable* impacts related to noise and vibration. While construction of the parking structure on Lot B would result in fewer construction-related traffic impacts associated with substantially decreased daytime excavation activities, the development of a 30-foot parking structure on Lot B would introduce additional construction-related noise and vibration impacts associated with increased concrete pours as further discussed below under *Noise*.



amec foster wheeler

Strand and Pier Hotel – Alternative 3
3-Story Parking Structure

FIGURE 5-9

Aesthetics and Visual Resources

With regard to potential impacts on public views to and along the Pacific Ocean and beach, similar to the proposed Project, the Lot B Alternative would incorporate MM VIS-1b and MM VIS-1c, which would remove the southwest corner of the proposed mixed-use hotel and maintain a low vegetation canopy for landscaping, in order to retain the views of the Pacific Ocean, sandy beach, and open sky – in particular the views provided from the western terminus of Pier Plaza as exemplified by KVL 3.

The Lot B Alternative site would be surrounded by multiple-story structures on every side, which currently prevent any clear views through or from the site; therefore, development of the new parking structure would not block existing scenic views of the Pacific Ocean or

Development of the above-ground parking structure under the Lot B Alternative would alter the existing visual character of the Project site due to the demolition of the existing one- and two-story buildings, surface parking, and street segments, and construction of a new modern, mixed-use hotel approximately 10 to 20 feet taller than the existing structures. Further, this alternative would replace a surface parking lot with a 30-foot-tall parking structure. Although the proposed mixed-use hotel and parking structure would be larger in scale and mass than existing buildings on the site, these buildings would not alter the existing visual character or quality of surrounding land uses such that substantial impacts would occur. The mixed-use hotel and parking structure would be comparable in height to the existing Beach House Hotel, Lot C, and commercial buildings in the vicinity (e.g., Hennessey's Tavern) and would not overwhelm or be visually incompatible with surrounding development. Additionally, the above-ground parking structure would only have limited visibility from Pier Plaza and The Strand, similar to Lot C. As with the proposed Project, discretionary review of the Project application by the Planning Commission and City Council would ensure that the height and design of the mixed-use hotel and parking structure would not contribute to excessive visual bulk and would ensure that light and views of the clear sky are adequately

maintained. Therefore, under the Lot B Alternative potential impacts to existing visual character and quality of the site and surrounding areas would be *less than significant with mitigation*.

As with the proposed Project, development of the Lot B Alternative would create a new source of light and glare that could adversely affect daytime or nighttime views in the area. However, similar to the proposed Project, compliance with HBMC regulations, required City approval of a proposed lighting plan, and implementation of MM VIS-4, which requires the use of low- or no-glare exterior building materials, would minimize the lighting and glare effects of the proposed buildings on neighboring properties, pedestrians, bicyclists, and other light-sensitive receptors. While the Lot B Alternative would introduce an additional source of shade compared to the proposed Project, shading impacts would be similar to existing conditions in the vicinity. As with the proposed Project, due to the angle of sun exposure, construction of the proposed above-ground parking structure would not introduce additional shading along heavily-used public areas such as Pier Plaza or The Strand. Therefore, impacts related to substantial new sources of light and glare from development under the Lot B Alternative would be *less than significant with mitigation*.

Shading impacts as a result of the Lot B Alternative would be typical of existing conditions along existing adjacent narrow streets/alleyways in the Downtown.

Air Quality

With regard to construction of the proposed mixed-use hotel, the Lot B Alternative would eliminate the two-level subterranean basement, reducing overall combustion emissions by eliminating the excavation phase of construction and decreasing the number of heavy haul truck trips associated with soil export by approximately 95 percent. The proposed parking structure on Lot B would require an approximately 66-percent increase in concrete truck trips for construction

of the foundation and each of the three floors. Additionally, the construction of the proposed parking structure would result in combustion emissions related to finishing work. However, this alternative would substantially reduce the total net number of heavy haul truck and concrete truck trips. Further, finishing work for the proposed parking structure would be much less intensive than the excavation of the subterranean parking garage, which would require extensive heavy construction equipment use, including the use of a groundwater freezing dewatering system. As such daily combustion emissions could be reduced relative to the proposed Project. Therefore, construction emissions of CO, VOC, NO_x, PM_{10}, $PM_{2.5}$, and SO_x would be reduced relative to the proposed Project and would be *less than significant*.

Due to the reduction of hotel rooms and meeting/banquet space under the Lot B Alternative, long-term operational air pollutant emissions would be slightly reduced when compared to the proposed Project and would be further below the SCAQMD operational regional significance thresholds for all air pollutants. Therefore, impacts to regional air quality would be slightly less than those under the proposed Project and would remain *less than significant*.

Recreation

As with the proposed Project, the Lot B Alternative would interfere with and disrupt coastal access parking and recreational facilities during construction (refer to Impact REC-1). However, with implementation of MM REC-1a and MM REC-1b, which would require the Applicant to offset the loss of public parking in the Coastal Zone, MM REC-1c, which would temporarily widen The Strand to minimize pedestrian and bicycle congestion during construction, and MM TT-1, which would require the preparation and implementation of a Final Construction Mitigation Plan to ensure that construction parking spillover would not affect additional public parking, construction-related impacts to recreation would be *less than significant with mitigation*.

Similar to the proposed Project, the Lot B Alternative would also incorporate a pedestrian and bicycle route that would cross the ground floor of the parking structure in Lot B, allowing access through Loreto Plaza to Pier Plaza; thus, potential long-term interference with existing north-south pedestrian and bicycle coastal access due to vacation of Beach Drive would be reduced, and impacts would be *less than significant*.

With regard to long-term coastal access parking availability, the Lot B parking structure provided under this alternative would provide a total of 114 spaces for the mixed-use hotel in the upper three floors of the parking structure, which would be 64 spaces less than the proposed Project's 178 total spaces provided in the two-level subterranean parking garage. However, similar to the proposed Project, the valet-only operation for the proposed mixed-use hotel would also allow for vehicles

to be parked in stacked formations, accommodating up to 28 additional vehicles (i.e., approximately 25 percent more vehicles than the standard configuration), for a total parking supply of 142 parking spaces under the Lot B Alternative. The 50-percent reduction in the number of hotel rooms would balance parking demand under this alternative with the reduction in parking. Under this alternative, approximately 58 fewer spaces would be required during the weekdays and approximately 59 fewer spaces would be required during the weekends. As such, with stacked valet parking, the parking structure would still be able to accommodate the peak weekday parking demand (i.e., 131 vehicles) and peak weekend parking demand (i.e., 141 vehicles) for all uses on the associated with this alternative. As such, operational impacts to coastal access parking under this alternative would be similar to the proposed Project and less than significant with implementation of MM REC-3, which would apply parking rate caps to the paid hotel valet parking to avoid parking demand spillover into adjacent City-owned parking lots. Therefore, impacts to recreation would be *less than significant with mitigation* under this alternative.

Cultural Resources and Tribal Cultural Resources

The Lot B Alternative would result in similar impacts to historic resources as those identified for the proposed Project in Impact CUL-1 of Section 3.4, *Cultural Resources and Tribal Cultural Resources*. The existing seven buildings and the surface parking lot located within the Project site have been determined not to be eligible for listing as historic resources under the criteria of the California Register of Historic Places and as local landmarks under the City's ordinances. In addition, there are no historical resources in the vicinity of the Project site that would be affected by the construction of the mixed-use hotel. Therefore, development of the Lot B Alternative would not result in adverse effects on historic resources, and similar to the proposed Project, impacts would be *less than significant*.

Potential impacts to previously unidentified archaeological and paleontological resources, human remains, and tribal cultural resources under the Lot B Alternative would be substantially less than under the proposed Project due to the elimination of the two-level subterranean basement. Construction of the adjacent parking structure in Lot B would involve site clearing and minor grading. Similar to the proposed Project MM CUL-2a and CUL-2b, which include the development of an Archaeological Monitoring Plan and procedures for inadvertent discoveries, and CUL-3a through CUL-3e, which include a construction worker awareness training and construction monitoring protocol for paleontological resources, would also reduce potential impacts to cultural and paleontological resources under the Lot B Alternative. Similar to proposed Project impacts described in Impact CUL-4 and Impact CUL-5, existing regulations and implementation of MM CUL-2a and MM CUL-2b, would also reduce potential impacts to tribal

cultural resources under the Lot B Alternative. Therefore, potential impacts to cultural resources and tribal cultural resources under the Lot B Alternative would also be *less than significant with mitigation*.

Geology and Soils

The Lot B Alternative would result in reduced impacts to geology and soils at the Project site due to the elimination of the two-level subterranean basement. Standard regulatory conditions requiring compliance with the UBC, CBC, HBMC, and City's Seismic Safety Element would address geologic hazards under the Lot B Alternative. As with the proposed Project discussed in Impact GEO-1, implementation of MM GEO-1a and MM GEO-1b, which require the use of construction techniques to ensure the foundation and building are structurally sound, would be required to address impacts related to seismic-related ground failure and liquefaction. Impacts related to soil erosion during excavation and potential collapse of excavated slopes under the proposed Project would be much less substantial under the Lot B Alternative, due to the elimination of the two-level subterranean basement.

Construction of the adjacent parking structure under the Lot B Alternative would involve minor site clearing and demolition with limited potential for soil disturbance and no substantial excavation. However, potential impacts related to geology and soils could occur associated with the proposed parking structure at Lot B. Prior to construction of the parking structure under the Lot B Alternative, the Applicant would be required to prepare and submit a site-specific geotechnical report for review and approval by the City's Building and Safety Division. The geotechnical report would evaluate site-specific geologic hazards, including ground-shaking hazards and ground failure, and would identify design requirements for structures and foundations to maintain structural integrity to the maximum extent feasible. All recommendations and design features in the geotechnical report would be required to be incorporated into the development's building design. Therefore, as with the proposed Project, compliance with the UBC, CBC, HBMC, the City's Seismic Safety Element, and adherence to the design recommendations described in site-specific geotechnical studies would reduce geology and soils impacts associated with the parking structure under the Lot B Alternative to *less than significant with mitigation*.

Hazards and Hazardous Materials

As described for the proposed Project, implementation of the Lot B Alternative would result in risks of exposure to hazardous materials, including potential asbestos-containing material and lead that could be released during demolition of the existing buildings. Similar to the proposed Project, the Lot B Alternative would require site preparation activities, including demolition and minor

grading. Since the Lot B Alternative would eliminate the two-level subterranean basement, the depth of excavation and the potential for exposure to contaminated soils would be less than that described for the proposed Project.

In addition to impacts at the Project site, potential impacts associated with hazards and hazardous materials under the Lot B Alternative could occur associated with the proposed parking structure at Lot B. Although no building demolition would be required for preparation activities at this site, exposure to unanticipated hazardous substances could potentially occur from soil or groundwater contamination that may be present below the surface parking lot. However, the Phase I Environmental Site Assessment (ESA) performed for the Project site found no indication from historical sources reviewed, databases searched, or the site reconnaissance of the storage, use, or disposal of hazardous materials in its evaluation of the adjacent Lot B. Therefore, the potential to encounter hazardous contamination beneath Lot B is low.

Overall, impacts with regard to hazards and hazardous materials under the Lot B Alternative would be slightly less than those described under the proposed Project, and the Lot B Alternative would be required to mitigate any presence and use of hazardous materials in a similar manner with implementation of MM HAZ-2a, which requires a survey for lead based paint and asbestos-containing materials, and MM HAZ-2b, which requires execution of a contingency plan in the event that contaminants or hazardous materials are suspected or discovered. Implementation of recommended mitigation measures and compliance with Federal, state, and local regulations related to the transport, use, storage, and cleanup of hazardous materials would reduce the risks associated with discovered hazardous materials. Therefore, potential impacts under this alternative are anticipated to be *less than significant with mitigation*.

Hydrology and Water Quality

Impacts related to hydrology and water quality under the Lot B Alternative would be less than those described for the proposed Project in Section 3.7, *Hydrology and Water Quality*, due to the elimination of the two-level subterranean basement. Although water quality impacts from soil erosion would be less under the Lot B Alternative, implementation of the Applicant-prepared SWPPP would still be required to address surface water quality impacts from erosion, sedimentation, and polluted runoff during construction activities. Standard regulatory conditions requiring compliance with NPDES permitting and the HBMC would also address impacts to surface water quality under the Lot B Alternative. With implementation of regulatory compliance measures, BMPs, and the SWPPP prepared for the Project site, short-term construction impacts to surface water quality under the Lot B Alternative would be slightly less than those under the proposed Project and would remain *less than significant*.

As with the proposed Project, alterations to the Project site under the Lot B Alternative would alter the surface runoff pattern through relocation and construction of storm drains, which could impact erosion, siltation, or turbidity, as well as introduce pollutants into the storm drain system and on to the Pacific Ocean. Compliance with NPDES and HBMC permitting would be required to reduce the potential for pollutants to runoff and enter the storm drain system. However, there is still a potential that rerouting storm water flow along 13th Court from the Pier Avenue storm drain line to the 13th Street storm drain line could result in an exceedance of capacity in the 13th Street storm drain line. Similar to the proposed Project, with implementation of MM HYD-3, which requires a storm drain capacity analysis and potential infrastructure upgrades, this impact would be *less than significant with mitigation* under the Lot B Alternative. In addition to impacts at the Project site, under the Lot B Alternative, impacts associated with hydrology and water quality could occur with the construction of the above-ground parking structure at Lot B. The surface parking lot is currently fully paved and impermeable, so redevelopment with an above-ground parking structure would not change site hydrology significantly. However, there may be a slight beneficial reduction in runoff through compliance with LID requirements. As with the Project site, compliance with the HBMC and NPDES permitting would be required for development of the parking structure, and impacts would remain *less than significant*.

Construction of the parking structure on Lot B would result in additional development of an area that could be affected by long-term sea level rise (e.g., coastal flooding) and tsunami inundation; however, these impacts would be slightly reduced under the Lot B Alternative when compared with the proposed Project. Under this alternative the parking structure would be located above-ground and would be set back farther from the shoreline. Additionally, the proposed mixed-use hotel building would buffer the above-ground parking structure from the threats of erosion and wave attack. Similar to the proposed Project, implementation of MM HYD-5a through MM HYD-5c, which require adaptive design/flooding proofing of buildings, periodic review of the PDP, payment of an in-lieu fee for sea level rise adaptive management actions, and tsunami evacuation materials and training, would also minimize potential impacts related to exposure of people and structures to risk of loss, injury, or death involving coastal flooding and sea-level rise, and impacts would be *less than significant with mitigation*.

Overall, impacts to hydrology and water quality under the Lot B Alternative would be less than those described under the proposed Project, and the Lot B Alternative would be required to mitigate any potential hydrology and water quality impacts in a similar manner to the proposed Project with implementation of a SWPPP, MM HYD-3, and MM HYD-5a through MM HYD-5c. Therefore, as with the proposed Project, compliance with Federal, state, and local regulations and

implementation of mitigation measures would reduce potential impacts related to hydrology and water quality under the Lot B Alternative to *less than significant with mitigation*.

Greenhouse Gas Emissions

As described previously, the elimination of the two-level subterranean basement under this alternative would substantially decrease the number of total net heavy haul truck and concrete truck trips as well as the overall intensity of construction activities. Further, finishing work for the proposed parking structure would be much less intensive than the excavation of the subterranean parking garage, which would require extensive heavy construction equipment use, including the use of a groundwater freezing dewatering system. As such daily combustion emissions would be reduced relative to the proposed Project. Therefore, net construction-related GHG emissions under this alternative would slightly reduced relative to the proposed Project and would remain *less than significant*.

As the number of hotel rooms and size of the meeting/banquet space would be decreased under the Lot B Alternative, this alternative would result in fewer operational GHG emissions related to building operations and vehicle trip generation when compared to the proposed Project. The total maximum annual combined GHG emissions for construction and operation would be well below the SCAQMD thresholds for GHG emissions, and impacts would remain *less than significant*.

Further, since the Lot B Alternative would include the same hotel and commercial uses as the proposed Project, impacts related to GHG emissions would be the same as those identified in Impact GHG-2 for the proposed Project and would be *less than significant*.

Potential impacts associated with sea level rise are discussed above in *Hydrology and Water Quality*.

Land Use and Planning

Similar to the proposed Project, as discussed in Impact LU-1 of Section 3.9, *Land Use and Planning*, a north-south pedestrian and bicycle path parallel to The Strand would be incorporated into the parking structure to partially offset the loss of pedestrian access to Pier Plaza from vacation of Beach Drive. The route would cross the ground floor of the parking structure from 13th Street to 13th Court to allow access through Lot B and Loreto Plaza connecting to Pier Plaza. This would include crosswalk striping across 13th Court, as well as signage indicating shared pedestrian and bicycle access through the parking structure onto 13th Street, where pedestrians and bicycles could turn west to The Strand or east to Hermosa Avenue.

As with the proposed Project, the Lot B Alternative would replace one- and two-story commercial uses and surface streets and parking with a three-story mixed-use hotel, with ground floor restaurant and retail space within the Downtown Core. Similar to the proposed Project, the Lot B Alternative would be substantially consistent with the goals and policies contained within SCAG's RTP/SCS Strategy and PLAN Hermosa. Like the Project site, the parking structure site is designated as Recreational Commercial (RC) in PLAN Hermosa, and zoned C-2. While the upper three levels of the parking structure would be dedicated to the mixed-use hotel, the ground floor containing the existing 34 public parking spaces would be retained for public use. The parking structure site is also specifically identified in the Downtown Core Revitalization Strategy to be within a Hotel Opportunity Area which is an allowed use in the Coastal Zone with the objective of making coastal resources more publicly accessible. Therefore, potential impacts related to consistency with applicable land use plans, policies, or regulations would be similar to the impacts described for the proposed Project and would be *less than significant.*

Noise

The elimination of the two-level subterranean basement would substantially reduce the volume of excavation and would reduce the number of heavy haul truck haul trips required for soil removal by approximately 95 percent, thereby reducing daytime noise impacts. However, heavy haul trucks would still be required for materials delivery and removal of demolition debris. Additionally, approximately 66-percent more nighttime concrete pours would be required for the proposed above-ground parking structure. Therefore, while daytime construction noise impacts along Gould Avenue would be reduced, the duration and frequency of nighttime noise and vibration impacts from concrete pours along Gould Avenue and at Lot B would be more severe during this sensitive time period. Impacts to nearby sensitive receptors associated with noise and vibration related to construction of the mixed-use hotel under the Lot B Alternative would remain *significant and unavoidable*.

Long-term operational increases in noise levels at the Project site under the Lot B Alternative would be similar to impacts under the proposed Project as discussed in Impact NOI-3. As discussed in Section 3.10, *Noise*, potentially significant noise increases would be associated with hotel, retail, and restaurant operations, including maintenance and pickup/delivery activities, noise-generating rooftop equipment and ventilation systems, parking, increased traffic, and particularly outdoor events. Similar to the proposed Project, compliance with HBMC as well as implementation of MM NOI-3a, which requires HBPD to provide conditions of control of use to prevent adverse noise impacts on adjacent sensitive uses, MM NOI-3b, which requires the walk up cafés along 13th Street to close before 10:00pm to reduce nighttime noise, and MM NOI-3c, which requires the

preparation and implementation of an Event Management Plan to limit noise generated by hotel operations as necessary to comply with the City's Noise Ordinance, would reduce operational impacts at the Project site. Noise associated with vehicle parking would increase under the Lot B Alternative compared to the proposed Project. Parking structures can be a source of annoyance to neighboring uses due to automobile engine start-ups and acceleration, and the potential activation of car alarms. However, due to the relatively high level of traffic noise along streets and pedestrian walkways in the Project vicinity, normal daytime parking structure noise would likely be incrementally audible due to the masking of noise by traffic on nearby roadways. Nighttime parking structure noise would be of greater concern; however, during the evening hours vehicle use at the mixed-use hotel would be reduced with hotel guests staying on-site for the evening and other restaurant patrons often arriving by Uber or Lyft. As such, similar to daytime parking structure noise, nighttime noise would likely be incrementally audible. Therefore, while greater than operational noise impacts at Lot B under the proposed Project, this noise level increase under the Lot B Alternative is anticipated to be *less than significant.*

Population and Housing

Increase in population, housing, and employment under the Lot B Alternative would be similar to the proposed Project as discussed in Section 3.11, *Population and Housing*. This alternative would not include development of any residences and would not be expected to induce substantial population growth in the area. Local job availability would be expected to increase negligibly by 140 jobs (i.e., 3.5 percent), in line with SCAG's growth projections. Employment opportunities would likely be filled by members of the local and regional labor force. Potential increases in the low- and moderate-income work force within the City may increase demand for affordable housing; however, it is expected that the majority of employees would live in surrounding nearby cities and commute to Hermosa Beach. Therefore, impacts to population and housing under the Lot B Alternative would be *less than significant*.

Public Services

Similar to the proposed Project as described in Impact PS-1 of Section 3.12, *Public Services*, the Lot B Alternative would comply with current fire prevention and fire suppression standards and the development would be subject to review by the HBFD to ensure adequate emergency access and fire protection features such as alarms and sprinklers. Similar to the proposed Project, the City's new contract with LACoFD would allow the City to maintain its same level of services in the event of greater demand; therefore, impacts to fire and EMS services under the Lot B Alternative would be *less than significant*.

Similar to the proposed Project as discussed in Impact PS-2, the Lot B Alternative could affect emergency access to the Project site during both construction and operation due to its location in an area that presents access challenges for large fire trucks. However, with implementation of MM TT-1, which requires the preparation and implementation of a Final Construction Management Plan to address construction safety, including coordination with HBFD and HBPD, impacts to emergency access during construction under the Lot B Alternative would be *less than significant with mitigation*. With regard to operational emergency access impacts, MM PS-3b, which requires an Emergency Response Plan, impacts under the Lot B Alternative would also be *less than significant with mitigation*.

Similar to the proposed Project as described in Impact PS-3, the Lot B Alternative could slightly increase the demand for police protection services, particularly during evenings, weekends, and special events. However, with implementation of MM PS-3a, which requires a Private Security Plan to resolve guest- and event-related disturbances, and MM PS-3b, which requires an Emergency Response Plan, impacts to police protection services under the Lot B Alternative would be reduced at the Project site. However, since the Lot B Alternative would develop a new parking structure on Lot B unlike the proposed Project, an additional mitigation measure to prepare and implement a Private Security Plan specifically for the Lot B parking structure, including establishment of timeframes for private security patrols, as well as locations of 911-capable phones within the parking structure, would be required to reduce impacts. Therefore, implementation of MM PS-3a, MM PS-3b, and MM PS Alt.-3a would ensure that impacts to police services are *less than significant with mitigation*.

MM PS Alt.-3a ***Lot B Parking Structure Private Security Plan*** *– The Applicant shall prepare and implement a Private Security Plan for the City Parking Lot B Parking Structure that shall include security staff training and patrols timeframes, as well as locations of 911-capable phones within the parking structure. The Plan shall be reviewed and approved by the City and HBPD prior to issuance of a building permit.*

Similar to the proposed Project as discussed in Impact PS-4, the modest increase of students generated by the Lot B Alternative is expected to be accommodated within existing and planned school facilities. In addition, as with the proposed Project, the Applicant would be required to pay SB 50 developer fees to HBCSD, which would be used for the expansion or upgrading of school facilities as needed to accommodate indirect increases in school enrollment over time. Payment of developer fees constitutes full mitigation of impacts on public schools. Therefore, impacts to public schools under this alternative would be *less than significant*.

Potential impacts to library services under the Lot B Alternative would be the same as under the proposed Project, as described in Impact PS-5. Development under the Lot B Alternative would not add to long-term regional populations that utilize library services. With the proposed hotel at its maximum capacity of 250 patrons (which could be reduced to approximately 140 patrons under the Lot B Alternative), there would be a 1 percent (or less under the Lot B Alternative) increase in the City's population. Similar to the proposed Project, library visits from hotel patrons would be negligible in comparison to overall visits from regional residents. Therefore, under the Lot B Alternative, impacts to library services would be *less than significant*.

Transportation and Traffic

Similar to the proposed Project as described in Impact TT-1, the Lot B Alternative would create potential traffic impacts through generation of temporary construction-related traffic. However, construction-related traffic impacts at the Project site would be substantially reduced under the Lot B Alternative compared to the proposed Project, as the two-level subterranean basement would be eliminated. Excavation and shoring would not be required under this alternative resulting in an approximately 95-percent reduction in heavy haul truck trips for soil export. While the Lot B Alternative would introduce additional construction activities including an approximately 66-percent increase in concrete pouring for the construction of the proposed parking structure on Lot B, concrete pouring activities would occur during nighttime hours to reduce construction-related traffic impacts. Nevertheless road closures, sidewalk closers, and other daytime construction activities including materials delivery would still occur during the daytime hours. Even with implementation of MM TT-1, which requires the implementation of a Final Construction Management Plan, construction-related traffic impacts associated with construction vehicles entering and exiting the project site via 13th Street and Hermosa Avenue would be *significant and unavoidable*.

Operational transportation and traffic impacts under the Lot B Alternative would be less than those described for the proposed Project as discussed in Impact TT-2 and Impact TT-3. This alternative would result in a 50-percent decrease in the number of hotel rooms, and 50-percent reduction in the meeting/banquet area. Therefore, under the Lot B Alternative, Project trip generation estimates would be commensurately reduced, as would intersection LOS impacts. Under the proposed Project, the only significant traffic impact would occur in the Sunday Afternoon peak hour at the intersection of Hermosa Avenue and Pier Avenue during Existing (2016) Plus Project Conditions and Future Year (2021) Plus Project conditions. The increase of 0.022 in ICU value caused by the proposed Project at this intersection would exceed the threshold for significance of 0.020. However, similar to Alternative 2, due to the decrease in trip generation under the Lot B

Alternative, the ICU value would be reduced to 0.020 or below, thus not exceeding the threshold for significance at this intersection. Therefore, under the Lot B Alternative, impacts to intersection LOS would be less than the proposed Project and would be *less than significant*.

Similar to the proposed Project as discussed in Impact TT-4, potential impacts to CMP roadways, traffic hazards, emergency access, and bicycle and pedestrian right-of-way under the Lot B Alternative would remain the same as under the proposed Project and would be *less than significant.*

Utilities and Service Systems

Similar to the proposed Project, the proposed mixed-use hotel and parking structure associated with the Lot B Alternative would increase the demand for utility service, including water supply, wastewater disposal, solid waste disposal, and energy. Relocation of the existing sewer lines along Beach Drive and 13th Court and installation of a new sewer main alignment and on-site water distribution lines would be required. However, demand would be adequately met by existing and planned future energy and water supplies, and remaining capacities within the wastewater treatment facility and landfills serving the City. The Lot B Alternative would result in a reduced number of hotel rooms and meeting/banquet space than described for the proposed Project; as such, impacts to utilities would be slightly less than those under the proposed Project. As discussed in Section 3.14, *Utilities and Service Systems*, no additional energy supply infrastructure, water supply facilities, or landfill capacity would be required as a result of the mixed-use hotel project.

As with the proposed Project, the Lot B Alternative would be designed to achieve LEED Gold certification level or equivalent. Incorporation of LEED Gold standards would reduce the amount of energy required for lighting, water heating, and heating and air conditioning. Under this alternative, the mixed-use hotel would continue to include a rooftop solar PV array which would provide approximately 25 percent of the electrical power requirements of the development. Green building elements would also increase energy efficiency from the building envelope through use of efficient building materials, such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs, as well as LID BMPs, including capture and use, a green roof, and cooling towers. Therefore, with implementation of energy efficient building construction, potential impacts to utilities are expected to be *less than significant* under the Lot B Alternative.

5.6 IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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.

Table 5-3 summarizes the environmental advantages and disadvantages associated with the proposed Project and the analyzed 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.).

As described in CEQA Section 15126.6(a), the intent of an alternative is to feasibly attain most of the basic objectives of a project while *avoiding* or *substantially reducing* any of the *significant effects* of the project. Alternative 2 and Alternative 3 would reduce the severity of several less than significant impacts that are already subject to feasible mitigation. Alternative 2 (Reduced Hotel Size Alternative) would eliminate the *significant and unavoidable* impacts to the intersection of Hermosa Avenue & Pier Avenue. Additionally, Alternative 2 would slightly reduce the *significant and unavoidable* construction noise and groundborne vibration impacts to surrounding sensitive receptors, although it would not reduce the impact to a level of insignificance. Alternative 3 (Lot B Alternative) would similarly eliminate the *significant and unavoidable* intersection impacts at Hermosa Avenue & Pier Avenue. Additionally, Alternative 3 would substantially reduce construction-related traffic impacts with the elimination of the excavation and associated heavy haul truck trips and queuing. However, Alternative 3 would increase the severity of remaining *significant unavoidable and impacts* related to nighttime noise and groundborne vibration along Gould Avenue (i.e., short-term construction-related impacts described in Impact NOI-1 and Impact NOI-2) due to the additional concrete trucks necessary for the construction of the aboveground parking structure above Lot B. While the elimination of the two-level subterranean parking garage would substantially reduce daytime noise along Gould Avenue, due to the proximity of sensitive receptors (e.g., Beach House Hotel and The Strand/beach users) to the Project site, any alternatives involving construction would not be able to feasibly reduce construction noise below construction noise thresholds established by the City. Even a reduced Project alternative, which would reduce the duration of construction, would still exceed noise thresholds for nearby sensitive receptors.

Table 5-3. 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	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 Eliminated** (no construction noise or operational noise)	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 Eliminated** (no construction traffic or operational traffic)	**Significant and Unavoidable Impact Eliminated** (operational traffic reduced)	**Significant and Unavoidable Impact Eliminated** (operational traffic reduced)

Table 5-3. Impact Comparison of Alternatives to the Proposed Project (Continued)

Issue Area	Project	Comparison to Proposed Project		
		No Project	Alternative 2 – Reduced Hotel Size	Alternative 3 – City Parking Lot B
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?[1]	**Yes**	**No**	**Yes**	**Yes**

Notes: Table 5-4 provides additional detail regarding the ability of the proposed Project and its alternatives to meet the Project Objectives.

As shown in Table 5-3, the No Project Alternative would result in the avoidance of a majority of impacts associated with the proposed Project, with the exception of Land Use and Planning, in which case impacts would be greater under the No Project Alternative as compared to the proposed Project. The No Project Alternative, however, would not implement any of the proposed Project's objectives or the City's planning goals for the Downtown. Under such circumstances, although it would accomplish neither the Project Objectives nor numerous City planning goals, the No Project Alternative is the environmentally superior alternative.

However, CEQA Section 15126.6 states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives. 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 many of the project objectives (see Table 5-4).

Table 5-4. Comparison of Alternative 2 to the Project Objectives

Objective	Consistency
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, Coastal Act consistency, local hiring, and other community and project benefits.	The Reduced Hotel Size Alternative would permit development a mixed-use hotel, similar to the Project but with a 25-percent reduction in the total number of rooms and a 50-percent reduction in meeting/banquet space, which if financially feasible, would meet the goals outline in the Downtown Core Revitalization Strategy.
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.	The Reduced Hotel Size Alternative would provide mixed-uses including hotel accommodations as well as ground-level tenant-operated restaurant and retail development that would be consistent with the existing development along Pier Plaza and The Strand. The proposed walk up cafés at the corner of 13th Street & The Strand in particular would be expected to generate pedestrian activity from The Strand and the beach.
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 TDM measures to reduce the number of vehicle trips that would otherwise be generated.	The Reduced Hotel Size Alternative would continue to result in significant and unavoidable impacts related to construction traffic; however, this alternative would not result in any significant and unavoidable intersection impacts at the intersection of Pier Avenue and Hermosa Avenue associated with operation of the mixed-use hotel.
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.	The Reduced Hotel Size Alternative would provide adequate shared parking on-site and through a mix of uses and facilities (e.g., bike rentals) encourage use of carpools, bicycles, and walking and be accessible for public transportation.
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.	As with the proposed Project, the Reduced Hotel Size Alternative would include a 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 on The Strand and Pier Plaza.
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.	As with the proposed Project, the Reduced Hotel Size Alternative would meet sustainability requirements and would achieved LEED Build Design and Construction Gold Certification or its equivalent.

Table 5-4. Comparison of Alternative 2 to the Project Objectives (Continued)

Objective	Consistency
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.	The Reduced Hotel Size Alternative would permit development of a mixed-use hotel similar to the Project but with a 25-percent reduction in the total number of rooms and a 50-percent reduction in meeting/banquet space as called for in the Downtown Core Revitalization Strategy. This development would contribute to the overall economic health of the Downtown and the City; however, transient occupancy tax revenue to the City would be reduced by 25 percent and indirect patronage of on-site and surrounding restaurants and businesses, and associated City sales tax revenues would be incrementally lower than that for the project due to reduced hotel capacity.
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.	Similar to the proposed Project, albeit smaller, the Reduced Hotel Size Alternative would provide community and public 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 economic viability of the Reduced Hotel Size Alternative has not been studied and loss of 25 percent of the rooms and the decreased meeting/ballroom space may be less economically viable relative to the proposed Project that could limit Project-related revenues and economic viability.

6.0 LIST OF PREPARERS

City of Hermosa Beach

Ken Robertson	Director, Community Development Dept.
Kim Chafin, AICP, LEED-AP	Senior Planner

Ed Almanza & Associates

Ed Almanza	CEQA Consultant

Amec Foster Wheeler Environment & Infrastructure, Inc.

Dan Gira	Project Manager
Nick Meisinger	Deputy Project Manager
Erika Leachman	Senior QA/QC
Rita Bright	Senior Land Use Specialist
Debra McGrew, PE	Senior Water/Wastewater Engineer
Scott Kerwin, PG, CEG	Senior Associate Engineering Geologist
Richard Rees, PG, CHG	Senior Associate Hydrogeologist
Brian Cook	Senior Noise Specialist
Steve Ochs, PE	Senior Air Quality Specialist
Linn Zuker	Senior Environmental Analyst
Julia Pujo	Environmental Analyst
Laura Ingulsrud	Environmental Analyst
Taylor Lane	Environmental Analyst
Marie Laule	Environmental Analyst
Devin Spencer	Environmental Analyst
Janice Depew	Word Processor

Applied EarthWorks

Barry Price, M.A., RPA	Principal
Victoria Smith, M.A., RPA	Architectural Historian

Fehr & Peers

Netai Basu, AICP, CTP	Associate-in-Charge
Miguel Núñez, AICP	Transportation Engineer
Rachel Neumann	Senior Transportation Planner

Viz F/X

Robert Staehle	Architect/Illustrator

Graphics Consultant

Deirdre Stites	Graphics Specialist

7.0 REFERENCES

2.0 Project Description

City of Hermosa Beach. 2017. PLAN Hermosa City Council Final Draft. August. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 2014. Hermosa Beach Downtown Core Revitalization Strategy. January. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=6059.

3.0 Environmental Impact Analysis and Mitigation Measures

City of Hermosa Beach. 2017. Programs/Projects/Plans. Accessed: 23 March 2016. Retrieved from: http://www.hermosabch.org/index.aspx?page=504.

City of Hermosa Beach. 2018. Skechers Design Center and Executive Offices Final Environmental Impact Report. SCH #2015041081. January.

City of Manhattan Beach. 2017. Current Projects/Programs. Accessed: 23 March 2016. Retrieved from: http://www.citymb.info/city-officials/community-development/planning-zoning/current-projects-programs.

City of Redondo Beach. 2016. List of Projects. Accessed: 23 March 2016. Retrieved from: http://www.redondo.org/news/displaynews.asp?NewsID=2485&TargetID=13.

City of Redondo Beach. 2017. Redondo 2017 Planning Project List.

3.1 Aesthetics and Visual Resources

California Coastal Commission. 2016. California Coastal Act, Section 30251: Scenic and Visual Qualities.

California Department of Transportation. 2011. California Scenic Highway Program.

City of Hermosa Beach. 2017a. PLAN Hermosa City Council Final Draft. August. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 2017b. PLAN Hermosa Final EIR Volume II: Revised Draft EIR.

City of Hermosa Beach. 2014. Hermosa Beach Downtown Core Revitalization Strategy. January. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=6059.

VIZ F/X. 2017. Photosimulations for the Proposed Strand and Pier Hotel.

3.2 Air Quality

California Department of Water Resources (DWR). 2004. California's Groundwater - Bulletin 118, Coastal Plain of Orange County Groundwater Basin. February. Accessed: 6 April 2016. Retrieved from: http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/8-1.pdf.

California Air Resources Board (CARB). 2016. Ambient Air Quality Standards. Accessed: 29 July 2016. Retrieved from: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

CARB. 2017. Top 4 Measurements and Days Above the Standard. Accessed: 8 May 2017. Retrieved from: https://www.arb.ca.gov/adam/topfour/topfour1.php.

City of Hermosa Beach. 2014. City of Hermosa Beach Existing Conditions Report: Hydrology and Water Quality. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

National Climatic Data Center (NCDC). 2010. 1981-2010 Normals. Accessed: 11 September 2017. Retrieved from: https://www.ncdc.noaa.gov/cdo-web/datatools/normals.

South Coast Air Quality Management District (SCAQMD). 2016. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin.

SCAQMD. 2015. SCAQMD Air Quality Significance Thresholds. Accessed: 4 August 2016. Retrieved from: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2.

SCAQMD. 2009. Localized Significance Thresholds Appendix C Mass Rate LST Look Up Tables. Accessed: 12 September 2017. Retrieved from: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2.

SCAQMD. 2008. Final Localized Significance Threshold Methodology. Accessed: 14 September 2017. Retrieved from: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.

SCAQMD. 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. Accessed: 7 August 2018. Retrieved from: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.

SCAQMD. 2003. Air Quality Management Plan. August. Accessed: 7 August 2018. Retrieved from: https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2003-aqmp

SCAQMD. 1993. CEQA Air Quality Handbook. Accessed: 7 August 2018. Retrieved from: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993).

U.S. Environmental Protection Agency (USEPA). 2017. California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Accessed: 11 September 2017. Retrieved from: https://www3.epa.gov/airquality/greenbook/anayo_ca.html

USEPA. 2016. Lead Trends. Accessed: 8 May 2017. Retrieved from: https://www.epa.gov/air-trends/lead-trends.

USEPA. 2015. NAAQS Table. Accessed: 8 September 2017. Retrieved from: https://www.epa.gov/criteria-air-pollutants/naaqs-table.

3.3 Recreation

City of Hermosa Beach. 2017a. City of Hermosa Beach : Beach FAQS. Accessed: 5 September 2017. Retrieved from: http://www.hermosabch.org/index.aspx?page=263

City of Hermosa Beach. 2017b. Public Parking Locations.

City of Hermosa Beach. 2017c. PLAN Hermosa City Council Final Draft. August. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 2014. City of Hermosa Beach Existing Conditions Report : Air Quality. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

Fehr & Peers. 2016. Parking Utilization in Downtown Hermosa Beach and at Selected Hotels.

Walker Parking Consultants. 2017. Strand & Pier Project Shared Parking Analysis. July 27.

3.4 Cultural Resources and Tribal Cultural Resources

Byer Geotechnical, Inc. 2015. Geotechnical Engineering Exploration. Prepared for Bolour Associates, September.

City of Hermosa Beach. 2017a. PLAN Hermosa City Council Final Draft. August. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 2017b. PLAN Hermosa Final EIR Volume II: Revised Draft EIR.

Thomas Harder & Co. 2016. Hydrogeologic Evaluation in Support of Environmental Documentation for the Strand and Pier Hotel, Hermosa Beach, California.

Bean, L.J. and C.R. Smith. 1978. Gabrieleño. In R. F. Heizer, (ed.). Handbook of North American Indians. Vol. 8: California: 538-549. Washington, DC: Smithsonian Institute.

Castells, J., Clark, T. and M. Mirro. 2017. Cultural Resource Assessment for the Strand and Pier Hotel Project, City of Hermosa Beach, Los Angeles County, California. Applied Earthworks, Pasadena.

City of Hermosa Beach. 2017. PLAN Hermosa City Council Final Draft. August. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 1998. Preservation Ordinance (Ord. 98-1186 §4). Accessed: 2 June 2017. Retrieved from: http://www.hermosabch.org/index.aspx?page=462.

Dibblee, T.W. Jr., Ehrenspeck, H.E., Ehlig, P.L., and W.L. Bartlett. 1999. Geologic Map of the Palos Verdes Peninsula and vicinity, Redondo Beach, Torrance, and San Pedro Quadrangles, Los Angeles County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-70, scale 1:24,000.

Goldberg, S. (Editor). 2001. Metropolitan Water District of Southern California Eastside Reservoir Project: Final Report of Archaeological Investigations. Prepared for Metropolitan Water District of Southern California, Los Angeles. Applied Earthworks, Inc., Hemet, California.

Jacobs, S. 2005. The Pleistocene of the Palos Verdes Peninsula. Los Angeles Basin Geological Society Newsletter, January Meeting.

Kaplan Chen Kaplan. 2017. Historic Resource Evaluation. January.

McCulloh, T.H., and L.A. Beyer. 2004. Mid-Tertiary isopach and lithofacies maps for the Los Angeles region, California – templates for palinspastic reconstruction to 17.4 Ma. U.S. Geological Survey, Professional Paper 1690, p. 1–32.

McLeod, S.A. 2016. Unpublished Museum Collections Paleontological Records for the Paleontological Resource Assessment for the Strand and Pier Hotel Project, City of Hermosa Beach, Los Angeles County, California. Report on File at Applied Earthworks, Pasadena, CA.

Norris, R.M., and R.W. Webb. 1976. Geology of California. John Wiley & Sons, New York.

Office of Historic Preservation. 2005. California Office of Historic Preservation Technical Assistance Series #10. California State Law and Historic Preservation. Accessed: 2 June 2017. Retrieved from: http://ohp.parks.ca.gov/pages/1069/files/10%20comb.pdf.

Porretta, P. 1983. Dedication of Historical Marker for Pochea Indian Village Site, California Registered Historical Landmark No. 104 at Ramona Bowl, Hemet, California, October 2, 1983. Record on File at the Eastern Information Center, University of California, Riverside 92521-0418.

Scott, E., and K. Springer. 2003. CEQA and Fossil Preservation in California. The Environmental Monitor Fall 2003, Association of Environmental Professionals, Sacramento, California.

Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee.

Tac, P. 1930. Conversión de los San Luírsenos de Alta California. Proceedings of the 23rd International Congress of Americanists, New York.

University of California Museum of Paleontology (UCMP). 2016. Online Paleontological database. Accessed: 1 October 2016. Retrieved from: http://www.ucmp.berkeley.edu/.

Weeks, K. and A. Grimmer. 1995. The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings. U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships Heritage Preservation Services, Washington, D.C.

Woodring, W.P., Bramlette, M.N., and W.S.W. Kew, 1946. Geology and Paleontology of Palos Verdes Hills, California. U.S. Department of the Interior, Geology Survey, Professional Paper 207.

Woodring, W. P., M.N. Bramlette, and W.S.W Kew. 1946 Geology and Paleontology of Palos Verdes Hills, California, U.S. Department of the Interior, Geology Survey, Professional Paper 207.

Yerkes, R.F., and R.H. Campbell. 2005. Preliminary Geologic Map of the Los Angeles 30´ x 60´ Quadrangle, Southern California. U.S. Geological Survey, Open-File Report OF-97-254, scale 1:100,000.

Yerkes, R.F., McCulloh, T.H., Schoellhamer, J.E., and J.G. Vedder. 1965. Geology of the Los Angeles Basin, California – An Introduction. U.S. Geological Survey, Professional Paper 420-A.

3.5 Geology and Soils

Byer Geotechnical, Inc. 2015. Geotechnical Engineering Exploration. Prepared for Bolour Associates, September.

California Geological Survey (CGS). 2016. Regulatory Maps. Accessed: 11 September 2017. Retrieved from: http://maps.conservation.ca.gov/cgs/informationwarehouse/.

CGS. 1999. Redondo Beach Quadrangle Seismic Hazard Zones Map. Redondo Beach Quadrangle Seismic Hazard Zones Map. Accessed: 11 September 2017. Retrieved from: http://gmw.consrv.ca.gov/SHP/EZRIM/Maps/REDONDO_BEACH_EZRIM.pdf.

City of Hermosa Beach. 2017. PLAN Hermosa City Council Final Draft. August. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 2014. City of Hermosa Beach Existing Conditions Report : Geology and Soils. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

Southern California Earthquake Data Center. 2013. Southern California Earthquake Data Center. Accessed: 11 September 2017. Retrieved from: http://scedc.caltech.edu/.

3.6 Hazards and Hazardous Materials

Department of Toxic Substances Control (DTSC). 2017. GeoTracker Database Search for Pier and Strand Hotel site.

Environmental Solutions. 2015. Phase I Environmental Site Assessment - Hermosa Beach Hotel & Mixed Use Project.

California Department of Public Health. 2011. Statement on Building Dampness, Mold, and Health.

City of Hermosa Beach. 2014a. City of Hermosa Beach Existing Conditions Report : Hazards and Hazardous Materials. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

GreenFacts. 2017a. GreenFacts Glossary: Polychlorinated Biphenyls (PCBs).

GreenFacts. 2017b. GreenFacts Glossary: Exposure.

GreenFacts. 2017c. GreenFacts Glossary: Toxic.

GreenFacts. 2017d. GreenFacts Glossary: Digestive Tract.

GreenFacts. 2017e. GreenFacts Glossary: Cancer.

U.S. Environmental Protection Agency (USEPA). 2017. Asbestos-Containing Materials (ACM) and Demolition. Accessed: 7 August 2018. Retrieved from: https://www.epa.gov/large-scale-residential-demolition/asbestos-containing-materials-acm-and-demolition.

3.7 Hydrology and Water Quality

Byer Geotechnical, Inc. 2015. Geotechnical Engineering Exploration. Prepared for Bolour Associates, September.

California Department of Water Resources (DWR). 1961. Planned Utilization of the Ground Water Basins of the Coastal Plain of Los Angeles County, Appendix A Ground Water Geology. Bulletin No. 104.

ESA. 2016. Los Angeles County Coastal Hazard Modeling and Vulnerability Assessment Technical Methods Report. December. Accessed: 7 August 2018. Retrieved from: https://dornsife.usc.edu/assets/sites/291/docs/AdaptLA_Final_Reports/ESA_2.pdf.

Griggs et. al. 2017. Rising Seas in California And Update on Sea-Level Rise Science. Accessed on: 7 August 2018. Retrieved from: http://www.opc.ca.gov/webmaster/ftp/pdf/docs/rising-seas-in-california-an-update-on-sea-level-rise-science.pdf.

Los Angeles County Department of Beaches and Harbors. 2016. Final Report Los Angeles County Public Beach Facilities Sea-Level Rise Vulnerability Assessment. Accessed: 7 August 2018. Retrieved from: http://file.lacounty.gov/SDSInter/dbh/docs/247261_LACO_SLR_Vulnerabilty_FinalReport_19Apr2016.pdf.

Los Angeles Regional Water Control Board (RWQCB). 2016. Beach Cities Watershed Management Group. Accessed: Accessed: 23 March 2016. Retrieved from: https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/beach_cities/index.html.

Los Angeles RWQCB. 1994. Water Quality Control Plan Los Angeles Region Basin Plan for the Coastal Watershed of Los Angeles and Ventura Counties. Accessed: 7 August 2018. Retrieved from: https://www.waterboards.ca.gov/water_issues/programs/tmdl/docs/303d_policydocs/233.pdf

Raimi & Associates. 2014. Vulnerability and Adaptation to Sea Level Rise: An Assessment for the City of Hermosa Beach. Accessed: 7 August 2018. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9181.

Cal Water. 2011. California Water Service Company 2010 Urban Water Management Plan for Hermosa-Redondo District.

California Emergency Management Agency. 2009. Tsunami Inundation Map for Emergency Planning | Redondo Beach Quadrangle.

City of Hermosa Beach. 2018. Skechers Design Center and Executive Offices Final Environmental Impact Report. SCH #2015041081. January.

City of Hermosa Beach. 2017a. PLAN Hermosa Final EIR Volume II: Revised Draft EIR.

City of Hermosa Beach. 2017b. PLAN Hermosa City Council Final Draft. August. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 2014a. City of Hermosa Beach Existing Conditions Report: Hydrology and Water Quality. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

City of Hermosa Beach. 2014b. City of Hermosa Beach Existing Conditions Report: Geology and Soils. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

County of Los Angeles. 2016. Los Angeles County Public Beach Facilities Sea Level Rise Vulnerability Assessment.

California Department of Water Resources (DWR). 2014. Watermaster Service in the West Coast Basin, Los Angeles County July 1, 2013 - June 30, 2014.

DWR. 2004. California Groundwater Bulletin 118 - Coastal Plain of Los Angeles County Groundwater Basin, West Coast Subbasin.

DWR. 1961. Planned Utilization of the Ground Water Basins of the Coastal Plain of Los Angeles County.

Environmental Management Strategies, Inc. 2012. Draft Phase I Environmental Site Assessment for Redondo Beach Electrical Power Plant.

Federal Emergency Management Agency (FEMA). 2008. Flood Insurance Rate Map | Los Angeles County, California and Incorporated Areas.

Front Range Stormwater & Floodplain Consulting, LLC. 2010. Understanding FEMA's Approximate Zone A Floodplain.

Fuscoe Engineering, Inc. 2016. Draft Storm Water Pollution Prevention Plan for Strand & Pier Hotel.

GeoSoils, Inc. 2016. Coastal Hazard and Wave Run-up Study for Strand and Pier Hotel, Hermosa Beach.

Geosyntec Consultants. 2016. Assessment of Infrastructure Vulnerability to Sea-Level Rise.

Houston, J.R. 1980. Type 19 Flood Insurance Study: Tsunami Predictions For Southern California. USACOE Technical Report HL-80-18.

Lander, J.F., Lockridge, P.A., and M.J. Kozuch. 1993. Tsunamis Affecting the West Coast of the U.S. 1806-1992: National Geophysical Data Center Key to Geophysical Record Documentation No. 29, NOAA, NESDIS, NGDC, 242 p.

Legg, M.R., Borrero, J.C., and Synolakis, C.E. 2002. Evaluation of Tsunami Risk to Southern California Coastal Cities. The 2002 NEHRP Professional Fellowship Report.

National Research Council (NRC). 2012. Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future.

Pacific Institute. 2009. California Flood Risk: Sea Level Rise-Redondo Beach Quadrangle.

Regional Water Quality Control Board (RWQCB). 1994. Water Quality Control Plan for the Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties.

SWRCB. 2017. State Water Resources Control Board - Los Angeles. Accessed: 13 September 2017. Retrieved from: http://www.swrcb.ca.gov/losangeles/water_issues/programs/303d/2016/2016_303d.shtml

State Water Resources Control Board (SWRCB). 2015. State Water Resources Control Board - Impaired Water Bodies. Accessed: 13 September 2017. Retrieved from: http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml.

SWRCB. 2011. Final 2010 Integrated Report: Clean Water Act Section 303(d) List & 305(b) Report. California. Accessed: 26 July 2017. Retrieved from: http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml?wbid=CAB405130001999092116 4318.

Thomas Harder & Co. 2016. Hydrogeologic Evaluation in Support of Environmental Documentation for the Strand and Pier Hotel, Hermosa Beach, California.

U.S. Geological Survey (USGS) & SWRCB. 2012. Groundwater Quality in the Coastal Los Angeles Basin, California.

3.8 Greenhouse Gas Emissions and Climate Change

California Energy Commission (CEC). 2017a. Renewables Portfolio Standard (RPS). Accessed: 10 August 2017. Retrieved from: http://www.energy.ca.gov/portfolio/.

California Energy Commission. 2017b. Clean Energy & Pollution Reduction Act (SB 350) Overview. Accessed: 10 August 2017. Retrieved from: http://www.energy.ca.gov/sb350/.

California Air Resources Board (CARB). 2017a. Global Warming Potentials. Accessed: 10 August 2017. Retrieved from: https://www.arb.ca.gov/cc/inventory/background/gwp.htm.

CARB. 2017b. The 2017 Climate Change Scoping Plan Update. Accessed: 15 September 2017. Retrieved from: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

CARB. 2016. California Greenhouse Gas Inventory Data 2000-2014. Accessed: 12 April 2017. Retrieved from: https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2014/ghg_inventory_trends_00-14_20160617.pdf.

CARB. 2014. First Update to the Climate Change Scoping Plan. CARB. 2014. Accessed: 10 August 2017. Retrieved from: https://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

CARB. 2008. Climate Change Scoping Plan. CARB. 2008. Accessed: 10 August 2017. Retrieved from: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf.

City of Hermosa Beach. 2017a. Go Green/Sustainability.

City of Hermosa Beach. 2017b. Carbon Neutral Plan. Accessed: 10 August 2017. Retrieved from: http://www.hermosabch.org/index.aspx?page=842.

City of Hermosa Beach. 2017c. PLAN Hermosa Final EIR Volume II: Revised Draft EIR.

City of Hermosa Beach. 2014. City of Hermosa Beach Existing Conditions Report: Climate Change Mitigation and Adaptation. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

City of Hermosa Beach. 2013. Clean Fleet Policy and Action Plan Administrative Memorandum.

Intergovernmental Panel on Climate Change (IPCC), Edenhofer, O., Pichs-Madruga, R., Sokona, Y., Minx, J., Farahani, E., Kadner, S., et al. 2014. Climage Change 2014: Mitigation of Climate Change. Working Group III Contribution to the Fifth Assessment Report of the Intergovernmnetal Panel on Climate Change. Cambridge University Press.

IPCC. 2013. Climate Change 2013 - The Physical Science Basis - Technical Summary. Accessed: Retrieved from: http://www.ipcc.ch/pdf/assessment-report/ar5/wg1/WG1AR5_TS_FINAL.pdf.

United Nations Framework Convention on Climate Change (UNFCCC). 2017. The Paris Agreement - main page. Accessed: 26 July 2017. Retrieved from: http://unfccc.int/paris_agreement/items/9485.php.

U.S. Environmental Protection Agency (USEPA). 2016. GHG Fast Facts. Accessed: 7 August 2018. Retrieved from: https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions.

3.9 Land Use and Planning Policies

California Coastal Commission (CCC). 2016. Summary of LCP Program Activity in FY 15-16.

City of Hermosa Beach. 2017a. PLAN Hermosa City Council Final Draft. August. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 2017b. Zoning Map.

City of Hermosa Beach. 2017c. City of Hermosa Beach : Zoning Chapter 17. Accessed: 8 May 2017. Retrieved from: http://www.hermosabch.org/index.aspx?page=395.

City of Hermosa Beach. 2016. City of Hermosa Beach General Plan Update Appendix C - Technical Background Report.

City of Hermosa Beach. 2014a. City of Hermosa Beach Existing Conditions Report : Land use and Planning. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

City of Hermosa Beach. 2014b. Hermosa Beach Downtown Core Revitalization Strategy. January. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=6059.

Southern California Association of Governments (SCAG). 2016. Final 2016 RTP/SCS - 2016 SCAG RTP/SCS. Accessed: 16 August 2016. Retrieved from: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx.

3.10 Noise

City of Huntington Beach. 2011. The Village at Bella Terra EIR. Accessed: 31 August 2017. Retrieved from: https://www.huntingtonbeachca.gov/files/users/planning/14_Sec4.9_Noise_001.pdf.

Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment. May. Accessed: 31 August 2017. Retrieved from: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf.

Hermosa Beach City School District. 2017. North School Reconstruction Draft Environmental Impact Report – Volume 1. SCH #2017021031. November.

City of Hermosa Beach. 2017a. 2017a. PLAN Hermosa Final EIR Volume II: Revised Draft EIR.

City of Hermosa Beach. 2017b. PLAN Hermosa City Council Final Draft. August. Accessed: 31 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 2016. Hermosa Beach Special Events Policy Guide. Accessed: 7 August 2018. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=8415.

City of Hermosa Beach. 2014. Technical Background Report (Appendix C) for PLAN Hermosa: Draft Environmental Impact Report.

Federal Railroad Administration (FRA). 2005. U.S. Department of Transportation, Federal Railroad Administration - High-Speed Ground Transportation Noise and Vibration Impact Assessment - Table 10-4.

Harris Miller Miller & Hanson Inc. 2006. Transit Noise and Vibration Impact Assessment.

The Mobility Group. 2017. Pier and Strand Hotel Traffic Study.

U.S. Environmental Protection Agency (USEPA). 1971. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances.

3.11 Population and Housing

City of Hermosa Beach. 2013a. Hermosa Beach General Plan - Housing Element Policy Plan 2013-2021.

City of Hermosa Beach. 2013b. Housing Element Policy Plan 2013-2021.

City of Hermosa Beach. 2014. City of Hermosa Beach Existing Conditions Report : Population and Housing. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

City of Hermosa Beach. 2017. PLAN Hermosa Final EIR Volume II: Revised Draft EIR.

California Department of Finance. 2017. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2017 with 2010 Census Benchmark. Accessed: 14 September 2017. Retrieved from: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

GlassDoor. 2017. Average Salary Hotel in Los Angeles County. Accessed: 13 September 2017. Retrieved from: https://www.glassdoor.com/Salaries/los-angeles-general-manager-hotel-salary-SRCH_IL.0,11_IM508_KO12,33.htm.

National Association of Regional Councils (NARC). 2013. Regional Councils, COGs & MPOs. Accessed: 12 September 2017. Retrieved from: http://narc.org/about-narc/cogs-mpos/.

Southern California Association of Governments (SCAG). 2017. City of Hermosa Beach 2017 Local Profile.

SCAG. 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Final Growth Forecast By Jurisdiction.

SCAG. 2012. Southern California Association of Governments 5th Cycle Regional Housing Needs Assessment Final Allocation Plan 2014-2021.

U.S. Census Bureau. 2016a. Population estimates, July 1, 2015, (V2015). Accessed: 18 November 2016. Retrieved from: //www.census.gov/quickfacts/table/PST045215/06037.

U.S. Census Bureau. 2016b. American FactFinder - Census 2010 Data. Accessed: 21 November 2016. Retrieved from: http://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t.

U.S. Census Bureau. 2016c. Census 2000 Profiles. Accessed: 21 November 2016. Retrieved from: http://censtats.census.gov/cgi-bin/pct/pctProfile.pl.

U.S. Census Bureau. 2015a. American FactFinder Occupancy Characteristics 2011-2015 5-year Estimates. Accessed: 14 September 2017. Retrieved from: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF.

U.S. Census Bureau. 2015b. American FactFinder -Selected Housing Characteristics 2011-2015. Accessed: 17 July 2017. Retrieved from: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk.

U.S. Census Bureau. 2015c. American FactFinder Selected Economic Characteristics 2011-2015 ACS 5-year Estimates. Accessed: 14 September 2017. Retrieved from: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF.

U.S. Census Bureau. 2015d. American FactFinder Los Angeles County Selected Economic Characteristics 2011-2015 ACS5-year Estimates. Accessed: 14 September 2017. Retrieved from: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF.

U.S. Census Bureau. 2015e. American FactFinder - Median monthly Housing Costs (Dollars) Universe: Occupied housing units with monthly housing costs 2011-2015 American Community Survey 5-year Estimates. Accessed: 17 July 2017. Retrieved from: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_B25105&prodType=table.

U.S. Census Bureau. 2012. California 2010 Census of Population and Housing.

U.S. Census Bureau. 2010a. Census of Population and Housing. Accessed: 21 July 2016. Retrieved from: http://www.census.gov/prod/www/decennial.html.

U.S. Census Bureau. 2010b. American FactFinder - Profile of General Population and Housing Characteristics: 2010 Demographic Profile Data. Accessed: 17 July 2017. Retrieved from: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF.

3.12 Public Services

California Department of Justice. 2015. Crime in California.

California Department of Education (CDE). 2016. Enrollment data for 2014-15 for Hermosa Beach City School District, Mira Costa High School, and Redondo Beach Union High School. Accessed: 7 March 2016. Retrieved: http://data1.cde.ca.gov/dataquest/.

Center for Public Safety Management. 2013a. Operations Analysis Report Fire and Emergency Medical Services Hermosa Beach, California.

Center for Public Safety Management. 2013b. Police Operations Report.

Chief Pete Bonano. 2017. Personal Communication. Hermosa Beach Fire Station.

City of Hermosa Beach. 2017a. Monthly Department Activity Reports. Accessed: 12 September 2017. Retrieved from: http://www.hermosabch.org/index.aspx?page=712.

City of Hermosa Beach. 2017b. PLAN Hermosa Final EIR Volume II: Revised Draft EIR.

City of Hermosa Beach. 2014. City of Hermosa Beach Fire Department Performance Measures.

City of Hermosa Beach. 2013. Police Department Web Page. Accessed: 19 February 2014. http://www.hermosabch.org/index.aspx?page=178.

County of Los Angeles Public Library. 2016. Hermosa Beach Library | County of Los Angeles Public Library. Accessed: 11 November 2016. Retrieved from: http://www.colapublib.org/libs/hermosa/.

Federal Bureau of Investigation (FBI). 2015. Crime in the U.S. 2015. Accessed: 12 September 2017. Retrieved from: https://ucr.fbi.gov/crime-in-the-u.s/2015/crime-in-the-u.s.-2015.

Hermosa Beach City School District (HBCSD). 2014. Long Range Facilities Master Plan.

Hermosa Beach Fire Department (HBFD). 2016. The Future of Fire Services in Hermosa Beach. Presented at the Town Hall Meeting.

HBFD. 2014. HBFD Annual Activity Report for Calendar Year 2014.

International City/County Management Association. 2013. Operations Analysis report Fire and Emergency Medical Services.

Jack Schreder & Associates, Inc. 2016. Level I Developer Fee Study for Hermosa Beach City School District.

Manhattan Beach Unified School District (MBUSD). 2015. 2015 Long Range Facilities Master Plan.

Redondo Beach Unified School District (RBUSD). 2016. Residential Development School Fee Justification Study.

Redella, J. 2016. Assistant Superintendent Administrative Services, Redondo Beach Unified School District. Personal Communication. March 14.

The Consolidated Fire Protection District of Los Angeles County. 2016. Feasibility study for the provision of fire protection, paramedic and incidental services for the City of Hermosa Beach.

3.13 Transportation and Traffic

City of Hermosa Beach. 2018. Skechers Design Center and Executive Offices Final Environmental Impact Report. SCH #2015041081. January.

City of Redondo Beach. 2016. The Waterfront Final Environmental Impact Report. SCH #2014061071. July.

Hermosa Beach City School District. 2017. North School Reconstruction Draft Environmental Impact Report – Volume 1. SCH #2017021031. November.

City of Hermosa Beach. 2017a. PLAN Hermosa – City Council Final Review Draft. Accessed: 3 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9644.

City of Hermosa Beach. 2017b. Local and Regional Transit System Map. Accessed: 8 August 2017. Retrieved from: http://www.hermosabch.org/index.aspx?page=499.

City of Hermosa Beach. 2017c. Map of Bike Facilities in Hermosa Beach. Accessed 8 September 2017. Retrieved from: http://www.hermosabch.org/index.aspx?page=874 .

City of Hermosa Beach. 2017d. PLAN Hermosa Final EIR Volume II: Revised Draft EIR.

Fehr & Peers. 2016. Memorandum: Parking Utilization in Downtown Hermosa Beach and at Selected Hotels. Hermosa Beach, CA.

Los Angeles County Bicycle Coalition and South Bay Bicycle Coalition. 2011. South Bay Cities Bicycle Master Plan. Accessed: 8 August 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=9176.

Los Angeles County Metropolitan Transportation Authority. 2010. Congestion Management Program. Accessed: 15 August 2017]. Retrieved from: http://media.metro.net/docs/cmp_final_2010.pdf .

The Mobility Group. 2017. Pier & Strand Hotel Traffic Study. Hermosa Beach, CA.

3.14 Utilities and Service Systems

American Association of Petroleum Geologists (AAPG). 2016. What Is Petroleum? Accessed: 3 May 2016. Retrieved from: http://www.aapg.org/about/petroleum-geology/petroleum-through-time/what-is-petroleum.

American Council on Renewable Energy (ACORE). 2014. Renewable Energy in California. Accessed: 3 May 2016. Retrieved from: https://www.acore.org/files/pdfs/states/California.pdf

Cal Water. 2016. Cal Water - September 2016 Conservation Progress Update.

California Department of Conservation, Division of Oil, Gas, & Geothermal Resources (DOGGR). 2015. 2014 Preliminary Report of California Oil and Gas Production Statistics.

California Department of Water Resources (DWR). 2017. Governor's Drought Declaration.

California Water Service Company (Cal Water). 2016. 2015 Urban Water Management Plan - Hermosa-Redondo District.

California Energy Commission (CEC). 2006. California Commercial End-Use Survey. Accessed: 18 September 2017. Retrieved from: http://www.energy.ca.gov/ceus/.

CEC. 2016a. Total Electricity System Power. Accessed: 4 November 2016. Retrieved from: http://www.energy.ca.gov/almanac/electricity_data/total_system_power.html.

CEC. 2016b. Electricity Consumption by County. Accessed: 4 November 2016. Retrieved from: http://ecdms.energy.ca.gov/elecbycounty.aspx.

CEC. 2016c. California Electricity & Natural Gas Consumption Data. Accessed: 13 April 2016. Retrieved from: http://ecdms.energy.ca.gov/.

CEC. 2016d. 2015 Integrated Energy Policy Report.

CEC. 2015a. California Energy Commission - Tracking Progress.

CEC. 2015b. Natural Gas Supply by Region. Accessed: 3 May 2016. Retrieved from: http://energyalmanac.ca.gov/naturalgas/natural_gas_supply.html.

CEC. 2015c. Total Electricity System Power. Accessed: 13 April 2016. Retrieved from: http://energyalmanac.ca.gov/electricity/total_system_power.html.

CEC. 2013. California Energy Demand 2014-2024 Final Forecast.

City of Hermosa Beach. 2017. PLAN Hermosa Final EIR Volume II: Revised Draft EIR.

City of Hermosa Beach. 2014. City of Hermosa Beach Existing Conditions Report : Public Services, utilities, and Recreation. Accessed: 11 September 2017. Retrieved from: http://www.hermosabch.org/modules/showdocument.aspx?documentid=5179.

City of Hermosa Beach. 2011. Sanitary Sewer Master Plan - Update.

County of Los Angeles. 2015. County of Los Angeles Countywide Integrated Waste Management Plan - 2014 Annual Report.

Fuscoe Engineering, Inc. 2016. Infrastructure Technical Report for Sewer and Water Utilities for Hermosa Beach Strand and Pier Hotel Project.

Sanitation Districts of Los Angeles County. 2015a. Sanitation District's Service Area.

Sanitation Districts of Los Angeles County.2015b. LACSD Website - Joint Water Pollution Control Plant. Accessed: 8 March 2016. Retrieved from: http://www.lacsd.org/wastewater/wwfacilities/jwpcp/.

Southern California Edison (SCE). 2016. SCE Power Content Label.

SCE. 2015. Incorporated Cities and Counties Served by SCE. Accessed: 19 April 2016. Retrieved from: https://www.sce.com/wps/wcm/connect/7321bd01-1841-473c-aea2-f948f47bbe7e/SCETerritory.pdf?MOD=AJPERES.

SCE. 2007. SCE Territory Map | Leadership | Who We Are | About Us | Home - SCE. SCE.com. Accessed: 19 April 2016. Retrieved from: https://www.sce.com/wps/portal/home/about-us/who-we-are/leadership/our-service-territory.

Southern California Gas Company (SoCalGas). 2010. Line Extension - Step-by-Step Process.

U.S. Energy Information Administration (USEIA). 2015. U.S. Energy Information Administration - EIA - Independent Statistics and Analysis. Accessed: 3 May 2016. Retrieved from: http://www.eia.gov/state/seds/seds-data-fuel.cfm?sid=US#PetroleumandFuelEthanol.

West Basin Municipal Water District (WBMWD). 2016a. Drought Response | West Basin - West Basin Municipal Water District. Accessed: 3 November 2016. Retrieved from: http://www.westbasin.org/drought-response.html.

WBMWD. 2016b. 2015 Urban Water Management Plan - West Basin Municipal Water District.

WBMWD. 2014. About West Basin - West Basin Municipal Water District. Accessed: 8 March 2016. Retrieved from: http://www.westbasin.org/about-west-basin.html.