

3.9 Land Use and Recreation

This section describes effects on existing land uses and recreational resources that would be caused by the implementation of the Project. The following discussion addresses existing environmental conditions in the Project area, identifies and analyzes environmental impacts as a result of the Project, and recommends measures to reduce or avoid adverse impacts anticipated from Project-related activities. In addition, existing laws and regulations relevant to land uses and recreational resources are described.

3.9.1 Environmental Setting

The Project would traverse lands under the jurisdiction of the City of Hermosa Beach and the California Coastal Commission. The environmental setting describes current land activities and land ownership and designations, and the regulatory setting lists the applicable land use regulations. The following land use and recreation setting information was derived in part from the Applicant-Prepared Environmental Document (APED) (ICF, 2015).

Terrestrial Land Uses

The onshore study area comprises the proposed terrestrial routes and surroundings extending inland from the mean high water (MHW) line. The dominant existing uses along the terrestrial cable alignments are residential, recreational (at the beach and Greenbelt), and neighborhood commercial. A majority of the proposed terrestrial cable alignments occur within existing public ROWs and areas designated and zoned as open space (i.e., the beach and Greenbelt). Table 3.9-1 and Figure 3.9-1 show the existing uses and zoning designations adjacent to the cable landing sites, the proposed cable routes, and the PFE facilities.

Marine and Recreation Uses

Primary natural features within the existing marine environment include the Santa Monica Canyon, Redondo Canyon, and Channel Islands National Marine Sanctuary. Offshore uses in the Project vicinity include explosives dumping areas, commercial fisheries associated with Tanner Bank and Cortes Bank, the Hyperion sewage outfall, commercial vessel anchoring and pilot boarding areas, recreational sailing, recreational fishing from private boats, wind surfing, kayaking, and surfing. Hermosa Beach does not have moorings or areas for boat tie-ups. As a result, recreational boats traveling past or around Hermosa Beach are typically from King Harbor in Redondo Beach—the closest harbor to Hermosa Beach. Short and long-term moorings of various sizes are available at three marinas in Redondo Beach: King Harbor Marina, Port Royal Marina, and Portofino Marina.

The Hermosa Beach Municipal Pier is located at Pier Avenue, approximately 1.0 mile south of the north cable landing sites. The pier is used for county lifeguard operations as well as fishing, sightseeing, and other recreational activities. It is equipped with sinks and water for cleaning fish and related activities.

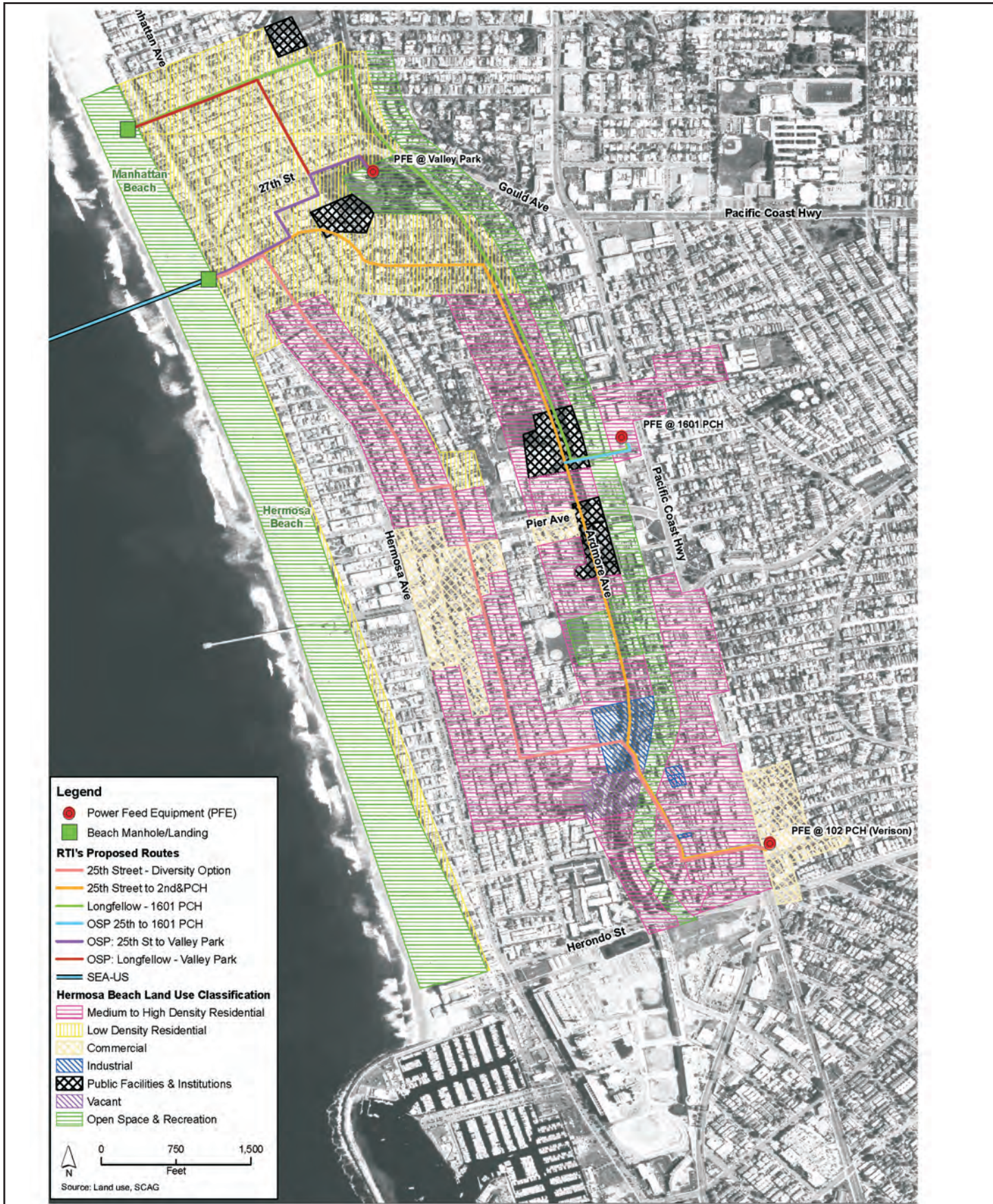


Figure 3.9-1

General Plan Designations Adjacent to Proposed Terrestrial Routes

Table 3.9-1. Summary of Land Use and Recreation			
Project Component	Existing Land Use(s)	Zoning Designation(s)	Permitted uses
Neptune/Longfellow (N/L) Option 1 – Consists of Segments A through D that would connect from the Neptune Avenue or Longfellow Cable Landing Site to three of the potential PFE facility sites (1606 Pacific Coast Highway [PCH], 1529 Valley Dr, and 102 PCH)			
N/L Option 1, Segment A – Would connect to the potential PFE facility at 1601 PCH			
MHW line to Neptune Cable Landing (Preferred) Site (west of Neptune Ave and Hermosa Ave)	Recreational (i.e., volleyball, swinging, surfing, surf-fishing, jogging, and rollerblading) The Strand: pedestrian and bike travel within Hermosa Beach and to adjacent cities (Manhattan Beach and Redondo Beach)	OS: open space	Parks/beaches educational buildings, public utility structures/ corridors, pedestrian ways, public buildings, historical monuments, and public malls
Neptune Ave: Neptune Cable Landing Site to Manhattan Ave	Residential	R-3: multiple-family residential	Any use permitted in low and medium density residential, two dwelling units per lot, condominiums
Manhattan Ave: Neptune Ave to Longfellow Ave	Residential Neighborhood commercial	R-2: two-family residential	Any use permitted in low-density residential, two dwelling units per lot, condominiums
		R-3	Any use permitted in low and medium density residential, two dwelling units per lot, condominiums
		C-1: neighborhood commercial	Plant shops, food and beverage markets, restaurants, laundry services
MHW line to Longfellow Cable Landing (Alternate) Site (west of Longfellow Ave and Hermosa Ave)	Recreational (i.e., volleyball, swinging, surfing, surf-fishing, jogging, and rollerblading) The Strand: pedestrian and bike travel within Hermosa Beach and to adjacent cities (Manhattan Beach and Redondo Beach)	OS	Parks/beaches educational buildings, public utility structures/ corridors, pedestrian ways, public buildings, historical monuments, and public malls
Longfellow Ave: Longfellow Street Cable Landing Site to 31 st St	Residential Neighborhood commercial	R-1: single-family residential	Single-family dwelling, accessory buildings, day care, churches
		R-2	Any use permitted in low-density residential, two dwelling units per lot, condominiums
		R-3	Any use permitted in low and medium density residential, two dwelling units per lot, condominiums
		C-1	Plant shops, food and beverage markets, restaurants, laundry services
Ingleside Dr.: Longfellow Ave to 31 st St	Residential	R-1	Single-family dwelling, accessory buildings, day care, churches
		31 st St: Ingleside Dr. to the Greenbelt	Residential Access to the Greenbelt
The Greenbelt: 31 st St to 16 th St	Recreational (i.e., jogging and walking)	OS-1: restricted open space	Any use permitted in the open space zone, except that no structure, building or

Table 3.9-1. Summary of Land Use and Recreation			
Project Component	Existing Land Use(s)	Zoning Designation(s)	Permitted uses
	The Greenbelt: pedestrian travel within Hermosa Beach		improvement will be developed or erected unless specifically authorized as a permitted improvement
Longfellow Option 1, Segment B Segment B would connect from the end of Segment A to the potential PFE facility at 1601 PCH			
16 th St: The Greenbelt to 1601 PCH (PFE facility)	Valley School Residential Restricted commercial Commercial –Specific Plan Area (SPA)	OS R-3 C-2: downtown commercial SPA: commercial	Parks/beaches, educational buildings, public utility structures/corridors, pedestrian ways, public buildings, historical monuments, and public malls Any use permitted in low- and medium-density residential, two dwelling units per lot, condominiums Plant shops, hardware, food and beverage markets, banks, pool halls, clubs, dance studios, tattoo/ piercing, gyms, department stores, hotels, museums, restaurants, laundry services Any use permitted as specified in Specific Plan No. 8
Longfellow Option 1, Segment C Segment C would connect from the end of Segment A to the potential PFE facility at 1529 Valley Drive			
Valley Dr.: The Greenbelt to 1529 Valley Dr.	Valley School The Greenbelt: pedestrian travel within Hermosa Beach Residential Restricted commercial Commercial –SPA	OS OS-1 R-3 C-2: downtown commercial SPA: commercial	Parks/beaches, educational buildings, public utility structures/corridors, pedestrian ways, public buildings, historical monuments, and public malls Any use permitted in the open space zone, except that no structure, building or improvement will be developed or erected unless specifically authorized as a permitted improvement Any use permitted in low- and medium-density residential, two dwelling units per lot, condominiums Plant shops, hardware, food and beverage markets, banks, pool halls, clubs, dance studios, tattoo/ piercing, gyms, department stores, hotels, museums, restaurants, laundry services Any use permitted as specified in Specific Plan No. 8
Longfellow Option 1, Segment D Segment D would connect from the end of Segment A to the potential PFE facility at 102 PCH			
The Greenbelt: 16 th St to Ardmore Ave	Open Space (Civic Center, Community Center, Clark Stadium) The Greenbelt: pedestrian travel within Hermosa Beach Residential Commercial – Specific Plan Area	OS OS – 1	Parks/beaches, educational buildings, public utility structures/corridors, pedestrian ways, public buildings, historical monuments, and public malls Any use permitted in the open space zone, except that no structure, building or

Table 3.9-1. Summary of Land Use and Recreation			
Project Component	Existing Land Use(s)	Zoning Designation(s)	Permitted uses
	Mobile home park Light manufacturing	R-2 R-3 SPA: commercial MHP M-1: light manufacturing	improvement will be developed or erected unless specifically authorized as a permitted improvement Any use permitted in low-density residential, two-dwelling unit per lot, condominiums Any use permitted in low- and medium-density residential, two dwelling units per lot, condominiums Any use permitted as specified in the Specific Plans No. 8 and 11 Mobile home parks, home occupations as permitted Administrative offices, artist studios, recording studios, gyms, hardware, warehouses, wholesale distributors
Ardmore Ave: 5 th St to 1 st Pl	Light Manufacturing Residential	M-1 R-1 R-2	Administrative offices, artist studios, recording studios, gyms, hardware, warehouses, wholesale distributors Single-family dwelling, accessory buildings, day care, churches Any use permitted in low-density residential, two dwelling units per lot, condominiums
1 st Pl: Ardmore Ave to 102 PCH (PFE facility)	Residential (SPA) Commercial (SPA)	R-2 SPA: restricted commercial	Any use permitted in low-density residential, two dwelling units per lot, condominiums Any use permitted as specified in Specific Plan No. 7
25th Street Option 2 – Consists of Segments A through C that would connect from the 25th Street Cable Landing Sites to three of the potential PFE facility sites (1606 Pacific Coast Highway [PCH], 1529 Valley Dr, and 102 PCH)			
25 th Street Option 2, Segment A: Would connect from the 25 th Street Cable Landing Site to the potential PFE facility at 1601 PCH			
MHW line to the 25 th Street Cable Landing Site (west of 25 th St and Hermosa Dr)	Recreational (i.e., volleyball, swinging, surfing, surf-fishing, jogging and rollerblading) The Strand: pedestrian and bike travel within Hermosa Beach and to Manhattan Beach and Redondo Beach	Same as 25 th Street Landing Terrestrial Alignment Option 1 – Valley Park (PFE facility) above	
25 th St: 25 th Street Cable Landing Site to the Greenbelt	Residential Restricted open space Unclassified school district	R-1 R-2 OS	Single-family dwelling, accessory buildings, day care, churches Any use permitted in low-density residential, two dwelling units per lot, condominiums Parks/beaches educational buildings,

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Project Component	Existing Land Use(s)	Zoning Designation(s)	Permitted uses
		Unclassified school district	public utility structures/corridors, pedestrian ways, public buildings, historical monuments, and public malls Any use permitted under School District designated uses
The Greenbelt: 25 th St to 16 th St	Recreational (i.e. jogging and walking) The Greenbelt: pedestrian travel within Hermosa Beach	OS-1	Any use permitted in the open space zone, except that no structure, building or improvement will be developed or erected unless specifically authorized as a permitted improvement
25 th Street Option 2, Segment B: Would connect from the end of Segment A to the potential PFE facility at 1601 PCH			
16 th St: The Greenbelt to 1601 PCH (PFE facility)	Valley School Residential Restricted commercial Commercial (SPA)	OS	Parks/beaches, educational buildings, public utility structures/corridors, pedestrian ways, public buildings, historical monuments, and public malls
		OS-1	Any use permitted in the open space zone, except that no structure, building or improvement will be developed or erected unless specifically authorized as a permitted improvement.
		R-3	Any use permitted in low- and medium-density residential, two dwelling units per lot, condominiums
		C-2: downtown commercial	Plant shops, hardware, food and beverage markets, banks, pool halls, clubs, dance studios, tattoo/ piercing, gyms, department stores, hotels, museums, restaurants, laundry services
		SPA: restricted commercial	Office, retail, service, entertainment
25 th Street Option 2, Segment C Segment C would connect from the end of Segment A to the potential PFE facility at 102 PCH Segment C is identical to the Longfellow Option 1, Segment D described above.			
25th Street Option 3 – Consists of Segments A through C that would connect from the 25th Street Cable Landing Sites to two of the potential PFE facility sites (1529 Valley Dr, and 102 PCH)			
25 th Street Option 3, Segment A: Would connect from the 25 th Street Cable Landing Site to the intersection of 16th Street and Monterey Blvd.			
MHW line to 25 th Street Cable Landing Site (west of 25 th St and Hermosa Dr)	Recreational (i.e., volleyball, swinging, surfing, surf-fishing, jogging and rollerblading) The Strand – pedestrian and bike travel within Hermosa Beach and to Manhattan Beach and Redondo Beach	Same as 25 th Street Landing Terrestrial Alignment Option 1 — Valley Park (PFE facility) above	
25 th St: 25 th Street Cable Landing Site to Manhattan Ave	Residential	R-1	Single-family dwelling, accessory buildings, day care, churches
		R-2	Any use permitted in low-density residential, two dwelling units per lot, condominiums

Table 3.9-1. Summary of Land Use and Recreation			
Project Component	Existing Land Use(s)	Zoning Designation(s)	Permitted uses
Manhattan Ave: 25 th St to 16 th St	Residential	R-1	Single-family dwelling, accessory buildings, day care, churches
		R-2	Any use permitted in low-density residential, two dwelling units per lot, condominiums
16 th St, Monterey Blvd, Loma Dr, & Pier Ave: Manhattan Ave to 1529 Valley Dr	Residential Commercial (SPA)	R-2	Any use permitted in low-density residential, two dwelling units per lot, condominiums
		R-3	Any use permitted in low- and medium-density residential, two dwelling units per lot, condominiums
		SPA: restricted commercial	Any use permitted as specified in the Specific Plans No. 11
25 th Street Option 3, Segment B Segment B would connect from the intersection of 16 th Street and Monterey Blvd to the potential PFE facility at 1529 Valley Drive			
16 th St, Loma Dr, Pier Ave, & Valley Dr: Manhattan Ave to 1529 Valley Dr	Residential Commercial (SPA)	R-2	Any use permitted in low-density residential, two dwelling units per lot, condominiums
		R-3	Any use permitted in low- and medium-density residential, two dwelling units per lot, condominiums
		SPA: restricted commercial	Any use permitted as specified in the Specific Plans No. 11
25 th Street Option 3, Segment C: Would connect from the end of Segment A to the potential PFE facility at 102 PCH.			
Monterey Blvd: 16 th St to 6 th St	Residential Commercial (SPA)	R-2	Any use permitted in low-density residential, two dwelling units per lot, condominiums
		R-3	Any use permitted in low- and medium-density residential, two dwelling units per lot, condominiums
		SPA : restricted commercial	Any use permitted as specified in Specific Plan No. 11
6 th St: Manhattan Ave to the Greenbelt	Residential Light manufacturing Restricted open space	R-2	Any use permitted in low-density residential, two dwelling units per lot, condominiums
		R-3	Any use permitted in low- and medium-density residential, two dwelling units per lot, condominiums
		M-1	Administrative offices, artist studios, recording studios, gyms, hardware, warehouses, wholesale distributors
		OS-1	Parks/beaches educational buildings, public utility structures/corridors, pedestrian ways, public buildings, historical monuments, and public malls

Project Component	Existing Land Use(s)	Zoning Designation(s)	Permitted uses
Ardmore Ave: 5 th St to 1 st Pl	Residential Light manufacturing Open space	R-1 R-2 M-1 OS	Single-family dwelling, accessory buildings, day care, churches Any use permitted in low-density residential, two dwelling units per lot, condominiums Administrative offices, artist studios, recording studios, gyms, hardware, warehouses, wholesale distributors Parks/beaches educational buildings, public utility structures/corridors, pedestrian ways, public buildings, historical monuments, and public malls
1 st Pl: Ardmore Ave to 102 PCH (PFE facility)	Residential Commercial	R-1 R-2 SPA: restricted commercial	Single-family dwelling, accessory buildings, day care, churches Any use permitted in low-density residential, two dwelling units per lot, condominiums Any use permitted as specified in Specific Plan No. 3 and 7

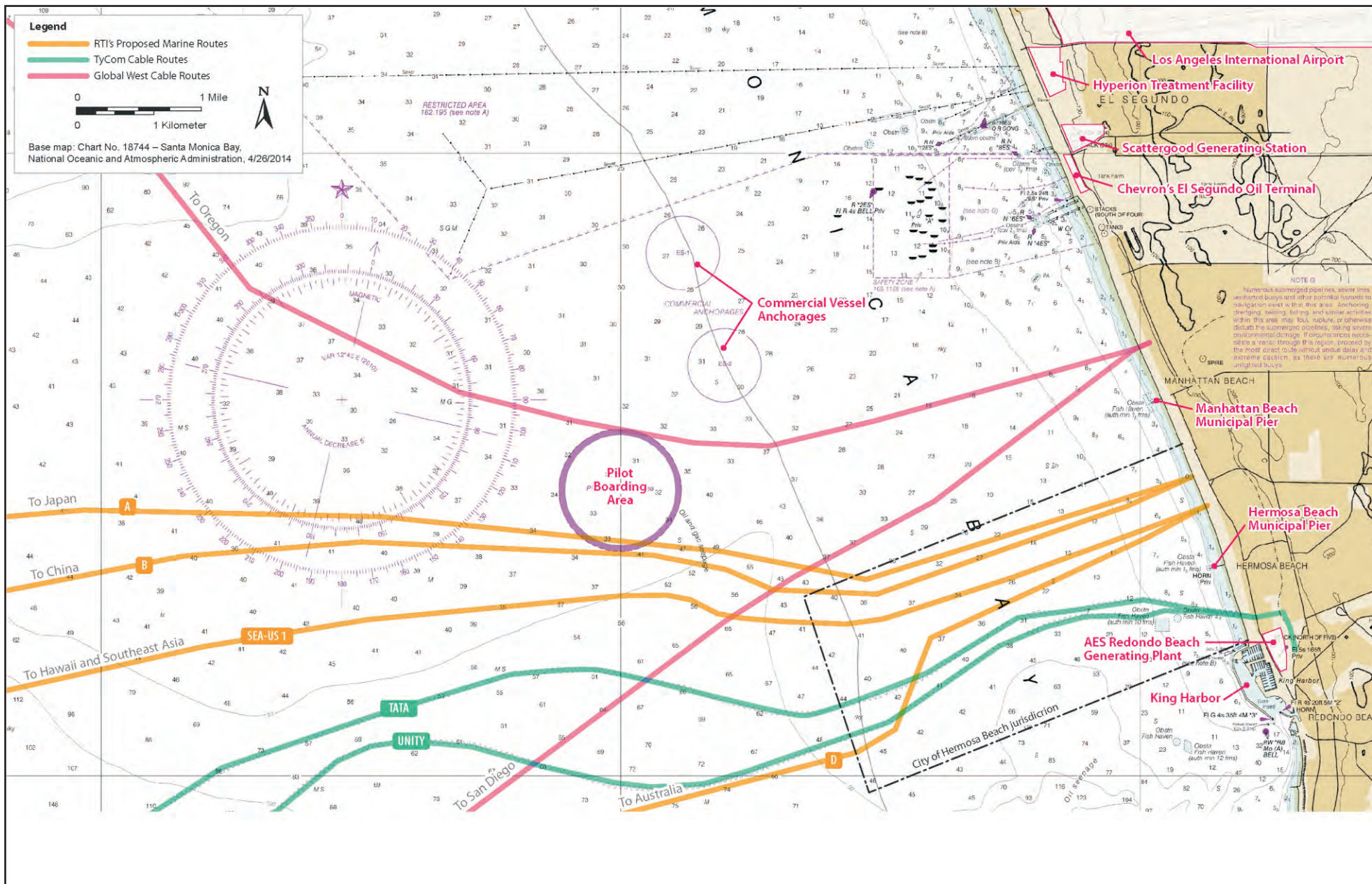
Source: ICF, 2015; City of Hermosa Beach, 2014

As shown on Figure 3.9-2, nearby coastal uses north of the Project and their approximate distance from the proposed beach landings include the following.

- Hyperion Treatment Facility – 4 miles
- Chevron’s El Segundo Oil Terminal – 2.9 miles
- Scattergood Generating Station – 3.2 miles
- Manhattan Beach Municipal Pier – 0.7 mile
- AES Redondo Beach Generating Plant – 1.4 mile
- King Harbor – 1.5 mile

Existing marine fiber-optic cables that are located near the proposed cable alignments and their approximate distance from the proposed beach landings, as shown on Figure 3.9-3, include the following.

- Tata TGN fiber-optic cable landing (Hermosa Beach) – 1.2 miles
- Unity fiber-optic cable landing (Hermosa Beach) – 1.2 miles
- Global West Network, Inc. (GWNI) fiber-optic cable landing (Manhattan Beach) – 1.4 miles
- U.S. Navy’s Fiber-Optic Communication Underwater System (FOCUS) (San Nicolas) – 44.4 miles



Source: ICF

Figure 3.9-2
Prominent Coastal Uses In the Vicinity of Proposed Marine Routes

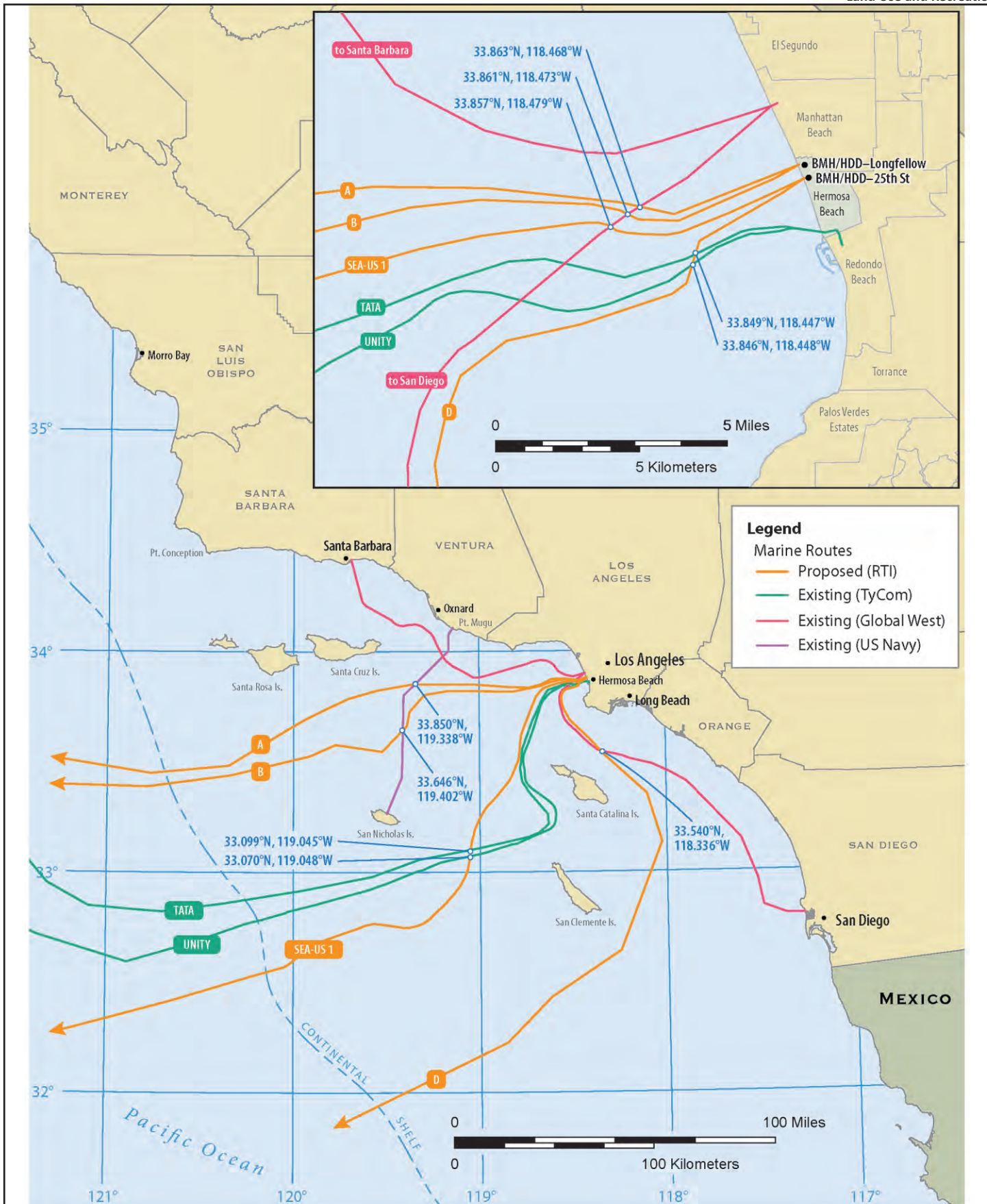


Figure 3.9-3
Fiber-Optic Cable Systems Crossed by Proposed Marine Routes

As shown in Figure 3.9-4, the proposed routes cross the Point Mugu Sea Range, which encompasses a 36,000-square-mile area (NAVAIR, 2014). The range includes several of the Channel Islands, military airfields, target and missile launch facilities, data collection and surveillance aircraft, and an experienced staff of technical personnel for the purpose of testing weapons, ships, aircraft, and other specialized military systems.

The northbound and southbound lanes within the Traffic Separation Scheme (TSS) parallel the coastline in the Project area. All vessel traffic is encouraged to use these lanes when traveling to or from San Pedro Bay, including through the Project area. Recreational boating includes fishing charters, pleasure power boating, and sailing.

3.9.2 Regulatory Setting

3.9.2.1 Federal

Submarine Cable Act

Title 47, Sections 21–33 of the USC was enacted by Act Feb. 29, 1888, Ch 17, 25 Stat 41, popularly known as the Submarine Cable Act. The act protects submarine cables and holds responsible parties liable to imprisonment for willful injury to such cables (Sections 21 and 22). The Submarine Act requires vessels laying cables to observe the rules concerning signals and for other vessels to keep at a distance of at least one nautical mile (Section 24). Fishing vessels have the duty to keep nets from cables at a distance of at least one nautical mile from a vessel engaged in laying or repairing a cable (Section 25). The Act requires fishing vessels to remain at least one nautical mile from any construction vessels and at least 0.25 mile from any other cable markers in the ocean.

3.9.2.2 State

California Coastal Act

The California Coastal Act (CCA), adopted in 1976, protects and enhances Coastal Zone resources, ensuring balanced utilization of those resources, and maximizing access to the shoreline. The CCA contains goals and restrictions for the development of the Coastal Zone. It also recognizes that conflicts may arise between competing policies (e.g., provision of public access and protection of habitat) and provides for the balancing of competing objectives.

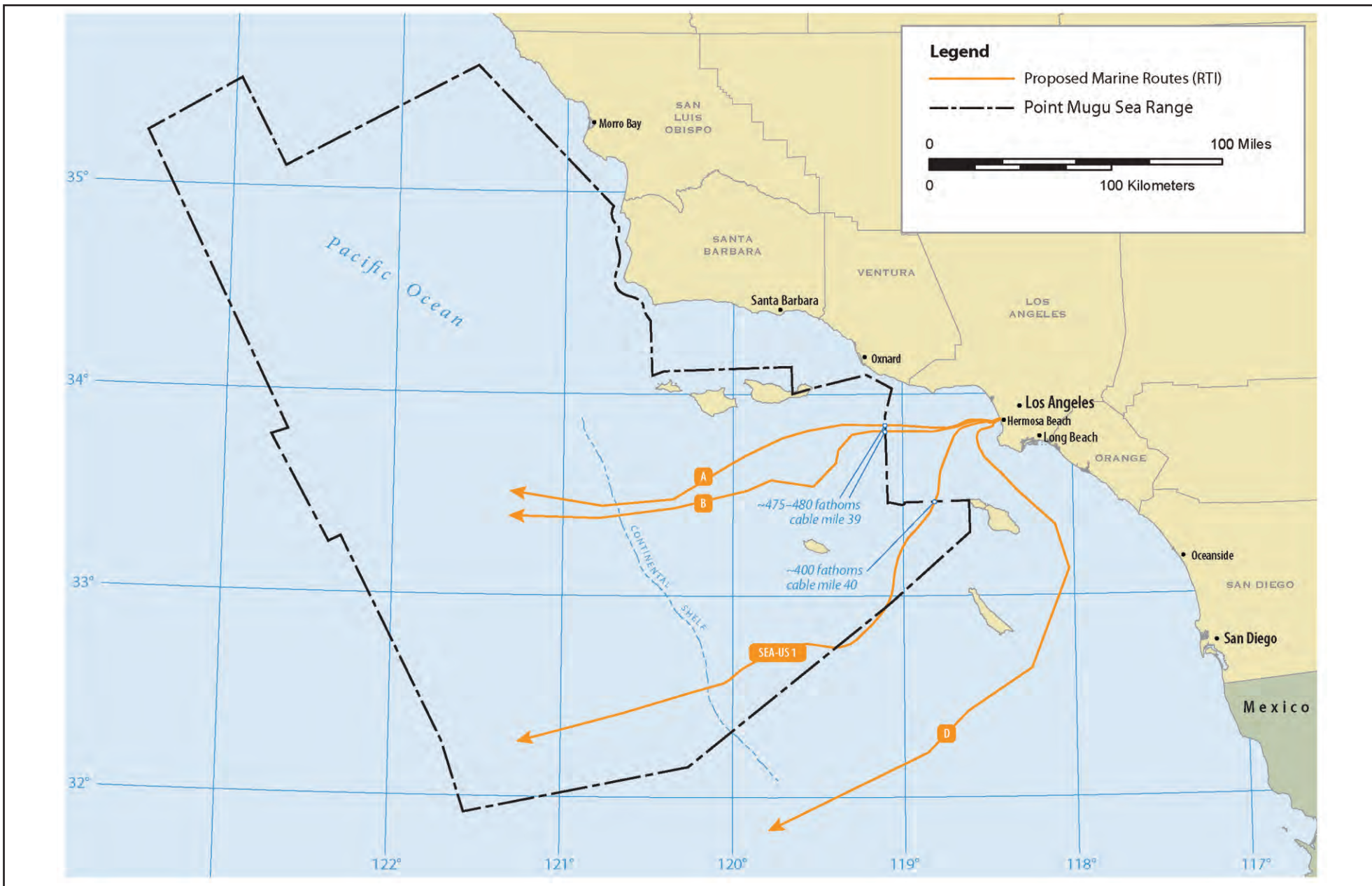
The CCC holds the authority to determine whether a discretionary project is consistent with the provisions of the CCA in the Coastal Zone because Hermosa Beach does not have a certified LCP (see Local below). Chapter 3 of the CCA includes relevant planning and management policies of the CCA that pertain to the proposed Project, each of which is discussed below.

Article 2 – Public Access

Section 30211 protects the public's right of access to the sea where acquired through use or legislative authorization.

Article 3 – Recreation

Section 30220 protects coastal areas suited for water-oriented recreational activities that cannot be accommodated readily in inland water areas. Section 30221 protects oceanfront land suitable for recreational use for recreational use and development.



Source: ICF

Figure 3.9-4
Proposed Marine Routes and the Point Mugu Sea Range

Article 4 – Marine Environment

Section 30230 requires that marine resources be maintained, enhanced, and, where feasible, restored, with special protection given to areas and species of special biological or economic significance.

Section 30231 requires that biological productivity and water quality be maintained and, where feasible, restored, by minimizing adverse effects of wastewater discharges and controlling runoff.

Section 30232 protects against the spillage of crude oil, gas, petroleum products, or hazardous substances in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Section 30233(a) regulates dredging and filling of open coastal waters. The proposed Project involves burying cables within coastal waters, which would require plowing and placing the cable on the seafloor. Disturbing bottom sediments during plowing meets the definition of dredging and filling. CCA Section 30233(a) states diking, filling or dredging in open coastal waters shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. This section then lists seven development scenarios for which diking, filling or dredging would be permitted in open coastal waters, which includes:

- (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

Section 30234.5 states the economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

Article 5 – Land Resources

Section 30240(a) protects environmentally sensitive habitat areas against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

Section 30240(b) requires that development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30244 requires reasonable mitigation measures where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer.

Article 6 – Development

Section 30250 encourages the use of areas already developed for future commercial uses.

Section 30251 requires that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas.

Section 30253 ensures the minimization of adverse impacts by requiring that new developments consider the following:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

(4) Minimize energy consumption and vehicle miles traveled.

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Article 7 – Industrial Development

Section 30260 encourages coastal-dependent industrial facilities to locate or expand within existing sites. It specifies that where new or expanded coastal-dependent industrial facilities cannot be accommodated feasibly and consistently with other policies of this division, they may be permitted if (1) alternative locations are infeasible or more environmentally damaging, (2) to do otherwise would adversely affect public welfare, or (3) adverse environmental effects are mitigated to the maximum extent feasible.

3.9.2.3 Local

City of Hermosa Beach General Plan

The City of Hermosa Beach General Plan consists of nine required and five optional elements that guide the City's overall development. Among those elements applicable to the Project are Circulation, Transportation, & Parking; Conservation; Open Space; Land Use; Noise; and Safety.

The general plan presents a guide for Hermosa Beach's future and seeks to promote the following:

- Rational land use allocation.
- Maximization of open space and recreational opportunities.
- Efficient movement through the city on commercial arteries while preserving the safety of neighborhoods by reasonable traffic controls, and pedestrian and vehicle circulation within the city.
- Minimization of adverse impacts on the community.

Conservation Element

The objective of the plan's Conservation Element is to preserve and enhance the environment consistent with human needs (City of Hermosa Beach, 1979a). The element identifies water resources, beach sand, and subsurface oil deposits as natural resources, and highlights that the "usability of the ocean and beach resource is directly related to quality of that resource." The General Plan places restrictions on the amounts and types of runoff that may enter into tidal and ocean waters. The summarized policies that apply to the proposed Project are as follows:

Policy 1 – Neither the ocean or beach will support private development of any sort. The ocean is placed in the Open Space zone under the provisions of the Open Space Plan, and is not subject to development of any sort. Use is restricted to navigation of ocean-going vessels and recreation.

- Policy 5 – No additional structures should be allowed on the beach, except public restrooms and lifeguard stations.
- Policy 7 – Vehicular traffic, including lifeguard trucks and police cars, is barred from the beach and the Strand except for emergencies and necessary cleaning functions.
- Policy 9 – The beach areas should always be considered and treated as a recreational asset and never as a commercial enterprise.

Open Space Element

The fundamental goal of the Open Space Element is to preserve and enhance green areas and other open space, such as street landscape strips and the beach (City of Hermosa Beach, 1979b).

- Policy 19 – To obtain, preserve, and enhance green areas, such as street landscape strips, mini-parks and parkways as being necessary to the health and well-being of the community.
- Policy 21 – To provide for, and adequate protection of, bikeways, pedestrian routes, and trails.
- Policy 26 – Railroad Right-of-Way (now known as the Greenbelt). The City shall retain its landscape agreement, and seek to expand its agreements on the right-of-way for open space/transportation use. Such use shall cover no more than 20 percent of the right-of-way.
- Policy 27 – Beach. The beach shall be developed in accordance with the conservation section of this plan and no private use of the beach shall be permitted.

Land Use Element

The Land Use Element Revision, adopted in 1994, provides the current goals, policies, and objectives for the general development of the City, and designates the proposed general distribution and general location, extent and type of uses of land throughout the City (City of Hermosa Beach, 1994). The following goals and policies apply to the proposed Project:

Goal 1 Protect, improve and maintain the quality of life and the small town beach community atmosphere of Hermosa Beach.

Implementation Policy 1.2-1: All nonresidential land uses adjacent to residential properties must provide buffers and/or building setbacks to adequately protect nearby residential properties from adverse impacts.

Implementation Policy 1.2-3: Nonresidential land uses are prohibited from subjecting nearby residential properties to objectionable air, noise, glare and other environmental impacts.

Other Applicable Elements

Other applicable elements include Noise; Circulation, Transportation & Parking; and Safety. Noise and Transportation are discussed in detail in Sections 3.10 and 3.12, respectively. The Noise Element describes several goals for reducing noise. Although most of the element's goals are specific to transportation noise, the general plan states that noise mitigation costs should be allocated among those who produce the noise. The Circulation, Transportation & Parking Element describes the City's street network, identifies reducing congestion on the network as a goal, and encourages the use of alternative modes of transportation. The Safety Element identifies the importance of minimizing response times for fire, police, and other emergency vehicles.

City of Hermosa Beach Zoning Ordinance

Title 17 of the City's Municipal Code provides the zoning ordinance, which describes the City's land use plan to serve the public health, safety and general welfare and to provide the economic and social advantages resulting from an orderly planned use of land resources. Policies set forth within the general plan are implemented in part through enforcement of the City's zoning regulations. Zoning regulations prescribe the allowable uses within specified zoning districts and impose standards on those uses. The zoning designations that would be traversed by the proposed Project include the following: R-1 (single-family residential), R-2 (two-family residential), R-3 (multiple-family residential), C-1 (neighborhood commercial), M-1 (light manufacturing), OS (open space), OS-1 (restricted open space), MHP (mobile home park), SPA (restricted residential), SPA (restricted commercial), and SPA (commercial). For compliance with development in the OS zone, a planned development permit is required. The proposed Project's compliance with the City's Zoning ordinance is discussed in Table 3.9-2, below. (City of Hermosa Beach, 2014)

Local Coastal Program Draft Amendments to the Certified Land Use Plan

The LCP incorporates the goals and policies of the CCA within local municipality regulations and identifies the location, type, density, and development standards for future development within the Coastal Zone. To be certified by the CCC, the goals and policies must include a Land Use Plan and its implementing ordinances. Once certified, the local municipality assumes responsibility for making land use decisions within its jurisdiction.

Although the CCC certified the City of Hermosa Beach General Plan in 1982, the LCP was never certified because it lacked implementing ordinances. The City prepared and submitted implementing ordinances and amendments in 2000 toward obtaining a certified LCP. However, the LCP was not certified; the City and the CCC were not able to resolve several issues, including use of the beach for temporary events, water quality management, and categorical exclusions. In the absence of a certified LCP, the CCC will be responsible for issuing a Coastal Development Permit and a Federal Consistency Certification for the proposed Project, and the LCP is not discussed further.

3.9.3 Impact Analysis

3.9.3.1 Methodology/Approach

Impacts to land use and recreational resources could occur if the proposed Project disrupts existing permitted land uses, degrades recreational resources, or conflicts with any applicable plan, policy, or regulations related to land use or recreation. The impact analysis evaluates whether adverse impacts would occur associated with the construction and operation of the proposed Project.

3.9.3.2 Significance Thresholds

An impact related to land use or recreation would be considered significant if the proposed Project would:

- Preclude a permitted land use or marine use, or create a disturbance that would diminish the function of an existing use.
- Disrupt or preclude activities in established federal, State, or local recreation areas.

- Contribute to the long-term loss or degradation of the recreational value of an established, designated, or planned recreational use area.
- Conflict with any applicable adopted local, State, or federal land use or recreation plans, goals, policies, or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

3.9.3.3 Impacts and Mitigation Measures

Preclusion of a Permitted Land Use or Marine Use, or Diminishment of an Existing Use

Impact LU-1: Terrestrial construction activities would temporarily preclude or disrupt existing land uses.

Locations for the cable landing sites include two options on the beach and two options within public street right-of-ways. Terrestrial construction would also include installation of the buried conduit system and the intermediate manholes. Impacts associated with these terrestrial construction activities are addressed under this impact, with the exception of the cable landing sites at the two beach locations, which are discussed under Impact LU-3. Potential impacts to the Greenbelt are discussed under Impact LU-4.

Construction of the two cable landing sites within the public street rights-of-way would occur at 25th Street and/or Longfellow Avenue; and construction of the buried conduit system would occur at various locations within the Greenbelt and public street rights-of-away along the proposed terrestrial cable routes (refer to Figure 2-1). Pre-cast concrete manholes would be placed at intervals of approximately 1,200 feet to 2,500 feet along the buried conduit system routes between the cable landing sites and the PFE facilities. Depending on the final alignments of the routes, 8 to 12 intermediate manholes are expected for the entire Project.

These construction activities would result in disruptions to traffic along public streets, temporarily block access to parking spots, and alter local circulation and access. As discussed in Section 3.12, *Transportation and Traffic*, Mitigation Measure TT-1a requires a Construction Traffic Control Plan during the construction period, which would reduce traffic impacts to a less-than-significant level. Mitigation Measure TT-1a includes stipulations that limit the delivery of construction materials to off-peak hours and require that businesses and residences be provided with advance notification of driveway blockage. During construction at the two landing site locations, residents would be unable to access Palm Drive from 25th Street and Longfellow Avenue, which is a one-way alley that is primarily used to access residential garages. However, as discussed in Section 3.12, Mitigation Measure TT-1a would require affected property owners and tenants to be provided with written notification about the timing and duration of obstructions and to arrange for alternative access, if necessary.

Construction of the proposed Project would also result in a temporary loss of street parking on 25th Street and Longfellow Avenue for the duration of the directional boring operations (4 weeks at each location). Although street parking is limited in the Project area, the affected parking spaces are metered and therefore used primarily for short-term access. The loss of this source of short-term parking would be temporary, and Mitigation Measure TT-1a would ensure that detours and the safe movement of pedestrians and bicycles is provided through all affected areas. All existing sources of short-term parking would be available to the public following Project construction. With

implementation of Mitigation Measure TT-1a, temporary impacts to existing land uses would be reduced to a less-than-significant level (Class II).

Mitigation Measures

TT-1a **Construction Traffic Control Plan.** Refer to Section 3.12, *Transportation and Traffic*, for full text of this measure.

Impact LU-2: Marine construction activities would temporarily interfere with existing marine activities.

Marine activities in the vicinity of the cable-laying vessels could include commercial and recreational fishing, recreational boating (e.g., sailboats, kayaks, stand-up paddleboards), anchored vessels, and other marine sports (e.g., jet skiing, diving). Other existing marine seabed uses include fiber-optic cables owned by: GWNI; Tata Communications (TGN Segment G-5); Unity (TGN Segment G-4); the U.S. Navy; the northbound and southbound coastwise traffic lanes; and the Point Mugu Sea Range. Also, refer to Sections 3.3 (Biological Resources) 3.12 (Transportation and Traffic), which include discussions of marine recreational activities and recreational marine traffic, respectively.

The presence of cable-laying vessels could interfere with these marine activities since all other vessels would be required to maintain a one-mile standoff distance during cable-laying activities, as required by the Submarine Cable Act. Other vessels would also be required to maintain a one-mile distance during specific construction activities such as drilling. However, these Project activities would occur over the course of the marine route and would not be stationed in one location for long periods. The proposed marine route is designed to minimize conflicts with seabed uses, particularly anchorages and fishing areas. Impacts to existing marine activities would be limited to temporary interruptions.

The applicant would be responsible for negotiating easements with GWNI, Tycom, Unity, and the U.S. Navy and would use special techniques for crossing any existing cables (refer to Section 2.5.2.6 for a discussion of cable crossing procedures). The applicant would also notify the U.S. Navy before working in the Point Mugu Sea Range to allow the U.S. Navy to coordinate its operations with the proposed cable installation activities. However, depending on the time of year cable-laying activities occur, the potential for conflicts with other uses could result in adverse impacts. As such, the Mitigation Measures LU-2a through LU-2c are recommended. Implementation of these measures would reduce conflicts with existing marine uses and impacts would not be significant (Class II).

Mitigation Measures

LU-2a **Disclose Marine Cable Locations.** One month prior to commencement of marine cable installation, the applicant shall inform fishing companies and personnel of the cable locations by providing copies of the marine route position list. The applicant shall consult directly with the fishing operators and inform them of the requirements of the Submarine Cable Act. In particular, Sections 24 and 25, which require vessels to keep at a distance of at least one nautical mile from the cable-laying vessel, and fishing vessels to keep nets from cables at a distance of at least one nautical mile. Two weeks before commencement of marine cable installation, the applicant shall provide the City with documentation of these consultation efforts.

LU-2b **Provide Notice of Marine Construction Activities to Appropriate Agencies and Personnel.** The applicant shall provide notice to the California Department of Conserva-

tion, the U.S. Navy, the CCC, and the City of Hermosa Beach two weeks before commencement of marine cable installation. The notice shall be kept current (every two weeks) and shall include the location of the work site; the size and type of equipment used to perform the work; associated guard ships; name and radio call signs for working vessels, if applicable; and telephone numbers of onsite contact representatives and the schedule for completing the Project.

The applicant shall keep its Local Notice to Mariners current by providing written update notices to the Commander, Eleventh Coast Guard District, Coast Guard Island Building 50-2, Alameda, California 94501, every two weeks during Project installation.

- LU-2c **Provide As-Laid Specifications to Appropriate Agencies and Personnel.** After the marine alignments have been installed, the applicant shall submit as-laid plans, including depth of burial from the mean high-water line to the 5,904-foot (1,800-meter) water depth, to the California Department of Conservation, the U.S. Navy, the CCC, and the City of Hermosa Beach. The fiber optic cable location shall be recorded using a differential GPS, with the transponder mounted on the equipment (cable plow or ROV) used for burial.

Disruption of Established Recreation Areas

Impact LU-3: Construction activities at the cable landing sites would disrupt established recreation areas along the beach and the Strand.

If the beach options are chosen for the cable landing sites, the 25th Street beach option would be located on a site that would be 100 feet by 150 feet, and the Neptune Avenue beach option would be located on a site that would be 60 feet by 200 feet. Each site would be surrounded by fencing between 6 to 8 feet in height. As shown in Table 3.9-1, these beach areas support activities such as swimming, volleyball, and jogging. These locations are adjacent to the Strand, a concrete pathway that parallels Hermosa Beach and connects adjacent cities (Manhattan Beach and Redondo Beach). The Strand supports a variety of recreational activities such as walking, jogging, and running. Non-motorized vehicles including bicycles, skateboards, and rollerblades are other common uses along the Strand.

Construction activities would include installation of the directional bores, two landing manholes, two ocean ground beds, and conduits to connect these facilities to the terrestrial conduit facilities. Vehicles would be used for the various construction and cable installation activities and to deliver materials at the rate of approximately 15 tractor-trailer loads per day. At the beginning of the proposed Project, equipment and materials would arrive at the rate of approximately 4 trucks per day. Fuel and other materials would also be delivered to the site daily as needed.

Due to these construction activities, recreational activities on the beach and along the Strand would be temporarily disrupted or displaced. The number of residents and visitors inside the City's Coastal Zone¹ ranges from 50,000 people on a weekday afternoon to almost 110,000 people on a weekend afternoon (Fehr and Peers, 2015). In order to reduce conflicts with recreation, a beach landing site would only be selected if construction were to occur during the non-peak season.

Due to the break in the Strand at Neptune Avenue/First Street, the Neptune Avenue landing is located in a busy area for beach drop-offs and is sometimes used as an access point to the beach for

¹ City of Hermosa Beach Coastal Zone is defined as the area extending from the north to the south City limits, and east from the beach to approximately Valley Drive (Fehr and Peers, 2015).

emergency vehicles. Although this is a popular access point, there are many other beach access points along the Strand. Construction activities would temporarily preclude use of this particular access point, but it would not present major disruptions to beach access or use. Similarly, the beach recreation activities that would likely be disrupted could occur at other beach sites in the immediate vicinity, as these activities are not specific to just the cable landing site locations. In addition, as stated in Section 2.4.2.11, pedestrian and recreational traffic along the Strand would be maintained and no extended closures would occur.

Mitigation Measure TT-1a in Section 3.12, *Transportation and Traffic*, recommends a Construction Traffic Control Plan, which would stipulate feasible means to minimize temporary impacts to traffic flow from roadway disruptions, including limiting delivery of construction materials to off-peak hours. With implementation of these measures, the temporary impacts to recreation activities along the beach and the Strand would be reduced to a less-than-significant level (Class II).

In addition to the temporary disruptions discussed above, directional boring could result in the inadvertent release of drilling fluids (e.g., a frac-out) on to the beach, the surf zone, or on the nearshore sea floor along the boring alignment. As discussed in Section 2.4.2.1, a frac-out occurs when drilling fluids made up of bentonite clay, an inert natural substance used to lubricate the drill and remove material from the drill path, travel along a fissure or crack in the soil. In the event of a frac-out, the immediate area surrounding the frac-out would be closed during the clean-up procedures, and the length of time required to clean up the drilling fluids would depend on the size of the release (see Section 3.7). In order to respond to an inadvertent release as quickly as possible, drilling activities would be constantly monitored, and containment equipment (e.g., portable pumps, hand tools, hay/straw bales, silt fencing, lumber) would be on-site and readily available. Implementation of Mitigation Measures HAZ-1a (*Spill Prevention and Contingency Plan*) and HAZ-1b (*Worker Training*) would ensure that the drilling fluids would be contained within the immediate release area. Continued use of the beach and other permitted recreational activities would not be affected outside of the containment area. With implementation of Mitigation Measures HAZ-1a and HAZ-1b, construction impacts to recreation areas along the beach and the Strand would be reduced to a less-than-significant level (Class II).

Mitigation Measures

- TT-1a **Construction Traffic Control Plan.** Refer to Section 3.12, *Transportation and Traffic*, for full text of this measure.
- HAZ-1a **Spill Prevention and Contingency Plan.** Refer to Section 3.7, *Hazards and Hazardous Materials*, for full text of this measure.
- HAZ-1b **Worker Training.** Refer to Section 3.7, *Hazards and Hazardous Materials*, for full text of this measure.
- HWQ-1 **Frac-out Contingency Plan.** Refer to Section 3.8 *Hydrology and Water Quality*, for full text of this measure.

Impact LU-4: Construction activities for installation of the terrestrial conduit system would temporarily disrupt established recreation activities along the Greenbelt and Ardmore Park.

The Greenbelt traverses the length of the City and is regularly used by residents for walking and jogging, and there are tables for picnics. Portions of the terrestrial cable routes would be located

along the Greenbelt, and at the southern end of the Greenbelt, portions of the cable routes would be located along Ardmore Park (refer to Figure 2-1 of the Project Description for the layout of the buried conduit system). Construction activities along the Greenbelt and Ardmore Park would result in temporary disruptions to recreation users due to general inconveniences associated with construction including restricted parking, visual alterations, construction noise, and blocked access points. Construction along the Greenbelt and Ardmore Park is expected to last approximately two weeks, so impacts would be temporary; and alternative access points for the Greenbelt would be provided. Recreation activities would not be precluded completely and, therefore, not significantly disrupted. Therefore, the temporary impacts to these recreational resources would be adverse but not significant (Class III).

Loss or Degradation of an Established, Designated, or Planned Recreational Use

Construction and operation of the proposed Project would not result in the permanent loss or degradation of recreational uses. As discussed under Impacts LU-3 and LU-4, construction activities would create temporary disruptions to established recreation areas. However, there are no components of construction or operation that would result in the long-term degradation or permanent loss of established, designated, or planned recreational uses.

Conflicts with Adopted Land Use or Recreation Plans, Goals, Policies, or Regulations

Table 3.9-2 provides an analysis of the proposed Project’s consistency with the applicable land use and recreation policies and regulations. Many policies are intended to address conventional private development, such as residential and commercial development, and are not focused on infrastructure facilities like the proposed Project. Also, many policies are focused on long-term changes to land use and recreation, and not temporary changes such as those that occur during project construction.

Most Project impacts are associated with construction and would not have a lasting effect on the character of the area. Land uses in the vicinity of Project construction locations would be temporary inconvenienced, but these effects would end with the completion of construction. Similarly, recreational use along portions of the beach, Strand, and Greenbelt would be temporarily disrupted during construction, but would return to current conditions after construction. As described in Table 3.9-2 below, the Project would be consistent with applicable land use and recreation policies.

Table 3.9-2. Policy Analysis		
Applicable Policy or Regulation	Consistency Analysis	Consistency Determination
California Coastal Act		
<i>Article 2 – Public Access</i>		
Section 30211 protects the public’s right of access to the sea where acquired through use or legislative authorization.	Marine construction activities would temporarily interfere with existing marine activities. However, mitigation measures specifically for the marine cable installation would reduce potential impacts to a less-than-significant level.	Consistent with implementation of mitigation
<i>Article 3 – Recreation</i>		
Section 30220 protects coastal areas suited for water-oriented recreational activities that cannot be accommodated readily in inland water areas.	The proposed Project would temporarily impact recreation and public uses within the immediate cable installation areas; however, beach access as a whole would continue to be available in the surrounding areas and the limited amount of temporary disturbance at or near the beach would	Consistent
Section 30221 protects oceanfront land suitable for recreational use for recreational use and development.		

Table 3.9-2. Policy Analysis		
Applicable Policy or Regulation	Consistency Analysis	Consistency Determination
	not result in a conflict with Sections 30211 and 30220 of the CCA. The proposed work sites would temporarily hinder access to a specific and confined portion of the beach area during construction, and the rest of the beach would be accessible. Therefore, while temporary access to the beach would be precluded at the specific landing sites, the availability of multiple access points to the beach would not entirely preclude coastal access, and beachgoers would continue to access the coast and beach areas during construction. Recreation and public access use would continue after Project construction similar to existing conditions; as such, the proposed Project would be consistent with CCA Sections 30211 and 30220.	
<i>Article 4 – Marine Environment</i>		
Section 30230 requires that marine resources be maintained, enhanced, and, where feasible, restored, with special protection given to areas and species of special biological or economic significance.	The proposed alignments were selected to avoid marine features of biological or economic significance. Mitigation measures associated with marine biological resources are included in Sections 3.3 (Biological Resources) of this EIR.	Consistent with implementation of mitigation
Section 30231 requires that biological productivity and water quality be maintained and, where feasible, restored, by minimizing adverse effects of wastewater discharges and controlling runoff.		Consistent with implementation of mitigation
Section 30232 protects against the spillage of crude oil, gas, petroleum products, or hazardous substances in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.	Oil or hazardous materials spills could occur during the proposed Project's marine construction activities. Section 3.7 (Hazards and Hazardous Materials) includes a mitigation measure for a Spill Prevention Plan. With implementation of this measure, the proposed Project would comply with this section of the CCA.	Consistent with implementation of mitigation
Section 30233(a) regulates dredging and filling of open coastal waters and states diking, filling or dredging in open coastal waters shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. This section then lists seven development scenarios for which diking, filling or dredging would be permitted in open coastal waters, which includes: (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.	The proposed Project is a utility project that involves burying cables within coastal waters, which qualifies the Project as an "incidental public service." This EIR recommends feasible mitigation measures to minimize potential impacts of the proposed Project. In addition, Section 4 (Alternatives) presents potentially feasible alternatives for the City to consider. Utilization of this EIR for selection of the final Project design would ensure compliance with this section of the CCA.	Consistent upon certification of the EIR and implementation of mitigation
Section 30234.5 states the economic, commercial, and recreational importance of fishing activities shall be recognized and protected.	As discussed under Impact LU-2 above, marine construction activities would temporarily interfere with existing marine activities, which may include commercial fishing. The EIR proposes mitigation measures (i.e., LU-2a through LU-2c) specifically for the marine cable installation to reduce potential impacts to a less-than-significant level.	Consistent with implementation of mitigation

Table 3.9-2. Policy Analysis		
Applicable Policy or Regulation	Consistency Analysis	Consistency Determination
<i>Article 5 – Land Resources</i>		
Section 30240(a) protects environmentally sensitive habitat areas against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.	Mitigation measures associated with biological resources are included in Sections 3.3 (Biological Resources) of this EIR. With implementation of these measures, the proposed Project would be consistent with this section of the CCA.	Consistent with implementation of mitigation
Section 30240(b) requires that development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.	In addition to mitigation measures for biological resources, as discussed under Impact LU-2 above, impacts to recreation areas would be mitigated through implementation of traffic control measures and Mitigation Measure LMR-6 in the APED, which includes funding for beach-related improvements as part of a conservation easement with the City of Hermosa Beach. With implementation of these measures, the proposed Project would be consistent with this section of the CCA.	Consistent with implementation of mitigation
Section 30244 requires reasonable mitigation measures where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer.	As indicated in Section 3.4 (Cultural Resources), potential impacts on cultural resources were determined to be less than significant by providing for identification and appropriate treatment of any unique archaeological resources encountered and monitoring during the construction period. With implementation of these measures, the proposed Project would be consistent with this section of the CCA.	Consistent with implementation of mitigation
<i>Article 6 – Development</i>		
Section 30250 encourages the use of areas already developed for future commercial uses.	The proposed Project would use existing ROWs, mainly public roadways and areas zoned as open space, as well as existing buildings (for the proposed PFE facility sites). The landing sites would not be developed in the conventional sense, but instead would be used as sites for buried infrastructure.	Consistent
Section 30251 requires that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas.	As discussed in Section 3.1 (Aesthetics), construction activities at the cable landing sites would temporarily degrade the visual quality of the surrounding areas and would obstruct scenic views of the beach and coastline, which would result in temporary significant impacts. Because these impacts would be temporary and Project facilities would not be visible after construction, views would not change.	Consistent
Section 30253 ensures the minimization of adverse impacts by requiring that new developments consider the following: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5)	Impacts would primarily be limited to the period of Project construction. After construction, the Project would not violate any of the provisions of this policy. This EIR recommends mitigation measures to reduce significant impacts during construction.	Consistent with implementation of mitigation.

Table 3.9-2. Policy Analysis		
Applicable Policy or Regulation	Consistency Analysis	Consistency Determination
Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.		
<i>Article 7 – Industrial Development</i>		
Section 30260 encourages coastal-dependent industrial facilities to locate or expand within existing sites. Specifies that where new or expanded coastal-dependent industrial facilities cannot be accommodated feasibly and consistently with other policies of this division, they may be permitted if (1) alternative locations are infeasible or more environmentally damaging, (2) to do otherwise would adversely affect public welfare, or (3) adverse environmental effects are mitigated to the maximum extent feasible.	The Project is not an industrial facility, but rather commercial utility infrastructure.	Consistent.
City of Hermosa Beach General Plan		
<i>Conservation Element</i>		
Policy 1 – Neither the ocean or beach will support private development of any sort. The ocean is placed in the Open Space zone under the provisions of the Open Space Plan, and is not subject to development of any sort. Use is restricted to navigation of ocean-going vessels and recreation.	The proposed Project would use existing ROWs, mainly public roadways and areas zoned as open space, as well as existing buildings (for the proposed PFE facility sites). The Project would not involve development in the conventional sense, but instead would consist primarily of buried infrastructure. Ocean navigation and recreation would be unchanged after Project construction is complete. The Project would not place any structures on the beach, but rather would bury infrastructure under the beach, which is the current practice for sewer and storm drain outfalls and existing telecommunication lines.	Consistent
Policy 5 – No additional structures should be allowed on the beach, except public restrooms and lifeguard stations.		
Policy 7 – Vehicular traffic, including lifeguard trucks and police cars, is barred from the beach and the Strand except for emergencies and necessary cleaning functions.	For the cable landing sites at the beach, vehicles would be used for various construction and cable installation activities and to deliver construction materials on a temporary basis. Construction vehicles would not travel along the beach or Strand, but would cross to the beach landing sites from adjacent streets. This is a temporary effect that would not violate the intent of this policy. Public safety would be assured with the incorporation of Mitigation Measures MM TT-1a (see Section 3.12, Transportation and Traffic).	Consistent
Policy 9 – The beach areas should always be considered and treated as a recreational asset and never as a commercial enterprise.	If chosen, the beach cable landing sites locations would be temporarily located on the beach, which would restrict the recreational use of a small portion of the beach. After the bores are completed in Phase 1, the beach would again be fully available for public recreational use.	Consistent
<i>Open Space Element</i>		
Policy 19 – To obtain, preserve, and enhance green areas, such as street landscape strips, mini-parks and parkways as being necessary to the health and well-being of the community.	Construction activities along the Greenbelt and Ardmore Park would result in disruptions to recreation users due to general nuisances associated with construction including restricted parking, visual alterations, construction noise, and blocked access points. However, construction along	Consistent
Policy 21 – To provide for, and adequate protection of, bikeways, pedestrian routes, and		

Table 3.9-2. Policy Analysis		
Applicable Policy or Regulation	Consistency Analysis	Consistency Determination
trails.	these recreation areas would be temporary and recreation activities would not be eliminated altogether during this time. Therefore, the temporary impacts would be adverse but would not conflict with these policies.	
Policy 26 – Railroad Right-of-Way (now known as the Greenbelt). The City shall retain its landscape agreement, and seek to expand its agreements on the right-of-way for open space/transportation use. Such use shall cover no more than 20% of the right-of-way.		
Policy 27 – Beach. The beach shall be developed in accordance with the conservation section of this plan and no private use of the beach shall be permitted.	The Project would not involve development as conventionally defined, but rather would consist of the installation of telecommunications infrastructure. After construction, the beach would remain fully available for public use.	Consistent
<i>Land Use Element</i>		
Goal 1 Protect, improve and maintain the quality of life and the small town beach community atmosphere of Hermosa Beach		
Implementation Policy 1.2-1: All nonresidential land uses adjacent to residential properties must provide buffers and/or building setbacks to adequately protect nearby residential properties from adverse impacts.	The cable portions of the Project consist of buried infrastructure and do not constitute a land use in the conventional sense, just as sewer, water, and telephone lines are not considered land uses. The PFE facilities would conform to all required setbacks. Impacts associated with Project construction would be reduced to the degree feasible with the implementation of the mitigation measures recommended in this EIR.	Consistent with implementation of mitigation.
Implementation Policy 1.2-3: Nonresidential land uses are prohibited from subjecting nearby residential properties to objectionable air, noise, glare and other environmental impacts.		
City of Hermosa Zoning Ordinance		
Chapter 17: Zoning Zoning designations that would be traversed by the proposed Project include the following: R-1 (single-family residential), R-2 (two-family residential), R-3 (multiple-family residential), C-1 (neighborhood commercial), M-1 (light manufacturing), OS (open space), OS-1 (restricted open space), MHP (mobile home park), SPA (restricted residential), SPA (restricted commercial), and SPA (commercial)	The proposed Project is subject to the City of Hermosa Beach's Zoning Ordinance. The cables would be installed in existing public ROWs, mainly public roadways and areas zoned as open space. The Project would be compatible with the existing zoning because it would be subterranean and would not conflict with roadways or open space. Once the Project is installed, the condition above ground would be returned to its previous state. Therefore, potential impacts related to consistency with the zoning ordinance would be less than significant.	Consistent
17.30.090: Planned development permit required. All new construction within an O-S zone shall be subject to obtaining a planned development permit under procedures set forth in Chapter 17.24. Sections 17.30.030 through 17.30.080 may be waived or modified where in the opinion of the planning commission topography and/or design considerations warrant such waiver or modification.	For compliance with the O-S zone, the applicant has submitted an application for the planned development permit, which is currently pending. This EIR is intended to provide the environmental clearance required for this discretionary permit. Final approval of the proposed Project would result in the issuance of this permit.	For the Project to move forward, approval of such a permit would be required
17.58: Precise Development Plan. The purpose and intent of requiring precise development plan review for development projects is to achieve a reasonable level of quality, compatibility, in harmony with the community's social, economic, and environmental objectives, and to protect existing and potential developments, and uses on adjacent and surrounding property.	The applicant has submitted an application for a Precise Development Plan, which is currently pending. This EIR is intended to provide the environmental clearance required for this discretionary action. Final approval of the proposed Project would result in the approval of this plan.	For the Project to move forward, approval of such a permit would be required

3.9.3.4 Cumulative Effects

Introduction

The geographic area of analysis for cumulative impacts to land use and recreation resources is limited to projects within 0.5 mile of the area surrounding the proposed Project construction components. This area is defined because the City of Hermosa Beach is a densely developed urban area and potential cumulative impacts to surrounding land uses would be similar to the disturbances described for the proposed Project.

Based on this geographic extent, cumulative projects 5, 8, 9, 10, 11, 12, 13, and 14 identified in Table 3-1 would be close enough to Project activities where potential land use and recreation impacts would overlap.

Project Contribution to Cumulative Impacts

The four PFE facilities are permanent terrestrial components of the proposed Project that would be located within existing commercial or public facilities. Because these facilities would be located within existing facilities, their establishment and operation would not cause land use or recreation impacts. Therefore, the construction and operation of these components of the proposed Project would not contribute to cumulative land use and recreation impacts.

The cable landing sites and installation of the buried conduit system are the components of the construction activities that would create the greatest impacts to land use and recreational areas, as construction would disrupt surrounding uses. However, these effects would be temporary and limited to the construction period. Construction of some of the cumulative projects listed above could occur concurrently with construction of the proposed Project. However, cumulative land use and recreation impacts would only occur if concurrent construction of these projects results in similar disruptions to existing land uses and recreation areas that could combine with the impacts of the proposed Project. The Project's construction impacts are not only temporary, but localized, providing limited potential for combined impacts with other projects. Therefore, construction of the proposed Project is unlikely to make a considerable contribution to cumulative impacts.

3.9.3.5 Summary of Impacts, Mitigation Measures, and Significance Conclusions

Table 3.9-3, below, provides a summary of the Project's significant impacts (Class I or Class II) related to land use or recreation. The table also indicates the mitigation measures proposed to reduce these significant impacts.

Table 3.9-3. Summary of Land Use and Recreation Impacts, Mitigation Measures, and Significance Conclusions

Impact	Mitigation Measures	Significance Conclusion
Impact LU-1: Terrestrial construction activities would temporarily preclude or disrupt existing land uses.	TT-1a: Construction Traffic Control Plan.	Class II
Impact LU-2: Marine construction activities would temporarily interfere with existing marine activities.	LU-2a: Disclose Marine Cable Locations. LU-2b: Provide Notice of Marine Construction activities to Appropriate Agencies and Personnel. LU-2c: Provide As-Laid Specifications to Appropriate Agencies and Personnel.	Class II
Impact LU-3: Construction activities at the cable landing sites would disrupt established recreation areas along the beach and the Strand.	TT-1a: Construction Traffic Control Plan. HAZ-1a: Spill Prevention and Contingency Plan. HAZ-1b: Worker Training. HWQ-1: Frac-out Contingency Plan.	Class II

Class I: Significant impact; cannot be mitigated to a level that is not significant. A Class I impact is a significant adverse effect that cannot be mitigated below a level of significance through the application of feasible mitigation measures. Class I impacts are significant and unavoidable.

Class II: Significant impact; can be mitigated to a level that is not significant. A Class II impact is a significant adverse effect that can be reduced to a less-than-significant level through the application of feasible mitigation measures presented in this EIR.