

SHARE YOUR FEEDBACK WITH US

You can turn any comments or questions in at the end of your walking tour or submit them via email to generalplan@hermosabch.org before February 25, 2016

Do you feel the highlighted goals and policies will help to achieve the vision for Hermosa Beach?

Are there any new observations you made while on the tour? Are these observations adequately addressed with proposed goals and policies?

What other observations and ideas would you like to share with us?



SUSTAINABILITY + MOBILITY

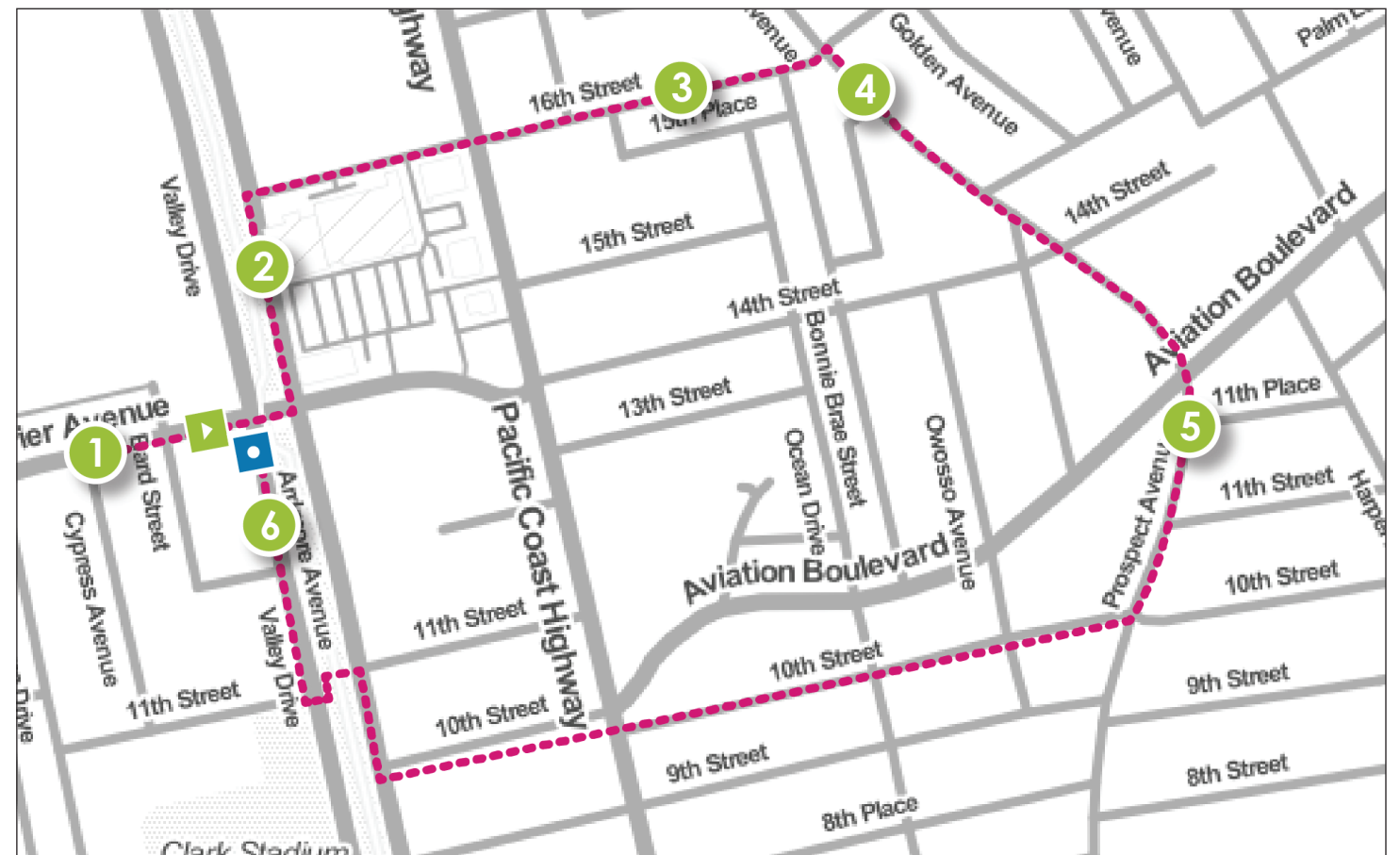
LIVING STREETS + STORMWATER INFILTRATION • GREEN BUILDINGS + SOLAR
SIDEWALK + BICYCLE NETWORK • TRAFFIC CALMING ENHANCEMENTS

DESCRIPTION

This tour will take us to see recently completed projects that enhance stormwater capture, improve the livability of our streets, and increase the efficiency of our buildings. Living Streets like Pier Avenue aim to promote safe driving, walking, and biking through enhancements to the built environment that may include sidewalk furniture, high visibility crosswalks, public art, bike racks, or rain gardens, and capture stormwater.

While our homes and businesses have traditionally relied on the consumption of resources like electricity, natural gas, and water, the expanded availability and reduced costs of renewable energy sources and new technologies have helped to make our buildings more efficient. We will have the opportunity on this tour to see one such home that has taken advantage of these new technologies to create a cost-effective carbon neutral home.

We will also look at our streets both small and large to discuss and consider how traffic calming techniques and adjustments to our street, bicycle, and pedestrian network can enhance the City's ability to provide safe travel for all modes. A balanced transportation network provides numerous benefits to both residents and visitors by reducing collisions and injuries; encouraging healthier, active alternatives to driving; and reducing greenhouse gas emissions.



- 1 Upper Pier - Living Street
- 2 Greenbelt - Stormwater Capture
- 3 16th St - Local Traffic Calming
- 4 Green Idea House - Efficient Buildings
- 5 Prospect Ave - Bicycle Network
- 6 10th St - Sidewalks and Intersections

FOR MORE INFORMATION

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SHARE YOUR IMAGES AND IDEAS AT #PLANHermosa



RELEVANT PROPOSED PLAN GOALS + POLICIES

Stormwater Infiltration



Infrastructure Goal 5. The stormwater management system is safe, sanitary, and environmentally and fiscally sustainable.

5.1 Integration of stormwater best practices. Integrate stormwater infiltration best practices when initiating streetscape redevelopment or public facility improvement projects.

5.2 Green infrastructure. Naturalize flood channels that enhance flood protection capacity before employing other management solutions.

5.3 Natural features. Integrate natural features, such as topography, drainage, and trees, into the design of streets and rights-of-way.

5.8 Low impact development. Require new development and redevelopment projects to incorporate low impact development (LID) techniques in project designs, including but not limited to on-site drainage improvements using native vegetation to capture and clean stormwater runoff.

Living Streets

Mobility Goal 2. A public realm that is safe, comfortable, and convenient for travel via foot, bicycle, public transit, and automobile and creates vibrant, people-oriented public spaces that encourage active living.

2.1 Prioritize public right-of-ways. Prioritize improvements of public right-of-ways that provide heightened levels of safe, comfortable and attractive public spaces for all non-motorized travelers while balancing the needs of efficient vehicular circulation.

2.2 Encourage traffic calming. Encourage traffic calming policies and techniques that limit cut-through traffic and high vehicle speeds that may compromise the safety of non-vehicle travelers along residential areas and highly trafficked corridors.

2.3 Signage. Provide directional signage that helps travelers navigate to transit facilities, local and regional bicycle routes, civic and cultural amenities, parking infrastructures and visitor and recreation destinations.

2.4 Sustainable landscape. Use consistent and sustainable landscape and streetscape designs that reflect the city's community identity; showcase local assets and the community's unique and vibrant culture.

2.5 Require sustainable practices. Incorporate environmental sustainability practices into designs and strategic management of road space and public right-of-ways, prioritizing practices that can serve dual infrastructure purposes.

Green Buildings + Solar



Sustainability Goal 4. A leader in reducing energy consumption and renewable energy production.

4.1 Renewable energy generation. Require, promote, and facilitate the installation of renewable energy projects on homes and businesses.

4.2 Building energy disclosure. Require large buildings to report their energy and water use on a regular basis.

4.3 Retrofit program. Provide an energy retrofit program to assist home and building owners to make efficiency improvements.

4.4 Rental efficiency. Adopt a financing program to incentivize rental efficiency retrofits, such as green leasing.

4.5 Municipal facilities. Utilize renewable energy sources at City facilities to support achieving municipal carbon neutrality by 2020.

4.6 Sustainable building standards. Use sustainable building checklists to minimize or eliminate

waste and maximize recycling in building design, demolition, and construction activities.

Sidewalk + Bicycle Network

Mobility Goal 3. Public right-of-ways supporting a multimodal and people-oriented transportation system that provides diversity and flexibility on how users choose to be mobile.

3.1 Repurpose public right-of-ways. Require repurposing public right-of-ways to enhance connectivity for pedestrians, bicyclists, and public transit.

3.2 Invest in sidewalks. Prioritize investment in designated priority sidewalks to ensure a complete network of sidewalks and pedestrian-friendly amenities that enhances pedestrian safety, access opportunities and connectivity to destinations.

3.3 Active transportation. Require that all development or redevelopment projects accommodate active transportation through providing on-site amenities, necessary connections to existing and planned pedestrian and bicycle networks, and incorporate people-oriented design practices.

3.4 Access opportunities. Provide enhanced mobility and access opportunities for local transportation and transit services in areas of the city with sufficient density and intensity of uses, mix of appropriate uses, and supportive bicycle and pedestrian network connections that can reduce vehicle trips within the city's busiest corridors.

3.5 Incentivize other modes. Incentivize local shuttle/trolley services, rideshare and car share programs, and developing infrastructure that support low speed, low carbon (e.g. electric) vehicles.

3.6 Complete bicycle network. Provide a complete bicycle network along all designated roadways while creating connections to other modes of travel including walking and transit.

3.7 Consider all aspects. Ensure transportation planning projects provide consideration to access, equity, health and safety, and individual responsibility that enhances the quality of life of residents in the community.

3.8 Encourage shared streets. Encourage the concept of shared streets on low volume streets with limited right-of-ways.

3.9 Access for emergency vehicles. Ensure that emergency vehicles have secure and convenient access to the city's street network.

3.10 Require ADA standards. Require that all public right-of-ways be designed per American with Disabilities Act (ADA) standards by incorporating crosswalks, curb ramps, pedestrian signals, and other components to provide ease of access for disabled persons.



Traffic Calming Enhancements

Mobility Goal 7. A transportation system that results in zero transportation-related fatalities and which minimizes injuries.

7.1 Safe public rights-of-ways. Encourage that all public rights-of-ways are safe for all users at all times of day where users of all ages and ability feel comfortable participating in both motorized and non-motorized travel.

7.2 Manage speeds. Monitor vehicle speeds through traffic controls, speed limits, and design features with the intended purpose of minimizing vehicle accidents, creating a pedestrian and bicycle environment, and discouraging pass-through traffic.

7.3 Provide street lighting. Provide pedestrian-oriented street lighting for enhanced pedestrian and bicycling safety on all City streets with appropriate land use designations.

7.4 Traffic safety programs. Prioritize traffic safety programs oriented towards safe access to schools and community facilities that focus on walking, biking, and driving in school zones.

7.5 Appropriate sidewalk widths. Encourage design and construction plans that incorporate sidewalks that are wide enough to safely accommodate high levels of pedestrian activity.

7.6 Expanding traffic enforcement. Encourage expanding traffic enforcement services and installing enhancements along streets with high collision rates and unsafe behaviors.

7.7 Formalize City procedures. Encourage formalizing City procedures for analysis and evaluation of crosswalks and crossing locations citywide, and adopt state-of-practice pedestrian improvement guidance aimed at increasing pedestrian safety.

