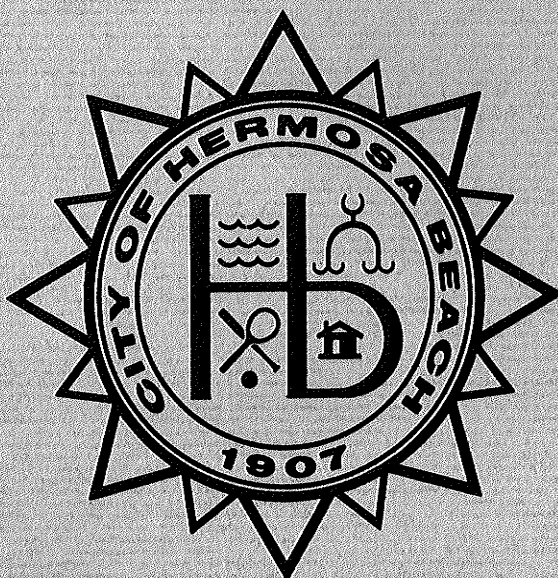


CITY OF HERMOSA BEACH

LOCAL COASTAL PLAN

1981

Revised 7/8/82



LOCAL COASTAL PLAN

1981

Revised 6/8/88
Revised 7/5/92
" 7/95
" 4/04

HERMOSA BEACH
LOCAL COASTAL PLAN

December, 1980

CITY COUNCIL

George Barks, Mayor
Land Widman, Mayor Protempore
Edie McFaden, Councilperson
George Schmeltzer, Councilperson
Mary Tyson, Councilperson

PLANNING COMMISSION

James Peirce, Chairman
Robert Cummings, Vice-Chairman
Chuck Donnelly, Commissioner
Stephen Izant, Commissioner
Edward Loosli, Commissioner
Roy Schubert, Commissioner
George Warfel, Commissioner

CITY ADMINISTRATION

Jerome Scharfman, City Manager
Pamela Sapetto, Acting Planning Director

REPORT PREPARED BY

James P. Turba, Coastal Planner
Sarah Knecht, Coastal Intern
Evelyn Toro, Secretary

RESOLUTION NO. 81-4435

1 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH,
2 CALIFORNIA, ADOPTING THE REVISED LOCAL COASTAL PLAN AS PART
3 OF THE GENERAL PLAN OF THE CITY OF HERMOSA BEACH, AS AMENDMENT
4 NO. 30.

5 WHEREAS, the City Council did determine that is was
6 necessary to revise the Local Coastal Plan adopted on February
7 26, 1980, as Resolution No. 80-4347; and

8 WHEREAS, as a part of the process the Planning Commission
9 did hold duly noticed public hearings on the Revised Local Coastal
10 Plan on July 28, August 11, October 13, October 27, November 13,
11 November 24, and December 8, 1980, and all interested parties
12 were given an opportunity to be heard, and evidence was presented
13 to and considered by the Planning Commission; and


14 WHEREAS, on February 26, 1981, the Planning Commission
15 recommended that the City Council adopted the Revised Local
16 Coastal Plan; and

17 WHEREAS, on February 10, February 24, and March 24, 1981,
18 the City Council held duly noticed public hearings on the Revised
19 Local Coastal Plan and all interested parties were given an
20 opportunity to be heard, and evidence was presented to and
21 considered by the City Council.

22 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF
23 HERMOSA BEACH, CALIFORNIA, DOES RESOLVE AS FOLLOWS:

24 SECTION 1. That the City Council finds, resolves, and
25 orders that the Revised Local Coastal Plan of the City of Hermosa
26 Beach, attached hereto as Exhibit "A", does meet the requirements
27 as set forth in the California Coastal Act of 1976, and is hereby
28 adopted by the City Council of the City of Hermosa Beach as part
29 of the City's General Plan, Amendment Number 30.

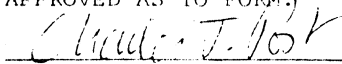
30 PASSED, APPROVED and ADOPTED this 14 day of
31 APRIL, 1981

32 
33 PRESIDENT of the City Council, and
34 MAYOR of the City of Hermosa Beach, California

ATTEST:

 CITY CLERK

APPROVED AS TO FORM:

 CITY ATTORNEY

1 STATE OF CALIFORNIA)
2 COUNTY OF LOS ANGELES)
3 CITY OF HERMOSA BEACH)

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I, CHARLOTTE MALONE, City Clerk of the City of Hermosa Beach, California, do hereby certify that the foregoing Resolution No. 81-4435 was duly and regularly passed, approved, and adopted by the City Council of the City of Hermosa Beach at a regular meeting of said Council held at the regular meeting place thereof on the 14th day of April, 1981, by the following vote:

Ayes: Barks, MacFaden, Schmeltzer, Tyson, Mayor Barks
Noes: None
Absent: None

Dated: April 15, 1981

Charlotte Malone
City Clerk and Ex Officio Clerk of the City Council, City of Hermosa Beach, California

(SEAL)

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HERMOSA BEACH LOCAL COASTAL PLAN

I. Background

In 1972, the people of California passed the Coastal Initiative (Proposition 20) which provides the establishment of the California Coastal Commission. In 1976, this agency was renewed and instructed by the California State Legislature to assist local communities develop a master plan for the preservation and enhancement of its environ. This plan, designated as the Local Coastal Plan (LCP) is undertaken by the City, in accordance with the California Coastal Act of 1976, to establish policies for the preservation of its coastal environment.

Through a review process by the City, the South Coast Regional Coastal Commission, and the State Coastal Commission, a work program was established for preparing the Local Coastal Plan. The tasks enumerated in the work program relate only to the coastal issues within this designated coastal study area of the City (see Figure I). These issues basically are: Access, primarily for parking and housing availability; Recreation, concerns with the regional importance of the City's coastal amenities; Development, potential adverse or beneficial development actions open to the City; and various complimentary tasks most important of which is public participation.

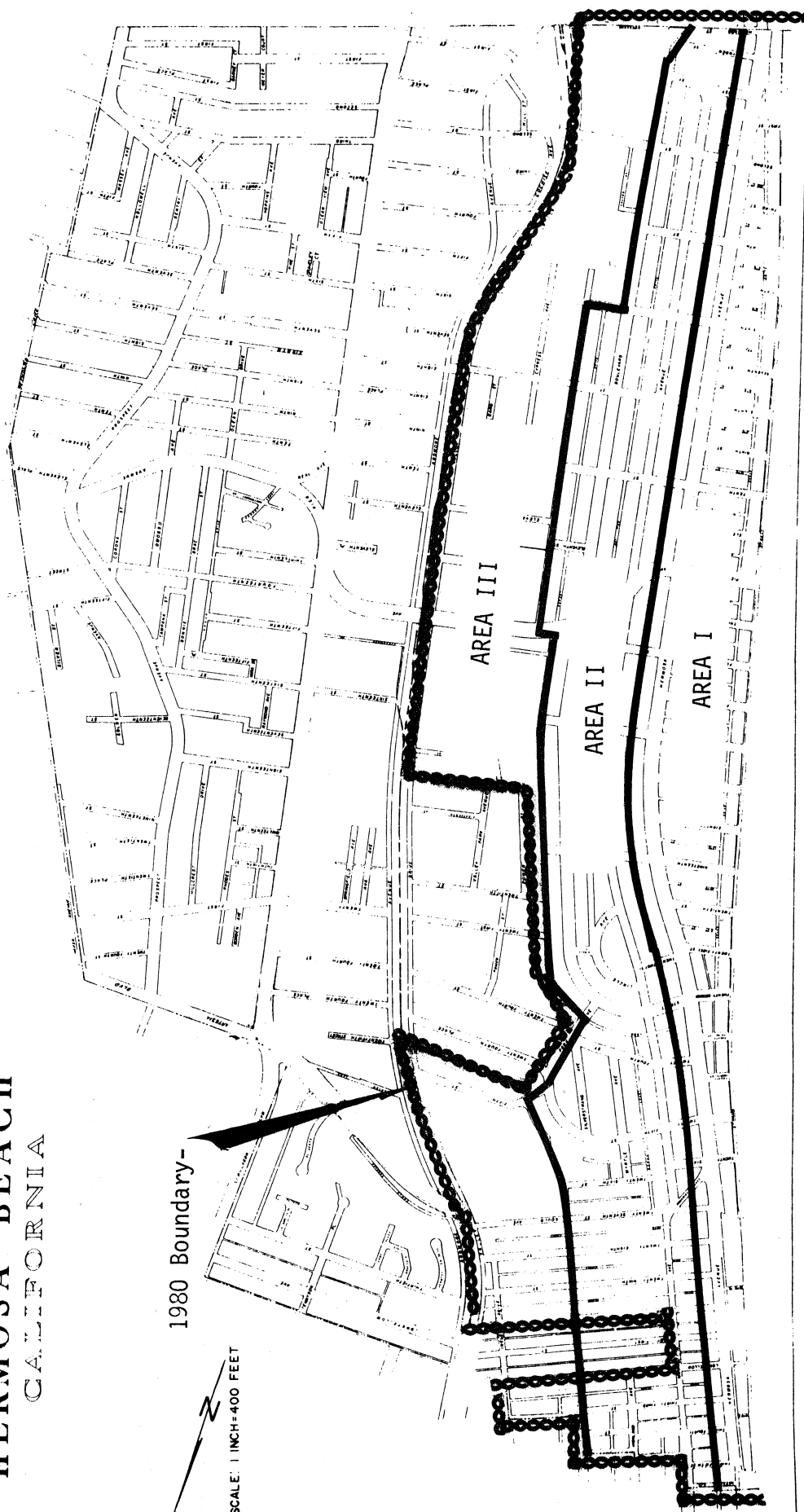
II. Local Coastal Plan Preparation

Preparation of the Local Coastal Plan for the City of Hermosa Beach has been conducted on an incremental basis. Draft reports on Parking, Housing, Recreation, and Design and Development have been prepared and reviewed in public hearing by both the City's Planning Commission and City Council as well as other City Commissions and Departments. Beginning in the late part of December, 1978, and extending through the major part of 1979 and 1980, the preparation of the LCP has resulted from over 35 public hearings and numerous subcommittee hearings and has generated the formulation of 43 policy statements and 22 programs. The following is the summary of the needs, policies, and programs within the LCP.

CITY OF
HERMOSA BEACH
CALIFORNIA

1980 Boundary -

SCALE: 1 INCH = 400 FEET



COASTAL ZONE

Coastal Land Use Plan-

Re: Parking, Including LUP
Amendment #6 and 02-3

III. Parking Access Summary

A. Statement of Philosophy

To preserve and increase where feasible, residential, commercial, and general public parking within the Coastal Zone.

B. Goals and Objectives

1. To provide adequate residential parking.
2. To maintain adequate parking space for both visitor and shoppers.
3. To provide easy access to work-related parking for merchants.
4. To maximize the safety and accessibility of parking while minimizing noise, traffic congestion and negative visual impacts.
5. To provide an equitable distribution and allocation of parking resources.
6. To recognize the unique parking needs of the pedestrian oriented downtown business area--which are less than a typical commercial area because of its proximity to a regional bike path and to high density residential areas--in order to maximize improvements and expansions to visitor serving business activities without the burden of unnecessary parking regulations, and, further, to encourage alternatives to motorized vehicles in reaching downtown destinations.

C. Policies and Programs

Hermosa's particular history of development is reflected in the following policies and programs. Policies have been divided into those policies that are now in force and currently supported by codes and ordinance and those policies that the City should consider for enactment.

1. Existing Policies and Programs

Policy: The City should not allow the elimination of existing on-street parking or off-street parking spaces within the coastal zone. Future residential and commercial construction should provide the actual parking necessary to meet the demand generated. In the pedestrian

oriented downtown commercial district alternatives to providing parking to meet increased demands for use should be allowed, to encourage alternatives to using motorized vehicles and to encourage improvement and enhancement of visitor serving business activities.

Program: Current City Building Codes and Ordinances support the current policy. Two on-site parking spaces are required for each residence that is constructed, with an additional guest space provided per every three units constructed. Replacement of parking spaces is mandatory for all new developments in which on-street parking spaces are eliminated or the total number of on-street parking spaces are reduced.

Policy: The City should control congestion through the granting of parking permits through an allocation plan which reflects actual need and supply.

Program: The City has enacted a permit plan to control parking congestion. Permits are available to both residents on a long-term basis and non-residents on a short-term basis.

Program: Free parking will be provided to beach visitors on the railroad right of way.

Policy: A separation of long-term (beach user) and short-term (shoppers) parking be created in the downtown area to provide adequate and flexible number of parking spaces for commercial demand.

Program: A study is being done by the VPD to develop a downtown parking plan.

Program: The manner in which time is purchased in each of the downtown parking lots determines how the lots will be used.

Program: The City has established the Downtown Enhancement Commission (DEC) to determine the best use of revenue funds for the downtown district which will be recommended to the city council. The proposed uses are for the acquisition, construction of new parking facilities, and/or the maintenance and operation of existing parking facilities for the benefit of the area; for other improvements and enhancements including, but not limited to: street, landscaping and pedestrian sidewalk improvements; public events; and the general promotion of business activities in the area.

Policy: The City shall establish parking requirements in the Downtown Enhancement District (DED) similar to the requirements set forth in other areas of the City's coastal zone. However in recognition of the unique parking needs and constraints in the downtown district, the City may explore the creation of and grant exceptions to the parking requirements such as, but not limited to, in-lieu fee programs, parking plans, the creation of remote parking lots with shuttle connections, reduced parking requirements for office and retail uses to recognize the lower parking demand experienced in the downtown during daytime hours, or shared parking programs, provided that any such exceptions are consistent with the public access provisions of the Coastal Act. In carrying out any such program the City shall assure that there is parking available within the DED to support beach access and the proposed development. This LUP Amendment approves a reduce parking program for retail and office use that is in substantial conformance with attachment A (Ordinance 04-1239).

The City's ability to grant exceptions that authorize reduced parking for office and retail uses in order to reduce the imbalance of uses downtown shall remain in effect for three (3) years from the date of certification of the amendment. If the City wishes to continue with the use of the reduced parking program, the City shall return to the Commission with a LUP amendment request that includes a parking analysis for the DED. The parking analysis submitted with the amendment request shall include a current parking analysis that addresses cumulative public access impacts of office use parking demand, of the demolition of existing commercial development, and of the construction of more intense retail or office uses on summer day-time beach parking. Using the provisions of this program, if fewer than 15,000 square feet of retail or office space has been approved under this reduced parking program at least two years into the program, the city may submit a request for a one year extension for review and approval by the Executive Director

Policy: Minimize parking impacts by encouraging a mix of visitor-serving and other commercial uses that balances peak and non-peak parking demand that occurs during the day and seasonally. However, the City may only offer reduced parking to this goal for uses that are listed in, and by means of a parking standard that is in substantial conformance with Attachment A to this document (Ordinance 04-1239).

Program: In order to mitigate the impacts of increased parking demand that is created by new development, but is not compensated for by requiring additional parking spaces, the City Council shall provide an in-lieu fund transfer or an in-lieu fund transfer or an in lieu fee as described in Section 17.44.040 of the Zoning Ordinance and Ordinance No.80-643 and Resolution Nos. 80-4307 and 99-6001 to an improvement fund earmarked specifically for creating parking, in an amount determined to be sufficient to off-set the increase in required parking spaces caused by the expansion, intensification, or new construction not provided on site. If the City Council determines that the private party is responsible for the in lieu fee, the private party shall pay said fee.

Program: The City shall not accept a fee in lieu of providing on site parking unless the Community Development Director assures that sufficient parking exists to accommodate the parking demand of new development without causing a significant adverse impact on parking that is available to the beach going public. The improvement fund to mitigate increased parking demand shall be geared to a threshold limit of increased parking demand. The threshold limit was established at 100 parking spaces in 1982 and has not yet been reached. The City shall continue tallying the number of spaces (of that 100) that have been allocated based on receipt of in-lieu fees, and the City shall construct new parking upon reaching that threshold limit or the City shall not accept any fees in-lieu of parking beyond that threshold limit. The City shall provide an annual accounting of the in-lieu parking program.

A. In-lieu Fee Program annual accounting shall include:

1. A report of the number of spaces in the 100-space pool that have been "sold";
2. The current dollar amount required for an in-lieu, and annual account balance of in-lieu fees collected and the number of spaces sold during the review period;
3. The number of parking spaces provided by payment of in-lieu fees since inception of the program.

Program: Parking Validation

All new commercial development on any lot within the Downtown Enhancement District shall require participation by the business owner(s) in the parking validation program. Existing development of less than 500 square feet may expand or increase in intensity of

use up to 15 % without participation in the validation program. The validation program shall provide validation for no less than two hours unless all required parking is provided on site without any parking exceptions specified in Section 2 above or any other parking variances or exceptions.

Policy: That the City has the responsibility to insure the safety of its citizens by removing vehicles which are parked in illegal parking spaces and may pose a threat to the safety of its citizens and/ or guests./

Program: Within the Motor Vehicles and Traffic Codes of the City and the State, specific regulations have been outlined for curbing violations regarding illegal parking of vehicles.

2. Future Policies

That the City should investigate and, where feasible, enact the following policies.

Policy: City should consider land donations or equivalent for parking as part of a condominium conversion.

Policy: City should consider establishing a fee in lieu of providing additional parking on-site for curb cuts.

Policy: That the City should investigate the possibility of lease or purchase of parking lots dispersed throughout the city so as to minimize the impact on the parking demand to the City and its residents.

Policy: City should examine the current status of public lands leased and the rents received.

Policy: That the City should consider converting City streets with two-way traffic with parking on one side into one-way streets with parking on two sides.

Policy: That the City should consider the reorientation of the City's current transportation service so as to provide transit service for visitors and residents according to their needs.

COASTAL HOUSING

A. Statement of Philosophy

The City of Hermosa Beach shall maintain its current diversified housing environment. The City also recognizes the need to address certain housing policies which relate to the replacement and protection of existing housing and the provision of new housing. These policies must be addressed on a City-wide basis and as such will be dealt with in the Housing Element of the General Plan as mandated by State law.

B. Goals and Objectives

1. To preserve the City's existing diversified mix of age and income groups.
2. To preserve the City's existing diversified neighborhoods.
3. To promote and encourage the conservation, rehabilitation, and maintenance of the City's existing housing stock.

C. Policies and Programs

Hermosa's particular history of housing is reflected in the following policies and programs. Policies have been divided between those that are now in force and currently supported by codes and ordinances and those policies that the City should consider for enactment.

1. Existing Policies and Programs

Policy: There shall be no discrimination in housing.

Program: The Planning Commission and the City Council review all new condominium development Covenants, Conditions, and Restrictions (CC & R's) to assure there is no discrimination.

Policy: To continue the current mix of low, moderate, and high housing densities.

Program: The Land Use Element of the General Plan shall continue to define low, medium, and high density residential areas within the City. (See Appendix J.)

Program: The Zoning Code shall continue to define the different building standards for each of the residential zones.

Policy: That illegal bootleg apartments shall be discouraged as they may represent substandard and potentially unsafe housing or usage in conflict with zoning and/or general plan standards.

Program: The abatement of bootlegs in the City is being accomplished in the following manner:

- 1) deed restrictions whenever a discretionary act is approved and if there is a bootleg potential;
- 2) whenever there is an administrative action as the result of a complaint, abatement is required as well as a deed restriction. Currently, the BZA, through public hearing, examines units, resulting in either abatement of use or legal non-conforming status of unit;
- 3) through the preferential parking program, guest permits are issued to legal units only and residential addresses are reviewed by the Building Department. Bootlegs are being identified by this list.

2. Future Policies and Programs - When & Where Feasible

Policy: That the rehabilitation of residential structures be encouraged.

Policy: That the City should use financial incentives to encourage owner rehabilitation and maintenance of existing housing.

Policy: City should consider rezoning existing mobile home parks to preserve their use as mobile home parks.

V. COASTAL RECREATIONAL ACCESS

A. Statement of Philosophy

Hermosa Beach shall maintain its current high level of recreational access to the coast and its recreational facilities and be consistent with maintaining the beach in its most natural state. (See Appendix C, Page C-12, Table VIII.)

B. Goals and Objectives

1. Maximum access and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.
2. Low cost visitor recreational facilities will be maintained and encouraged where feasible.
3. The City shall protect its coastal resources for recreational activities.

C. Policies and Programs

Hermosa's particular history of development is reflected in the following policies and programs. Policies have been divided into those policies that are now in force and currently supported by codes and ordinances and those policies that the City should consider for enactment.

1. Existing Policies and Programs

Policy: That the City should restrict buildings and structures on the beach with regards to size and number consistent with current access, safety, and beach usage policies. Lifeguard structures should be held to a minimum both in size and number consistent with good safety practices.

Program: The City presently has within its Beach Development Plan (adopted January 4, 1972 and included as Appendix F) a restriction on the type and number of facilities that can be placed on the beach west of the Strand.

Policy: Recreational activities on the beach should be maintained both during the daylight hours and night hours.

Program: Improved and more functional lighting on the Strand has been provided.

Policy: Vehicular traffic including lifeguard trucks and police cars should be barred from the beach and the Strand except for emergencies and necessary cleaning and patrolling functions.

Policy: That existing access through regular streets and walkstreets which now give everyone excellent access to and from the beach shall continue. (See Appendix C, Page C-2, Figure 8.).

2. Future Policies and Programs

Policy: That the City should separate Strand uses which add to the congestion on the Strand between 10th and 15th Streets during the summer months.

Policy: That the City should promote beach and recreational facilities related commercial development by refining the commercial (C-2) zone to encourage commercial-recreational uses.

Policy: The City, were feasible, construct parkettes similar to the one recently constructed at 15th Street and Beach Drive. That the parkettes should be integrated with the east side of the Strand to provide rest areas with benches and that the placement of benches be distributed evenly along the Strand to avoid congestion points.

VI. COASTAL DEVELOPMENT AND DESIGN

A. Statement of Philosophy

Hermosa Beach is a densely developed, older community which is in transition and which is a coastal resource for the people of California.

B. Goals and Objectives

1. To develop a stable population which is suited to the available land area and community resources.
2. To preserve and enhance coastal overviews and key view point areas.
3. To encourage historic preservation to maintain the eclectic character of Hermosa's mixed architectural styles.
4. To continue to develop facilities that serve the needs of both coastal visitors and the City's residents.
5. To preserve and, where feasible, enhance the City's remaining open space.

C. Policies and Programs

Hermosa's particular history of development is reflected in the following policies and programs. Policies have been divided into those policies that are not in force and currently supported by codes and ordinances and those policies that the City should consider for enactment.

1. Existing Policies & Program

Policy: That the City should restrict building height to protect overview and viewshed qualities and to preserve the City's existing low-rise profile.

Program: Zoning and building codes limit the height of all structures, depending on zone. The maximum height in each residential R-1, R-2, and R-3 zones are 25 ft., 30 ft., and 35 ft. respectively. The maximum height in the City is 45 ft. or three stories in the commercial zone. (See Appendix G, Table XIII.)

Policy: Establish residential condominium approval procedures that will encourage the development of units that will contribute to and are consistent with the evolving character of the City.

Program: The current Condominium Ordinance which includes design and building permit review are programs which support this policy.

Policy: That the zoning and general plan will be made consistent.

Program: In the November 1980 election, the citizens of Hermosa Beach voted that whenever there was a conflict between the Zoning Code and the General Plan, that whichever designation had the lesser density that density should apply. The Planning Commission started hearing to resolve the conflicts beginning January of 1981. Until such time that consistency is accomplished between the General Plan and Zoning, the General Plan will guide land use decisions.

Policy: That a special overlay zone for the development of large parcels of land should be enacted.

Program: The City Council in November of 1980, passed the Planned Development Zone. The intent of this overlay zone is to encourage a creative approach in commercial and residential development, allow variety and flexibility while maintaining high standards of design. (See Appendix I.)

Policy: That the City has recognized the need for a comprehensive downtown plan and consequently has enacted PAID to examine the needs of the downtown commercial area.

Program: City has enacted PAID with an appointed Commission to represent the business district. The Commission shall adopt a plan for downtown development.

Policy: Although the LUP proposes no additional construction of structures seawards of the mean high tide line, the City recognizes the need to maintain consistency with provisions required for shoreline structures in other jurisdictions.

Program: "Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed and constructed to minimize erosive impacts on adjacent unprotected property and minimize encroachment on to the beach and shall indicate all area seaward of the seawall for lateral access for the public."

2. Future Policies and Programs

Policy: That rehabilitation of commercial-residential structures be encouraged to preserve the City's historical buildings and cultural heritage.

Policy: The Zoning Code will be examined to remove unnecessary impediments to the recycling of existing commercial and residential structures.

Policy: That the City encourage coastal related commercial land uses within the downtown area.

Policy: Develop design standards for development of the Biltmore Site and other City owned property which are in keeping with the scale and character of the area.

Policy: That the City will maintain the existing commercial-recreational orientation in the downtown area.

Policy: That the City construct, where appropriate, landscaping along the east side of the Strand in order to improve the aesthetic appearance of the Strand.

"Policy: The Biltmore Site is a vital asset of the people of Hermosa Beach. The people concur that the most beneficial public recreational, and environmental use for this coastal site is public open space and beach public parking

Program: The certified land use designations for the publicly owned property known as the "Biltmore Site" are as follows (Amended by vote of the people November 5, 1992)

1. The designation for the property spicifically known as the "Biltmore Site" is Restricted Open Space (O-S-2), to ensure its preservation and use as a public park
2. The designation for that part of the "Biltmore Site" known as "Parking Lot C" is Commercial/Public Beach Parking."