

4.9.1 INTRODUCTION

This section evaluates the potential environmental effects related to land use and planning from implementation of PLAN Hermosa. The analysis includes a review of PLAN Hermosa and existing land use regulations, like the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

NOP Comments: In response to the Notice of Preparation (NOP), one comment from SCAG indicated that PLAN Hermosa is regionally significant and should address consistency with the SCAG 2012–2035 RTP/SCS. The consistency comparison with the SCAG 2012–2035 RTP/SCS is included in this resource section.

Reference Information: Information for this chapter is based on numerous sources, including the PLAN Hermosa Technical Background Report and other publicly available documents. The Technical Background Report prepared for the project is attached to this EIR as **Appendix C**.

4.9.2 ENVIRONMENTAL SETTING

Appendix C-12 describes the existing land use conditions in Hermosa Beach, including regulations, and key issues in the inland and Coastal Zone areas. Key findings related to the environmental setting are presented below.

Hermosa Beach is located in southwest Los Angeles County and encompasses 1.4 square miles, or 979 acres, with 1.8 miles of coastline along Santa Monica Bay. Manhattan Beach borders Hermosa Beach to the north and northeast, and Redondo Beach is located to the south and east. Pacific Coast Highway (State Route 1) runs north/south through the entirety of Hermosa Beach.

Approximately half of the city, 43 percent, lies within the Coastal Zone. The Coastal Zone boundary is defined by the California Coastal Act. The Coastal Zone boundary spans the entire length of the city from north to south and extends from the mean high tide line inland to roughly Ardmore Avenue with two exclusions—the area from Hermosa Avenue to Valley Drive between Longfellow Avenue and 31st Place; and the area east of Park Avenue or Loma Drive between 25th Street and 16th Street. See **Figure 3.0-4 (Hermosa Beach Coastal Zone)**.

EXISTING GENERAL PLAN DESIGNATIONS

The Land Use Element of the current Hermosa Beach General Plan establishes the distribution of land uses, intensity of commercial and other development, and provision of other public facilities. In addition to the land use designations and map, the Land Use Element establishes and describes the goals, policies, and programs necessary to provide sufficient land for community needs while preserving the environment and quality of life for Hermosa Beach residents. The General Plan Land Use designations are identified for each parcel in **Figure 3.0-4 (Hermosa Beach General Plan Designations)**. Additionally, **Table 4.9-1 (Hermosa Beach General Plan Land Use Designations)** identifies the number of assessor's parcels and the area of land within each land use designation.

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**TABLE 4.9-1
HERMOSA BEACH GENERAL PLAN LAND USE DESIGNATIONS**

General Plan Land Use Designation	Citywide		Inland (Excluding Coastal Zone)		Coastal Zone	
	Number of Parcels	Area (acres)	Number of Parcels	Area (acres)	Number of Parcels	Area (acres)
Residential Land Uses						
LD Low Density Residential	2,615	232.2	2,190	198.9	425	33.3
MD Medium Density Residential	1,381	118.3	500	63.5	881	54.8
HD High Density Residential	1,086	97.9	62	17.9	1,024	80.0
MHP Mobile Home Park	2	4.2	0	0.0	2	4.2
Commercial and Industrial Land Uses						
NC Neighborhood Commercial	38	2.9	0	0.0	38	2.9
GC General Commercial	278	48.2	144	31.4	134	16.8
CC Commercial Corridor	132	30.4	132	30.4	0	0.0
IND Industrial	38	6.8	0	0.0	38	6.8
Institutional and Other Uses						
OS Open Space	50	66.8	35	34.2	15	32.6
CR Commercial Recreation	10	0.9	0	0.0	10	0.9
SPA Specific Plan Area	10	1.1	10	1.1	0	0.0
Beach	11	63.1	0	0	11	63.1
Total	5,651	672.8	3,073	377.4	2,578	295.4

Source: City of Hermosa Beach 2014. Parcels = Assessor's Parcels.

The current development pattern in the city is one of single-family and multi-family residential, with commercial and industrial uses, as shown in **Table 4.9-2 (Hermosa Beach Existing Land Uses)** and described below.

- **Single-Family Residential:** Single-family land uses are found throughout the city, with some blocks and neighborhoods in the northeast, east, and southeast areas of Hermosa Beach exclusively or predominantly filled with single-family uses.
- **Multi-Family Residential:** Multi-family housing units are predominantly found in the southwest area of Hermosa Beach, with other multi-family housing found in the northwest and southeast portions of the city.
- **Mobile Homes:** There are two mobile home areas: one located north of Pier Avenue, between Loma Drive and Valley Drive, and the other along 10th Street between Ardmore Avenue and Pacific Coast Highway.
- **Mixed Residential and Commercial:** These uses are located primarily in commercial districts.
- **Commercial Uses:** Commercial uses include retail stores or shopping centers, lodging accommodations, restaurants, professional office space, auto-related uses, entertainment uses, and personal services (salons, art studios, dry cleaning, photocopying services, fitness studios, etc.). Commercial uses in Hermosa Beach are primarily focused

along the city’s major street corridors: Pacific Coast Highway, Pier Avenue, Hermosa Avenue, Aviation Boulevard, and Artesia Boulevard or within neighborhood commercial areas along Hermosa Avenue and Manhattan Avenue and elsewhere throughout the city.

- **Industrial Uses:** Light industrial or manufacturing uses are generally located in a 4-acre industrial area near Cypress Avenue and include light manufacturing, warehouses, construction supply, a surfboard manufacturer, auto shops, and air conditioning and heating manufacturing uses. One other industrial use parcel is located on Valley Drive, adjacent to Hermosa Valley School, occupied by a telecommunications company.
- **Institutional and Other Uses:** Institutional land uses include schools, government-owned facilities, parks, the beach and open space, and essential operations areas such as parking, utility buildings, the City maintenance yard and other facilities, or utility easements.

**TABLE 4.9-2
HERMOSA BEACH EXISTING LAND USES**

Use	Number of Parcels	Total Acres	Percentage of Land Area
Residential Uses			
Single-Family	3,261	263.0	39.1%
Multi-Family	1,898	186.3	27.6%
Mobile Homes	3	4.6	0.7%
Mixed Residential and Commercial	17	1.5	0.2%
Residential Subtotal	5,179	455.4	67.6%
Commercial and Light Industrial Uses			
Commercial and Services	274	57.6	8.5%
General Office	40	7.9	1.1%
Industrial	26	4.1	0.6%
Mixed Commercial and Industrial	1	0.2	<0.1%
Commercial and Industrial Subtotal	341	69.8	10.2%
Institutional and Other Uses			
City Facilities	46	19.6	2.9%
Education	9	16.7	2.4%
Open Space and Recreation	52	104.5	15.5%
Transportation, Communication, and Utilities	8	4.2	0.6%
Vacant	33	2.6	0.4%
Institutional and Other Subtotal	148	147.6	21.8%
Total	5,668	672.8	100%

Source: City of Hermosa Beach 2014

4.9.3 REGULATORY FRAMEWORK

State, regional, and local laws, regulations, and policies pertain to land use and planning, including general plans, specific plans, and zoning ordinances. They provide the regulatory framework for addressing aspects of land use planning that would be affected by implementation

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of PLAN Hermosa. The regulatory setting for land use is discussed in **Appendix C-12**. Key regulations used to reduce environmental impacts are summarized below.

STATE

- **Planning Law and Guidelines:** California planning law requires cities and counties to prepare and adopt a “comprehensive, long-range general plan” to guide development (Government Code Section 65300). State law also specifies the content of general plans. Current law requires seven mandated elements: land use, circulation, housing, conservation, open space, noise, and safety.
- **California Coastal Act of 1976:** The California Coastal Act of 1976 and the California Coastal Commission, the State’s landmark coastal protection law and planning agency, were established by voter initiative in 1972 to plan for and regulate new development and to protect public access to and along the shoreline. The Coastal Act considers scenic and visual qualities of coastal areas as a protected resource of public importance.

REGIONAL

- **Southern California Association of Governments (SCAG):** On April 4, 2012, SCAG adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (RTP/SCS). SCAG has placed a greater emphasis than ever on sustainability and integrated planning in the 2012–2035 RTP/SCS, and its vision encompasses three principles that collectively work as the key to the region’s future: mobility, economy, and sustainability. The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375,¹ improve public health, and meet the national ambient air quality standards set by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2012).
- **South Coast Air Quality Management District Air Quality Management Plan:** The purpose of the 2012 Air Quality Management Plan (AQMP) is to establish a comprehensive and integrated program that will bring the South Coast Air Basin into compliance with the federal 24-hour air quality standard for fine particulate matter (PM_{2.5}) and to provide an update to commitments toward meeting the federal 8-hour ozone standards. The plan also includes specific measures to further implement the ozone strategy in the 2007 AQMP to assist attaining the 8-hour ozone standard by 2023.
- **Beach Cities Livability Plan:** The Beach Cities Livability Plan focuses on how to improve livability and well-being in Hermosa Beach, Manhattan Beach, and Redondo Beach—the “beach cities”—through land use and transportation systems that better support active living. The plan aims to identify and prioritize efforts that will not only improve walking and biking in the beach cities, but when fully implemented will also improve air quality, reduce congestion, and reduce overall travel time by automobiles along corridors. Three strategies focused around adoption of policies, building staff for implementation, and education and outreach for community members (Walkable and Livable Communities Institute 2011).
- **Sustainable South Bay: An Integrated Land Use and Transportation Strategy:** The South Bay Cities Council of Governments (COG) with funding from regional agencies such as SCAG, developed the Sustainable South Bay Land Use and Transportation Strategy, to study how

¹ Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008).

the subregion uses are distributed, what its unique and not so unique characteristics are, and suggest possible land use strategies to promote communities and improve the quality of life. The studies have assessed the needs of the South Bay in terms of infrastructure to support certain land uses, the economics of the area, and how to address smart growth concepts without a robust transit system. The summary and policy document for what was learned is the Sustainable South Bay Land Use and Transportation Strategy (South Bay Cities COG 2009).

LOCAL

- **Hermosa Beach General Plan:** The Land Use Element of the adopted Hermosa Beach General Plan establishes the quality and character of the city's built environment by defining the distribution of land uses, the intensity of commercial and other development, and the provision of other public facilities. In addition to the land use designations and map, the Land Use Element establishes and describes the goals, policies, and programs necessary to provide sufficient land for community needs while preserving the environment and quality of life for Hermosa Beach residents.
- **Local Coastal Program:** The City does not have a certified Local Coastal Program, which is required to have both a Coastal Land Use Plan and a Local Implementation Program. The Hermosa Beach Coastal Land Use Plan (including a land use map) was adopted by the City and certified by the California Coastal Commission in 1981 and has been amended several times since that time. Primary goals are to (1) preserve parking and increase where feasible, residential, commercial, and general public parking in the Coastal Zone; (2) maintain diversified housing environment and provide policies dealing with the replacement and protection of existing housing; (3) maintain high level of recreational access and facilities; and (4) provide and protect the community of Hermosa Beach as a coastal resource for the people of California. The City has not adopted a Local Implementation Plan to date.
- **City of Hermosa Beach Municipal Code:** The Zoning Ordinance (Title 17) implements the General Plan, particularly the Land Use Element. While the General Plan designations are more generalized in nature, the Zoning Ordinance and the zoning districts provide specific controls on land use, density or intensity of development, and development standards to implement the City's goals and policies expressed in the General Plan. Other parts of the Municipal Code, including Title 10, Vehicles and Traffic, Title 12, Street, Sidewalks, and Public Places, Title 15, Buildings and Construction, and Title 16, Subdivisions, are also instrumental in carrying out policy or programs in the General Plan.
- **City of Hermosa Beach Sustainability Plan:** The Hermosa Beach Sustainability Plan aims to increase sustainability and reduce greenhouse gas emissions and addresses water conservation, waste reduction, energy use, transportation, the marine environment, and public involvement. The Sustainability Plan is also Hermosa Beach's response to the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32), SB 375, and the South Bay Cities Council of Governments' Cool Cities program.

4.9.4 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

For the purposes of the EIR, impacts on land use and planning are considered significant if adoption and implementation of PLAN Hermosa would:

- 1) Physically divide an established community.

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- 2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

ANALYSIS APPROACH

The impact analysis of PLAN Hermosa implementation is based on the allowed 2040 development capacity for the planning area compared to current conditions. The analysis assumes that all future and existing development in the planning area complies with PLAN Hermosa and the Land Use Designation Map. An analysis of cumulative impacts uses qualitative information for the planning area.

The focus of this impact analysis is whether project implementation would result in significant physical environmental impacts associated with land use, or conflict with applicable land use plans, policies, or regulations adopted to avoid or mitigate such impacts.

As stated in CEQA Guidelines Section 15358(b), "effects analyzed under CEQA must be related to a physical change." CEQA Guidelines Section 15125(d) states that EIRs shall discuss any inconsistencies between the proposed project and applicable general plans in the setting section of the document.

Further, Appendix G of the CEQA Guidelines (Environmental Checklist Form) makes explicit the focus on environmental policies and plans, asking if the project would "conflict with any applicable land use plan, policy, or regulation...adopted for the purpose of avoiding or mitigating an environmental effect." Even a response in the affirmative, however, does not necessarily indicate the project would have a significant effect, unless a physical change would occur. To the extent that physical impacts may result from such conflicts, such physical impacts are analyzed elsewhere in this Draft EIR. As such, specific impacts and issues associated with population and housing, hazards, geology and soils, hydrology and water quality, aesthetics, recreation, cultural resources, biological resources, and public services and utilities are addressed in each technical section, and the reader is referred to other EIR sections for detailed analyses of other relevant environmental effects.

DRAFT PLAN HERMOSA POLICIES AND IMPLEMENTATION ACTIONS

PLAN Hermosa policies and implementation actions that affect potential land use include the following:

Policies

Governance Element

- **4.1 Regional governance.** Play an active role in the South Bay Cities Council of Governments, the Southern California Association of Governments and other regional agencies to protect and promote the interests of the City.
- **4.3 Collaboration with adjacent jurisdictions.** Maintain strong collaborative relationships with adjacent jurisdictions and work together on projects of mutual interest and concern.
- **5.1 Residential and commercial compatibility.** Provide a balance between residential and commercial uses and strive to ensure their compatibility.
- **5.6 Revitalization incentives.** Develop and provide incentives to assist developers in revitalization and rehabilitation of existing structures, uses and properties.

- **5.7 Visitor and resident balance.** Recognize the desire and need to balance visitor-serving and local-serving uses as a key to preserving character and the economic vitality of the community.
- **6.4 Jobs-housing balance.** Strive to improve the jobs-housing balance in the city by actively pursuing employment uses that match the skill and educational levels of existing and future residents.

Land Use + Design Element

- **1.1 Diverse and distributed land use pattern.** Strive to maintain the fundamental pattern of existing land uses, preserving residential neighborhoods, while providing opportunities for enhancement or transformation of corridors and districts in order to improve community activity and identity.
- **1.2 Focused infill potential.** Proposals for new development should be directed toward the city's commercial areas with an emphasis on developing transit-supportive land use mixes.
- **1.3 Access to daily activities.** Strive to create sustainable development patterns such that the majority of residents are within one-half mile walking distance to a variety of neighborhood goods and services, such as supermarkets, restaurants, churches, cafes, dry cleaners, laundromats, farmers' markets, banks, personal services, pharmacies and similar uses.
- **1.5 Balance resident and visitor needs.** Ensure land uses and businesses provide for the needs of residents as well as visitors.
- **1.7 Compatibility of uses.** Ensure the placement of new uses does not create or exacerbate nuisances between different types of land uses.
- **1.8 Respond to unique characteristics.** Enhance the unique character and identity of the city's neighborhoods, districts and corridors through land use and design decisions. Allow policies and programs to be focused on each unique character area of the city.
- **1.9 Retain commercial land area.** Discourage the conversion of commercial land to exclusively residential uses.
- **1.10 Transition between uses.** Encourage new projects in non-residential areas to employ architectural transitions to adjoining residential properties to ensure compatibility of scale and a sense of privacy for existing residences. Such transitions could include setbacks, gradations and transitions in building height and appropriate landscaping.
- **2.2 Variety of types of neighborhoods.** Encourage preservation of existing single density neighborhoods within the city and ensure that neighborhood types are dispersed throughout the city.
- **2.3 Balanced neighborhoods.** Within the allowed densities and housing types, promote a range of housing to accommodate diverse ages and incomes.
- **3.1 Unique districts.** Encourage the development of local and city-wide districts and centers that address different community needs and market sectors and complement surrounding neighborhoods.
- **3.2 Compatibility of districts.** Require new development within the city's creative industrial district to be designed for compatibility with surrounding uses to minimize impact and cultivate connectivity with each district.

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- **4.8 Neighborhood buffer.** Encourage all commercial property owners bordering residential areas to mitigate impacts and use appropriate landscaping and buffering of residential neighborhoods.
- **5.7 Design guidelines and development standards.** Seek to maintain and enhance neighborhood character through design guidelines and development standards that articulate building form, orientation, and scale, but allow for eclectic and diverse architectural styles.
- **8.1 Coastal-dependent uses.** Prioritize coastal-dependent uses over non-dependent developments near the shoreline, unless future demand for such facilities is already adequately provided for in the area.
- **8.2 Coastal-related uses.** Accommodate coastal-related uses within reasonable proximity to the coastal-dependent uses they support.
- **8.3 Land use regulations.** Encourage coastal-dependent and coastal-related commercial uses in the Recreational Commercial and Community Commercial land use designations. Prioritize such uses in the Recreational Commercial designation. Provide for and prioritize coastal-related industrial uses in the Creative Industrial land use designation.
- **8.7 Amenities.** Require new higher cost hotel and motel development projects to incorporate non-overnight facilities and amenities as a component of the development that are generally available for passive public use.
- **13.1 Restrict health-harming uses.** Prohibit new land uses that harm the physical health and well being of the community.
- **13.5 Improved livability.** Encourage and set aside funding for the provision of a high level of neighborhood and community amenities and design features as a way of balancing increased density, recognizing the desire for a very high quality, amenity-rich, livable community.

Mobility Element

- **1.1 Consider all modes.** Require the planning, design, and construction of all new and existing transportation projects to consider the needs of all modes of travel to create safe, livable and inviting environments for all users of the system.
- **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.
- **3.1 Repurpose public right-of-ways.** Require repurposing public right-of-ways enhancing connectivity for pedestrians, bicyclists, and public transit.
- **4.2 Encourage coastal access.** Ensure parking facilities and costs of such facilities are not a barrier to beach access by the public.
- **5.5 Encourage smart growth.** Encourage smart growth land use features in development projects to ensure more compact, mixed, connected, and multimodal development supports reduced trip generation, trip lengths, and greater ability to utilize alternative modes.

Sustainability + Conservation Element

- **1.6 Demonstration and pilot projects.** Utilize demonstration and pilot projects as a means to evaluate the greenhouse gas reduction potential and cost effectiveness of projects.

- **2.4 Land use and transportation investments.** Promote land use and transportation investments that support greater transportation choice, greater local economic opportunity, and reduced number and length of automobile trips.
- **3.2 Mobile source reductions.** Support land use and transportation strategies to reduce vehicle miles traveled and emissions, including pollution from commercial and passenger vehicles.
- **3.7 Regional air quality.** When possible, collaborate with other agencies within the region to improve air quality and meet or exceed State and Federal air quality standards through regional efforts to reduce air pollution from mobile sources, including trucks and passenger vehicles.

Parks + Open Space Element

- **6.1 Visible access points.** Enhance visibility of existing public access points to and along beaches, coastal parks, and trails.
- **6.6 Universal access.** Provide resources that improve accessibility to the beach for all visitors.
- **6.7 Minimal impact to access.** Require new development and substantial redevelopment projects to minimize impacts to existing public access to and along the shoreline.
- **7.3 Recreational asset.** Consider and treat the beach as a recreational asset and never as a commercial enterprise.
- **8.7 Public access.** Ensure that special events do not impede public access to the beach, the Pier, and The Strand.

Implementation Actions

- LAND USE-1. Amend the Zoning Map to bring consistency between PLAN Hermosa Land Use Designations and Zoning Ordinance Zoning Districts.
- LAND USE-2. Establish development standards to correspond with any new land use designations with consideration of neighborhood character areas.
- LAND USE-11. Require new visitor-serving accommodations within the Coastal Zone to maintain or improve public access to the coast by establishing and applying the following development review requirements in the Zoning Code/Local Implementation Plan:
 - Where a new hotel or motel development project would consist entirely of high-cost overnight accommodations, the development shall be required to provide mitigation as a condition of approval of a Coastal Development Permit. Such mitigation may include, but is not limited to, a mitigation payment consistent with the City's visitor-serving accommodations fee program.
 - If a hotel or motel project proposes a certain number or percentage of on-site low or mid-range cost units, such units shall remain available as low or mid-range cost units for the life of the project.
- PARKS-18. Protect public access to the coast by establishing and applying the following development review requirements:
 - Require a direct dedication of an easement for access in all new development projects that cause or contribute to adverse public access impacts. Access ways shall

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be a sufficient size to accommodate two-way pedestrian passage and landscape buffer.

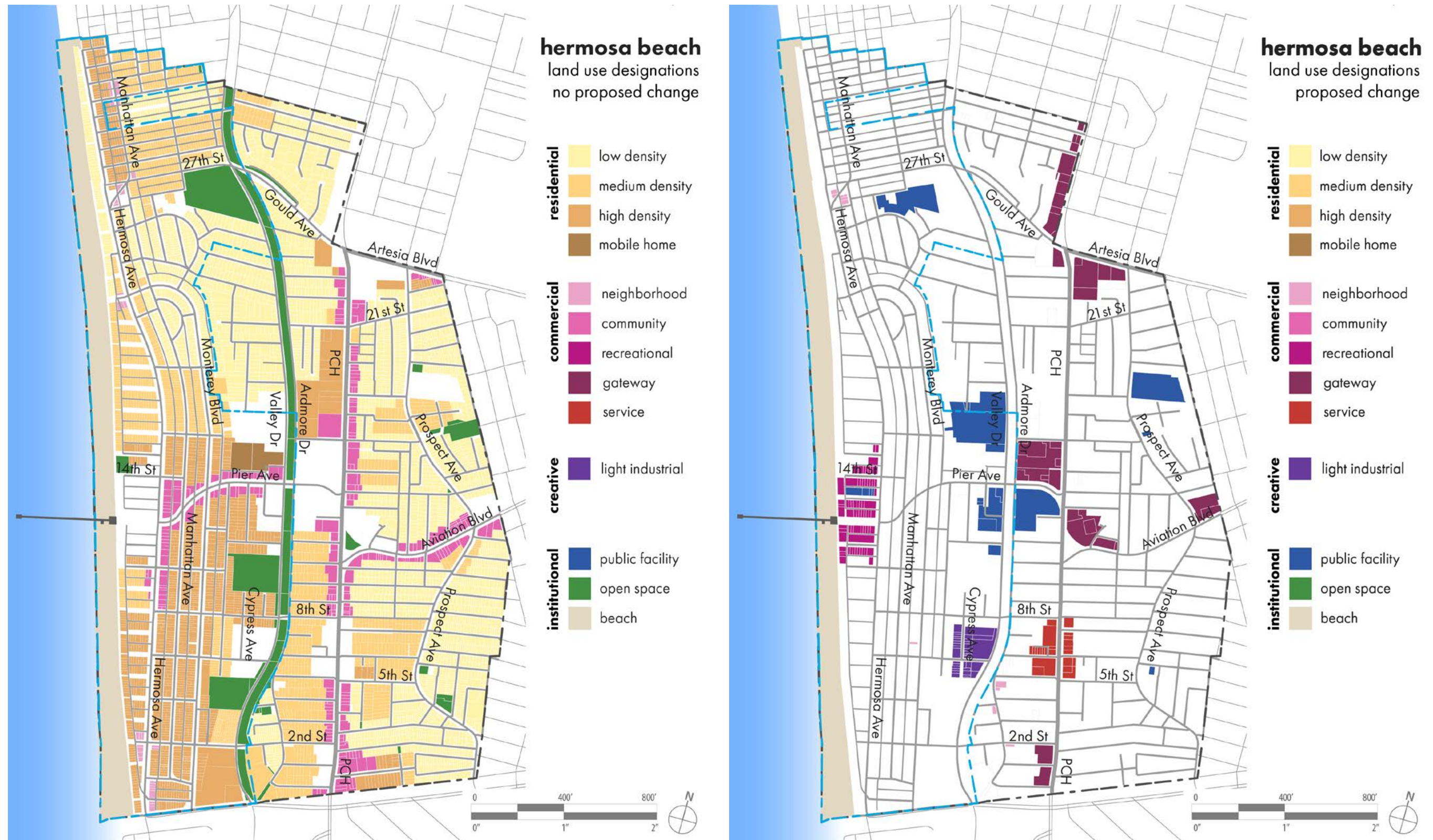
- Implement building design and siting regulations to protect public access through setbacks and other property development regulations that control building placement.
- New development and redevelopment projects shall protect public accessibility to walk streets and street ends that provide access to the shoreline, the beach, and The Strand.
- New or improved beach access facilities shall accommodate persons with physical disabilities.

IMPACTS AND MITIGATION MEASURES

IMPACT 4.9-1 *Would PLAN Hermosa Physically Divide an Established Community? PLAN Hermosa includes limited land use changes and other improvements in the city that would allow for an increase in residential and nonresidential square footage. However, because the proposed changes follow established land use patterns, implementation of PLAN Hermosa would result in a **less than significant** impact.*

Hermosa Beach is primarily built out, with a limited inventory of vacant and underutilized land. Land use policies proposed in PLAN Hermosa are based on long-established land use patterns and would allow for incremental intensification through the redevelopment of existing uses (see **Table 3.0-2 (PLAN Hermosa Land Use Designations)** for existing and proposed land use designations). Such incremental growth would reinforce historical patterns while accommodating future economic and residential growth in the city. Under PLAN Hermosa, properties will gradually transition from one use to another, and land uses and intensities will gradually shift to align with the intent of PLAN Hermosa. **Figure 4.9-1 (PLAN Hermosa Proposed Changes to Land Use Designations)** shows the proposed changes in land use patterns.

FIGURE 4.9-1
PLAN HERMOSA PROPOSED CHANGES TO LAND USE DESIGNATIONS



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PLAN Hermosa establishes an overall development capacity for the city and represents the City's policy for determining appropriate physical development and character. **Table 3.0-3 (PLAN Hermosa Residential Development Projections)** identifies anticipated residential land use changes compared to existing conditions that would occur between 2015 and 2040 with implementation of PLAN Hermosa, while **Table 3.0-4 (PLAN Hermosa Nonresidential Development Projections)** identifies corresponding changes for nonresidential uses in the city. **Table 4.9-3 (Comparison of Land Use Densities and Floor Area Ratios)** shows the difference between the existing land use densities and floor area ratios (FAR) and the PLAN Hermosa densities and FARs.

**TABLE 4.9-3
COMPARISON OF LAND USE DENSITIES AND FLOOR AREA RATIOS**

Land Use Designation	Estimate of Current General Plan	Proposed PLAN Hermosa	
	Maximum	Minimum	Maximum
Low Density	13.0	2.0	13.0
Medium Density	25.0	13.1	25.0
High Density	33.0	25.1	33.0
Mobile Home	13.0	2.0	13.1
Neighborhood Commercial	1.0	0.5	1.0
Community Commercial	1.75	0.5	1.25
Recreational Commercial	2.5	1.0	1.75
Gateway Commercial	1.5	1.0	2.0
Service Commercial	1	0.25	0.5
Light Industrial Creative	0.75	0.25	1.0
Public Facilities	n/a	0.1	1.0
Open Space	n/a	0.0	0.1
City Beach	n/a	0.0	0.05

Source: City of Hermosa Beach 2015

Based on the allowed density/intensity for each designation, Hermosa Beach could accommodate an additional 300 dwelling units and 630,400 square feet of nonresidential development between 2015 and 2040.² As described in Chapter 3.0, Project Description, these projections were calculated based on specific trends in the city, including a loss of housing units between 2010 and 2015 and the growing size of households between 2008 and 2012, among other factors. These trends are further described in **Appendix A**.

Overall, this incremental redevelopment represents a relatively modest increase in the number of dwelling units and population for the planning area. Development projections from PLAN Hermosa implementation, as described in Chapter 3.0, Project Description, would result in an increase of approximately 300 dwelling units (3.0 percent growth), a net population increase of approximately 661 (3.3 percent growth), and an increase of 630,400 square feet of nonresidential development (29.9 percent growth) between 2015 and 2040.

² This information is based on growth forecasts provided in the City's letter Subject: Hermosa Beach Response to SCAG's Integrated Growth Forecast to the Southern California Association of Governments. See Appendix A.

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Policies in both the Land Use + Design Element and the Mobility Element focus on increasing connectivity and maintaining the integrity of the community's character and existing land use designations. For example, Land Use + Design Element Policy 1.1 would maintain the fundamental pattern of existing land uses and preserve existing residential neighborhoods while providing opportunities for transformation of corridors and districts to improve community identity. Policy 1.8 would promote development that would enhance the unique character and identity of the city's neighborhoods, districts, and corridors through land use and design decisions. Policy 1.9 would discourage the conversion of commercial land into exclusively residential uses, while Policy 2.2 would encourage preservation of existing single-density neighborhoods within the city and ensure that neighborhood types are dispersed throughout Hermosa Beach. Policy 5.7 would maintain and enhance neighborhood character through design guidelines and development standards.

Additionally, implementation action LAND USE-1 requires that the City's Zoning Map be updated to make proposed land use designations and zoning districts consistent. LAND USE-2 establishes zoning districts and development standards to correspond with land use designations and character areas.

The Land Use + Design Element and Mobility Element policies and implementation actions listed above guide future development in Hermosa Beach; identify the character-defining features of each neighborhood, corridor, or district; and provide policy guidance that supports the intended character of each area. Therefore, implementation of PLAN Hermosa supports and enhances existing land use and circulation patterns and would not divide a community. This impact would be **less than significant**.

Mitigation Measures

None required.

IMPACT 4.9-2 *Would PLAN Hermosa Conflict with an Applicable Plan, Policy, or Regulation?*
PLAN Hermosa proposes limited land use changes and other improvements in the city and numerous land use policies to guide future development in Hermosa Beach. These changes would be consistent with existing local and regional planning documents. Therefore, the impact would be less than significant.

PLAN Hermosa would establish new General Plan land use categories by refining existing categories and establishing new designations. The proposed land use designation and allowed density are shown in **Table 3.0-2 (PLAN Hermosa Land Use Designations)**. In addition, PLAN Hermosa identifies numerous land use policies to guide development in the city for the next 25 years by balancing quality of life, economic prosperity, and environmental sustainability. The policy direction of PLAN Hermosa is generally described in Chapter 3.0, Project Description. Specific policies that affect land use planning are listed in the subsection titled "Draft PLAN Hermosa Policies and Implementation Actions" above.

Consistency with applicable regional and local plans is described below.

City of Hermosa Beach Zoning Ordinance (Municipal Code Title 17)

Title 17 of the City's Municipal Code will be the primary means of implementing PLAN Hermosa. PLAN Hermosa includes policies and programs to amend the Zoning Ordinance to establish zoning districts and development standards to correspond with land use designations and character areas, as well as to better accommodate coastal-dependent and coastal-related uses. With implementation of actions LAND USE-1 and LAND USE-2, the Zoning Ordinance and Zoning Map will be consistent with PLAN Hermosa land use goals and policies.

California Coastal Act

PLAN Hermosa has been prepared in accordance with the requirements and intent set forth in California Government Code Section 30603. The Hermosa Beach Coastal Land Use Plan (including a land use map) was adopted by the City and certified by the California Coastal Commission in 1981. PLAN Hermosa includes an update to the City's Land Use Plan and Local Implementation Plan, providing development standards and regulations applicable in the Coastal Zone, and outlining an administrative process for the issuance of coastal development permits. To implement the Coastal Land Use Plan components of PLAN Hermosa, the City has developed a series of implementing ordinances that articulate the intent of the California Coastal Act with consideration of local context and needs. **Table 4.9-4 (Coastal Act Consistency)** analyzes PLAN Hermosa's consistency with the California Coastal Act.

The policies and programs of PLAN Hermosa implement Coastal Act requirements; therefore, the proposed project is consistent with the California Coastal Act.

Southern California Association of Governments 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future

SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The RTP/SCS contains a number of policies applicable to PLAN Hermosa. The City considered SCAG goals and policies in the formulation of PLAN Hermosa. SCAG policies and their consistency with PLAN Hermosa are evaluated in **Table 4.9-5 (Compatibility of PLAN Hermosa with the 2012–2035 RTP/SCS)**.

4.9 LAND USE AND PLANNING

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TABLE 4.9-4
COASTAL ACT CONSISTENCY

Section	Policy	Project Compliance with Policy
Public Access		
30211	Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.	Consistent: Within the city, access to the beach is provided by 22 walk streets that run perpendicular to and connect with Hermosa Avenue. PLAN Hermosa includes a number of policies and implementation actions that focus on public beach access. Parks + Open Space Element Policy 6.6 directs the City to provide resources that improve accessibility to the beach for all visitors. Implementation action LAND USE-11 would require new visitor-serving accommodations in the Coastal Zone to maintain or improve public access to the coast. Implementation action PARKS-18 includes measures that would protect public access to the coast by requiring direct dedication of access easements, and site design to ensure that the coast remains accessible with implementation of PLAN Hermosa.
30212	Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected.	Consistent: PLAN Hermosa provides for public beach access. Parks + Open Space Element Policy 6.6 directs the City to provide resources that improve accessibility to the beach for all visitors. Implementation action LAND USE-11 would require new visitor-serving accommodations in the Coastal Zone to maintain or improve public access to the coast. Implementation action PARKS-18 includes measures that would protect public access to the coast by requiring direct dedication of access easements, and site design to ensure that the coast remains accessible with implementation of PLAN Hermosa.
30212.5	Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.	Consistent: PLAN Hermosa promotes adequate parking and a balance use of land adjacent to the shoreline. Mobility Element Policy 4.2 ensures that parking facilities and costs of such facilities are not a barrier to beach access by the public. Parks + Open Space Element Policy 7.3 requires that the City treat the beach as a recreational asset and never as a commercial enterprise. Land Use + Design Element Policy 1.1 strives to maintain the fundamental pattern of existing land uses, preserving residential neighborhoods, while providing opportunities for enhancement or transformation of corridors and districts to improve community activity and identity.
30213	Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.	Consistent: Implementation action LAND USE-11 requires that if a hotel or motel project proposes a certain number or percentage of on-site low or mid-range cost units, such units shall remain available as low or mid-range cost units for the life of the project.
Recreation		
30221	Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.	Consistent: PLAN Hermosa promotes public recreational use of oceanfront lands on the public beach. Parks + Open Space Policy 6.9 directs the City to create additional parkettes, open space, and pedestrian amenities. Policy 7.3 directs the City to consider and treat the beach as a recreational asset and never as a commercial enterprise. Policy 7.5 directs the City to consider devoting certain portions of the beach to different preferred recreational uses while providing access for all users and meeting the recreation needs of visitors and residents.
30222	The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.	Consistent: PLAN Hermosa land use designations provide for visitor-serving commercial recreational land uses on private property within the Coastal Zone. Land Use + Design Element Policy 8.1 prioritizes coastal-dependent uses over non-dependent developments near the shoreline, unless future demand for such facilities is already adequately provided for in the area. Policy 8.2 accommodates coastal-related uses within reasonable proximity to the coastal-dependent uses they support. Policy 8.3 encourages coastal-dependent and coastal-related commercial uses to be located in the Recreational Commercial and Community Commercial land use designations, and prioritizes such uses in the Recreational Commercial designation. The policy also provides for and prioritizes coastal-related industrial uses in the Creative Industrial land use designation. Policy 8.9 directs the City to prioritize use of private lands suitable for visitor-serving commercial recreational facilities that enhance public coastal access over private local-serving residential or commercial development or industrial development, but not over coastal-dependent uses within the commercial core.
30222.5	Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.	Not applicable: No vacant land suitable for aquaculture has been identified within the city.
30223	Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.	Consistent: PLAN Hermosa identifies existing coastal-related uses. Proposed land use designations would not limit those uses.
30224	Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.	Not applicable: Hermosa Beach does not have boat launching facilities, boat storage, or a harbor/protected area that would accommodate such facilities.
Marine Environment		
30230	Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.	Consistent: PLAN Hermosa includes policies that protect the existing marine environment. Parks + Open Space Element Policy 9.1 calls for the preservation, protection, and improvement of remaining open space areas to the greatest extent possible to improve on existing limited habitats and prevent further extirpation of species. Policy 9.2 requires the consideration of species and habitat impacts and potential improvements when implementing beach maintenance activities. Policy 9.3 was designed to ensure that beaches can function as a quality habitat for permanent and migratory species. Policy 9.4 promotes information sharing and research regarding habitat and wildlife with resource agencies and neighboring jurisdictions to ensure coordinated decision-making and management. Policy 9.5 requires the protection of coastal and marine habitats from impacts from maintenance, construction, recreation, and industrial activities.

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Section	Policy	Project Compliance with Policy
30231	The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	Consistent: PLAN Hermosa includes policies that protect the existing marine environment through the use of water use and water quality protection. Sustainability + Conservation Element Policy 5.1 calls for the availability of recycled water supply and distribution facilities are available throughout the city. Policy 5.3 requires the update of water conservation and efficiency programs, requirements, and incentives on a regular basis. Policy 7.1 requires the use of permeable pavement in parking lots, sidewalks, plazas, and other low-intensity paved areas. Policy 7.2 requires the minimization of soil erosion by ensuring best management practices are used in grading and construction.
30232	Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided 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.	Consistent: The use and transportation of hazardous materials are governed by federal and state regulations. PLAN Hermosa further requires compliance with policies in the plan that reduce the potential for accidental hazardous materials spills. Public Safety Element Policy 3.2 directs the City to coordinate with allied agencies to prepare for and respond to hazardous materials incidents. Policy 3.3 requires businesses that use, store, or transport hazardous materials to ensure that adequate measures are taken to protect public health and safety. Policy 3.4 directs the City to restrict the siting of new uses involving hazardous materials in the Coastal Zone to coastal-related industrial uses in the Cypress District.
30233	The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes 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, and shall be limited to those identified in Section 30233 [added].	Not applicable: Implementation of PLAN Hermosa would not result in the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes.
30234	Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.	Consistent: PLAN Hermosa does not include any policies or implementation actions that would reduce existing facilities.
30235	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 to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.	Not applicable: PLAN Hermosa does not include any policies or implementation actions that would limit the use of revetments, breakwaters, groins, harbor channels, seawalls, or cliff retaining walls constructed to protect existing structures.
30236	Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.	Not applicable. PLAN Hermosa does not propose any channelizations, dams, or other substantial alterations of rivers or streams.
Land Resources		
30240	(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (b) 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.	Consistent: PLAN Hermosa includes policies that protect the existing sensitive habitat areas. Parks + Open Space Element Policy 9.1 calls for the preservation, protection, and improvement of remaining open space areas to the greatest extent possible to improve on existing habitats and prevent further extirpation of species. Policy 9.2 requires the consideration of species and habitat impacts and potential improvements when implementing beach maintenance activities. Policy 9.3 is designed to ensure that beaches can function as a quality habitat for permanent and migratory species. Policy 9.4 promotes information sharing and research regarding habitat and wildlife with resource agencies and neighboring jurisdictions to ensure coordinated decision-making and management. Policy 9.5 requires the protection of coastal and marine habitats from impacts from maintenance, construction, recreation, and industrial activities.
30241	The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of those listed in Section 30241 [added].	Not applicable: Hermosa Beach is a fully developed urban area. No agricultural lands exist within the city.
30242	All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.	Not applicable: Hermosa Beach is a fully developed urban area. No agricultural lands exist within the city.
30243	The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.	Not applicable: Hermosa Beach is a fully developed urban area. No timber production lands exist within the city.
30244	Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	Consistent: Certification of the EIR would require the adoption of mitigation measure MM 4.4.3, which is specifically designed to protect paleontological resources.

Section	Policy	Project Compliance with Policy
Development		
30250	<p>(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.</p> <p>(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.</p> <p>(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.</p>	Consistent: All future development in the city would have availability of adequate public services.
30251	<p>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, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</p>	Consistent: Parks + Open Space Element Policy 6.1 calls for enhancing visibility of existing public access points to and along beaches and coastal parks and trails. Land Use + Design Element Policy 1.8 calls for the enhancement of the unique character of the city's neighborhoods, districts and corridors through land use and design decisions.
30252	<p>The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p>	Consistent: Land Use + Design Element Policy 8.1 prioritizes coastal-dependent uses over nondependent developments near the shoreline, while Policy 8.2 guides development that accommodates coastal-related uses in proximity to the coastal-dependent uses that are supportive of such uses. Mobility Element Policy 1.1 requires the planning, design, and construction of all new and existing transportation projects to consider the needs of all modes of travel to create safe, livable and inviting environments for all users of the system. Policy 2.1 prioritizes improvements of public rights-of-way that provide heightened levels of safe, comfortable and attractive public spaces for all non-motorized travelers while balancing the needs of efficient vehicular circulation. Policy 3.1 requires the repurposing public rights-of-way enhancing connectivity for pedestrians, bicyclists, and public transit. Policy 4.2 ensures parking facilities and costs of such facilities are not a barrier to beach access by the public. Policy 5.5 encourages smart growth land use features in development projects to ensure more compact, mixed, connected, and multimodal development supports reduced trip generation, trip lengths, and greater ability to utilize alternative modes.
30253	<p>New development shall do all of the following:</p> <p>(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.</p> <p>(b) 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.⁴¹</p> <p>(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.</p> <p>(d) Minimize energy consumption and vehicle miles traveled.</p> <p>(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.</p>	Consistent: PLAN Hermosa includes policies designed to reduce risks to life and property, reduce air quality emissions and vehicle miles traveled, reduce energy consumption, and protect the individual neighborhoods in the city. Public Safety Element Policy 1.1 requires the evaluation of new buildings and infrastructure for potential for seismic, fire, flood, and coastal storm hazard risks and comply with California Building Code standards to minimize risk. Policy 1.2 requires the preparation of geotechnical reports for new development projects in areas with the potential for liquefaction or landslide. Conservation + Sustainability Element Policy 3.7 requires collaboration with other agencies within the region to improve air quality and meet or exceed state and federal air quality standards through regional efforts to reduce air pollution from mobile sources, including trucks and passenger vehicles. Land Use + Design Element Policy 1.8 directs the City to enhance the unique character and identity of the city's neighborhoods, districts and corridors through land use and design decisions. Sustainability + Conservation Element Policy 3.2 requires the support of land use and transportation strategies to reduce vehicle miles traveled and emissions, including pollution from commercial and passenger vehicles.
30254	<p>New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.</p>	Consistent: Implementation of PLAN Hermosa would not require the expansion of existing water, wastewater, or storm drainage facilities. In addition, Infrastructure Element Policy 1.6 requires that new infrastructure is sited in a manner to minimize negative impacts to the community and prioritize projects to address the greatest deficiencies.
30255	<p>Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.</p>	Consistent: Land Use + Design Element Policy 8.1 prioritizes coastal-dependent uses over nondependent developments near the shoreline, while Policy 8.2 guides development that accommodates coastal-related uses in proximity to the coastal-dependent uses that are supportive of such uses.

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Section	Policy	Project Compliance with Policy
Industrial Development		
30260	Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division.	Consistent: Hermosa Beach does not have any vacant industrial sites within the Coastal Zone area. The existing light industrial sites are currently developed. Hermosa Beach does not have any uses identified as heavy industrial.
30261	Multicompany use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area.	Not applicable: Hermosa Beach does not have any facilities that would include tanker operations.
30262	Oil and gas development shall be permitted in accordance with Section 30260, if the conditions <u>identified in Section 30262</u> [added] are met.	Not Applicable: Hermosa Beach does not have any areas identified for oil and gas development.
30263	New or expanded refineries or petrochemical facilities not otherwise consistent with the provisions of this division shall be permitted if <u>the conditions are met as identified in Section 30263(a)</u> [added].	Not Applicable: Hermosa Beach does not have any areas identified for refineries or petrochemical facilities development.
30264	Notwithstanding any other provision of this division, except subdivisions (b) and (c) of Section 30413, new or expanded thermal electric generating plants may be constructed in the coastal zone if the proposed coastal site has been determined by the State Energy Resources Conservation and Development Commission to have greater relative merit pursuant to the provisions of Section 25516.1 than available alternative sites and related facilities for an applicant's service area which have been determined to be acceptable pursuant to the provisions of Section 25516.	Not Applicable: PLAN Hermosa does not include any areas for thermal electric generating plants.

**TABLE 4.9-5
COMPATIBILITY OF PLAN HERMOSA WITH THE 2012–2035 RTP/SCS**

SCAG RTP/ SCS Goal	SCAG Goal	Project Compliance with Goal
Goal 1	Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This goal is specific to SCAG’s funding sources and investments and is therefore not applicable at the local level.
Goal 2	Maximize mobility and accessibility for all people and goods in the region.	<p>Consistent: PLAN Hermosa maintains the existing roadway network and provides mechanisms to meet the needs of local and regional transportation and to ensure efficient mobility and accessibility. A number of regional and local programs have informed the policies and implementation actions that would ensure a balance of local and regional needs in the design and operation of the transportation corridors, including:</p> <ul style="list-style-type: none"> • LA Metro First Last Mile Strategic Plan • Los Angeles County Congestion Management Program • Los Angeles County Long Range Transportation Plan • SCAG RTP/SCS • South Bay Bicycle Master Plan • Beach Cities Livability Plan • Aviation Boulevard Master Plan • Pacific Coast Highway Streetscape Master Plan <p>The Mobility Element is a comprehensive transportation management strategy that addresses infrastructure capacity. The Land Use + Design Element and the Mobility Element of PLAN Hermosa both contain policies that provide specific guidance on how to improve mobility in the city. Refer to Section 4.14, Transportation, of this EIR, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.</p>
Goal 3	Ensure travel safety and reliability for all people and goods in the region.	<p>Consistent: All modes (motorized and non-motorized) of public and commercial transit throughout the city would be required to follow safety standards established by corresponding state, regional, and local regulatory documents, standards, and regulations. For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Hermosa Beach, County of Los Angeles) and regional (e.g., SCAG, Caltrans) agencies. Additionally, pedestrian circulation systems are required to be designed and constructed for the adaptation and use of people with disabilities, consistent with the Americans with Disabilities Act (ADA) and state requirements. With the city encompassing approximately 1.4 square miles, active and non-motorized transportation options for local mobility are becoming increasingly convenient and cost-effective travel choices among residents and visitors. As such, the PLAN Hermosa Mobility Element encourages design and construction plans that improve sidewalk infrastructure to safely accommodate high levels of pedestrian activity. Through implementation of the plan, the majority of arterials and local streets throughout the city will provide sidewalks to accommodate a moderate level of pedestrian activities. There</p>

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SCAG RTP/ SCS Goal	SCAG Goal	Project Compliance with Goal
		<p>are 22 east–west walk streets that connect pedestrians between the beach and surrounding neighborhoods, while the Hermosa Valley Greenbelt and the Strand provide north–south pedestrian connections throughout the length of the city. Mobility Element Policy 3.2 prioritizes investment in the development of a complete network of sidewalks and pedestrian-friendly amenities. As a means of prioritizing pedestrian safety, Mobility Element policies prioritize the development of safe, comfortable, and attractive public spaces and encourage traffic calming strategies that will reduce vehicle speeds and reduce cut-through traffic on residential streets. Thus, PLAN Hermosa policies would reduce design hazards and conflicts between incompatible land uses and between all transportation network users.</p>
Goal 4	Preserve and ensure a sustainable regional transportation system.	<p>Consistent: All roadway improvements to the existing transportation networks would be assessed to determine how new development would impact traffic conditions. PLAN Hermosa seeks to concentrate new and infill development in areas that would reduce vehicle miles traveled. This will be done by focusing on corridors that provide commercial, service, and office uses in a cohesive and organized manner. This land use network is supported by a connected walkable environment to easily serve local and regional retail needs while providing efficient travel pathways and circulation. These land use policies would serve to enhance the regional transportation system by providing land uses in a format that supports transit thereby alleviating roadway traffic on a regional basis. The Mobility Element seeks to implement a multimodal system consistent with SB 375, SB 743, and the 2012–2035 RTP/SCS. Additionally, the regional plans mentioned in the analysis for RTP/SCS Goal G2 would be applicable to the design and development of the regional roadway network in and around the city.</p> <p>PLAN Hermosa encourages regional coordination of transportation issues and incorporates guidance and policies that help preserve and ensure a sustainable regional transportation system.</p>
Goal 5	Maximize the productivity of our transportation system.	<p>Consistent: The local and regional transportation system would be improved and maintained to maximize efficiency and productivity through implementation of PLAN Hermosa. The City’s Public Works Department oversees the improvement and maintenance of the city’s public rights-of-way on a routine basis.</p> <p>Future development in Hermosa Beach under PLAN Hermosa would occur through infill and redevelopment activities primarily in the Downtown core, the Cypress Avenue District, the Coastal Zone including The Strand, and along Pacific Coast Highway and Aviation Boulevard. Such infill and redevelopment would increase overall demand for transit, bicycle, and pedestrian facilities. The City strives to maximize productivity of the region’s public transportation system (i.e., bus and bicycle) for residents, visitors, and workers coming into and going out of Hermosa Beach. Existing transit facilities in Hermosa Beach are supported by local and regional transportation authorities, providing local mobility and access to major regional transit facilities in nearby municipalities. PLAN Hermosa Mobility Element policies promote transit opportunities in the city and provide opportunities to connect to regional infrastructure.</p> <p>PLAN Hermosa Mobility Element policies support and reinforce the policies of the South Bay Bicycle Master Plan by promoting bicycle facilities and parking throughout the city to facilitate a higher level of connectivity and access for bicycles. The City provides ample opportunities for bicycling via a network of bikeways, bicycle parking, links to transit, and other accommodations. PLAN Hermosa policies directly support the expansion of pedestrian, bicycle, and transit facilities and support the City’s goal of being a multimodal community. Mobility Element and Land Use + Design Element policies also support the goals and policies of the Los Angeles County Long Range Transportation Plan and the South Bay Bicycle Master Plan.</p>

SCAG RTP/ SCS Goal	SCAG Goal	Project Compliance with Goal
Goal 6	Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: Goals, policies, and implementation actions are proposed in the PLAN Hermosa Mobility Element to require that all development or redevelopment projects accommodate active transportation by providing connections to existing and planned pedestrian and bicycle networks and incorporating pedestrian-oriented design practices and that developments provide facilities for non-motorized transportation; improve transit, bicycle, pedestrian, and equestrian connections; and preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems. The Mobility Element requires expanding the bicycle network, integrating bicycle and transit facilities and connections, and requiring new development to accommodate bicycle and pedestrian infrastructure.
Goal 7	Actively encourage and create incentives for energy efficiency, where possible.	Consistent: Policies and implementation actions are proposed in PLAN Hermosa’s Sustainability + Conservation Element that encourage the reduction of energy usage and conservation. Policies would require and facilitate the installation of renewable energy projects on homes and businesses and provide a retrofit program to assist home and building owners to make efficiency improvements. PLAN Hermosa would require that large buildings regularly report their energy use and create a sustainable building checklist to minimize waste and maximize energy efficiency.
Goal 8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: PLAN Hermosa Mobility Element goals, policies, and implementation actions ensure that future land uses can be adequately served by the planned transportation system. The Mobility Element contains a policy to improve Hermosa Beach’s alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation. In addition, PLAN Hermosa Land Use + Design Element contains policies to accommodate a mix of residential and commercial land uses that enable residents to walk to work, shopping, and transit, reduce auto use, and promote transit-oriented development and increased density near transit opportunities.
Goal 9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: PLAN Hermosa Mobility Element goals, policies, and implementation actions strive to provide local transit service is reliable and safe for all users. PLAN Hermosa Public Safety Element goals, policies, and implementation actions prioritize disaster preparedness, coordination of services with other cities, and technology improvements for managing safety information and response, and reducing hazards by reviewing the needs of critical facilities, which includes roads.

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PLAN Hermosa encourages development in a more compact way with an emphasis on redevelopment and reuse. The project would allow additional housing and jobs to accommodate the projected population and employment growth in the area and in the city. Further, the project would guide growth in a sustainable manner that would emphasize a multimodal transportation system to serve city needs. As such, PLAN Hermosa is considered to be consistent with the basic principles identified in the RTP/SCS.

South Coast Air Quality Management District Basin Air Quality Plan

The South Coast Air Quality Management District (SCAQMD) is responsible for clean air planning in the South Coast Air Basin. The SCAQMD adopted its latest Air Quality Management Plan (AQMP) in 2012. The 2012 AQMP mandates a variety of measures to reduce traffic congestion and improve air quality. Local governments are responsible for developing and implementing the AQMP's transportation and control measures. For informational purposes, the SCAQMD is in the process of developing its 2016 AQMP, which will develop integrated strategies and measures to meet 8-hour ozone (75 ppb) by 2032 and annual PM_{2.5} (12 µg/m³) by 2021–2025 national ambient air quality standards goals, among other goals.

As discussed in Section 4.14, Transportation, PLAN Hermosa goals and policies are aimed at reducing vehicle miles traveled (VMT). The California Air Pollution Control Officers Association's (CAPCOA) report *Quantifying Greenhouse Gas Mitigation Measures* was used as a set of guidelines for quantifying the environmental benefits of mitigation measures. The CAPCOA guidelines were developed by conducting a comprehensive literature review of studies documenting the effects of land use planning and transportation demand management (TDM) strategies on reducing VMT. Using the results of this study, Fehr & Peers, the City's transportation consultant, developed TDM+, a quick response tool that demonstrates trip reductions from commonly used TDM strategies. The tool also accounts for the interaction among different measures in various categories to avoid double counting. The TDM+ model was used to quantify potential reductions in trip generation and VMT that could occur by 2040 with full buildout and implementation of PLAN Hermosa. As described in Section 4.14, numerous PLAN Hermosa land use and mobility strategies were modeled to demonstrate reductions in VMT, including but not limited to land use strategies such as development of urban infill sites with transit proximity and a density, scale, and design that can facilitate walking, biking, and other alternative travel options.

PLAN Hermosa policies include numerous measures that support transportation demand and accessibility management. Specifically, Sustainability + Conservation Element Policy 3.2 directs the City to support land use and transportation strategies to reduce vehicle miles traveled and emissions, including pollution from commercial and passenger vehicles. Policy 3.7 directs the City to consult with local, regional, and state agencies to improve air quality and limit greenhouse gas emissions through regional efforts to reduce air pollution from mobile sources. PLAN Hermosa would promote land use and transportation investments that support greater transportation choice and greater local economic opportunity, and reduce the number and length of auto trips.

These and other policies support region-wide traffic and air quality management strategies that support achievement of AQMP goals. As such, PLAN Hermosa is considered consistent with the Air Quality Management Plan. Additional consistency analysis with the AQMP is addressed in Section 4.2, Air Quality.

Existing General Plan

PLAN Hermosa would replace the City's existing General Plan. Nonetheless, PLAN Hermosa policies build on existing land use patterns and policies currently encouraged by the existing General Plan.

Beach Cities Livability Plan

The Beach Cities Livability Plan was developed to improve livability and well-being in Los Angeles County beach cities. It includes a section that provides specific recommendations for Hermosa Beach. The plan strives to support active living by enhancing both land use and transportation systems throughout the beach cities. In order to achieve this goal, the plan highlights ways to encourage community members to become more active in their communities. This includes a complete network of streets and public spaces to support active living; safe, natural, and enjoyable walking and biking conditions; and sustainable transportation choices. Strategies to achieve this goal of healthier, happier people in the city include adopting Complete Streets policies and incorporating Complete Streets policy language into all beach cities' planning documents, creating and adopting street design guidelines, developing a regional pedestrian master plan, increasing enforcement for pedestrian safety, and increasing enforcement for pedestrian safety.

PLAN Hermosa policies are intended to improve mobility in the city and promote programs to enhance livability and the health of the community. PLAN Hermosa policies are aimed at reducing vehicle miles traveled and thus reducing congestion and improving travel times. Specifically, Land Use + Design Element Policy 13.5 directs the City to encourage and set aside funding for the provision of a high level of neighborhood and community amenities and design features as a way of balancing increased density, recognizing the desire for a very high quality, amenity-rich, livable community. Furthermore, PLAN Hermosa Mobility Element policies set forth Complete Streets policies and numerous strategies to support pedestrian safety. As such, PLAN Hermosa is consistent with the Beach Cities Livability Plan.

As described above, adoption and implementation of PLAN Hermosa would be consistent with applicable regional and local plans, resulting in a **less than significant** impact.

Mitigation Measures

None required.

CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

The cumulative setting for land use includes existing, approved, proposed, and reasonably foreseeable development in Hermosa Beach and the South Bay Cities COG planning area. Land use impacts are typically isolated to a jurisdiction, except where land uses may interact or conflict with adjacent jurisdictions.

IMPACT 4.9-3 *Would PLAN Hermosa Contribute to a Cumulative Impact on Dividing a Community or Conflicting with an Applicable Plan, Policy, or Regulation? PLAN Hermosa, in addition to anticipated regional growth within the South Bay Cities Council of Governments planning area, would not contribute to cumulative land use impacts associated with the division of an established community or conflicts with land use plans and regulations that provide environmental protection. This impact would be **less than cumulatively considerable**.*

Expected population and employment growth in the South Bay Cities COG planning area would result in land use changes at the subregional level. However, new development that would occur in Hermosa Beach as a result of PLAN Hermosa would be generally consistent with the RTP/SCS, in that growth would be focused in areas that are already urbanized, are located in close proximity to transit, and can accommodate additional residential and employee populations without adversely affecting sensitive natural resources. As described in Impact 4.9-1 above, implementation of PLAN Hermosa would not result in the division of any communities within Hermosa Beach or in adjacent cities. As identified in Governance Element Policy 4.1, the City

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would play an active role in the South Bay Cities COG, SCAG, and other regional agencies to protect and promote the interests of the City; and as identified in Policy 4.3, the City would maintain strong collaborative relationships with adjacent jurisdictions and work together on projects of mutual interest and concern.

As identified in the discussion of Impact 4.9-2 above, PLAN Hermosa would not conflict with land use plans, policies, or regulations adopted to reduce environmental impacts. PLAN Hermosa is consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy, the California Coastal Act, and the 2012 South Coast Air Quality Management Plan. PLAN Hermosa would complement the general plans of surrounding jurisdictions, as the proposed plan strives for a regional approach to land use and transportation planning in the city and to the improvement of regional connections. Thus, PLAN Hermosa would have a **less than cumulatively considerable** contribution to regional land use impacts.

Mitigation Measures

None required.

4.9.5 REFERENCES

- City of Hermosa Beach. 1981. *Hermosa Beach Local Coastal Program, Coastal Land Use Plan*. <http://www.hermosabch.org/index.aspx?page=501>.
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- South Bay Cities COG (Council of Governments) 2009. *Sustainable South Bay – An Integrated Land Use and Transportation Strategy*. <http://www.southbaycities.org/programs/land-use/south-bay-sustainable-strategy-integrated-land-use-and-transportation-strategy>.
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