
**APPENDIX B - NOTICE OF PREPARATION
AND COMMENT LETTERS**

B-1: NOTICE OF PREPARATION



City of Hermosa Beach

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, PUBLIC REVIEW PERIOD, AND PUBLIC SCOPING MEETING

The City of Hermosa Beach publicly announces the preparation of a Program Environmental Impact Report (EIR) for the following project, as defined by the California Environmental Quality Act (CEQA) and set forth in Public Resources Code Section 21065. A description of the proposed project, as well as an explanation of the potential environmental effects, is provided in this Notice of Preparation (NOP). We need to know your views as to the scope and content of the environmental information to be prepared for the proposed project.

SCOPING MEETING: Pursuant to Section 21083.9 of the Public Resources Code, a scoping meeting will be held for the general public and responsible and trustee public agencies. The purpose of the scoping meeting is to learn about the proposed project, review the anticipated scope of the EIR, and assist the City in identifying the range of actions, alternatives, mitigation measures, and potentially significant effects to be analyzed in depth in the EIR.

A public scoping meeting for this project will be held on August 18, 2015, from 5:30 to 6:30 p.m. at City Council Chambers, 1315 Valley Drive, Hermosa Beach, California, 90254.

A copy of the NOP describing the project location and potential environmental effects is available at the Community Development Department, City of Hermosa Beach, 1315 Valley Drive, Hermosa Beach, California, 90254, or may be reviewed at the following website:

<http://www.hermosabch.org/index.aspx?page=767>

or

<http://www.hermosabch.org/index.aspx?page=482>

The public review period for submitting comments on the scope of the EIR is August 7, 2015, to September 8, 2015. All comments need to be mailed or submitted no later than September 8, 2015. Please send your response, including your name, address, and concerns, to:

Ken Robertson, Community Development Director, City of Hermosa Beach

1315 Valley Drive

Hermosa Beach, CA 90254

or via e-mail to:

generalplan@hermosabch.org

PROJECT TITLE: PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update

PROJECT APPLICANT: City of Hermosa Beach

PROJECT LOCATION: City of Hermosa Beach, Los Angeles County, California

PROJECT DESCRIPTION: The City of Hermosa Beach has initiated a comprehensive program to update its General Plan and Local Coastal Program (referred to locally as PLAN Hermosa). State law (Government Code Section 65300) requires each city to adopt a comprehensive, long-term general plan for its physical development. The Local Coastal Program (LCP) comprises the City's land use plans, zoning regulations and districts, and other implementing actions within the coastal zone, which meet the requirements of and implement the California Coastal Act (Public Resources Code Section 30108.6).

The Governor's Office of Planning and Research (OPR) 2003 General Plan Guidelines suggest integration of the general plan and local coastal program into a "coherent and internally consistent local general plan." As such, the City has decided to update both the General Plan and the LCP at this time. The General Plan and LCP update addresses land use; mobility; parks, recreation, and open space; coastal access; coastal hazards; water quality; air quality and climate change; noise; and other issues that are important to the community. The LCP consists of two parts:

- A Coastal Land Use Plan, which is presented as a component of the General Plan.
- A Local Implementation Plan, which is presented as a component of the City's Zoning Ordinance.

The proposed project consists of the adoption and implementation of PLAN Hermosa. PLAN Hermosa defines a community vision and goals, policies, and actions which establish a regulatory framework to advance the community's vision. PLAN Hermosa establishes an overall development capacity for the city, and serves as a policy guide for determining the appropriate physical development and character of Hermosa Beach over an approximate 25-year horizon (to 2040). PLAN Hermosa documents and presentations developed to date are available at the following website:

<http://www.hermosabch.org/index.aspx?page=767>

The City's current General Plan was last comprehensively updated in 1979, and the accompanying Coastal Land Use Plan was certified in 1980. The City's Housing Element, which is also part of the General Plan, was last updated in 2013 and has been certified by the California Department of Housing and Community Development through 2021, and therefore is not part of the proposed project.

PROJECT LOCATION AND SETTING: The City of 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. The City of Manhattan Beach borders the city to the north and northeast, and the City of Redondo Beach is located to the south and southeast (see **Figure 1**, Regional Location Map). Pacific Coast Highway (State Route 1) runs north/south, effectively bisecting the community into western and eastern Hermosa.

Figure 1 - Regional Location Map



The planning area, shown on **Figure 2**, includes the entire corporate limits of the City of Hermosa Beach. The General Plan applies to all properties within the planning area, while the LCP only applies within the coastal zone, which is generally defined as “extending seaward to the state’s outer limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea” (Public Resources Code Section 30103).

Figure 2 - City of Hermosa Beach Planning Area



PROJECT GOALS AND OBJECTIVES: PLAN Hermosa serves as the blueprint for future growth and development. As a blueprint for the future, the plan must contain policies and programs designed to provide decision-makers with a solid basis for decisions related to land use and development.

Vision Statement: PLAN Hermosa is built upon the vision of Hermosa Beach as the small town others aspire to be. Hermosa is a place where beach culture and active healthy lifestyles, a strong sense of community, and a commitment to sustainability and innovation intersect.

Hermosa Beach's vision is supported by three overarching guiding principles that provide specific direction and details that set the tone and direction of how the city will change over the next 25 years. These guiding principles are a benchmark to ensure that PLAN Hermosa goals, policies, and actions align with the community's vision for the future. The following values have been utilized as the guiding principles for the General Plan update and project objectives for the EIR:

Objective 1 – Small Beach Town Character: The city's beautiful beach, eclectic neighborhoods, unique commercial districts, and welcoming gateways create an unrivaled coastal destination. The city's outstanding local schools and municipal services contribute to an extraordinarily high quality of life at the beach.

- 1.A. The city's small scale, eclectic architecture and vibrant beach lifestyle are an unrivaled coastal asset.
- 1.B. The city's high quality schools, as well as city fire, police, library and beach, shape the city's identity as first class municipality.
- 1.C. The city's beach, the ocean, green spaces and natural resources of all types are the foundation of the city's brand and high quality of life.
- 1.D. Creating a place where people can live, work, shop and play locally is key to balancing economy, community, and environment.
- 1.E. Diversified districts with local owned businesses that provide for the needs of residents as well as attracting visitors support a robust and resilient economy.
- 1.F. Our city government, places and spaces are designed to be accessible and connect people of all abilities and stages and walks of life.

Objective 2 – Vibrant Economy: Our vibrant economy capitalizes on the community’s entrepreneurial spirit and commitment to unique local businesses. The city’s economy balances small town, beach culture with the city’s enviable position as a regional and statewide coastal destination.

- 2.A. The city’s business mix serves the daily and leisure needs of the city’s residents, while providing a quality experience for visitors.
- 2.B. The city’s business culture cultivates innovation, the arts/creative industries, locally owned business, and environmental stewardship.
- 2.C. The city’s sustainable, resilient economy is supported by keeping local dollars in the local economy and maintaining a diversity of businesses and revenue streams.
- 2.D. The city’s desire for a high quality of life requires balancing economy, environment, and community through a ‘sustainability lens,’ and this attracts like-minded entrepreneurs.
- 2.E. People are engaged in a broad range of enterprises creating a diverse economy and providing fiscal stability.

Objective 3 – Healthy Environment & Lifestyles: We are committed to investing in Hermosa Beach’s future, protecting the city’s coastal resources, and reducing the city’s environmental footprint. The city’s sustainable beach culture supports the community’s desire to live, shop, work and play locally. The city’s prominent beach, open spaces and complete streets that connect places we go by car, bike and walking support the community’s active, healthy lifestyle.

- 3.A. Hermosa Beach will be a responsible steward of ocean resources, open space, and other natural resources, as a healthy environment is the foundation of a more livable, sustainable city and high quality of life.
- 3.B. Efficient water use, conservation, reuse, recycling and retention at the local level is necessary for a sustainable and resilient city.
- 3.C. A steady, common sense approach is necessary to advance a long-term goal of community-wide carbon neutrality. Tackling environmental challenges early and proactively will maximize options and minimize costs.
- 3.D. Moving to carbon-free energy sources and concurrently planning to adapt to climate change will reduce greenhouse gases, increase energy independence and resiliency.
- 3.E. Climate action and adoption of environmental targets will make Hermosa Beach an environmental leader in Southern California.
- 3.F. Innovative, forward-thinking approaches to anticipating future lifestyles, transportation trends and environmental realities are necessary for creating a durable sustainability plan and attracting residents, visitors, and others which seek positive change.

PROJECT CHARACTERISTICS: PLAN Hermosa must include the subject matter required for the seven state-required elements, as well as subjects required for the Coastal Land Use Plan, since a portion of

the planning area is located within the Coastal Zone. The following topics are required to be addressed as part of the General Plan:

1. Land Use
2. Circulation
3. Housing (certified 2013-2021)
4. Conservation
5. Open Space
6. Noise
7. Safety

PLAN Hermosa has been divided into seven elements, which together address these mandated topics as well as several additional topics of interest to the City. Coastal Land Use Plan requirements are addressed throughout the seven required General Plan elements, as noted below. Each of these elements is briefly described below.

Community Governance: The Community Governance Element is the introduction to PLAN Hermosa. It details the City's legal authority to adopt and implement the plan's goals, policies, and actions. This element will set forth the Vision Statement and the Guiding Principles, and describe the associated leadership, decision-making process, development requirements, and regional coordination necessary to achieve the goals, policies, and actions.

Land Use and Design: This element is the cornerstone of PLAN Hermosa and the City's fundamental land use and development policy document. Land Use and Design Element goals, policies, and actions provide a blueprint for the physical development of the community and serve as the basis for decision-making by the Planning Commission and City Council. More specifically, the Land Use and Design Element:

- Defines a realistic long-term vision for Hermosa Beach through the year 2040.
- Expresses the desires of Hermosa Beach residents regarding the physical, social, economic, cultural, and environmental character of the community.
- Serves as a comprehensive guide for making decisions about land use, urban design, economic development, and other related topics such as public facilities and services and parks and open space.
- Serves as the City's framework for land use and community development decisions and provides the legal foundation for zoning, subdivisions, development plans, and facilities plans.

The Land Use Designations diagram (**Figure 3**) establishes the general pattern of uses in the planning area and identifies maximum permitted land use densities and intensities. These parameters can be used to identify the anticipated level of development in the planning area between 2015 and 2040. As the density and intensity standards for each land use designation are applied to future development projects and land use decisions, 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 3 - Land Use Designations diagram

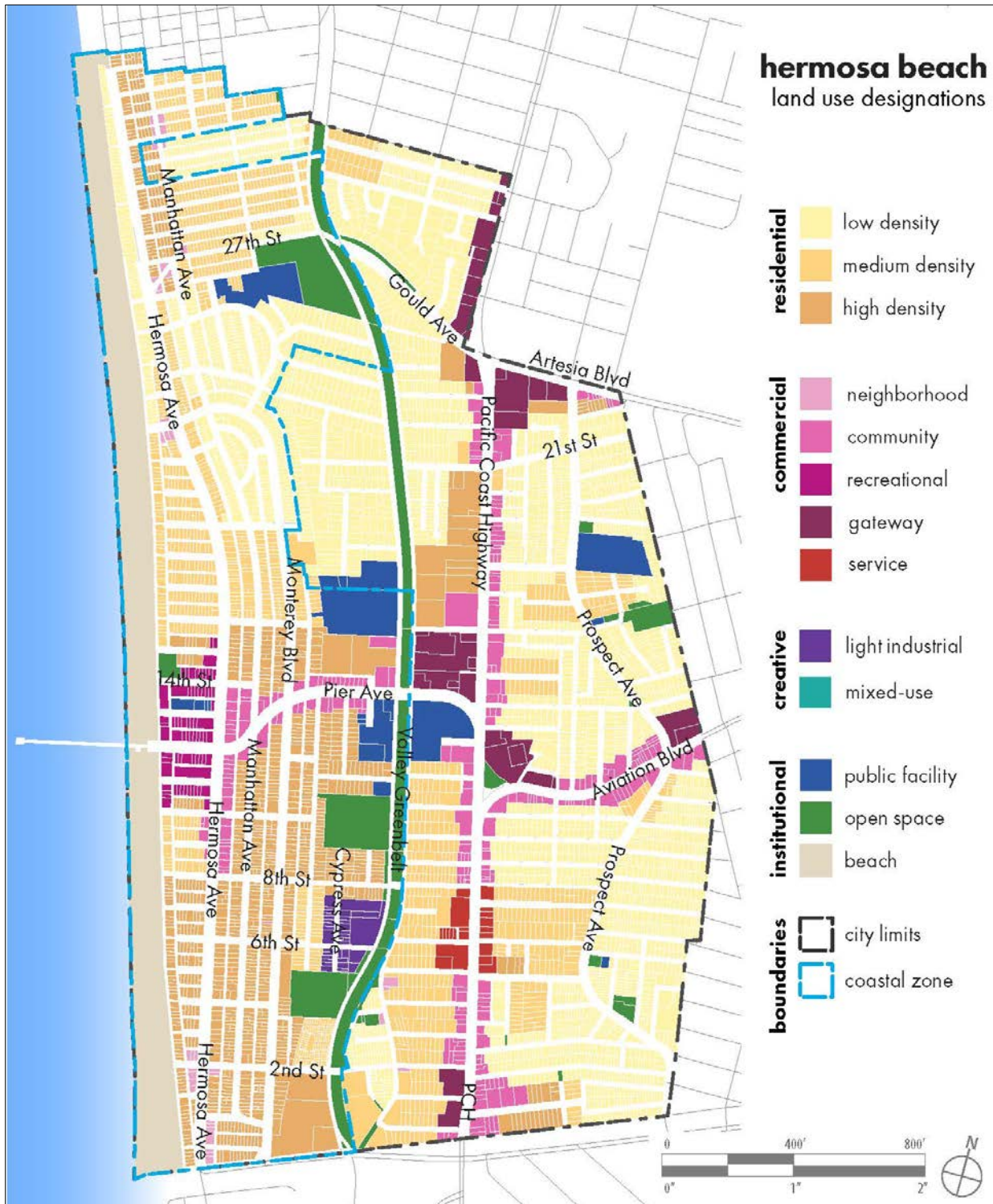


Table 1 identifies anticipated residential land use changes that would occur between 2015 and 2040 with implementation of PLAN Hermosa. **Table 2** identifies corresponding changes for nonresidential uses within the planning area. As identified in the tables, the planning area could accommodate an additional 300 dwelling units and 630,400 square feet of nonresidential development between 2015 and 2040.

**Table 1
PLAN Hermosa Residential Development Capacity**

Land Use Designation	Acres	Existing Units (2015)	New Units (2015–2040)	Total Units (2040)
Low Density Residential	240	3,214	20	3,234
Medium Density Residential	198	2,593	150	2,743
High Density Residential	100	4,085	100	4,185
Neighborhood Commercial	3	50	30	80
Community Commercial	38	104	--	104
Recreational Commercial	7	36	--	36
Gateway Commercial	24	11	--	11
Service Commercial	5	12	--	12
Light Industrial	6	4	--	4
Total	621	10,109	300	10,409

**Table 2
PLAN Hermosa Nonresidential Development Capacity**

Land Use Designation	Acres	Existing Building Sq Ft (2015)	New Building Sq Ft (2015–2040)	Total Building Sq Ft (2040)
Neighborhood Commercial	3	93,900	8,800	102,700
Community Commercial	38	976,200	154,500	1,130,700
Recreational Commercial	7	226,300	176,500	402,800
Gateway Commercial	24	595,200	231,700	826,900
Service Commercial	5	82,800	22,100	104,900
Light Industrial	6	132,000	36,800	168,800
Total	83	2,106,400	630,400	2,736,800

Mobility: This element identifies general locations and extents of existing and proposed major thoroughfares, transportation routes, and alternative transportation facilities necessary to support a multimodal transportation system. This element is intended to facilitate mobility of people and goods throughout Hermosa Beach by a variety of transportation modes, with increased emphasis on bicycle and pedestrian modes, alternative fuel vehicle use, and parking management within the Coastal Zone. The Mobility Element outlines a transportation system needed to support the planned local growth outlined in the Land Use and Design Element and regional growth identified in County and region-wide plans. **Figure 4** illustrates the proposed PLAN Hermosa circulation network.

Figure 4 - Circulation Network



Conservation: The Conservation Element addresses the preservation of land for the conservation of natural resources. The Conservation Element includes goals, policies, and actions to promote improved air quality; preserve historic and cultural resources, scenic and visual resources, and water quality; and promote green building.

Open Space and Parks: The Open Space and Parks Element includes goals, policies, and actions that provide for coastal access and the provision of community facilities, parks, and recreation opportunities. This element includes coastal policies and actions for beach programming, special events, and the preservation of natural habitat and wildlife.

Public Safety: The Public Safety Element establishes goals, policies, and actions that protect the community from risk associated with known hazards (e.g., geologic, flood, fire, and hazardous materials) as well as sets standards for emergency preparedness. The element places specific focus on coastal hazards that would be made more severe with anticipated sea level rise. This element also incorporates the state-required Noise Element, identifying goals, policies, and actions addressing major noise sources, existing and future noise levels, and the location and noise exposure of existing and proposed sensitive receptors. This element describes implementation of noise reduction methods and measures that employ current and innovative practices.

Infrastructure: The Infrastructure Element addresses goals, policies, and actions to maintain and improve infrastructure systems, including the water supply system, sewer system, storm drain system, and telecommunications and utilities. This element recommends new development approaches that incorporate low-impact development standards to manage stormwater runoff, and identifies new and innovative technologies to be incorporated within new development.

In addition, the project includes an update to the City's Local Implementation Program, providing development standards and regulations applicable within the Coastal Zone, and outlining an administrative process for the issuance of coastal development permits.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT: The City of Hermosa Beach is the lead agency for the preparation of this EIR. The City will prepare a comprehensive Program EIR addressing all topics required by CEQA. Thus, no Initial Study has been prepared. In accordance with CEQA Guidelines Section 15168, a Program EIR may be prepared on a series of actions that can be characterized as one large project and are related in connection with issuance of rules, regulations, plans or other criteria to govern the conduct of a continuing program, such as the PLAN Hermosa Project. The EIR will evaluate the proposed project's potential direct, indirect, and cumulative environmental impacts on the following issues:

Visual and Aesthetic Resources: The EIR will examine the potential impacts of the proposed project on the visual character and quality of the planning area related to urban form, building design, aboveground utilities, commercial signage, and other factors as well as potential impacts to visual resources such as views of the Pacific Ocean, Santa Monica Mountains or Palos Verdes Peninsula.

Agricultural Resources: The EIR will describe existing agricultural resources located in the planning area and analyze potential impacts from land use changes on the agricultural resources, if any.

Air Quality: The EIR will describe the regional air quality conditions in the South Coast Air Basin and will address air quality impacts expected to result from the proposed project in conformance with criteria identified by the South Coast Air Quality Management District. The EIR will address potential impacts from construction-related activities, as well as operational air quality impacts, toxic air contaminant exposure, and consistency with air quality improvement plans.

Biological Resources: The EIR will evaluate biological resource conditions in the planning area and potential impacts of the proposed project to any biological or marine resources. The EIR will address the presence/absence of special-status plant and animal species and sensitive habitats in Hermosa Beach, with particular focus on the ocean, beach, parks, and open spaces.

Cultural Resources: The EIR will describe archeological, tribal, and historic resources (including any offshore resources) and the potential for the proposed project to affect the integrity of those resources.

Geology and Soils: The EIR will describe the geologic, seismic, and paleontological setting of the planning area, and will address potential impacts associated with the proposed project.

Greenhouse Gas Emissions: The EIR will analyze the potential for the proposed project to generate cumulatively considerable greenhouse gas emissions and will describe whether the proposed project is consistent with applicable plans or policies designed to reduce greenhouse gas emissions.

Hazards and Hazardous Materials: The EIR will describe existing conditions in the planning area, including the potential for soil and groundwater contamination to affect future uses. Existing or potential hazards or hazardous waste generators in the planning area will be identified, along with federal, state, and local legislation concerning hazards and hazardous material use, handling, or transport.

Hydrology and Water Quality: The EIR will analyze issues concerning hydrology and water quality, including the existing stormwater conveyance system, water providers, future availability of water, flood hazards, and groundwater quality. The EIR will also address potential water quality impacts and conformance with the Regional Water Quality Control Board requirements.

Land Use and Planning: The EIR will address the issue of consistency and compatibility of proposed land use and transportation changes and policies resulting from the proposed project in relation to physical effects on the environment and evaluate all policies that might result in physical changes for land use compatibility or conflicts.

Mineral Resources: The EIR will evaluate potential impacts of the proposed project on designated mineral resource zones, if any.

Noise: The EIR will discuss the existing noise setting and will evaluate potential stationary and traffic-related noise impacts associated with the proposed project and future development patterns.

Population and Housing: The EIR will analyze the potential changes in population, housing, and employment resulting from the proposed project, and determine whether those changes would result in substantial adverse physical effects on the environment (e.g., division of an established community).

Public Services, Community Facilities, and Utilities: The EIR will compare existing demand for police, fire, schools, parks, and other public facilities to proposed demand in 2040 with implementation of the proposed project, and determine whether changed demand would create the need for provision of new or physically altered facilities to maintain acceptable

service ratios, the construction of which could result in substantial adverse physical impacts on the environment.

Recreation: The EIR will assess the number of facilities within existing parks and compare this to established local, state, and national standards, and consider the potential for future development resulting from implementation of the proposed project to increase the use of existing parks such that substantial physical deterioration of existing park facilities would occur.

Transportation: Continued growth, both in Hermosa Beach and in surrounding communities, could increase vehicle miles traveled and the amount of traffic congestion experienced in the planning area. A traffic analysis will be conducted, and its results will be analyzed in the EIR. The traffic analysis will evaluate existing and long-term impacts of the proposed project on roadway systems and alternative and active transportation facilities in the planning area and in adjacent jurisdictions.

Cumulative Impacts: The EIR will address the potentially significant cumulative impacts of the proposed project related to Southern California Association Governments' population and jobs forecasts and reasonably foreseeable future projects in the region.

Growth-Inducing Impacts: The EIR will discuss the ways in which the proposed project could foster growth in the surrounding environment and the types of growth that could result.

Alternatives: The EIR will describe and analyze multiple alternatives to the proposed project which are capable of meeting the project objectives, but also designed to avoid or minimize significant impacts that would otherwise occur under the proposed project. CEQA requires an EIR to provide adequate information for decision makers to make a reasonable choice between alternatives based on the environmental aspects of the proposed project and alternatives. The impacts of the alternatives will be compared to those of the proposed project. As a result of this analysis, the EIR will identify an environmentally superior alternative.

EIR PROCESS: Based on the input received at the scoping meeting and comments submitted on this NOP, the EIR consultant, under the City's direction, will prepare a Draft EIR. The purpose of the Draft EIR is to fully examine and disclose the potential environmental impacts of the proposed project and identify mitigation measures and alternatives that would reduce and/or avoid significant impacts.

Comments received on the Draft EIR will be reviewed and addressed in the Final EIR. The Final EIR will be a document consisting of the Draft EIR and the "Responses to Comments," as well as additional technical reports or follow-up that may be necessary. The Hermosa Beach Planning Commission will hold a public hearing on the Final EIR in tandem with its hearing on PLAN Hermosa and make a recommendation to the City Council regarding the Final EIR. The City Council will hold its own public hearing on the Final EIR in tandem with its hearing on PLAN Hermosa and make its own determination on certification of the Final EIR. Following City Council approval, PLAN Hermosa will be referred to the California Coastal Commission for certification of LCP provisions applicable within the Coastal Zone.

s/

Ken Robertson

Director of Community Development Department



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

August 6, 2015

RECEIVED

AUG 11 2015

COMMUNITY DEVELOPMENT

To: Reviewing Agencies

Re: PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update
SCH# 2015081009

Attached for your review and comment is the Notice of Preparation (NOP) for the PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Ken Robertson
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

STATE OF CALIFORNIA



2015081009

PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update
Hermosa Beach, City of

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Edmund G. Brown, Jr.
Governor
Description

Type NOP Notice of Preparation

Ken Alex
Director

The City of Hermosa Beach has initiated a comprehensive program to update its General Plan and Local Coastal Program (PLAN Hermosa). The project consists of the adoption and implementation of PLAN Hermosa. PLAN Hermosa defines a community vision and goals, policies, and actions which establish a regulatory framework to advance the community's vision. PLAN Hermosa establishes an overall development capacity for the city, and serves as a policy guide for determining the appropriate physical development and character of Hermosa Beach over an approximate 25-year horizon (to 2040). Implementation of PLAN Hermosa could result in an additional 300 dwelling units and 630,400 sf of nonresidential development between 2015 and 2040.

Lead Agency Contact

Name Ken Robertson
Agency City of Hermosa Beach
Phone (310) 318-0242 **Fax**
email
Address 1315 Valley Drive
City Hermosa Beach **State** CA **Zip** 90254

Project Location

County Los Angeles
City Hermosa Beach
Region
Cross Streets Various
Lat / Long 33° 51' 59" N / 118° 23' 59" W
Parcel No.
Township 3S **Range** 14W **Section** **Base**

Proximity to:

Highways SR-1, 91
Airports
Railways Santa Fe
Waterways Pacific Ocean
Schools HBCSD
Land Use Various Zoning and GPD throughout the City

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Department of Fish and Wildlife, Marine Region; Department of Housing and Community Development; Office of Emergency Services, California; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4

Date Received 08/06/2015 **Start of Review** 08/06/2015 **End of Review** 09/04/2015
1400 TENTH STREET, P.O. BOX 3041 SACRAMENTO, CALIFORNIA 95834-3045
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2015081009

Project Title: PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update

Lead Agency: City of Hermosa Beach Contact Person: Ken Robertson
Mailing Address: 1315 Valley Drive Phone: (310) 318-0242
City: Hermosa Beach Zip: 90254 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Hermosa Beach

Cross Streets: Various Zip Code: 90254

Longitude/Latitude (degrees, minutes and seconds): 33 05 59 " N / 118 03 59 " W Total Acres: 979

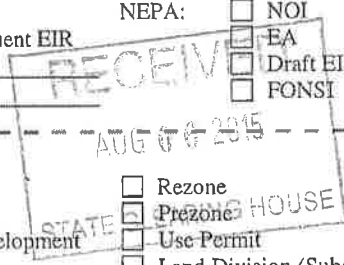
Assessor's Parcel No.: N/A Section: Twp.: 3S Range: 14W Base:

Within 2 Miles: State Hwy #: SR-1, SR-91 Waterways: Pacific Ocean

Airports: Railways: Santa Fe Schools: HBCSD

Document Type:

- CEQA: [X] NOP [] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS [] Other:
[] Mit Neg Dec Other: [] FONSI



Local Action Type:

- [X] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [X] Other: LCP Update

Development Type:

- [X] Residential: Units 300 Acres
[X] Office: Sq.ft. Acres Employees Transportation: Type
[X] Commercial: Sq.ft. Acres Employees Mining: Mineral
[X] Industrial: Sq.ft. Acres Employees Power: Type MW
[] Educational: Waste Treatment: Type MGD
[X] Recreational: Hazardous Waste: Type
[] Water Facilities: Type MGD Other:

Project Issues Discussed in Document:

- [X] Aesthetic/Visual [] Fiscal [X] Recreation/Parks [] Vegetation
[] Agricultural Land [X] Flood Plain/Flooding [X] Schools/Universities [X] Water Quality
[X] Air Quality [] Forest Land/Fire Hazard [] Septic Systems [X] Water Supply/Groundwater
[X] Archeological/Historical [X] Geologic/Seismic [X] Sewer Capacity [] Wetland/Riparian
[X] Biological Resources [X] Minerals [] Soil Erosion/Compaction/Grading [X] Growth Inducement
[X] Coastal Zone [X] Noise [X] Solid Waste [X] Land Use
[X] Drainage/Absorption [X] Population/Housing Balance [X] Toxic/Hazardous [X] Cumulative Effects
[] Economic/Jobs [X] Public Services/Facilities [X] Traffic/Circulation [] Other:

Present Land Use/Zoning/General Plan Designation:

Various Zoning and General Plan Designations throughout the City

Project Description: (please use a separate page if necessary)

The City of Hermosa Beach has initiated a comprehensive program to update its General Plan and Local Coastal Program (PLAN Hermosa). The project consists of the adoption and implementation of PLAN Hermosa. PLAN Hermosa defines a community vision and goals, policies, and actions which establish a regulatory framework to advance the community's vision. PLAN Hermosa establishes an overall development capacity for the city, and serves as a policy guide for determining the appropriate physical development and character of Hermosa Beach over an approximate 25-year horizon (to 2040). Implementation of PLAN Hermosa could result in an additional 300 dwelling units and 630,400 square feet of nonresidential development between 2015 and 2040.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

NOP Distribution List

County: LOS ANGELES

SCH#

<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input checked="" type="checkbox"/> Fish & Wildlife Region 1E Laurie Harnsberger	<input checked="" type="checkbox"/> OES (Office of Emergency Services) Marcia Scully	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Boating & Waterways Denise Peterson	<input type="checkbox"/> Fish & Wildlife Region 2 Jeff Drongesen	<input type="checkbox"/> Caltrans, District 8 Mark Roberts	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input checked="" type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Wildlife Region 3 Charles Armor	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Colorado River Board Lisa Johansen	<input type="checkbox"/> Fish & Wildlife Region 4 Julie Vance	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input checked="" type="checkbox"/> Dept. of Conservation Elizabeth Carpenter	<input type="checkbox"/> Fish & Wildlife Region 5 Leslie Newton-Reed Habitat Conservation Program	<input type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input checked="" type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> California Energy Commission Eric Knight	<input type="checkbox"/> Fish & Wildlife Region 6 Tiffany Ellis Habitat Conservation Program	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> Cal Fire Dan Foster	<input type="checkbox"/> Fish & Wildlife Region 6 IM Heidi Calvert Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Cal EPA	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Central Valley Flood Protection Board James Herota	<input checked="" type="checkbox"/> Dept. of Fish & Wildlife M George Isaac Marine Region	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Ron Parsons	<input type="checkbox"/> Other Departments	<input type="checkbox"/> All Other Projects Cathi Slaminski	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Dept. of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Food & Agriculture Sandra Schubert Dept. of Food and Agriculture	<input type="checkbox"/> Transportation Projects Nesamani Kalandyur	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> California Department of Resources, Recycling & Recovery Sue O'Leary	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Industrial/Energy Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of General Services Anna Garberff Environmental Services Section	<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input checked="" type="checkbox"/> Dept. of Water Resources Nadell Gayou	<input type="checkbox"/> Delta Stewardship Council Kevan Samsam	<input type="checkbox"/> State Water Resources Control Board Karen Larsen Division of Drinking Water	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Fish and Game	<input checked="" type="checkbox"/> Housing & Comm. Dev. CEQA Coordinator Housing Policy Division	<input type="checkbox"/> State Water Resources Control Board Phil Crader Division of Water Rights	<input type="checkbox"/> Other _____
<input type="checkbox"/> Dept. of Fish & Wildlife Scott Flint Environmental Services Division	<input type="checkbox"/> Independent Commissions/Boards	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> _____
<input type="checkbox"/> Fish & Wildlife Region 1 Curt Babcock	<input type="checkbox"/> Delta Protection Commission Michael Machado	<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	<input type="checkbox"/> _____ Conservancy

B-2: COMMENT LETTERS

Scoping Comment

Jim <jim@vivahermosa.com>

Tue 9/8/2015 11:58 PM

To: Leeanne Singleton <generalplan@hermosabch.org>; Leeanne Singleton <generalplan@hermosabch.org>;

 1 attachment (849 KB)

ScopingFinal.pdf;

Please see my scoping comment, attached.

Regards,

Jim Lissner

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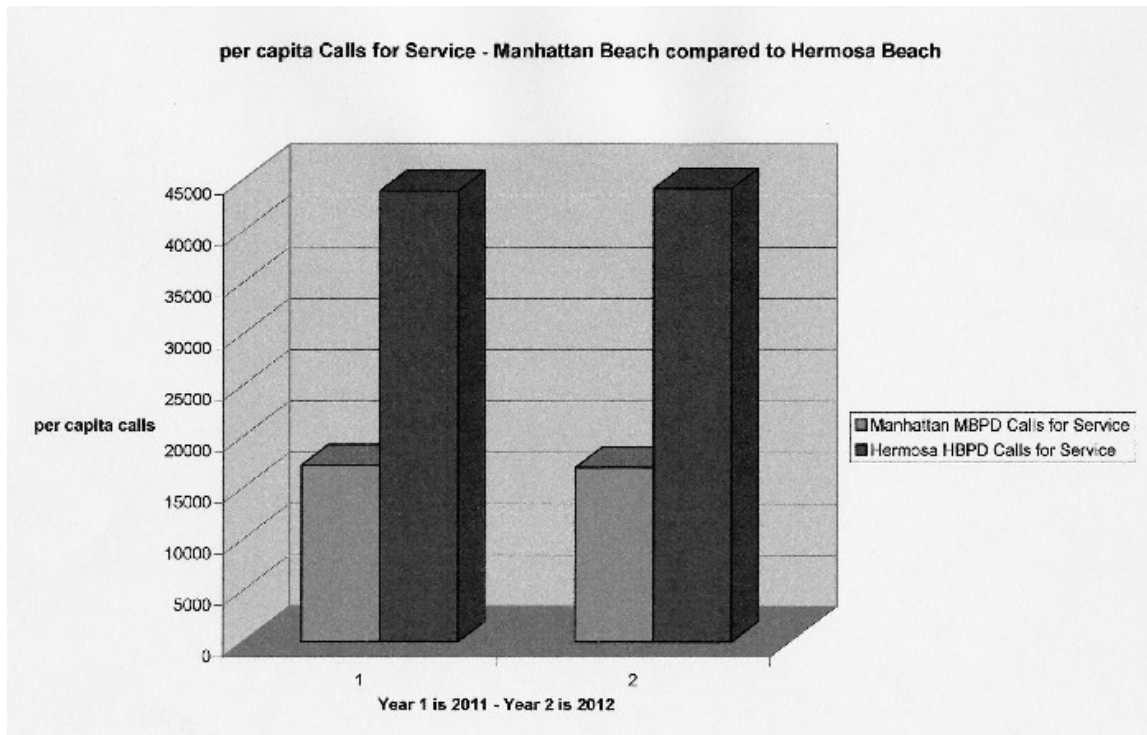
¡ Viva Hermosa !

9-8-15

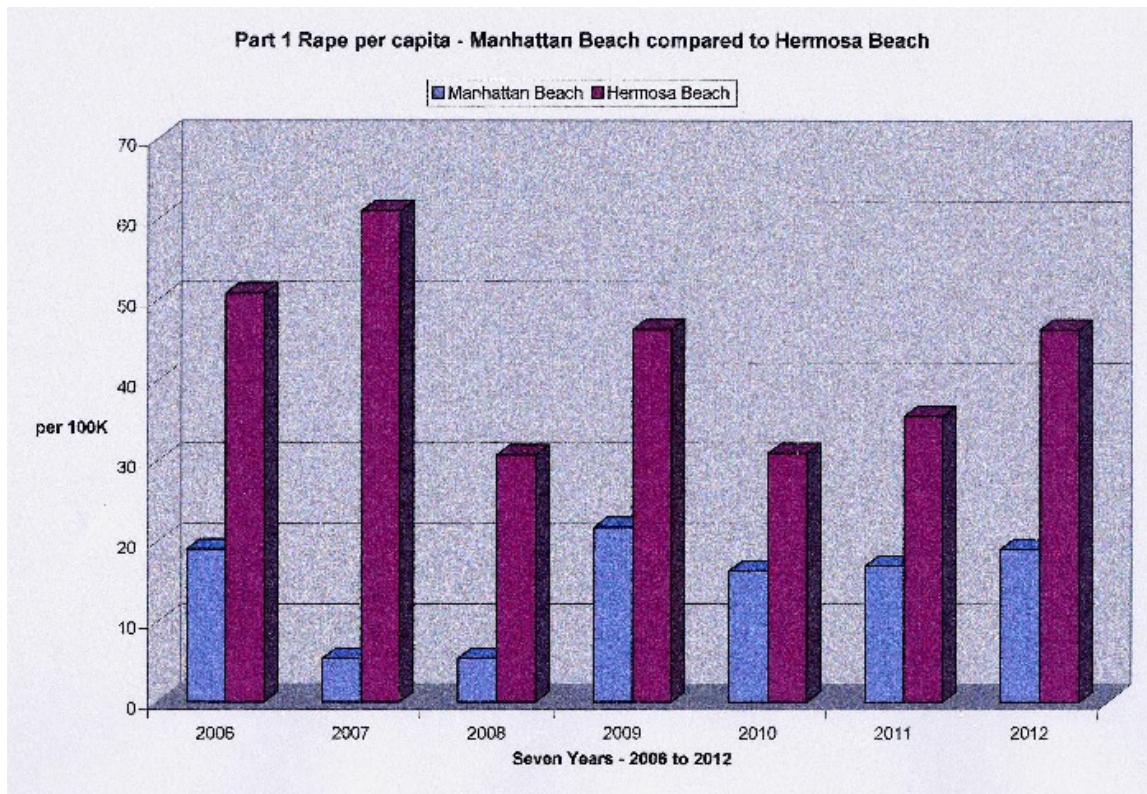
Subject: Scoping comments on the General Plan

From: Jim Lissner, Hermosa Beach

For each year, 2011 and 2012, the Hermosa Beach Police Department Calls for Service exceeded Manhattan Beach PD Calls for Service by more that 2.5 times, on a per capita basis.



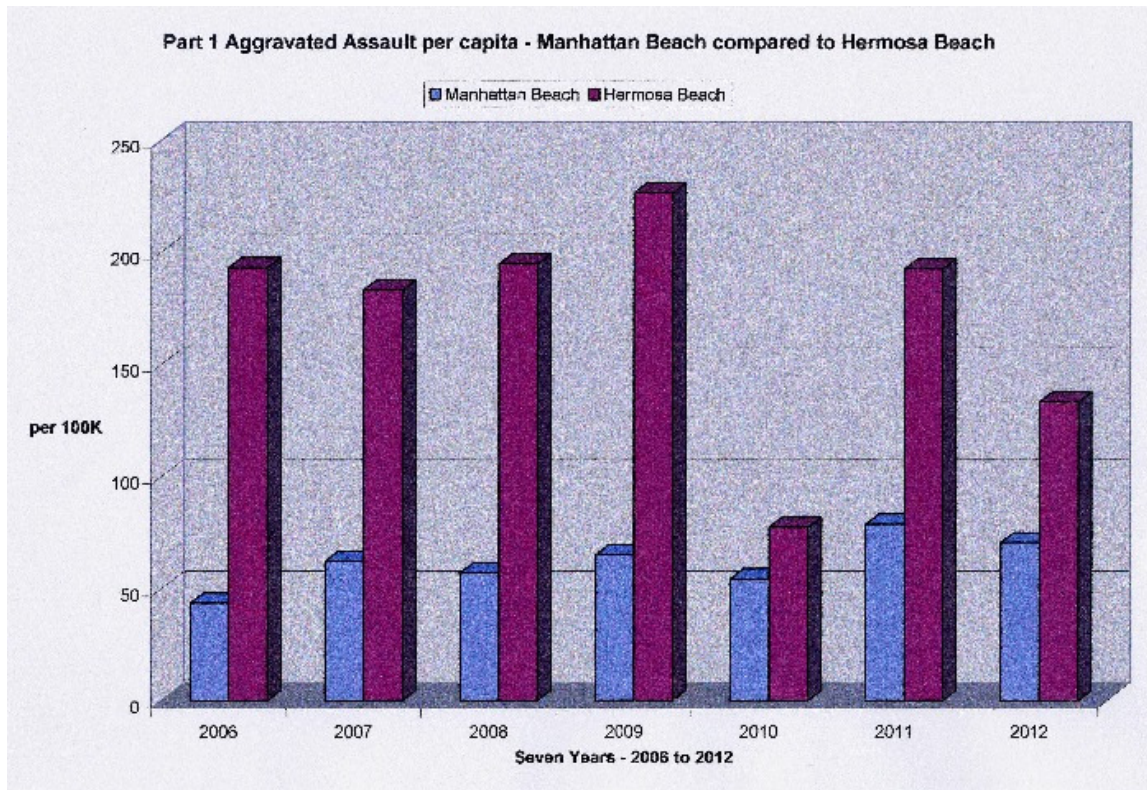
For the period 2006 thru 2012 Hermosa Beach had per capita Part 1 Rape crime rate that was more than double that of Manhattan Beach. Rape reports from 2010 - 2013, and analysis, are document # 6 at <http://www.vivahermosa.com/Scoping2015.html> .



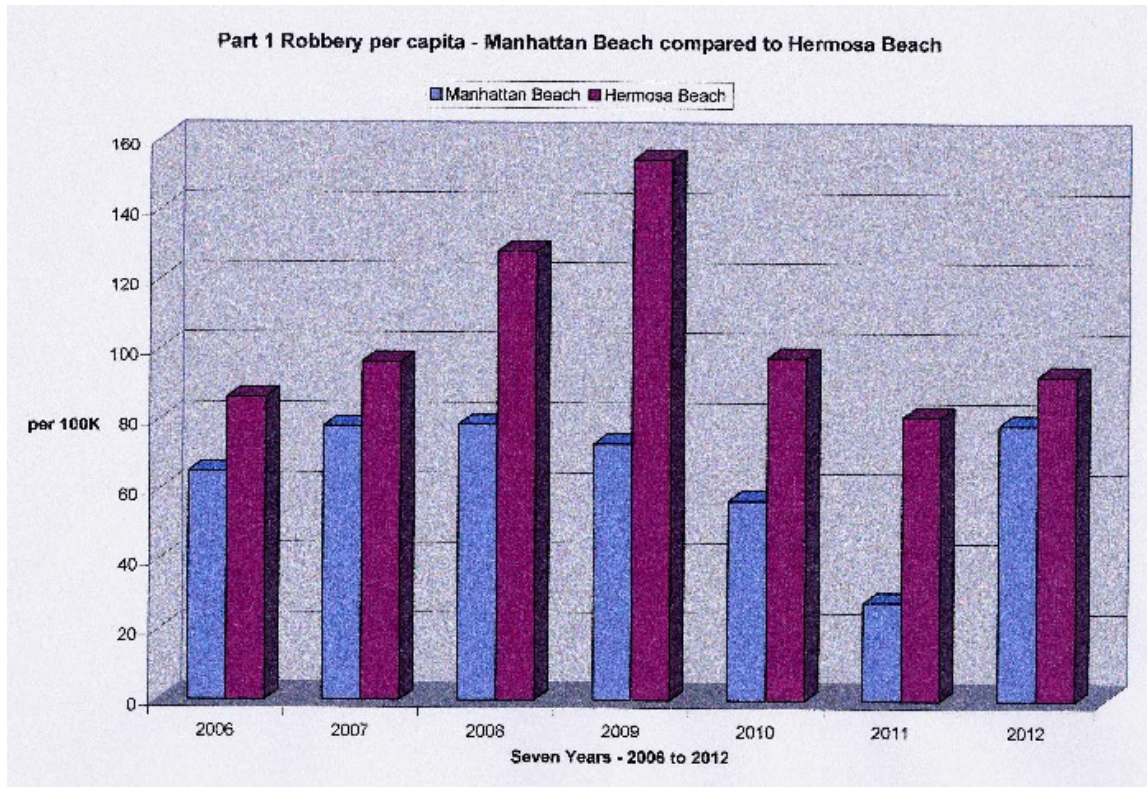
For the period 2006 thru 2012 Hermosa Beach had per capita Part 1 Aggravated Assault crime rate that was more than double that of Manhattan Beach. Assault reports from 2013 - 2014, and analysis, are at

http://hermosabeach.granicus.com/MetaViewer.php?view_id=6&clip_id=3477&meta_id=170094 on the City's website and are archived as document # 7 at

<http://www.vivahermosa.com/Scoping2015.html> .



For the period 2008 thru 2011 Hermosa Beach had a per capita Part 1 Robbery crime rate that was more than 50 percent higher than Manhattan Beach.



Hermosa's DUI arrest reports from 2014, and analysis, are at http://hermosabeach.granicus.com/MetaViewer.php?view_id=6&clip_id=3477&meta_id=170128 on the City's website and are archived as document # 8 at <http://www.vivahermosa.com/Scoping2015.html> .

Alcohol Outlet Density and Alcohol Availability Research (see Research Summaries, below) supports what many people already know:

Neighborhoods with more alcohol outlets tend to experience more violence and injury.

Recent research indicates that a strong association exists between the number of alcohol outlets and injury and violence in a given geographical area.

For example, one study found that a city of 50,000 residents in Los Angeles County with 100 alcohol outlets would experience an additional 3.4 assaults and 2.7 motor vehicle crashes per year if one new alcohol outlet opened

One prominent researcher, voicing a growing sentiment, states that the available literature

demonstrates that alcohol availability is a cause of violence.

Some communities have begun to mobilize to eliminate over-concentration and to clean up outlets that pose problems to their neighbors.

Low-income communities of color are particularly affected by the over-concentration of alcohol outlets, as a glut of outlets is an integral part of a downward economic spiral.

The summaries in this section include case studies of two communities--South Central Los Angeles and the Oakland flatlands--that have organized successfully to combat over-concentration.

I am concerned that Hermosa's move towards requiring dramatically fewer on-site parking spaces for downtown restaurants, including a change from one on-site parking space for each 100 square feet to one space per 250, will permit greater outlet density and bring increased crime.

My comments continue after the summaries below.

Research Summaries: Alcohol Outlet Density and Alcohol Availability

Type of document: peer-reviewed research report

The risk of assaultive violence and alcohol availability in Los Angeles County.

Richard A. Scribner, David P. MacKinnon, and James H. Dwyer. American Journal of Public Health (85)3:335-340. 1995.

Key words:

violence, outlet density

Summary: This study, based on data from 74 Los Angeles County cities, is the first to provide strong evidence that alcohol availability is related to violent assaults on the local level.

The number of alcohol outlets (both on-site and off-site) in a city was used as a means to approximate alcohol availability.

The study finds that assaults are more likely in communities that have more outlets. The authors estimate that in a typical Los Angeles city of 50,000, with 100 alcohol outlets and 570 assaults in 1990, one additional outlet would be associated with 3.4 additional assaults per year.

The strong relationship between the number of outlets and assaults was found to be independent of such factors as unemployment rates, ethnic/racial makeup, income, age structure, household size, and female-headed households. Note that the study establishes a plausible association, rather than a causal relationship.

The authors indicate that the study's findings have community intervention implications. Stating that community norms associated with activities in which alcohol is consumed may influence the incidence of violence, they suggest that the density of alcohol outlets may support these norms and thus contribute to the problem. Community-level interventions aimed at curtailing alcohol availability may help individuals resist these community norms.

The study also points out that alcohol outlet density has been found by other researchers to be associated with other outcomes such as alcohol-related civil offenses, alcohol-related mortality, and alcohol-related motor vehicle crashes.

Practical implications: This study provides evidence that supports policies to limit outlet density.

Translating the key finding into plain language (one more outlet would result in 3.4 more assaults per year) should be particularly useful for policy advocates.

Type of document: peer-reviewed research report

Violent crime and alcohol availability: relationships in an urban community.

Paul W. Speer, D.M. Gorman, Erich W. Labouvie, and Mark J. Ontkush. *Journal of Public Health Policy* 19(3):303-318. 1998.

Key words

outlet density, violence

Summary: This study found that areas of Newark, New Jersey, that had higher densities of alcohol outlets also had higher rates of violent crime.

Moreover, alcohol outlet density was the single most important environmental factor explaining why violent crime rates are higher in certain areas of the city than in others. This was true for both census block groups and census tracts (the former are smaller than the latter).

Decreasing alcohol outlet density by a very small percentage would result in a greater decline in violent crime than would increasing the employment rate or the median household income by much larger percentages.

For crime rates to decrease by 1% in a census tract, there would have to be a:

- .91% decrease in alcohol outlet density, compared to:
- an 8.3% increase in the employment rate, or
- a 4.5% increase in median household income

For crime rates to decrease by 1% in a census block group, there would have to be a

- .77% decrease in alcohol outlet density, compared to:
- a 2.2% increase in the employment rate, or
- a 7.7% increase in median household income

The study examined violent crime (homicide, rape, aggravated assault, and robbery) rates in Newark during June-August of 1993 and 1994. Socio-demographic characteristics of census tracts and census blocks that also influence violent crime were considered, including median household income, proportion of employed adults, race/ethnicity, population density, the ratio of males aged 20-29 to males aged 40-49, and proportion of female-headed households. These data were taken from the 1990 Census. Data on alcohol outlets was drawn from the New Jersey Department of Alcoholic Beverage Control.

The authors caution that the data on violent crime are taken only from the summer months, and that the geographic distribution of violent crime may vary during the other months of the year. They also state that Newark neighborhoods may have a unique ethnic and economic composition that may overstate the power of alcohol outlet density in explaining violent crime rates. The authors also point out that the mechanisms leading to violent crime rates at the city level may differ from those at the neighborhood level. Thus, a city's economic structure may explain the city-wide violent crime rate, while policing patterns may explain the higher rate at the neighborhood level.

Practical implications: This study supports a growing body of literature that demonstrates that violence is associated with higher alcohol outlet density on the local level. Efforts to limit outlet density may therefore help to lower rates of violence.

The study also suggests that decreasing alcohol outlet density by a small amount would be a more effective and more feasible crime-fighting measure than increasing by a more substantial percentage the employment rate or the median household income.

At the same time, because the connection between high outlet density and neighborhood economic decline is well-established, replacing alcohol outlets with other sorts of business enterprises can be one step in reversing neighborhood economic decline.

Document type: literature review

Alcohol availability and targeted advertising in racial/ethnic minority communities.

Maria Luisa Alaniz. *Alcohol Health and Research World* 22(4):286-289. 1998.

Key words:

outlet density, advertising, African Americans, Latinos

Summary: This article reviews research that demonstrates that:

- alcohol outlets and billboard advertising are disproportionately concentrated in low-income African American and Latino neighborhoods
- neighborhoods with higher alcohol outlet density have higher rates of alcohol-related problems

- alcohol outlet density is more strongly associated with alcohol-related problems than a neighborhood's racial or ethnic makeup

The author also notes that community activists and local policymakers in several cities, such as Los Angeles, Baltimore, and Oakland, have organized to combat the proliferation of billboards and problems associated with high outlet density.

Practical implications: Reducing outlet density can reduce alcohol-related problems. Linking the issues of outlet density and billboard advertising to racial and ethnic inequality can provide a powerful way of mobilizing grassroots pressure, in part because it raises the question of how to generate economic development in low-income African American and Latino communities.

Note: This summary was written by the ARIV project staff.

Document type: peer-reviewed research report

The relationship between alcohol sales and assault in

New South Wales, Australia. Richard J. Stevenson, Bronwyn Lind, and Don Weatherburn. *Addiction* 94(3):397-410. 1999.

Key words:

outlet density, violence

Summary: This study of New South Wales (NSW), Australia found that localities with more alcohol sales had more assaults per capita.

The study found that this relationship between alcohol sales and assaults held even when other factors that influence assault rates (unemployment, poverty, education, and the proportion of young males in the population) were taken into account. The authors conclude that the findings are consistent with a causal role for alcohol consumption in violent crime.

Per capita alcohol sales were more strongly related to assault rates than was alcohol outlet density. In Sydney, the largest metropolitan area in NSW, both alcohol sales and outlet density were associated with higher assault rates. However, in the rest of NSW ("country NSW"), which is much less densely populated, sales but not outlet density were associated with higher assault rates.

The authors speculate that studies in the U.S. that examine outlet density's relationship to violent crime rates in non-urban areas may find that those areas with more alcohol sales have more assaults per capita, even though their outlet density may not be related to the assault rate.

The type of alcohol outlet predominating (hotel, club, off-sale, restaurants) in a given area was not clearly related to the prevalence of assault. In Sydney, there was little difference between areas with a high number of any one type of outlet and the assault rate. However, in country NSW there were more assaults in areas with more clubs and off-premises outlets. These findings do not support the hypothesis that areas with certain types of drinking establishments (mainly clubs) are likely to have more assaults because there is more opportunity for social contact than in areas that have more off-sale outlets. The authors state that the findings suggest that alcohol consumption plays a causal role in violent crime.

The data from this study were taken from various government sources in the early to mid-1990s.

"Assault" was defined as violent offenses (actual bodily harm, grievous bodily harm, malicious wounding, assaulting an officer, common assault, and shooting with intent other than murder) reported to the police in 1995.

Practical implications: This study presents evidence that alcohol plays a causal role in violent crime: the more alcohol that is sold, and thus consumed, in a given area, the higher the assault rate.

Prevention policies that reduce consumption—e.g., raising alcohol taxes, limiting alcohol outlet density, enforcing minimum legal drinking age laws, instituting responsible beverage service programs—may therefore also reduce violent crime.

Note: This summary was written by the ARIV project staff.

Type of document: case study

Drowning in alcohol: retail outlet density, economic decline, and revitalization in

South L.A. A case study by Mary Lee, Esq. San Rafael, CA: Marin Institute for the Prevention of Alcohol and Other Drug Problems. 1998. 36 pages.

Key words:

African-Americans, outlet density, poverty/economic development

Summary: This publication outlines the history of South Los Angeles' economic development, chronicling its rise and decline. The author highlights the role of racism, political exclusion, and the proliferation of alcohol outlets in contributing to the area's economic downturn.

Legal and informal racism segregated blacks in South Los Angeles before the 1960s, while blacks' exclusion from political power limited the city government's provision of such basic services as health care and monitoring of housing and building codes.

Segregation and blacks' lack of political power enabled the city to turn a blind eye to the growth of illegal businesses such as prostitution and gambling, and the proliferation of liquor stores. At the same time, a stable black middle class emerged due to the buoyant economy, especially during the 1940s and '50s, enabling the area to support a diversity of retail stores and banks.

However, small neighborhood grocery stores began to struggle when faced with competition from the new supermarkets that opened in the area in the 1950s. Moreover, local industrial plants began closing in the 1960s, increasing unemployment. Just prior to, and after, the Watts riots in 1965, supermarkets began leaving, accelerating the area's downward economic spiral.

Old businesses—including banks—left and new businesses became reluctant to locate in South Los Angeles due to fear of crime and increasing insurance costs (the result of the riots and growing crime rates). Liquor stores began replacing supermarkets and banks, taking on these businesses' roles (selling groceries, cashing checks, issuing money orders, etc.).

The illegal and nuisance activities surrounding many liquor stores increased, further making the area unattractive to other sorts of businesses.

The author discusses the role of the Community Coalition for Substance Abuse Prevention and Treatment in fostering economic development in South Los Angeles. Central to the Community Coalition's work are efforts to mobilize area residents to compel the city government to police nuisance liquor stores and to limit the issuance of new liquor licenses. The group managed to block attempts to grant liquor licenses to all the liquor establishments destroyed in the 1992 civil unrest; today the area has 150 fewer liquor stores than it did before 1992. At the same time, the Community Coalition has begun to make the need to diversify the area's economic base a part of the city's political agenda. Three case studies of struggles around particular liquor outlets are presented to illustrate the issues facing area residents and the Community Coalition as they seek to revitalize South Los Angeles' economy.

Practical implications: This publication demonstrates the connections among alcohol outlet proliferation, racism, economic development, and grassroots political action.

The work suggests that community organizing around alcohol issues in impoverished and/or communities of color can be more productive when done in the context of a vision of local economic development.

Note: This summary was written by the ARIV project staff.

Document type: peer-reviewed research report

Alcohol availability and homicide in

New Orleans: conceptual considerations for small area analysis of the effect of alcohol outlet density. Richard Scribner, Deborah Cohen, Stephen Kaplan, and Susan H. Allen. *Journal of Studies on Alcohol* 60:310-316. 1999.

Key words:

availability, outlet density, homicides, African Americans, youths

Summary: This study of urban residential neighborhoods in New Orleans, using 1994-95 data, finds that the more off-site alcohol outlets a neighborhood has, the more likely it is to have more homicides.

The authors state that a typical New Orleans neighborhood with two off-site alcohol outlets has a homicide rate 24% higher than that of a neighborhood with one off-sale outlet. Put differently, a 10% higher outlet density is associated with 2.4% higher homicide rate.

This relationship between higher outlet density and homicide rate holds even after taking into account other factors such as the percentage of unemployed, black, young male residents and the number of households headed by unmarried people.

This study supports other research that indicates that higher outlet density is associated with alcohol-related injury, violence, and other harm (such as alcoholism). At the same time, it suggests that the relationship between outlet density and homicide (and, by extension, other alcohol-related injury and violence) is best measured over small areas such as census tracts (the functional equivalent of neighborhoods) than over larger areas such as counties.

The idea is that drinking occurs as part of people's daily activities and that the places where alcohol is obtained as part of these activities are normally located in the neighborhoods where they live and work. A

larger area that includes, say, urban and suburban sections provides an inaccurate picture of the relationship between outlet density and alcohol-related injury and violence (most likely underestimating the strength of the relationship for the urban residents and overestimating it for the suburban residents). Taking the small area as the unit to study also demonstrated that both measures of greater density (outlets per person and outlets per square mile) were associated with higher homicide rates. The study also found that neighborhoods with the same density of outlets but with higher percentages of African American residents did not have higher homicide rates. This suggests that the higher homicide rate for blacks is due to blacks residing in neighborhoods with other group level risk factors for violence (outlet density obviously being only one factor), rather than to blacks as a group being more prone to violence. Similarly, neighborhoods that had higher percentages of young males (age 15-25) actually had lower homicide rates when other factors were taken into account. This suggests that young males' higher homicide rate may be due to the fact that they are more likely to reside in high risk neighborhoods with higher rates of poverty, unemployment, family disintegration, and higher off-sale outlet density. The authors caution that the study does not provide evidence that higher alcohol outlet density causes higher homicide rates. However, they point out that the findings are consistent with that conclusion and that the findings are in line with a growing body of research that supports it. Practical implications: This study provides strong evidence of an association between off-site outlet density and homicide rates and thus can be used by policy advocates in formulating measures to reduce outlet density as one means to prevent homicides.

Note: This summary was written by the ARIV project staff.

Document type: non-peer-reviewed research report

Alcohol outlet density and Mexican American youth violence. Maria L. Alaniz and Robert Nash Parker. Prevention Research Center. 1998

Key words:

alcohol availability, alcohol outlet density, Mexican American, youth violence

Summary: This study found that communities in three northern California cities with a higher density of alcohol outlets had significantly higher levels of crime among Mexican American youth.

The percentage of professionals and of divorced families were also found to be significantly related to the prevalence of youth crime. Other factors, such as race and class did not consistently predict the incidence of youth crime.

For example, the fact that a given area had a large percentage of people living in poverty did not mean that the youth crime rates were higher in that area, while higher alcohol outlet density was associated with more youth crime.

The authors suggest that youth crime is more prevalent in areas with greater alcohol outlet density because the greater availability of alcohol leads youth to drink more which, in turn, increases the chances that they will become involved in violence. The authors also state that where alcohol outlets define the physical and social environment for youth, youth may be more likely to be led to engage in activities such as gang-related behavior, drug sales, and sexual behavior.

The study relied on data obtained through Census Bureau data on "block groups" (areas made up of four city blocks); the California Alcohol Beverage Control agency provided information on outlet density, and local police departments provided the relevant crime information.

Practical implications: As the authors point out, regardless of the exact way that alcohol outlet density helps create an environment conducive to violence, limiting outlet density may be a relatively simple way of reducing youth violence.

Note: This summary was written by the ARIV project staff.

Document type: non-peer-reviewed research report

Immigrants and violence: the importance of neighborhood context. Maria Luisa Alaniz, Randi S. Cartmill, and Robert Nash Parker. *Hispanic Journal of Behavioral Sciences* 20(2): 155-174. May 1998.

Key words:

availability, violence, youth, communities of color

Summary: This study of three Northern California communities with large Latino immigrant populations found that there was more youth violence in neighborhoods that had more off-site alcohol outlets than those that did not. Neighborhoods with a higher percentage of divorced people also had more youth violence.

There was no relationship between the number of immigrants, Latinos, or African Americans and the amount of youth violence in a neighborhood, and neighborhoods that had more professionals had lower youth violence rates.

The authors argue that a higher density of off-site alcohol outlets creates an environment conducive to youth violence. These outlets act as "great attractors," that is, they provide a gathering place for youth. The atmosphere surrounding these outlets tends to encourage a loosening of normal constraints on violence, as drinking is generally seen as a "time-out" from normal routines. In this context, the authors state that activities such as prostitution, drug sales and use, and gang-related conflicts are more likely to take place. Note that youth do not necessarily have to be drinking for the outlets to act as "great attractors" for youth violence.

Moreover, because more youth near these outlets are likely to be drinking, they are more likely to engage in violent behavior due to the effects of "selective disinhibition." Selective disinhibition refers to the theory that alcohol is often associated with violence because it affects judgment and perception in ways that lower people's inhibitions against using violence to achieve their goals. Such "disinhibition" does not operate in all cases--sometimes constraints, internalized or external, are strong enough to prevent violence from occurring, and thus disinhibition is "selective."

Data on socioeconomic characteristics come from census block groups (approximately four city blocks) surveyed in the 1990 census, youth crime rates were taken from police records, and alcohol outlet density was calculated by updating California Alcoholic Beverage Control data for the three communities studied.

Practical implications: As the authors point out, the findings should help advocates argue for a shift away from blaming classes of people, such as immigrants, for youth violence. Rather, the findings strongly suggest that changing the environment--in particular, reducing the number of alcohol outlets--is a much more promising way of decreasing youth violence.

Note: This summary was written by the ARIV project staff

Document type: literature review

Alcohol and violence. Robert Nash Parker. Materials for Alcohol and Health 10, provided for the National Institute on Alcoholism and Alcohol Abuse. 1998. 24 pages.

Key words:

violence, availability, outlet density

Summary: This review of the literature on alcohol and violence concludes that enough evidence exists to assert that alcohol is a cause of violence.

Noting that most researchers caution that alcohol is associated with violence but has not yet been proven to cause it, the author states that enough scientific evidence exists to support the conclusion that alcohol causes violence.

The author is careful to state that alcohol is just *one*, not *the* cause, of violence and that the causal relationship between alcohol and violence is complex.

Evidence for alcohol's causal role in violence comes from:

- individual-level studies that show that alcohol use is involved in a high percentage of violent incidents
- studies of neighborhoods and other relatively small geographic areas that show that areas with more alcohol outlets experience more violent crime
- studies of a single country or of different countries over time that reveal that homicide rates increase following an increase in alcohol consumption
- studies showing that violence decreases following a decrease in alcohol availability

Theoretical advances have helped researchers focus more precisely on the relationship between alcohol and violence. Researchers now have a better idea of how the relationship might operate, enabling them to bring more sophisticated methods to bear in studying it.

The author recommends three measures for improving the knowledge base needed to refine our understanding of alcohol's role in violence:

- developing better theoretical models
- developing better data sources
- securing greater institutional support (mainly from government) for research on alcohol and violence

The author also states that evidence that alcohol is a cause of violence provides the following opportunities for enhancing policy work, and recommends:

- increasing support for prevention or intervention projects, whose effectiveness in preventing violence can then be assessed
- strengthening and supporting local communities' efforts to regulate alcohol outlet density
- supporting efforts at the federal level to decrease consumption (e.g., raising alcohol taxes, eliminating or reducing tax benefits for alcohol advertising)

Practical implications: This article provides evidence to support policy advocates' efforts to reduce violence by reducing alcohol consumption.

Note: This summary was written by the ARIV project staff

Document type: peer-reviewed research report

Impact of banning alcohol on outpatient visits in Barrow, Alaska. Arva Y. Chiu, Pedro E. Perez, and Robert Nash Parker. *Journal of the American Medical Association* 278(21):1775-1777. December 1997

Key words:

availability, injury, violence

Summary: This study found that a law banning alcohol possession and importation in a small, geographically isolated town in Alaska resulted in a significant decrease in alcohol-related outpatient visits to the local hospital.

Between late 1993 and mid 1996 alcohol possession and importation was banned twice. The number of alcohol-related outpatient visits dropped each time the ban was in force, rising again when the ban was repealed. The authors found no evidence that alternative explanations could account for the drop in such visits.

Practical implications: As the authors note, this study indicates that banning the possession and importation of alcohol in small, isolated towns can be an effective means for decreasing alcohol-related injury and violence.

More importantly, the results strongly suggest that alcohol plays a causal role in injury and violence. This study thus provides advocates with evidence that restricting alcohol availability can lead to decreases in injury and violence.

Note: This summary was written by the ARIV project staff.

Document type: advocacy/resource guide

Understanding retail alcohol availability: a community action handbook. Victor Colman. Santa Clara Valley Health and Hospital Systems. Department of Alcohol and Drug Services, Prevention Division. 1997

Key words:

availability, prevention

Summary: This handbook describes local and California state law concerning the licensing and operation of alcohol outlets, and the formal procedures that community groups must follow in trying to gain greater control over alcohol availability locally.

It also discusses the strategies that community organizations can use to be successful in their efforts to place limitations on alcohol outlets. Although it focuses on California, residents of other states with Alcohol Beverage Control (ABC) license systems (that is, where the state grants licenses, rather than directly owning and operating outlets) can benefit from the handbook.

The handbook is written in clear language, and provides the following helpful resources in its appendices:

- research findings on alcohol, alcohol problems, and prevention strategies
- a description of the government structure responsible for regulating alcohol
- a sample copy of a notice of application for a liquor license
- a model conditional use permit ordinance
- model language for communities to use in proposing regulations for alcohol outlets
- a sample copy of instructions for filling out a protest form with the ABC
- a sample copy of the protest form with the ABC
- a listing of local, state, and national organizations that have been part of community-based alcohol availability initiatives

Practical implications: This handbook will be invaluable to communities that want to gain greater local control over regulating alcohol outlets.

The handbook can help guide communities through the necessary local and state procedures, as well provide suggestions regarding the broader issues of community mobilization.

Note: This summary was written by the ARIV project staff.

Document type: case study

"Oakland shows the way": the Coalition on Alcohol Outlet Issues and media advocacy as a tool for policy change. Alison Seevak. Issue 3, December 1997. Berkeley: Berkeley Media Studies Group. 16 pages.

Key words:

availability, outlet density, prevention

Summary: This document outlines the role of media advocacy in the successful effort of Oakland's Coalition on Alcohol Outlet Issues (CAOI) to pass and defend a local ordinance requiring a conditional use permit (CUP) for off-sale alcohol outlets. CAOI wanted to use the CUP ordinance to restrict the number of alcohol outlets in Oakland neighborhoods and to clean up nuisance outlets. Relying on local organizing and support of a key city council member, the CAOI pressured the city council to pass the ordinance in 1993.

The council used the city's local land use and policing power to pass an ordinance stating that liquor outlets established before 1977 are subject to a 1977 city law that required a CUP for such establishments. The CUP law makes liquor outlets' right to sell liquor conditional on their meeting certain standards of conduct.

In addition, the 1993 law established a \$600 fee per outlet, with the money to be used for increased monitoring and policing of nuisance outlets. After CAOI successfully challenged the alcohol industry's and alcohol retailers' opposition, the law went into effect in 1997 as a one-year pilot program.

The author states that Oakland's efforts to increase local control over alcohol outlets is at the forefront of a statewide movement. The alcohol industry has traditionally defended itself from such efforts by using state law to pre-empt local law. The author makes it clear that communities need to organize effectively on the state level in order to protect local gains. Approximately 100 California communities have enacted local laws asserting tighter local government control over liquor outlets.

Practical implications: CAOI's effort serves as a model for other communities seeking to regulate alcohol outlets.

The author states that CAOI's experience offers six lessons for media advocacy:

- resources make a difference (media advocacy requires personnel time)
- media advocates need to be assertive, prepared, and persistent in getting their story across
- stories need visuals to attract media attention
- alternative media need to be cultivated (e.g., Spanish language media)
- re-use the news (e.g., compiling a videotape of news coverage can be used subsequently as part of the organizing and media advocacy effort)
- good organizing is essential-media advocacy is just one tool for achieving success

Note: This summary was written by the ARIV project staff.

Document type: peer-reviewed research report

Access to alcohol: geography and prevention for local communities. Paul J. Gruenewald, Alexander B. Millar, and Peter Roeper. Alcohol Health and Research World, (20)4:244-251, 1996

Key words:

availability, outlet density, motor vehicle crashes, injuries

Summary: This article presents evidence that links the geographic density of alcohol outlets to the incidence of presumed alcohol-related motor vehicle crashes in three California communities.

The authors found a significant relationship between outlet density and the occurrence of single-vehicle night-time (SVN) crashes (which are most likely to be alcohol-related and are commonly used as a measure of alcohol-related crashes).

Overall, a 10% greater restaurant density was associated with a 1.7% higher rate of SVNs. Interestingly, restaurant density was related to the higher rate of SVNs, while the density of bars or off-site outlets were not.

Each of the three communities also recently initiated five preventive interventions to reduce alcohol availability, lowering outlet density being one of them.

Despite differences among the communities in their strategies for achieving this goal, community groups and other interested parties in all three communities used the data from the outlet density study, as well as other scientific literature, in pursuing their efforts.

This study is inspired by the few previous studies (e.g. Scribner, et al. 1994) that have found that a greater concentration of outlets is associated with more motor vehicle crashes. Environmental factors that were taken into account in each community were features relating to traffic patterns, demographic and drinking variables (e.g., income, average age, frequency of drinking), and measures of outlet density.

Practical implications: This article provides policy advocates with support for efforts to reduce injuries by limiting alcohol outlet density.

At the same time, as the authors urge, researchers can aid advocates by creating "biogeographies" of alcohol problems at the local level.

A biogeography of alcohol problems describes the relationship among drinkers, their drinking environment, the locations of alcohol outlets, and evidence of alcohol-related problems.

A biogeography can be a powerful tool for local efforts to reduce alcohol-related injuries.

Note: This summary was written by the ARIV project staff.

Document type: peer-reviewed research report

Alcohol and homicide: a deadly combination of two American traditions. Robert Nash Parker, with Linda-Anne Rebhun. Albany, NY: State University of New York Press. 1995.

Key words:

violence, poverty/economic development, outlet density, minimum legal drinking age, youth

Summary: This study presents and uses case examples to test a theoretical model that links alcohol and homicide.

Called "selective dis-inhibition," the theory holds that in some (but not all) interactions people who have been drinking feel less inhibited from using violence to achieve their ends.

Alcohol's well-known negative effects on people's perception, ability to interpret others' actions and intentions, and judgment may, in certain circumstances, lead to violence. The social characteristics of the specific situation help determine whether the interaction will result in homicide.

The theory differs from the older theory of dis-inhibition, which holds that alcohol causes violence solely because it frees individuals from feeling obliged to respect social norms against violence.

The dis-inhibition theory cannot explain why all interactions involving alcohol do not result in violence, while the selective dis-inhibition theory attempts to specify the conditions under which violence and alcohol occur together.

Based on this new theoretical model and on previous research that shows that per capita alcohol consumption will rise as alcohol availability expands, the authors hypothesize that an increase in alcohol availability will increase rates of violence. They test this theory in chapters 4 and 5, presenting evidence from a study of 256 American cities that indicates that a combination of poverty and alcohol availability affects the homicide rate. That is, cities with higher poverty rates (prevalence of African-American residents was used as an indicator of poverty) and more liquor outlets had higher homicide rates. The authors' findings regarding the relationship between homicide rates and alcohol outlet density hold even after taking into account other factors that might be related to homicides (e.g., population density). The authors also present data that an increase in the minimum legal drinking age—and the resulting decrease in beer consumption among youth—reduced the number of youth who were homicide victims between 1976 and 1983.

Practical implications: This volume takes a significant step toward establishing a causal link between alcohol consumption and availability and violence.

The selective dis-inhibition theory offers a model for understanding this link, and the two research studies in chapters 4 and 5 provide empirical evidence for the validity of the model.

Activists can use this report (and subsequent reports by Alaniz, Parker and associates) to counter the argument that there is no research strongly suggesting a causal link between alcohol availability and violence.

This can be of particular significance in lower-income communities, where there are higher concentrations of alcohol outlets and higher rates of violence.

Note: This summary was written by the ARIV project staff.

Document type: case study

Confronting Sacramento: state preemption, community control, and alcohol-outlet blight in two inner-city communities. James F. Mosher and Rose M. Works. Marin Institute for the Prevention of Alcohol and Other Drug Problems. San Rafael, California. December 1994. 56 pages.

Key words:

availability, law legislation, community groups

Summary: This publication reports on the efforts of two low-income, inner city communities--South Central Los Angeles and the flatlands of Oakland--to combat the over-concentration of alcohol outlets. Recognizing that this over-concentration contributes to social problems, community groups organized residents and pressured local officials to enforce existing laws regarding nuisance outlets and to pass new laws making it more difficult to establish new outlets in the community.

In both cases, local efforts were hampered by California's "preemption" law, under which the state government is responsible for licensing and regulating the production, sale, possession, and transportation of alcohol.

This centralization of control has historically favored the alcohol industry, which has found it much easier to lobby state legislators than to contend with myriad local officials on alcohol policy.

However, local governments can use their land use powers to regulate alcohol outlets. (Note that the law is not clear as to whether these powers can be used to regulate outlets' activities directly related to alcohol.

For example, whether a local government can mandate a responsible beverage server training program is an unsettled legal question.) Thus, the community groups fought their battles mainly on the local level--until the alcohol industry's maneuvers at the state level obliged the groups to take their fight to the state government.

Among the conclusions drawn from this detailed account of these communities' struggles:

- state law limited local communities' attempts to control alcohol outlets
- local groups have become better organized for acting on the state level
- over-concentration and problem outlets are two issues around which it is possible to organize communities effectively
- the over-concentration issue enables questions of economic development to be raised and thus facilitates building coalitions with other groups
- local attorneys need to be engaged to help confront the legal issues arising in these types of battles
- community groups must engage in aggressive media advocacy in order to help frame the issues for the public and thus counteract the alcohol industry's access to the media

The authors suggest several reforms to state law that would facilitate local control. Recognizing the difficulty in overturning the state preemption doctrine, the recommendations are aimed at expanding local governments' land use and police powers, including a provision permitting local governments to regulate outlets' practices directly relating to alcohol sales (as noted above, state law is not clear on the permissibility of such regulation by local governments). Increased funding to beef up licensing and enforcement staff at the Alcoholic Beverage Control Department is another key recommendation.

Practical implications: The case studies give community activists and policy advocates an overview of the various aspects (organizational, political, legal, media, etc.) of action needed to successfully create change. The publication is especially relevant for California groups.

Note: This summary was written by the ARIV project staff.

Document type: peer-reviewed research report

Alcohol outlet density and motor vehicle crashes in Los Angeles County cities. Richard A. Scribner, David P. MacKinnon, and James H. Dwyer. *Journal of Studies on Alcohol* (44)447-453, July, 1994 .

Key words:

availability, motor vehicle crashes

Summary: This study examines the relationship between alcohol outlet density and alcohol-related motor vehicle crashes resulting in injury and property damage in 72 cities in Los Angeles County in 1990.

The study found a greater number of alcohol-related injury crashes in cities that have higher outlet densities. The authors calculate that a 1% increase in outlet density would account for a .54% increase in alcohol-related injury crashes.

Thus, a city of 50,000 residents in Los Angeles County with 100 alcohol outlets would experience an additional 2.7 crashes for each new alcohol outlet opened.

With the exception of bars, the density of each type of outlet (mini-markets, restaurants, and liquor stores) was significantly associated with an increase in alcohol-related injury crashes.

A high concentration of African American or Latino residents was not associated with an increase in injury crashes, while a high concentration of residents who were unemployed was.

The authors chose to use local level data because previous studies have shown that state-level data on alcohol outlet density are not good indicators of local conditions such as alcohol availability and sociodemographic make-up. Cities with over 300,000 residents (Los Angeles, Long Beach) were excluded from study because their racial/ethnic and socioeconomic diversity makes it difficult to generalize about the local effects of outlet density. Cities under 10,000 residents were excluded because they may have unrealistically high outlet densities (for example, the City of Industry has a small resident population but many outlets to serve the daytime work force).

Practical implications: The study supports policies that aim to reduce alcohol-related injury by reducing alcohol availability on the local level. In particular, translating the key finding into plain language (one more outlet would result in 2.7 more crashes...) provides a powerful tool for policy advocates.

Note: This summary was written by the ARIV project staff.

Document type: peer-reviewed research report

Bars, blocks, and crimes revisited: linking the theory of routine activities to the empiricism of "hot spots." Dennis W. Roncek and Pamela A. Maier. *Criminology* (29)4:725-753. 1991

Key words:

availability, violence

Summary: This study examines the relationship between the number of bars located on residential blocks and the incidence of crime in Cleveland between 1979 and 1981.

The authors found that blocks having more bars had higher crime rates (for murder, rape, robbery, assault, burglary, grand theft, and auto theft). The study confirms the findings of an earlier study of Cleveland.

Even controlling for the effects of other factors (such as household composition, racial composition, economic status, and the environmental characteristics of the blocks), the authors found a statistically significant relationship between the number of bars and crime.

For example, adding one bar to a block would:

- result in 3.38 crimes committed on that block in a year
- increase the risk of a murder taking place on the block by almost 5%
- increase the risk of having a violent crime of any type by 17.6%

The authors caution that factors other than bar density were also found to be significantly associated with increased crime.

Moreover, other studies that examine different non-residential land uses (such as high schools, fast food establishments, and shopping centers) have found similar effects on crime rates without a direct link to alcohol.

Thus the authors state that the explanation for the relationship between bars and crime may have less to do with alcohol and more to do with the "routine activities" of potential victims and perpetrators and how certain characteristics of the setting (for example, the knowledge that patrons and proprietors will have cash on hand) make crime more likely.

Practical implications: This study provides support for the argument that there is a greater risk for crime in areas that have more alcohol outlets.

At the same time, the study's findings should be used carefully, given the cautions the authors present.

It seems likely--though the study was not designed to address the issue--that blocks with more bars would be particularly risky settings given the effect of alcohol on drinkers' judgment and on the possibility that perpetrators perceive drinkers as easier to victimize.

Comments, continued:

Research has clearly established an association between greater outlet density and alcohol-related outcomes such as:

Assaults

- one study estimated that in a typical Los Angeles city of 50,000, with 100 alcohol outlets and 570 assaults in 1990, adding one outlet would be associated with 3.4 additional assaults per year (Scribner et al. 1995)

Homicides

- a study of Cleveland alcohol outlets and crime calculated that adding a bar to a block would increase the risk of a murder taking place on the block by almost 5% (Roncek and Maier 1991)

Motor vehicle crashes

- one study estimated that a city of 50,000 residents in Los Angeles County with 100 alcohol outlets in 1990 would experience an additional 2.7 crashes for each new alcohol outlet opened (Scribner et al. 1999)

Youth violence

- a study of Mexican American neighborhoods in three northern California cities found that for every area with 1,000 residents and no alcohol outlets nearby there were 1.19 violent crimes committed by youth, compared to 2.57 crimes per 1,000 residents in areas with at least one outlet nearby (Alaniz and Parker 1998)

Cirrhosis deaths

- a study estimates that a 1% increase in on-site availability of alcohol in Los Angeles County cities would be associated with a 0.35-0.51% increase in deaths by cirrhosis (Scribner et al. 1994)

Alcoholism rates

- a study of 38 states and the District of Columbia found that there were higher alcoholism rates in states that had higher rates of on-premise alcohol outlets (Harford et al. 1979)

Two major theories have been advanced to explain the relationship between outlet density and violence:

Theory of selective disinhibition

Alcohol tends to lower people's inhibitions against using violence to achieve their goals. In addition, alcohol's well-known negative effects on people's perception, ability to interpret others' actions and intentions, and judgment make it more likely that interpersonal conflicts arise. These effects of alcohol (lowered inhibitions against violence, altered perceptions, etc.) are more likely to lead to violence in situations in which a complex set of social and psychological circumstances neutralize the normal social and psychological constraints against violence. There is a greater likelihood that these situations, and hence violence, will occur when alcohol is more readily available, such as in areas of high outlet density (Parker and Rebhun 1995)

Great attractor theory

Increased outlet density is associated with violence because alcohol outlets, by their nature, define a physical and social environment in which social norms and external controls are weakened. Thus, people in this environment may be more likely to engage in illegal, dangerous, or violent activities. The consumption of alcohol also makes people in this environment more susceptible to situations described by the theory of selective disinhibition.(Alaniz et al. 1998)

My comments continue after these references.

References for the Relationship between Outlet Density and Violence.

Maria Luisa Alaniz, Randi S. Cartmill, and Robert Nash Parker. Immigrants and violence: the importance of neighborhood context. *Hispanic Journal of Behavioral Sciences* 20(2):155-174. May 1998.

Maria L. Alaniz and Robert Nash Parker. Alcohol outlet density and Mexican American youth violence. Berkeley CA: Prevention Research Center. 1998.

D.M. Gorman, P.W. Speer, E.W. Labouvie, and A.P. Subaiya. Risk of assaultive violence and alcohol availability in New Jersey. *American Journal of Public Health* 88 (1):97-100. 1998.

P.J. Gruenewald, B.A. Millar, and P. Roeper. Access to alcohol: geography and prevention for local communities. *Alcohol Health and Research World* (20) 4:244-251. 1996.

P.J. Gruenewald, B.A. Millar, and A. Treno. Alcohol availability and the ecology of drinking behavior. *Alcohol Health and Research World* (17) 1:39-45. 1993.

T.C. Harford, D. Parker, C. Paulter, and M. Wolz. Relationship between number of on-premise outlets and alcoholism. *Journal of Studies on Alcohol*. 40:1053-1057.1979.

D.P. MacKinnon, R. Scribner, and K.A. Taft. Development and applications of a city-level alcohol availability and alcohol problems database. *Statistics in Medicine* 14:591-604. 1995.

Robert Nash Parker, with Linda-Anne Rebhun. Alcohol and homicide: a deadly combination of two American traditions. Albany: State University of New York Press. 1995.

Dennis W. Roncek and Pamela A. Maier. Bars, blocks, and crimes revisited: linking the theory of routine activities to the empiricism of "hot spots." *Criminology* (29)4:725-753. 1991.

R.A. Scribner, D. Cohen, S. Kaplan, and S.H. Allen. Alcohol availability and homicide in New Orleans: conceptual considerations for small area analysis of the effect of alcohol outlet density. *Journal of Studies of Alcohol* 60 (3):310-316, 1999.

Richard A. Scribner, David P. MacKinnon, and James H. Dwyer. Alcohol outlet density and motor vehicle crashes in Los Angeles County cities. *Journal of Studies on Alcohol* 44:447-453, July, 1994.

Richard A. Scribner, David P. MacKinnon, and James H. Dwyer. The risk of assaultive violence and alcohol availability in Los Angeles County. *American Journal of Public Health* (85)3:335-340, 1995. Date: 6/28/01

Comments, continued:

The Marin Institute has found: (http://www.marininstitute.org/alcohol_policy/violence.htm):

Alcohol and Violence

- Alcohol availability is closely related to violent assaults. Communities and neighborhoods that have more bars and liquor stores per capita experience more assaults.¹
- Alcohol use is frequently associated with violence between intimate partners. Two-thirds of victims of intimate partner violence reported that alcohol was involved in the incident.²
- In one study of interpersonal violence, men had been drinking in an estimated 45 percent of cases and women had been drinking in 20 percent of cases.³
- Women whose partners abused alcohol were 3.6 times more likely than other women to be assaulted by their partners.⁴
- In 1997, 40 percent of convicted rape and sexual assault offenders said that they were drinking at the time of their crime.⁵
- In 2002, more than 70,000 students between the ages of 18 and 24 were victims of alcohol-related sexual assault in the U.S.⁶
- In those violent incidents recorded by the police in which alcohol was a factor, about nine percent of the offenders and nearly 14 percent of the victims were under age 21.⁷
- Twenty-eight percent of suicides by children ages nine to 15 were attributable to alcohol.⁸
- An estimated 480,000 children are mistreated each year by a caretaker with alcohol problems.²

¹ Scribner, R. A., MacKinnon, D.P., and Dwyer, J.H. "The risk of assaultive violence and alcohol availability in Los Angeles County". *American Journal of Public Health* 3(85):335-340. 1995.

² <http://www.ojp.usdoj.gov/bjs/pub/pdf/ac.pdf> . Accessed 9.26.03

³ Roizen, J. *Issues in the epidemiology of alcohol and violence*. In: Martin, S.E., editor. *Alcohol and Interpersonal Violence: Fostering multidisciplinary perspectives*. Bethesda (MD): National Institute on Alcohol Abuse and Alcoholism; 1993. p. 3-36. NIAAA Research Monograph No. 24.

⁴ "Risk factors for injury to women from domestic violence". Demetrios N. Kyriacou, Deirdre Anglin, Ellen Taliaferro, Susan Stone, Toni Tubb, Judith A. Linden, Robert Muelleman, Erik Barton, and Jess F. Kraus. *The New England Journal of Medicine* 341:1892-98. December 16, 1999.

⁵ Greenfield, L., and Henneberg, M. "Alcohol, crime, and the criminal justice system." *Alcohol & Crime: Research and Practice for Prevention*, Alcohol Policy XII Conference: Washington, DC, 11-14 June 2000.

⁶ Hingson, R., Heeren, T., et al. (2002). "Magnitude of alcohol-related mortality and morbidity among U.S. college students ages 18-24." *Journal of Studies on Alcohol* 63(2): 136-144.

⁷ <http://www.ojp.usdoj.gov/bjs/pub/pdf/ac.pdf>

. Accessed 9.26.03

⁸ <http://ncadi.samhsa.gov/govpubs/prevalert/v5/11.aspx> . Accessed 9.26.03

⁹ Children of Alcoholics Foundation, Inc. 1996. Collaboration, coordination and cooperation: helping children affected by parental addiction and family violence. New York: Children of Alcoholics Foundation.

My comments continue, after the list of additional studies, below.

[www.ncbi.nlm.nih.gov/...](http://www.ncbi.nlm.nih.gov/)

National Center for Biotechnology Information

by RA Scribner - 2010 - [Cited by 24](#) - [Related articles](#)

An ecological analysis of *alcohol-outlet density* and campus-reported violence ... Dependent variables included campus-reported rates of *rape*, robbery, assault, ...

[How Alcohol Outlets Affect Neighborhood Violence - City of ...](#)

urbanillinois.us/.../how-alcohol-outlets-affect-nbhd-violence.pdf

Urbana

by K Stewart - [Cited by 3](#) - [Related articles](#)

In a study of Camden, New Jersey, neighborhoods with *alcohol outlet density* had more violent crime (including homicide, *rape*, assault, and robbery).

[Baltimore City and alcohol outlet density - The NEW ...](#)

www.rewritebaltimore.org/.../Alcohol%20Outlet%20Density%20Reducti...

The term *alcohol outlet density* basically means the number of places that sell ... with higher rates of violent crime, such as homicide, aggravated assault, *rape*,.

[How Alcohol Outlets Affect Neighborhood Violence](#)

resources.prev.org/documents/AlcoholOutletsAffectViolence.pdf

by K Stewart - [Cited by 3](#) - [Related articles](#)

Alcohol outlet density, especially the density of liquor stores, was found to be associated significantly ... crime (including homicide, *rape*, assault, and robbery).

[Limiting Retail Alcohol Outlets in Greenbush-Vilas ...](#)

<https://uwphi.pophealth.wisc.edu/.../li...>

University of Wisconsin-Madison

The goals of this HIA were to determine if limiting *alcohol outlet density* in the 20 college women experienced *rape* since the beginning of the school year, ...

[Alcohol Outlet Density Facts - AlcoholPolicyMD.com](#)

www.alcoholpolicymd.com/press_room/.../alcohol_outlet_facts.htm

Alcohol outlet density in Newark, N.J. was the single most important ... that blocks that have more bars have higher crime rates for murder, *rape*, assault, robbery, ...

[Spatial Analysis of the Relationship between Alcohol Outlet ...](#)

www.sph.umn.edu/.../rr...

University of Minnesota School of Public Health

by BP Carlin - [Related articles](#)

Spatial Analysis of *Alcohol Outlet Density* and Criminal Violence. 1. Abstract ... serious acts of violence, including assaults, *rapes*, suicides, and homicides.

Changes in Density of On-Premises Alcohol Outlets and ...

www.cdc.gov/.../14...

United States Centers for Disease Control and Preve...

by X Zhang - 2015 - [Related articles](#)

May 28, 2015 - A reduction in *alcohol outlet density* in the Buckhead neighborhood of Investigation (FBI) class I violent crimes — including homicide, *rape*, ...

Our Coalition, Reducing Alcohol Outlet Density | Citizens ...

www.cphabaltimore.org/our-c...

Citizens Planning and Housing Association

Why Does Reducing the Number of Alcohol Outlets in Baltimore Matter? ... rates of violent crime, such as homicide, aggravated assault, *rape*, robbery and burglary. ... Have you read our latest articles on *Alcohol Outlet Density* Reduction?

Principles of Addiction: Comprehensive Addictive Behaviors ...

<https://books.google.com/books?isbn=0123983614>

2013 - Psychology

One recent study found that higher *alcohol outlet density* near colleges was related to higher campus *rape* offense rates. Comprehensive Community ...

TransForm Baltimore Health Impact Assessment Violent ...

health.baltimorecity.gov/files/alcohol-outlet-density-report-2011pdf

Oct 28, 2011 - defined as assaultive crimes including: homicide, *rape*, aggravated assault, robbery ... that changes in *alcohol outlet density* impact crime rates.

Indicator CC.1.e Alcohol outlet density - Sustainable ...

www.sustainablecommunitiesindex.org/indicators/view/73

Descriptive Title: *Density* of off-sale *alcohol outlets* per square mile ... *rape*, assault, and robbery.^a In Los Angeles, a higher *density* of *alcohol outlets* was also ...

Geographic Information Systems and Health Applications

<https://books.google.com/books?isbn=1591400767>

Khan, Omar A. - 2002 - Computers

Table 1: Studies of *alcohol outlet density* and violent crime using municipalities or ... Violent crime is comprised of murder, aggregated assault, *rape* and robbery.

Neighborhood Level Spatial Analysis of the Relationship ...

link.springer.com/.../10.1007%2Fs106...

Springer Science + Business Media

by HR Britt - 2005 - [Cited by 68](#) - [Related articles](#)

... of the Relationship Between *Alcohol Outlet Density* and Criminal Violence ... serious acts of violence, including assaults, *rapes*, suicides, and homicides.

Issues in prevention - ERIC - U.S. Department of Education

files.eric.ed.gov/fulltext/ED538063.pdf

by JD Clapp

significantly so. In an associated study, Scribner et al. examined the relationship between *alcohol outlet density* and rates of *rape*, robbery, assault, and burglary.

An ecological analysis of alcohol-outlet density and campus ...

www.pubfacts.com/.../An-ecological-analysis-of-alcohol-outlet-density-and...

The apparent effect of on-premise *outlet density* on campus *rape*-offense rates was reduced when student drinking level was included in the model, suggesting ...

The association between alcohol outlet density and assaults ...

www.bocsar.nsw.gov.au/.../...

NSW Bureau of Crime Statistics and Research

by M Burgess - 2011 - Cited by 18 - Related articles

Conclusion: Limiting the *density* of *alcohol outlets* may help limit the incidence of assault. *outlet density* was related to violent crime (homicide, *rape*,.

Alcohol Retail Outlet Density Affects Neighborhood Crime ...

venturacountylimits.org/.../VC_IssueBrief_AlcRetail_2010_web.pdf

alcohol outlets in Ventura County communities. They can ... with *alcohol outlet density* had more violent crime. (including homicide, *rape*, assault, and robbery).

How Alcohol Outlets Affect - AL.com

media.al.com/.../Pacific%20Institute%20report%20on%20alcohol,%20bli...

by K Stewart - Cited by 3 - Related articles

What is the relationship between outlet density and violence? A number of studies ... 0'i In a study of Camden, New Jersey, neighborhoods with *alcohol outlet density* had more violent crime (including homicide, *rape*, assault, and robbery).

Evaluation of alcohol outlet density and its relation ... - SciELO

www.scielo.org/scielo.php?pid=S0034-89102002000400011...sci...

by R Laranjeira - 2002 - Cited by 45 - Related articles

Evaluation of *alcohol outlet density* and its relation with violence ... *rape*, assault, and robbery), drunk driving arrests, traffic injuries and crashes, and high-risk ...

Beer Fronts and Crime Waves: A GIS Analysis of Weather, ...

<https://books.google.com/books?isbn=0549728759>

2008

This could be a function of the spatial occurrence of *rape* incidences falling ... and on site and again with off site *alcohol outlet density* were strong and positive.

Evaluation of alcohol outlet density and its relation ... - SciELO

www.scielo.br/scielo.php?script=sci_arttext&pid=S0034...

by R Laranjeira - 2002 - [Cited by 45](#) - [Related articles](#)

Evaluation of *alcohol outlet density* and its relation with violence ... *rape*, assault, and robbery), drunk driving arrests, traffic injuries and crashes, and high-risk ...

Applied Demography and Public Health

<https://books.google.com/books?isbn=9400761406>

Nazrul Hoque, Mary A. McGehee, Benjamin S. Bradshaw - 2013 - Social Science

final sample, yielding frequencies of 1,824 total *outlets* that sold *alcohol* ... *Density*. Data and materials for the dependent variable, crime, were obtained ... Major crimes, as defined by the FBI Crime Index, include all instances of homicide, *rape*, ...

The Abell Report - The Abell Foundation

www.abell.org/sites/default/files/publications/arn2A113.pdf

by RLJ Thornton - 2013 - [Related articles](#)

assault, *rape*, robbery, and burglary. ... cies and reduction of *alcohol outlet density*. A more detailed policy brief ... location and *density* of *alcohol outlets*.

C.I.e. Alcohol outlet density - The San Francisco Indicator ...

www.sfindicatorproject.org/indicators/view/73

Descriptive Title: *Density* of off-sale *alcohol outlets* per square mile ... *rape*, assault, and robbery.^a In Los Angeles, a higher *density* of *alcohol outlets* was also ...

Distance Limitations Applied to New Alcohol Outlets Near ...

https://www.stopalcoholabuse.gov/.../13_distance_limitations_applied_to...

Alcohol outlet density in general is linked to excessive alcohol consumption and ... alcohol outlet densities were associated with campus *rape* offense rates; the ...

Generalizing the alcohol outlet-assaultive violence link ...

www.researchgate.net/.../8957125_Generalizing_the_alcohol_...

ResearchGate

Mar 5, 2015 - ABSTRACT This study assessed the geographic association between rates of assaultive violence and *alcohol-outlet density* in Kansas City, ...

Handbook of Crime Correlates - Page 47 - Google Books Result

<https://books.google.com/books?isbn=0080920098>

Lee Ellis, Kevin M. Beaver, John Wright - 2009 - Psychology

TABLE 3.2.2 Tavern and Liquor Store Prevalence Per Capita (*Alcohol Outlet Density*) ... outlet density, which refers to the number of taverns and/or liquor stores in an ... with some reduction in violent crimes (with the possible exception of *rape*).

Alcohol Outlets and Violent Crime in the Nation's Capital

<https://books.google.com/books?isbn=1109130619>

2009

In 1998, approximately 25% of the victims of violent crime (i.e., *rape*, robbery, and ... research has identified *alcohol outlet density* as a significant determinant in ...

Alcohol and Violence: The Nature of the Relationship and ...

<https://books.google.com/books?isbn=0739180118>

Robert Nash Parker, Kevin J. McCaffree - 2013 - Social Science

Outlet density data was initially obtained from the California *Alcohol* and Beverage ... Police were asked to provide data on violent crime including robbery, *rape*, ...

Handbook of Injury and Violence Prevention

<https://books.google.com/books?isbn=0387294570>

Lynda Doll, Sandra Bonzo, David Sleet - 2007 - Medical

Price of Alcohol Research clearly shows that increasing the price of alcoholic beverages reduces ... all found that raising taxes on alcohol reduces alcohol-related harm, including suicide, homicide, *rape*, ... *Alcohol Outlet Density* and Hours ...

Do neighborhood demographics, crime rates, and alcohol ...

www.injepijournal.com/content/1/1/23

by A Cook - 2014 - Related articles

Oct 20, 2014 - However, crime rates and *alcohol outlet density* carried no such of Investigation [2004]) which include homicide, forcible *rape*, robbery, ...

ALCOHOL OUTLET DENSITY AND VIOLENCE: A ...

alcalc.oxfordjournals.org/content/39/4/369

Alcohol and Alcoholism

by L ZHU - 2004 - Cited by 145 - Related articles

Jun 18, 2004 - Aims: To examine the relationship between *alcohol outlet density* and Data pertaining to reports of violent crime (murder, *rape*, robbery and ...

Crime and social impacts of alcohol Factsheet - IAS

www.ias.org.uk/uploads/.../Crime%20FS%20HM%20May%202013.pdf

relationship between the *density* of night time *outlets* licensed to sell *alcohol* – ... crimes including many assaults, murder and *rape* cases (between 50 and ...

Alcohol Outlet Density, Deprivation, and Crime in Scotland

www.geos.ed.ac.uk/~mscgis/12-13/s1261709/

University of Edinburgh

by D Rice

Sep 13, 2013 - Is there an association between the *density* of *alcohol outlets* and small area Zimmerman, P. R. & Benson, B. L. (2007) *Alcohol and Rape: An ...*

Alcohol, Drugs and Sexual Assault - Culture of Respect

<https://cultureofrespect.org/alcohol-drugs-and-sexual-assault/>

"Acquaintance *rape* and alcohol consumption on college campuses: how are they "An Ecological Analysis of *Alcohol-Outlet Density* and Campus-Reported ...

Mental and Neurological Public Health: A Global Perspective

<https://books.google.com/books?isbn=0123815274>

Vikram Patel, Alistair Woodward, Valery Feigin - 2010 - Medical

For example, it is estimated that a 10% increase in the price of alcoholic ... of alcoholic beverages on homicides and other crimes, including *rape*, robbery, ... See 'Further reading' for a summary of *alcohol outlet density* and policy research.

[PDF]The Role of Alcohol Policy in Sexual Violence Prevention

www.acip.ca/.../Alcohol%20And%20Injury/ACIP%20Alcohol%20&%20...

Nov 14, 2013 - *alcohol* culture will not eliminate *rape* culture or other norms that are impact of *outlet density* on rates of *rape* and/or sexual assault. *Alcohol* ...

The Availability of Alcohol near Campus Affects Crime Rates

www.collegebingedinking.net/the-availability-of-alcohol-near-campus-a...

The researchers sought to understand how the *density* of *alcohol outlets* might ... in the U.S. They looked at variables such as campus-related reports of *rape*, ...

Fewer Bars and Liquor Stores, Less Domestic Violence: CDC

www.communitycounselingservices.org/poc/view_doc.php?type...

Dec 10, 2014 - Domestic Violence and *Rape* ... "The studies that we reviewed do not indicate that *alcohol outlet density* or the outlets themselves cause ...

Alcohol and Violence - University of California, Riverside

stopyouthviolence.ucr.edu/.../1.Alcohol%20&%20Violence%20-%20Co...

lis was an intersection with several bars, a liquor outlet, and a city park; police *rape*, and assault were linked to *alcohol outlet density*, along with social ...

Latest News | Rape Prevention Education

rpe.co.nz/tag/latest-news/

Jan 9, 2015 - Efforts to reduce alcohol consumption can be controversial when it comes to ... Higher *alcohol outlet density* has been linked to higher rates of ...

[PDF]A Descriptive Analysis of Alcohol Outlet Density around Air ...

abtassociates.com/.../A-Sparks-Descriptive-Analysis-OUTL...

Abt Associates

High *alcohol outlet density*, defined as the number of on- and off-premise ... (2004). "Correlates of *rape* while intoxicated in a national sample of college women.

Alcohol Establishments Equals More Crime - ATTC ...

www.attcnetwork.org/...

National Addictions Technology Transfer Center

"Aside from *alcohol* beverage taxes, regulations on *outlet density* and number are ... and four categories of crime: assault, *rape*, robbery, and total violent crime.

[PDF]Evaluation of alcohol outlet density and its relation with ...

www.revistas.usp.br/rsp/article/view/31535/33420
by R Laranjeira - 2002 - [Cited by 45](#) - [Related articles](#)
graphic link between outlet density and a number of ... homicide, *rape*, assault, and robbery).

[A Comprehensive Approach to Sexual Violence Prevention ...](#)

www.nejm.org/.../NEJMe1503952?...
The New England Journal of Medicine
Jun 11, 2015 - ... national data reveal that, among women reporting a history of *rape*, ... of *rape*, 11 *alcohol* policies related to *outlet density* and other areas ...

[PDF]Effects of Alcohol Outlet Density - City of Madison

legistar.cityofmadison.com/attachments/3611.pdf
should be placed on the *density* of retail *alcohol outlets*. ... The over-concentration of *alcohol outlets* is often ... rates for murder, *rape*, assault, robbery, burglary,.

[PDF]Reducing Alcohol-Related Harms in Los Angeles County

publichealth.lacounty.g...
Los Angeles County Department of Public Health
density of alcohol outlets and the rates of several alcohol-related harms were examined. Determining Alcohol Outlet ... While the relative rankings are listed, *alcohol outlet density* was aggravated assault, homicide, *rape*, and robbery. 22.

[April 2015 Research & News Summary - Project Extra Mile](#)

files.www.projectextramile.org/.../April_2015_Research_and_News_Summ...
Background: *Alcohol outlet density* and norms shape alcohol consumption. medical, *rape* crisis, or police services compared with victims of forcible *rape* (FR); ...

[Fewer Bars and Liquor Stores, Less Domestic Violence: CDC](#)

info.emergencehealthnetwork.org/poc/view_doc.php?type=news...

Dec 10, 2014 - Anti-Rape Program Halved Number of Campus Assaults: ... studies that we reviewed do not indicate that *alcohol outlet density* or the outlets ...

[Alcohol Outlets and Our Community - Mendocino County ...](#)

www.co.mendocino.ca.us/.../hia_alcohol_report_01-...
Mendocino County
SUMMARY The number of *alcohol outlets* per community (outlet density) is an Off-sale *Alcohol Outlets*. Rate in 20 California Counties in 2010. *DUI* A rests p.

[DUI pre-arrest alcohol purchases: a survey of Sonoma ...](#)

www.ncbi.nlm.nih.gov/.../1...
National Center for Biotechnology Information
by RA Fontaine - 1992 - [Cited by 4](#) - [Related articles](#)
(1)*Alcohol* Research Consulting, Mendocino, California 95460. ... When off-sale *outlets* were compared only 2% of the *DUI* offenders had purchased and ...

Mapping Alcohol Outlet Density and Public Health ...

communitygeography.org/.../mapping-alcohol-outlet-density-and-public...

Recent research demonstrates a link between proximity to *alcohol outlets* and a ... outlet density might be correlated with increased incidents of *DWI* crashes and ...

[PDF]alcohol in los angeles county - Department of Public Health

publichealth.lacounty.g...

Los Angeles County Department of Public Health

Oct 1, 2010 - Greater *alcohol outlet* density is associated with increased alcohol ... In 2007, there were 42,736 *DUI* arrests in Los. Angeles County alone.6.

[PDF]Sentencing and; Youth DUI and Other Alcohol Offenses:

<https://www.ncjrs.gov/.../186...>

National Criminal Justice Reference Service

by *DUI Youth* - Related articles

and Dispositions of Youth *DUI* and Other *Alcohol* Offenses, including Leslie Acoca; old males successfully bought *beer* in retail *outlets* (i.e., *liquor* stores and ...

[PDF]Land Use Policy Statement - Alcohol Policy Panel Of San ...

alcoholpolicypanel.org/.../201306120_Land-Use-Policy-Statement_FIN...

Conditional Use Permits (CUPs) to regulate new *alcohol outlets* ... surpassed Los Angeles and San Francisco counties in the number of *DUI* arrests per licensed.

The Multitude of Alehouses: The Effects of Alcohol Outlet ...

<https://ideas.repec.org/a/bpj/bejeap/v13y2013i2p1023-1050n11.html>

by MC Tang - 2013 - Related articles

The empirical results of this study show that the off-premise *alcohol outlet* density is negatively related to the number of expected accidents and *DUI* arrests.

Handbook of Traffic Psychology - Page 243 - Google Books Result

<https://books.google.com/books?isbn=0123819857>

Bryan E. Porter - 2011 - Psychology

Although national and state representatives set policies such as minimum drinking age laws, regulation of *alcohol outlets*, and legal blood alcohol levels for *DUI*, ...

The Community Guide - TFFRS - Excessive Alcohol ...

www.thecommunityguide.org/alcohol/RRoverservice.html

Sep 24, 2013 - The first is to notify alcohol beverage outlets of enforcement plans in ... in on-premise retail *alcohol outlets*; and on *DUI* arrests linked to study ...

Diversity Is Strength! It's Also...Drunk Driving - VDARE.com

www.vdare.com/.../diversity-is-strength-its-also-drunk-driving

VDARE

And *drunk driving* is an accepted behavior among Mexicans in particular. Americans ... noted higher rates of blood *alcohol*: "One thing I have noticed is that the ...

[PDF][Spatial Analysis of the Distribution of Alcohol-Related Motor ...](#)

www.csuchico.edu/.../2014%20Adv.%...

California State University, Chico

Chico is well known for being a party town with a history of alcohol abuse amongst the ... distance from *DUI* accidents to *alcohol outlets*, versus traffic accidents.

[Alcohol, Crime, and DUIs | Lake Forest, CA Patch](#)

patch.com/california/lakeforest-ca/alcohol-crime-duis

Patch Media

Jul 18, 2015 - Alcohol, Crime, and DUIs. Data from Orange County on the relationship between the number of *alcohol outlets*, crime, and *DUI* arrests.

[PDF][Alcohol Outlets and Our Community: A Health Impact ...](#)

ga-sps.org/.../alcohol-outlets.../alcohol-outlets-and-our-community-a-hea...

SUMMARY The number of *alcohol outlets* per community (outlet density) is an Off-sale *Alcohol Outlets*. Rate in 20 California Counties in 2010. *DUI* A rrests pe.

[Drinking and Driving in a Driver Probabilistic Sample From ...](#)

www.drugabuse.gov/.../drinking-drivin...

National Institute on Drug Abuse

Aim: The aim of the study was to assess risk factors for driving under the influence (*DUI*) in drivers who drank at *alcohol outlets* (AOs) in Porto Alegre after the law ...

[Booze Facts - Social Impacts](#)

boozefacts.com/social_impacts/sdefault.asp

There should be no doubt then that the PLCB enforcement of alcohol regulation and For example, a 2003 study of *alcohol outlet* density and *DUI* fatalities in ...

[PDF][Have drivers at alcohol outlets changed their ... - SciELO](#)

www.scielo.br/pdf/rbp/.../1516-4446-rbp-1516-4446-2013-1131.pdf

by RB De Boni - 2014 - [Cited by 1](#) - [Related articles](#)

license.11,12 Alcohol availability, as measured by the density of *alcohol outlets* (AO), has already been associated with *DUI*.

Comments, continued:

Have Past Land Use Decisions Regarding Alcohol Outlets in Hermosa Beach Caused More Violent Crime in the City?

The following studies suggest that the answer is "yes."

[Alcohol Outlets and Violent Crime in Washington D.C.](#)

[www.ncbi.nlm.nih.gov/...](http://www.ncbi.nlm.nih.gov/)

National Center for Biotechnology Information

by FA Franklin - 2010 - [Cited by 26](#) - [Related articles](#)

At the environmental level there is a relationship between *alcohol outlet* density and violent *crime*. A limited number of studies have examined the relationship ...

[Alcohol Outlet Density Facts - AlcoholPolicyMD.com](#)

www.alcoholpolicymd.com/press_room/.../alcohol_outlet_facts.htm

Alcohol outlet density in Newark, N.J. was the single most important environmental factor explaining why violent *crime* rates are higher in certain areas of the city ...

[PDF][How Alcohol Outlets Affect Neighborhood Violence - City of ...](#)

urbanillinois.us/.../how-alcohol-outlets-affect-nbhd-violence.pdf

Urbana

by K Stewart - [Cited by 3](#) - [Related articles](#)

that sell alcohol are close together, more assaults and other violent *crimes* occur. ... In a study of Camden, New Jersey, neighborhoods with *alcohol outlet* ...

[Changes in Density of On-Premises Alcohol Outlets and ...](#)

www.cdc.gov/.../14...

United States Centers for Disease Control and Preve...

by X Zhang - 2015 - [Related articles](#)

May 28, 2015 - However, the effect of this strategy on violent *crime* has not been well characterized. A reduction in *alcohol outlet* density in the Buckhead ...

[PDF][The Association of Increased Alcohol Outlet Density ...](#)

https://www.michigan.gov/.../Outlet_Density_Associated_Harm...

Michigan

Alcohol Outlet Density & Violent *Crime*. *Alcohol outlet* density was significantly associated with peer violence after controlling for individual characteristics ...

[PDF][Baltimore City and alcohol outlet density - The NEW ...](#)

www.rewritebaltimore.org/.../Alcohol%20Outlet%20Density%20Reducti...

Crime: □ Across the United States, higher *alcohol outlet* density has been consistently found to be associated with higher rates of violent *crime*, such as homicide.

[PDF][Do Liquor Stores Increase Crime and Urban Decay ...](#)

www.colgate.edu/portaldata/.../teh_jobmktpaper.pdf

Colgate University

by B Teh - [Cited by 15](#) - [Related articles](#)

alcohol outlets in the city of Los Angeles, merged with detailed incident *crime* reports and property transactions, to evaluate the effects of *alcohol outlet* openings ...

[PDF]Spatial Analysis of the Relationship between Alcohol Outlet ...

www.sph.umn.edu/.../rr...

University of Minnesota School of Public Health

by BP Carlin - [Related articles](#)

Spatial Analysis of *Alcohol Outlet* Density and *Criminal Violence*. 1 ... relationship between *alcohol outlet* density and violent *crime*.

[PDF]Alcohol Outlets and Our Community - Mendocino County ...

www.co.mendocino.ca.us/.../hia_alcohol_report_01-...

Mendocino County

SUMMARY The number of *alcohol outlets* per community (outlet density) is an ... outlets. These are the communities at highest risk for *crime* and alcohol abuse.

Alcohol Outlet Densities, Crime, and Population Restrictions ...

www.spaef.com/.../Alcohol-Outlet-Densities-Crime-and-Population-Restr...

by R SCHWESTER - [Cited by 3](#) - [Related articles](#)

Alcohol Outlet Densities, *Crime*, and Population Restrictions on Alcohol Licenses. Author: RICHARD SCHWESTER Published in PAM, Vol. 15 No. 2.

Alcohol Outlet Density FAQ | - local

www.thelocalcampaign.com/the.../local-campaign-alcohol-outlet-density/

The following is a quick overview of *Alcohol Outlet* Density and what it ... Will a density reduction solve Omaha's *crime* and other alcohol-related problems?

[PDF]Omaha issue brief - Center on Alcohol Marketing and Youth

www.camy.org/.../Outlet.../Oma...

Center on Alcohol Marketing and Youth

growth has led to an overconcentration of *alcohol outlets* in certain areas of Omaha, creating vulnerable neighborhoods where *crime* has escalated and quality ...

Alcohol Outlets and Violent Crime in the Nation's Capital

<https://books.google.com/books?isbn=1109130619>

2009

ABSTRACT In 2002, approximately 23 percent of *criminal* victimizations in the United States involved a violent *crime*. Violent injury is on the rise in many of the ...

Broken Bottles: Alcohol, Disorder, and Crime | Brookings ...

www.brookings.edu/research/.../spring-crime-diui...

Brookings Institution

They beg local *police* and other public authorities to "do something" about the corner-to-corner proliferation of *liquor outlets*. They spray paint over liquor ...

[Addressing Violence and Disorder around Alcohol Outlets ...](#)

www.urban.org/.../addressing-violence-and-disorder-around-alcohol-out...

by S Bieler - 2013 - [Related articles](#)

We find that safe drinking environments and strong community partnerships are key buffers against *alcohol*-related *crimes*. Safer drinking environments can be ...

[Alcohol Outlets and Violent Crime in Washington D.C. ...](#)

<https://escholarship.org/uc/item/36j311xv>

by FA Franklin - 2010 - [Cited by 25](#) - [Related articles](#)

At the environmental level there is a relationship between *alcohol outlet* density and violent *crime*. A limited number of studies have examined the relationship ...

[PDF][Alcohol Outlets as Attractors of Violence and Disorder: A ...](#)

<https://www.ncjrs.gov/.../227...>

National Criminal Justice Reference Service

with a discussion of implications for *crime* and community-level *alcohol* prevention efforts. ii. This document is a research report submitted to the U.S. Department ...

[Alcohol Outlet Density, Deprivation, and Crime in Scotland](#)

www.geos.ed.ac.uk/~mscgis/12-13/s1261709/

University of Edinburgh

by D Rice

Sep 13, 2013 - *Alcohol Outlet* Density, Deprivation, and *Crime* in Scotland. David Rice. Alcohol use has been linked to a number of *crimes* including common ...

[PDF][Do neighborhood demographics, crime rates, and alcohol ...](#)

www.injepijournal.com/content/pdf/s40621-014-0023-2.pdf

by A Cook - 2014 - [Related articles](#)

postulated that exposure to *crime* and the density of *alcohol outlets* in one's ... However, *crime* rates and *alcohol outlet* density carried no such association.

[Neighborhood Alcohol Outlets and the Association with ...](#)

link.springer.com/.../10.1007%2Fs115...

Springer Science+Business Media

by JM Jennings - 2014 - [Cited by 2](#) - [Related articles](#)

A health impact assessment (HIA) identified zoning policy related to *alcohol outlets* as one way to decrease violent *crime*. The objectives were to determine the ...

Comments, continued:

Why then, with this abundance of evidence, are we even discussing anything that will increase the density of alcohol outlets in Hermosa Beach?

Sincerely,

Jim Lissner

PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update

Raza, Adriana <araza@lacsds.org>

Tue 9/8/2015 3:35 PM

To: Leeanne Singleton <generalplan@hermosabch.org>;

 1 attachment (464 KB)

PLAN_Hermosa_City_of_Hermosa_Beach_GP_&_LCP_Update.pdf;

Attached please find a pdf copy of the subject's comment letter. The original was mailed today to Mr. Ken Robertson's attention.

Regards,

Adriana Raza

Will Serve Program

Sanitation Districts of Los Angeles County

1955 Workman Mill Road

Whittier, CA 90601

Tel (562) 908-4288 ext. 2717

Fax (562) 695-1874



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

September 8, 2015

Ref File No.: 3412094

Mr. Ken Robertson, Director
Community Development Department
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254

Dear Mr. Robertson:

Plan Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on August 10, 2015. The City of Hermosa Beach is located within the jurisdictional boundaries of the South Bay Cities Sanitation District. We offer the following comments regarding sewerage service:

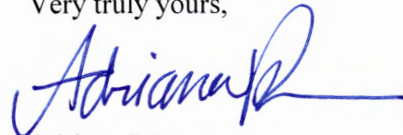
1. The Districts own, operate, and maintain the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City of Hermosa Beach (City) except to state that presently no deficiencies exist in Districts' facilities that serve the City. For information on deficiencies in the City sewerage system, please contact the City Department of Public Works and/or the Los Angeles County Department of Public Works.
2. The Districts' regional wastewater conveyance system should be able to accommodate the additional 300 residential units and 630,400 square feet of non-residential development proposed in the general plan update, which would be an increase in average wastewater flow of approximately 251,680 gallons per day. The Districts should review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project.
3. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link.
4. The City's wastewater is treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 million gallons per day (mgd) and currently processes an average flow of 263.1 mgd.

5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate proposed projects. Payment of a connection fee is required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

RECEIVED

AUG 31 2015

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

COMMUNITY DEV. DEPT.

August 25, 2015

Ken Robertson, Director
City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, CA 90254

Dear Mr. Robertson:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, PUBLIC REVIEW PERIOD, AND PUBLIC SCOPING MEETING, "PLAN HERMOSA: CITY OF HERMOSA BEACH GENERAL PLAN AND LOCAL COASTAL PROGRAM UPDATE", INITIATES A COMPREHENSIVE PROGRAM TO UPDATE ITS GENERAL PLAN AND LOCAL COASTAL PROGRAM, STATE LAW REQUIRES EACH CITY TO ADOPT A COMPREHENSIVE, LONG-TERM GENERAL PLAN FOR ITS PHYSICAL DEVELOPMENT, HERMOSA BEACH (FFER 201500150)

The Notice of Preparation of a Draft Environmental Impact Report, Public Review Period, and Public Scoping Meeting has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. The subject property is entirely within the City of Hermosa Beach, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY

DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENORA
HAWAIIAN GARDENS
HAWTHORNE

HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRVINDALE
LA CANADA FLINTRIDGE
LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAG
WHITTIER

Ken Robertson, Director
August 25, 2015
Page 2

LAND DEVELOPMENT UNIT:

1. This project is located entirely in the City of Hermosa Beach. Therefore, the City of Hermosa Beach Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.
2. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's Inspector Nancy Rodeheffer at (323) 890-4243.
3. The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no comment or objection to the project at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ad

SCAG Comments on the NOP of a Draft EIR for PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update [SCAG NO. IGR8570]

Lijin Sun <SunL@scag.ca.gov>

Tue 9/8/2015 9:08 AM

To: Leeanne Singleton <generalplan@hermosabch.org>;

Cc: Ping Chang <CHANG@scag.ca.gov>; Lijin Sun <SunL@scag.ca.gov>;

 1 attachment (1 MB)

IGR8570 NOP PLAN Hermosa_City of Hermosa Beach General Plan and Local Coastal Program Update.pdf;

Dear Mr. Robertson,

Please find attached SCAG Comments on the NOP of a Draft EIR for PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update [SCAG NO. IGR8570].

Please contact me at (213) 236-1882 or sunl@scag.ca.gov if you have any questions or difficulties with the attached file. Thank you.

Sincerely,

Lijin Sun, J.D., Esq.

Senior Regional Planner

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

818 W. 7th Street, 12th Floor

Los Angeles, CA 90017

T: (213) 236-1882 | F: (213) 236-1963

E: SunL@scag.ca.gov | W: www.scag.ca.gov

Stay Connected    



September 8, 2015

Mr. Ken Robertson, Community Development Director
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254
Phone: (310) 318-0242
E-mail: generalplan@hermosabch.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update [SCAG NO. IGR8570]

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

Dear Mr. Robertson,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

Executive/Administration Committee Chair

Cheryl Viegas-Walker, El Centro

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update. The proposed project addresses land use and other issues that are important to the community over an approximate 25-year horizon (2040).

Policy Committee Chairs

Community, Economic and Human Development
Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to sunl@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

A handwritten signature in cursive script that reads 'Ping Chang'.

Ping Chang
Program Manager II, Land Use and Environmental Planning

¹ SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR
PLAN HERMOSA: CITY OF HERMOSA BEACH GENERAL PLAN AND LOCAL COASTAL
PROGRAM UPDATE [SCAG NO. IGR8570]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS GOALS

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
etc.	etc.

RTP/SCS STRATEGIES

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf> (Tables 4.3 – 4.7, beginning on page 152).

REGIONAL GROWTH FORECASTS

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted City of Hermosa Beach Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	19,600	19,700
Households	6,458,000	7,325,000	9,600	9,600
Employment	8,414,000	9,441,000	7,300	7,700

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: <http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects*. Appendix G can be accessed at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



*Serious drought.
Help save water!*

September 3, 2015

Mr. Ken Robertson
City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, CA 90254

**Re: Plan Hermosa: City of Hermosa Beach
General Plan and Local Coastal Program Update**
Notice of Preparation of Draft EIR
IGR No: 150812/EA, SCH#2015081009
Vic: LA / 1 / PM 20.642 – 21.851

Dear Mr. Robertson

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed update of the City of Hermosa Beach General Plan and Local Coastal Program, locally referred to as PLAN Hermosa. The PLAN must contain policies and programs designed to provide decision-makers with a solid basis for decisions related to land use and development. Plan Hermosa, has been divided into seven elements, which together address the mandated topics as well as several additional topics of interest to the City. The City plans to accommodate an additional 300 dwelling units and 630,400 square feet of non-residential development between 2015 and 2040.

As the State agency with jurisdiction over State highway transportation facilities, Caltrans will review PLAN Hermosa with special interest to the Mobility and Land Use elements.

Please be aware of Caltrans' new mission statement: "To provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability." The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development.

Caltrans through its efforts to continually improve its standards and processes to provide flexibility while maintaining the safety and integrity of the state's transportation system has updated the Highway Design Manual (HDM) to incorporate complete streets policies which incorporate a multimodal approach to highway design.

To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the state highway transportation network. Please include a policy instructing traffic engineers to consult with Caltrans early when evaluating potential traffic impacts to Pacific Coast Highway for development

projects. Pacific Coast Highway is part of the State highway system as State Route 1, any modifications to it will require a permit from Caltrans.

We note that a traffic impact analysis (TIA) will be conducted to evaluate existing and long-term impacts of future development plans on the roadway system as well as active transportation facilities in the planning area and adjacent jurisdictions. Please refer traffic engineers to follow the Caltrans Guide for the Preparation of Traffic Impacts Studies, it is accessible online at: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The TIA should include evaluation of potential traffic impacts to the regional transportation system including I-405 as it also provides access to the City via the Artesia interchange.

Caltrans also recommends the City include policies that allow it to cooperate with neighboring Cities and regional transportation agencies such as Caltrans, Metro, SCAG, and the South Bay Cities Council of Governments to identify potential cumulative traffic impacts and mitigation measures.

Since future development will increase use of local and regional roadways, the circulation or mobility element can develop a funding mechanism for future roadway improvements necessary to accommodate the anticipated growth. Caltrans understands that mitigation of cumulative traffic impacts is challenging as individual developments often cannot fund costly roadway improvements by themselves. Caltrans recommends that the City establish a Transportation fund or a funding plan to implement improvements that may be too costly for one specific development. This way development projects could contribute to the funding of improvements to State highways and City streets. Another benefit of a transportation fund is that it would provide of a local funding source that can provide local matching funds which may attract other public funding sources.

We encourage the City to include vehicle demand-reducing strategies. These may include incentives for commuters to use transit, park-and-ride lots, discounts on monthly bus and rail passes, shuttle buses, vanpools, etc. To the extent that more of the population shifts to transit or alternate modes of transportation for some of their inter-regional trips, future cumulative traffic impacts to freeways may be satisfactorily mitigated.

Please be aware that although the City is required to comply with Los Angeles County Congestion Management Program (CMP) standards and thresholds of significance, Caltrans does not consider the Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. The CMP does not adequately address cumulative transportation impacts and does not analyze for safety. The 2010 CMP Guidelines, Appendix D, states that Caltrans should be consulted for the analysis of State highway facilities. Caltrans' Guide directs preparers of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements of the traffic impact analysis.

In the spirit of mutual cooperation, Caltrans staff is available to work with the City's traffic engineers to identify the parameters of traffic impact analysis such as study area, vehicle trip reduction factors, method of analysis, significant criteria, and possible mitigation measures if any are necessary.

Mr. Ken Robertson
September 3, 2015
Page 3

If you have any questions regarding these comments, please feel free to contact Elmer Alvarez, Project Coordinator at (213) 897-6696 or electronically at elmer.alvarez@dot.ca.gov.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief
Caltrans District 7

cc: Scott Morgan, State Clearinghouse

PLAN Hermosa - NOP Comments

Alvarez, Elmer P@DOT <elmer.alvarez@dot.ca.gov>

Thu 9/3/2015 1:07 PM

To: Leeanne Singleton <generalplan@hermosabch.org>;

 1 attachment (1 MB)

PLAN Hermosa NOP Comments.pdf;

Mr. Robertson,

Attached are Caltrans' comments to the Notice of Preparation of a Draft EIR for the City of Hermosa Beach General Plan Update.

Elmer Alvarez
IGR/CEQA Program Coordinator
Office of Regional Transportation
Caltrans, District 7
(213) 897-6696

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



August 10, 2015

Ken Robertson
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254

Dear Ken:

Re: SCH 2015081009, Hermosa Beach (LOS ANGELES), General Plan - NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Branch (RCEB) has received the *Notice of Preparation (NOP)* from the State Clearinghouse for the proposed City of Hermosa Beach (City) General Plan.

According to the NOP, the project area includes active railroad tracks. RCEB recommends that the City add language to the General Plan so that any future development adjacent to or near the rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to prevent trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse

FW: SCH 2015081009 Hermosa Beach (LOS ANGELES) General Plan - NOP, September 4, 2015

Ken Robertson

Tue 8/11/2015 8:19 AM

To: Leeanne Singleton <generalplan@hermosabch.org>;

 1 attachment (34 KB)

SCH 2015081009 Hermosa Beach (LOS ANGELES) General Plan - NOP, September 4, 2015.pdf;

Ken Robertson

Director, Community Development Department
City of Hermosa Beach
(310) 318-0242

From: Chiang, Yen K. [mailto:yen.chiang@cpuc.ca.gov]

Sent: Monday, August 10, 2015 3:47 PM

To: Ken Robertson

Cc: Wong, Leo; Ko, Felix; 'state.clearinghouse@opr.ca.gov'

Subject: SCH 2015081009 Hermosa Beach (LOS ANGELES) General Plan - NOP, September 4, 2015

Hi Ken @ (310) 318-0242:

Attached is a copy of the comment letter issued by the California Public Utilities Commission for the subject project.

Thanks for the opportunity to comment on the NOP for this project.

(Yen) Ken Chiang, P.E.

Utilities Engineer

Rail Crossings and Engineering Branch

California Public Utilities Commission

(213) 576-7076; FAX (213) 576-7029

yen.chiang@cpuc.ca.gov

CPUC Rail Crossings and Engineering Branch

<http://www.cpuc.ca.gov/crossings/>

FW: Submittal for Written Communcations - EIR Public Scoping Meeting for PLAN Hermosa (General Plan/Coastal Land Use Plan) on August 18, 2015 at 5:30pm -

Yu-Ying Ting

Tue 8/18/2015 2:12 PM

To: Leeanne Singleton <generalplan@hermosabch.org>;

From: Alan Benson [mailto:albenson2@verizon.net]

Sent: Tuesday, August 18, 2015 2:07 PM

To: Yu-Ying Ting; Mike Flaherty; Peter Hoffman; Rob Saemann; Kent Allen; Ron Pizer

Cc: Alan Benson

Subject: Submittal for Written Communcations - EIR Public Scoping Meeting for PLAN Hermosa (General Plan/Coastal Land Use Plan) on August 18, 2015 at 5:30pm -

August 18, 2015

Submittal for Written Communications:

EIR Public Scoping Meeting for PLAN Hermosa (General Plan/Coastal Land Use Plan) on August 18, 2015 at 5:30pm – Submittal for Written Communications.

To: Yu-Ying Ting
Hermosa Beach Community Development

To: Hermosa Beach Planning Commissioners

Re: EIR Public Scoping Meeting for PLAN Hermosa (General Plan/Coastal Land Use Plan) on August 18, 2015 at 5:30pm

Yu-Ying and Hermosa Beach Planning Commissioners,

Could you please include this e-mail in the Written Communications for the EIR Public Scoping Meeting for PLAN Hermosa (General Plan/Coastal Land Use Plan) August 18, 2015 Hermosa Beach Planning Commission Meeting from 5:30 pm to 6:30 pm

Thank you.

Alan Benson

Questions for the Hermosa Beach Planning Commissioners:

1. Could you please speak to the following information in this submittal, regarding alcohol outlet density and the rate of violent crime in Hermosa Beach?
 2. What changes in the General Plan Update could address these issues in the future?
-

Press Release

Los Angeles County Department of Public Health

<http://publichealth.lacounty.gov/phcommon/public/media/mediapubdetail.cfm?unit=media&ou=ph&prog=media&resultyear=2007&prid=903&row=25&start=1>

Greater Alcohol Availability Associated with Increase in Violent Crime, Car Crashes, and Drinking-Related Deaths

Report examines relationship between alcohol outlet density by community and alcohol-related harms

LOS ANGELES - Excessive consumption of alcohol is a major public health problem among teenagers and adults in Los Angeles County. According to a report released by the Department of Public Health today, each year 2,500 people in the county die from alcohol-related causes, with the loss of approximately 78,000 years of potential life. It is the second-leading cause of premature death and disability in the county.

The report, "Reducing Alcohol-Related Harms in Los Angeles County," examines the density of alcohol outlets in 117 cities and communities across the County and highlights the relationship between alcohol outlet density and alcohol-related harms.

"Excessive alcohol consumption, which includes binge drinking and heavy drinking, not only has devastating personal effects, but also takes a tremendous toll on families and communities," said Jonathan E. Fielding, MD, MPH, Director of Public Health and Health Officer. "Increased alcohol availability contributes to abuse, leads to serious medical illnesses and impaired mental health. Drinking too much also results in increased motor vehicle crashes and violent crime, family disruptions, and impaired performance at work and school - costing Los Angeles County nearly \$11 billion dollars a year."

Key findings from the report include:

- 16 percent of county adults are binge drinkers, and one in five Los Angeles-area high school students reported binge drinking at least once in the past month

- Communities with a high density of restaurants, bars or stores selling alcohol were much more likely to have increased rates of violent crime

- Communities with a high density of outlets where alcoholic beverages are sold for consumption elsewhere were five times more likely to have increased rates of alcohol-related deaths

Reducing Alcohol-Related Harms in Los Angeles County

A Cities and Community Health Report – December 2011

Los Angeles County Department of Public Health,
Office of Health Assessment and Epidemiology

<http://publichealth.lacounty.gov/epi/docs/AOD%20final%20revised%20web%20ed.pdf>

"A high density of alcohol outlets increases alcohol consumption, motor vehicle crashes, alcohol-related hospital admissions, injury deaths, assaults and violent crime, suicides, drinking and driving, child maltreatment and neighborhood disturbances.

In this report, we examined the relationship between the density of alcohol outlets and three alcohol-related harms in 117 cities and communities across Los Angeles County and found similar results; increased rates of violent crime, alcohol-involved motor vehicle crashes, and alcohol related deaths were all associated with having a high density of alcohol outlets in that city or community."

Jonathan E. Fielding, MD, MPH Director of Public Health and Health Officer

"Communities with a high density of either On- or Off-Premises outlets were . . . 9 to 10 times more likely to have increased rates of violent crime"

"Excessive consumption of alcohol is a major public health concern among teenagers and adults in Los Angeles County, with significant health and economic impacts."

"These impacts include societal harms not only from illnesses, but also due to injuries, violent crimes and property crimes, traffic accidents, work loss, and community and family disruptions."

"The findings in this analysis are consistent with previous studies which have shown significant associations between alcohol availability and alcohol-related harms."

Data from the report, "Reducing Alcohol-Related Harms in Los Angeles County" included the following information regarding Hermosa Beach:

- Hermosa Beach had the 4th highest alcohol outlet density for On-Premises establishments, comparing the 117 cities and communities in Los Angeles County.

- Hermosa Beach has more than 4 times the On-Premises alcohol outlet density, compared to all of Los Angeles County. (On-Premises establishments are restaurants, bars, nightclubs, etc.)

- Hermosa Beach had the 9th highest alcohol outlet density for Off-Premises establishments, comparing the 117 cities and communities in Los Angeles County. (Off-Premises establishments are grocery stores, liquor stores, package stores, etc.)

- Among the 7 South Bay cities bordering the ocean, from El Segundo and south to Rancho Palos Verdes, Hermosa Beach ranked number 1 in the rate of violent crime.

- Hermosa Beach had more than double the rate of violent crime compared to Manhattan Beach.

- Hermosa Beach also has 1.7 times the On-Premises alcohol outlet density compared to Manhattan Beach.

- Hermosa Beach had more than 10 times the rate of violent crime compared to Palos Verdes Estates.

- Hermosa Beach also has 10.7 times the On-Premises alcohol outlet density compared to Palos Verdes Estates

(On-Premises establishments are restaurants, bars, nightclubs, etc.)

(Off-Premises establishments are grocery stores, liquor stores, package stores, etc.)

(Violent crimes include aggravated assault, homicide, rape, and robbery.)

The City of Hermosa Beach is currently under a State of California ABC moratorium for Type 20 Off-Sale Alcohol Licenses.

STATE OF CALIFORNIA - DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL

3927 Lennane Drive, Suite 100

Sacramento, CA 95834

2011 Moratorium Counties/Cities

2011 Moratorium Figures – Section 23817.5 B & P Code

On January 1, 1998, Section 23817.5 was amended to permanently establish a moratorium on the issuance of off-sale and wine licenses (Type 20) in cities and counties where the ratio of Type 20 licenses exceeds one for each 2,500 inhabitants.

The new moratorium lists are effective as of May 9, 2011 and will be in effect until recalculated in approximately five years, in accordance with Section 23817.9.

<http://www.abc.ca.gov/permits/Moratorium.pdf>

FBI UCR Uniform Crime Reporting System

<https://www.fbi.gov/stats-services/crimestats>

From The FBI UCR - Uniform Crime Reporting System for years 2006 thru 2012.

For each year from 2006 to 2012, Hermosa Beach exceeded the Manhattan Beach crime rate for Part 1: Rape, Robbery, Aggravated Assault and Burglary, on a per capita basis.

For the period, 2009 thru 2012 Hermosa Beach had per capita Part 1 Rape crime rate that was more than double that of Manhattan Beach.

For the period, 2009 thru 2012 Hermosa Beach had per capita Part 1 Aggravated Assault crime rate that was more than double that of Manhattan Beach.

For the period, 2008 thru 2011 Hermosa Beach had a per capita Part 1 Robbery crime rate that was more than 50 percent higher than Manhattan Beach.

For the period, 2006 thru 2009 Hermosa Beach had a per capita Part 1 Aggravated Assault crime rate that was more than 3 times that of Manhattan Beach.

Monthly Report

Hermosa Beach Police Department

Year to Date – YTD December 2014

<http://www.hermosabch.org/modules/showdocument.aspx?documentid=5422>

For YTD December 2013, compared to YTD December 2014, Hermosa Beach had increased crime numbers for the following:

Part 1 Rape was up 40%,

Part 1 Robbery was up 83%,

Part 1 Aggravated Assault was up 11.7%,

Simple Assault was up 6.4%

and Misdemeanor Citations was up 9.2%.



South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 ♦ www.aqmd.gov

August 13, 2015

Ken Robertson, Community Development Director
City of Hermosa
1315 Valley Drive
Hermosa Beach, CA 90254

RECEIVED

AUG 17 2015

COMMUNITY DEV. DEPT.

**Notice of Preparation of a CEQA Document for the
Plan Hermosa Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at IMacMillan@aqmd.gov or call me at (909) 396-3244.

Sincerely,



Ian MacMillan
Planning & Rules Manager
Planning, Rule Development & Area Sources



Lee Anne

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

September 8, 2015

Ref File No.: 3412094

RECEIVED
SEP 14 2015

COMMUNITY DEV. DEPT.

Mr. Ken Robertson, Director
Community Development Department
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254

Dear Mr. Robertson:

Plan Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on August 10, 2015. The City of Hermosa Beach is located within the jurisdictional boundaries of the South Bay Cities Sanitation District. We offer the following comments regarding sewerage service:

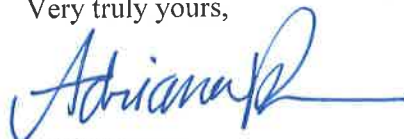
1. The Districts own, operate, and maintain the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City of Hermosa Beach (City) except to state that presently no deficiencies exist in Districts' facilities that serve the City. For information on deficiencies in the City sewerage system, please contact the City Department of Public Works and/or the Los Angeles County Department of Public Works.
2. The Districts' regional wastewater conveyance system should be able to accommodate the additional 300 residential units and 630,400 square feet of non-residential development proposed in the general plan update, which would be an increase in average wastewater flow of approximately 251,680 gallons per day. The Districts should review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project.
3. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link.
4. The City's wastewater is treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 million gallons per day (mgd) and currently processes an average flow of 263.1 mgd.

5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate proposed projects. Payment of a connection fee is required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
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