

City of Hermosa Beach

Strand and Pier Hotel Project



amec
foster
wheeler

Initial Study
October 2016



City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, California 90254

STRAND AND PIER HOTEL PROJECT

Initial Study

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STRAND AND PIER HOTEL PROJECT

Initial Study

1. **Project title:** Strand and Pier Hotel Project
2. **Lead agency name and address:** City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254
3. **Contact person and phone number:** Ms. Kim Chafin, AICP, LEED-AP
Senior Planner
Community Development Department
City of Hermosa Beach
(310) 318-0240
4. **Project Location:** 11, 19, and 21-25 Pier Avenue; 1250, 1272, & 1284
The Strand; and 20, 30, & 32 13th Street,
Hermosa Beach, CA, 90254

The following parcels comprise the Project site
(existing business or uses are noted in parentheses):

 - 4183-002-001 (Mermaid Restaurant)
 - 4183-002-002 (Mermaid Restaurant)
 - 4183-002-003 (The Deck and Good Stuff)
 - 4183-002-004 (Hermosa Cyclery)
 - 4183-002-017 (Killer Shrimp, Pier Surf Shop,
Scapegoat, Jacob Shaw, Inc.)
 - 4183-002-018 (Apartments)
 - 4183-002-019 (Apartments)

Figure 1 shows the regional location of the Project
site. Figure 2 shows the Project site and its
immediate surrounding vicinity.
5. **Project Applicant's Name and Address:** Mr. Mark Bolour
Strand and Pier Holdings, LLC

8383 Wilshire Boulevard, Suite 290
Beverly Hills, CA 90211
6. **General Plan Designation:** GC (General Commercial)
7. **Zoning:** C-2 (Restricted Commercial/
Downtown Commercial Zone)



8. Description of Project:

Project Overview

The Strand and Pier Hotel Project (Project) would involve the construction and operation of a three-story mixed-use boutique hotel, 30 feet in height with a 24-foot subterranean basement. The hotel would include approximately 155,030 square feet (sf) of total gross floor area and would provide approximately 100 hotel rooms, 178 on-site parking spaces, and 22,461 sf of retail, restaurant, and public uses. The first floor would support a hotel restaurant as well as publically-oriented ground floor retail and restaurant space along Pier Avenue and The Strand. The proposed Project would also include a rooftop terrace and second floor courtyard terrace, as well as a fitness center and spa, meeting room, banquet room hotel support uses, and parking within two subterranean floors. The primary hotel entrance would be off of 13th Street; however, hotel entries and entries serving retail and commercial uses would be available off of Pier Avenue and The Strand.

The Project site is located at the northeast corner of Pier Avenue and The Strand in Hermosa Beach, California, within the City's Downtown Core along the high foot-traffic area of Pier Plaza. The Project site is comprised of seven legal parcels totaling approximately 39,950 gross sf, including City right-of-ways along Beach Drive and 13th Court, which are proposed to be vacated as a part of the proposed Project.

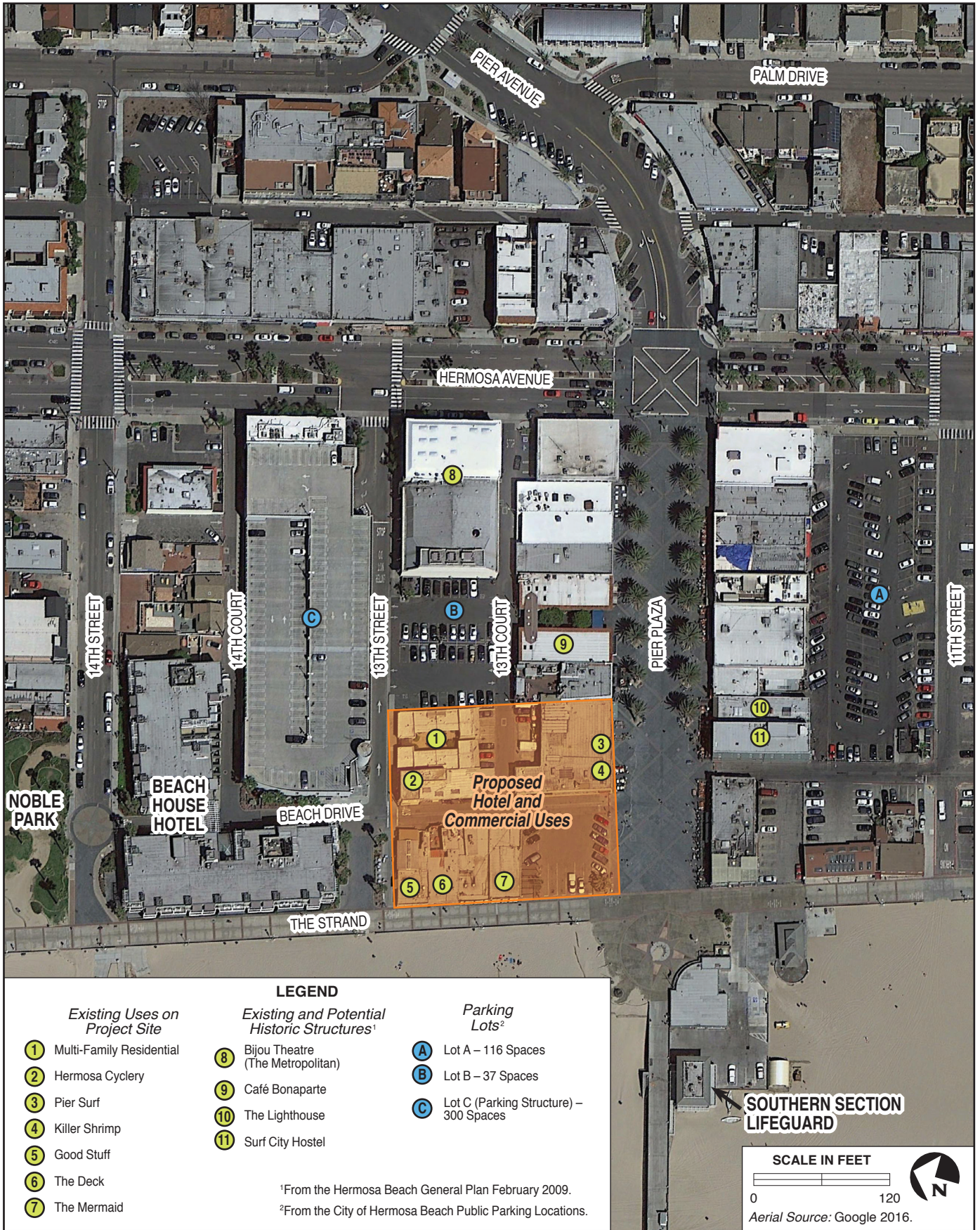
Discretionary actions required for the potential approval proposed Project would include City decision-maker consideration of the following:

- Certification of the Final EIR (City Council with recommendation from Planning Commission)
- Proposed amendments to the City of Hermosa Beach General Plan Land Use Element and Circulation, Transportation and Parking Element (City Council with recommendation from Planning Commission)
- A proposed Conditional Use Permit per City of Hermosa Beach Municipal Code 17.26.030, with General Conditions as well as Owner-Operated and Tenant-Operated Conditions (City Council with recommendation from Planning Commission)

In addition to the discretionary actions listed above, the proposed Project would include City ministerial permits (e.g., street excavation, building, grading, outdoor dining, alarm, etc.).

Architectural Design and Landscaping Plan

The proposed hotel would reach a maximum finished roof height in compliance with the 30-foot height limit within the C-2 zoning designation for the Project site as established in the Hermosa Beach Municipal Code, Chapter 17.64. The rooftop terrace with landscaping, elevator overrides (i.e., uppermost part of the elevator shaft accessible for service or emergencies), service areas, and solar panels would not exceed the 33.5-foot or 38-foot maximums for parapets (i.e., low protective wall along the edge of a roof) and elevator overrides or other mechanical equipment as allowed by the Hermosa Beach Municipal Code. However, a Zoning Variance would be required to permit up to 15% of the roof to be covered with structural and mechanical elements over the 30-foot height limit, in lieu of the maximum permitted 5%.



The proposed Project design includes a façade with simple forms constructed out of white cement panels and green glass, over which elements such as driftwood privacy screens, trellises and handrails would be overlaid. Additional exterior design elements would include planted walls and water-wall elements.

The proposed landscaping plan provides a mix of drought resistant grasses, succulents, indigenous ground cover, bamboo or similar vertical planting, and palm trees, with planting concentrated along Pier Plaza and the public plaza at the corner of 13th Street and Beach Drive. Additionally, the roof would also include 2,660 sf of landscape planting. Plant material has been selected for the proposed Project based on seashore climate hardiness and low water use characteristics.

Proposed Operations, Employment, and Occupation

The hotel, which is the primary component of the proposed Project, would be managed by a hotel operator that would oversee all hotel operations, including all guest services (e.g., guest check-in, housekeeping, food and beverage service, etc.), operation of hotel restaurant, and operation of the parking valet. The commercial and retail spaces within the ground floor would be individually leased and tenant-operated. The Conditional Use Permit (CUP) for the proposed Project would be structured to include General CUP Requirements that apply to the entire Project, Owner-Operated Use Requirements that would apply specifically to the hotel operations, and Tenant-Operated Use Requirements that would apply specifically to the individually leased and tenant-operated spaces.

The maximum room occupancy (assuming 100% occupancy) for the proposed 100-room hotel would be approximately 250 guests. Related hotel uses on the first floor include the lobby lounge and bar, which would have a total capacity of 215 people, two outdoor lounges along The Strand, which would have a total capacity of 60 people, and the hotel restaurant, which would have a total indoor and outdoor capacity of 190 people. Further, the second-floor courtyard terrace and the rooftop terrace would have a capacity 366 people and 238 people, respectively. While it is unlikely that each of these areas would reach maximum capacity at the same time, total occupancy of the hotel would likely be highest during the summer when hotel occupancy is high and other meetings or events are occurring simultaneously at the hotel.

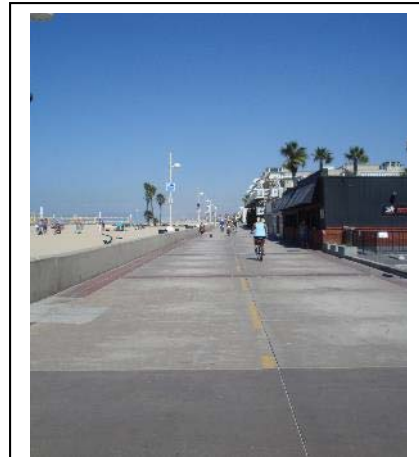
Other public-oriented retail and restaurant spaces along Pier Plaza would have total capacities of 116 people and 316 people, respectively, including staff. Additionally the walk-up cafés on the corner of 13th Street and Beach Drive would have a total capacity of 110 people, including indoor and outdoor seating.

Hotel staff would range from 81 staff members in the peak afternoon periods (1:00-2:00pm) to 5 staff members in the late hours of the evening (between 12:00-6:00am). In addition to hotel staff, additional staff managed by the individual commercial tenants would work in each of the retail and restaurant uses along Pier Plaza and the walk up cafés on the corner of 13th Street and Beach Drive.

Proposed Project Facilities

The proposed Project would include three above ground floors supporting hotel-related uses (e.g., guest rooms, lobby lounge and bar, hotel restaurant) and other public-oriented uses, including tenant-operated restaurant and retail spaces. Further, the proposed Project would include two subterranean floors with parking, bicycle valet, and other hotel uses, including spa, meeting space, banquet space, and hotel office space. Additionally, the grey water/storm water retention room would also be located on the bottom basement floor.

Hotel guests would enter the hotel via the main lobby entrance through the proposed porte cochere (i.e., covered vehicle drop-off and loading zone) located off of 13th Street or via the main entrances off of The Strand or Pier Plaza. The foyer and front desk check-in area would be located adjacent to the main entrance. This area would be connected to a sunken ground floor lobby lounge and bar fronting The Strand (approximately 19 inches below the existing grade), which would be accessible to hotel guests and the general public. A hotel restaurant, also approximately 19 inches below the existing grade, would be located at the corner of Pier Plaza and The Strand with an outdoor seating/dining lounge area fronting Pier Plaza and The Strand. Additional restaurant space with associated outdoor dining would be located along Pier Plaza and could be divisible into up to three separate tenant-operated establishments. These restaurant spaces are envisioned to serve alcohol and remain open until after 11:00pm, with the possibility of some open until as late as 2:00am. Two more casual walk-up café spaces would be located adjacent to the public plaza at the corner of 13th Street and Beach Drive and would provide window/snack bar service for beach goers. Divisible tenant-operated commercial/retail space is also planned on the ground floor, including gift shops along Pier Plaza and a bicycle shop with bicycle rental and valet services located adjacent to the proposed Project entrance at 13th Street.



The Project site is located at the corner of Pier Avenue and The Strand, a location with heavy pedestrian and bike traffic associated with residents, tourists and beachgoers.

**Table 1
Proposed Project Uses by Floor**

Floor	Proposed Use (Square Footage)
First Floor	<ul style="list-style-type: none"> • Foyer and Front Desk (1,317 sf) • Lobby Lounge and Bar (3,579 sf) • Hotel Restaurant and Outdoor Seating (3,788 sf) • Retail (5,406 sf) • Restaurants and Outdoor Seating(5,793 sf) • Walk Up Cafés (3,063 sf) • Back of House Space¹ (8,268 sf)
Second Floor	<ul style="list-style-type: none"> • Courtyard Terrace (6,912 sf) • 51 Guest Rooms (approximately 383 sf per room)
Third Floor	<ul style="list-style-type: none"> • 49 Guest Rooms (approximately 383 sf per room)

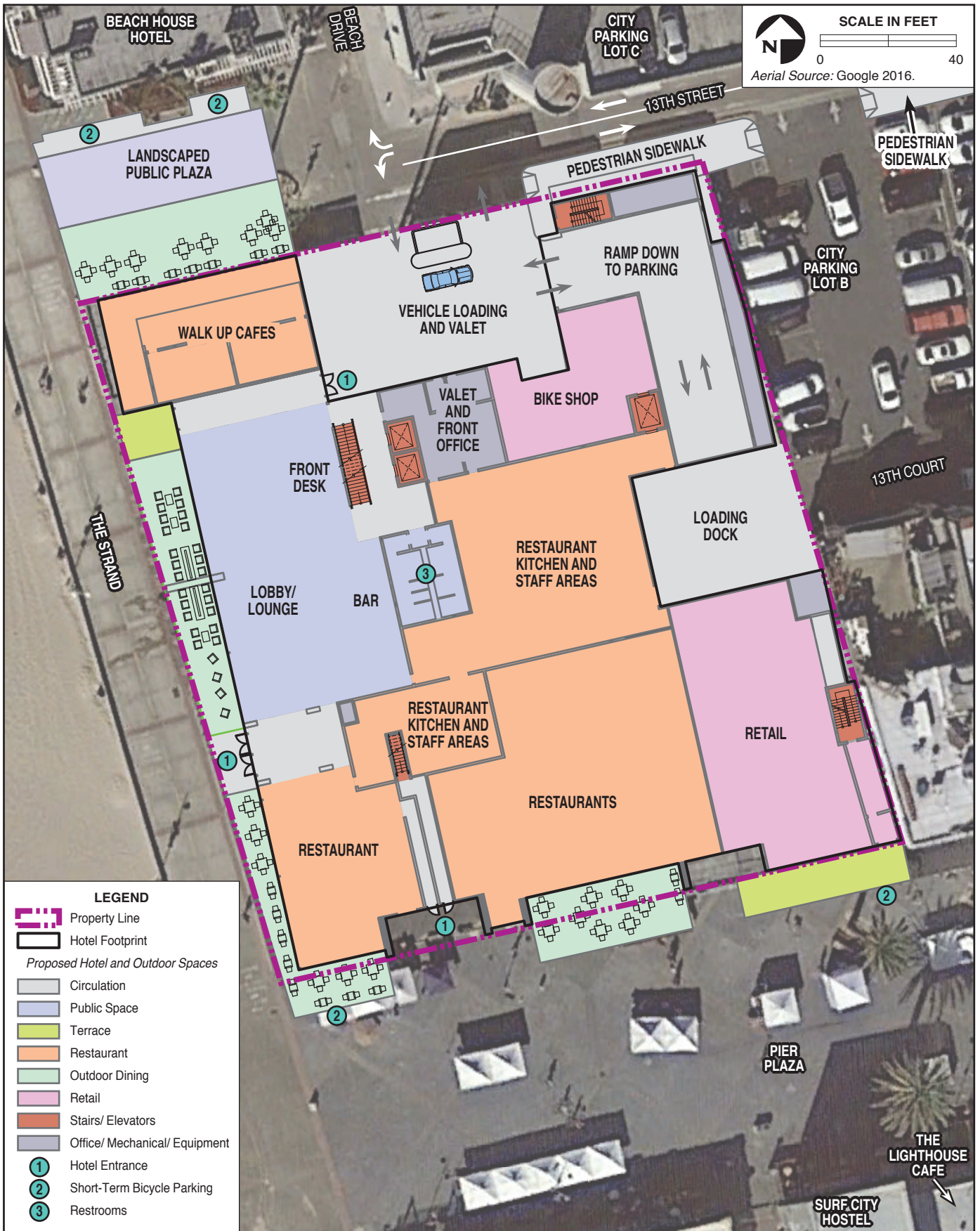
Floor	Proposed Use (Square Footage)
Roof Top	<ul style="list-style-type: none"> • Rooftop Terrace (3,580 sf) • Chefs Garden (376 sf) • Planted Green Roofing (2,660 sf)
Subterranean Basement Floor 1	<ul style="list-style-type: none"> • Spa/Wellness (2,857 sf) • Meeting/Ballroom Space (2,406 sf) • Back of House (8,268 sf) • Parking (77 Stalls)
Subterranean Basement Floor 2	<ul style="list-style-type: none"> • Parking (101 Stalls) • Bicycle Valet (150 bicycle stalls) • Grey Water / Storm Water Retention Room

Notes: ¹ Back of house space includes service corridors, mechanical equipment space, and hotel service space (e.g., laundry, housekeeping, etc.).

The second and third floors of the hotel would contain 100 guest rooms. Standard rooms would include a bedroom and single restroom. Larger two room suites would be located at the corners of each floor and a larger “presidential” suite located on the third floor.

The second floor would include a 6,912-sf central courtyard terrace and lounge area mixing public and private spaces. The terrace would span the center of the hotel from east to west and would include food and beverage service with seating, water features, landscaping, and hotel serving splash zone or swimming area with associated sundeck lounge area. A portion of the terrace includes a publicly accessible lounge and sundeck area fronting The Strand with views of the beach and Pacific Ocean.

The proposed Project would also include a rooftop terrace open to both hotel guests and the public. The rooftop terrace would include a public gathering space, a chef’s garden, and landscape planting. The rooftop would accommodate up to 12 umbrellas on the public terrace. Further, the public terrace area would include limited food and beverage service and could be utilized for both public and private special events. The rooftop would also provide structural and sustainability design features, such as solar panels, cooling towers, and mechanical/elevator equipment, which would be provided adjacent to the green roof and on the southern portion of the rooftop.



**Proposed Project Land Use
(Ground Floor Uses)**

**FIGURE
3**



LOT B PROPERTY LINE PLANTER BICYCLE SHOP VEHICLE LOADING AND VALET HOTEL ENTRANCE OUTDOOR DINING PROPERTY THE STRAND
13TH STREET (NORTH)



THE STRAND PROPERTY LINE OUTDOOR DINING OUTDOOR DINING HOTEL ENTRANCE TERRACE PROPERTY LINE
PIER AVENUE (SOUTH)



PIER AVENUE PROPERTY LINE LOADING DOCK PROPERTY 13TH STREET
LOT B (EAST)



13TH STREET OUTDOOR DINING PROPERTY LINE TERRACE OUTDOOR DINING OUTDOOR DINING HOTEL ENTRANCE OUTDOOR DINING PROPERTY LINE PIER AVENUE
THE STRAND (WEST)

The two subterranean floors of the hotel would include 178 parking spaces, 150 bicycle valet spaces, back of house uses (e.g., service corridors, mechanical equipment space, and hotel service space), a spa and wellness facility, and meeting and ballroom spaces. Basement Floor 1 would include approximately 78 parking stalls and include one Americans with Disabilities Act (ADA)-compliant parking stall. Basement Floor 2 would include 101 parking stalls and space for short-term storage of approximately 150 bicycles. Mechanical, electrical, plumbing, greywater retention, and service corridors would also be located within the subterranean floors of the hotel. Basement floors, including back of house uses, would be accessible from the ground floor via elevators and stairwells.

Proposed Parking and Circulation Plan

The proposed Project would include City vacation of portions of Beach Drive and 13th Court, including Beach Drive between 13th Street and Pier Avenue, 13th Court between Beach Drive, and City-owned surface Parking Lot B (Lot B), which would become part of the Project site. Vacation of these public rights-of-way would require amendments to the City's General Plan. The proposed Project's ground floor layout would allow for pedestrian access through the hotel lobby and lounge in place of Beach Drive.

On-site circulation would include a porte cochere and adjacent ground floor guest lobby entrance. Project drop-off and loading zones would be located on the subject property and would not encroach on Beach Drive or 13th Street. The Project would include two floors of subterranean parking with an entrance off of 13th Street to serve the hotel and supporting retail/commercial uses. All parking on-site would be valet only and accessed at the on-site porte cochere adjacent to 13th Street; no self-parking would be permitted. A functional delivery, loading, and trash/recycling area would be located on the ground floor of the hotel accessible from 13th Court and the City-owned Lot B surface parking lot adjacent to the Project site.

Utilities

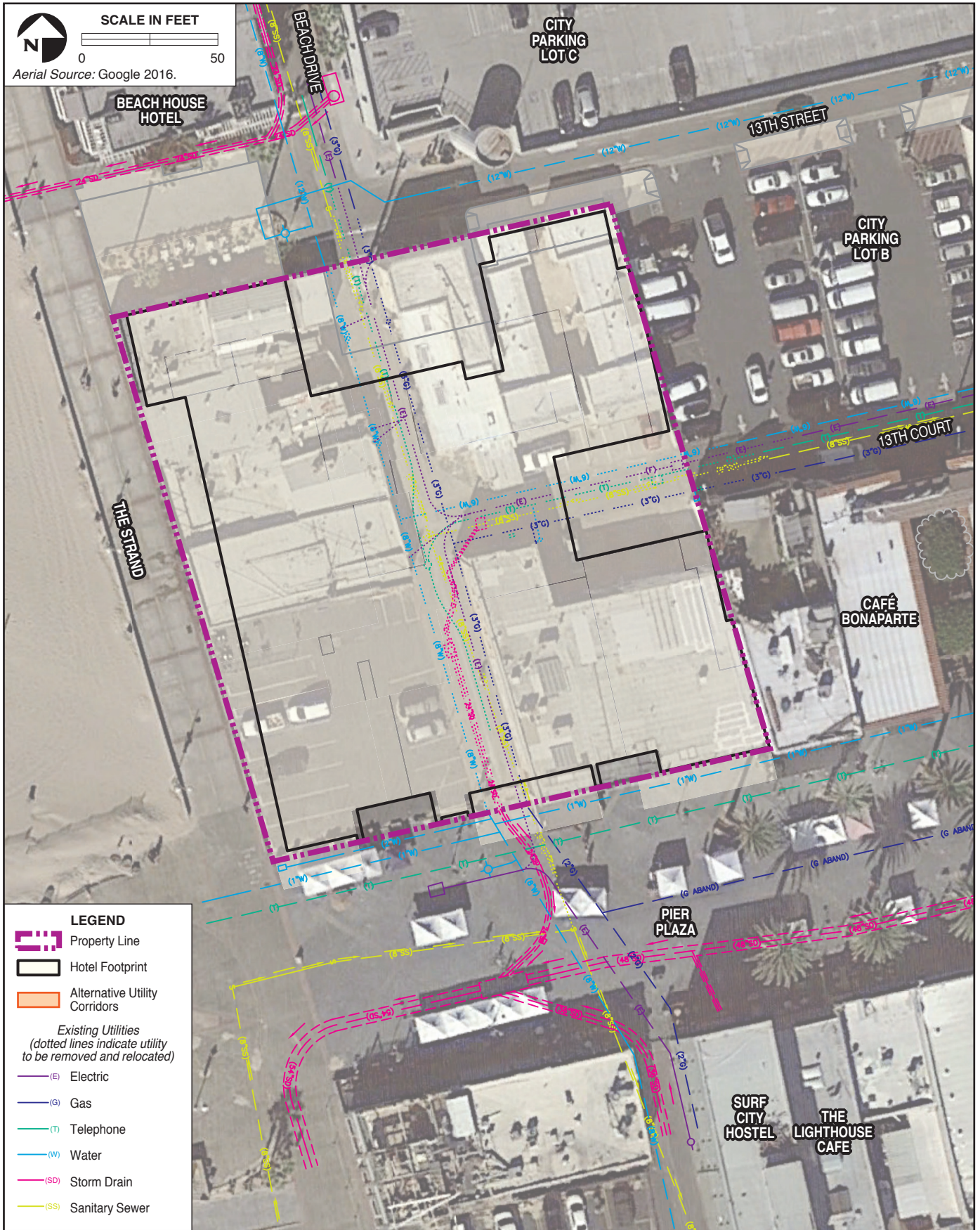
Existing water, sewer, storm drain, gas, and electrical utilities that serve the site are located within the rights-of-way along Beach Drive between 13th Street and Pier Avenue and 13th Court between Beach Drive and City-owned Lot B. Under the proposed Project, these utilities would require relocation and appropriate easements with the City.

Several options are under consideration for relocation of utilities that would require substantial construction within public streets and would affect adjacent nearby businesses (see Figure 5). The existing gas line and electrical duct bank beneath Beach Drive would be relocated beneath 13th Street between Beach Drive and Hermosa Avenue

with a connection to the Project site under the existing drive isle of Lot B. Alternatively, these utilities could be relocated beneath The Strand within a 10-foot wide easement.



Installation of the utilities would require construction associated with trenching and pipe- and cable-laying that could temporarily disturb pedestrian and bicycle activities along The Strand or within Pier Plaza.



Strand and Pier Hotel Project Utilities

FIGURE
5

Implementation of the proposed Project alternative could also include the permanent seaward extension of The Strand to offset the utility easement. The existing 8-inch sewer line would be relocated to 13th Street between Beach Drive and Hermosa Avenue or beneath Lot B to connect to an existing sewer line in 13th Court. Under either scenario, two manholes would be constructed on 13th Street and an additional manhole could also be constructed in 13th Court. The proposed 18-inch storm drain, including the construction of two storm drain inlets, would be relocated under Lot B and would connect to an existing 24-inch storm drain at the corner of Beach Drive and 13th Street. The proposed 8-inch water main would connect to the Project site beneath Lot B or would be relocated beneath The Strand to connect to an existing water line on Pier Avenue.

Sustainability Features

The proposed Project is designed to achieve U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Building Design and Construction Gold standard equivalent. Green building elements would include an 8,000-sf photovoltaic (PV) array to provide approximately 25% of the electrical power requirements of the Project.¹ The Project's solar PV system would be a fixed horizontal system consistent with requirements of Municipal Code Section 17.46.220 Solar Energy Systems. Additionally, a 17,400-gallon cistern system would capture 100% of required storm water volumes and would also serve as the reservoir for proposed greywater recycling. Proposed uses for captured storm water and greywater include landscape irrigation and architectural water features, water for mechanical cooling towers, and water for all toilet flushing.

The proposed Project would also implement transit and carpool incentives for Project employees. The proposed Project would also implement a program to encourage people to visit the hotel and associated retail and restaurant uses via alternative or multi-modal transportation. The hotel would provide incentives to guests and visitors for hybrid and/or electric car parking and provide a bicycle valet and bicycle sharing program for access to the adjacent bicycle path and local surroundings.

Emergency Access

Multiple points of ingress and egress have been identified that would provide emergency access to the Project site. In the event of an emergency, the Project site could be accessed from three entry points along The Strand: the main hotel entry off of 13th Street; the ground floor loading dock from Lot B/13th Court; and along Pier Plaza at the southeast and southwest corners of the hotel.

Further, the initial emergency evacuation staging and refuge area for hotel occupants would be the beach area directly west of The Strand in front of the Project site. Once occupants are staged, all parties would be directed to the south towards Pier Avenue and then led eastward to the intersection of Hermosa Boulevard and Pier Avenue. In the event of a tsunami, hotel occupants would be evacuated outside of the Tsunami Inundation Zone to more inland areas of the City. Prior to operation, the hotel operator would provide a Hotel Emergency Plan for stipulated refuge areas for emergency evacuations and/or other natural or man-made disasters. Additionally, the hotel operator would utilize training procedures and an operational handbook that provides processes and procedures for staff to provide the first responder

¹ Solar PV devices (solar panels) generate electricity directly from sunlight via an electronic process that occurs naturally in certain types of material, called semiconductors.

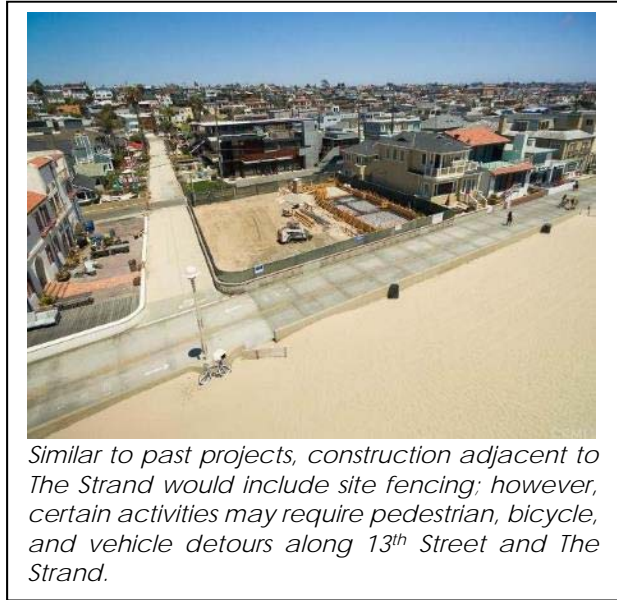
services before calling the City of Hermosa Beach Police or Fire Departments.

Construction and Grading

Details regarding construction activities for the proposed Project are not yet available; however, assumptions for construction activities have been made using similarly sized projects in the Southern California Coastal Zone.

Construction would likely occur in a single phase lasting approximately one to two years. Demolition of existing uses would occur over approximately one month. Demolition would require the use of heavy equipment, such as backhoes and pile drivers to break up and remove existing pavements, cranes, bulldozers, and excavators for site preparation and building construction, and heavy trucks to haul away debris.

Excavation of the two subterranean floors and shoring would occur for approximately three months. Project development would involve excavation to a depth of 24 feet below existing grade. Shoulder piles for shoring would include use of either drill and pour techniques or the use of pile drivers or vibrators. Excavation and shoring would entail using heavy equipment, such as track excavators, a Gradeall, forklift, stinger and hydro cranes, a D6 bulldozer, a modified track excavator driller, a front-end loader, 10 to 15 cubic yard capacity haul trucks, backhoes, front end loaders, a compressor, a concrete pump, small tools, and light trucks.



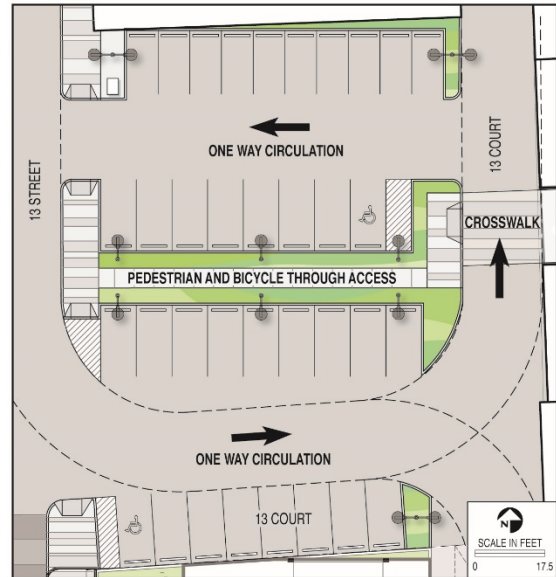
Similar to past projects, construction adjacent to The Strand would include site fencing; however, certain activities may require pedestrian, bicycle, and vehicle detours along 13th Street and The Strand.

Excavation is anticipated to generate up to a maximum of 32,415 loose cubic yards of soil that would be exported at a rate of approximately 36 single-trailer haul "end dump" trucks per day (approximately 4 trucks per hour, 9 hours per day, 10 cubic yards per load). In addition to these haul truck trips, additional heavy truck traffic during this period would include cement trucks, material and equipment delivery trucks, and worker vehicles. All construction activities, equipment, and materials would be staged in secured construction areas within the Project site or along utility or construction easements. All work would be subject to a Construction Mitigation Plan to be approved by the City, which would include detailed plans for re-routing pedestrians, vehicles, and bicycles during construction. The Construction Mitigation Plan would also include specific detour requirements for The Strand. An estimated 50 to 100 workers would be on site during peak construction periods. Off-site parking facilities and, to the extent feasible, on-site parking areas for construction workers would be identified during demolition, excavation, and construction activities.

Optional Off-Site Improvements

Subject to approval by the City, the Project may include one or more of the following off-site circulation improvements:

- 1) **Realignment of 13th Street:** The proposed Project may include restriping along 13th Street to allow for two-way vehicle traffic (refer to Figure 3).The restriping would be intended to improve circulation to the hotel's porte cochere as well as along Beach Drive adjacent to the Project site.
- 2) **Lot B Improvements:** Restripe parking stalls within Lot B to accommodate one-way traffic within the parking lot, in order to improve circulation as well as maintain pedestrian and bicycle through access from 13th Street to Pier Plaza (see Figure 6).
- 3) **13th Street Plaza:** Improve the public right-of-way at the terminus of 13th Street adjacent to The Strand, the Beach House Hotel, and the Project as a new public pedestrian plaza.
- 4) **Widening of the Strand:** Permanently widen The Strand between 13th Street and Pier Plaza to facilitate circulation (i.e., wider lanes) for pedestrians and bicyclists along The Strand, which can become highly congested particularly during the summer months. This off-site improvement could also potentially accommodate a utility easement along the landward side of The Strand to support the proposed Project.



Proposed Lot B Circulation

FIGURE 6

Each of these optional off-site improvements would be further developed and described in the EIR as components of the proposed Project or within the alternatives analysis. While each of these improvements would have the potential to improve vehicle and multi-modal circulation within the vicinity of the Project site, each could have construction-related impacts as well as other indirect impacts that would be further evaluated in the EIR.

**Table 2
Surrounding Land Uses and Zoning**

Direction	Existing Zoning	Existing Use
North	C-2, OS-2, R-3	Commercial uses, parking structure, and residential
East	C-2	Commercial uses and surface parking
South	C-2, C-1, R-3	Commercial uses, surface parking, and residential
West	Beach (OS)	The Strand and the beach

The neighborhood surrounding the site comprises commercial uses such as restaurant, retail, and hotel, as well as low and medium density residential land uses further north and south of Pier Plaza. Hermosa Avenue, located approximately 300 feet east of the Project site, is also developed with primarily commercial uses in the vicinity of Pier Plaza.

North of the Project site along The Strand is the Beach House Hotel, which includes 96 hotel rooms in three stories. East of the site are retail uses on Pier Plaza, such as Spyder Surf Shop and the Café Bonaparte. South of the Project site, across Pier Plaza, are Hennessy's Tavern, Surf City Hostel, Waterman's restaurant, and the Lighthouse Café. West of the Project site is The Strand and beyond The Strand, beach volleyball courts and the Pacific Ocean.



The Project site is located adjacent to the three-story Beach House Hotel to the north.

The city's Downtown Core provides commercial and retail services for residents of and visitors. The Pacific Ocean is located approximately 480 feet west of the Project site. The closest residences are located approximately 460 feet to the north on 15th Street.

10. Other Public Agencies Approvals (e.g., permits, financing approval, or participation agreement.)

- Approval of proposed development within the Coastal Zone and Coastal Development Permit by California Coastal Commission
- Will Serve Letter from utility service providers, including: Los Angeles Sanitation District; South Bay Cities District, California Water Service Company, Rancho Dominguez District; Southern California Edison; and, Southern California Gas Company
- Wastewater Discharge Permit from Los Angeles RWQCB
- Standard Urban Storm Water Mitigation Plan, as required by the Los Angeles RWQCB
- SCAQMD Permit to Construct

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology/Soils
<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input checked="" type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input checked="" type="checkbox"/>	Tribal Cultural Resources	<input checked="" type="checkbox"/>	Utilities/Service Systems

<input checked="" type="checkbox"/>	Mandatory Findings of Significance				
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DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

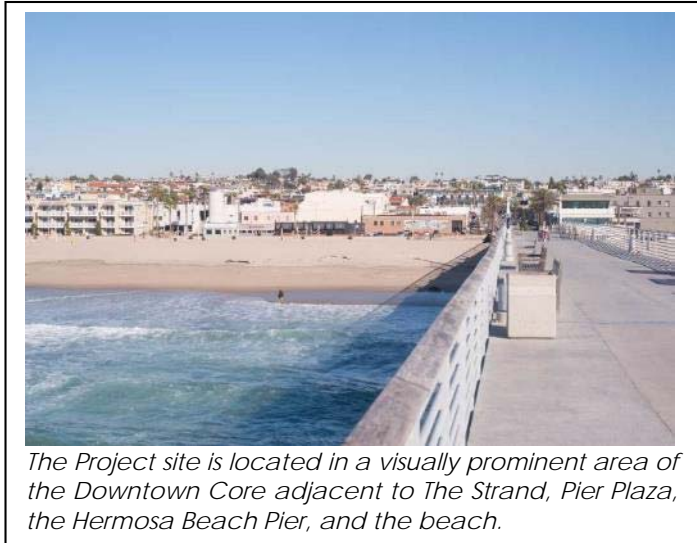
Date

AESTHETICS AND VISUAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Setting

The Project site is located on the western edge of the city within the Downtown Core, adjacent to the Hermosa Beach Pier, a wide sandy beach, and the Pacific Ocean. The pier, beach, and Pacific Ocean are highly visible from the Project site and surrounding areas. The Project site is situated adjacent to Pier Plaza and The Strand and is highly visible to visitors, cyclists, walkers, joggers, shoppers, restaurant patrons, and beach goers. Many public events are hosted at Pier Plaza, such as the weekly farmer's market, frequent weekend sporting events, and occasional holiday events, which attract large volumes of city residents and visitors. The Strand and beach are central public use areas within the city and key to the City's overall aesthetic character. The Downtown Core is designed to provide an aesthetically pleasing environment that attracts visitors and feels like a comfortable outdoor room, which is appealing during times of both high activity and low activity levels (City of Hermosa Beach 2014b).



The Project site is located in a visually prominent area of the Downtown Core adjacent to The Strand, Pier Plaza, the Hermosa Beach Pier, and the beach.

Impact Discussion

a) **Potentially Significant Impact.** Scenic vistas include unique scenic views or otherwise sensitive

visual resources. Within the city, scenic vistas predominantly focus on the Pacific Ocean, which can be viewed from the waterfront and higher elevations in the city (City of Hermosa Beach 2014a). The most expansive and uninterrupted scenic vistas in the Project vicinity are viewed from Pier Plaza, The Strand, and the beach (City of Hermosa Beach 2014a). The Project would replace existing one- to two-story structures with a three-story structure. As proposed, the hotel would be between 10 to 20 feet taller than the existing one- to two-story structures located on the Project site. The hotel would be constructed to a finished height of 30 feet, which would be similar to the existing buildings in the immediate surrounding vicinity, as well as consistent with the 30-foot height limit within the C-2 zoning designation for the Project site as described in the Hermosa Beach Municipal Code, Chapter 17.64. However, a requested Zoning Variance to permit up to 15% of the roof to be covered with structural and mechanical elements over the 30-foot height limit, in lieu of the maximum permitted 5%, could incrementally increase the Project's visual dominance. Due to its location adjacent to Pier Plaza, The Strand, and the beach, the proposed Project could have the potential to substantially change or disrupt scenic views from these areas, and potentially from some higher elevation areas of the city. Additionally, the proposed Project would have the potential to alter views of the city from the Hermosa Beach Pier. As such, the proposed Project could result in potentially significant impacts to scenic vistas and, therefore, this issue will be analyzed in an EIR. The EIR will identify up to six key public viewing locations of the Project site and vicinity as a basis for preparation of photosimulations to describe and disclose potential impacts to scenic vistas and key viewing locations.

- b) **Potentially Significant Impact.** The Existing Conditions Report for the City of Hermosa Beach General Plan (City of Hermosa Beach 2014a) describes scenic resources within the city, including trees and landscaping, rock outcroppings, historic buildings, monuments, and public art. Based on this report, there are no recognized scenic resources on the Project site. However, the Project site is located adjacent to city-designated scenic resources, including the beach, The Strand, and the historic Hermosa Beach Pier. Other historic-era buildings and structures are also located in the Project vicinity (e.g., Bijou Theater). The proposed Project could potentially result in significant visual impacts to these resources and, therefore, this issue will be further analyzed in an EIR.
- c) **Potentially Significant Impact.** The Strand and Pier Plaza are two of the city's primary outdoor, social, and entertainment centers and receive heavy use by both residents and visitors. Pier Plaza is lined with a mix of generally one- and two-story primarily older commercial structures, while The Strand in this area is characterized by one- to three-story commercial and hotel uses. Project development would result in the demolition of all existing on-site structures. While the hotel would be designed to reflect an urban hotel development, the proposed Project would be larger in scale and mass than the existing buildings. Therefore, the proposed Project could potentially alter the existing visual character of the Project site and surrounding land uses. Consequently, impacts to the existing visual character would be potentially significant and these issues will be further analyzed in an EIR.



The proposed Project would replace older one- to two-story buildings on 13th Street with a three-story hotel and additional outdoor seating for dining.

- d) **Potentially Significant Impact.** The existing buildings on the Project site include one- to two-story structures. Proposed construction of a three-story, 30-foot high hotel in the city's Downtown Core could substantially increase light sources and reflective surfaces, potentially substantially increasing glare. In addition, development of the site for hotel use could potentially increase the level of vehicle traffic along local roadways, resulting in increased vehicle-related light sources. Construction and operation of the hotel could substantially affect nearby sensitive receptors, including beach goers, and result in potentially significant impacts to nighttime views, lighting, and glare. Additionally, the increase in building height over the existing building heights within the Project site may cast shadows on existing shade-sensitive uses and public open space. These issues will be further analyzed in an EIR.

AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

Regionally, the City of Hermosa Beach is located within the southwestern region of the heavily urbanized Los Angeles County. The Project site is located within the City's fully developed commercial Downtown Core, and adjacent to the public beach areas. The Project site is currently zoned C-2 (Restricted Commercial/Downtown Commercial Zone) and is designated as GC (General Commercial) under the City General Plan.

Impact Discussion

a-e) **No Impact.** The Project site is fully developed with buildings and pavements and contains no lands which are classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Further, the city does not include lands zoned for agricultural or forest lands, and there are no lands under a Williamson Act contract (Department of Conservation 2013; City of Hermosa Beach 2014a). Development of the proposed Project would retain existing zoning, and as no important agricultural or forest lands are present, no impact to these resources would occur and no further analysis of this issue is required in an EIR.

AIR QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

The Project site is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and within the South Coast Air Basin (SCAB) (SCAQMD 2012). The majority of pollutant emissions in the SCAB are attributable to mobile sources (off-road and on-road), such as the shipping ports (e.g., Long Beach and Los Angeles), Los Angeles International Airport, major freeways, and rail lines. Due to extensive existing urban development and local climatic conditions within the SCAQMD, the air quality within the SCAB is among the worst in the nation, and is far from meeting state and federal air quality standards. Currently, the SCAB is designated as in *nonattainment* for multiple National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) criteria pollutants, including ozone (O₃), carbon

monoxide (CO), nitrogen dioxide (NO₂), particulate matter smaller than 10 micrometers in size (PM₁₀), particulate matter smaller than 2.5 micrometers in size (PM_{2.5}), and lead (Pb) (SCAQMD 2016). The SCAQMD has established separate standards for criteria pollutants generated by construction and operational activities. In order to reach future *attainment* for these criteria pollutants, the SCAQMD, the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (USEPA), have prepared a 2012 Air Quality Management Plan (AQMP), and are in the process of preparing an updated 2016 AQMP. Significant air quality thresholds addressed under the AQMP for the SCAQMD are described in Table 2 below.

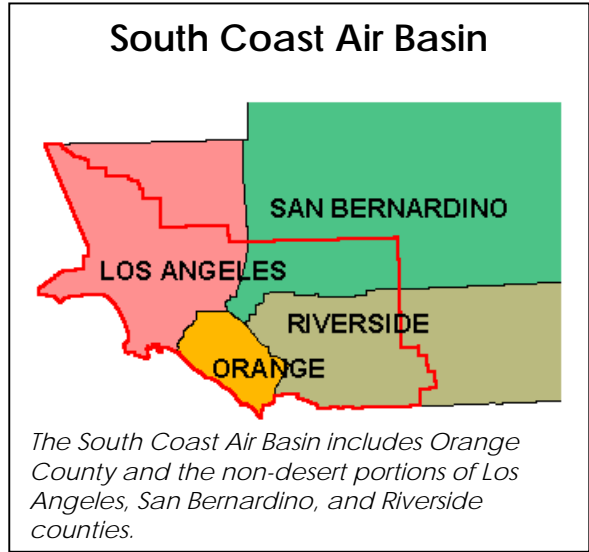


Table 3 SCAQMD Air Quality Thresholds

State and Federal Ambient Air Quality Standards for Criteria Pollutants		
NO₂ 1-hour Average Annual Arithmetic Mean	0.18 parts per million (ppm) (CAAQS) 0.03 ppm (CAAQS) and 0.0534 ppm (NAAQS)	
PM₁₀ 1-hour Average Annual Average	10.4 micrograms (µg)/m ³ (construction) & 2.5 µg/m ³ (operation) 1.0 µg/m ³	
PM_{2.5} 24-hour Average	10.4 µg/m ³ (construction) & 2.5 µg/m ³ (operation)	
SO₂ 1-hour Average 24-hour Average	0.25 ppm (CAAQS) & 0.075 ppm (NAAQS – 99th percentile) 0.04 ppm (CAAQS)	
Sulfate 24-hour Average	25 µg/m ³ (CAAQS)	
CO 1-hour Average 8-hour Average	20 ppm (CAAQS) and 35 ppm (NAAQS) 9.0 ppm (CAAQS/NAAQS)	
Pb 30-day Average Rolling 3-month Average	1.5 µg/m ³ (CAAQS) 0.15 µg/m ³ (NAAQS)	
SCAQMD Mass Daily Thresholds		
Pollutant	Construction (lbs/day)	Operation (lbs/day)
NO_x	100	55
VOC	75	55
PM₁₀	150	150
PM_{2.5}	55	55

State and Federal Ambient Air Quality Standards for Criteria Pollutants		
SO _x	150	150
CO	550	550
Pb	3	3
Toxic Air Contaminants (TACs), and Odor		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAMD Rule 402	

Source: SCAQMD 2015

Impact Discussion

- a) ***Potentially Significant Impact.*** The proposed Project would generate air pollutant emissions during construction and operation. While the proposed Project would implement a number of sustainability features (e.g., solar PV system, greywater recycling, etc.), operation of the proposed Project would generate pollutant emissions from vehicle trips and stationary sources. Pollutant emissions resulting from construction and operation of the proposed Project would have the potential to affect implementation of the AQMP. Therefore, this issue will be analyzed further in an EIR. The EIR will quantify direct and indirect emissions associated with construction and operation of the proposed Project and assess the consistency of the proposed Project with the AQMP.

- b) ***Potentially Significant Impact.*** Construction of the proposed Project has the potential to create short-term air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from heavy haul trucks exporting fill, as well as construction workers traveling to and from the Project site. To prepare the Project site for construction, existing buildings on-site would be demolished. Site preparation would include excavation to a depth of approximately 24 feet, sufficient to accommodate foundation engineering, a subterranean parking garage, and supporting hotel uses. Construction emissions would vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Therefore, the proposed Project would have the potential to generate emissions in excess of SCAQMD established thresholds and consequently, this issue will be analyzed further in an EIR.

- c) ***Potentially Significant Impact.*** Project construction and operation would incrementally contribute to a cumulative net increase in the generation of criteria pollutants. Project construction and operation could contribute to exceedance of regional significance thresholds designed to assist in the attainment of ambient air quality standards in accordance with the requirements of the state and federal Clean Air Acts (CAAs). Therefore, this issue will be analyzed further in an EIR.

- d) ***Potentially Significant Impact.*** Construction of the proposed hotel and ground floor restaurant, commercial, and retail services, as well as the construction of a two-level subterranean parking structure, could generate emissions that would adversely impact nearby sensitive receptors. Construction activities, including building demolition, could potentially expose pedestrians along Pier Plaza or The Strand, beach goers, and nearby residents to additional air quality pollutants. Due to the potential for exposure of pollutants to nearby sensitive receptors, this issue will be analyzed further in an EIR.

- e) **No Impact.** According to the SCAQMD CEQA Air Quality Handbook, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed Project would not include any of these odor-producing uses. However, the proposed Project could generate other localized odors which may affect adjacent uses or hotel patrons (e.g., trash cans; barbecues; wood smoke from pizza ovens, etc.); Although all trash receptacles would be maintained by hotel staff in a manner as to minimize odors (e.g., use of trash can lids, regular schedule, etc.) and food preparation emissions would be subject to review and permitting by SCAQMD, the proposed Project has limited potential to generate objectionable odors affecting surrounding uses. Therefore, impacts related to odors while appearing to be less than significant, would be subject to further analysis in the EIR.

BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

The proposed Project is located within the heavily urbanized area in the Downtown Core of Hermosa Beach. The Project site currently consists of several commercial buildings with paved roads and parking lots, with minimal ornamental landscaping. As such, on-site habitat quality is poor. However, the Project site is located approximately 460 feet east of the Pacific Ocean coastline, adjacent to The Strand and sandy beach habitat. Sandy beaches provide habitat for several invertebrate species, such as worms and crustaceans, which attract shorebirds in abundant numbers primarily during the fall and winter months. The federally designated threatened western snowy plover (*Charadrius nivosus nivosus*) has been known to occur within a traditional roosting area approximately 2,500 feet north of the Project site, in areas of the beach between 21st Street and 34th Street, with multiple single observations north and south of the roosting area (Los Angeles Audubon 2015). Federally designated critical habitat for this species is identified along the sandy beach south of the Hermosa Beach Pier, between 12th Court and 1st Street (USFWS 2016). Additionally, Policy 3 of the Conservation Element of the City General Plan states “[t]he City Council has declared the City a Wild Bird Refuge” (1979).

Impact Discussion

- a) **No Impact.** The Project site is currently fully developed and contains no native habitats or significant stands of trees. Project development would not result in loss of native habitats affecting sensitive or special status species, including the federally threatened western snowy plover. Construction and operation of the hotel is not anticipated to have any direct impacts on federally designated critical habitat for this species south of the Hermosa Beach Pier. Potential indirect impacts could include incremental increases in visitation to this critical habitat by hotel patrons; however, this area is already a heavily utilized public beach and such visitation would not substantially alter existing levels of disturbance. Therefore, the proposed Project would have no impact on these resources and additional discussion and analysis of this issue in an EIR is not required.
- b) **No Impact.** The Project site is fully developed and is located within the urbanized Downtown Core of the City. No riparian habitat or other sensitive natural communities exist on or adjacent to the Project site. The proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Therefore, no impacts to these resources would occur under the proposed Project, and further discussion and analysis of this issue in an EIR is not required.

- c) **No Impact.** The Project site is fully developed and is located in the urbanized Downtown Core of the City. There are no federally or state regulated marine or freshwater wetlands on the Project site. As such, the proposed Project would not have directed adverse effects on any federally or state regulated wetlands during construction or operation of the hotel. Therefore, no direct or indirect impacts would occur, and further discussion and analysis of this issue in an EIR is not required. For discussion of impacts to water quality, including marine water quality, resulting from Project construction and operation, refer to *Hydrology and Water Quality*.
- d) **No Impact.** Land uses surrounding the Project site consist of a mix of commercial (i.e., retail, restaurant, entertainment, and office) and residential uses. No wildlife corridors, native wildlife nursery sites, or bodies of freshwater, in which fish are present, are located on or near the Project site. Further, due to the urbanized nature of the Project site, the potential for native resident or migratory wildlife species movement to occur through the site is very low. As discussed above, federally designated critical habitat for western snowy plover is located approximately 300 feet south of the site. Implementation of the proposed Project would take place outside of these areas, and construction and operation of the hotel would not directly affect western snowy plover sandy beach habitat. The proposed Project would not interfere with any additional native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No direct or indirect impacts would occur, and further discussion and analysis of this issue in an EIR is not required.
- e) **No Impact.** The Project site is fully developed and located in the urbanized Downtown Core of the city. There are no biological resources, including large mature trees, existing on the Project site. Implementation of the Project would result in removal of no more than three small trees and no biological resources protected under local policies or ordinances would be affected. Therefore, the Project would not conflict with local policies and regulations pertaining to biological resources, and the Project would have no impact. Additional analysis and discussion of this issue in an EIR is not required.
- f) **No Impact.** The Project site is not located within the area of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No direct or indirect impacts would occur and further discussion and analysis of this issue in an EIR is not required.

CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Setting

The Southern California coastline has a rich cultural history, having been home to a multitude of Native American tribes over the past several thousand years. Several of these tribes include the Gabrieleño/Kizh Tribe and the Soboba Band of Luiseño Indians. The Project site is located within the geographic area of traditional and cultural affiliations of both tribes.

The Project site is fully developed with existing buildings, roads, parking areas, and subsurface utilities. Located within the Downtown Core, the Project site lies within the oldest part of Hermosa Beach, an area which has many characteristics of an older downtown, including historic buildings and notable historic locations. This includes several historic or potentially historic structures proximate to the Project site, including the Bijou Theater (the Metropolitan), a State Historic Landmark located east of the Project site.

Impact Discussion

a) **Potentially Significant Impact.** The Project site is located in an area that is developed with a mix of commercial and residential uses. All existing buildings on-site would be demolished as part of the proposed Project. Existing structures on the site appear to have been constructed between 1922 and 1946. All of the current buildings on the Project site are more than 50 years old and could potentially qualify as historic resources under CEQA. Consequently, demolition of these buildings could result in removal of potentially historic structures. Project development could potentially damage or otherwise impact older adjacent potentially historic structures during construction activities (e.g., heavy equipment operation; pile driving). Additionally, the proposed Project would be constructed in a contemporary style that would be consistent with the eclectic architectural character of Hermosa Beach and the greater Downtown Core; however, potential Project design, size, bulk, and/or scale could distract from or affect the aesthetic character of existing historic resources near the Project site. These would be considered potentially significant impacts. A Historic Resource Assessment is being prepared for the Project site to determine potential impacts to on-site historical resources. As such, further discussion and analysis of this issue will be provided in an EIR.



The Bijou Theater located at 1229-1235 Hermosa Avenue one block east of the Project site, is one of three buildings designated for protection under the City's Historic Resources Preservation Ordinance in June 2009.

b-d) **Less than Significant Impact with Mitigation.** The Project site is located within a fully developed area in the Downtown Core of the city, including the presence of subgrade foundation work and subsurface utilities. Because the Project site has been developed previously, any surficial archaeological resources, paleontological resources, or human remains that may have been present at one time have likely already been disturbed. Therefore, the topmost layers of soil in the Project area are not likely to contain substantive archaeological resources. However, excavation to depths of up to 24 feet, as required for the two subterranean floors included in the proposed Project, has not occurred under previous development on site. Although implementation of the proposed Project is not expected to uncover archaeological, buried historical resources, or paleontological resources, the possibility for such resources exists. Within the Project site, any traditional buried resources, which include archaeological sites, burial sites, ceremonial areas, gathering areas, or any other natural area important to a culture for religious or heritage reasons, would likely be associated with the Native American groups known as the Gabrieleño/Kizh Tribe and the Soboba Band of Luiseño Indians. Further, historic remains (e.g., old foundations, trash pits, etc.) or paleontological remains (e.g., fossils) also have low potential to be present. Any discovery of such resources would be treated in accordance with federal, state, and local guidelines for disclosure, recovery, preservation, and curation, as appropriate. Accordingly, impacts to cultural resources are expected to be less than significant with mitigation and this issue will be further evaluated in the EIR. The EIR will include a records search from the California Historical Resources Information System-South Central Coastal Information Center (CHRIS-SCCIC) to identify known archaeological, historic, and paleontological resources that are located within the Project site or within a half mile of its boundaries.

TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Setting

Assembly Bill (AB) 52, which went into effect on July 1, 2015, established a consultation process with all California Native American Tribes on the Native American Heritage Commission (NAHC) List and required consideration of Tribal Cultural Values in the determination of project impacts and mitigation. AB 52 established a new class of resources, tribal cultural resources, defined as a site feature, place, cultural landscape, sacred place or object, which is of cultural value to a Tribe that is either: (1) on or eligible for the California Historic Register or a local historic register; or (2) treated by the lead agency, at its discretion, as a traditional cultural resource per Public Resources Code 21074 (a)(1)(A)-(B).

Public Resources Code Section 21083.09, added by AB 52, required the California Natural Resources Agency to update Appendix G of the CEQA Guidelines to address tribal cultural resources. Pursuant to Government Code Section 11346.6, on August 8, 2016 the California Natural Resources Agency adopted and amended the CEQA Guidelines to include consideration of impacts to tribal cultural resources. These amendments separated the consideration of paleontological resources from tribal cultural resources and updated the relevant sample questions to add specific consideration of tribal cultural resources.

Impact Discussion

- a-b) ***Less than Significant Impact with Mitigation.*** As previously described in the Cultural Resources discussion above, the Project site is located within a fully developed area in the Downtown Core of the city, including the presence of existing structures, surface parking and roads, subgrade foundation work and subsurface utilities. Because the Project site has been developed previously, discovery of any surficial Native American artifacts or human remains during construction would be unlikely. However, the EIR will include a Sacred Lands File search and a more detailed discussion of the potential to encounter tribal cultural resources. It is anticipated that impacts related to tribal cultural resources would be less than significant with mitigation (e.g., standard protocols for discovery of previously unknown archaeological resources).

AB 52 requires lead agencies to consult with California Native American Tribes that request such consultation in writing. The City will send out a courtesy letter to all of the relevant tribes on the Native American Heritage Commission List for Los Angeles County, including the Gabrielino-Tongva San Gabriel Band of Mission Indians, Gabrielino-Tongva Tribe, Gabrielino Band of Mission Indians, and Soboba Band of Luiseño Indians, requesting notification of interest in the proposed Project per AB 52. All responses and consultation efforts will be documented and incorporated as a part of the EIR.

GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

The city is located on the southwest end of the Santa Monica Bay and ranges in elevation from mean sea level to approximately 200 feet above sea level. The city is underlain by Holocene-age dune sands and the Pleistocene-age San Pedro Formation, which consists of unconsolidated and semi-consolidated stratified sands with some clays, gravels, and silts (City of Hermosa Beach 2014a). The depth to groundwater beneath the Project site is approximately eight to ten feet below the ground surface (see also Section IX, *Hydrology and Water Quality*). Though much of Southern California is considered a seismically active region, the city is not located directly on an active fault. The nearest fault line is the Palos Verdes fault zone, located approximately two miles off the coast. A site-specific Geotechnical Engineering Report is being prepared to address the geologic and soils conditions for the Project.

Impact Discussion

- a) i) ***Less Than Significant Impact.*** The city is not located within a fault-rupture hazard zone delineated by the Alquist-Priolo Earthquake Fault Zoning Map, and no major active faults are located within close proximity. Therefore, there would be no impact associated with rupture of a known fault and further analysis of this issue in an EIR is not required.
- ii) ***Potentially Significant Impact.*** The Project site, as is all of Southern California, is located within a seismically active area. As such, moderate to strong ground shaking due to seismic activity can be anticipated at the Project site. Numerous regional and local faults, including the Palos Verdes, Newport-Inglewood, Santa Monica, Malibu Coast, and Anacapa-Dume Faults, are capable of producing earthquakes of magnitude 6.0 or greater. As such, the Project could reasonably be subject to strong seismic groundshaking, and could expose people or structures to adverse effects. A Geotechnical Engineering Report is being prepared to further investigate Project site-specific seismic issues and provide recommendations for the proposed Project design and construction. Therefore, impacts related to seismic ground shaking are potentially significant and this issue will be further analyzed in an EIR.
- iii) ***Potentially Significant Impact.*** As identified by the State Hazards Map (California Department of Conservation, Division of Mines and Geology 1999), the Project site is located in an area designated as having a historic occurrence of liquefaction or permanent ground displacements. As such, the proposed Project and future occupants could be exposed to potentially significant impacts due to seismic-related ground failure and further evaluation of this issue will be included in an EIR. The analysis will disclose and discuss the results of the Geotechnical Engineering Report and other readily available information sources related to liquefaction at the Project site.
- iv) ***No Impact.*** The Project site and surrounding area is characterized by a relatively flat topography with gently sloped areas of the city east of the Project site. Thus, the potential for landslides to occur at the Project site is very low. Additionally, the Project site is not mapped by the City as being located in an Earthquake-Induced Landslide Zone. Therefore, no impacts related to landslides would occur. Consequently, analysis of this issue in an EIR is not required.
- b) ***Potentially Significant Impact.*** Project construction would demolish the existing buildings and pavements within the Project site potentially exposing underlying soils to wind and water erosion. Project development would require excavation of up to 32,415 cubic yards of soil for two subterranean floors along with utility trenching, which may result in the potential for soil erosion. Accelerated erosion within an urban area can cause damage by undermining structures, blocking storm sewers, and depositing silt, sand, or mud on roads and in tunnels. Eroded materials can also be deposited into coastal waters where the carried silt remains suspended for some time. Therefore, the proposed Project would result in potentially significant impacts and further evaluation will be included in an EIR.
- c) ***Potentially Significant Impact.*** Project development would involve the construction of a three-story hotel building and two subterranean floors in an area with high groundwater and potential for unstable soils. In addition, the Project site is located in the seismically active region of Southern California and would be subject to seismic groundshaking that could result in unstable soils. A Geotechnical Engineering Report is being prepared for the Project site to assess potential impacts to geological and soil resources. Impacts related to unstable soils are, therefore, considered potentially significant and will be further analyzed in the EIR.

- d) **Potentially Significant Impact.** Given its proximity to the beach, the Project site is at least partially underlain by beach sand deposits. However, the soils located at the Project site have not been mapped as part of the U.S. Department of Agriculture Natural Resources Conservation Service's (NRCS's) Web Soil Survey (NRCS 2016). Further, the Existing Conditions Report prepared as part of the City's General Plan Update states that since no citywide soil report exists, expansive and collapsible soils are analyzed on a project-by-project basis. Therefore, impacts are considered potentially significant. The Applicant is in the process of preparing a Geotechnical Engineering Report for the Project site, and the description of geologic conditions and potential impacts will be evaluated in an EIR.
- e) **No Impact.** The proposed Project would include sewer utilities and be connected to the local municipal wastewater treatment system. The proposed Project would not require the use of septic systems or other alternative wastewater disposal systems. Proposed uses for the captured storm water and greywater include irrigation for all decorative landscaping and architectural water features on the Project site, water for mechanical cooling towers and water for all toilet flushing uses. No impact would occur as a result of implementation of the proposed Project, and further analysis of this issue in an EIR is not required.

GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Setting

Greenhouse gases (GHGs) are substances that trap heat in the atmosphere and regulate the Earth's temperature, and include water vapor, carbon dioxide (CO₂) methane (CH₄), nitrous oxide (N₂O), hydrochloroflourocarbons (HCFCs), and halons. Primary human activities that generate GHG emissions include transportation, energy production, industry, manufacturing, agriculture, and residential uses. Increasing levels of GHGs in the Earth's atmosphere are associated with long-term global climate change. Potential impacts of climate change include flooding, reduced water quality and availability, sea level rise, and beach erosion. To help reduce local GHG emissions, the City, in conjunction with the South Bay Cities Council of Governments (SBCCOG), is currently preparing a climate action plan. In compliance with Assembly Bill (AB) 32, the City will address methods and prepare a plan to reduce the City's GHG emissions.

Impact Discussion

- a-b) **Potentially Significant Impact.** Although operation of the hotel would include a solar PV system and measures encouraging multi-modal transportation, the proposed Project would

generate GHG emissions during construction and operation that could incrementally contribute to a potential cumulatively significant impact related to global climate change. Emissions from the proposed Project could potentially conflict with applicable local or regional plans, policies, or regulations designed to reduce GHG emissions. Therefore, the Project's contribution of GHGs will be analyzed further in an EIR.

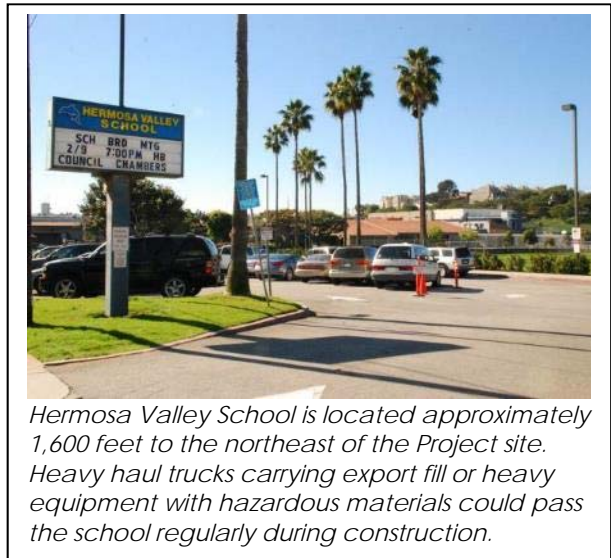
HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

The Project site is located in the fully developed Downtown Core of the city, surrounded on three sides by urban uses and to the west by sandy beach. Current on-site land uses consist of commercial and residential development, surface parking lots, and public roads. Within a 2-mile radius of the Project site, 52 regulated hazardous material sites have been identified (DSTC 2016). Of these 52 hazardous material sites, three contaminated sites are currently active and have not undergone remedial action. These sites include: 1) the Redondo Generating Station, located 0.75 miles south; 2) the inactive Market Place Landfill, located 0.75 miles south east; and 3) the Manhattan Car Wash, located 1.1 miles north east. The nearest airport is the Los Angeles International Airport, located approximately 5 miles north of the Project site. A Phase I Environmental Site Assessment is being prepared for the Project site to address any potential site-specific contamination.



Hermosa Valley School is located approximately 1,600 feet to the northeast of the Project site. Heavy haul trucks carrying export fill or heavy equipment with hazardous materials could pass the school regularly during construction.

Impact Discussion

- a) **Less than Significant Impact.** Proposed construction and operation the hotel and attached commercial and restaurant uses and associated surface excavation would require transportation, use, storage, and disposal of small quantities of commercially available hazardous materials. These potentially hazardous materials would be subject to all appropriate regulation and documentation for the handling, use, and disposal of such materials consistent with all appropriate local, state, and federal regulations. Construction and operations would necessitate the use of chemical cleaners, paints, solvents, vehicle fuels, etc. However, the use of these substances would be in commercially limited quantities, which are not anticipated to be reportable. Due to the nature of the hotel use, the proposed Project would not create a significant hazard to the public or the environment and impacts would be less than significant. Nonetheless, this impact will be discussed further and analyzed in an EIR.
- b) **Potentially Significant Impact.** The Project site is located in the developed Downtown Core of the city. The site is located near multiple regulated hazardous material sites, primarily leaking underground storage tanks (LUSTs) containing petroleum or other hazardous materials that have undergone all necessary soil and groundwater cleanup and have been issued letters of

No Further Action. Three known contaminated sites are located in the Project vicinity. The Redondo Generating Station is located 0.75 miles south and is listed as an open cleanup program site. The Market Place Landfill, located 0.75 miles south east, is a land disposal site that has been listed as inactive since 2013. Lastly, the Manhattan Car Wash, located 1.1 miles north east of the site, is designated as a LUST cleanup site and is eligible for closure. A Phase I Environmental Site Assessment is being prepared for the Project site to address any potential site-specific contamination. The potential for Project construction and operation activities to result in upset and release of hazardous materials into the environment is low. However, impacts have the potential to occur. Therefore, impacts under the proposed Project have the potential to be significant and this issue will be analyzed further in an EIR.

- c) ***Less than Significant Impact.*** The nearest school to the Project site is Hermosa Valley School located at 1645 Valley Drive, approximately 1,600 feet to the northeast of the Project site. Construction of the proposed Project would involve the temporary transport, use and storage of potentially hazardous materials, including paints, coatings, vehicle fuels, oils, and transmission fluids. Long-term operation of the proposed Project would involve the routine transport, use, or disposal of small quantities of hazardous materials, such as household cleaners/solvent, paints, vehicle fuels, etc. However, such materials would be used, handled, and disposed of in accordance with all appropriate regulations and manufacturers' specifications. In addition, the quantities of hazardous materials would be limited. While impacts are anticipated to be less than significant, given that Hermosa Valley School is within 0.25 mile of the site, this issue will be further analyzed in an EIR.
- d) ***Potentially Significant Impact.*** The Project site is not listed as a contaminated hazardous waste site. However, as indicated above, the Project site is located in close proximity to other identified hazardous waste sites. Therefore, impacts are considered potentially significant and this issue will be further analyzed in an EIR. The EIR will also discuss the findings of the Phase I Environmental Site Assessment that is being prepared for the Project site.
- e-f) ***No Impact.*** The Project is not located within the immediate vicinity of any airports or private airstrips. The nearest airport is the Los Angeles International Airport, located approximately 5 miles north of the site. No impact would occur related to airport hazards and further discussion and analysis of these issues in an EIR is not required.
- g) ***Less than Significant Impact with Mitigation.*** Emergency access to the Project site is currently provided off of 13th Street, 13th Court, and Beach Drive. Although typically restricted to pedestrian traffic, emergency access may also be provided along Pier Plaza or The Strand in the event of a major emergency. Implementation of the proposed Project would not restrict emergency access at the Project site or access to any adjacent properties. Consistent with the standards of the Hermosa Beach Police Department (HBPD) and Hermosa Beach Fire Department (HBFD), multiple points of potential emergency ingress and egress have been included in design of the proposed Project. In the event of an emergency, the Project site could be accessed from multiple entry points along The Strand, the main hotel entry off of 13th Street, the ground floor loading dock from Lot B/13th Court, and along Pier Plaza at the southeast and southwest corners of the hotel. Prior to operation, the hotel operator would provide a Hotel Emergency Plan for stipulated locations for areas of refuge for emergency evacuations and/or other natural or man-made disasters. The site plans and Hotel Emergency Plan for the proposed Project would be reviewed prior to issuance of a building permit to ensure that all HBPD and HBFD safety requirements (including those related to fire and emergency access) would be met. However, implementation of the proposed Project, including planned and optional changes in circulation surrounding the project site, could have indirect impacts on emergency access to adjacent uses. A Transportation Study will be

prepared to evaluate potential effects of Project-generated traffic on surrounding intersections that could potentially impact emergency access response and evacuation plans. In addition, the EIR will assess planned and optional circulation changes in coordination the HBPD and HBFD for potential impacts to emergency access. With such review and coordination, impacts related to emergency response plans or routes may be reduced to less than significant with mitigation. However, further discussion and analysis of this issue will be provided in an EIR.

- h) **No Impact.** The Project site is located in an urbanized area surrounded by commercial and residential uses. The Project site is not located adjacent to or intermixed with wildlands. As such, the proposed Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. No impact would occur and further discussion and analysis of this issue in an EIR is not required.

HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

The Project site is located in the city’s Downtown Core and is within the Santa Monica Bay Watershed Management Area (SMBWMA) of the Los Angeles Regional Water Quality Control Board (RWQCB). The SMBWMA encompasses a total area of 414 square miles and includes several watersheds between the southern Ventura County line and downtown Los Angeles. Portions of the City primarily along the beach are located within the 100-year flood plain, as well as a tsunami hazard area.

Impact Discussion

a, c-f) **Potentially Significant Impact.** Regulations under the federal Clean Water Act require compliance with the National Pollutant Discharge Elimination System (NPDES) storm water permit for projects disturbing more than one acre during construction. The Project would be required to comply with the NPDES Multiple Separate Storm Sewer System (MS4) Permit issued by the Los Angeles RWQCB, which would require implementation of Best Management Practices (BMPs). BMPs would be required to reduce pollutant runoff from the Project site by retaining, treating, or infiltrating polluted runoff on-site. The proposed Project would also be required to prepare a Standard Urban Storm Water Management Plan (SUSMP), which requires the integration of post-construction BMPs into the site’s overall drainage system, which would further reduce the potential for pollutants to enter the storm drain system.

The Project site is fully developed with existing buildings, paved parking and streets and associated impervious surfaces, and would remain so under the proposed Project. Project development of a hotel and associated uses could incrementally increase the amount of impervious surfaces on the site. Site alterations could alter the surface runoff pattern through relocation and construction of storm drains, which could potentially impact erosion or siltation on- or off-site and introduce new pollutants. Therefore, impacts related to site drainage and runoff are potentially significant and will be analyzed further in an EIR.

- b) **Potentially Significant Impact.** Project development and increased population on-site may increase water demand above existing conditions, with potential impacts to groundwater supplies. The city is located in the Hermosa-Redondo District of the Rancho Dominguez District, which supplies water to the community from a mix of sources, including groundwater, surface water, and recycled water. The water supply purveyor to the city is the California Water Service Company (Cal Water). Cal Water has provided a will serve letter to the Applicant indicating that after all required permits from City are obtained, Cal Water will provide water service in accordance with the rules and regulations of the California Public Utilities Commission (CPUC).

The city is located in the West Coast subbasin of the Coastal Plain of the Los Angeles Watershed. There is an area within the city, located west of Hermosa Avenue, known to have with a high water table (City of Hermosa Beach 2014a). Because the water table beneath the Project site is approximately 8 to 10 feet below the ground surface, excavation up to 24 feet below ground surface for construction of the two subterranean floors would encounter groundwater with associated intrusion-related impacts. As the proposed Project would result in increased on-site water demand and potential for groundwater intrusion, impacts to local groundwater supplies are considered potentially significant. Further discussion and analysis of these issues will be provided in an EIR, which will include a geotechnical investigation of the groundwater table beneath the Project site.

- g-h) **No Impact.** According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the County of Los Angeles, the Project site is not located within a 100-year flood plain, although the entire beach west of The Strand lies in Zone A. (FEMA 2008).² Therefore, the proposed Project would not place habitable structures within a 100-year flood plain. No impacts would occur, and further analysis of this issue is not required.
- i) **No Impact.** No dams, levees, or flood control channels exist in the city. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam. No impacts would occur, and further analysis of this issue is not required.
- j) **Less than Significant.** A seiche is a standing wave occurring in an enclosed or partially enclosed body of water, such as a lake, reservoir, or bay. There are no enclosed or partially enclosed bodies of water near the Project site. Therefore, there is no potential for inundation from a seiche and analysis of this issue is not required.

A tsunami is a large ocean wave caused by a significant undersea disturbance, such as an earthquake. The Project site is located approximately 14 to 15 feet above sea level approximately 460 feet inland (east) of the Pacific Ocean and separated by a wide sandy beach. The Project site is located in a City-designated tsunami inundation zone and within a state mapped tsunami hazard area (City of Hermosa Beach 2014a; California Emergency Management Agency 2009). A coastal hazard and wave run-up study, which will consider future sea level rise, is being prepared for the proposed Project and potential impacts resulting from inundation by a tsunami or sea-level rise will be analyzed in the EIR.

² FEMA Flood Insurance Rate Maps (FIRMs) designate Zone A as an area subject to inundation by flood waters typical of a 100-year storm, with a 1-percent annual change of occurrence (FEMA 2008).

The Project site and surrounding areas are level, and the absence of steep slopes near Project site would eliminate risk of inundation by mudflow. No impacts would occur, and further discussion and analysis of this issue is not required.

LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

The Project site is designated as GC (General Commercial) under the City General Plan and zoned for C-2 (Restricted Commercial/Downtown Commercial). Located within the city's Downtown Core, the Project site and nearby uses include commercial land uses consisting primarily of retail shops, restaurants, bars, and parking facilities. In addition, the Project site is within the California Coastal Zone. Currently, the City is undertaking major updates to the General Plan and Local Coastal Program (LCP).

Impact Discussion

- a) **No Impact.** The Project site is located in the Downtown Core of the city, which is primarily characterized by commercial uses. Project implementation would result in the demolition of one apartment building with four multi-family residential units. However, these residences are disconnected from other nearby residential uses, are designated as GC (General Commercial) under the General Plan and zoned for C-2 (Restricted Commercial/Downtown Commercial), and are not part of an established residential neighborhood. Redevelopment of the site for hotel use would be consistent with surrounding land uses and would not divide an established community. No impact would occur and no further discussion or analysis of this issue is required.
- b) **Potentially Significant Impact.** The Downtown Core of the city provides a mix of pedestrian-oriented retail and restaurant uses and functions as a popular regional and local beach destination. Surrounding land uses in the area consist of retail stores, restaurants, and some hotels, with residential uses within two blocks of the Project site. Project development would be consistent with existing General Plan land use and zoning designations surrounding land

uses within the Downtown Core. However, the proposed Project would include City vacation of public roads, including portions of Beach Drive between 13th Drive and Pier Avenue, 13th Court between Beach Drive, and the City-owned Lot B, which would require amendments to the City's General Plan and could interrupt existing pedestrian and bicycle access along Beach Drive. The property is also located within the Coastal Zone and, as such, development is subject to a Coastal Development Permit by the California Coastal Commission, as well as policies and regulations established in the City's LCP. Circulation elements included in the proposed Project could be inconsistent with the Coastal Act goals regarding public access, including Section 30001.5(c), "Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners." Therefore, impacts related to land use planning and policy consistency are considered potentially significant, and this issue will be analyzed in further detail in an EIR.

- c) **No Impact.** As described in Section IV, *Biological Resources*, no habitat conservation plan, natural community conservation plan, or other approved habitat conservation plan applies to the Project site. Therefore, the proposed Project would not conflict with the provisions of an applicable habitat conservation plan or natural community conservation plan. No impacts would occur, and further analysis of this issue is not required.

MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

The Project site is not located on, or within, the vicinity of any known mineral resources.

Impact Discussion

- a-b) **No Impact.** No mineral extraction operations occur on the site or in the nearby vicinity. Additionally, the Project site is not designated as an existing mineral resource extraction area by the State of California (City of Hermosa Beach 2014a). Given that the Project site is located within a highly urbanized area of the city and has been previously disturbed by urban development, the potential for mineral resources to occur on-site is low. Therefore, construction and operation of the proposed Project would not result in the loss of availability of a mineral resource. No impacts would occur and further analysis of these issues is not required.

NOISE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

The Project site is located within the Downtown Core of the city, surrounded primarily by commercial development with intermixed residential land uses. Typical noise associated with the Downtown Core includes typical urban sources, such as noise generated by pedestrians traversing Pier Plaza and The Strand, nearby restaurant and patio seating, recreational beach users, nightclubs and bars, vehicle traffic, and occasional community events (i.e., farmers' market, holiday parades, etc.). Nearby sensitive receptors include multi- and single-family residences and a public park located approximately 350 feet north on 14th Street, residential uses approximately 360 feet south of the Project site, and the open space areas along the beach.

Impact Discussion

- a, d) **Potentially Significant Impact.** During construction, the proposed Project would temporarily generate increased noise due to the use of heavy machinery and equipment. In addition, during operation, the proposed Project would generate noise on a long-term basis due to Project-generated traffic and potential on-site noise sources associated with hotel, retail

stores, restaurant and bar operation, amplified music, and increased vehicular traffic. Restaurant spaces and the bar at the hotel would remain open until after 11:00pm with the possibility of some operations remaining open until as late as 2:00am. Many of these uses are expected to remain indoors, but it is possible for noise to spill into outdoor spaces provided by the proposed Project. Although some residential uses are located within two blocks of the Project site, these hours of operation are consistent with some existing uses on the Project site (e.g., Mermaid Restaurant), as well as nearby restaurants, nightclubs, and bars. Additionally, the Applicant has requested that special events and amplified music also be permitted at the hotel. Consequently, the proposed Project could potentially expose nearby homes, which are sensitive receptors, to noise levels above established standards on a short-term and long-term basis. As such, the proposed Project's impacts relative to exceedance of the local noise standards will be analyzed further in an EIR.

- b) **Potentially Significant Impact.** During construction, the proposed Project could potentially generate groundborne vibration from the use of heavy machinery and equipment, particularly during excavation of the two-floor subterranean parking structure. The proposed Project could potentially expose noise-sensitive receptors to vibration levels above established standards. As such, Project impacts relative to construction groundborne vibration will be analyzed further in an EIR.

Project operation would not introduce any new vibration sources. Consequently, operation of the proposed Project would not result in the generation of groundborne vibration or groundborne noise levels beyond those that currently exist. Impacts would be less than significant, and further analysis of this issue is not required.

- c) **Potentially Significant Impact.** During operation, the proposed Project would generate noise on a long-term basis due to Project-generated traffic and potential on-site noise sources associated with hotel and restaurant operations, as well as on-site parking facilities. As such, the proposed Project's impacts relative to operational noise will be discussed and analyzed further in the EIR.

- e-f) **No Impact.** The Project site is located approximately five miles south of the Los Angeles International Airport. Therefore, the proposed Project would not expose people residing or working at the Project site to excessive noise levels from an airport or airstrip. No impacts would occur, and further analysis of this issue is not required.

POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

The Project site is located in the city's Downtown Core and along The Strand, which is the commercial and social heart of the city for a multitude of user groups consisting of city residents and visitors. The 2014 population for the city was estimated at 19,891 residents (U.S. Census Bureau 2016).

Impact Discussion

- a) **Less Than Significant Impact.** Project development would provide new employment opportunities and a destination that would attract additional visitors to the Downtown Core and City beaches. Employment opportunities generated by the proposed Project are anticipated to be filled by members of the regional and local labor force, although potential increases in low and moderate income workers force within the city may increase demand for affordable housing. Further, Project implementation would result in the demolition of four multi-family residential units, with incremental changes in population. Project development would involve minor infrastructure and utility improvements intended to serve the proposed Project only, which would not induce population growth. The impacts associated with population growth would be less than significant relative to the current population of the City; nevertheless, these issues would be further discussed and assessed in an EIR. The EIR will discuss the relationship of employees to local housing, comparing the projected salary range of employees to the cost of local housing. Further, the EIR consider cumulative effects along with recently developed or pending project in Hermosa Beach and neighboring cities.
- b-c) **Less than Significant Impact.** Implementation of the proposed Project would result in the demolition of commercial uses on-site, as well as four multi-family residential units. Demolition of these residential units would not result in the displacement of a substantial number of existing housing, such that the proposed Project would necessitate construction of replacement housing. In addition, existing residential units would be vacated prior to demolition. Therefore, impacts would be less than significant and further analysis in an EIR is not required.

PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Services

Fire Protection

The HBFD provides the city with fire protection, first response emergency medical services, and other emergency services. The HBFD operates one station located at 540 Pier Avenue, approximately 0.33 miles from the Project site. HBFD resources include 15 firefighters, a fire chief, an administrative assistant, 3 fire engines, and 2 ambulances (ICMA 2013a). According to the National Fire Protection Agency, code 1710 of the Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, dispatch time for fire suppression, medical response, and special operations should be less than or equal to 60 seconds 90% of the time. The HBFD has set a response time standard of 5 minutes or less for 90% of incidents, and a fire response time standard of 5 minutes 20 seconds or less for 90% of fire incidents (City of Hermosa Beach 2014a). In addition, the Project site is not located within an area designated as an increased fire hazard severity requiring additional fire protection services (Cal Fire 2012).

Police Protection

Police protection and law enforcement services are provided by the HBPD. The HBPD has one station located within the same complex as the HBFD at 540 Pier Avenue, approximately 0.33 miles east of the Project site. Currently, the HBPD staffs 39 sworn officers and 12 civilian staff (City of Hermosa Beach 2014a). Based on operational analysis of the HBPD, the Downtown Core area of the city has the highest demand for calls for service (CFS) for the HBPD (ICMA 2013b). HBPD notes that key demands for police protection and law enforcement are generated within the Downtown Core, especially associated with nightclubs on Pier Plaza.

Schools

The Hermosa Beach City School District (HBCSD) provides kindergarten through 8th grade public education services, while the Manhattan Beach Unified School District and the Redondo Beach

Unified School District provide high school grade public education services to Hermosa Beach residents. The HBCSD consists of two public schools, the K-3rd grade Hermosa View Elementary School and the 4th-8th grade Hermosa Valley School. As of the 2013-2014 school year, the HBCSD had a total enrollment of 1,429 students and is above capacity (HBCSD 2014). While not a part of the HBCSD, 9th-12th grade education services are provided by Mira Costa High School of Manhattan Beach Unified School District and the Redondo Union High School of the Redondo Beach Unified School District. As of school year 2014/2015, the enrollment of the Manhattan Beach Unified School District was 6,883 students. Currently and over the next few years, the Manhattan Beach Unified School District is projected to experience its peak student enrollment. However, by school year 2020/2021, student enrollment is projected to begin its decline (Manhattan Beach Unified School District 2015). Redondo Beach Unified School District has a current enrollment of over 8,500 students and is a growing K-12 school district (Redondo Beach Unified School District 2016).

Recreation Facilities

The City maintains over 20 parks and parkettes (i.e., pocket park or mini-park) ranging from green space for picnics, outings, and sports events, to playgrounds, and the beach. In total, the City owns, operates, and maintains 48.4 acres of parkland and 63.4 acres of public beaches.

Impact Discussion

- a) ***Less Than Significant Impact.*** Construction and operation of a three-story hotel with restaurant and retail uses may incrementally increase demand for fire protection services. For example, the addition of taller structures may require use of a ladder truck (both the cities of Redondo Beach and Torrance have ladder trucks and have entered into mutual aid agreements with Hermosa Beach). However, approval and implementation of the proposed Project would require compliance with all applicable federal, state, and local regulations and policies regarding fire protection, including National Fire Protection Association (NFPA) codes and standards. Project compliance with existing plans and regulations related to fire protection would result in minimal impacts to fire protection services, and development of the proposed Project would not necessitate the need for substantial additional fire facilities. Therefore, impacts are considered to be less than significant; nevertheless, these issues would be evaluated in further detail in an EIR.

- b) ***Less Than Significant Impact.*** Development of hotel, restaurant, and retail uses would substantially increase in the number of employees, patrons, and guests on the Project site, altering demand for police protection services. However, potential impacts to police services would be reduced through the implementation of on-site security features, including restricted access to elevators to upper-floor guest rooms, fitness, meeting rooms, pool/spa, rooftop terrace, and all employee-only areas through a key card system. Security cameras would be provided at the reception desk, main entry vestibule, ground floor elevator lobby, and guest drop-off/pick-up areas; copies of the recordings would be kept on file for 30 days. Additional on-site security patrols would be provided on an as-needed basis (e.g., during large events such as conferences, receptions, etc.). These security features would reduce demand on the HBPD. Nevertheless, increased population on-site, operation of bars and restaurants serving alcohol along The Strand and Pier Plaza, and multiple special events and gatherings could increase the potential for incidents or emergencies that would require HBPD services. Therefore, while impacts to police protection services would be less than significant, these issues would still be evaluated in further detail in an EIR.

- c) **Less Than Significant Impact.** The proposed Project would not directly generate a substantial number of additional students in local school districts, although increased employment and new worker households could indirectly increase student populations. In addition, Education Code 17620 permits school districts to levy a fee on any development project to offset the costs of construction or reconstruction of public educational facilities. Given these circumstances, impacts to public school services would be less than significant; nevertheless, these issues would be evaluated in further detail as a part of the an overall public services analysis in the EIR.
- d-e) **Less Than Significant Impact.** Currently, the City maintains over 20 public parks and open spaces, including the Hermosa Valley Greenbelt/Trail and the beach. The planning area for the General Plan includes approximately 111.8 acres of accessible parkland or open space (City of Hermosa Beach 2014a). Equating to 5.7 acres per 1,000 residents, the City provides a more than adequate amount of parkland. As the proposed Project is not anticipated to substantially alter city population and adequate recreational facilities are provided by the City, impacts to recreation and other public facilities and parks would be less than significant. Further analysis of this issue is not required.

RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Setting

The City owns, operates, and maintains over 20 parks and parkettes, ranging from green space for picnics, outings, and sports events, to playgrounds, and the beach. As of 2014, the planning area for City includes approximately 48.4 acres of parkland and 63.4 acres of public beach, for a total of 111.8 acres of space for public recreation (City of Hermosa Beach 2014a). Though the City does not have any established standards regarding the provision of public parklands or open space, the City provides 5.7 acres of parkland per 1,000 residents, which is more than established goals and standards for provision of 4 acres of parkland per 1,000 for many cities throughout Los Angeles County.

Impact Discussion

a-b) **Potentially Significant Impact.** The proposed Project would involve the demolition of existing commercial developments and the development of a 30-foot tall hotel with additional restaurant and retail uses. Given the commercial nature of the hotel, the proposed Project would not be expected to result in the generation of substantial additional city residents that would require the creation of additional recreation facilities. The hotel itself would include several on-site private recreational facilities, such as sundecks, a spa/wellness center, a green roof, rooftop terrace, and a roof top garden, which would help meet the recreational needs of the hotel guests. In addition, the hotel would attract guests and visitors who may wish to recreate on the adjacent beach or walk along The Strand. Increased use of these facilities by hotel guests and visitors would be incremental; however, increased use of the facility by beach goers could attract additional vehicle trips and result in an overall reduction in parking capacity. The proposed Project would provide valet parking with access to a subterranean parking structure with 178 spaces; however, during the summer months, when the hotel is at high occupancy and other events are occurring within the Downtown, additional vehicles associated with the hotel could look for other nearby public parking (e.g., on-street parking and City-owned parking lots, including the adjacent parking structure Lot C), which could affect coastal access for beach users. A Parking Needs Analysis is being prepared for the Project and will support additional analysis and discussion of this issue in an EIR related to access to coastal and public recreational resources. Further, depending of the final location of the proposed utilities, implementation of the proposed Project could result in temporary construction and future utilities maintenance activities along The Strand, which may require temporary, short-term pedestrian and bicycle detours. Additional discussion and analysis of these recreational issues will be provided in an EIR.



The proposed hotel and associated commercial and retail uses at the Project site could attract additional vehicle trips to the area resulting in parking capacity issues at the site and overflow parking along adjacent streets.

TRANSPORTATION AND TRAFFIC

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION/TRAFFIC. Would the project:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Setting

Access to the Downtown Core and the Project vicinity is provided via California State Highway 1, or the Pacific Coast Highway (PCH), Pier Avenue, Hermosa Avenue, and primary arterial roadways. Direct access to the Project site is provided by 13th Street, Pier Avenue, Beach Drive, 13th Court, and The Strand. Street segments and intersections within the vicinity of the Project site are pedestrian- and bicycle-oriented. For example, Hermosa Avenue has a bicycle sharrow (i.e., shared-lane marking for bicycles) as well as a pedestrian scramble at the intersection with Pier Avenue.

Impact Discussion

- a-b) **Potentially Significant Impact.** Circulation improvements associated with the proposed Project would include a vehicle entrance and valet located off of 13th Street with access to

the subterranean parking structure with 178 spaces (refer to Figure 3). The Project proposes to vacate portions of Beach Drive and 13th Court and include the portion of Beach Drive between 13th Drive and Pier Avenue, the portion of 13th Court between Beach Drive, and the City-owned Lot B surface parking lot as part of the Project site, which would require amendments to the City's General Plan. Pedestrian access across the vacated portion of Beach Drive would be maintained through the hotel lobby. Additional off-site improvements could include conversion of 13th Street to a two-way street, with sidewalk improvements along the eastbound lane as well as restriping of parking stalls and circulation improvements within Lot B.

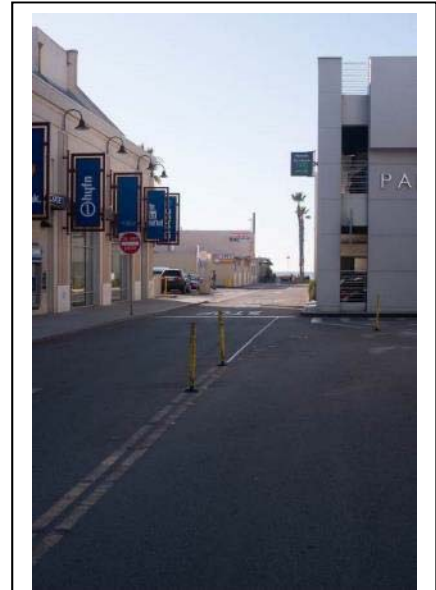


Additional vehicle trips to the Project site could result in additional traffic at surrounding intersections, including the intersection of Hermosa Avenue and Pier Avenue.

Development of a new hotel, restaurant, and retail uses under the proposed Project would increase vehicular trip generation and demand for transportation facilities and services. Project operation would include measures to encourage multi-modal transportation (e.g., supporting airport pick-up and drop-off, bicycle rental, etc.); however, the proposed Project traffic generation could adversely impact local circulation systems, including intersections and roadways, The Strand, and local transit. A Transportation Study is being prepared to assess existing roadway conditions and impacts resulting from construction and operation of the proposed Project, including optional off-site improvements. At this time, impacts to local and regional circulation, as well as transportation plans and regulations, are considered to be potentially significant. Therefore, this issue will be further analyzed in the EIR.

- c) **No Impact.** The proposed Project does not propose any uses that would change air traffic patterns or increase air traffic. Therefore, no impacts to air traffic patterns would occur, and further analysis of this issue is not required.
- d) **Potentially Significant Impact.** The proposed Project would develop a new hotel with restaurant and retail uses. Potentially hazardous design features could include limited lines of sight along 13th Street and 13th Court at the porte cochere. Although these streets are low speed, these features could result in potential impacts to pedestrian, bicycle, and vehicle safety along 13th Street. These potentially significant impacts will be further analyzed in the Transportation Study and will be further discussed in an EIR.
- e) **Less Than Significant Impact with Mitigation.** Emergency access to the Project site is currently provided for emergency vehicles on 13th Street, 13th Court, and Beach Drive. Although typically restricted to pedestrian traffic, emergency access may also be provided along Pier Plaza in the event of a major emergency. Implementation of the proposed Project would not restrict emergency access. Multiple points of ingress and egress have been identified that would allow access to the Project site during an emergency event. In the event of an emergency, the Project site could be accessed from two entry points along The Strand, the main hotel entry off of 13th Street, the ground floor loading dock from "Lot B"/13th Court, and along Pier Plaza at the southeast and southwest corners of the hotel. Further the initial evacuation staging area and area of refuge for hotel occupants in the event of an emergency has been identified as the beach area directly west of The Strand in front of the Project site. Prior to operation, the hotel operator would provide a Hotel Emergency Plan for

stipulated areas of refuge for emergency evacuations and/or other natural or man-made disasters. The site plans and Hotel Emergency Plan for the proposed Project would be reviewed prior to issuance of a building permit to ensure that all HBFD and HBPD safety requirements (including those related to fire and emergency access) would be met. However, implementation of the proposed Project could have indirect impacts on emergency access to adjacent uses. A Transportation Study will be prepared to evaluate potential effects of Project-generated traffic on surrounding intersections that could potentially impact emergency access response and evacuation plans. In addition, the EIR team in coordination with HBPD and HBFD would review planned and optional offsite circulation improvements for effects on emergency access. It is anticipated that impacts related to emergency response plans or routes would be less than significant with mitigation. Further discussion and analysis of this issue will be provided in an EIR.



13th Street could be converted to a two-way street with a sidewalk along the eastbound lane (left as pictured above).

- f) **Potentially Significant Impact.** Public transit services in the Project vicinity are provided by the Beach Cities Transit (BCT), Los Angeles Department of Transportation (LA DOT) Transit, and LA Metro. The nearest transit stop is located approximately 285 feet east at the corner of Hermosa Avenue and Pier Avenue. The City provides many pedestrian facilities, including The Strand and the Hermosa Valley Greenbelt. In 2011, the City adopted the South Bay Bicycle Master Plan (SBBMP) which proposes to increase the number of bicycle facilities throughout the City and adjacent communities. Development of the proposed Project has the potential to increase Downtown pedestrian traffic, potentially conflicting with adopted plans, policies, and programs for local public transit, pedestrian and bicycle facilities. Therefore, impacts are considered potentially significant and will be further analyzed in the EIR.

UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Setting

Wastewater Services

The City is included as part of the South Bay Cities District of the Los Angeles County Sanitation Districts (LACSD). The South Bay Cities District provides wastewater collection and treatment to eight cities, including: El Segundo, Hermosa Beach, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills Estates, and Torrance. The South Bay Cities District provides services to an area of 14.6 square miles and a total population of approximately 117,671 (Sanitation Districts of Los Angeles County 2015b). The district servicing the city maintains approximately 25.4 miles of sewage conveyance systems and 11 pump stations. Wastewater management is provided by the Joint Outfall System, which pumps city wastewater to the Joint Water Pollution Control Plant (JWPCP). The JWPCP facility provides primary and secondary treatment for approximately 280 million gallons per day (mgd), with a capacity of 400 mgd, making it one of the largest wastewater treatment plants in the world (Sanitation Districts of Los Angeles County 2015a).

Water Service

Water services for the city are provided by the West Basin Municipal Water District (WBMWD) and California Water Service Company (Cal Water). The WBMWD services a total of 19 cities throughout southwest Los Angeles County. Water is supplied through the purchase of imported water from the Metropolitan Water District of Southern California (MWD), which wholesales the water to the cities (West Basin Municipal Water District 2014). WBMWD service area water demand

in 2011 was about 157,000 acre-feet per year (afy) and WBMWD water supply equated to 168,969 afy (RMC Water and Environment 2011). Cal Water provides potable groundwater extracted from the West Coast Basin's Silverado aquifer to the city, located in the Hermosa-Redondo District. The WBMWD provides approximately 88% of the city supply, with Cal Water provides approximately 11% (City of Hermosa Beach 2014a).

Solid Waste Collection Services

Solid waste collection, recycling, and transportation services for the city are provided by Athens Services. Solid waste and recycled materials are hauled to the Athens United Waste Materials Recovery Facility (MRF) in the City of Industry, where it is sorted and recycled before being transported to a range of certified landfills (City of Hermosa Beach 2014a).

Energy and Gas Services

Energy services are provided to the city by Southern California Edison and gas services are provided by Southern California Gas Company.

Impact Discussion

- a-b, e) **Potentially Significant Impact.** Implementation of the proposed Project would result in the generation of wastewater during construction and operation of the proposed development. Additionally, the proposed Project would include the relocation of the existing sewer lines along Beach Drive and 13th Court. As discussed, wastewater services are provided by the LACSD, and implementation of the proposed Project has the potential to generate additional wastewater above existing conditions at the Project site, which could impact wastewater collection and treatment facilities. Consequently, the Project could potentially conflict with RWQCB policies and standards, and impacts would be potentially significant. These issues will be further evaluated in an EIR.
- c) **Potentially Significant Impact.** As discussed in Section IX, *Hydrology and Water Quality*, the proposed Project would alter existing site drainage due to grading and an increase in on-site building coverage. Additionally, implementation of the proposed Project would include the relocation and construction of a new storm drain. Therefore, impacts are conservatively considered potentially significant and will be further evaluated in an EIR.
- d) **Potentially Significant Impact.** The proposed Project would utilize city water for construction, operation, and landscaping, along with the proposed greywater system on-site. Development of the Project site for hotel use may result in increased water demand over the current demand of commercial and residential uses on-site. Cal Water has provided a will serve letter to the Applicant indicating that after all required permits from City are obtained, Cal Water will provided water service in accordance with the rules and regulations of the California Public Utilities Commission (CPUC). Development of the site for hotel uses would likely increase on-site water demand and impacts to the City's water supply would be potentially significant. This issue will be further evaluated in an EIR.
- f-g) **Potentially Significant Impact.** Implementation of the proposed Project would result in the need for solid waste disposal at the County's landfills. Construction of the Project would generate construction and demolition waste, such as asphalt, concrete, glass, and wood. Solid waste generated during operation, as well as construction and demolition material, would have the potential to exceed the capacity of Athens Services facility and other local and regional solid waste facilities, and could potentially conflict with established local,

regional, and statewide solid waste regulations. Therefore, the proposed Project could result in potentially significant impacts to solid waste generation and issues will be further evaluated in an EIR.

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wild-life population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant with Mitigation.** As discussed in Section IV, *Biological Resources*, the Project site is fully developed and located in an urbanized area within the City. No special status/sensitive species occur on the Project site or surrounding area. As discussed in Section V, *Cultural Resources*, there are no known historic or cultural resources present on the site. However, a Historical Resource Assessment and archaeological records search for the Project site is being prepared due to increased excavation depths proposed for subterranean parking facilities. Impacts to archaeological and paleontological resources are anticipated to be less than significant with mitigation incorporated. Project implementation would not have the potential to reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate a historical resource. Impacts would be less than significant with mitigation, and further analysis of this issue would occur with an EIR.

- b) ***Potentially Significant Impact.*** The potential for cumulative impacts would occur if the individual impacts of the proposed Project and the impacts of future related projects combine to create impacts greater than those of the Project alone. Cumulative impacts regarding aesthetics, air quality, cultural resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, recreation, transportation and traffic, and utilities will be analyzed in an EIR.

- c) ***Potentially Significant Impact.*** The proposed Project may result in potentially significant impacts related to construction effects, aesthetics, air quality, historic resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise, utilities, and transportation/ circulation. Therefore, these issues will be analyzed in an EIR.

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