

### 3.1 INTRODUCTION

This section includes minor revisions to the Draft EIR. These modifications resulted from responses to comments received during the Draft EIR public review period as well as staff-initiated changes. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text).

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis.

### 3.2 REVISIONS TO THE DRAFT EIR

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### SECTION 3.0 PROJECT DESCRIPTION

The Project Description has been updated based on changes to PLAN Hermosa recommended by the Planning Commission and a clean version is provided at the end of this attachment.

#### SECTION 4.1 (AESTHETIC AND VISUAL RESOURCES)

Update Figure 4.1-1 Character Areas with modified map from PLAN Hermosa.

Update Figure 4.1-2 Prominent Public Viewpoints with modified map from PLAN Hermosa.

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

Page 4.1-14, Impact 4.1-1 has been revised as follows:

**IMPACT 4.1-1** ***Would PLAN Hermosa Cause Adverse Effects on Scenic Vistas and Viewsheds?** Future actions under PLAN Hermosa have the potential to encroach on views from prominent public viewpoints. Future actions also have the potential to degrade the visual quality of scenic vistas, through the introduction of incongruous features to the viewshed. However, PLAN Hermosa also includes policies and implementation actions that direct future discretionary projects to identify, evaluate, and to the extent reasonable avoid the substantial obstruction, interference or degradation of scenic vistas through the offering of exceptions to development standards that will allow for siting the project in a manner that avoids impacting scenic vistas. This impact would be **less than significant** because development under PLAN Hermosa would comply with the evaluation and design process to avoid adverse effects on scenic vistas.*

Page 4.1-14, paragraph 2 under Impact 4.1-1 discussion has been revised as follows:

PLAN Hermosa outlines the community's vision for proposed development in each of the city's distinctive zones and identifies policies and actions to reduce impacts to these public view corridors. For example, implementation actions PARKS-10 and 11, ~~and 12~~ require discretionary design review for new development and public works projects based on specific criteria to be established in the Zoning Ordinance to evaluate protect scenic vistas. As such, utilities would be located underground when possible, and fences and walls would not block views from designated viewpoints, scenic roads, or other public viewing areas. Parks + Open Space Element Policy 5.1 states the intent to identify protect scenic vistas. Public vistas would also be protected through proposed implementation actions, as listed above.

Page 4.1-14, paragraph 4 under Impact 4.1-1 discussion has been revised as follows:

~~However, neither current City standards nor PLAN Hermosa policies or actions include specific provisions to protect public view corridors. Therefore adverse effects on scenic vistas and viewsheds would be **potentially significant** and mitigation measure **MM 4.1-1** would be required. Due to the built-out nature of Hermosa Beach, the limited reach of the views, and the small amount of new development, 50 feet is an appropriate distance for the protection of public views. This metric is based on similar project experience and conversations with the City about its goals for protecting scenic vistas. The policies and actions as revised related to public views are designed to provide more specificity on the expectation and process for identifying, evaluating, and addressing potential impacts to scenic vistas in a manner that is consistent with the Coastal Act and the California Environmental Quality Act. The greater level of specificity contained within the policies and implementation actions further helps to appropriately guide City staff and decision makers in the future to objectively and consistently and reasonably evaluate and mitigate~~

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impacts to scenic vistas, and provide the opportunity for setback, open space, landscaping or other relief to properties that may otherwise substantially obstruct, interrupt, or detract from a scenic vista. This allows the property owner to minimize the impact to a public view while providing the owner the same development privileges enjoyed by other similar properties in the vicinity (similar to a variance). The specific exception to be applied to each project will be evaluated on a project level to determine its appropriateness and compatibility with the neighborhood and the list of available exceptions will be specified in the zoning ordinance.

Through the public hearing process, the community and commissioners have had an opportunity to synthesize PLAN Hermosa Figure 5.3, which shows the proposed Prominent Public Views and Uninterrupted Viewing Areas. Based on community and commissioner input, the Figure has been revised to remove two sites that do not meet the criteria for Prominent Public Views. The two views deleted include 8th Street at Loma Drive and El Oeste Drive. The 8th/Loma location can be deleted because the view is already surrounded by properties that have been developed close to or at the maximum extent allowed and therefore, future development during the life of the plan will not further impact the view beyond the existing development. The El Oeste viewpoint can be deleted because, while it presents a highly intact uninterrupted view, it does not meet the prominent viewpoint criteria of having a large number of public viewers. This location is at the end of a dead end residential street where the general public does not typically access, pass or congregate. Therefore, it would be unlikely to have a large number of public viewers.

The language incorporated into the policies and actions has been changed such that properties adjacent to, rather than within 50 feet of, the Prominent Public Views and Uninterrupted Viewing Areas will be required to evaluate and reasonably mitigate any substantial impact to a public view. Additionally, portions of Implementation Action PARKS-12 have been removed because of their specificity to appropriate colors and textures and the portions of the actions pertaining to public works projects have been incorporated into PARKS-11. To specify appropriate colors or textures to private property owners would go against a long-standing community policy against judging or dictating design. These language changes are also appropriate because the 50 foot requirement, as well as the requirements for specific screening methods or use of certain materials may not be appropriate in all situations and do not allow for any site specific flexibility. Additionally, the language was too precise for policy language and implementation actions (and for the originally proposed mitigation measure). These types of details are better worked out through the implementation process and development of the ordinance. In some cases 50 feet may be too far, and in others it may not be far enough. There are site specific conditions like width of the road, setback requirements, and building height limits (vary from 25-35 feet) that may require variation in the distance needed to analyze impacts to views. It is further noted that the changes to the policies and implementation actions related to public views achieve the same purpose as proposed Mitigation Measure MM 4.1-1, that the potential impact to scenic vistas is adequately mitigated to a level that is less than significant, and that no new significant impacts to Aesthetics have been identified based on these changes.

Page 4.1-15, Mitigation Measures has been revised as follows:

None Required.

**MM 4.1-1** — Projects located within 50 feet and within the directional arrow of a prominent public viewpoint, or within the uninterrupted viewing areas;

as identified in Figure 4.1-2, shall demonstrate that existing public views of scenic resources along the view corridors identified in Draft EIR Figure 4.1-2 are, at a minimum, maintained in their current condition and that no features are added in the viewshed that substantially obstruct or detract from the public views of the Pacific Ocean, the Palos Verdes Peninsula, the Santa Monica Mountains, and the Los Angeles Basin and the San Gabriel Mountains. This requirement shall be incorporated into the review process for precise development plans under Chapter 17.58 of the Zoning Ordinance.

#### **Significance After Mitigation**

Implementation of mitigation measure ~~MM 4.1-1~~ would ensure that existing view corridors which offer views of the Pacific Ocean, the Palos Verdes Peninsula, the Santa Monica Mountains, and the Los Angeles Basin and the San Gabriel Mountains are maintained. Therefore, this impact would be reduced to **less than significant**.

Page 4.1-15, Impact 4.1-2 has been revised as follows:

**IMPACT 4.1-2** ***Would PLAN Hermosa Have Adverse Effects on Scenic Resources within a State Scenic Highway?** There are no designated state scenic highways in or near Hermosa Beach. However, PLAN Hermosa directs the City to ~~protect~~ beautify and enhance Pacific Coast Highway as a ~~potentially scenic highway~~ and would guide development and reuse projects in a manner that is consistent with the existing visual character of Pacific Coast Highway so that it may be designated as a scenic highway at some point in the future. Therefore PLAN Hermosa would have a **less than significant** impact.*

Scenic resources can include man-made or natural features, viewpoints, or viewsheds. They can include visually significant features such as rocks, trees, and historic buildings, particularly if those features are within a state scenic highway. There are no designated state scenic highways in or near Hermosa Beach. ~~However, proposed Parks + Open Space Element Policy 5.5 directs the City to protect Pacific Coast Highway as a locally designated scenic highway and important view corridor. This policy is the basis for future planning decisions that enhance the local stretch of PCH as a scenic resource.~~ In its current state, Pacific Coast Highway's only significance as a scenic resource is its public views to the Pacific Ocean and the Palos Verdes Peninsula. As noted in the discussion above, significant public vistas from Pacific Coast Highway would be protected through proposed Policy 5.1 and implementation actions PARKS-10 and 11. ~~in combination with mitigation measure MM 4.1-1.~~

Page 4.1-21, fourth paragraph has been revised as follows:

Land Use + Design Element Policies 1.6, 1.8, and 2.7 would also require new developments to be compatible with surrounding development, as well as enhance existing character and be sensitive to context. Similarly, ~~Land Use + Design Element Policy 10.6 requires attention to preservation of designated landmarks, potentially historic resources, and older buildings.~~ Implementation action LAND USE-2 directs the City to ~~develop building design guidelines~~ update the development standards within the Zoning Code to illustrate and articulate the appropriate building form, scale, and massing for each established

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character area in accordance with those key features and characteristics to ensure that the overall visual character of the neighborhoods, centers, and districts is preserved. This action would apply to individual neighborhoods and character areas as identified in **Figure 4.1-1** and in **Table 4.1-1**, as it would apply citywide. The proposed implementation action establishes the appropriate mechanism for developing zoning standards design guidelines that would prevent significant degradation of the built environment's visual character. As such, implementation of PLAN Hermosa policies and programs would reduce the impacts associated with visual character and visual sensitivity to a less than significant level because the City would implement design review development standards that require attention to and consistency with the surrounding area neighboring structures in form, line, massing, ~~and color~~ and existing visual character and identity. Therefore, the impact would be **less than significant**.

#### SECTION 4.2 (AIR QUALITY)

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

Page 4.2-13, last paragraph has been modified as follows:

A number of PLAN Hermosa policies, along with required SCAQMD rules and regulations, would help reduce short-term construction emissions. All construction projects in the city would be subject to SCAQMD Rule 403 (Fugitive Dust) to minimize fugitive particulate matter (PM) dust emissions during construction. In addition, Sustainability + Conservation Element Policy 7.2 would require future projects to minimize PM<sub>10</sub> and PM<sub>2.5</sub> emissions by promoting best practices for controlling fugitive dust. Implementation actions SUSTAINABILITY-16 and 17, and 18 aim to control soil erosion during grading and other construction activities. Furthermore, Sustainability + Conservation Element Policy 2.76 would require all discretionary projects to substantially mitigate all feasible greenhouse gas emissions, which would also affect the emissions of ozone precursors, PM<sub>10</sub>, and PM<sub>2.5</sub> in the city.

#### SECTION 4.3 (BIOLOGICAL RESOURCES)

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

#### SECTION 4.4 (CULTURAL RESOURCES)

Page 4.4-2, first paragraph, has been revised as follows:

Hermosa Beach has not been surveyed previously; therefore, a citywide windshield survey was conducted by certified architectural historians to examine existing conditions and identify examples of ~~potentially eligible~~ property types, styles, and methods of construction that represent key periods of development in Hermosa Beach, ~~which included locating potential individual historical resources and concentrations or groups of intact resources that appear to be eligible as potential historic districts based on their age, architecture, and integrity.~~ There are approximately 3,600 parcels with improvements over 45 years old in Hermosa Beach. ~~A total of 218 improved parcels were identified as potentially eligible for local listing and were assigned California Historical Resource (CHR) status codes of 5S3, "appears to be individually eligible for local listing or designation through survey~~

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evaluation." In addition, the survey identified two groupings of single-family residences that appear potentially eligible as beach cottage districts and were assigned CHR status codes of 5D3, "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation." **Figure 4.4-1 (Potentially Eligible Historic Resources [Windshield Survey])** identifies the 218 parcels that have been identified as potentially eligible for local listing. An architectural overview, complete inventory list, and California Department of Parks and Recreation primary survey forms are provided in **Appendix C-7**.

Page 4.4-4, Figure 4.4-1, Potentially Eligible Historic Resources Map, has been removed and is replaced with a narrative describing the general history and time periods of development in Hermosa Beach as provided in the Existing Conditions Report.

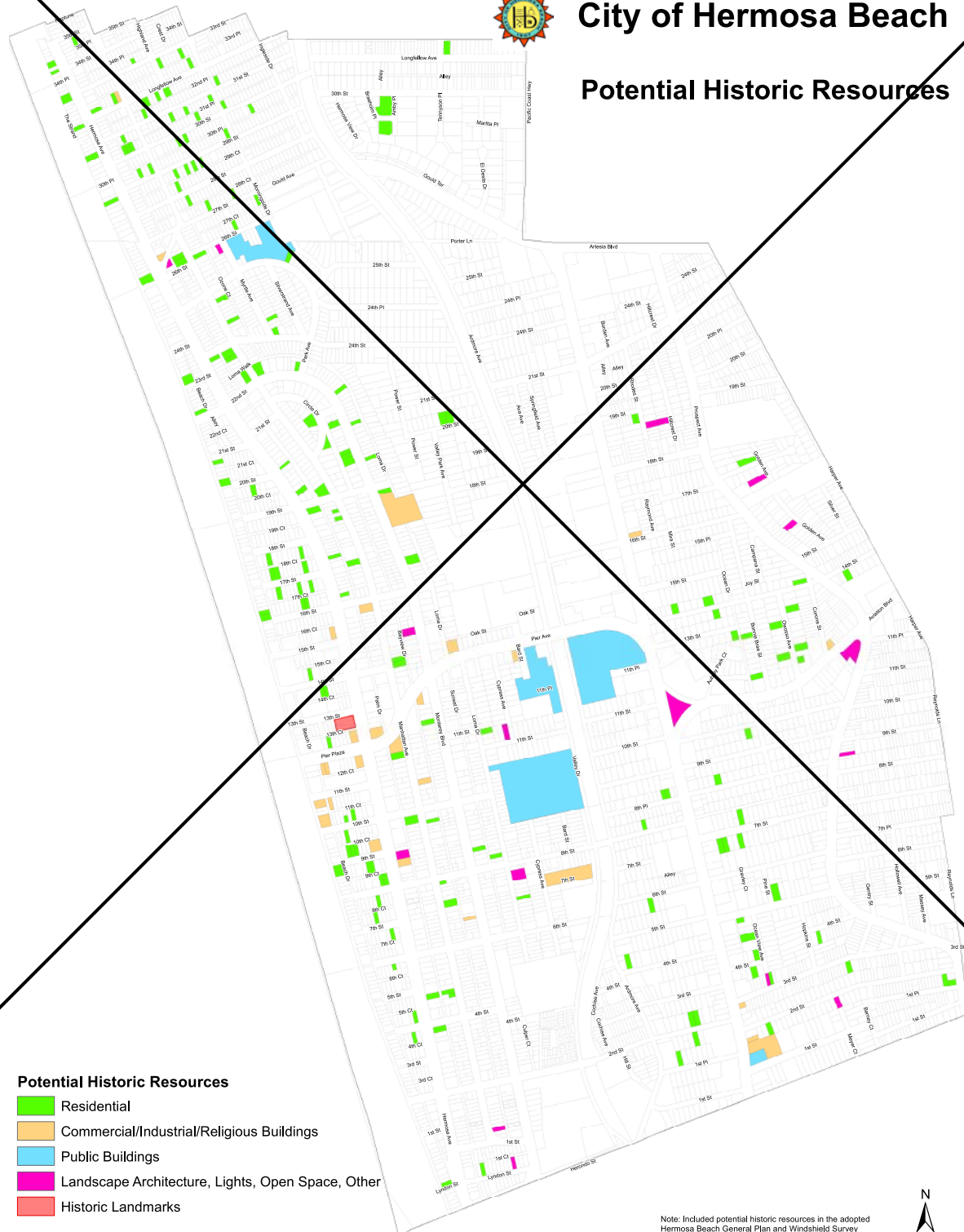
4.4 CULTURAL RESOURCES

FIGURE 4.4-1  
POTENTIALLY ELIGIBLE HISTORIC RESOURCES (WINDSHIELD SURVEY)



City of Hermosa Beach

Potential Historic Resources



Source: PCR Services 2014



Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

Page 4.4-11, last paragraph is modified as follows:

Implementation action LAND USE-~~232~~1 would require archaeological investigations, as necessary, by a qualified archaeologist for projects subject to CEQA involving ground-disturbing activities for areas not previously surveyed and/or that are determined sensitive for cultural resources and would require preparation and implementation of a treatment plan if buried resources would be affected by a proposed project. For example, an initial archaeological study (Phase I Assessment), at a minimum, would consist of the following tasks to identify known archaeological resources in a given project site: a cultural resources records search through the South Central Coastal Information Center of the California Historical Resources Information System, a pedestrian survey of the project site, a review of the land use history, and coordination with knowledgeable organizations or individuals (e.g., Hermosa Beach Historical Society, Native American tribes). If warranted, additional analyses such as archaeological test excavations and/or remote sensing methods would be implemented to identify resources.

Page 4.4-12, first paragraph is modified as follows:

To identify if a project requires archaeological investigations, the City would review available geotechnical studies to determine whether excavation activities would impact native soils. If a geotechnical study is not available for review, then the City would need to make a determination based on a review of recent aerial photography of the project location, available data from adjacent or nearby sites, and professional judgement. Thus, with implementation action LAND USE-~~232~~1, future development and reuse projects under PLAN Hermosa would implement the appropriate treatment and/or preservation of resources if encountered. Therefore, potentially significant impacts on archaeological resources would be **less than significant**.

Page 4.4-14, last paragraph, and 4.14-15 first paragraph are modified as follows:

~~The City does not have a comprehensive list of potentially eligible historic properties over 45 years old. During the preparation of the City's General Plan Land Use Element in 1994, 28 historical resources and two historic districts were identified as potentially eligible; however, some of these potential resources have been demolished or substantially altered. Furthermore, this list is now over 20 years old and many additional properties now meet the age threshold for consideration that would have not been considered in 1994. A new windshield survey was conducted to examine existing conditions and identify examples of property types, styles, and methods of construction that represent key periods of development in Hermosa Beach. As described in **Appendix C-7**, PCR conducted a windshield survey to identify potentially eligible individual historic resources and concentrations or groups of historic resources that appeared to be eligible as potential districts. Of the approximately 3,600 parcels over 45 years old in Hermosa Beach, 218 parcels are potentially eligible for local listing (5S3) and two potentially eligible groupings of single-family residences that appear to be eligible as beach cottage districts (5D3). The evaluation of historic resources during the windshield survey was based on architecture, and a more intensive survey could be conducted in the future to consider patterns of history, events, and significant persons.~~

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~~Approximately 60 percent of the potentially eligible resources are single-family, one-story residential properties constructed between 1906 and 1930 located in the Walk Street, Sand Section, North End, and Hermosa Hills neighborhoods. There are also two groupings of residences located in the Walk Street and Hermosa Hills neighborhoods. The remaining 40 percent of potentially eligible properties include a variety of property types and styles, such as commercial and industrial buildings, institutional buildings, landscape architectural features, churches, parkettes, and greenbelts. These potential historical resources are located in the Downtown, Civic Center, and Cypress districts and along the Pacific Coast Highway corridor.~~

Page 4.4-15, paragraph five and six, and Page 4.14-16, first paragraph are modified as follows:

Provisions of the City's current preservation ordinance (Municipal Code Section 17.53) would not prevent the demolition or impairment of a historic building or structures that are not formally designated as a landmark under the City's preservation ordinance or listed on the City's potential historical resources list, but that meet the definition of historical resource for the purpose of CEQA. Demolition of such a historical resource would be a significant impact under CEQA. Furthermore, it is possible that some structures that have not yet been surveyed could be eligible historical resources. ~~Implementation actions LAND USE-3 and LAND USE-15 attempt to lessen impacts due to infill development adjacent to historical resources by recommending the preparation of design guidelines to ensure new development would not sharply contrast with nearby historic resources and the use of the Secretary of Interior's Standards to evaluate impacts of alterations or new development to historical resources.~~

Policies 10.1, 10.2, 10.3, 10.4, and 10.6 would encourage the voluntary designation of potentially eligible historic resources as landmarks or historic districts, ~~prohibit and~~ discourage the inappropriate alteration or demolition of designated landmarks, require the evaluation of ~~potentially eligible~~ historic resources associated with discretionary projects prior to demolition, and provide incentives for preservation of historic resources. The implementation actions set forth in PLAN Hermosa recommend a number of programs to support the goals and policies described above.

PLAN Hermosa policies and implementation actions requiring the identification and protection of historic resources, along with adherence to existing federal, state, and City regulations, would provide greater protections to locally designated and potential historical resources. Other implementation actions address amending CEQA documentation and the initial study program to ensure historic resources are adequately addressed (LAND USE-13) ~~and the establishment of design review procedures and guidelines (LAND USE-18)~~. However, implementation of PLAN Hermosa would not prevent the demolition of or substantial adverse change to potentially eligible historic buildings and structures that qualify as historical resources pursuant to CEQA, but have not been formally designated under the City's preservation ordinance or listed on the City's potential landmark list. Therefore, this impact would be **potentially significant**.

Page 4.4-16, Mitigation Measures have been revised as follows:

#### **Mitigation Measures**

~~**MM 4.4-4a** The City shall establish an updated list of potential historic resources to be maintained by the Community Development Director. The list shall be updated every 10 years, at a minimum, to identify as yet unknown~~

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historical resources (as defined in CEQA Guidelines Section 15064.5) as potential resources are identified through citywide surveys and on a project-by-project basis.

**MM 4.4-4ba** The City shall require project applicants of discretionary projects to conduct historical resources studies, surveys, and assessment reports on a project-by-project basis, when a project proposes to alter, demolish, or degrade a designated landmark or a potential historic ~~resource~~ landmark as defined by Hermosa Beach Municipal Code Section 17.53.

**MM 4.4-4eb** The City shall maintain the "Historical Resources in Hermosa Beach" guide, and shall update the guide so that it is informed by current resource data and its goals and policies are consistent with the Land Use + Design Element.

**MM 4.4-4ec** The City shall develop procedures and nomination applications to facilitate and streamline the designation of local historic sites and historic districts.

**MM 4.4-4ed** Historical resources studies, surveys, and assessment reports shall be performed by persons who meet the Secretary of the Interior's Professional Qualification Standards for Archaeology and Historic Preservation (48 CFR 44716).

~~**MM 4.4-4f** For historical resources that may be adversely impacted, conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and application of the State Historical Building Code shall be required to protect significant character defining features and protect the eligibility of potential historical resources.~~

#### Significance After Mitigation

Implementation of mitigation measures **MM 4.4-4a** through **MM 4.4-4fd** would reduce impacts on historical resources to the extent feasible. However, impacts on potentially eligible historic structures could occur depending on the proposed uses, the cost of rehabilitation, and safety considerations. Thus, it may not be feasible in all circumstances to rehabilitate a structure and retain its historic significance. ~~If a project applicant proposes to demolish an eligible structure, the City would consider the project's impacts prior to approval.~~ Given this uncertainty, this impact would be **significant and unavoidable**.

Discussions under Impacts 4.4-5, 4.4-6 have been updated to reference LAND USE-21 implementation action.

Discussions under Impact 4.4-8 has been updated to reflect new mitigation measures identified in 4.4-4 to reference MM4.4-4a – MM4.4-4d.

#### SECTION 4.5 (GEOLOGY AND SOILS)

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

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#### SECTION 4.6 (GREENHOUSE GAS EMISSIONS)

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft

Page 4.6-9, second paragraph, last sentence, is revised as follows:

~~The Carbon Planning Tool includes the links and sources used for each data point and assumptions used to calculate emissions reductions. **Appendix E-1 (PLAN Hermosa Greenhouse Gas Reduction Assumptions)** details the sources and assumptions used in the Carbon Planning Tool to estimate the potential emissions reductions from each strategy. The analysis relies on assumptions based on current technology (e.g., the average electrical output of 1 kilowatt [kW] of solar in Hermosa Beach is currently 1,488 kilowatt hours [kWh] annually) unless regulation or peer-reviewed research can reasonably project the effect that future technology would have on reducing GHG emissions (e.g., state and federal fuel efficiency standards for light-duty passenger vehicles mandate that the average fuel efficiency of a vehicle fleet will increase from 34 miles per gallon in 2016 to 55 miles per gallon by 2025).~~

Page 4.6-23, first and second paragraphs are modified as follows:

Finally, PLAN Hermosa also includes several policies to support the reduction of GHG emissions that are not specific to a certain activity or sector. For instance, Sustainability + Conservation Element Policy 2.1 states that Hermosa Beach will reduce its GHG emissions in alignment with state targets and goals ~~and will also achieve carbon neutrality no later than 2040~~. Implementation action SUSTAINABILITY-1 will establish a GHG impact fee for all future discretionary development projects to offset their ~~fair share of~~ GHG contribution above established thresholds, and SUSTAINABILITY-5 requires the City to regularly monitor and evaluate Hermosa Beach's progress toward community-wide ~~carbon neutrality greenhouse gas reductions~~.

~~Sustainability + Conservation Element Policy 2.5 directs the City to purchase carbon offsets when necessary to achieve community-wide carbon neutrality goals. The emissions reductions achieved from the purchase of carbon offsets or implementation of projects outside of Hermosa Beach to achieve carbon neutrality are included in the emissions reductions calculations to demonstrate achievement toward carbon neutrality, but they are excluded from demonstrating the community's ability to achieve the greenhouse gas reduction targets by 2040 consistent with long term state goals. While offsets are included to achieve a carbon neutral goal, the degree to which they can be relied upon to demonstrate consistency with state goals is limited at this time. While the California Air Resources Board has developed guidance for organizations or operators subject to cap-and-trade regulation on how to select, verify, and register offset projects counted toward cap-and-trade compliance, this guidance has not yet been approved for use or to demonstrate compliance by organizations or jurisdictions that are excluded from cap-and-trade regulation.~~

Table 4.6-6, on Page 4.6-23, is modified as follows:

**TABLE 4.6-6  
SUMMARY OF ANNUAL EMISSIONS REDUCTIONS BY SECTOR IN 2040**

	Share of Carbon Reductions (%)	Annual Carbon Reduction (MTCO <sub>2e</sub> )
Baseline 2005 Emissions		137,160
2012 Emissions	-7.7%	126,610
BAU Emissions (2040)	+5.0%	133,430
State Programs (2040)	-27.7%	38,010
Local Remaining Emissions to Be Reduced		95,420
<b>Building Efficiency</b>		
New Construction Residential Efficiency	-1.3%	1,810
Existing Buildings Residential Efficiency	-4.4%	6,100
New Construction Nonresidential Efficiency	-2.0%	2,810
Existing Buildings Nonresidential Efficiency	-2.0%	2,770
<b>Subtotal</b>	<b>-9.8%</b>	<b>13,490</b>
<b>Renewable Energy Generation</b>		
Rooftop Solar	-5.9%	8,100
Community Solar	-0.4%	550
Renewable Energy Procurement	-7.3%	10,010
Purchased Renewables (Green Rate)	-0.0%	0
<b>Subtotal</b>	<b>-13.6%</b>	<b>18,660</b>
<b>Transportation + Land Use</b>		
Land Use & Transportation Alternatives	-4.0%	5,500
Additional Transportation Strategies	-1.9%	2,560
Electric Vehicles	-7.4%	10,100
<b>Subtotal</b>	<b>-13.0%</b>	<b>18,160</b>
<b>Other Sectors + Offsets</b>		
Waste + Recycling	-2.5%	3,480
Water + Wastewater	-0.2%	330
Purchase Offsets	-30.1%	41,310
<b>Subtotal</b>	<b>-2.7%</b>	<b>3,810</b>
<b>TOTAL</b>	<b>-69.9%</b>	<b>54,110</b>

Source: City of Hermosa Beach 2016

Page 4.6-28, under Impact 4.6-2, a new paragraph and table are inserted as follows:

A numeric summary of the relevant GHG emissions reduction goals articulated through state legislation or executive orders and locally adopted planning documents, along with

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the level of GHG reductions that are anticipated to be achieved through the implementation of policies in PLAN Hermosa (with and without offsets), is presented in Table 4.6-7.

**TABLE 4.6-7 (NEW TABLE ADDED TO EIR)  
GREENHOUSE GAS REDUCTION GOALS AND ACHIEVEMENTS**

	Percent Emissions Reduction Below 2005 Levels			
GHG Emissions Reduction Goals				
Goal Origination	2020	2030	2040	2050
State Legislation (adopted)	15% (AB 32)	49% (SB 32)		
State Executive Order				83% (E.O. S-3-05)
Local Plans (Adopted)	15% (Sustainability Plan)			
Trajectory Needed to Meet Goals	15%	49%	66%	83%
PLAN Hermosa				
PLAN Hermosa (without offsets)			66%	
PLAN Hermosa (with offsets)			100%	
PLAN Hermosa EIR Alternative 2 (without offsets)		100%		

Source: City of Hermosa Beach, 2016.

#### **SECTION 4.7 (HAZARDS AND HAZARDOUS MATERIALS)**

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

#### **SECTION 4.8 (HYDROLOGY AND WATER QUALITY)**

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

#### **SECTION 4.9 (LAND USE AND PLANNING)**

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

Replace Figure 4.9-1 with updated Land Use Designation Maps from PLAN Hermosa.

#### **SECTION 4.10 (MINERAL RESOURCES)**

No changes.

#### **SECTION 4.11 (NOISE AND VIBRATION)**

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

#### **SECTION 4.12 (POPULATION AND HOUSING)**

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

#### **SECTION 4.13 (PUBLIC SERVICES, COMMUNITY FACILITIES, AND UTILITIES)**

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

Update Figure 4.13-1 Parks and Public Facilities with modified map from PLAN Hermosa.

Update Table 4.13-2 Parks and Community Facilities in Hermosa Beach with modified table from PLAN Hermosa.

Page 4.13-32, second to last sentence in the second paragraph under the Wastewater subheading is revised as follows:

The LACSD trunk lines flow to the Joint Water Pollution Control Plant (JWPCP), located in Carson. The JWPCP is one of the largest wastewater plants in the world and is the largest of the LACSD wastewater treatment plants. The facility provides both primary and secondary treatment and has a total permitted capacity of 400 million gallons per day (mgd).<sup>3</sup> The plant serves a population of approximately 3.5 million people throughout Los Angeles County. Treated discharge from the plant is transported to the Pacific Ocean through a network of outfalls, which extend 1.5 miles off the Palos Verdes Peninsula, to a depth of 200 feet (LACSD 2013). The JWPCP currently processes an average flow of ~~263.1~~ mgd (LACSD 2015; LACSD 2017). The projected flow to the JWPCP in its service area for 2050 is 359 mgd.<sup>4</sup>

Page 4.13-39, first paragraph in the discussion of Impact 4.13.7-1 is revised as follows:

The increased population resulting from implementation of PLAN Hermosa could generate additional wastewater flows that would be treated by the Joint Water Pollution Control Plant located in Carson. The LACSD has estimated wastewater flows generated by the additional 300 residential units and 630,400 square feet of nonresidential development to be approximately 251,680 gallons per day (or 0.252 mgd) of wastewater (LACSD 2015).<sup>6</sup> Currently, the JWPCP treats an average of ~~263.1~~ 254.1 mgd, which includes flows from Hermosa Beach. The addition of flows from PLAN Hermosa (0.252 mgd) would increase treated flows to approximately ~~263.4~~ 254.4 mgd, which would not exceed the current 280-mgd primary and secondary treatment capacity or the 400-mgd permitted capacity of the JWPCP. PLAN Hermosa's additional flows would represent less than an approximately 0.1 percent contribution to flows.

Page 4.13-62, two new sentences have been added to the end of the second paragraph under the "Automotive Fuel Consumption" subheading as follows:

Implementation of PLAN Hermosa's proposed policies and implementation actions that are designed to promote pedestrian, bicycle, and transit forms of transportation would further reduce dependency on fossil fuels. As shown in Table 4.13-7, under PLAN Hermosa, the amount of transportation fuels consumed would be reduced to approximately 1.4 million gallons or almost 77 percent when compared to existing (2015) conditions, but would also increase electricity consumption due to the increase in use of electric vehicles. The reduction of transportation fuel consumed by 2040 compared to 2015 (77 percent) is a result of greater fuel efficiency from conventionally fueled vehicles, a reduction in overall vehicle miles traveled through land use changes, and a greater shift to electric vehicles or

### 3.0 REVISIONS TO THE DRAFT EIR

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fossil-free vehicles. By 2040 it is estimated that approximately 75 percent of new vehicles in Hermosa Beach will be electric or fossil-free vehicles, compared to approximately 5 percent in 2015. This information, along with all other assumptions associated with the calculation of energy or fuel use and greenhouse gas reductions, is presented in **Appendix E-1**.

Page 4.13-62, a new paragraph has been added immediately following Table 4.13-7 as follows:

The data in Table 4.13-7 have been developed using the same assumptions used for the greenhouse gas emissions analysis in Section 4.6, Greenhouse Gas Emissions, which concludes that PLAN Hermosa will reduce emissions locally by at least 66 percent by 2040.

Page 4.13-67, a new reference is added as follows:

LACSD (Sanitation Districts of Los Angeles County). 2012. *Clearwater Program Final Master Facilities Plan*.

———. 2013. *Wastewater Facilities*.

<http://www.lacsd.org/wastewater/wwfacilities/default.asp#map>.

———. 2015. *Plan Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update* [comment letter on Notice of Preparation dated September 8, 2015, included in Appendix B]

———. 2017. Response to DEIR for the PLAN Hermosa: City of Hermosa Beach General Plan and Local Coastal Program Update [comment letter on Draft EIR dated January 5, 2017, included in Section 2.0, Responses to Comments, in the Final EIR].

#### **SECTION 4.14 (TRANSPORTATION)**

Replace Policies and Implementation Actions from PLAN Hermosa with modified policies from Planning Commission Recommended Draft.

#### **APPENDIX C**

Appendix C-7 is modified to delete Figure 7.2: Potential Historic Resources

Appendix C is modified to include the following appendices prepared as part of the Technical Background Report (appendices numbered as they appear in the Technical Background Report). These appendices are included on CD at the back of this Final EIR.

- Appendix A1 Hermosa Beach Market Analysis
- Appendix A2 Vulnerability and Adaptation to Sea Level Rise
- Appendix B1 Natural Resources
- Appendix B2 Special Status Species
- Appendix B6 Archaeological and Paleontological Resources Assessment
- Appendix B7 City of Hermosa Beach 2013-2021 Housing Element

#### **APPENDIX H (NEW)**

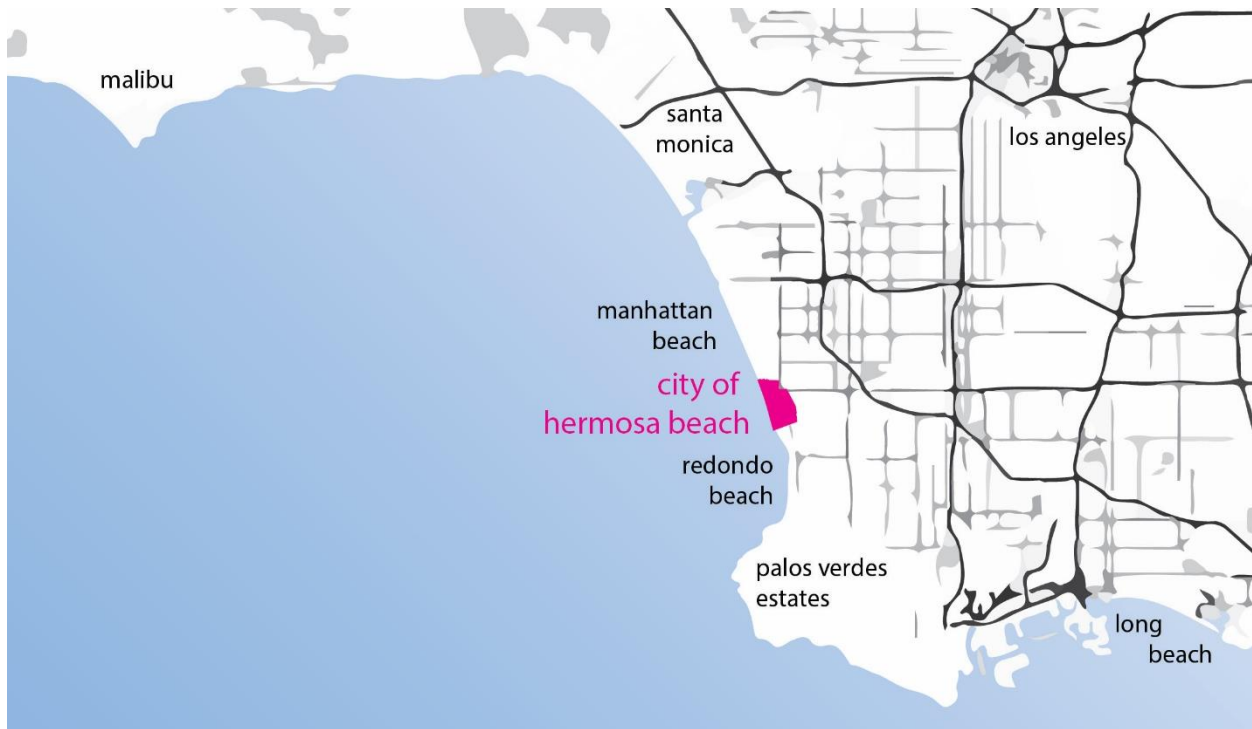
A new Appendix H (Tribal Consultation) has been added to document the Tribal Consultation process completed by the City for this project in compliance with AB 52 and SB 18. The documents in Appendix H are confidential to comply with AB 52 and protect the confidential information provided by California Native American Tribes. They are included in the administrative record for the EIR and are on file with the City of Hermosa Beach.



### 3.0.1 REGIONAL SETTING

Hermosa Beach is located in southwest Los Angeles County and encompasses 1.4 square miles, with 1.8 miles of coastline along Santa Monica Bay. Manhattan Beach borders Hermosa Beach to the north and northeast, and Redondo Beach is located to the south and east (see **Figure 3.0-1, Regional Location Map**). Pacific Coast Highway runs north/south through the entirety of Hermosa Beach. Roughly half of the city is located within the Coastal Zone.

**FIGURE 3.0-1 REGIONAL LOCATION MAP**



### 3.0.2 HERMOSA BEACH

The proposed project area, shown in **Figure 3.0-2 (Hermosa Beach Corporate Boundary)**, includes the entire corporate limits of the City of Hermosa Beach and the City's Coastal Zone. Existing land uses in the city include residential, commercial, institutional, industrial, and open space as shown in **Figure 3.0-3 (Hermosa Beach Existing Land Uses)** and **Table 3.0-1 (Hermosa Beach Existing Land Uses)**.

Residential uses comprise over 67 percent of the city's land area, with approximately 10,000 housing units encompassing 455 acres of the city. Residential uses include single-family residential, multi-family, mobile homes, and mixed-use property (with both residential and commercial). Single-family land uses are found throughout the city, with neighborhoods in the northeast, east, and southeast that are predominantly single-family uses. Multi-family housing units are predominantly found in the southwest area of Hermosa Beach, with additional multi-family housing found in the northwest and southeast portions of the city. The northwest portion of the city and The Strand have a mix of single-family and multi-family housing options. There are two mobile home areas—one located north of Pier Avenue, between Loma Drive and Valley Drive, which is a resident-owned park, and the other along 10th Street between Ardmore Avenue and Pacific Coast Highway, which also serves recreational vehicles.

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Existing commercial uses comprise approximately 7 percent of the city's total land area including retail, restaurant, office, and other uses that provide goods or services. These uses can be found primarily along the city's corridors and in Downtown, with pockets of small-scale commercial found in residential neighborhoods. Commercial uses along Hermosa Avenue or Manhattan Avenue primarily consist of restaurants, stores, and services to serve the neighborhood and nearby beachgoers.

Light industrial or manufacturing uses in Hermosa Beach account for approximately 4 percent of the city's total land area and are generally located in a 4-acre industrial area near Cypress Avenue, including light manufacturing, warehouses, construction supply, surfboard manufacturing, auto shops, and air conditioning and heating manufacturing uses.

**FIGURE 3.0-2 HERMOSA BEACH CORPORATE BOUNDARY**

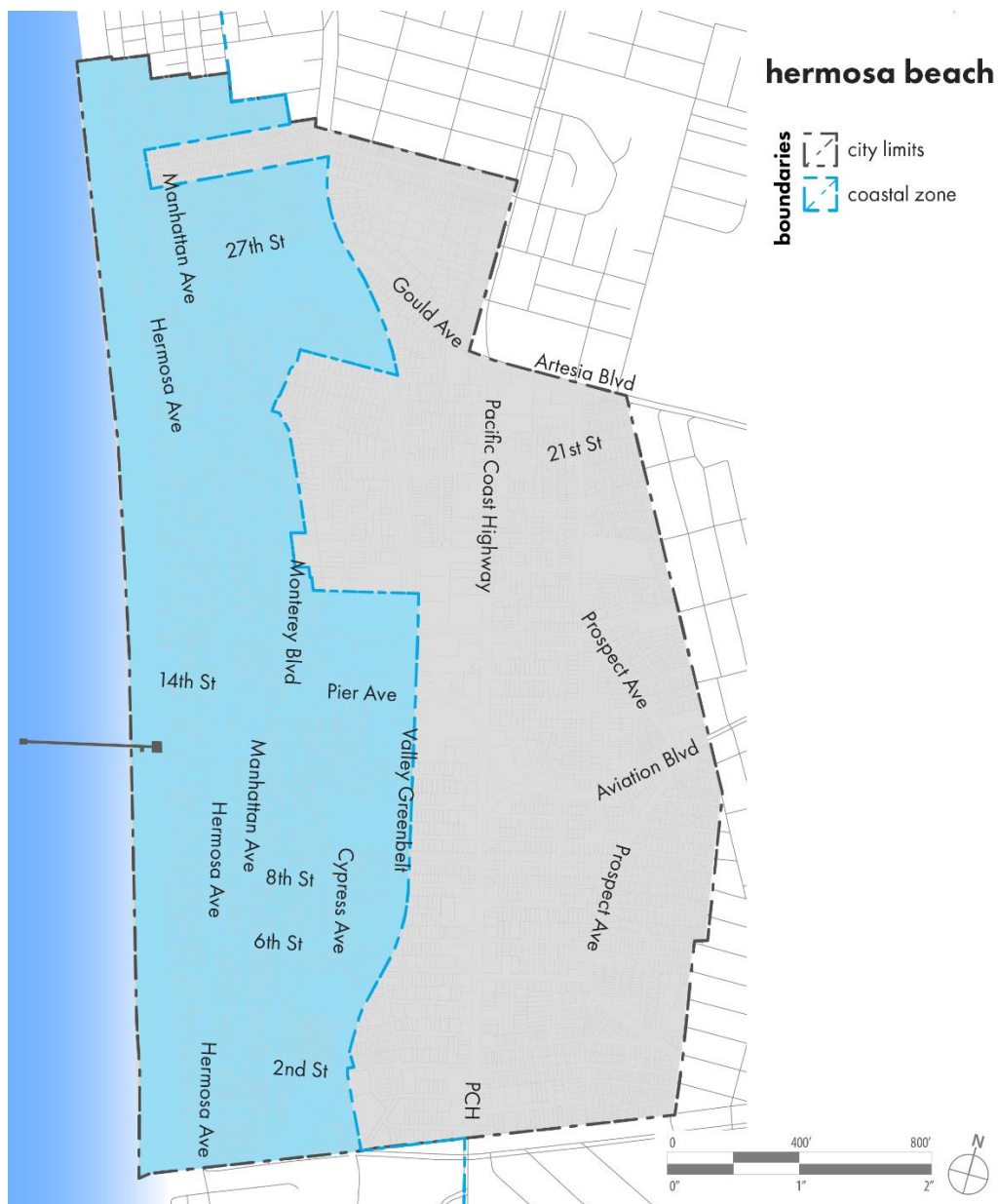
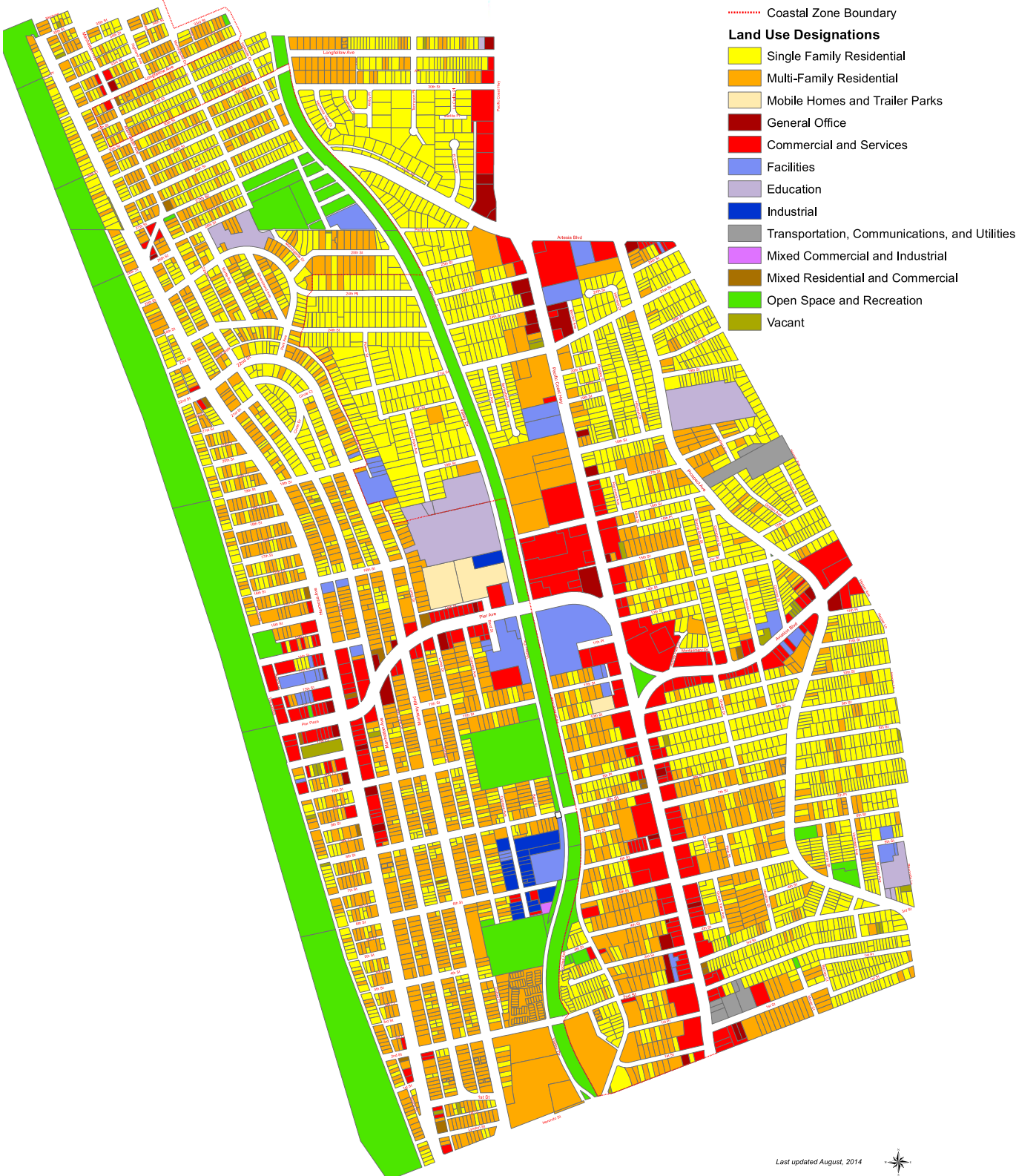


FIGURE 3.0-3 HERMOSA BEACH EXISTING LAND USES



### 3.0 PROJECT DESCRIPTION

Institutional land uses account for 147 acres or 22 percent of the total land area. Institutional land uses include schools, government-owned facilities, parks, the beach and open space, and essential operations areas such as parking, utility buildings, the City maintenance yard and other facilities, or utility easements.

**TABLE 3.0-1  
HERMOSA BEACH EXISTING LAND USES**

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

Source: City of Hermosa Beach 2014

### 3.0.3 PROJECT OBJECTIVES

California Environmental Quality Act (CEQA) Guidelines Section 15124(b) requires that a project's environmental impact report (EIR) include a written statement of objectives that should include the underlying purpose of the project. The priorities underscored in PLAN Hermosa identified through the community outreach process form the basis of the project objectives.

- 1) Preserve the city's small beach town character through policies and design standards that maintain buildings at an appropriate scale and size with existing ones and recognize the unique features of the city's eclectic residential neighborhoods.
- 2) Enhance and support a strong, diverse, and vibrant local economy through policies that stimulate sustainable businesses and jobs, enhance safe and beautiful commercial corridors, articulate clear and consistent standards for new businesses, and provide convenient services to residents, employees, and visitors.
- 3) Promote healthy and active lifestyles through land use and transportation improvements that enhance pedestrian, transit, and bike safety and access to a variety of destinations in the city.
- 4) Provide a safe and clean natural environment—including clean air and water—and stewardship of our ocean resources, open space, and other natural resources.
- 5) Achieve a low carbon future through the reduction of greenhouse gas emissions by reducing fuel consumption, diverting solid waste from landfills, conserving water and improving the efficiency of energy use and utilizing renewable energy sources.

### 3.0.4 PROJECT CHARACTERISTICS

The project consists of two components: the General Plan and the Local Coastal Program, collectively referred to as PLAN Hermosa. PLAN Hermosa's stated purpose is to guide development in the city for the next 25 years by balancing quality of life, economic prosperity, and environmental sustainability. PLAN Hermosa defines long-term community goals, decision-making policies, and implementation actions. PLAN Hermosa establishes an overall development capacity for the city and represents the City's policy for determining appropriate physical development and character. Any decision by the City affecting land use and development must be consistent with PLAN Hermosa. An action, program, or project would be considered consistent if, considering all of its aspects, it would further the goals and policies set forth in PLAN Hermosa and not obstruct their attainment.

PLAN Hermosa includes the subject matter required for the seven state-required elements, as well as subjects required for the Coastal Land Use Plan.

- Community Governance
- Land Use + Design
- Mobility
- Sustainability + Conservation
- Parks + Open Space
- Public Safety
- Infrastructure

PLAN Hermosa also includes a Vision Statement, an Introduction chapter, and an Implementation Plan that presents actions needed to achieve the vision.

The City's Housing Element, which is also part of the General Plan, was last updated in 2013 and has been certified by the California Department of Housing and Community Development through 2021; therefore, it is not part of the proposed project.

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### Community Governance Element

The Community Governance Element serves as the introduction to PLAN Hermosa. This element details the leadership, decision-making process, development requirements, and regional coordination necessary to achieve the proposed plan's objectives through goals, policies, and actions.

This element describes the system of governance and provides goals and policies for Hermosa Beach. In addition, the element identifies ways to continue community involvement and investment, while ensuring decision-making and leadership are conducted in an ethical, transparent, and innovative manner that reflects community values.

### Land Use + Design Element

The Land Use + Design Element guides future development in Hermosa Beach; identifies the character-defining features of each neighborhood, corridor, or district; and provides policy guidance that supports the intended character of each area. The element establishes land use designations that provide direction to each individual property owner regarding allowed uses and densities. More specifically, the Land Use + Design Element:

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

The **PLAN Hermosa Land Use Designations Diagram (Figure 3.0-4)** establishes the general pattern of uses in the city and identifies minimum and maximum permitted land use densities and intensities. These parameters can be used to identify the anticipated level of development in the city between 2015 and 2040. As the density and intensity standards for each land use designation are applied to future development projects and land use decisions, properties will gradually transition from one use to another, and land uses and intensities will gradually shift to align with the intent of PLAN Hermosa.

**Table 3.0-2 (PLAN Hermosa Land Use Designations)** identifies the land use designations and allowable densities. **Table 3.0-3 (PLAN Hermosa Residential Development Projections)** identifies anticipated residential land use changes that would occur between 2015 and 2040 with implementation of PLAN Hermosa, while **Table 3.0-4 (PLAN Hermosa Nonresidential Development Projections)** identifies corresponding changes for nonresidential uses in the city. These projections were calculated based on specific trends in the city, including:

- Loss of housing units – Through demolition and reconstruction as single-family homes, the city experienced a decrease in the overall number of housing units from 10,162 to 10,110 between 2010 and 2015. This is consistent with a recent local trend in which properties with multi-family units are demolished and replaced with a single-family unit. This trend may be expected to continue in the near term.
- Growing size of households – Between 2008 and 2012, the city observed an increase in average household size from 2.00 to 2.08. This number is indicative of a growing number of

families in Hermosa Beach, which affects the ratio of adult residents and subsequently the trip generation of family versus nonfamily households.

While the residential land use designations have the ability to accommodate an additional 440 total residential units, only a portion of those parcels are likely to redevelop. The City's residential program estimates that approximately 300 residential units may be added in Hermosa Beach over the next 25 years based on an analysis of vacant and underutilized parcels. In addition, Hermosa Beach could accommodate an additional 630,400 square feet of nonresidential development between 2015 and 2040 as shown in the tables below.

**TABLE 3.0-2  
PLAN HERMOSA LAND USE DESIGNATIONS**

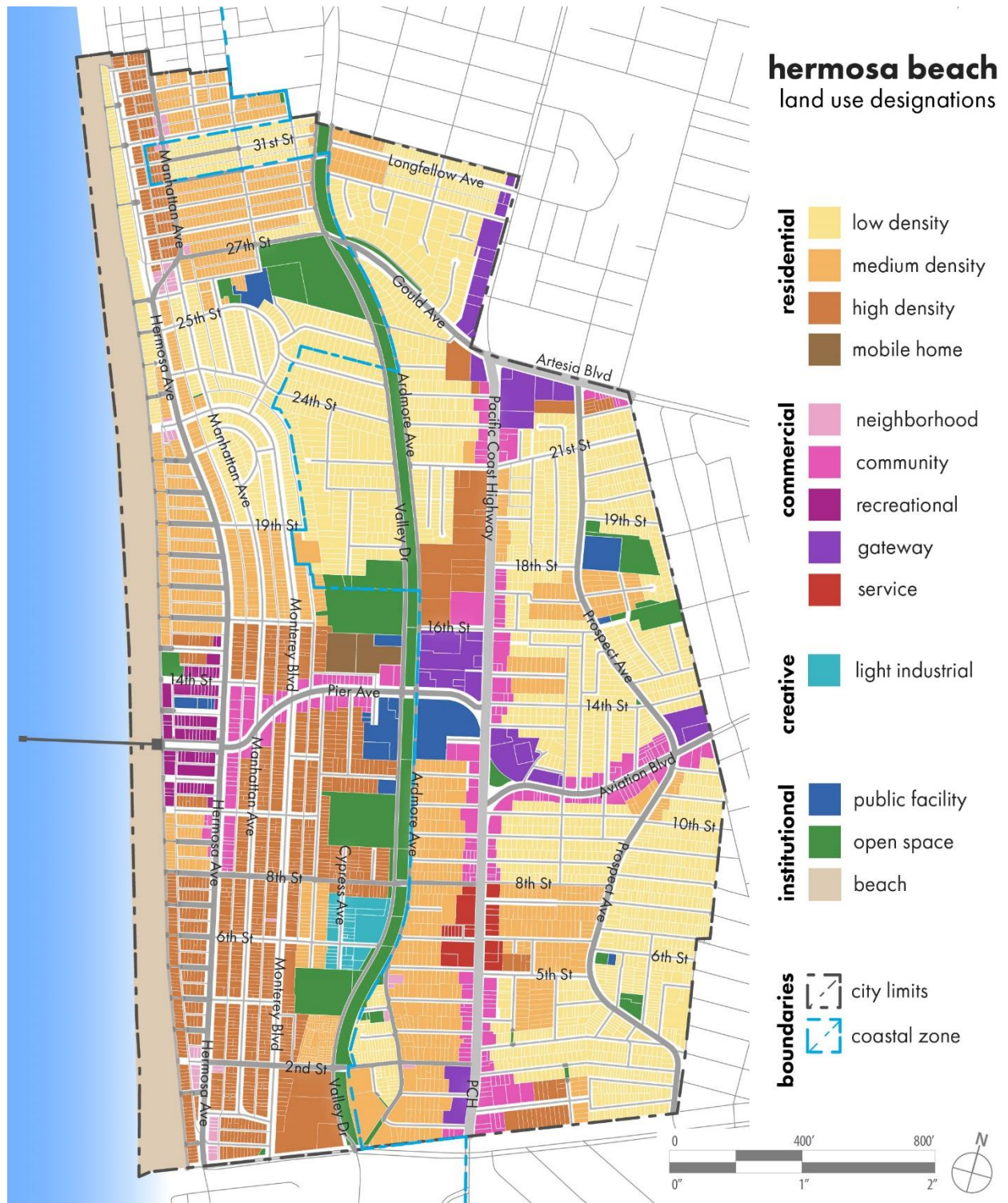
<b>Land Use Designation</b>	<b>Definition</b>	<b>Density/Intensity</b>
Low Density Residential	Single-family residential (attached or detached)	2.0–13.0 DU/AC
Medium Density Residential	Single-family residential and small-scale multi-family residential (duplex, triplex, condominium)	13.1–25.0 DU/AC
High Density Residential	Medium (8–20 unit buildings) and large-scale (20+ unit buildings) multi-family residential	25.1–33.0 DU/AC
Mobile Home	Mobile home parks, where two or more lots are rented or leased to accommodate mobile homes for human habitation	2.0–13.0 DU/AC
Neighborhood	Convenience stores, markets, eateries, laundromats, or similar uses to primarily serve local walk-in traffic	0.5–1.0 FAR
Community	Locally oriented uses including retail stores, restaurants, professional and medical offices, and personal services	0.5–1.25 FAR
Recreational	Coastal-related uses such as beach/bike rentals, restaurants, snack shops, lodging accommodations, entertainment, and similar uses	1.0–1.75 FAR
<i>Gateway</i>	<i>Lower-floor community or regionally oriented commercial uses with upper-floor high-visitor office or hotel uses</i>	<i>1.0–2.0 FAR</i>
<i>Service</i>	<i>Home improvement stores, furniture stores, auto dealerships, and light automotive service stations</i>	<i>0.25–0.5 FAR</i>
Light Industrial	Production uses for light manufacturing, creative art, or design services with professional office as an allowed accessory use	0.25–1.0 FAR
<i>Public Facility</i>	<i>Civic-related offices, community centers, operational facilities, and educational/institutional facilities</i>	<i>0.10–1.0 FAR</i>
Open Space	Passive and active park, recreational, open space uses, and educational/institutional facilities	0.0–0.5 FAR
<i>Beach</i>	<i>Coastal-related recreational activities and essential public facilities (lifeguard and restrooms)</i>	<i>0.0–0.05 FAR</i>

DU/AC = dwelling units per acre; FAR = floor area ratio

*Italicized designations indicate the new or altered land use designations introduced through PLAN Hermosa.*

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FIGURE 3.0-4 PLAN HERMOSA LAND USE DESIGNATIONS DIAGRAM





**TABLE 3.0-3 PLAN HERMOSA RESIDENTIAL DEVELOPMENT PROJECTIONS**

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

Note: This information is based on growth forecasts provided in the City’s letter with the subject: Hermosa Beach Response to SCAG’s Integrated Growth Forecast to the Southern California Association of Governments. See **Appendix A**.

**TABLE 3.0-4 PLAN HERMOSA NONRESIDENTIAL DEVELOPMENT PROJECTIONS**

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

Note: This information is based on growth forecasts provided in the City’s letter with the subject: Hermosa Beach Response to SCAG’s Integrated Growth Forecast to the Southern California Association of Governments. See **Appendix A**.

Goals presented in the Land Use + Design Element include the following:

- **Livable Urban Pattern** – Create a sustainable urban form and land use pattern that supports a robust and resilient economy and high quality of life for residents.
- **Complete and Diverse Neighborhoods** – Neighborhoods provide for diverse needs of residents of all ages and abilities, and are organized to support healthy and active lifestyles.
- **Unique and Vibrant Districts** – A series of unique, destination-oriented districts throughout Hermosa Beach.
- **Connected and Walkable Corridors** – A variety of corridors throughout the city provide opportunities for shopping, recreation, commerce, employment, and circulation.

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- **Quality Urban Design** – Quality and authenticity in architecture and site design in all construction and renovation of buildings.
- **Public Realm and Pedestrian-Scale Design** – A pedestrian-focused urban form that creates visual interest and a comfortable outdoor environment.
- **Educational and Community Facilities** – Adequate space and appropriate integration of community and school facilities that support physical activity, civic life, and social connections for residents of all ages and interests.
- **Accommodations in the Coastal Zone** – A range of coastal-dependent and visitor-serving uses available to serve a variety of income ranges and amenity desires.
- **Space for Renewable Energy** – Local energy independence through renewable energy generation.
- **Celebrated Examples of the City's Rich History** – A strong sense of cultural and architectural heritage.
- **A Vibrant Artistic Community** – A proud and visible identity as an arts and cultural community.
- **Venues and Space for Artistic Expression** – A mix of cultural facilities that support and encourage the community's vibrant range of art creation and presentation.

Each goal is supported by policies in the Land Use + Design Element and actions in the Implementation Plan describing how the goals will be achieved. The element's key implementation action is an update to the Zoning Ordinance and Local Coastal Implementation Plan.

Character areas—split into neighborhoods, corridors, and districts and shown in **Figure 3.0-5 (Character Areas)**—have been defined and described to highlight the unique features or characteristics of the different areas of Hermosa Beach. Each character area description includes the intended future vision and proposed guidelines to help maintain, enhance, or transform the building form and public realm of each area. A summary of each area is included in **Table 3.0-5 (Character Areas and Future Visions)**.

**TABLE 3.0-5 CHARACTER AREAS AND FUTURE VISIONS**

	<b>Character Area</b>	<b>Future Vision</b>
Neighborhoods	North End	To achieve the intent, buildings should preserve form and scale and maintain neighborhood connectivity and access to nearby commercial services.
	Hermosa View	To achieve the intent, buildings should preserve form, orientation, or scale and retain the unique streetscape with wide parkways and uninterrupted sidewalks.
	Walk Street	To achieve the intent, the City should maintain the high quality pedestrian connections through the walk streets and retain the form, scale, and orientation of buildings in this area.
	Sand Section	To achieve the intent, the City should enhance multimodal connectivity and access while preserving the building form, scale, and orientation in this neighborhood.
	Valley	To achieve the intent, the City should improve key pedestrian thoroughfares to enhance connectivity and access while preserving the single-family development pattern of this area.
	Herondo	To achieve the intent, the City should preserve the scale and building form of this neighborhood and maintain connections and access to nearby amenities.
	Greenbelt	To achieve the intent, the City should maintain the building scale and form of this neighborhood, while enhancing access to local neighborhood-serving commercial uses.
	Hermosa Hills	The intent is to improve key pedestrian thoroughfares to enhance connectivity and access while preserving the single-family development pattern of this area.
	Eastside	To achieve the intent, buildings should preserve form, orientation, and scale and retain the quiet nature and unique streetscape of this area.
Districts	Downtown	To achieve the intent, buildings should enhance form and orientation and maintain the pedestrian realm along Pier Avenue while transforming the realm on Hermosa Avenue.
	Civic Center	To achieve the intent, buildings should transform the orientation and design in the Civic Center, while enhancing the streetscape and circulation of all modes and users.
	Cypress	To achieve the intent, buildings should transform both the design and orientation as well as the public realm and streetscape within the Cypress area.
Corridors	Aviation	To achieve the intent, buildings should transform building design, form, and orientation while enhancing the streetscape and access for pedestrians and bicycles in this area.
	Pacific Coast Highway	To achieve the intent, the City should enhance building design and form, and transform streetscapes and gateways to serve pedestrians and improve vehicular circulation.

FIGURE 3.0-5 CHARACTER AREAS



### Mobility Element

The Mobility Element identifies the proposed major thoroughfares, transportation routes, and alternative transportation facilities necessary to support a multimodal transportation system. This element is intended to facilitate the movement of people and goods throughout Hermosa Beach by a variety of transportation modes. The element places a balanced emphasis on all modes including: bicycle and pedestrian modes, alternative-fuel vehicle use, and parking management in the Coastal Zone. The Mobility Element outlines a transportation system needed to support the land uses outlined in the Land Use + Design Element and regional growth factors identified in county-wide and region-wide plans.

The Mobility Element describes each component of the city's transportation system and presents future enhancements to the system that advance the following goals:

- **Complete Streets** – Complete Streets that serve the diverse functions of mobility, commerce, recreation, and community engagement for all users whether they travel by walking, bicycling, transit, or driving.
- **Living Streets** – A public realm that is safe, comfortable, and convenient for travel via foot, bicycle, transit, and automobile and creates vibrant, people-oriented public spaces that encourage active living.
- **Streets for Everyone** – Public right-of-ways supporting a multimodal and people-oriented transportation system that provides diversity and flexibility on how users choose to be mobile.
- **Managed Parking** – A parking system that meets the parking needs and demand of residents, visitors, and employees in an efficient and cost-effective manner.
- **Low-Carbon Sustainable Transport** – A robust low-cost and low-carbon transportation system that promotes the City's environmental sustainability and stewardship goals in support of social and economic objectives.
- **Local and Regional Connectivity** – A regionally integrated transportation system that provides local and regional connections to regional transit services, bicycle facilities, and other intermodal facilities.
- **Vision Zero** – A transportation system that results in zero transportation-related fatalities and which minimizes injuries.
- **Efficient Commercial Goods Movement** – Facilitates sustainable, effective, and safe movement of goods and commercial vehicles.

Each goal is supported by policies in the Mobility Element and actions in the Implementation Plan describing how the goals will be achieved. The key implementation actions for the Mobility Element are organized around goals to improve safety, enhance access, and support greater choice in transportation options.

### Street Classifications

Streets are not equal in function or in their service of different travel modes. The Mobility Element's system of street classifications will inform future roadway improvements and performance measurement for new and reconfigured streets to carry out mobility priorities more effectively and to balance the needs of all travel modes. Definitions of street classifications consider surrounding land uses and designate priority levels for different travel modes within each street type. Combined, the types represent a hierarchical network linked to typical design standards and anticipated traffic levels.

For each street type, the Mobility Element provides a definition and design guidelines that illustrate how the street space is divided among roadway, sidewalk, parkway, and other modes. The street classifications outline the rights-of-way required for each arterial and collector street to

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accommodate vehicle traffic, transit movement, bicycle system implementation, and pedestrian circulation needs. The classifications also provide design guidance, priorities, and requirements for each street type. These are considered general guidelines for street corridors. Each street classification is defined in **Table 3.0-6 (Proposed Transportation Network Descriptions)** and locations of each type of facility are illustrated in **Figure 3.0-6 (Proposed Street Classifications)**, **Figure 3.0-7 (Proposed Pedestrian Network)**, **Figure 3.0-8 (Proposed Bicycle and Multi-Use Network)**, **Figure 3.0-9 (Proposed Transportation Amenities)**, and **Figure 3.0-10 (Proposed Safe Routes to School Network)**.

#### Multimodal Transportation System

The Mobility Element places a priority on the development of a multimodal transportation system in the city. The current street system comprises three functional systems: arterials, collectors, and local streets with low walking and biking priority. The goals and policies identified in the Mobility Element serve to encourage greater individual choice to move throughout the city by developing multi-use path connections to key destinations in order to reduce auto dependency and improve transit, bicycle, and pedestrian connectivity. This would serve to decrease traffic, increase mobility and access to jobs, reduce greenhouse gas emissions, and improve the Hermosa Beach community's overall health, wellness, and quality of life.

Concepts identified in the Mobility Element include redesign of Pacific Coast Highway to improve its local function as a community focal point and gathering place. Potential redesign for the roadway could include wider sidewalks, sharrows, buffered and painted bicycle lanes, and streetscape improvements such as benches and pedestrian-scale lighting. Enhancing a multimodal transportation system and shifting travel patterns away from the automobile to alternative modes of transportation, including public transit (both regional and local), walking, and biking, would alleviate auto congestion throughout the city.

**TABLE 3.0-6  
PROPOSED TRANSPORTATION NETWORK DESCRIPTIONS**

<b>Street Type</b>	<b>Description</b>
Alleyway	Provide access to private properties, including parking spaces and garages.
Local Street	Provide connections within and between neighborhoods. Local streets are not intended to serve through vehicular traffic and are generally one lane in each direction with a lower volume of vehicles.
Arterial (major + minor)	Carry the majority of vehicles entering, leaving, or traveling through the city. Major and minor arterials are differentiated by the volume of vehicles using the street and width of the right-of-way.
Walk Street	A street segment designed to exclude vehicular use, for pedestrians and non-motorized transportation.
Local Sidewalk	Provide contiguous and level walking space primarily on low-volume residential streets.
Wide Sidewalk	Provide adequate space for a frontage zone, pedestrian zone, and buffer/greenspace zone on commercial streets.
Priority Sidewalk	Facilities essential to providing a safe, accessible, and well-connected pedestrian network.
Multi-Use Path	A two-way facility separated from motor vehicles (adjacent to or independent of roadways) for use by pedestrians, joggers, skaters, and bicyclists.
Shared Roadway	A street segment that functions as a space for multiple users and intermittently as a gathering space, without delineations for each mode.
Bike Lane	Provide preferential or exclusive use of a portion of the roadway for bicyclists through striping or markings.
Sharrows	Combine bicycle stencils with chevrons placed in the center of the travel lane. Bring awareness to drivers that bicycles share the lane and may use the full lane.
Bike Boulevard	Allow bicyclists and motorists to share the same travel lanes to facilitate safe and convenient bicycle travel. They are low-volume streets optimized for bicyclists and pedestrians.
Local Trolley	A local electric or zero emissions trolley, in coordination with parking facilities, provides enhanced access to the beach and downtown.
Electric Vehicle and Bike Parking	Electric vehicle and bike parking facilities support the use of alternative modes to key destinations.
Crossing Control	Crossing control facilities (stop sign, signal, traffic circle) ensure efficient and safe intersections for all travel modes.
Parking District	District-based parking helps manage parking supply and more efficiently use space dedicated for parking.

### 3.0 PROJECT DESCRIPTION

**FIGURE 3.0-6 PROPOSED STREET CLASSIFICATIONS**





FIGURE 3.0-7 PROPOSED PEDESTRIAN NETWORK



### 3.0 PROJECT DESCRIPTION

**FIGURE 3.0-8 PROPOSED BICYCLE AND MULTI-USE NETWORK**

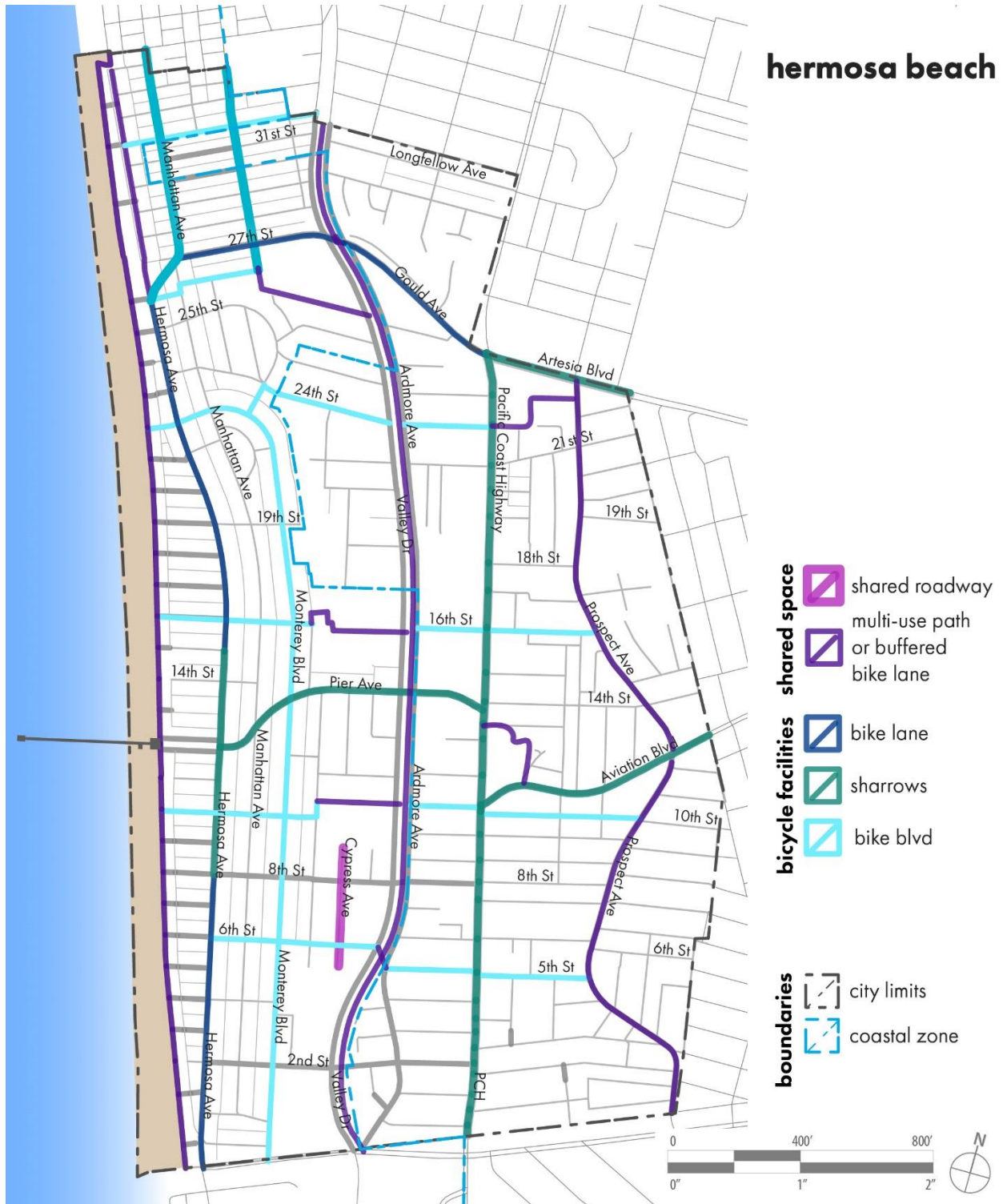


FIGURE 3.0-9 PROPOSED TRANSPORTATION AMENITIES



### 3.0 PROJECT DESCRIPTION

**FIGURE 3.0-10 PROPOSED SAFE ROUTES TO SCHOOL NETWORK**



### Sustainability + Conservation

The Sustainability + Conservation Element includes goals and policies to reduce greenhouse gas emissions, promote improved air quality and water quality, and promote energy-efficient green building practices. The element's primary objective is to set Hermosa Beach on a path toward a low-carbon future, with stated goals of being a carbon-neutral municipal organization by 2020.

The Sustainability + Conservation Element details measures to improve air quality in the city. This element also addresses the use of green building practices to reduce energy use and preserve the environment. Additionally, the element addresses the preservation of renewable and nonrenewable natural resources; managed production of resources, such as energy and groundwater; solid waste reduction and recycling; regional geology and soil erosion; provision of beach nourishment programs; and mineral resources.

The goals addressing the conservation of natural resources targeting water conservation, energy conservation, green building, air quality, and recycling and solid waste are as follows:

- **Carbon-Neutral Municipality** – Carbon neutral municipal operations by 2020 and sustained into the future.
- **A Low-Carbon Community** – Hermosa Beach is a low-carbon community meeting State greenhouse gas reduction goals by 2040.
- **Air Quality Improved** – Improved air quality and reduced quantities of air pollution emissions.
- **Energy Efficient Community** – A leader in reducing energy consumption and renewable energy production.
- **Leaders in Water Conservation** – Water conservation practices, recycled water use, and innovative water technologies support a low-carbon community.
- **Zero Waste to Landfills** – Hermosa Beach is a zero-waste community with convenient and effective options for recycling, composting, and diverting waste from landfills.
- **Retained Topsoil and Reduced Erosion** – Essential topsoil is retained and erosion is minimized.

Each goal is supported by policies in the Sustainability + Conservation Element and actions in the Implementation Plan describing how the goals will be achieved. The element's key implementation actions include a commitment to green building, energy conservation, and renewable energy production to maintain valuable resources over the long term, cut utility costs for businesses and residents, and reduce greenhouse gas emissions.

### Parks + Open Space Element

The Parks + Open Space Element includes coastal policies and actions for beach programming, special events, the protection of scenic resources and views, and the preservation of natural habitat and wildlife. The City provides a high rate of parks/open space per resident, more than half of which is sandy beach. However, park space across the city is not evenly distributed among neighborhoods, especially those east of Pacific Coast Highway. See **Figure 3.0-11 (Parks and Public Facilities)**.

The following goals are outlined in the Parks + Open Space Element:

- **Abundant Parks and Open Space** – Abundant parks, open space, and recreational facilities to serve the community.

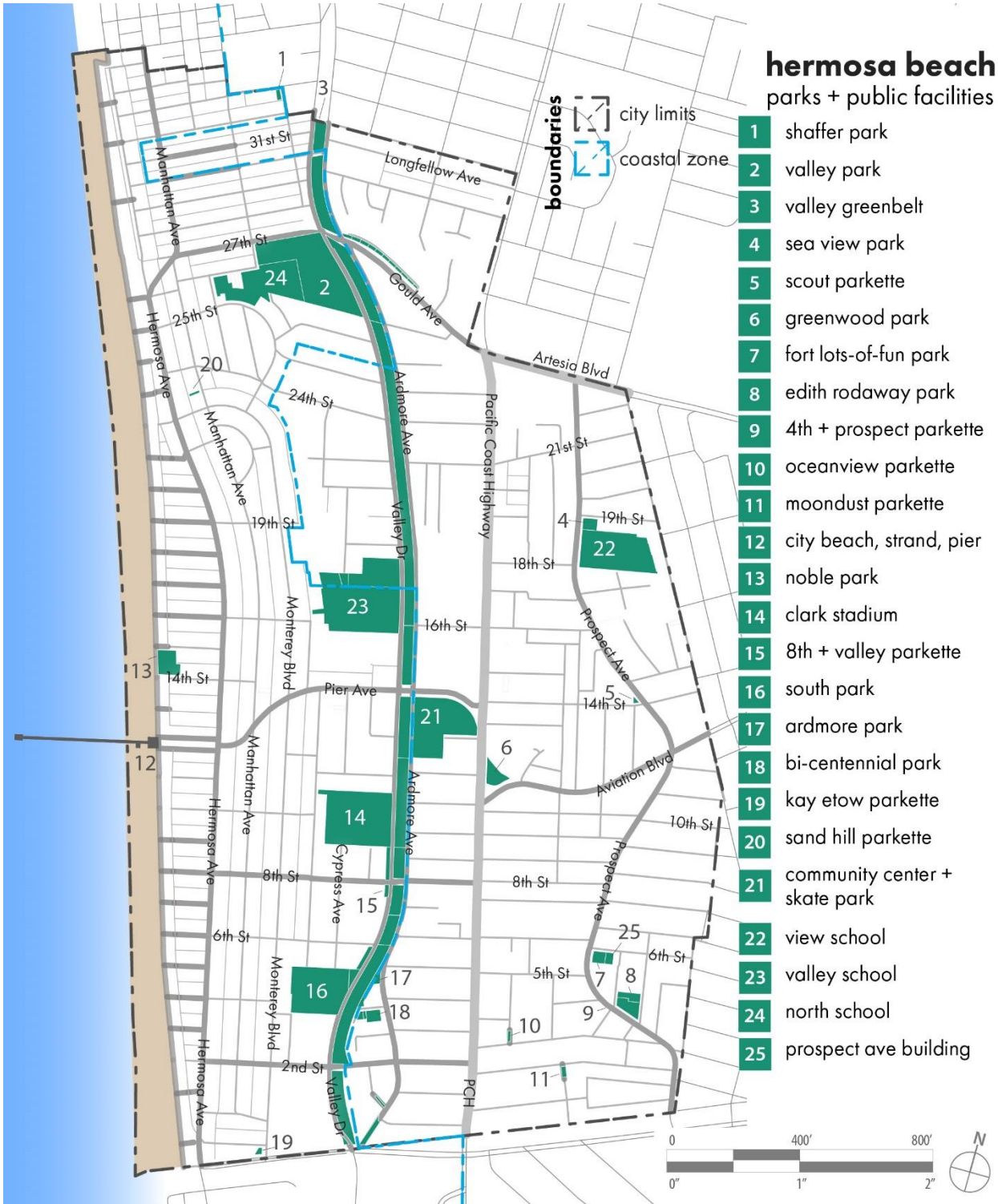
### 3.0 PROJECT DESCRIPTION

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- **First-Class Facilities** – First-class, well-maintained, and safe recreational facilities, parks, and open spaces.
- **Parks as a Place for Social Interaction** – Community parks and facilities encourage social activity and interaction.
- **Direct and Accessible Routes to Parks** – Direct and accessible routes and connections to parks, recreational facilities, and open space.
- **Enhanced Protection of Scenic Views and Vistas** – Scenic vistas, viewpoints, and resources are maintained and enhanced.
- **Superior Access to the Coast** – The coast and its recreational facilities are easily accessible from many locations and by multiple transportation modes.
- **Balanced Management of the Beach** – The beach offers high quality recreational opportunities and amenities desired by the community.
- **Events for Everyone** – Balanced level of special events to support community recreation and economic development without restricting coastal access or impacting the community.
- **Abundant Trees and Green Space** – Abundant landscaping, trees, and green space provided throughout the community.
- **Habitats and Wildlife Protected** – Coastal and marine habitat resources and wildlife are protected.

Each goal is supported by policies in the Parks + Open Space Element and actions in the Implementation Plan describing how the goals will be achieved. The element's key implementation actions include development of a beach management program and a network of trails.

FIGURE 3.0-11 PARKS AND PUBLIC FACILITIES



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### Public Safety Element

The Public Safety Element establishes goals and policies that through their implementation would protect the community from risk associated with known natural and man-made hazards (e.g., geologic, flood, fire, and hazardous materials) and sets standards for emergency preparedness. The element places specific focus on coastal hazards that would be made more severe with anticipated sea level rise. This element also incorporates the State-required Noise Element, identifying goals, policies, and actions addressing major noise sources, existing and future noise levels, and the location and noise exposure of existing and proposed sensitive receptors. The element describes implementation of noise reduction methods and measures that employ current and innovative practices. The following Public Safety Element goals provide Hermosa Beach with a framework for keeping residents, businesses, and visitors safe from natural and human hazards, including excessive noise levels.

- **Minimize Hazard Risk** – Injuries and loss of life are prevented, and property loss and damage are minimized.
- **Consideration of Sea Level Rise** – The anticipated effects of sea level rise are understood, prepared for, and successfully mitigated.
- **Protection from Hazardous Materials** – Hermosa Beach residents, businesses, and coastal resources are protected from hazardous materials.
- **Community Capacity and Preparedness** – Community capacity and preparedness for unavoidable hazards.
- **Highly Responsive Emergency Response Services** – High quality police and fire protection services provided to residents and visitors.
- **A Resilient Community** – Hermosa Beach is prepared for and recovers quickly from natural disasters.
- **Noise Compatibility** – Noise compatibility is considered in the land use planning and design process.
- **Reduced Transportation Noise** – Transportation noise sources are minimized.

In addition, the City's Local Hazard Mitigation Plan is incorporated in the Public Safety Element by reference. Each goal is supported by policies in the element and actions in the Implementation Plan describing how the goals will be achieved.

### Infrastructure Element

The Infrastructure Element outlines policies and guidelines to maintain and improve infrastructure systems, including the water supply system, sewer system, storm drain system, and telecommunications and utilities in the city. This element recommends new development approaches that incorporate low-impact development standards to manage stormwater runoff and identifies new and innovative technologies to be incorporated in new development. The goals addressing the City's provision of high quality infrastructure and maintenance of infrastructure in a way that reduces ongoing costs include:

- **High Quality Infrastructure Systems** – Infrastructure systems are functional, safe, and well maintained.
- **Well-Maintained and Attractive Streets** – Roadway infrastructure maintenance supports convenient, attractive, and complete streets and associated amenities.



- **Resilient Water Supply** – Adequate water supplies from diverse sources provide for the needs of current and future residents, businesses, and visitors.
- **Modernized Sewer System** – The sewer system infrastructure is modernized and resilient.
- **Innovative Stormwater Management** – The stormwater management system is safe, sanitary, and environmentally and fiscally sustainable.
- **Reliable and Environmentally Sustainable Utility Services** – Utility services are reliable, affordable, and renewable.
- **Advanced Telecommunication Network** – A reliable and efficient telecommunications network available to every resident, business, and institution.

Each goal is supported by policies in the Infrastructure Element and actions in the Implementation Plan describing how the goals will be achieved.

**GENERAL PLAN IMPLEMENTATION PLAN**

The Implementation Plan outlines actions that will guide the City’s elected officials, commission and committee members, staff, and the public in the overall effort to implement PLAN Hermosa goals and policies. Each outlined action is a procedure, program, or technique that requires the City to act, either alone or in collaboration with non-City organizations or with federal and state agencies. Some of the actions describe processes or procedures the City currently administers on a day-to-day basis (such as review of development projects), while others require new programs or projects. Completion of each of the identified actions is subject to funding availability.

Additionally, some implementation actions require physical improvements to existing infrastructure and facilities. The PLAN Hermosa policies and the Implementation Plan were all studied in this EIR at the programmatic level. However, some of the implementation actions listed in **Table 3.0-7 (Implementation Actions with Direct Physical Changes)** that will require direct physical changes to the environment may require future project-level CEQA review when implemented, because it is too speculative at this time to know the detail of the project (location, size, construction methods, etc.).

**TABLE 3.0-7  
IMPLEMENTATION ACTIONS WITH DIRECT PHYSICAL CHANGES**

<b>Mobility</b>
MOBILITY-1. Conduct an inventory and assessment of the City’s sidewalk network to identify gaps, assess ADA accessibility, and prioritize improvements within the Capital Improvement Program.
MOBILITY-2. Evaluate City right-of-ways and establish or update width and design standards for the construction or maintenance of streets, sidewalks, curbs, gutters, and parkways.
MOBILITY-4. Install new signage and instructions for accessing transit locations, local and regional bicycle routes, and parking meters/machines in the Coastal Zone where existing meters and machines have been shown to cause confusion for visitors.
MOBILITY-6. Install traffic calming devices in areas appropriate to mitigate an identified and documented traffic concern, as determined by the City Public Works Director or designee. Potential traffic calming applications include clearly marked and/or protected bike and pedestrian zones, bike boulevards, bulb outs, median islands, speed humps, traffic circles, speed tables, raised crosswalks, signalized crosswalks, chicanes, chokers, raised intersections, realigned intersections, and textured pavements, among other effective enhancements.
MOBILITY-13. Install and maintain transportation amenities such as bicycle parking and electric vehicle charging stations so that they are available at each commercial district or corridor, park, and public facility.

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MOBILITY-14. Facilitate the operation of bicycle rental concessions in the Coastal Zone.
MOBILITY-15. Install additional bicycle parking facilities and wayfinding signage near the beach, the Pier, and The Strand.
MOBILITY-16. Identify access improvements including, but not limited to, additional bus stop pullouts, bus parking locations, a seasonal shuttle system, and drop off/pick up areas, and prioritize these improvements in the five-year Capital Improvement Program.
<b>Sustainability + Conservation</b>
SUSTAINABILITY-4. Identify, prioritize, and implement greenhouse gas reduction projects utilizing the City's carbon reduction planning tools for community and municipal operations.
SUSTAINABILITY-15. In City-sponsored renovation or remodeling projects, contract with companies that offer salvage services and maximize the use of such services.
<b>Parks + Open Space</b>
PARKS-5. Where appropriate, construct parkettes, open space, and pedestrian amenities at street ends as they intersect with The Strand.
PARKS-9. Install accessible walkways at parks and onto the beach while minimizing or avoiding negative effects on the aesthetics and ecology of the beach environment.
PARKS-15. Develop and implement a uniform coastal access sign program to assist the public to locate and use coastal access points. Consider adding signs to walk streets that intersect with Hermosa Avenue.
PARKS-16. Identify and remove any unauthorized/unpermitted structures, including signs and fences that inhibit visibility of public coastal access points.
<b>Public Safety</b>
SAFETY-15. Develop a long-term adaptive shoreline management program with a strong preference for beach replenishment over shoreline protective structures.
SAFETY-21. Enhance and maintain Police Department staffing and facilities to meet established proactive time targets and clearance rates that exceed national averages.
SAFETY-27. Review critical facilities proposed for development or expansion to ensure that hazardous conditions are mitigated or hazard reduction features are incorporated to the satisfaction of the responsible agencies.
SAFETY-29. Incorporate or request from Caltrans the inclusion of soundwalls, earthen berms, or other acoustical barriers as part of any roadway improvement project adjacent to a residential area, school, or other sensitive land use, where necessary to mitigate identified adverse significant noise impacts.
<b>Infrastructure</b>
<p>INFRASTRUCTURE-1. Create a comprehensive, long-range (20-year) infrastructure plan integrating roadway, water, wastewater, stormwater, waste disposal, and utility infrastructure systems.</p> <ul style="list-style-type: none"> <li>• Consider the best available science describing potential climate change impacts as a basis for preparing the infrastructure plan.</li> <li>• Use the infrastructure plan as a resource when preparing five-year Capital Improvement Plans (CIPs) and setting and enforcing discretionary development requirements.</li> <li>• Incrementally update the infrastructure plan following the preparation of each CIP to ensure it remains consistent with changes in growth, traffic, funding sources, climate change impacts, and state and regional regulation.</li> </ul>
INFRASTRUCTURE-5. Require, as a part of development review, new development and redevelopment projects to designate areas where public infrastructure must be accommodated and to require either a land dedication or provision of the needed infrastructure by the project applicant.

<p>INFRASTRUCTURE-8. Improve the environmental compatibility of utility and infrastructure facilities by establishing and applying the following standards to new development and redevelopment projects involving utility installation or relocation:</p> <ul style="list-style-type: none"> <li>• New utilities must be located away from, or constructed in a manner compatible with, critical habitat areas, resources, and the shoreline. Physical and service constraints may not allow relocation away from or full compatibility with such areas and resources.</li> </ul>
<p>INFRASTRUCTURE-10. Develop a policy for the installation of greywater systems and rainwater collection cisterns in parks and community facilities, where appropriate and cost effective.</p>
<p>INFRASTRUCTURE-11. Support efforts by Cal Water to construct necessary pump and storage facilities to ensure adequate water supply and proper water system balance.</p>
<p>INFRASTRUCTURE-20. Complete municipal demonstration projects showing residential and business property best practices in urban runoff, green streets, and LID.</p>
<p>INFRASTRUCTURE-22. Continue to install educational signs or symbols on major public storm drains.</p>
<p>INFRASTRUCTURE-23. Develop a process for identifying sites deemed appropriate for alternative renewable energy power generation facilities, and provide such information to utility providers and potential developers.</p>
<p>INFRASTRUCTURE-24. Continue to implement energy-efficient lighting throughout City facilities.</p>

Government Code Section 65400 dictates that the Implementation Plan will be used to prepare the Annual Report to the City Council. The Annual Report will demonstrate the status of the City’s progress in implementing the General Plan. Because many of the individual actions also act as mitigation for environmental impacts resulting from implementation of PLAN Hermosa, the Annual Report can also serve as a means of monitoring application of mitigation measures specified in this EIR, in compliance with the requirements for Mitigation Monitoring and Reporting Programs, as specified by Public Resources Code Section 21081.6. **Table 3.0-8 (Implementation Actions Used in this EIR)** outlines the implementation actions that are used in this EIR to support mitigation of potential environmental impacts.

**TABLE 3.0-8  
IMPLEMENTATION ACTIONS USED IN THIS EIR**

<b>Aesthetics</b>
<ul style="list-style-type: none"> <li>• LAND USE-3. Include provisions within the Zoning Code to avoid significant shadow impacts from new structures onto public recreational areas, parks or other public gathering places consistent with industry standards for evaluating shade and shadow impacts.</li> </ul>
<p>PARKS-10. Develop and apply evaluation procedures for development projects that have the potential to substantially obstruct, substantially interfere, or substantially degrade Prominent Public Viewpoints or Uninterrupted Viewing Areas. Evaluation requirements, criteria, and provisions to allow exceptions to setback, open space, landscaping, or other development standards for projects with the potential to substantially obstruct, interfere or degrade Prominent Public Views and Uninterrupted Viewing Areas shall be incorporated into the review process for Precise Development Plans under Chapter 17.58 of the Zoning Ordinance as follows:</p> <ul style="list-style-type: none"> <li>• Projects located adjacent to and within the directional arrow of a Prominent Public Viewpoint, or within the Uninterrupted Viewing Areas, as identified in PLAN Hermosa Figure 5.3, shall be evaluated to determine the potential to substantially obstruct, interrupt, or detract from Prominent Public Viewpoints, or the Uninterrupted Viewing Areas.</li> <li>• The evaluation will be based on quantitative criteria established and adopted by the City to evaluate potential impacts to visual quality, landform quality, community character, and view quality.</li> </ul>

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<ul style="list-style-type: none"><li>• Projects that are determined to substantially obstruct, interrupt, or detract from these public views shall be designed to reasonably minimize the substantial obstruction, interruption or detraction to views from the Prominent Public Viewpoints or Uninterrupted Viewing Areas, which may include an exception to setback, open space, landscaping, or other development standards. The purpose of the exception would be to accommodate the bulk of the building in a manner that minimizes the impact to the public view while providing the property owner the same development privileges enjoyed by other similar properties in the vicinity.</li><li>• Landscaping material shall be used to screen uses that detract from the scenic quality of the coast from Prominent Public Viewpoints.</li></ul>
<p>PARKS-11. Protect public views of the Pacific Ocean by establishing and applying requirements for public works and infrastructure projects such as:</p> <ul style="list-style-type: none"><li>• Locate new and relocated utilities underground when possible. Place and screen all other utilities to minimize public visibility.</li><li>• Replace automobile-scale streetlights with shorter, pedestrian-scale streetlights where safe and appropriate.</li><li>• Fences, walls, and landscaping shall not block views of scenic areas from designated viewpoints, scenic roads, parks, beaches, and other public viewing areas.</li><li>• Hardscape elements such as retaining walls, cut-off walls, abutments, bridges, and culverts shall incorporate veneers, texturing, and colors that blend with the surrounding earth materials or landscape.</li></ul>
<p>PARKS-12. Minimize nighttime light pollution by establishing and applying the following development review requirements:</p> <ul style="list-style-type: none"><li>• Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity fixtures, shielded (full cutoff), and downcast (emitting no light above the horizontal plane of the fixture) concealed to the maximum feasible extent so that no light source is directly visible from public viewing areas, there is no glare or spill beyond the property lines and the lamp bulb is not directly visible from within any residential unit.</li></ul>
<p>PARKS-13. Minimize the negative aesthetic impacts of signs by establishing or revising and applying the following design requirements:</p> <ul style="list-style-type: none"><li>• Enforce appropriate limits on height, size, design, and materials of signs.</li><li>• Prohibit signs other than traffic or public safety signs that would obstruct views to the ocean, beach, parks, or other scenic areas.</li><li>• Enforce sign maintenance controls.</li><li>• Continue restrictions on the use of lights and moving parts in signs, billboards, and rooftop signs.</li></ul>
<b>Air Quality</b>
<p>LAND USE-12. Create a checklist and resource guide comprising local, state, and federal requirements for the development of offshore renewable energy facilities to streamline permitting requirements and improve public awareness.</p>
<p>MOBILITY-6. Install traffic calming devices in areas appropriate to mitigate an identified and documented traffic concern, as determined by the City Public Works Director or designee. Potential traffic calming applications include clearly marked and/or protected bike and pedestrian zones, bike boulevards, bulb outs, median islands, speed humps, traffic circles, speed tables, raised crosswalks, signalized crosswalks, chicanes, chokers, raised intersections, realigned intersections, and textured pavements, among other effective enhancements.</p>
<p>MOBILITY-12. Maintain and periodically update the Transportation Demand Management (TDM) Ordinance with activities that will reduce auto trips associated with new development.</p>
<p>MOBILITY-13. Install and maintain transportation amenities such as bicycle parking and electric vehicle charging stations so that they are available at each commercial district or corridor, park, and public facility.</p>
<p>MOBILITY-14. Facilitate the operation of bicycle rental concessions in the Coastal Zone.</p>

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MOBILITY-18. Develop congestion management performance measures and significant impact thresholds that are in accordance with the California Environmental Quality Act (CEQA) and Senate Bill 743 (SB 743) requirements for roadway segments and intersections.
SUSTAINABILITY-1. Establish a local greenhouse gas impact fee for discretionary projects to provide an option to offset greenhouse gas emissions generated above established thresholds, by providing funding for implementation of local GHG reduction projects.
SUSTAINABILITY-2. Establish greenhouse gas emissions thresholds of significance and standardize potential mitigation measures for non-exempt discretionary projects.
SUSTAINABILITY-6. Implement the City's clean fleet policy through the purchase or lease of vehicles and equipment that reduce greenhouse gas emissions and improve air quality.
SUSTAINABILITY-7. Concurrent with new State Building Code adoptions, periodically update or amend Green Building Standards and conduct cost effectiveness studies to incorporate additional energy-efficient features.
SUSTAINABILITY-8. Develop and market a program to offer incentives such as rebates, fee waivers, or permit streamlining to facilitate the installation of renewable energy, energy efficient, or water conservation equipment.
SUSTAINABILITY-16. Revise the Municipal Code as necessary to ensure it reflects up-to-date practices to reduce potential for soil erosion and ways to minimize or eliminate the effects of grading on the loss of topsoil.
SUSTAINABILITY-17. Develop a citywide expansive and corrosive soils screening tool to reduce the need for site-specific soil reports.
PARKS-19. Amend the Local Implementation Plan/Zoning Code to require applicants for summer events occurring on weekends or holidays between Memorial Day and Labor Day with greater than 1,000 participants to provide and advertise predetermined shuttle services and bicycle corrals.
SAFETY-17. Provide information, opportunities, and incentives to the community for the proper disposal of toxic materials to avoid environmental degradation to the air, soil, and water resources from toxic materials contamination.
INFRASTRUCTURE-23. Develop a process for identifying sites deemed appropriate for alternative renewable energy power generation facilities, and provide such information to utility providers and potential developers.
INFRASTRUCTURE-24. Continue to implement energy-efficient lighting throughout City facilities.
<b>Biological Resources</b>
LAND USE-12. Create a checklist and resource guide comprising local, state, and federal requirements for the development of offshore renewable energy facilities to streamline permitting requirements and improve public awareness.
PARKS-21. Partner with local nonprofits such as the Santa Monica Bay Restoration Commission or the University of California, Los Angeles, to conduct education demonstration projects or presentations on coastal and marine habitat conservation.
PARKS-22. Evaluate existing beach conditions and identify areas that may be appropriate to restore vegetated dune habitat. Pursue grant funding.
PARKS-23. Review and revise as needed, the City's tree ordinance to ensure protection of existing parkway trees, and update the master tree list.
PARKS-24. Complete and maintain a citywide public tree inventory, including quantity, species type, diameter, condition, trimming strategies and geo-codes and recommendations.
PARKS-25. Maintain a list of approved plantings for trees and landscaping within City parkways.

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PARKS-26. Amend the Municipal Code to incorporate tree removal and replacement requirements in the public right of way. If preservation of existing mature trees is not feasible, removed trees shall be replaced at a minimum 2:1 ratio either on-site or elsewhere as prescribed by the City.
<b>Cultural Resources</b>
GOVERNANCE-5. Incorporate guidance related to Native American consultation and treatment of prehistoric and Native American resources into local CEQA guidelines for Hermosa Beach.
LAND USE-2. Establish development standards within the Zoning Code to establish any new land use designations and modify existing development standards to articulate the appropriate building form, scale, and massing for each established character area and the applicable density/intensity standards.
LAND USE-3. Include provisions within the Zoning Code to avoid significant shadow impacts from new structures onto public recreational areas, parks or other public gathering places consistent with industry standards for evaluating shade and shadow impacts.
LAND USE-13. Amend the CEQA documentation and initial study process to ensure cultural and historical resources are studied in accordance with CEQA and any local historic preservation program.
LAND USE-15. Review and update eligibility criteria to use in the designation of local historic sites or historic districts.
LAND USE-16. Develop emergency preparedness and disaster response plans for cultural resources, including a recovery action plan that addresses long-range decisions likely to be faced by the City following a major disaster, including economic recovery, protocols for demolition or restoration of damaged historic structures, and fee deferral for repair permits.
LAND USE-17. Create a program to provide for the voluntary installation of plaques and/or public art related to historic buildings and sites in the city.
LAND USE-18. Research and develop innovative policies for preserving historic properties.
LAND USE-19. Work with community organizations to develop brochures, guides, walking tours, and other marketing materials to highlight existing public art in Hermosa Beach.
LAND USE-20. Develop historic preservation expertise among staff and decision makers on the Secretary of the Interior's Standards for Rehabilitation, preservation ordinances, the State Historical Building Code, environmental review for historical resources, and tax credits and incentives.
LAND USE -21. All discretionary projects that include ground disturbance or excavation activities on previously undisturbed land shall be required to conduct archaeological investigations in accordance with CEQA regulations to determine if the project is sensitive for cultural resources. Additionally, as the Lead Agency for future discretionary projects, the City is required under AB 52 to notify tribal organizations of proposed projects and offer to consult with those tribal organizations that indicate interest. Following any tribal consultation or archaeological investigation, the City shall weigh and consider available evidence to determine whether there is a potential risk for disturbing or damaging any cultural or tribal resources and whether any precautionary measures can be required to reduce or eliminate that risk. Those precautions may include requiring construction workers to complete training on archaeological and tribal resources before any ground disturbance activity and/or requiring a qualified archaeologist or tribal representative to monitor some or all of the ground disturbance activities. The City shall require the preservation of discovered archaeologically significant resources (as determined based on city, state, and federal standards by a qualified professional) in place if feasible or provide mitigation (avoidance, excavation, documentation, curation, data recovery, or other appropriate measures) prior to further disturbance.
<b>Geology and Soils</b>
SUSTAINABILITY-16. Revise the Municipal Code as necessary to ensure it reflects up-to-date practices to reduce potential for soil erosion and ways to minimize or eliminate the effects of grading on the loss of topsoil.

SUSTAINABILITY-17. Develop a citywide expansive and corrosive soils screening tool to reduce the need for site-specific soil reports.
SAFETY-1. Continue to adopt and enforce the most up-to-date California Building Standards Code and California Fire Code, with appropriate local amendments.
SAFETY-2. Continue to inventory unreinforced brick masonry, soft-story, and other seismically vulnerable private buildings. Identify potential funding sources to assist with seismic retrofits.
SAFETY-3. Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards, with appropriate local amendments.
SAFETY-4. For properties identified as possibly containing acidic, expansive, or collapsible soils, require site-specific soil condition reports and appropriate mitigation as a condition of new development.
SAFETY-6. Evaluate the landslide potential of a project site and require implementation of landslide mitigation measures when, during the course of a geotechnical investigation, areas prone to landslide are found. Potential landslide mitigation measures include, but are not limited to the following: <ul style="list-style-type: none"> <li>• Avoidance: Developments should be built sufficiently far away from the threat that they will not be affected even if a landslide does occur.</li> <li>• Reduction: Reduction of landslide hazards should be achieved by increasing the factor of safety of the landslide area to an acceptable level, based on current engineering standards and practices. This can be accommodated by eliminating slopes with active/inactive landslides, removing the unstable soil and rock materials, or applying one or more appropriate slope stabilization methods (such as buttress fills, subdrains, soil nailing, crib walls, etc.)</li> </ul>
SAFETY-7. Require projects located within the Liquefaction Areas identified in PLAN Hermosa to evaluate the liquefaction potential and require implementation of mitigation measures when, during the course of a geotechnical investigation, shallow groundwater (60 feet or less) and potentially liquefiable soils are found. Potential liquefaction mitigation measures include, but are not limited to, soil densification or compaction, displacement or compaction grouting, and use of post-tensioned slab foundations, piles, or caissons.
<b>Greenhouse Gas Emissions</b>
SUSTAINABILITY-1. Establish a local greenhouse gas impact fee for discretionary projects to provide an option to offset greenhouse gas emissions generated above established thresholds, by providing funding for implementation of local GHG reduction projects.
SUSTAINABILITY-2. Establish greenhouse gas emissions thresholds of significance and standardize potential mitigation measures for non-exempt discretionary projects.
SUSTAINABILITY-4. Identify, prioritize, and implement greenhouse gas reduction projects utilizing the City's carbon reduction planning tools for community and municipal operations.
SUSTAINABILITY-5. Regularly monitor and evaluate the City's greenhouse gas emissions inventory and report on progress toward greenhouse gas reduction goals.
<b>Hazards and Hazardous Materials</b>
SAFETY-16. Include updated hazardous materials considerations in regular Emergency Operation Plan updates and work with the County of Los Angeles to update local Hazardous Materials Area Plans on a regular basis.
SAFETY-17. Provide information, opportunities, and incentives to the community for the proper disposal of toxic materials to avoid environmental degradation to the air, soil, and water resources from toxic materials contamination.
SAFETY-18. Designate an emergency response team to monitor and respond to regional disasters such as oil spills and other shoreline disasters. Such a team must maintain an emergency response plan that includes coordination with other agencies and jurisdictions in the region on initial response, aid, and recovery.
SAFETY-24. Periodically update the emergency operations plan.

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SAFETY-25. Periodically update the Local Hazard Mitigation Plan and concurrently amend the Public Safety Element to maintain eligibility for maximum grant funding.
SAFETY-28. Identify hazard-specific evacuation routes and share with the public, businesses, and other government agencies.
<b>Hydrology and Water Quality</b>
SUSTAINABILITY-9. Maintain and periodically update the Water Efficient Landscape Ordinance and Water Conservation and Drought Management Plan sections of the Municipal Code to facilitate the use of new technologies or practices to conserve water.
SAFETY-5. Evaluate tsunami preparation, evacuation, and response policies/practices to reflect current inundation maps and design standards. Include updated information in the periodically updated Local Hazard Mitigation Plan.
SAFETY-9. Continue working with regional partners to develop a local sea level rise model that evaluates erosion potential, provides detailed inundation maps, and provides combined sea level rise and tsunami maps.
SAFETY-10. When the mean high water level exceeds 1 foot above the baseline level, partner with FEMA as a cooperating technical partner to conduct a Hydrologic and Hydraulic Study, and facilitate necessary revisions to applicable Flood Insurance Rate Maps.
SAFETY-11. Prepare for changing shoreline conditions by establishing and applying the following development review requirements: <ul style="list-style-type: none"> <li>• Require new development or redevelopment project proposals within the designated area subject to flooding, inundation, or erosion due to sea level rise to describe and illustrate in site plans how the proposed project considers and mitigates potential flood hazards during the economic lifespan of the structure. Potential flood mitigation measures include, but are not limited to, flood proofing; increased ground floor elevation (a minimum of 1-foot freeboard); ground-floor, flood-resistant exterior materials; and restricting fencing or yard enclosures that cause water to pond.</li> <li>• Require new development or redevelopment projects to assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability, or destruction of the project site or surrounding area.</li> <li>• As local flood, erosion, and tsunami data becomes more precise, amend the General Plan and Zoning Code to establish more specific development standards and conditions.</li> </ul>
SAFETY-12. Amend the Municipal Code to establish a definition of “economic lifespan” for structural development as between 75 to 100 years, unless otherwise specified, and provide restrictions for specific development proposals.
SAFETY-13. Amend the Municipal Code to require flood risk disclosure and active acknowledgment of expanded flood risk when properties subject to inundation or flooding are developed or redeveloped.
SAFETY-14. Continue to participate in regional sediment management planning.
SAFETY-15. Develop a long-term adaptive shoreline management program with a strong preference for beach replenishment over shoreline protective structures.
INFRASTRUCTURE-9. Consult with Cal Water to estimate and evaluate water supplies, provide public information and incentives for water conservation best practices.
INFRASTRUCTURE-10. Develop a policy for the installation of greywater systems and rainwater collection cisterns in parks and community facilities, where appropriate and cost effective.
INFRASTRUCTURE-11. Support efforts by Cal Water to construct necessary pump and storage facilities to ensure adequate water supply and proper water system balance.
INFRASTRUCTURE-12. Amend the Municipal Code to require the installation of dual water plumbing hookups for landscaping irrigation, grading, and other non-contact uses in new development and major redevelopment projects where recycled water is available or expected to be available based on adopted infrastructure plans.



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INFRASTRUCTURE-13. Continue to implement the Water Conservation and Drought Management Plan and any implementing ordinances, including imposition of fines and other appropriate enforcement tools, for violations of water conservation rules.
INFRASTRUCTURE-18. Continue to implement and incorporate revisions to the Clean Bay Restaurant Program and Grease Control Ordinance.
INFRASTRUCTURE-19. Update program requirements to integrate the latest available Best Management Practices into the City Stormwater Management and Discharge Control Ordinance, Low Impact Development (LID) Ordinance, and Green Streets Policy and regularly monitor results.
INFRASTRUCTURE-20. Complete municipal demonstration projects showing residential and business property best practices in urban runoff, green streets, and LID.
INFRASTRUCTURE-21. Continue to require new development and redevelopment projects to incorporate green street BMPs that address stormwater runoff from the project area using the Green Street BMP Selection Guidelines identified in Attachment A of the City's Green Street Policy.
INFRASTRUCTURE-22. Continue to install educational signs or symbols on major public storm drains.
<b>Land Use and Planning</b>
LAND USE-1. Amend the Zoning Map to bring consistency between PLAN Hermosa Land Use Designations and Zoning Ordinance Zoning Districts and review development standards for non-conforming uses.
LAND USE-2. Establish development standards within the Zoning Code to establish any new land use designations and modify existing development standards to articulate the appropriate building form, scale, and massing for each established character area and the applicable density/intensity standards.
<b>Noise and Vibration</b>
SAFETY-29. Incorporate or request from Caltrans the inclusion of soundwalls, earthen berms, or other acoustical barriers as part of any roadway improvement project adjacent to a residential area, school, or other sensitive land use, where necessary to mitigate identified adverse significant noise impacts.
SAFETY-30. Enforce and periodically evaluate truck and bus movements and routes to reduce impacts on sensitive areas, and promote coordination between the Police Department and the California Highway Patrol to enforce the State Motor Vehicle noise standards, to minimize or reduce noise impacts on residential and other sensitive land uses.
SAFETY-31. Apply the Noise Element standards of compatibility described in PLAN Hermosa to new development proposals. Require the mitigation of extraordinary impacts through design features such as building orientation and acoustical barriers, to ensure compatibility.
SAFETY-32. Require new multi-family development, single-family development, and condominium conversion projects to meet the California Noise Insulation Standards (Title 24 of the California Administrative Code) for interior and exterior noise levels.
SAFETY-33. Acoustical analysis reports prepared by a qualified acoustical consultant shall be required for new sensitive land uses within noise impact areas (i.e., those areas where the existing or future CNEL exceeds 60 dB).
SAFETY-34. Adopt and enforce a quantitative Noise and Vibration Ordinance to reduce excessive noise and vibration from site-specific sources such as construction activity, mechanical equipment, landscaping maintenance, loud music, truck traffic, loading and unloading activities, and other sources.
SAFETY-35. Periodically review adopted noise standards, policies and regulations affecting noise in order to conform to changes in legislation and/or technologies.
SAFETY-36. Comply with all state and federal OSHA noise standards, and all new equipment purchases shall comply with state and federal noise standards.

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<b>Population and Housing</b>
LAND USE-1. Amend the Zoning Map to bring consistency between PLAN Hermosa Land Use Designations and Zoning Ordinance Zoning Districts and review development standards for non-conforming uses.
<b>Public Services</b>
LAND USE-5. Develop an inventory of underutilized or surplus property that may be appropriate for City or School District use or purchase to serve community education and recreational needs in the future.
MOBILITY-12. Maintain and periodically update the Transportation Demand Management (TDM) Ordinance with activities that will reduce auto trips associated with new development.
MOBILITY-13. Install and maintain transportation amenities such as bicycle parking and electric vehicle charging stations so that they are available at each commercial district or corridor, park, and public facility.
MOBILITY-17. In conjunction with the Hermosa Beach City School District, the City will identify school access points, a proposed network, education and enforcement programs to provide a comprehensive Safe Routes to School Program.
SUSTAINABILITY-7. Concurrent with new State Building Code adoptions, periodically update or amend Green Building Standards and conduct cost effectiveness studies to incorporate additional energy-efficient features.
SUSTAINABILITY-8. Develop and market a program to offer incentives such as rebates, fee waivers, or permit streamlining to facilitate the installation of renewable energy, energy efficient, or water conservation equipment.
SUSTAINABILITY-9. Maintain and periodically update the Water Efficient Landscape Ordinance and Water Conservation and Drought Management Plan sections of the Municipal Code to facilitate the use of new technologies or practices to conserve water.
SUSTAINABILITY-10-. Create and adopt a Zero Waste Action Plan to maximize waste diversion from landfills.
SUSTAINABILITY-11. Amend the Municipal Code to require that all commercial facilities make full-service recycling available for both customer use and business use, placing attractive and convenient bins in clear locations.
SUSTAINABILITY-12. Consistent with State law, require that all multi-family residential uses provide an adequate number of attractive and convenient recycling bins to serve the number of units in the complex.
SUSTAINABILITY-13. Require that all restaurants use compostable single-use items like takeout boxes.
SUSTAINABILITY-14. Create an informational packet to be distributed to development project applicants on the use of recycled materials in new development and redevelopment projects.
PARKS-1. Conduct needs assessments and evaluate recreational program offerings to ensure community needs and priorities are being met. Conduct regular updates to the Parks and Recreation Master Plan.
PARKS-2. Conduct periodic assessments of public facilities and maintain a list of priority replacement or new facilities projects.
PARKS-3. Establish parks level of service and level of access standards to prioritize the development, upgrade, and renovation of parks and open space facilities.
PARKS-4. Update City standards and fees related to the provision of parks and open space and sustainable funding source for providing high quality and well maintained facilities.
PARKS-5. Where appropriate, construct parkettes, open space, and pedestrian amenities at street ends as they intersect with The Strand.
PARKS-6. Continue, renew, and expand as needed, joint use agreements with the School District to allow community use of school fields and facilities.

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PARKS-7. Partner with the School District, community groups, and neighboring communities to identify and apply for grant opportunities to maintain, enhance, and expand park and recreational opportunities.
SAFETY-1. Continue to adopt and enforce the most up-to-date California Building Standards Code and California Fire Code, with appropriate local amendments.
SAFETY-8. Support community safety and fire protection standards by establishing and applying the following development review requirements to be reviewed by HBFD and HBPD as appropriate: <ul style="list-style-type: none"><li>• New development and significant redevelopment projects shall coordinate with HBFD and Cal Water to provide and maintain adequate peak flow rates for firefighting.</li><li>• New development, significant redevelopment, and public improvement projects shall ensure that building designs provide for adequate emergency access and that changes to the right-of-way do not impede access for emergency responder's apparatus or personnel.</li></ul>
SAFETY-20. Establish and meet EMS and Fire response time standard of 7 minutes or less for 90% of incidents.
SAFETY-21. Enhance and maintain Police Department staffing and facilities to meet established proactive time targets and clearance rates that exceed national averages.
SAFETY-22. Continue to support existing mutual and automatic aid agreements providing additional fire and police resources needed during an emergency, as feasible.
INFRASTRUCTURE-1. Create a comprehensive, long-range (20-year) infrastructure plan integrating roadway, water, wastewater, stormwater, waste disposal, and utility infrastructure systems. <ul style="list-style-type: none"><li>• Consider the best available science describing potential climate change impacts as a basis for preparing the infrastructure plan.</li><li>• Use the infrastructure plan as a resource when preparing five-year Capital Improvement Plans (CIPs) and setting and enforcing discretionary development requirements.</li><li>• Incrementally update the infrastructure plan following the preparation of each CIP to ensure it remains consistent with changes in growth, traffic, funding sources, climate change impacts, and state and regional regulation.</li></ul>
INFRASTRUCTURE-8. Improve the environmental compatibility of utility and infrastructure facilities by establishing and applying the following standards to new development and redevelopment projects involving utility installation or relocation: <ul style="list-style-type: none"><li>• New utilities must be located away from, or constructed in a manner compatible with, critical habitat areas, resources, and the shoreline. Physical and service constraints may not allow relocation away from or full compatibility with such areas and resources.</li></ul>
INFRASTRUCTURE-9. Consult with Cal Water to estimate and evaluate water supplies, provide public information and incentives for water conservation best practices.
INFRASTRUCTURE-10. Develop a policy for the installation of greywater systems and rainwater collection cisterns in parks and community facilities, where appropriate and cost effective.
INFRASTRUCTURE-11. Support efforts by Cal Water to construct necessary pump and storage facilities to ensure adequate water supply and proper water system balance.
INFRASTRUCTURE-12. Amend the Municipal Code to require the installation of dual water plumbing hookups for landscaping irrigation, grading, and other non-contact uses in new development and major redevelopment projects where recycled water is available or expected to be available based on adopted infrastructure plans.
INFRASTRUCTURE-13. Continue to implement the Water Conservation and Drought Management Plan and any implementing ordinances, including imposition of fines and other appropriate enforcement tools, for violations of water conservation rules.
INFRASTRUCTURE-14. Ensure adequate and resilient sewer system capacity by establishing and applying the following development review requirements:

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<ul style="list-style-type: none"> <li>New development or redevelopment projects involving construction of 8-inch diameter or larger sewers that connect directly or indirectly to the Los Angeles County Sanitation Districts' sewer system must prepare a sewer plan identifying that the existing sewer collection and treatment systems have available capacity to support such an increase, or provide for necessary system upgrades as part of the proposed project.</li> </ul>
INFRASTRUCTURE-16. Implement a financing plan, including use of the adopted sewer fee and loans, to ensure that resources are available for investment in annual rehabilitation projects to improve sanitary sewer pipes.
INFRASTRUCTURE-17. Prepare an annual report for City Council documenting sewer system operations, actions to minimize overflows, incidents of overflows, and their impacts on receiving waters and public health and safety.
INFRASTRUCTURE-23. Develop a process for identifying sites deemed appropriate for alternative renewable energy power generation facilities, and provide such information to utility providers and potential developers.
INFRASTRUCTURE-24. Continue to implement energy-efficient lighting throughout City facilities.
INFRASTRUCTURE-25. Survey all streetlights periodically for functionality and create a response protocol to respond to reports of streetlight outages within a 24-hour time period.
<b>Transportation</b>
GOVERNANCE-4. Continue to participate and partner with neighboring cities and regional organizations to implement projects and achieve goals that enhance the livability of Hermosa Beach.
MOBILITY-1. Conduct an inventory and assessment of the City's sidewalk network to identify gaps, assess ADA accessibility, and prioritize improvements within the Capital Improvement Program.
MOBILITY-2. Evaluate City right-of-ways and establish or update width and design standards for the construction or maintenance of streets, sidewalks, curbs, gutters, and parkways.
MOBILITY-3. Add definitions to the Municipal Code for street classifications, pedestrian facilities, bicycle and multi-use facilities, and transportation amenities.
MOBILITY-4. Install new signage and instructions for accessing transit locations, local and regional bicycle routes, and parking meters/machines in the Coastal Zone where existing meters and machines have been shown to cause confusion for visitors.
MOBILITY-5. Evaluate operations in local neighborhood streets with considerations to speed management strategies and traffic calming measures to increase safety for all people using the street.
MOBILITY-6. Install traffic calming devices in areas appropriate to mitigate an identified and documented traffic concern, as determined by the City Public Works Director or designee. Potential traffic calming applications include clearly marked and/or protected bike and pedestrian zones, bike boulevards, bulb outs, median islands, speed humps, traffic circles, speed tables, raised crosswalks, signalized crosswalks, chicanes, chokers, raised intersections, realigned intersections, and textured pavements, among other effective enhancements.
MOBILITY-7. Work with commercial property owners to conduct an assessment for utilization of private parking supplies to supplement private and public parking needs and evaluate the potential for shared use agreements or MOUs.
MOBILITY-8. Implement a contingency-based overflow parking plan to address seasonal and event-based parking demands.
MOBILITY-9. Periodically conduct a city-wide parking study to analyze existing parking infrastructure in order to effectively address and manage current and future parking needs.
MOBILITY-10. Set utilization and turnover rate goals and implement dynamically adjusted (demand-based) pricing strategies for public parking supplies.
MOBILITY-11. Develop a smart technology street parking system in the Coastal Zone that includes but is not limited to the following features: <ul style="list-style-type: none"> <li>Variable-cost parking linked to demand;</li> </ul>

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<ul style="list-style-type: none"><li>• Smart phone application identifying available metered spaces; and</li><li>• Parking pay-by-card and pay-by-phone programs.</li></ul>
MOBILITY-12. Maintain and periodically update the Transportation Demand Management (TDM) Ordinance with activities that will reduce auto trips associated with new development.
MOBILITY-13. Install and maintain transportation amenities such as bicycle parking and electric vehicle charging stations so that they are available at each commercial district or corridor, park, and public facility.
MOBILITY-14. Facilitate the operation of bicycle rental concessions in the Coastal Zone.
MOBILITY-15. Install additional bicycle parking facilities and wayfinding signage near the beach, the Pier, and The Strand.
MOBILITY-16. Identify access improvements including, but not limited to, additional bus stop pullouts, bus parking locations, a seasonal shuttle system, and drop off/pick up areas, and prioritize these improvements in the five-year Capital Improvement Program.
MOBILITY-17. In conjunction with the Hermosa Beach City School District, the City will identify school access points, a proposed network, education and enforcement programs to provide a comprehensive Safe Routes to School Program.
MOBILITY-18. Develop congestion management performance measures and significant impact thresholds that are in accordance with the California Environmental Quality Act (CEQA) and Senate Bill 743 (SB 743) requirements for roadway segments and intersections.
SUSTAINABILITY-6. Implement the City's clean fleet policy through the purchase or lease of vehicles and equipment that reduce greenhouse gas emissions and improve air quality.
PARKS-8. Identify and evaluate the ADA compliance of parks, public facilities, and coastal public access points.
PARKS-9. Install accessible walkways at parks and onto the beach while minimizing or avoiding negative effects on the aesthetics and ecology of the beach environment.
PARKS-15. Develop and implement a uniform coastal access sign program to assist the public to locate and use coastal access points. Consider adding signs to walk streets that intersect with Hermosa Avenue.
PARKS-16. Identify and remove any unauthorized/unpermitted structures, including signs and fences that inhibit visibility of public coastal access points.
PARKS-19. Amend the Local Implementation Plan/Zoning Code to require applicants for summer events occurring on weekends or holidays between Memorial Day and Labor Day with greater than 1,000 participants to provide and advertise predetermined shuttle services and bicycle corrals.
INFRASTRUCTURE-6. Aggressively seek regional, state, and federal funds to leverage local money earmarked for projects listed in the CIP.
INFRASTRUCTURE-7. Periodically review, and if needed revise, the development fee schedule to ensure it is adequate and reflective of proposed projects' impacts and required services.

#### LOCAL COASTAL IMPLEMENTATION PLAN

The proposed project covers the development of the City's Coastal Implementation Plan, which will provide development standards and regulations applicable in the Coastal Zone and will outline an administrative process for the issuance of coastal development permits. The Implementation Plan will include revisions to the City of Hermosa Beach Municipal Code regarding permitting procedures, visitor-serving accommodations, special events, transportation demand management, coastal-dependent or coastal-related commercial uses, increased flood risk under

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anticipated sea level rise scenarios, and water quality. While the Coastal Implementation Plan will be approved at a later date, PLAN Hermosa includes a series of actions that detail the types of changes to be made to the Hermosa Beach municipal code. The implementation actions, identified in **Table 3.0-9 (Actions Related to the Coastal Implementation Plan)**, provide sufficient detail to evaluate the potential physical impacts of the Coastal Implementation Plan in conjunction with PLAN Hermosa and are analyzed in this EIR.

**TABLE 3.0-9  
ACTIONS RELATED TO THE COASTAL IMPLEMENTATION PLAN**

<p>LAND USE-1. Amend the Zoning Map to bring consistency between PLAN Hermosa Land Use Designations and Zoning Ordinance Zoning Districts and review development standards for non-conforming uses.</p>
<p>LAND USE-6. Establish within the Zoning Code/Local Implementation Plan a method to define and classify existing facilities and proposed projects providing overnight accommodations in the Coastal Zone as low, mid-range, or high cost, and apply this method to the Coastal Development Permit review process. The method should compare hotel room rates to the California statewide and regional averages, and should be updated as the City's fee schedule is updated.</p>
<p>LAND USE-7. Modify the Zoning Code/Local Implementation Plan and Zoning Map to better accommodate coastal-dependent and coastal-related uses, as follows:</p> <ul style="list-style-type: none"> <li>• Establish definitions for coastal-dependent and coastal-related uses consistent with the California Coastal Act. For each, identify a list of priority uses that meets the definition.</li> <li>• Contract the C-2 (Downtown Commercial) zone district to match the Recreational Commercial land use designation.</li> <li>• Modify the permitted use tables to allow specific coastal-dependent commercial uses in the C-1, C-2, and SPA 11 zone districts.</li> <li>• Modify the permitted use tables to allow coastal-dependent and coastal-related industrial uses in the M-1 zone district.</li> </ul>
<p>LAND USE-8. Modify the Zoning Code/Local Implementation Plan to require any proposal for visitor-serving accommodations providing a majority of units at mid-range or high-cost levels to include public amenities such as plazas and spaces, restaurants, retail units, garden viewing areas, or other day-use features that may be used by the general public at no or relatively low cost. The quality and quantity of required amenities will be determined in the Coastal Development Permit review process. This requirement does not prohibit the proposed project from charging a user fee or resort fee for active amenities such as pool and spa access, recreation activities and equipment, or organized group activities on the property.</p>
<p>LAND USE-9. Establish a visitor-serving accommodations fee program for new high-cost overnight accommodations. Fee revenues may provide funding to support specific projects that preserve (first priority) or establish (second priority) low- or mid-cost overnight visitor accommodations that improve access to the coast by providing visitors with an affordable place to stay overnight. Collaborating with the Coastal Commission, the City shall prepare and maintain a list of specific projects that fee revenues may be used to support.</p>
<p>LAND USE-10. Require new visitor-serving accommodations within the Coastal Zone to maintain or improve public access to the coast by establishing and applying the following development review requirements in the Zoning Code/Local Implementation Plan:</p> <ul style="list-style-type: none"> <li>• Where a new hotel or motel development project would consist entirely of high-cost overnight accommodations, the development shall be required to provide mitigation as a condition of approval of a Coastal Development Permit. Such mitigation may include, but is not limited to, a mitigation payment consistent with the City's visitor-serving accommodations fee program.</li> <li>• If a hotel or motel project proposes a certain number or percentage of on-site low or mid-range cost units, such units shall remain available as low or mid-range cost units for the life of the project.</li> </ul>

LAND USE-11. Protect existing visitor-serving accommodations within the Coastal Zone by establishing and applying the following development review requirements in the Zoning Code/Local Implementation Plan:

- Any development project that directly displaces existing low and mid-range cost accommodations in the Coastal Zone shall provide an equivalent number of rooms or accommodations at an equivalent nightly rate in the Coastal Zone, or elsewhere within the City of Hermosa Beach.
- Replacement units must be subject to deed restrictions recorded against the title of the property so that they mitigate the displacement of lower- and mid-range cost accommodations for the life of the project.

MOBILITY-14. Facilitate the operation of bicycle rental concessions in the Coastal Zone.

MOBILITY-15. Install additional bicycle parking facilities and wayfinding signage near the beach, the Pier, and The Strand.

PARKS-10. Develop and apply evaluation procedures for development projects that have the potential to substantially obstruct, substantially interfere, or substantially degrade Prominent Public Viewpoints or Uninterrupted Viewing Areas. Evaluation requirements, criteria, and provisions to allow exceptions to setback, open space, landscaping, or other development standards for projects with the potential to substantially obstruct, interfere or degrade Prominent Public Views and Uninterrupted Viewing Areas shall be incorporated into the review process for Precise Development Plans under Chapter 17.58 of the Zoning Ordinance as follows:

- Projects located adjacent to and within the directional arrow of a Prominent Public Viewpoint, or within the Uninterrupted Viewing Areas, as identified in PLAN Hermosa Figure 5.3, shall be evaluated to determine the potential to substantially obstruct, interrupt, or detract from Prominent Public Viewpoints, or the Uninterrupted Viewing Areas.
- The evaluation will be based on quantitative criteria established and adopted by the City to evaluate potential impacts to visual quality, landform quality, community character, and view quality.
- Projects that are determined to substantially obstruct, interrupt, or detract from these public views shall be designed to reasonably minimize the substantial obstruction, interruption or detraction to views from the Prominent Public Viewpoints or Uninterrupted Viewing Areas, which may include an exception to setback, open space, landscaping, or other development standards. The purpose of the exception would be to accommodate the bulk of the building in a manner that minimizes the impact to the public view while providing the property owner the same development privileges enjoyed by other similar properties in the vicinity.
- Landscaping material shall be used to screen uses that detract from the scenic quality of the coast from Prominent Public Viewpoints.

PARKS-11. Protect public views of the Pacific Ocean by establishing and applying requirements for public works and infrastructure projects such as:

- Locate new and relocated utilities underground when possible. Place and screen all other utilities to minimize public visibility.
- Replace automobile-scale streetlights with shorter, pedestrian-scale streetlights where safe and appropriate.
- Fences, walls, and landscaping shall not block views of scenic areas from designated viewpoints, scenic roads, parks, beaches, and other public viewing areas.
- Hardscape elements such as retaining walls, cut-off walls, abutments, bridges, and culverts shall incorporate veneers, texturing, and colors that blend with the surrounding earth materials or landscape.

PARKS-14. Modify the Zoning Code/Local Implementation Plan to prohibit use of the public beach for private commercial purposes without a Coastal Development Permit.

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PARKS-17. Protect public access to the coast by establishing and applying the following development review requirements:

- Require a direct dedication of an easement for access in all new development projects that cause or contribute to adverse impacts to existing public access points. Access ways shall be a sufficient size to accommodate two-way pedestrian passage and landscape buffer.
- Implement building design and siting regulations to protect public access through setbacks and other property development regulations that control building placement.
- New development and redevelopment projects shall protect public accessibility to walk streets and street ends that provide access to the shoreline, the beach, and The Strand.
- New or improved beach access facilities shall accommodate persons with physical disabilities.

PARKS-19. Amend the Local Implementation Plan/Zoning Code to require applicants for summer events occurring on weekends or holidays between Memorial Day and Labor Day with greater than 1,000 participants to provide and advertise predetermined shuttle services and bicycle corrals.

SAFETY-12. Amend the Municipal Code to establish a definition of "economic lifespan" for structural development as between 75 to 100 years, unless otherwise specified, and provide restrictions for specific development proposals.

SAFETY-13. Amend the Municipal Code to require flood risk disclosure and active acknowledgment of expanded flood risk when properties subject to inundation or flooding are developed or redeveloped.

#### 3.0.5 PROJECT APPROVALS

Project approval requires the following actions by the Hermosa Beach City Council:

- Certification of this EIR
- Adoption of a Mitigation Monitoring and Reporting Program

The EIR will be used in the consideration of subsequent actions, including:

- Certification of the City's Coastal Local Implementation Plan
- Zoning amendments
- Subdivision maps
- Community plans
- Specific plans
- Special planning districts
- Special permits
- Historic preservation actions
- Planning actions
- Infrastructure and public facilities siting and project approvals
- Climate Action Plan
- Other related actions



### 3.0.6 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

#### LEAD AGENCY

In conformance with CEQA Guidelines Sections 15050 and 15367, the City of Hermosa Beach is the lead agency for preparation of the PLAN Hermosa environmental analysis. The City, as the lead agency, is responsible for scoping the analysis, preparing the EIR, and responding to comments received on the Draft EIR.

#### RESPONSIBLE AGENCIES

Responsible agencies are other state and local public agencies that have authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an EIR or initial study/negative declaration. Because the proposed project is a General Plan, no agencies other than the City of Hermosa Beach have approval or permitting authority for the plan's adoption.

Implementation of PLAN Hermosa would involve many additional responsible agencies, depending on the specifics of the nature of subsequent projects. The following are some of the agencies that may be required to act as responsible agencies for subsequent projects:

- California Department of Transportation (Caltrans)
- California Coastal Commission
- California Air Resources Board
- California Department of Housing and Community Development
- California Office of Historic Preservation
- State Reclamation Board
- California Department of Fish and Wildlife
- State Lands Commission
- California Department of Parks and Recreation
- State Water Resources Control Board
- South Coast Air Quality Management District
- Local Agency Formation Commission (LAFCo) for the County of Los Angeles
- Los Angeles Regional Water Quality Control Board.

#### TRUSTEE AGENCIES

Trustee agencies under CEQA are public agencies with legal jurisdiction over natural resources that are held in trust for the people of California and that would be affected by a project, whether the agencies have authority to approve or implement the project. The California Coastal Commission is a trustee agency since it will approve the Local Coastal Program under its authority through the California Coastal Act. Subsequent development under PLAN Hermosa would not generally affect lands under the jurisdiction of a trustee agency; however, the trustee agencies with jurisdiction that could be affected by subsequent projects include the California Department of Fish and Wildlife, the State Lands Commission, and the California Department of Parks and Recreation.

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### **3.0.7 REFERENCES**

City of Hermosa Beach. 2014. *Existing Conditions Report* (also referred to as the Technical Background Report).

OPR (Governor's Office of Planning and Research). 2003. *General Plan Guidelines*.