

Community Walking Tours Summary

General Plan/Coastal Land Use Plan Rewrite

April 2015



On March 28th from 10:00 AM to 4:00 PM the City of Hermosa Beach hosted a series of walking tours of key neighborhoods and districts as part of the General Plan and Coastal Land Use Plan updates. The event began with a brief overview of walking tour routes, content and how the public can provide helpful feedback. The purpose of the event was to share land use and transportation ideas (based on previous community input) and to collect community feedback on specific concepts proposed for each City district. Participants were led on walking tours to see for themselves how proposed changes might be implemented. Participants were given a workbook to use during the walking tours that outlined district characteristics, proposed land use and transportation concepts and their relationship to community-identified values, and provided writing space to take notes. In addition to the walking tours, large-scale versions of the district workbooks were provided as exhibits on the Community Center Lawn for passersby to review and comment on.

Executive Summary

The walking tours drew approximately 40 participants throughout the day, with an additional 15-20 people stopping by the Community Center to provide input via the poster display. Participants were enthusiastic about the activities and provided detailed input both verbally and through workshop materials. Key themes emerged as follows:

- **Preservation of Hermosa Beach character** – Participants are keen to maintain their existing community character, views, amenities and quality of life
- **Support for pedestrian and bicycle safety improvements** – Participants would like to see improved pedestrian and cyclist infrastructure throughout the City
- **Lack of interest in development higher than two stories** – Participants feel that higher density development negatively impacts community character and potentially views
- **Consideration for the environment** – Participants want to see improvements that support a green and healthy lifestyle

Participant Comments by District

Transcriptions of participant comments and survey results can be viewed in the Appendix.

1. Beach and The Strand

- **District Vision:** Participants have mixed opinions.
- **Mix of Uses:** Participants agree with the proposed use mix, but would like to see more emphasis on this area as a recreational resource.
- **Look and Feel:** Participants are supportive.
- **Transportation Strategy:** Participants have mixed opinions.
- **Top Priorities:** Preserve character, reduce environmental footprint.
- **Other Comments:** Participants feel strongly that development in this district should be limited to two stories and should not be bulky.

2. Northwest Neighborhood

- **District Vision:** Participants have mixed opinions.



Community Walking Tours Summary

- Mix of Uses: Participants agree with the proposed use mix, but would like to see more emphasis on live.
- Look and Feel: Participants have mixed opinions.
- Transportation Strategy: Participants have mixed opinions.
- Top Priorities: Preserve character, reduce environmental footprint, and enhance public facilities.
- Other Comments: Participants feel that vacation rentals in this district should be limited and setback areas made larger.

3. Southwest Neighborhood

- District Vision: Participants are supportive.
- Mix of Uses: Participants agree with the proposed use mix, but would like to see more emphasis on live.
- Look and Feel: Participants are supportive.
- Transportation Strategy: Participants are supportive.
- Top Priorities: Preserve character, improve travel choices.
- Other Comments: Participants feel that the area should not look like another corridor. Participants felt strongly about limiting the amount of vacation rentals in this area.

4. Eastside Neighborhood

- District Vision: Participants have mixed opinions.
- Mix of Uses: Participants agree with the proposed use mix, but would like to see more emphasis on live.
- Look and Feel: Participants have mixed opinions.
- Transportation Strategy: Participants are not supportive.
- Top Priorities: Preserve character, reduce environmental footprint.
- Other Comments: Participants feel that development should focus less on multi-family units and allow more setbacks or front yard space to reduce bulk and density.

5. Downtown

- District Vision: Participants are supportive.
- Mix of Uses: Participants agree with the proposed mix of uses, but would like to see more emphasis on shop and play.
- Look and Feel: Participants are supportive.
- Transportation Strategy: Participants are supportive.
- Top Priorities: Preserve character and historic buildings, reduce environmental footprint, enhance public facilities.
- Other Comments: Participants feel strongly that Hermosa Beach character should be preserved. Specific improvements suggested include increased outdoor seating, more bike racks, more parking, safer intersections, trolley service, and increased office space.



6. Upper Pier/Civic Center

- District Vision: Participants are supportive.
- Mix of Uses: Participants agree with the proposed use mix, but would like to see more emphasis on live.
- Look and Feel: Participants have mixed opinions.
- Transportation Strategy: Participants are supportive.
- Top Priorities: Preserve character and historic buildings.
- Other Comments: Participants feel strongly that development in this district should be limited to two stories and should allow more setback space for improved walking areas and bike trails.

7. Aviation Blvd. Corridor

- District Vision: Participants are supportive.

- Mix of Uses: Participants agree with the proposed use mix, but would like to see more emphasis on work and play.
- Look and Feel: Participants are supportive.
- Transportation Strategy: Participants are supportive.
- Top Priorities: Preserve character, reduce environmental footprint, increase financial stability.
- Other Comments: Participants feel strongly that the corridor should be safer and more pedestrian and cyclist friendly, especially at intersections. There is also support for mixed use development along the corridor, including more live-work units, especially on vacant lots and beautification including planters and gateway signage.

8. PCH Corridor

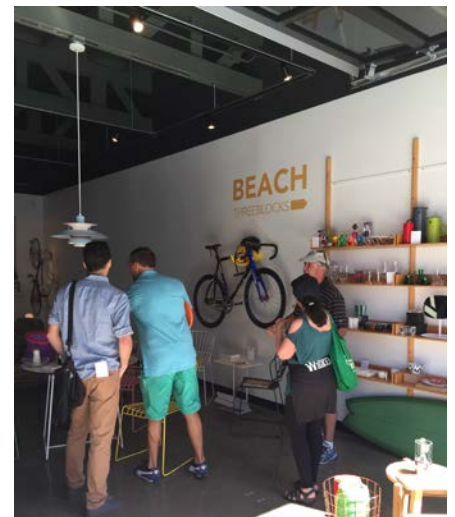
- District Vision: Participants are supportive.
- Mix of Uses: Participants agree with the proposed use mix, but would like to see more emphasis on live and play.
- Look and Feel: Participants are supportive.
- Transportation Strategy: Participants are supportive.
- Top Priorities: Preserve character, reduce environmental footprint, improve travel choices.
- Other Comments: Participants would like to see easier access to businesses along the corridor through increased parking and improved pedestrian and bicycle infrastructure. With increased activity along PCH, participants want to make sure the residential streets are not impacted negatively. Participants also want to ensure that existing views are protected and suggested that parking be placed behind buildings rather than on the street. One participant expressed concern that the traffic and speed of cars along PCH will always prevent a pedestrian-friendly atmosphere and that walkability improvements should be focused only between Pier Ave. and Aviation on PCH.

9. Cypress Junction

- District Vision: Participants are supportive.
- Mix of Uses: Participants agree with the proposed mix of uses, but would like to see more emphasis on shop and play.
- Look and Feel: Participants have mixed opinions.
- Transportation Strategy: Participants have mixed opinions.
- Top Priorities: Preserve character, reduce environmental footprint, improve travel choices, enhance public facilities.
- Other Comments: Participants would like to see the space used creatively and not just for small industry. Ideas included an arts/technology center and other creative workspaces.

10. PCH @ Artesia

- District Vision: Participants are supportive.
- Mix of Uses: Participants agree with the proposed use mix, but would like to see all categories emphasized.
- Look and Feel: Participants are supportive.
- Transportation Strategy: Participants are supportive.
- Top Priorities: Preserve character, reduce environmental footprint, increase financial stability.
- Other Comments: Participants would like to see investment in green space and commercial space. Participants support height restrictions, bike lanes, and improved pedestrian space.



Beach & the Strand

Future concept

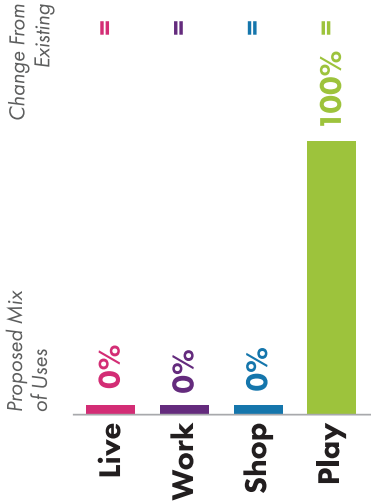
A world-class sandy beach that serves residents and visitors alike

What would happen here

- > A wide variety of recreation activities
- > Special events ranging in scale from small group activities (parties and classes) to world-class sports and entertainment
- > Options to bike, walk, and skate along the Strand support a healthy active lifestyle

What it would look like

- > A broad, beautiful sandy beach
- > Playgrounds, restrooms, and volleyball courts are distributed along the beach
- > The Strand runs the length of the beach, connecting walk streets to the beach and plaza
- > Bike parking and seating along the Strand provide a place to stop and relax



The Strand connects the City from north to south

Alternative concepts

- > Add new facilities, such as a separate bicycle path, west of the Strand
- > Expand the areas where large special events can occur
- > Limited kiosks renting beach gear and snacks



Secure and plentiful bike parking is provided

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:



Preserve Character



Balance Tourism



More Complete Local Economy



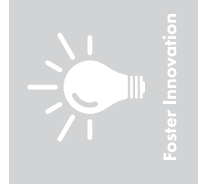
Improve Travel Choices



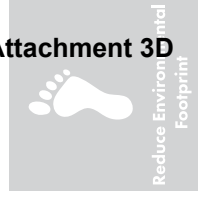
Enhance Public Facilities



Increase Financial Stability



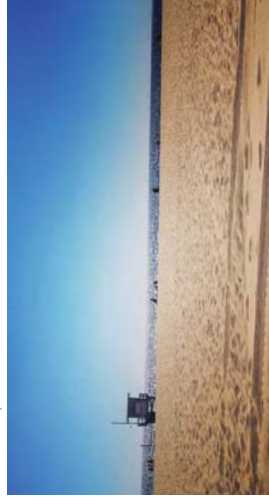
Foster Innovation



Reduce Environmental Footprint



Amenities are upgraded and maintained



The beach is a world-class recreational amenity



Shading and seating provide a place to relax

How we would get around

- > The Strand serves as the primary access point to and up and down the beach. The Strand would remain a pedestrian and bicycle path
- > Walk streets connect the Strand to neighborhoods throughout the city

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?



Beach & the Strand

The Hermosa City Beach area includes 1.8 miles of coastal frontage adjacent to the City's western border. This area includes the Pier and a concrete walking path, offers space for outdoor recreation (beach volleyball, surfing, paddle boarding), and serves as a destination for residents, visitors, and tourists.

What's here now

- Residents and visitors are enjoy the area's amenities and upkeep
- The Pier connects to a plaza, which includes a variety of restaurants and commercial facilities
- A 15-foot-wide walking path is located parallel to the coastline and connects to Redondo Beach and Manhattan Beach



The Pier serves many recreational purposes



The Strand provides north-south access to bikes and pedestrians

Relevant plans & efforts

- **City of Hermosa Beach Coastal Land Use Plan**
Focuses on maintaining high level of recreational access and facilities and protects the community of Hermosa Beach as a coastal resource for the people of California
- **Downtown Core Revitalization Strategy**
Encourages family-friendly improvements and events

Attachment 3



Volleyball nets can be found up and down the beach

Share your images and ideas using #HBwalks



Downtown

Future concept

A balanced business district with local shopping, restaurants, hotels, office space, and residences

What would happen here

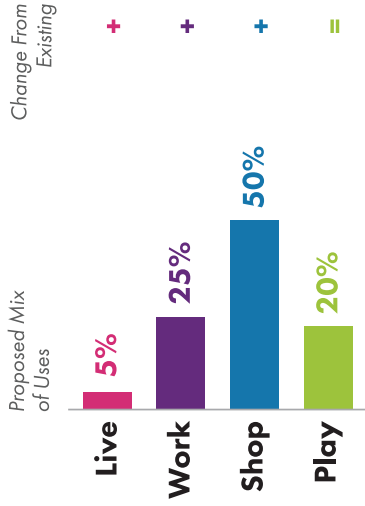
- Local and visitor shopping
- Tourism and hotels
- Mixed-office professional services and residential uses as second-story uses
- Eating and drinking establishments

What it would look like

- Two- and three-story buildings are built at and oriented to the street
- Buildings along Hermosa Avenue and Pier Avenue are of diverse architecture and limited in scale to match the existing downtown scale
- Pedestrian-oriented streetscapes

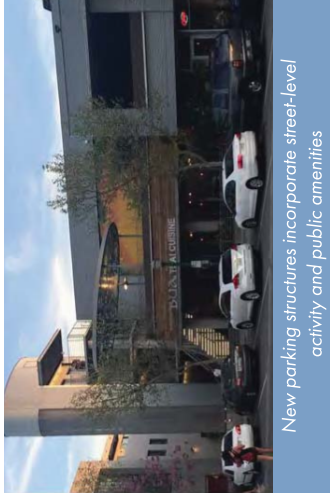


New residential uses occur on second stories



Pier Plaza is framed by iconic gateway buildings

New second-story office uses help increase the daytime population



New parking structures incorporate street-level activity and public amenities

Alternative concepts

- Tourism destination with several additional hotels
- Central Business District with new office space
- Local-serving downtown with no additional visitor-serving facilities
- Arts, culture, and entertainment district

How we would get around

- Bikes and walking are the predominant choice for getting around within Downtown
- Hermosa and Pier Avenues are bike-friendly streets
- Car access is still allowed with speeds managed
- Parking lots are hidden behind buildings or consolidated/off-site



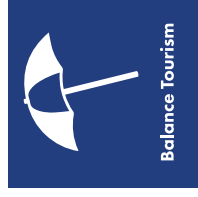
Hermosa Avenue is enhanced to create safe travel options for bicyclists and pedestrians

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:



Preserve Character



Balance Tourism



More Complete Local Economy



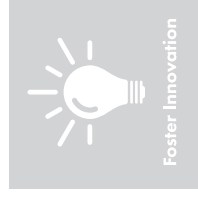
Improve Travel Choices



Enhance Public Facilities



Increase Financial Stability



Foster Innovation



Reduce Environmental Footprint

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?



What's here now

- > Most parcels are between 2,500 to 5,000 square feet with building footprints covering most of the parcel
- > A mixture of building heights ranging from 25 to 30 feet
- > While some historical buildings are present, most buildings were constructed between 1950 to 1980
- > Most buildings do not have setbacks from the property line
- > Building entries are placed along the front property line facing the street
- > Some parking lots front the street

Downtown

The Downtown area extends the length of Pier Avenue, encompassing Pier Plaza, as well as Hermosa and Manhattan Avenues between 9th and 15th Streets. This area serves as the city's hub for commercial and pedestrian activity offering an array of retail, restaurant, and entertainment uses.



Relevant plans & efforts

- > **Downtown Core Revitalization Strategy**

Identifies opportunities on how City assets could be leveraged in conjunction with redevelopment of key privately held sites and for increased economic vitality

Attachment 3D



Share your images and ideas using #HBwalks



Upper Pier / Civic Center

Future concept

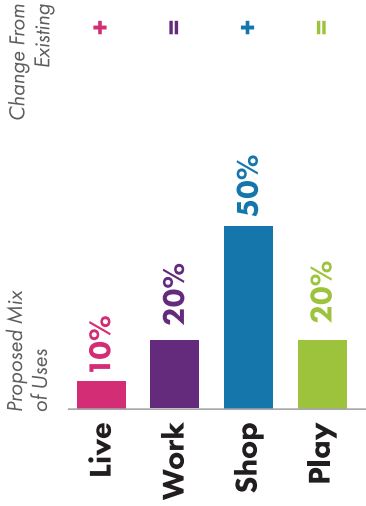
A centralized civic and commercial retail center serving residents and local employees

What would happen here

- > Civic uses
- > Local-serving retail and restaurants
- > Professional and personal services as second-story uses
- > Limited residential uses on second floor

What it would look like

- > Two- and three-story buildings that are built at and oriented to the street
- > The ground floor has uses open to the public
- > Buildings along Pier Avenue are of diverse architecture and limited in scale to match the existing downtown scale
- > Pedestrian-oriented streetscapes
- > Outdoor sidewalk and patio dining



New parking facilities are placed behind or next to buildings

Alternative concepts

- > Visitor-serving uses extend along Pier Avenue
- > Enhanced civic presence on Pier Avenue with rebuilt facilities, improvements to community center, and additional parking

How we would get around

- > Bikes and walking are the predominant choice for getting around
- > Car access is still allowed with speeds managed
- > Parking lots are hidden behind buildings or consolidated/off-site



Broad sidewalks contribute to the feel of an active livable street

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:



Preserve Character



Balance Tourism



More Complete Local Economy



Improve Travel Choices



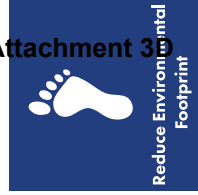
Enhance Public Facilities



Increase Financial Stability



Foster Innovation



Reduce Environmental Footprint



Buildings and sidewalk cafes activate the street



Buildings are designed to complement the surrounding neighborhoods



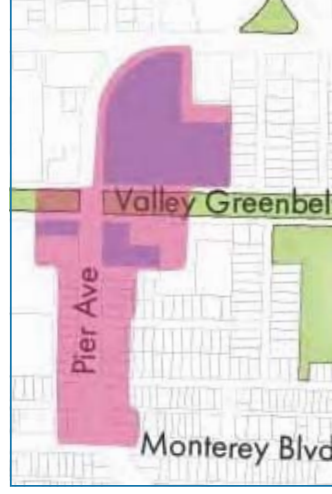
New second story office uses help increase the daytime population

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?



Upper Pier/Civic Center

The Upper Pier and Civic Center area includes the three blocks west of Monterey Boulevard leading to Pacific Coast Highway. This area is an extension of downtown, which includes a variety of retail, police and fire offices, the Hermosa Beach Library, city administrative offices, and the Community Center.

What's here now

- › Most parcels are between 2,500 to 5,000 square feet with building footprints covering most of the parcel
- › A mixture of building heights ranging from 25 to 30 feet
- › Most buildings do not have setbacks from the property line
- › Building entries are placed along the front property line facing the street with pedestrian-oriented streetscape features
- › Many of the City's facilities are centralized in this area



On-street electric vehicle parking stations



Traffic-calming measures and crosswalks at intersections



Hermosa Beach Library and Civic Center

Relevant plans & efforts

- › **Hermosa Beach Concept Plan**
Identifies areas for City administration buildings and downtown development
- › **Hermosa Beach Zoning Code**
Requires new buildings to be oriented to the street

Attachment 3D

Share your images and ideas using #HBwalks



PCH Corridor

Future concept

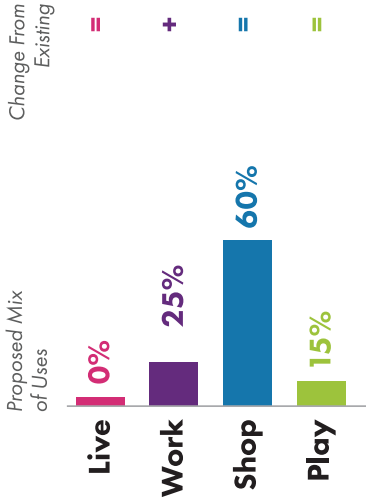
Provide commercial offerings and transportation choices that balance regional mobility and local accessibility

What would happen here

- > A wide variety of shopping
- > Hotels
- > New office uses arranged as co-working and flexible spaces

What it would look like

- > Two- and three-story buildings
- > Buildings are built to the street
- > Parking behind and under buildings



New hotels are located along PCH



New office uses fill in underutilized spaces



Local and regional commercial are located on PCH



Traffic speeds are moderated to improve connectivity across PCH

Alternative concepts

- > No change
- > New multifamily residential buildings
- > Regional thoroughfare



Sidewalks are improved to make PCH more accessible to pedestrians

How we would get around

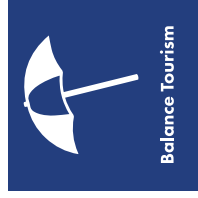
- > PCH is improved with new street trees, sidewalks, and medians
- > Vehicle movement along the corridor is maintained
- > Pedestrian and bicycle amenities are improved

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:



Preserve Character



Balance Tourism



More Complete Local Economy



Improve Travel Choices



Enhance Public Facilities



Increase Financial Stability



Foster Innovation



Reduce Environmental Footprint

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?



PCH Corridor

The PCH Corridor area includes the parcels and lots facing both sides of the highway that bisects the city. The corridor serves as a pass-through corridor with a variety of commercial retail, office, and auto-oriented uses along the corridor.

What's here now

- › Most parcels are between 2,000 to 5,000 square feet and contain a mixture of strip mall and single building development
- › Apart from a few hotels, building heights range from 15 to 25 feet tall
- › Building entries face the street with visible signage
- › South of Aviation Boulevard, many buildings are not set back from the property line and have parking in the rear of the property. Buildings north of Aviation Boulevard tend to have larger setbacks and parking in front of the property



Commercial office building facing PCH



Marked crosswalk along PCH connects to Pier Avenue

Relevant plans & efforts

- › **Pacific Coast Highway/ Aviation Corridor General Plan**
Attachment 3D
Identifies goals to address an auto-oriented focus, lack of pedestrian safety, lack of green space, street trees, and medians, and limited cohesive design or identity along the corridor



Newer retail options along PCH provide seating and ground floor activity

Share your images and ideas using #HBwalks



Aviation Blvd. Corridor

Future concept

Neighborhood scale, pedestrian-oriented commercial corridor

What would happen here

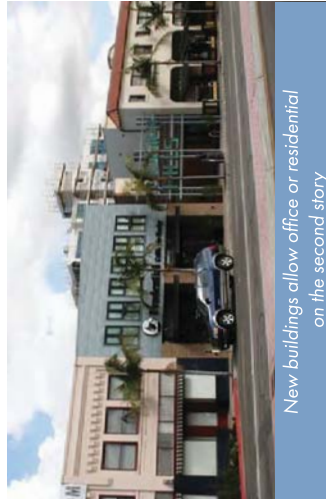
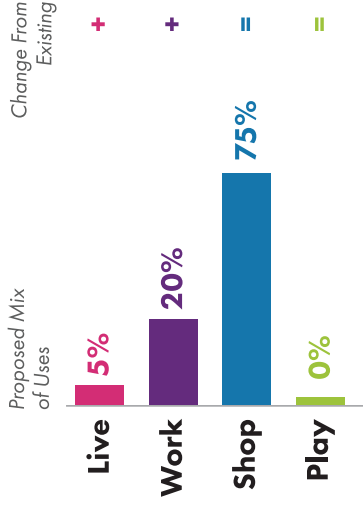
- > Neighborhood services and shopping
- > Office professional and personal services
- > Limited residential uses in mixed-use buildings
- > Studios and spaces to support creative arts uses and education

What it would look like

- > One- and two-story buildings built at the street
- > Office and residential uses on the second stories of buildings
- > Streetscape is enhanced to create an environment friendly to pedestrians



Buildings and sidewalk cafes activate the street



New buildings allow office or residential on the second story



Buildings are designed to complement the surrounding neighborhoods



Traffic on Aviation Boulevard is calmed to create a safer environment for bicyclists and pedestrians

Alternative concepts

- > Area remains an auto-oriented corridor
- > Professional office and residential uses



Parking, wide sidewalks, and street amenities protect pedestrians from traffic

How we would get around

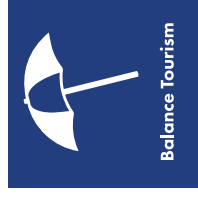
- > Bikes and walking are the predominant choice for getting to the corridor, but car access is still allowed
- > Traffic on Aviation Boulevard is moderated to make pedestrian and bicycle movement safer
- > Parking behind the buildings

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:



Preserve Character



Balance Tourism



More Complete Local Economy



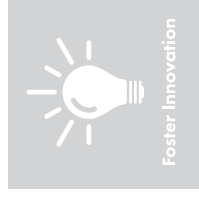
Improve Travel Choices



Enhance Public Facilities



Increase Financial Stability



Foster Innovation



Reduce Environmental Footprint

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?

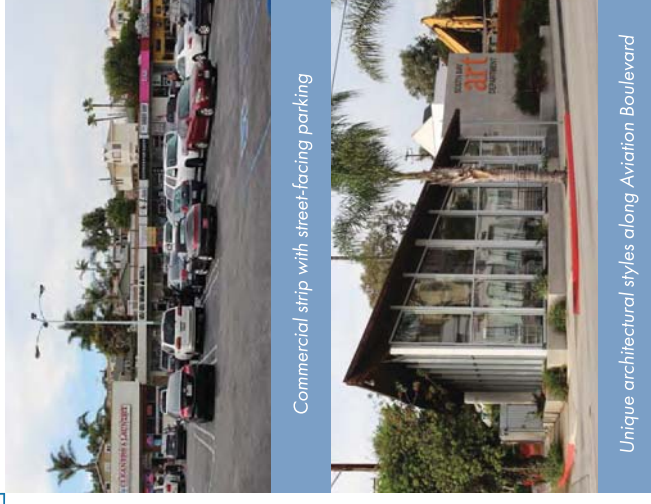


Aviation Blvd. Corridor

The Aviation Boulevard Corridor area includes the parcels and lots facing Aviation Blvd located on the eastern edge of the city. This area serves as a key gateway into Hermosa Beach, providing access to Pacific Coast Highway.

What's here now

- Most parcels in this area range from 2,500 to 5,000 square feet
- Most building heights in this area are below 20 feet, with few buildings ranging from 20 to 30 feet
- Buildings in this area were predominantly built between 1960 and 1980
- A variety of neighborhood and auto-oriented commercial uses are located here
- There are multiple vacant and underutilized parcels along Aviation Boulevard



Relevant plans & efforts

- **Pacific Coast Highway/Aviation Corridor General Plan**

Attachment 3D

Identifies goals to address an auto-oriented focus, lack of pedestrian safety, lack of green space, street trees, and medians, and limited cohesive design or identity along the corridor

Share your images and ideas using #HBwalks



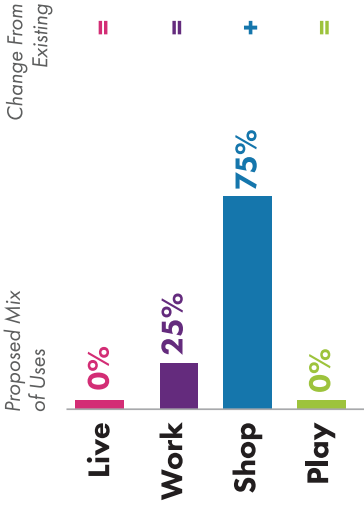
PCH @ Artesia

Future concept

A commercial gateway to Hermosa Beach with iconic, striking architecture that activates the corner

What would happen here

- > Larger scale professional office spaces
- > Commercial and retail space that serves both local and regional residents
- > Common gathering areas, meetings spaces, or outdoor plazas provide gathering spaces to the public



What it would look like

- > Buildings are located near the street and sidewalks
- > New retail buildings are oriented around a central plaza or square
- > In addition to gateway monuments, iconic buildings mark the entrance to Hermosa Beach
- > Streetscape enhancements provide a more welcoming atmosphere for pedestrians



New retail is oriented around a square or plaza



Iconic retail buildings create a unique place to shop



New office uses line PCH



Traffic on Aviation Boulevard is calmed to create a safer environment for bicyclists and pedestrians

Alternative concepts

- > Remains a mix of lodging, restaurant, and office uses
- > Mixed-use residential neighborhood
- > Traditional office uses and buildings



Parking, wide sidewalks, and street amenities protect pedestrians from traffic

How we would get around

- > PCH is improved with new street trees, sidewalks, and medians
- > Car operations are maintained
- > Pedestrian and bicycle operations are improved
- > Parking is consolidated and placed behind buildings or underground

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:



Preserve Character



Balance Tourism



More Complete Local Economy



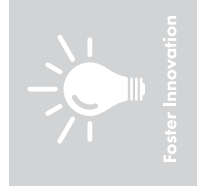
Improve Travel Choices



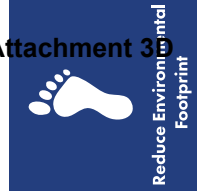
Enhance Public Facilities



Increase Financial Stability



Foster Innovation



Reduce Environmental Footprint

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?



PCH @ Artesia

The PCH @ Artesia area borders the city's northeast edge surrounding the intersection of Artesia Boulevard and Pacific Coast Highway. The area serves as one of the primary entry points in the city, and includes a hotel, restaurants, and a mixture of office and retail uses.

What's here now

- Most parcels are between 5,000 and 10,000 square feet and consist of a single building space
- Building heights range from 35 to 45 tall in this area
- Most buildings are set back from the street 20 or more feet and include large surface parking lots
- Many building entries are located facing Pacific Coast Highway, with a majority of off-street parking adjacent to the street



Relevant plans & efforts

- **Pacific Coast Highway/ Aviation Corridor Concept Plan**

Identifies preliminary concepts to develop up to four new gateways or monuments and directional signage to bring better identity to Hermosa Beach

Attachment 3D



Share your images and ideas using #HBwalks



Cypress Junction

Future concept

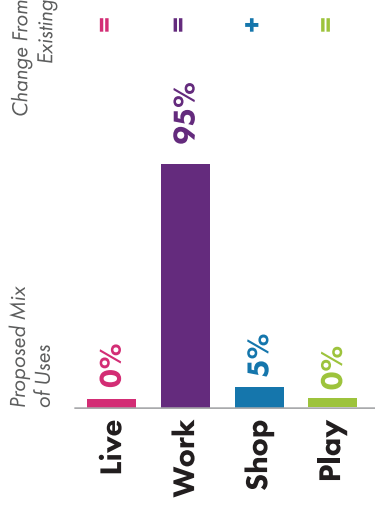
A center for artistic and innovative industries where ideas, spaces, and creativity are easily shared

What would happen here

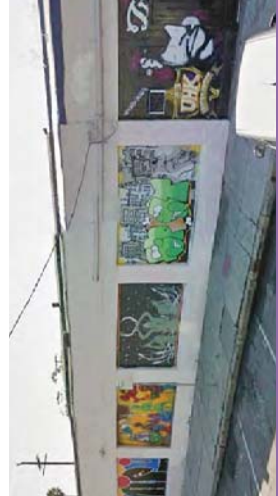
- > Flexible use spaces, co-working offices
- > Creative or "maker" industries
- > Common gathering areas, meeting spaces, or coffee shops to meet and share ideas
- > Retail focus is on specialty trades services rather than daily shopping needs

What it would look like

- > One- and two-story industrial buildings or lofts
- > Building entries interact with street
- > Artistic flair is provided through building design, signage, and murals
- > Rooftops provide greenspace and outdoor amenities
- > Utility lines are undergrounded



Buildings should be designed for flexible uses



Artwork can break up long expanses of buildings



Patios provide street activity and gathering space



Shared streets are designed for all users

Alternative concepts

- > Retain light industrial uses
- > Mixed-use residential neighborhood
- > Traditional office uses and buildings

How we would get around






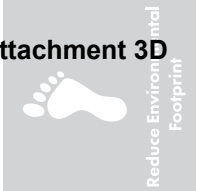


- > Shared street right-of-ways serve vehicles, pedestrians, bicyclists, and other modes
- > Parking is provided behind or to the side of buildings via driveways and alleys
- > Streets are comfortably scaled and designed for slower speeds



Buildings should frame the street

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:

 Preserve Character	 Balance Tourism	 Improve Travel Choices
 Enhance Public Facilities	 Increase Financial Stability	 Reduce Environmental Footprint
 Foster Innovation	 More Complete Local Economy	Attachment 3D

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?



Cypress Junction

The Cypress area includes the four blocks at the intersection of 6th Street and Cypress Street. This area is the city's industrial center, with a variety of light manufacturing, construction equipment, and storage uses, although design services, fitness centers, and other uses are also present.

What's here now

- › Most parcels are between 5,000 and 10,000 square feet and consist of a single building space
- › Buildings are generally less than 20 feet in height, with most using concrete or cinder block construction methods
- › Most buildings are set back from the street 20 or more feet
- › This setback area serves as the driveway parking space for many properties, with sidewalk often blocked by vehicles
- › Entries to many buildings are less prominent, or located behind parking areas or on the side of buildings



Vehicle parking occupies most building setbacks



Utility poles detract from potential scenic views

Relevant plans & efforts

› **Hermosa Beach General Plan**

Identifies area for industrial uses, public facilities, and some commercial services, with the City corporation yard as the largest use



Flexible and creative use spaces are emerging

Share your images and ideas using #HBwalks



Northwest Neighborhood

Future concept

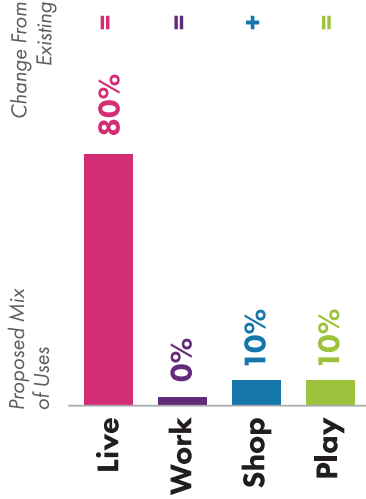
Enhance the neighborhood with improved connectivity and access

What would happen here

- > Residents have a variety of housing styles and choices
- > Large parks and schools provide opportunities for learning and playing
- > Small retail stores provide neighbors with local access to goods and services

What it would look like

- > Primarily single-family residential with some multifamily residential
- > Buildings are oriented toward the street with small or no front yards
- > Garages, driveways, and curb cuts are minimized and alley access is maximized



Typical housing is single family and oriented to the street.



Small-scale retail provides local goods and services



Alley-loaded garages protect the streets for pedestrians, bicycles, and parking



A cycle track will provide increased access across town

Alternative concepts

- > Allow vacation rentals
- > Allow homes to convert to multifamily residential
- > Allow small mixed use with ground floor retail and second floor residential at limited locations
- > Allow more home occupations











The walk streets provide great access to the Strand

How we would get around

- > The greenbelt provides safe north-south access
- > A new bicycle path on Valley Drive provides a safer approach for getting around on bikes
- > Walk streets connect the neighborhood to the Strand
- > Streets are slow speed and welcoming to bicyclists and pedestrians
- > Alleys provide vehicle access to many homes

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:

 Preserve Character	 Balance Tourism	 Improve Travel Choices
 Enhance Public Facilities	 Increase Financial Stability	 Reduce Environmental Footprint
	 Foster Innovation	 More Complete Local Economy

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?



Northwest Neighborhood

The Northwest Neighborhood area includes parcels north of downtown and west of Pacific Coast Highway, stretching to the city's northern border. This area contains a majority of the city's housing stock, with a mix of multi- to single-family housing types.

What's here now

- › Most parcels are between 2,500 and 5,000 square feet and consist of a single building space
- › Most buildings in this area are 1 to 2 stories, with an average height of approximately 30 to 35 feet
- › Setbacks in this area vary
- › Valley Park and the Greenbelt offer recreational space
- › Hermosa Valley School and North School are under school district ownership



Corner stores serve both neighborhood residents and beach visitors



Multifamily housing options range from 3-4 stories



Walk streets connect neighborhoods to the beach

Relevant plans & efforts

› Hermosa Beach General Plan

Identifies area as a predominantly residential neighborhood with limited commercial uses and multiple parks and school space

Share your images and ideas using #HBwalks



Southwest Neighborhood

Future concept

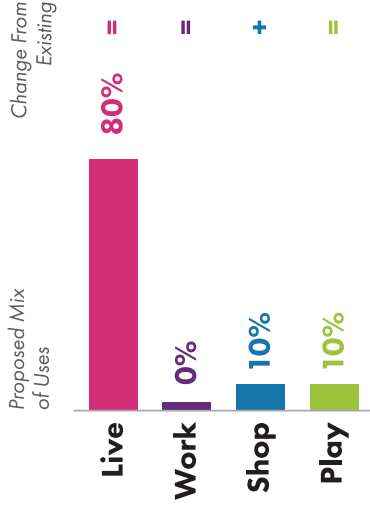
Enhance the neighborhood with improved connectivity and access

What would happen here

- > Residents have a variety of housing styles and choices
- > Large parks for recreation and gathering
- > Small retail stores provide neighbors with local access to goods and services

What it would look like

- > Diverse housing types and sizes
- > Buildings are oriented toward the street with small or no front yards
- > Garages, driveways, and curb cuts are minimized and alley access is maximized



Alley-loaded garages protect the streets for pedestrians, bicycles, and parking



Condos and apartments are more common here and built to respect the scale of the community



Small-scale retail provides local goods and services



A cycle track will provide increased access across town

Alternative concepts

- > Allow vacation rentals
- > Allow homes to convert to multifamily residential
- > Allow small mixed use with ground floor retail and second floor residential at limited locations
- > Allow more home occupations

How we would get around




- > The greenbelt provides safe north-south access
- > A new bicycle path on Valley Drive provides a safer approach for getting around on bikes
- > Walk streets connect the neighborhood to the Strand
- > Streets are slow speed and welcoming to bicyclists and pedestrians
- > Alleys provide vehicle access to many homes



Low-speed streets are safe for all users

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:

 Preserve Character	 Balance Tourism	 Improve Travel Choices
 Enhance Public Facilities	 Increase Financial Stability	 Reduce Environmental Footprint
 More Complete Local Economy	 Foster Innovation	

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?



Southwest Neighborhood

The Southwest Neighborhood area includes parcels south of downtown and west of Pacific Coast Highway, stretching to the city's southern border. Apart from small clusters of commercial development, this area is primarily high-density residential with a combination of multifamily housing types.



Hermosa Valley Greenspace provides greenspace throughout the city



Side entry driveways on residential lots

What's here now

- > Parcel sizes in this area range from 2,500 to 10,000 square feet and include condo developments and apartment complexes
- > Most buildings in this area have a height of 35 to 45 feet
- > Setbacks in this area vary
- > South Park, the Clark Building, and Greenbelt offer recreational space



Three-story townhome units with street-facing driveways

Relevant plans & efforts

- > **Hermosa Beach General Plan**
Identifies area as a predominantly residential neighborhood with limited commercial uses and multiple parks
- > **South Park Master Plan**
Identifies amenity and use improvements to the park, including the addition of a community garden

Attachment 3D

Share your images and ideas using **#HBwalks**



Eastside Neighborhood

Future concept

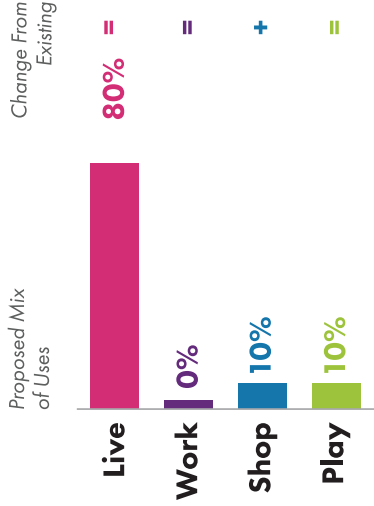
Enhance the neighborhood with improved connectivity and access

What would happen here

- > Residents have a variety of housing styles and choices
- > Nice parks for recreation and gathering
- > Small retail stores provide neighbors with local access to goods and services

What it would look like

- > Diverse housing types and sizes
- > Buildings are oriented toward the street with small or no front yards
- > Garages, driveways, and curb cuts are minimized



Single-family and multifamily housing coexist along Prospect Avenue



Alley-loaded garages protect the streets for pedestrians, bicycles, and parking



Streets are slow speed and safe for bicyclists and pedestrians

Alternative concepts

- > Allow mixed use and multifamily along Prospect Avenue
- > Allow limited neighborhood commercial on Prospect Avenue
- > Allow home occupations where clients can come to homes



Traffic on Prospect Avenue is calmed to protect the neighborhood and create a safer environment for bicyclists and pedestrians

How we would get around

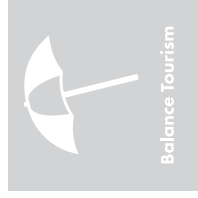
- > Prospect Avenue is a living street that accommodates safe use by bicyclists and pedestrians
- > Streets are slow speed and welcoming to bicyclists and pedestrians
- > New bicycle-friendly streets make it easier to get to the west side of town

Objectives that would be achieved

Implementation of these ideas will achieve the following objectives that have been expressed through the community vision and guiding principles:



Preserve Character



Balance Tourism



More Complete Local Economy



Improve Travel Choices



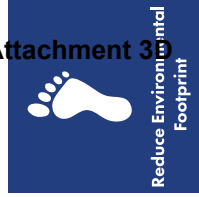
Enhance Public Facilities



Increase Financial Stability



Foster Innovation



Reduce Environmental Footprint

What did you observe in this area that you'd like to **see more of**?

What did you observe in this area that you'd like to **see improved**?

Are there examples from other places (in the city, region, or elsewhere) that align with your ideas for this area?

What other observations would you like to share with us?



Eastside Neighborhood

The Eastside Neighborhood area includes the residential portions of Hermosa Beach east of Pacific Coast Highway to the city boundary. Due to the gentle upslope, many singlefamily homes, duplexes, and mid-size apartment buildings in this area have coveted ocean views.

What's here now

- › Most parcels are between 2,500 and 5,000 square feet in size and were built before 1960
- › Building heights are between 15 to 30 feet
- › Many streets in this neighborhood have sidewalks on just one side, intermittent sidewalks, or no sidewalks at all
- › Many buildings have garages, driveways, and vehicles fronting the street
- › Prospect Avenue is a main thoroughfare and connects many streets with dead ends or barriers



Higher-density single-family homes



Single-family home on upslope with ocean views

Relevant plans & efforts

› Hermosa Beach General Plan

Identifies area as a predominantly residential neighborhood with some small parks and no commercial uses



Hermosa View Elementary School on Prospect Avenue

Share your images and ideas using #HBwalks

