

CITY OF HERMOSA BEACH
RESOLUTION NO. 23-

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH
ESTABLISHING PERMANENT LANE RECONFIGURATIONS AND BIKE LANES
ON HERMOSA AVENUE AND PIER AVENUE, CLOSING A PORTION OF
PUBLIC STREET CONNECTING GREENWICH VILLAGE TO HERMOSA
AVENUE, AND FINDING THE SAME EXEMPT FROM THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT**

WHEREAS, On June 9, 2020, the Hermosa Beach City Council adopted Ordinance No. 20-1410U, Implementing a Temporary Permit for Outdoor Dining/Seating and Outdoor Retail Display to Assist in the Reopening of Restaurants, Food, and Retail Establishments during COVID-19; and

WHEREAS, On July 14, 2020, the City Council extended the provisions of Ordinance No. 20-1410U until at least January 13, 2021, in light of the ongoing pandemic, and directed City staff to work with a traffic engineering consultant to develop options for closing parking and vehicle lanes on the downtown sections of Hermosa and Pier Avenues that would encourage foot traffic and expand socially distanced outdoor dining and retail opportunities in the public right-of-way; and

WHEREAS, On August 25, 2020, the City Council approved a resolution authorizing the City Manager to close parts of public streets on a temporary basis and, specifically, a section of Greenwich Village to allow the North End Bar and Grill to have outdoor dining; and

WHEREAS, On September 8, 2020, the City Council authorized plans to temporarily close one lane of vehicular traffic in each direction on Pier Avenue, between Hermosa Avenue and Valley Drive, and plans to temporarily close vehicular traffic the northbound and southbound # 2 travel lanes (closest to the curb) on Hermosa Avenue from the 800 block at 8th Street to the 1300 block at 14th street to facilitate outdoor recreational and economic activity in the City's downtown area on a temporary basis and add a Class 2 Bike Lane in both directions throughout this project area; and

WHEREAS, The lane closures were necessary to facilitate outdoor economic and recreational activity in compliance with County Health Officer Orders to reduce the spread of COVID-19. Implementation of the Order was thus exempt from the California Environmental Quality Act ("CEQA") under the statutory exemption for actions necessary to prevent or mitigate an emergency (Public Resources Code § 21080(b)(4); CEQA Guideline § 15269(c)) and the categorical exemption for minor temporary use of land (CEQA Guideline § 15304(e)); and

WHEREAS, In October 2021, City Council directed staff to develop permanent versions of the temporary extended outdoor dining and lane reconfiguration programs implemented during the COVID-19 pandemic; and

WHEREAS, City staff has worked with traffic engineering professionals to determine that these permanent lane reconfigurations, street closures, and bicycle lanes are an acceptable and desirable complement to the proposed permanent outdoor dining program; and

WHEREAS, the City has studied the environmental impacts of the project and has declared that the proposed temporary project is categorically exempt under CEQA.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council does hereby declare that the recitals set forth above are true and correct and are incorporated herein by reference; and

SECTION 2. The City Council hereby authorizes the following:

A. The closure of one lane of vehicular traffic in each direction on Pier Avenue, between Hermosa Avenue and Valley Drive;

B. The closure of the northbound and southbound # 2 travel lanes (closest to the curb) of vehicular traffic on Hermosa Avenue from the 800 block at 8th Street to the 1300 block at 14th street;

C. The addition of a Class 2 Bike Lane in both directions throughout the project area; and

D. The closure of parts of public streets connecting Greenwich Village to Hermosa Ave.

The closures and bike lane additions are detailed in the attached Exhibit "A" is incorporated into this Resolution.

SECTION 3. Severability. If any section, subsection, sentence, clause, phrase or word of this resolution is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such decision shall not affect the remaining provisions of this resolution.

SECTION 4. Environmental Review. The proposed project is Categorically Exempt from the California Environmental Quality Act as defined in Section 15300 of the CEQA Guidelines, as follow:

The Lane Reconfiguration component of the project is exempt in accordance with Section 15301 which addresses minor alteration of existing public facilities; and Section 15304 which addresses minor alterations to public land. More specifically, the following two subcategories of exemption both apply.

15301(c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes.

15304(h) – The creation of bicycle lanes on existing rights-of-way.

Environmental analysis in support of these exemptions is attached as Exhibit "B" and is incorporated into this resolution.

SECTION 5. The City Clerk shall certify the adoption of this Resolution which shall be effective upon its adoption. .

PASSED, APPROVED and ADOPTED on this 25th day of April, 2023

Raymond Jackson
PRESIDENT of the City Council and **MAYOR** of the City of Hermosa Beach, CA

ATTEST:

APPROVED AS TO FORM:

Myra Maravilla
City Clerk

Patrick Donegan
City Attorney

Exhibit B



Source: City of Hermosa Beach



OUTDOOR DINING PROGRAM

Supplemental Environmental Analysis

In addition to identifying the project's exemption status under CEQA, City Staff and consultants reviewed the proposed project's potential to result in adverse environmental effects, guided by the topics of the Initial Study checklist derived from Appendix G of the CEQA Guidelines. The Initial Study checklist is used by the City to determine the potential for environmental effects and the possible need for an Environmental Impact Report or other forms of CEQA documentation.

A. Direct physical Impacts

Impacts of proposed projects are of two types – construction related impacts and operational (post-construction) impacts. Most construction-related impacts are avoided if the project results in no, or minimal, subsurface disturbance of soils, grading or excavation, as is the case with the proposed Outdoor Dining Program. Because the project will not result in substantial subsurface disturbance, it will not significantly affect any of the following natural or cultural resources considered under CEQA:

- Geology & Soils
- Biological Resources
- Hydrology & Water Quality
- Wildlife
- Agriculture & Forestry
- Cultural Resources (including Historical & Paleontological Resources)
- Tribal Resources
- Mineral Resources

None of these resources will be impacted by the project as a result of either construction-related or operational impacts.

B. Impacts to Services, Facilities, Utilities and Housing

A small group of potential impacts addressed under CEQA relate to adverse effects on public services (police and fire), utilities (water, waste water, storm drain), public facilities (parks, schools, libraries) and housing. Impacts to these resources result when a project introduces a substantial number of new residents into the local population, or a substantial number of additional employees, or otherwise creates an increased demand for these services. Although the outdoor dining project has the potential to result in a minor increase in seating capacity at local restaurants, a potential incremental increase in patronage will not substantially increase the demand for services, or in the capacity of public utilities or facilities, or result in a substantial increase in housing demand. Nor will the project directly impact public facilities or utilities physically, either during construction or as an effect of their long-term operation. Avoidance of any physical impact is assured through the project's provision that the use does not obstruct access to public utilities

and infrastructure for emergency or maintenance purposes (See **Project Characteristics**).

C. Conflicts with Land Use Plans, Policies and Regulations

Impact assessment under CEQA considers a project's potential conflict with any land use plan, policy or regulation adopted for the purpose of avoiding an environmental effect. The proposed project poses no such conflict and thus avoids this category of potential impact.

D. Transportation and Traffic

The evaluation of potential impacts related to transportation (including traffic) under CEQA is limited to four topics:

(1) Will the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The lane configuration component of the project proposes to modify lanes in specific road segments. Rather than conflict with programs, plans, ordinances or policies addressing the circulation system, the project implements policies of Goal 3 of PLAN Hermosa's Mobility Element, including Policy 3.1 Enhance public right-of-ways, Policy 3.6 Complete bicycle network, Policy 3.8 Encourage shared streets, and Policy 3.10 Require ADA standards. Consistent with its goal to improve safety for multimodal traffic, the project will result in the addition of approximately 7,000 linear feet of new Class II bike lanes available for electric and conventional bicycles and other wheeled devices, and new on-street ADA accessible parking spaces with associated signage and pavement markings.

(2) Will the project result in a significant increase in vehicle miles travelled?

Based on screening thresholds recommended by the Governor's Office of Planning and Research¹, a project that consists of less than 50,000 square feet of retail use (including retail restaurants) will not have a significant impact related to vehicle miles travelled (VMT) and is too small to warrant a technical analysis of VMT impacts. The proposed project has a maximum square footage of 9,500 square feet, well below the recommended screening threshold.

(3) Will the project substantially increase hazards due to a geometric design feature?

The proposed lane reconfigurations are identical to those that have been put in place under the temporary outdoor dining program. They were designed by the City's traffic engineer to avoid the creation of any hazardous conditions.

¹ Governor's Office of Planning and Research (OPR), 2018, Technical Advisory on Evaluating Transportation Impacts in CEQA. https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf

(4) Will the project result in inadequate emergency access?

The City's traffic engineer has determined that the proposed lane reconfigurations with their reduction in vehicular travel lanes will not result in inadequate emergency access at any of the proposed locations, or along any designated emergency route.

Traffic Issues Raised by the Public

In addition to the questions posed by CEQA, the supplemental environmental analysis addressed comments received from the public. In correspondence received by City Staff in June 2022, a Hermosa Beach resident, speaking of the temporary outdoor dining program, asserted that "*the Pier Avenue Lane Reduction Project has shifted more and more commercial and commuter traffic into residential neighborhoods and turned 27th street into a defacto truck-route serving the plaza area businesses.*" To respond to this concern, City Staff and consultants performed a technical analysis focused on the question of traffic diverting from downtown as a result of the temporary lane reductions and impacting other areas in the city. The study investigated potential diversion effects throughout the city, but also specifically investigated the question of traffic diversion impacting the segment of 27th Street between Hermosa Avenue and Morningside Drive. The study also analyzed the potential for the proposed project to induce significant traffic diversion under future conditions with the project and regional background traffic considered.

The analysis examined trip distribution along primary and secondary routes for trips travelling to or from Downtown and found that 27th Street experienced a 1% decrease in distribution of downtown trips from 2019 (prior to lane reconfigurations) to 2021 (with lane reconfigurations in place). Total vehicular activity on 27th Street decreased by approximately 15% from Summer 2019 to Summer 2021. These observations lead the traffic engineers to conclude that lane reductions are not contributing significant traffic diversions onto secondary routes and 27th Street, and are not likely to do so as a result of the proposed project. The full technical analysis is provided in Appendix A (Fehr & Peers, January 2023).

E. Noise Impacts

A technical noise study was conducted to identify the potential for the project to result in significant impacts from roadway noise (increased traffic) or from noises related to outdoor dining. The study identified future noise levels on nine roadway segments, eight of which were selected because they serve the downtown area where most of the areas proposed to be eligible for outdoor dining are located. The study found that roadway noise with the maximum allowable outdoor dining (worst case) and lane reconfigurations in place, and with future background regional traffic conditions in place, would increase 0.1 dBA CNEL or less, at a distance of 30 feet from the roadway centerline, when compared to the baseline conditions of 2019 when outdoor dining and lane reconfigurations were not in place. In the case of the ninth roadway segment, 27th

Street west of Morningside Drive, the study found that roadway noise will decrease by an estimated 0.0 to 0.1 dBA, compared to 2019 baseline conditions.

Potential noise sources associated with outdoor dining activities include noise generated by outdoor restaurant patrons conversing, potentially at high volumes and/or in large groups. The study identified the potential noise level under extreme worst case conditions (40 persons dining together and all talking at once) and determined that the City's exterior noise standard of 65 CNEL would not be exceeded under those conditions at a distance of 20 feet. City Staff has determined that no proposed dining areas are within 20 feet of a residence or residential property line.

The proposed project explicitly prohibits amplified or live music from being audible beyond outdoor dining areas. Televisions may be allowed, but only with audio turned off. These restrictions ensure the project will not adversely impact the acoustic environment.

The technical noise study (MD Acoustics, April 2023a) is provided in Appendix A.

F. Air Quality, Greenhouse Gas Emissions and Energy Impacts

A technical assessment was performed to evaluate the project's potential to result in significant impacts related to air quality, greenhouse gas emissions and energy consumption. The study found that the project's air quality emissions are well below the AQMD's significance thresholds (7% or less of threshold levels for criteria pollutants) and that the project is well below screening thresholds for significant contributions to greenhouse gas emissions. The project was found not to have impacts related to excessive or wasteful energy consumption. The technical study (MD Acoustics, April 2023b) is provided in Appendix A.

G. Visual Resources

Neither the proposed lane reconfigurations nor the dining decks and their related features (planters, umbrellas, heaters, podiums, tables and chairs, etc.) are large enough in scale individually or cumulatively to substantially degrade the existing visual character or quality of public views, or significantly obstruct scenic vistas from any of the prominent public viewpoints identified in PLAN Hermosa. Overhead objects (poles, posts, canopies, signs, etc.) are restricted in height to 8 feet above ground level.

H. Cumulative Impacts

For all categories of potential environmental effects considered by CEQA, the proposed Outdoor Dining Project has no environmental effect or, in some cases, a very minimal effect that is well below thresholds of a significant impact. Based on this environmental assessment and the supporting technical studies prepared to evaluate the project's impacts, there is sufficient substantial evidence to support the statement that the project would not trigger significance thresholds even if it were 2 to 3 times greater in

magnitude (square footage) than proposed. Its contribution to cumulative potential cumulative effects on the environment is non-substantial and not significant.

I. Summary

In summary, the proposed Outdoor Dining Program does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory. Nor will the project jeopardize long-term environmental goals in favor of short-term environmental goals, being consistent with the long-term goals established by the City as reflected in the General Plan.

The project as proposed and with implementation of all standard conditions of approval and compliance with proposed City ordinances, resolutions and guidelines will have no significant impacts to humans, directly or indirectly. Nor does the project have impacts which are cumulatively considerable.

*

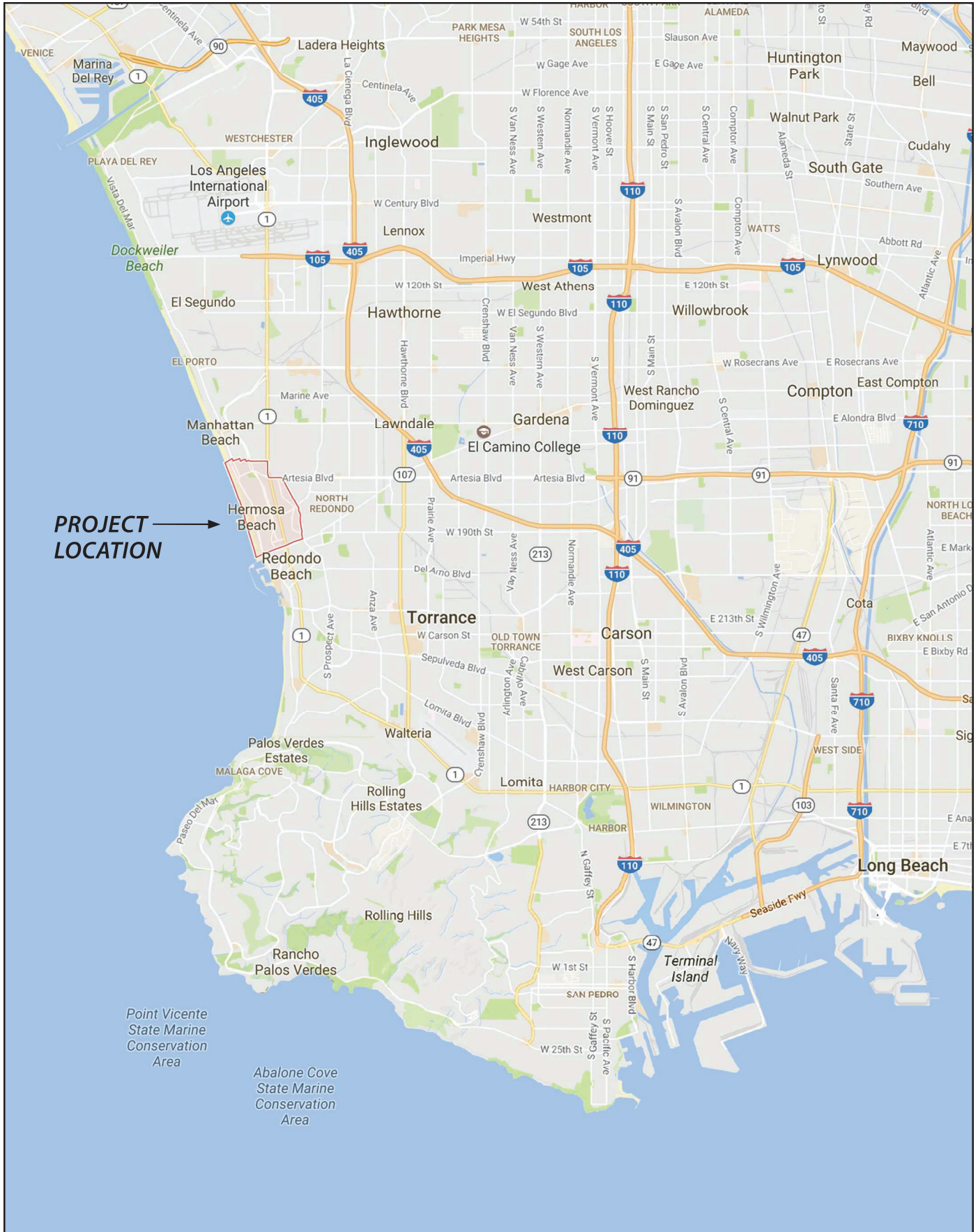
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In defining activities that are categorically exempt, CEQA does not assert that activities conforming to the exemption categories of Section 15300 will have no impacts. Rather, CEQA's categorical exemption provision establishes as a matter of law that impacts of categorically exempt projects are effectively *de minimus* and the Secretary for Resources has found that they do not have a significant effect on the environment. As such they require no further analysis, documentation or disclosure.

The supplemental analysis performed for this project is above and beyond the requirements of CEQA, especially for a project of this scale and which causes no substantial disturbance to the physical environment. It was conducted by Staff to facilitate a clear and transparent understanding of the CEQA determination for the project, and to address questions raised in public testimony related to potential effects of the City's temporary outdoor dining program and the CEQA process that would accompany the proposed permanent outdoor dining project.

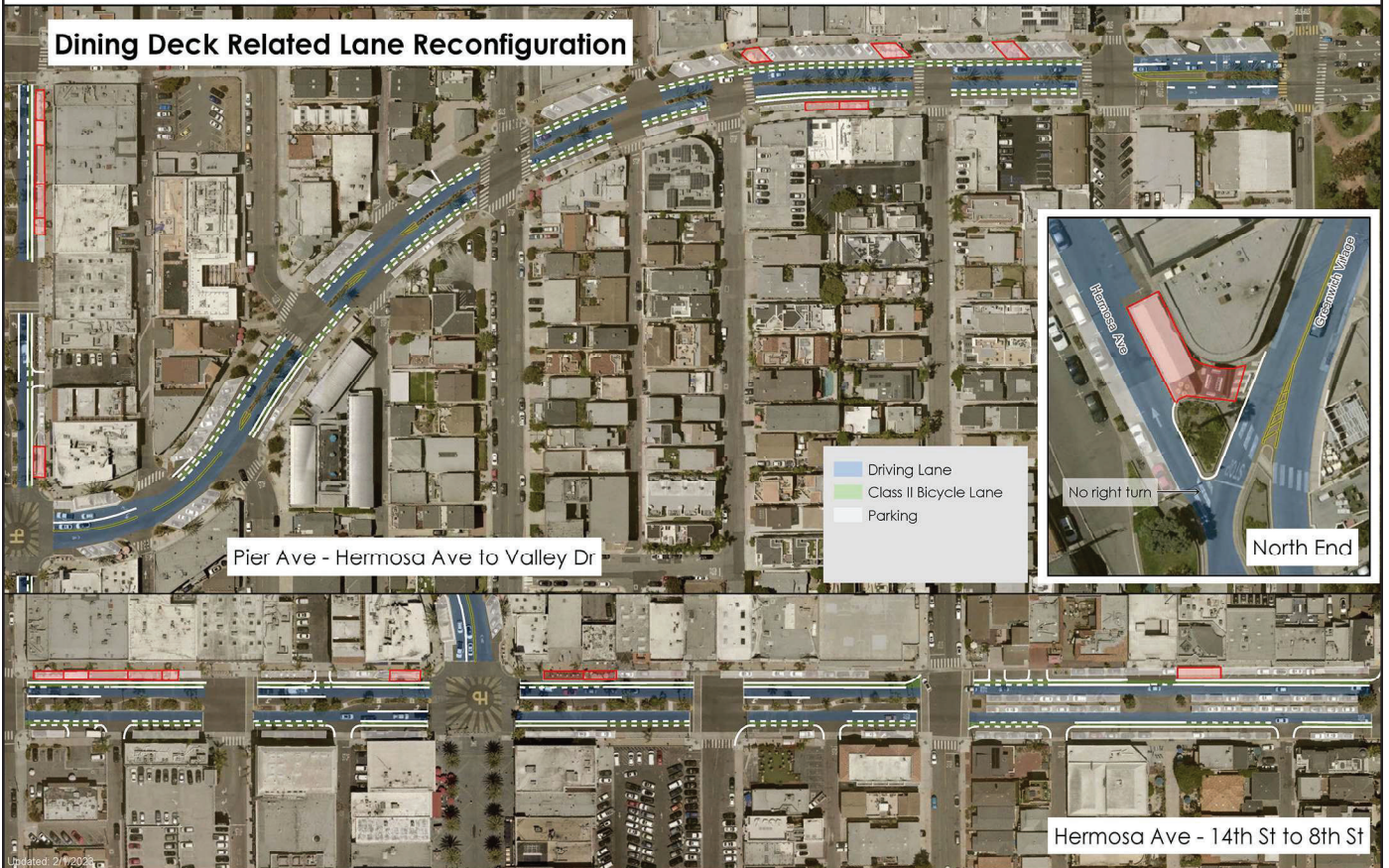
Appendix A



Source: Google Maps



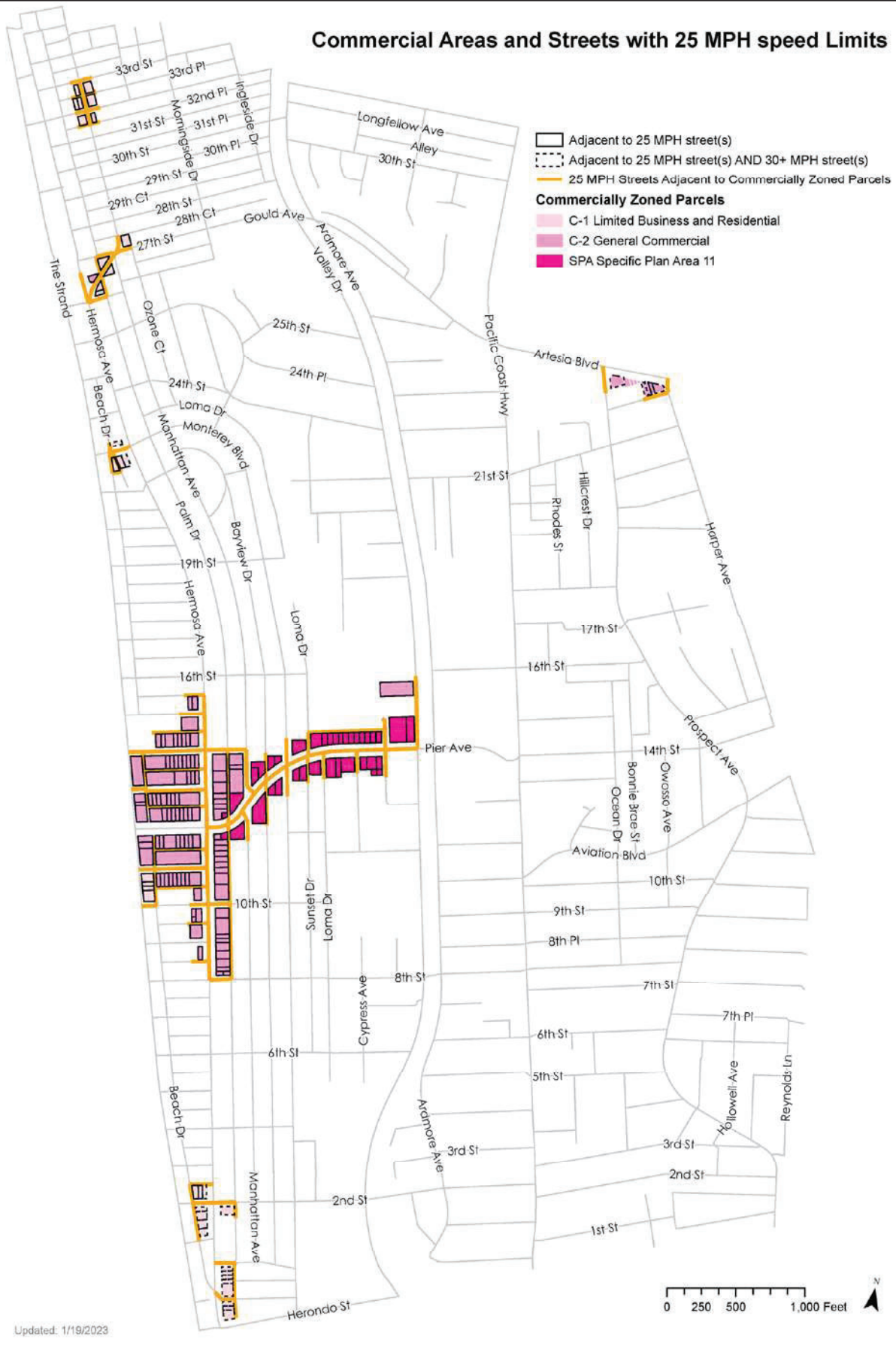
Dining Deck Related Lane Reconfiguration



Source: City of Hermosa Beach

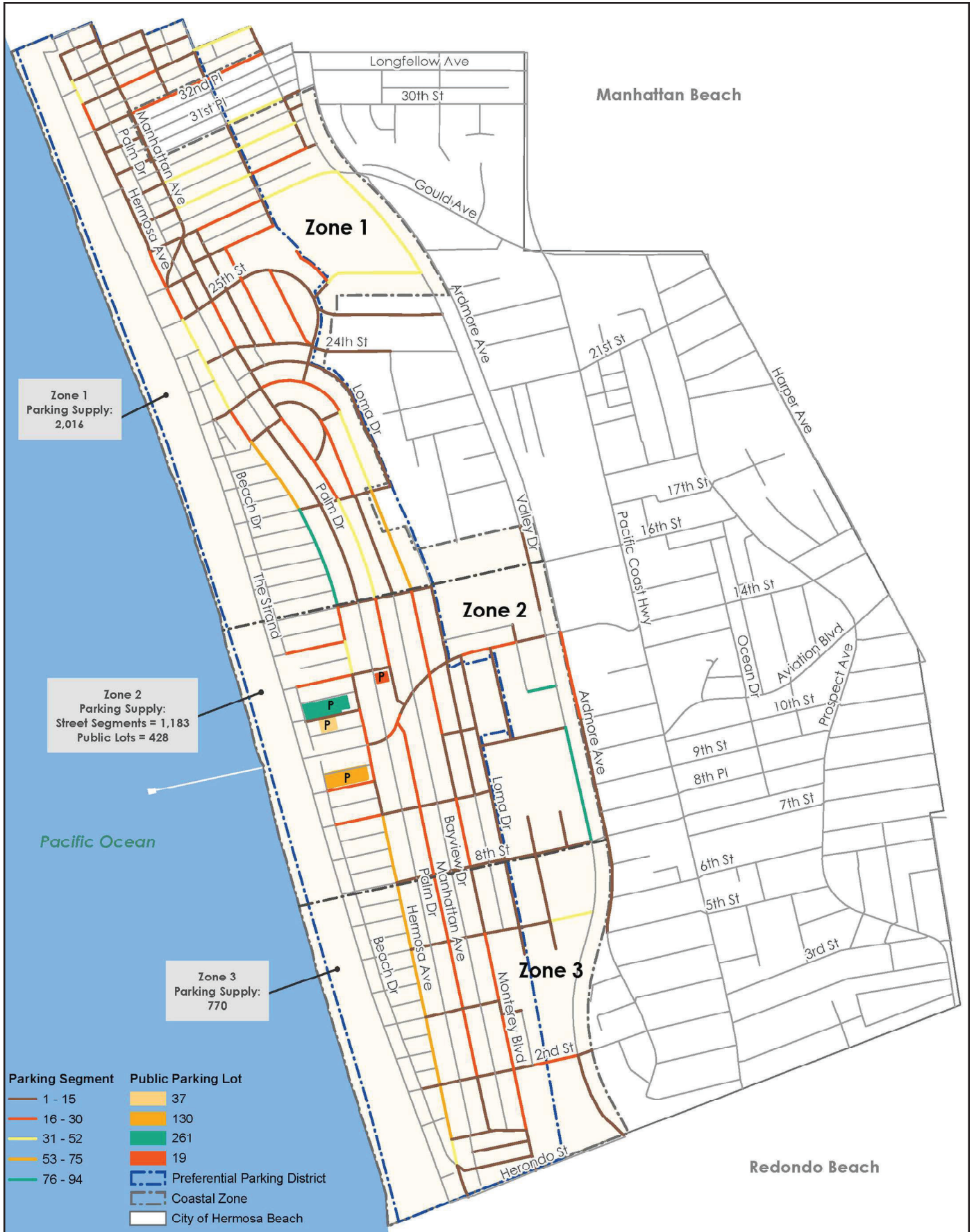


Commercial Areas and Streets with 25 MPH speed Limits



Source: City of Hermosa Beach





Source: City of Hermosa Beach



Memorandum

Date: February 21, 2023

To: Douglas Krauss, Environmental Programs Manager– City of Hermosa Beach
Ed Almanza, Ed Almanza & Associates

From: Sean Reseigh, Senior Transportation Planner, and Michael Kennedy, Principal – Fehr & Peers

Subject: CEQA Transportation Assessment for City of Hermosa Beach Outdoor Dining Program

LB22-0029.02

Introduction

This memorandum documents Fehr & Peers' evaluation of the potential for significant transportation impacts under the California Environmental Quality Act (CEQA) associated with the City of Hermosa Beach's proposed outdoor dining program in Downtown Hermosa Beach.

Project Description

The City of Hermosa Beach's proposed outdoor dining program would allow for permanent outdoor dining primarily along Pier and Hermosa Avenues ("proposed Project"). Temporary pilot outdoor dining was implemented during the COVID-19 pandemic. Under the proposed permanent outdoor dining program, a cap of 9,500 square feet Citywide of outdoor dining use would be implemented. These uses would be associated with existing restaurants and incidental to their existing operations. The location of potential outdoor dining is expected to primarily continue to be in Downtown Hermosa Beach, where 87% of the commercially zones parcels are located. However, up to 13% of the total commercially zoned parcels are located outside of Downtown Hermosa Beach, so a limited amount of outdoor dining could be located in other parts of the City. Due to the concentration of outdoor dining expected in Downtown relative to other parts of the City, this impact analysis is focused on the evaluation of travel to/from Downtown, as it constitutes the highest potential for significant transportation impacts associated with outdoor dining. Outside of Downtown, any outdoor dining is expected to be very limited in nature, and therefore, unlikely to have any significant transportation impacts under CEQA. Outdoor dining is expected to primarily continue to occur in converted on-street parking spaces.



CEQA Transportation Evaluation

Impact Criteria

Pursuant to Appendix G of the CEQA guidelines, impacts to transportation would be considered significant if the proposed Project were found to:

1. Conflict with a program, plan, ordinance, or policy (PPOP) addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). CEQA Guidelines Section 15064.3, subdivision (b) includes the criteria for analyzing transportation impacts for land use projects, as follows: Vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact.
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

Impact Analysis

The following details the qualitative evaluation of the proposed Project under these impact criteria.

Criterion 1: Conflict with a program, plan, ordinance, or policy

The proposed Project is not expected to conflict with any local or regional programs, plans, ordinances or policies when adopted by the City Council of the City of Hermosa Beach.

Criterion 2: Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)

The ultimate level of vehicle miles travelled generated by the proposed Project will depend on the types of restaurant uses that apply for and are granted approval for outdoor dining, as well as whether or not they are locally or regionally serving uses, which would affect mode choice (how many drive, take transit, bike or walk to a use), as well as the average vehicle trip length.

Guidance from the Governor's Office of Planning and Research (OPR) in the *Technical Advisory on Evaluating Transportation Impacts in CEQA*¹ provides recommended screening thresholds to determine whether VMT analysis would be required, based on project characteristics, including:

- Locally serving retail
- Small project
- Transit Priority Area (TPA)

¹ https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed 1.6.2023.



- Low VMT Area

The proposed Project is expected to qualify for the locally serving retail screening criteria as discussed below. It is not expected to qualify for small project or TPA screening, and low VMT area screening applies only to office and residential uses.

As recommended by OPR, 50,000 square feet of retail uses can be considered locally serving. Locally serving retail may include specialty retail, shopping center, grocery store, pharmacy, financial services/banks, fitness center or health club, restaurant, and café. According to OPR's Guidance, the proposed Project is considered locally serving and presumed to have a less than significant impact related to VMT, and no further quantitative VMT analysis is required.

Criterion 3: Substantially increase hazards due to a geometric design feature

The proposed Project will not alter street design, it will simply allow for the continuation of the temporary outdoor dining program on a permanent basis. Consistent with the temporary outdoor dining program, this will occur primarily within on-street parking stalls, which will be protected by jersey barriers, or other traffic safety devices subject to the approval of the City's Traffic Engineer to ensure safe separation between outdoor diners and vehicles on City roadways. Outdoor dining areas will not impede on sight distance for motorists and pedestrians, as protective jersey barriers are lower than the height of drivers and pedestrian lines of sight. Therefore, the proposed Project's impact under this criterion will be less than significant.

Criterion 4: Result in inadequate emergency access.

The proposed project will not alter street design or parcel access that could affect emergency access. It will solely modify existing on-street parking stalls to allow for outdoor dining, which will have no effect on access. Additionally, the proposed Project will add negligible traffic volumes to roadways in the City as further detailed below. Therefore, the proposed Project's impact under this criterion will be less than significant.

Proposed Project Trip Generation

While a quantitative VMT impact analysis is not needed because the proposed Project can be screened as locally serving, to support CEQA impact analyses associated with air quality and noise impact areas, Fehr & Peers prepared trip generation estimates for the proposed Project. The ultimate trip generation will vary based on the types of restaurant uses that apply for and are approved for permanent outdoor dining under this program. The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, was used to estimate daily and AM and PM peak hour trips reflecting the different restaurant uses that are present in Downtown Hermosa Beach. They include:

- Fast Casual Restaurant (example: Chipotle on Pacific Coast Highway)



- Fine Dining Restaurant (example: Zane’s on Pier Avenue)
- High Turnover- Sit Down Restaurant (example: Fritto Misto on Pier Avenue)
- Drinking Place (example: Hennessey’s Tavern on Pier Plaza)

Table 1 presents the daily and AM and PM peak hour estimates for the proposed Project. Scenario 1 presents the worst-case trip generation estimates for the proposed Project, assuming that 100% of the 9,500 square feet of outdoor dining are associated with the High-Turnover Sit Down Restaurant trip rate, which has the highest daily trip rate compared with the other restaurant categories. Daily trip generation estimates for this scenario are 1,072 trips, with 96 trips in the AM peak hour, and 91 trips in the PM peak hour. In addition to using the highest trip rate, this analysis likely also overestimates the number of trips because it does not account for potential walk/bike access to Downtown Hermosa Beach, or for visitors to the coastal zone also choosing to patronize a local restaurant, which would both result in reduced trip generation compared with standard ITE rates. Additionally, because outdoor dining uses will be incidental to existing indoor restaurants, they are unlikely to generate vehicle trips at the level of trip generation accounted for in ITE rates. However, the numbers are presented here for a potential worst-case trip generation estimate.

Scenario 2 presents a more realistic scenario with the variety of restaurant use types in Hermosa Beach. For this scenario, the split is assumed to be equal across the four categories. As with Scenario 1, it is still expected to be an overestimation of potential vehicle trips, as it does not account for walk/bike access and internalization of trips from visitors to the coastal zone. Daily trip generation for this scenario is 749 trips, with 30 AM peak hour and 102 PM peak hour trips.

Table 1: Proposed Project Daily AM and PM Peak Hour Trip Generation Estimates

Proposed Land Use	ITE Land Use Code	Size (ksf)	Trip Generation [a]													
			Daily Rate	AM Rate	AM % In	AM % Out	PM Rate	PM % In	PM % Out	Daily Trips	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Scenario 1																
High-Turnover (Sit-Down) Restaurant	932	9.5	107.2	9.57	55%	45%	9.05	61%	39%	1,018	50	41	91	52	34	86
Sum		9.5								1,018	50	41	91	52	34	86
Scenario 2																
Fast Casual Restaurant	930	2.38	97.14	1.43	50%	50%	12.55	55%	45%	231	2	2	3	17	14	30
Fine Dining Restaurant	931	2.38	83.84	0.73	-	-	7.8	67%	33%	199	-	-	2	13	6	19
High-Turnover (Sit-Down) Restaurant	932	2.38	107.2	9.57	55%	45%	9.05	61%	39%	255	13	10	23	13	8	21
Drinking Place	975	2.38	11.36	-	-	-	11.36	66%	34%	27	-	-	-	18	9	27
Sum		9.5								711	15	12	28	61	37	97

[a] Source: Institute of Transportation Engineers Trip Generation 11th Edition, analysis by Fehr & Peers, 2023, StreetLight Data, 2022.

Proposed Project Trip Assignment

In order to estimate the worst-case trip generation estimates on roadways used to access Downtown Hermosa Beach, Fehr & Peers used StreetLight Data, a cell phone based origin destination data set to evaluate the share of total travel to/from Downtown Hermosa Beach on various roadways. Due to changes in transportation conditions over the COVID-19 pandemic, data



for Summer 2019, 2020 and 2021 were analyzed to determine if there were varying travel patterns across those years. **Table 2** presents the percentage share of total travel to/from Downtown Hermosa Beach at nine study locations on 27th Street, 8th Street, Hermosa Avenue, Manhattan Avenue, Monterey Boulevard, and Pier Avenue. While the table presents the minor variations in the StreetLight Data share of travel to/from Downtown Hermosa Beach over the three years analyzed, Summer 2021 is considered the most typical, as most businesses had reopened from the temporary closures associated with the COVID-19 pandemic. Therefore, Summer 2021 distribution was used to estimate trips on the study locations.

Table 3 details the worst-case daily proposed Project-only trips expected at each of these study locations. They were estimated by applying the 2021 StreetLight Data trip distribution percentage to daily trip generation for Scenarios 1 and 2. Pier and Hermosa Avenues are expected to carry the vast majority of trips to/from Downtown Hermosa Beach associated with outdoor dining. The other corridors will experience negligible increases in trips per day. To be conservative 100% of the outdoor dining is assumed to occur in Downtown Hermosa Beach in order to estimate the worst-case traffic volume increases that could occur on roadway segments in the City.

Table 2: StreetLight Data Daily Distribution of Travel to/from Downtown Hermosa Beach

Study Corridor Location	Summer 2019 Daily % of Total Travel	Summer 2020 Daily % of Total Travel	Summer 2021 Daily % of Total Travel
1. 27 th Street (west of Morningside)	7.0%	5.9%	6.2%
2. 8 th Street (west of Valley)	7.4%	7.2%	6.0%
3. Hermosa Avenue (north of 16 th)	17.2%	16.9%	17.1%
4. Hermosa Avenue (north of 8 th)	21.7%	22.7%	22.6%
5. Manhattan Avenue (north of Pier)	2.9%	1.6%	2.0%
6. Manhattan Avenue (south of Pier)	2.5%	2.0%	2.1%
7. Monterey Boulevard (north of Pier)	2.2%	2.0%	1.6%
8. Monterey Boulevard (south of Pier)	3.0%	2.3%	2.5%
9. Pier Avenue (west of Valley)	36.1%	39.4%	39.9%

Source: Fehr & Peers, 2023, StreetLight Data, 2022.



Table 3: Proposed Project Daily Trips on Corridors Serving Downtown Hermosa Beach

Study Corridor Location	Scenario 1 Daily Project Only Trips	Scenario 2 Daily Project Only Trips
1. 27 th Street (west of Morningside)	64	44
2. 8 th Street (west of Valley)	61	42
3. Hermosa Avenue (north of 16 th)	174	122
4. Hermosa Avenue (north of 8 th)	230	161
5. Manhattan Avenue (north of Pier)	21	15
6. Manhattan Avenue (south of Pier)	22	15
7. Monterey Boulevard (north of Pier)	16	11
8. Monterey Boulevard (south of Pier)	25	18
9. Pier Avenue (west of Valley)	405	283

Source: Fehr & Peers, 2023

Baseline + Project ADT Volumes

In order to estimate pre-project (2019) pre-pandemic baseline conditions, StreetLight Data were used to estimate average daily traffic (ADT) for 2019, as no in-field collected traffic counts were available for pre-pandemic conditions.

StreetLight Data applies proprietary machine-learning algorithms to measure travel patterns and makes them available on-demand via StreetLight InSight®, the world’s first SaaS platform for mobility. StreetLight provides powerful analyses for a wide variety of transportation studies including volume, counts, Origin-Destination (O-D) and more. StreetLight algorithmically transforms trillions of location data points into contextualized, aggregated, and normalized travel pattern data to deliver unique insights into how vehicles, bikes, pedestrians, and bus and rail passengers move on virtually every road and Census Block. StreetLight Data collects all its transportation data as Location Based Services (LBS) data which are services based on the location of a mobile device. They obtain “low fidelity” cell phone data scrubbed of all Personally Identifiable Information (PII), and pair it with data with “high fidelity” data from GPS devices.

StreetLight Data were used to estimate ADT for summer (July & August) weekend days in 2019. ADT on the study segments are presented in **Table 4**, which also includes proposed Project trips, and the expected percent change in daily traffic volumes associated with the proposed Project. As shown in the table, under Scenario 1, the maximum change in daily segment traffic volumes change is expected to be approximately 2.3%. Under Scenario 2, the maximum change is approximately 1.6%.



Cumulative Conditions

In order to assess the potential for increased traffic volumes under cumulative conditions, Fehr & Peers reviewed the traffic analysis conducted for the PLAN Hermosa environmental impact report. Based on analysis from the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) forecasting model, as well as the modelling conducted for PLAN Hermosa, regional traffic volumes are not expected to increase, as land use patterns change to focus more on urban infill housing, as the regional transportation network is developed, and as transportation demand management (TDM) measures become more commonplace. As noted in the PLAN Hermosa Draft EIR, "PLAN Hermosa would guide future development and reuse projects in the city in a manner that would not increase overall demand for travel within Hermosa Beach... Regional population and employment growth will not result in increased vehicular travel demand."² Therefore, the Baseline plus Project traffic volumes contained in this memorandum represent the expected worst-case scenario.

While the PLAN Hermosa Draft EIR noted that vehicular travel demand is expected to reduce Citywide, due to some localized travel pattern changes, the PLAN Hermosa EIR projected an increase in peak hour traffic volumes at the intersection of Manhattan Avenue & 27th Street. However, PLAN Hermosa would reduce traffic volumes at that location compared to the Future without PLAN Hermosa scenario. Appendix G to the PLAN Hermosa Draft EIR includes peak hour traffic volume changes at study intersections. The primary change to traffic volumes forecast in the PLAN Hermosa Draft EIR were on the eastbound left movement, so most of the increased volumes would not travel on 27th Street, and instead would continue northbound on Manhattan Avenue. Therefore, even under Cumulative conditions, traffic volumes on 27th Street west of Morningside Drive are not expected to substantially increase.

While not needed for CEQA transportation impact analysis, the volumes provided in this memorandum serve as input data for the air quality and noise impact analysis of the proposed Project.

² *PLAN Hermosa Draft Environmental Impact Report*, City of Hermosa Beach, 2016. Page 4.14-45. Accessed 2/20/23 from <https://www.hermosabeach.gov/home/showpublisheddocument/8538/637001018228830000>



Table 4: Baseline plus Proposed Project Daily Trips on Corridors Serving Downtown Hermosa Beach

Study Corridor Location	Baseline (2019) ADT	Scenario 1 Project Only ADT	Scenario 2 Project Only ADT	Baseline + Scenario 1 ADT	Baseline + Scenario 2 ADT	Scenario 1 Delta (%)	Scenario 2 Delta (%)
1. 27 th Street (west of Morningside)	8,081	64	44	8,145	8,125	0.8%	0.5%
2. 8 th Street (west of Valley)	6,256	61	42	6,317	6,298	1.0%	0.7%
3. Hermosa Avenue (north of 16 th)	14,466	174	122	14,640	14,588	1.2%	0.8%
4. Hermosa Avenue (north of 8 th)	15,003	230	161	15,233	15,164	1.5%	1.1%
5. Manhattan Avenue (north of Pier)	2,334	21	15	2,355	2,349	0.9%	0.6%
6. Manhattan Avenue (south of Pier)	2,121	22	15	2,143	2,136	1.0%	0.7%
7. Monterey Boulevard (north of Pier)	3,839	16	11	3,855	3,850	0.4%	0.3%
8. Monterey Boulevard (south of Pier)	4,014	25	18	4,039	4,032	0.6%	0.4%
9. Pier Avenue (west of Valley)	17,563	405	283	17,968	17,846	2.3%	1.6%

Source: Fehr & Peers, 2023

April 3, 2023

To: Ed Almanza & Associates
From: MD Acoustics, LLLC

Subject: Hermosa Beach Downtown Outdoor Dining Project –Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation, City of Hermosa Beach, CA

MD Acoustics, LLC (MD) has completed a focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation for the proposed Hermosa Beach Downtown Post-Pilot Installation Vehicular Changes Project located in the City of Hermosa Beach, California. The purpose of this focused study is to evaluate the air quality and greenhouse gas operational emissions as well as energy consumption of the proposed project, and to compare projected emissions and energy consumption to the relevant thresholds of significance. A list of definitions and terminology is located in Appendix A.

1.0 Project Description

The project proposes that certain commercial establishments may provide outdoor dining in public right-of-way areas (including on-street parking areas and sidewalks) in the downtown area of Hermosa Beach. The project would reconfigure travel lanes to accommodate areas where outdoor dining would be allowed and to provide lanes for bicycles and other zero-emission modes of transportation.

2.0 AQ/GHG Thresholds of Significance

2.1 AQ Significance Thresholds

Project emissions were compared to both regional and localized SCAQMD's thresholds of significance for operational emissions^{1,2}.

2.2 GHG Significance Thresholds

The project emissions were compared to the SCAQMD's 3,000 MTCO₂e draft threshold for all land uses³.

3.0 Evaluation Procedure/Methodology

MD utilized the latest version of CalEEMod (2022.1) to calculate the operational emissions from the project site⁴. The project was modeled to be operational in 2023. Regional emissions were based on an increase of 1,018 trips per day, based on the maximum scenario generated by the traffic analysis from Fehr & Peers, with a ten-mile trip length for a conservative estimate, and localized emissions were based on a two-mile trip length to approximately cover the project area twice. As stated by Fehr & Peers, the project is not anticipated to increase traffic regionally, and the estimates used in this analysis are a worst-case scenario. CalEEMod defaults were utilized. Assumptions and output calculations are provided in Appendix C.

¹ <https://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

² <https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>

³ <https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2>

⁴ <https://www.caleemod.com/>

4.0 Local Ambient Conditions

The project site is located in South Coast Air Basin (SCAB) in the Southwest Coastal Los Angeles Source Receptor Area (SRA) 3⁵. The nearest air monitoring station to the project site is the Los Angeles-Westchester Parkway Monitoring Station. Historical air quality data for the vicinity can be found both at CARB and SCAQMD’s websites^{6,7}. Temperature and historical precipitation data can be found at the Western Regional Climate Center (WRCC)⁸.

5.0 Findings

The following outlines the emissions for the project:

5.1 Regional Operational Emissions

The operating emissions were based on year 2023, which is the anticipated opening year for the project. The number of trips was based on the transportation assessment from Fehr & Peers⁹ and a trip length of 10 miles.

The summer and winter emissions created by the proposed project’s long-term operations were calculated and the highest emissions from either summer or winter are summarized in Table 1. The data in Table 1 shows that the operational emissions for the project would not exceed the SCAQMD’s regional significance thresholds.

Table 1: Regional Significance – Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NOx	CO	SO2	PM10	PM2.5
Mobile Sources ²	4.00	3.47	38.60	0.08	2.89	0.56
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Notes: ¹ Source: CalEEMod Version 2022.1 ² Mobile sources consist of emissions from vehicles and road dust.						

5.2 Localized Operational Emissions

Table 2 indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors, located adjacent to the project. This was based on trip lengths of two miles and localized significance thresholds for a 25-meter distance to the nearest sensitive receptor and a one-acre project size, which is a highly conservative comparison as the project is spread over more than 100 acres across Hermosa Beach. Therefore, the project will not result in significant Localized Operational emissions.

⁵ <https://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf?sfvrsn=6>

⁶ <https://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year>

⁷ <https://www.arb.ca.gov/adam/>

⁸ <https://www.wrcc.dri.edu/summary/Climsmsca.html>

⁹ Fehr & Peers. CEQA Transportation Assessment for City of Hermosa Beach Outdoor Dining Program. February 21, 2023.

Table 2: Localized Significance –Operational Emissions (lbs/day)

Phase	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Mobile Sources ²	0.69	7.72	0.58	0.11
SCAQMD Threshold²	91	664	1	1
Exceeds Threshold?	No	No	No	No
Notes: ¹ Source: Calculated from CalEEMod and SCAQMD’s Mass Rate Look-up Tables for one-acre, to be conservative, in Southwest Coastal Los Angeles Source Receptor Area (SRA 3). ² The nearest sensitive receptors are the residential uses located along the multiple routes being studied; therefore, the 25-meter threshold was utilized.				

5.3 GHG Emissions

Table 3 outlines the construction and operational GHG emissions for the project. The project’s emissions are below (1,386 MTCO_{2e}) the SCAQMD’s draft screening threshold of 3,000 MTCO_{2e} for all land uses and; therefore, the impact is less than significant.

Table 3: Opening Year Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO2	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO _{2e}
Mobile Sources ⁴	0.00	1,365.00	1,365.00	0.07	0.06	1,386.00
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						No
Notes: ¹ Source: CalEEMod Version 2022.1 ⁴ Mobile sources consist of GHG emissions from vehicles.						

5.4 CO Hotspot Analysis

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards which can be found from the CARB website.¹⁰

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no “hot spots” anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels

¹⁰ <https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health>

than anywhere in Riverside County. If the worst-case intersections in the air basin have no “hot spot” potential, any local impacts will be below thresholds.

The traffic impact analysis showed that the project would generate a maximum total of 1,018 trips per day, and the maximum daily trips in a single corridor would be 17,968 along Pier Avenue (west of Valley). The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO “hot spot” modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

5.5 Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the project’s air quality must be generic by nature.

The project area is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. Therefore, as the project does not exceed any of the thresholds of significance, the project is considered less than significant. Additionally, per the project traffic analysis from Fehr & Peers (and the PLAN Hermosa EIR), cumulative traffic volumes are expected to decrease regionally, in addition to a long-term decrease in local traffic volumes as a result of implementation of the City’s General Plan.

5.6 Consistency with Applicable Plans

Consistency with AB32 Scoping Plan

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State’s strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan “proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health” (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an “ambitious but achievable” reduction in California’s greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today’s levels. In May 2014, the CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California’s leadership on climate change. In November 2017, the CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State’s climate goals, and includes a description of a suite of specific actions to meet the State’s 2030 GHG limit. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets.

As the project was found to not increase traffic regionally by Fehr & Peers in the project traffic assessment, the project is consistent with the Scoping Plan.

Consistency with SCAG’s 2020-2045 RTP/SCS

At the regional level, the 2020-2045 RTP and Sustainable Communities Strategy represent the region’s Climate Action Plan that defines strategies for reducing GHGs. In order to assess the project’s potential to conflict with the RTP/SCS, this section analyzes the project’s land use profile for consistency with those in the Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG’s Sustainable Communities Strategy, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

Table 4 demonstrates the project’s consistency with the Actions and Strategies set forth in the 2020-2045 RTP/SCS. As shown in Table 4, the project would be consistent with the GHG reduction related actions and strategies contained in the 2020-2045 RTP/SCS.0

Table 4: Project Consistency with SCAG 2020-2045 RTP/SCS¹

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local Jurisdictions	Consistent. The project is an expansion of outdoor dining space for local restaurants and will not impact housing.
Focus new growth around transit.	Local Jurisdictions	Consistent. The project is an expansion of outdoor dining space for local restaurants that would be consistent with the 2020 RTP/SCS focus on growing near transit facilities.
Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	Consistent. The project is an expansion of outdoor dining space for local restaurants that would be consistent with the 2020 RTP/SCS focus on growing along the 2,980 miles of Livable Corridors in the region.
Provide more options for short trips through Neighborhood Mobility Areas and Complete	SCAG, Local Jurisdictions	Consistent. The proposed project would help further jobs/housing balance objectives. The

Hermosa Beach Downtown Outdoor Dining Project
Focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation
City of Hermosa Beach, CA

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Communities.		proposed project is also consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	Not Applicable. This strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities. The proposed project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farmlands, including developing conservation strategies.	SCAG, Local Jurisdictions	Consistent. The project is an expansion to outdoor dining for local restaurants that would help reduce demand for growth in urbanizing areas that threaten green fields and open spaces.
Transportation Strategies		
Preserve our existing transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls on investing in the maintenance of our existing transportation system. The proposed project would not interfere with such policymaking.
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions, Local Jurisdictions	Consistent. The proposed project is an expansion to outdoor dining for local restaurants that will minimize congestion impacts on the region because of its proximity to public transit and general density of population and jobs.
Promote safety and security in the transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy aims to improve the safety of the transportation system and protect users from security threats. The proposed project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes goods movement, and airport ground transportation systems.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The proposed project would not interfere with this larger goal of investing in the transportation system.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG, Local Jurisdictions	Consistent. The project includes lane reconfigurations which would provide new lanes for bikes and other zero-emissions transportation modes.
Promote neighborhood electric vehicles.	SCAG, Local Jurisdictions	Not applicable. The proposed project would not interfere with the goal of promoting neighborhood electric vehicles.
Implement shared mobility programs.	SCAG, Local Jurisdictions	Not Applicable. This strategy is designed to integrate new technologies for last-mile and alternative transportation programs. The proposed project would not interfere with these emerging programs.

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Notes: ¹ Source: Southern California Association of Governments; 2020–2045 RTP/SCS; September 3, 2020.		

6.0 Energy

Energy consumption in support of or related to project operations would consist of transportation energy demands (energy consumed by employee and patron vehicles accessing the project site). Additional energy that would be consumed by the construction or operation of the additional outdoor dining is assumed to be negligible as no additional buildings are to be built.

This energy analysis is based upon Appendix F of the CEQA Guidelines which states that any project that results in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources would have a significant impact.

6.1 Transportation Fuel Consumption

The largest source of operational energy use would be vehicle operation of customers. The site is located in an urbanized area just in close proximity to transit stops. Using the CalEEMod output, it is assumed that an average trip for all vehicles were assumed to be 10 miles. To show a worst-case analysis, it was assumed that vehicles would operate 365 days per year. Table 5 shows the worst-case estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks. Table 5 shows that an estimated 155,002 gallons of fuel would be consumed per year for the operation of the proposed project.

Table 5: Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles ¹	Average Trip (miles) ²	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	518	10	5,184	31.82	162.92	59,467
Light Truck	Automobile	56	10	559	27.16	20.56	7,506
Light Truck	Automobile	183	10	1,832	25.6	71.56	26,121
Medium Truck	Automobile	174	10	1,737	20.81	83.47	30,468
Light Heavy Truck	2-Axle Truck	37	10	369	13.81	26.73	9,755
Light Heavy Truck 10,000 lbs +	2-Axle Truck	9	10	92	14.18	6.52	2,380
Medium Heavy Truck	3-Axle Truck	11	10	114	9.58	11.87	4,331
Heavy Heavy Truck	4-Axle Truck	29	10	293	7.14	41.03	14,975
Total		1,018	--	10,180	--	424.66	--
Total Annual Fuel Consumption							155,002

Notes:

¹ Per the trip generation assessment, the project is to generate 1,018 total net new trips in the maximum scenario. Default CalEEMod vehicle fleet mix utilized.

² Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Trip generation of the proposed project is consistent with other similar commercial uses of similar scale and configuration as reflected in the traffic analysis from Fehr & Peers. That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips, nor

associated excess and wasteful vehicle energy consumption. Additionally, as stated by Fehr & Peers, the project is not anticipated to increase traffic regionally, and the estimates shown in this analysis are a worst-case scenario. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

7.0 Conclusions

Operational project emissions were evaluated and compared to both regional and localized SCAQMD's thresholds of significance. In addition, project GHG emissions were evaluated and compared to SCAQMD's draft threshold of 3,000 MTCO₂e per year for all land uses. Project emissions are anticipated to be below SCAQMD's thresholds of significance with no mitigation and project energy usage was found not to be inefficient, wasteful, or otherwise unnecessary. Therefore, the impact is less than significant.

MD is pleased to provide this focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation. If you have any questions regarding this analysis, please don't hesitate to call us at (805) 426-4477.

Sincerely,
MD Acoustics, LLC



Tyler Klassen, EIT
Air Quality Specialist

Appendix A
Glossary of Terms

AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH ₄	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
DPM	Diesel particulate matter
GHG	Greenhouse gas
HFCs	Hydrofluorocarbons
LST	Localized Significant Thresholds
MTCO ₂ e	Metric tons of carbon dioxide equivalent
MMTCO ₂ e	Million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NO _x	Nitrogen Oxides
NO ₂	Nitrogen dioxide
N ₂ O	Nitrous oxide
O ₃	Ozone
PFCs	Perfluorocarbons
PM	Particle matter
PM ₁₀	Particles that are less than 10 micrometers in diameter
PM _{2.5}	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SF ₆	Sulfur hexafluoride
SIP	State Implementation Plan
SO _x	Sulfur Oxides
SRA	Source/Receptor Area
TAC	Toxic air contaminants
VOC	Volatile organic compounds
WRCC	Western Regional Climate Center

Appendix B
Project Map

Appendix C
CalEEMod Output

April 11, 2023

To: Ed Almanza & Associates
From: MD Acoustics, LLLC

Subject: Hermosa Beach Downtown Outdoor Dining – Noise Assessment – City of Hermosa Beach, CA

MD Acoustics, LLC (MD) is pleased to provide this noise assessment for the Hermosa Beach Downtown Outdoor Dining Project in the City of Hermosa Beach, CA. The project proposes that certain commercial establishments may provide outdoor dining in public right-of-way areas (including on-street parking areas and sidewalks) in the downtown area of Hermosa Beach. The project identifies areas where outdoor dining would be allowed. This assessment analyzes the baseline and baseline plus project traffic noise conditions for nine (9) street segments that were identified by the technical traffic consultants as the key routes for vehicular access to and from the project area. It provides a quantitative analysis of outdoor dining noise and compares projected roadway and outdoor dining noise levels to the City's applicable noise standards. For your reference, Appendix A contains a glossary of acoustical terms.

1.0 Assessment Overview

This assessment evaluates the baseline noise conditions and the baseline + project noise conditions experienced along the following streets:

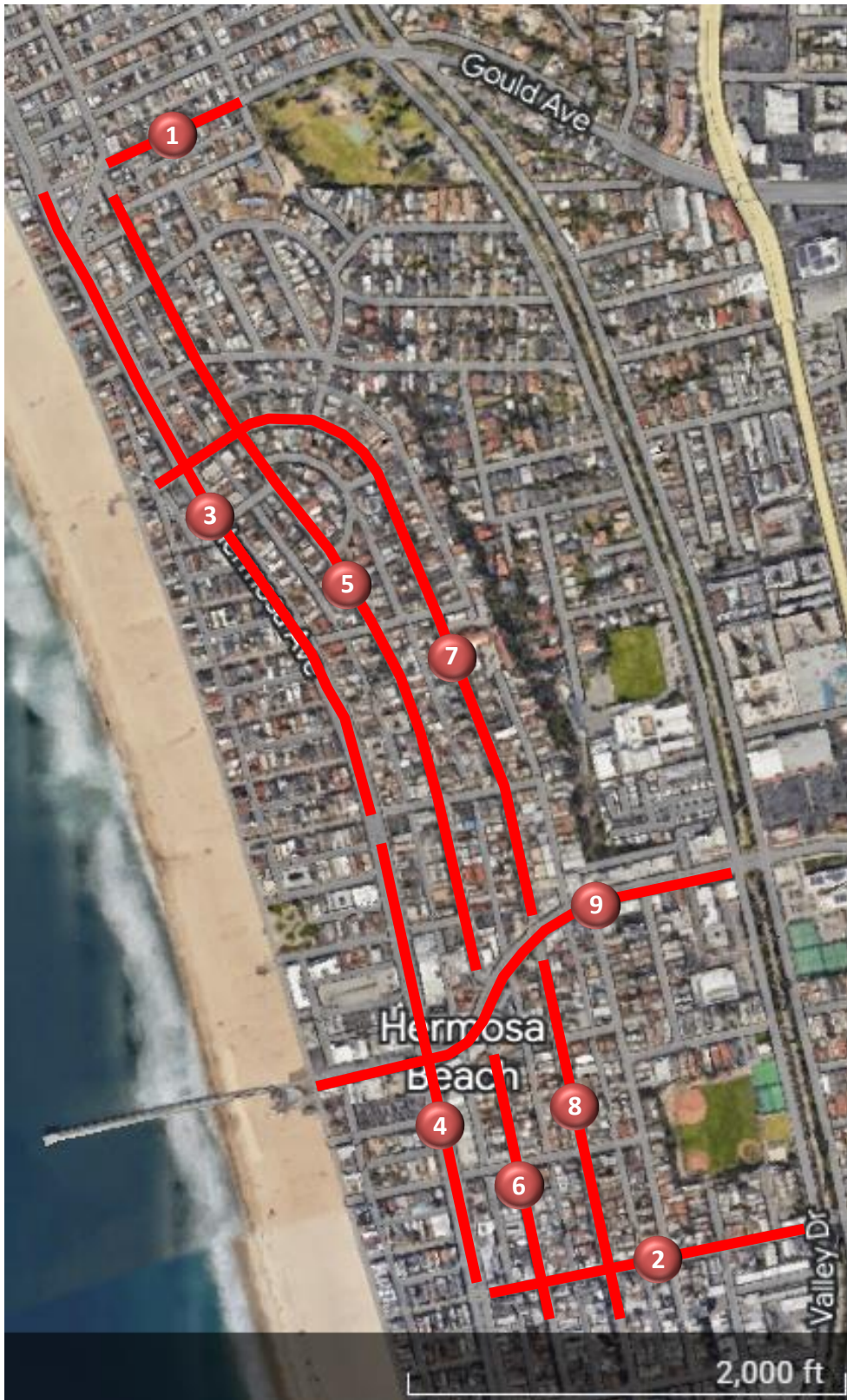
1. 27th Street (west of Morningside)
2. 8th Street (west of Valley)
3. Hermosa Avenue (north of 16th Street)
4. Hermosa Avenue (north of 8th Street)
5. Manhattan Avenue (north of Pier)
6. Manhattan Avenue (south of Pier)
7. Monterey Boulevard (north of Pier)
8. Monterey Boulevard (south of Pier)
9. Pier Avenue (west of Valley)

The nine analyzed roadways will be the most affected by the project and represent the worst-case scenario. Baseline traffic conditions for each roadway were provided by Fehr & Peers (February 2023 in Appendix B of this report). The traffic noise level has been compared to the City's noise standards. All modeling assumptions follow FHWA traffic noise modeling protocols. The study also assesses the stationary noise impact on adjacent land uses due to outdoor dining. Exhibit A identifies the roadway segments that were assessed. The eligible outdoor dining areas are shown in Exhibit B.

2.0 City of Hermosa Beach Noise Standards

The City of Hermosa Beach outlines their noise regulations and standards within the Public Safety Element from the General Plan and the Noise Ordinance from the Municipal Code. Table 6.3 in the City's Public Safety Element outlines the interior and exterior noise standards (Table 1 of this report).

Exhibit A Roadway Segments



1. 27th Street
(west of Morningside)
2. 8th Street
(west of Valley)
3. Hermosa Avenue
(north of 16th Street)
4. Hermosa Avenue
(north of 8th Street)
5. Manhattan Avenue
(north of Pier)
6. Manhattan Avenue
(south of Pier)
7. Monterey Boulevard
(north of Pier)
8. Monterey Boulevard
(south of Pier)
9. Pier Avenue
(west of Valley)

Exhibit B
 Project Area

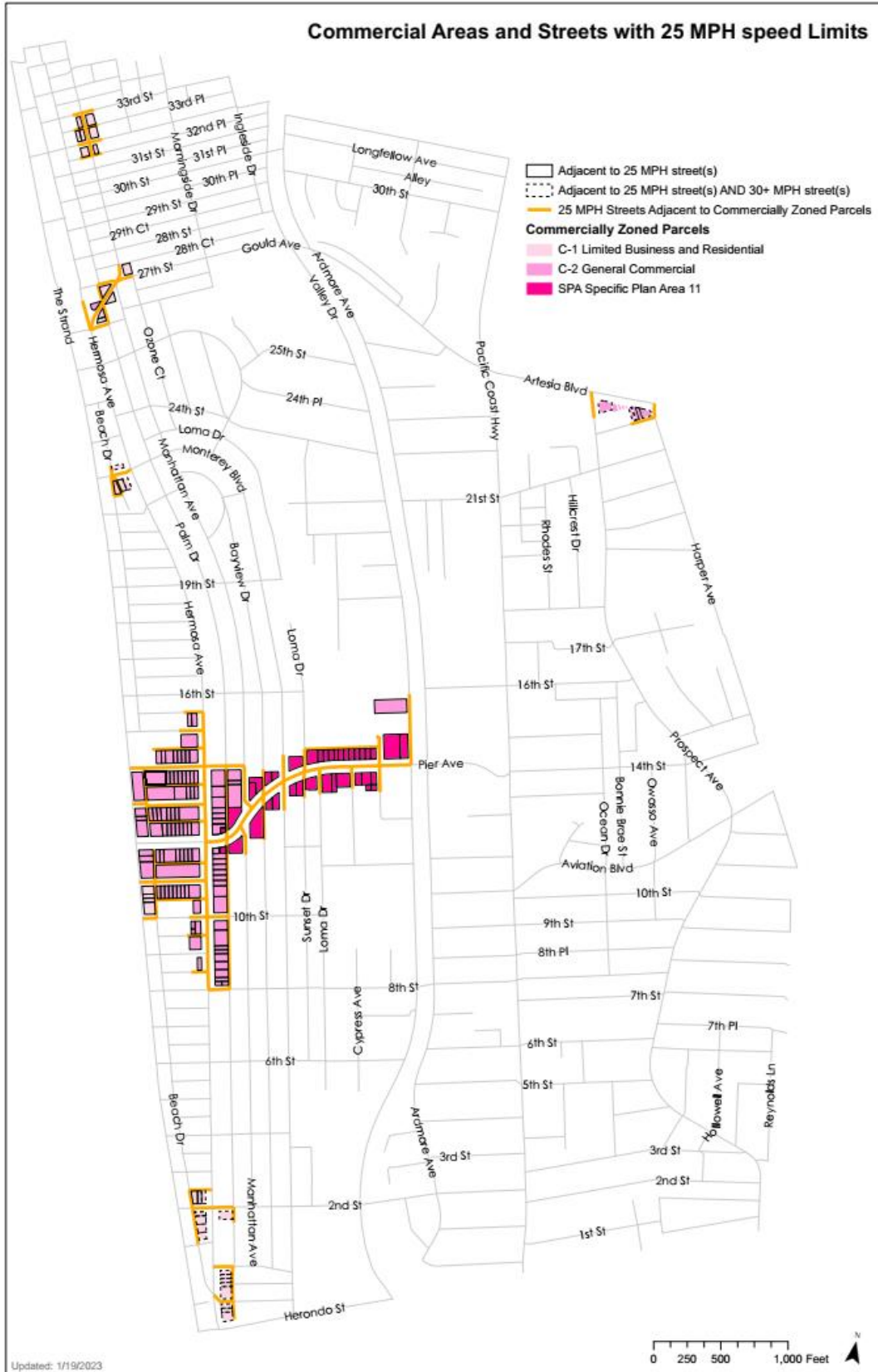


Table 1: Interior and Exterior Noise Standards¹

Land Use	Community Noise Equivalent Level (CNEL)	
	Exterior	Interior
Residential	65 dB	45 dB
Hotels/Motels	65 dB	45 dB
Schools, Libraries, Churches, Hospitals, Nursing Homes	65 dB	45 dB
Auditoriums, Concert Halls, Amphitheaters	65 dB	45 dB
Sports Arena, Outdoor Spectator Sports	65 dB	N/A
Playgrounds, Neighborhood Parks	70 dB	N/A
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dB	N/A
Office Buildings, Business Commercial and Professional	70 dB	50 dB
Industrial, Manufacturing, Utilities, Agriculture	75 dB	65 dB

Notes:

1. Outdoor environment limited to private yard of single-family residences; private patios of multi-family residences that are accessed by a means of exit from inside the unit; mobile home park; hospital patio; park picnic area; school playground; and hotel and motel recreation area.
2. Interior environment excludes bathrooms, toilets, closets, and corridors. Noise level requirement is with windows closed. Mechanical ventilation system or other means of natural ventilation shall be provided pursuant to the requirements of the Uniform Building Code (UBC).
3. See Table 6.3 Public Safety, PLAN Hermosa¹

3.0 Study Method and Procedure

Traffic Noise Level Prediction Modeling

Traffic noise from the vehicular traffic was projected using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The software utilizes FHWA protocol and is similar to the Traffic Noise Model (TNM 2.5) algorithms to calculate noise level projections and are typically accurate within ± 3 dBA. The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL).

Roadway volumes and project trip generation were obtained from Fehr & Peers. Fehr & Peers estimated pre-pandemic (2019) and post-pandemic (2020-2021) conditions using StreetLight Data. The estimates show that traffic volumes decreased significantly from 2019 to 2020 and began to increase in 2021, indicating that activity is returning to pre-pandemic conditions. Traffic volumes were analyzed during summer weekends to represent the loudest conditions. Temporary roadway diversions were put in place after 2019, and the project proposes to make the lane reconfigurations permanent. The baseline condition represents the worst-case noise before roadway diversions were put in place and without project-generated traffic. The baseline plus project condition represents the worst-case noise with project-generated traffic and with the roadway diversions in place.

27th Street traffic volumes and vehicle distribution were monitored by Fehr & Peers on 12/15/2022, after roadway diversions were put in place. For this study, MD evaluated 27th Street separate from the other roadways to compare baseline conditions, existing conditions, and baseline plus project conditions. Baseline conditions represent pre-pandemic (2019) traffic volumes prior to lane reconfiguration. Existing conditions represent the current post-pandemic traffic volumes with roadway diversions put in place. Baseline plus project conditions represent 2019 traffic volumes, including the roadway diversions and project-generated

traffic. Fehr & Peers found that the lane reductions caused a 1% decrease in distribution on 27th Street, making it highly unlikely that the lane reductions diverted 27th Street traffic.

Fehr & Peers provided two trip generation scenarios. Scenario 1 provides the worst-case trip generation estimates and Scenario 2 provides more realistic estimates by accounting for the variety of restaurant uses. For this analysis, MD utilized the trip generation estimates from Scenario 1 in order to calculate the absolute worst-case scenario.

The following outlines the key adjustments made to the REMEL for the roadway inputs:

- Roadway classification – (e.g. freeway, a major arterial, arterial, secondary, collector, etc),
- Roadway Active Width – (distance between the center of the outermost travel lanes on each side of the roadway)
- Average Daily Traffic Volumes (ADT), Travel Speeds, Percentages of automobiles, medium trucks and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g. soft vs. hard)
- Percentage of total ADT which flows each hour throughout a 24-hour period
- Vertical and horizontal distances (Sensitive receptor distance from noise source)
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography
- The Model doesn't include the noise reduction effects of the single family residences

Roadway modeling assumptions utilized for the technical study are provided in Table 2 and Table 3.

Table 2: Roadway Noise Modeling Parameters

Roadway	Segment Limits	Baseline (2019) ADT ¹	Project Only ADT ¹	Baseline + Project ADT ¹	Distance to Centerline (ft) ²	Speed (MPH)
8th Street	West of Valley Dr	6,256	61	6,317	25	25
Hermosa Avenue	North of 16th St	14,466	174	14,640	48	30
Hermosa Avenue	North of 8th St	15,003	230	15,233	50	25
Manhattan Avenue	North of Pier Ave	2,334	21	2,355	23	25
Manhattan Avenue	South of Pier Ave	2,121	22	2,143	25	25
Monterey Boulevard	North of Pier Ave	3,839	16	3,855	23	25
Monterey Boulevard	South of Pier Ave	4,014	25	4,039	25	25
Pier Avenue	West of Valley Dr	17,563	405	17,968	50	25

Notes:

¹ Provided by Fehr & Peers (February 2023).

² Distance from the nearest residential property to the centerline.

Table 3: Vehicle Mix Data

Motor-Vehicle Type	Daytime % (7 AM to 7 PM) ¹	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow
Automobiles	77.5	12.9	9.6	97.42
Medium Trucks	84.8	4.9	10.3	1.84
Heavy Trucks	86.5	2.7	10.8	0.74
Notes: ¹ Typical Southern California Traffic Mix				

Roadway modeling assumptions for 27th Street are provided in Table 4 and Table 5.

Table 4: 27th Street Roadway Noise Modeling Parameters

Roadway	Segment	Baseline (2019) ADT ¹	Existing (2022) ADT ²	Baseline + Project ADT ²	Distance to Centerline (ft) ³	Speed (MPH)
27 th Street	West of Morningside	6,036	8,081	8,145	16	30
Notes: ¹ Baseline ADT volumes provided by Fehr & Peers, February 2023. ² Existing ADT volumes and vehicle distribution provided by Fehr & Peers, 12/15/22. ³ Distance from the nearest residential property to the centerline.						

Table 5: 27th Street Vehicle Mix Data

Motor-Vehicle Type	Daytime % (7 AM to 7 PM)	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow
Automobiles	77.5	12.9	9.6	97.6
Medium Trucks	84.8	4.9	10.3	2.2
Heavy Trucks	86.5	2.7	10.8	0.2
Notes: ¹ Existing ADT volumes and vehicle distribution provided by Fehr & Peers, 12/15/22.				

Stationary Noise Prediction Modeling

MD utilized the inverse square law to calculate noise level projections due to outdoor dining noise. MD assumed that the maximum number of outdoor guests at any given restaurant would be 40 people. A typical voice would be 65 dBA at 3 feet away when speaking normally. As a worst-case scenario, the calculation assumes that all 40 guests are speaking simultaneously. MD analyzed the minimum allowable distance between an outdoor dining area and a sensitive receptor in order to meet the City’s code.

4.0 Findings

Traffic Noise

The potential off-site noise impacts caused by the increase in vehicular traffic as a result of the project were calculated at the nearest residential location for each affected road segment. The noise levels both with and without project-generated vehicle traffic were compared and the increase was calculated. The

distance to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided for reference (Appendix C). Noise contours were calculated for the following scenarios and conditions (excluding 27th Street):

- **Baseline Condition:** This scenario refers to the baseline traffic noise condition (2019, prior to temporary roadway diversions) and is demonstrated in Table 6.
- **Baseline + Project Condition:** This scenario refers to the baseline plus project traffic noise condition (with roadway diversions in place) and is demonstrated in Table 6.

Table 6: Change in Noise Levels as a Result of Project Generated Traffic

Roadway	Segment	Modeled Noise Levels (dBA CNEL) at Nearest Residence			
		Baseline Without Project	Baseline With Project	Change in Noise Level	Increase of 3 dB or more ²
8th Street	West of Valley Dr	62.8	62.9	0.1	No
Hermosa Avenue	North of 16th St	66.4	66.4	0.0	No
Hermosa Avenue	North of 8th St	64.3	64.4	0.1	No
Manhattan Avenue	North of Pier Ave	59.1	59.1	0.0	No
Manhattan Avenue	South of Pier Ave	58.1	58.2	0.1	No
Monterey Boulevard	North of Pier Ave	61.2	61.2	0.0	No
Monterey Boulevard	South of Pier Ave	60.9	60.9	0.0	No
Pier Avenue	West of Valley Dr	64.5	64.6	0.1	No

Notes:
¹ FHWA roadway noise modeling worksheets provided in Appendix C.
² Typically, the human ear can barely perceive the change in noise level of 3 dB

As shown in Table 6, the baseline plus project noise will meet the residential noise limit of 65 dBA CNEL for every roadway segment except for Hermosa Avenue north of 16th Street. However, the noise due to the project will not increase the baseline noise and would not be significant. The baseline and baseline plus project conditions analyzed in this study represent the loudest conditions.

27th Street noise levels for existing, baseline, and baseline plus project traffic conditions were compared and the increase was calculated. The distance to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided for reference (Appendix C). Noise contours for 27th Street were calculated for the following scenarios and conditions:

- **Baseline Condition:** This scenario refers to the baseline traffic noise condition (2019, prior to temporary roadway diversions) and is demonstrated in Table 7.
- **Existing Condition:** This scenario refers to the current traffic noise condition (2022, with roadway diversions in place) and is demonstrated in Table 7.

- **Baseline + Project Condition:** This scenario refers to the baseline plus project traffic noise condition (with roadway diversions in place) and is demonstrated in Table 7.

Table 7: 27th Street Change in Noise Levels as a Result of Project Generated Traffic

Roadway	Segment	Modeled Noise Levels (dBA CNEL) at Nearest Residence				
		Baseline (2019) Without Project	Existing (2022) Without Project	Baseline With Project	Change in Noise Level ³	Increase of 3 dB or more ²
27th Street	West of Morningside	67.3	66.0	67.3	0.0	No
Notes: ¹ FHWA roadway noise modeling worksheets provided in Appendix C. ² Typically, the human ear can barely perceive the change in noise level of 3 dB. ³ Change in noise level between baseline noise conditions and baseline + project noise conditions.						

As shown in Table 7, project-generated traffic noise will not increase the baseline traffic noise. Thus, the temporary roadway diversions do not have an impact on the existing or baseline traffic noise conditions. Existing traffic noise along 27th Street has decreased by 1.3 dBA CNEL since 2019 due to a decrease in activity caused by the pandemic. The existing traffic noise will increase by a maximum of 1.3 dBA CNEL as traffic volumes increase to pre-pandemic conditions and will not be a noticeable change in loudness. Thus, the impact is less than significant.

Stationary Noise

Stationary noise at sensitive receptors cannot exceed the City’s noise limit of 65 dBA CNEL for residential properties, per City standards. As a worst-case scenario, stationary noise was calculated assuming that 40 guests are speaking simultaneously. The average speaking voice is 65 dBA from 3 feet away. 40 people speaking from 20 feet away would be 64 dBA. Thus, the impact due to stationary noise will not be significant if residential locations are located 20 feet or further from future outdoor dining areas.

Music (live or otherwise) is not going to be an impact assuming that the noise due to music does not extend past the dining area. Any additional noise sources (speakers, extra guests, etc.) must abide by the City code.

5.0 CEQA Analysis

The California Environmental Quality Act Guidelines establishes thresholds for noise impact analysis as presented below:

(a) Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise Code, or applicable standards of other agencies?

Transportation Noise Impacts

Traffic noise would be significant if levels are increased by more than 3 dBA to levels above 65 dBA CNEL in areas with sensitive uses. Baseline traffic represents the worst-case future traffic when activity returns to pre-pandemic conditions. The worst-case baseline plus project traffic noise levels will meet the residential noise limit of 65 dBA CNEL at seven of the nine roadway segments. Baseline plus project traffic volumes are

expected to be up to 0.1 dBA CNEL louder respectively than baseline traffic noise levels at existing land uses and will not result in a significant noise increase.

MD also compared baseline (2019) conditions, existing (2022) conditions, and baseline plus project noise conditions for one of the roadway segments. The project will not increase the baseline traffic noise and will not have an impact. Thus, the project will not have an impact on existing noise conditions and is not significant. However, the baseline plus project noise will increase the existing noise by a maximum of 1.3 dBA CNEL due to traffic volumes returning to pre-pandemic conditions. It takes a change of 3 dBA to perceive a change in loudness, thus, the impact is less than significant.

Stationary Noise Impacts

Stationary noise will be significant if it exceeds the levels outlined in the Hermosa Beach Municipal Code as outlined in Section 2.0. Assuming an outdoor dining area consists of 40 people speaking simultaneously, the noise level due to outdoor dining will meet the City's standard of 65 dBA CNEL when sensitive receptors (residential locations) are at a minimum of 20 feet away from an outdoor dining area. Music (live or otherwise) is not going to be an impact assuming that the noise due to music does not extend past the dining area. Any additional noise sources (speakers, extra guests, etc.) must abide by the City code. The impact will not be significant.

5.0 Conclusions

MD is pleased to provide this noise assessment for the Outdoor Dining Project in the City of Hermosa Beach, CA. The worst-case traffic noise due to the project will increase the baseline conditions by 0 to 0.1 dBA CNEL and will not be significant. A typical outdoor dining area will meet the City's standard of 65 dBA CNEL. If you have any questions regarding this analysis, please call our office at (805) 426-4477.

Sincerely,
MD Acoustics, LLC



Mike Dickerson, INCE
Principal



Rachel Edelman
Acoustic Consultant

Appendix A
Glossary of Acoustical Terms

Glossary of Terms

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

C-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the C-weighted filter network. The C-weighting filter greatly de-emphasizes very high frequency components of the sound and slightly de-emphasizes the very low frequency components. A numerical method of rating human judgment of loudness.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

dB(C): C-weighted sound level (see definition above).

dB(Z): Z-weighted sound level (see definition of dB above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Maximum Sound Level (LMAX): This is the highest sound level measured during a single noise event. Lmax does not consider the number and duration of these events, and cannot be totaled into a one-hour or 24-hour cumulative measure of impact.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting

corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.

Human Sensitivity to Sound: In general, the healthy human ear can hear between 20 Hz to 20,000 Hz. Frequencies below 125 Hz are typically associated with low frequencies or bass. Frequencies between 125 Hz and 5,000 Hz are typically associated with mid-range tones. Finally, frequencies between 5,000 and 20,000Hz are typically associated with higher range tones.

The human ear is sensitive to changes in noise levels, depending on the frequency. Generally speaking, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz (A-weighted scale) and perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. At lower and higher frequencies, the ear can become less sensitive depending on a number of factors. Figure 1 provides a brief summary of how humans perceive changes in noise levels.

Figure 1: Change in Noise Level Characteristics¹

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm

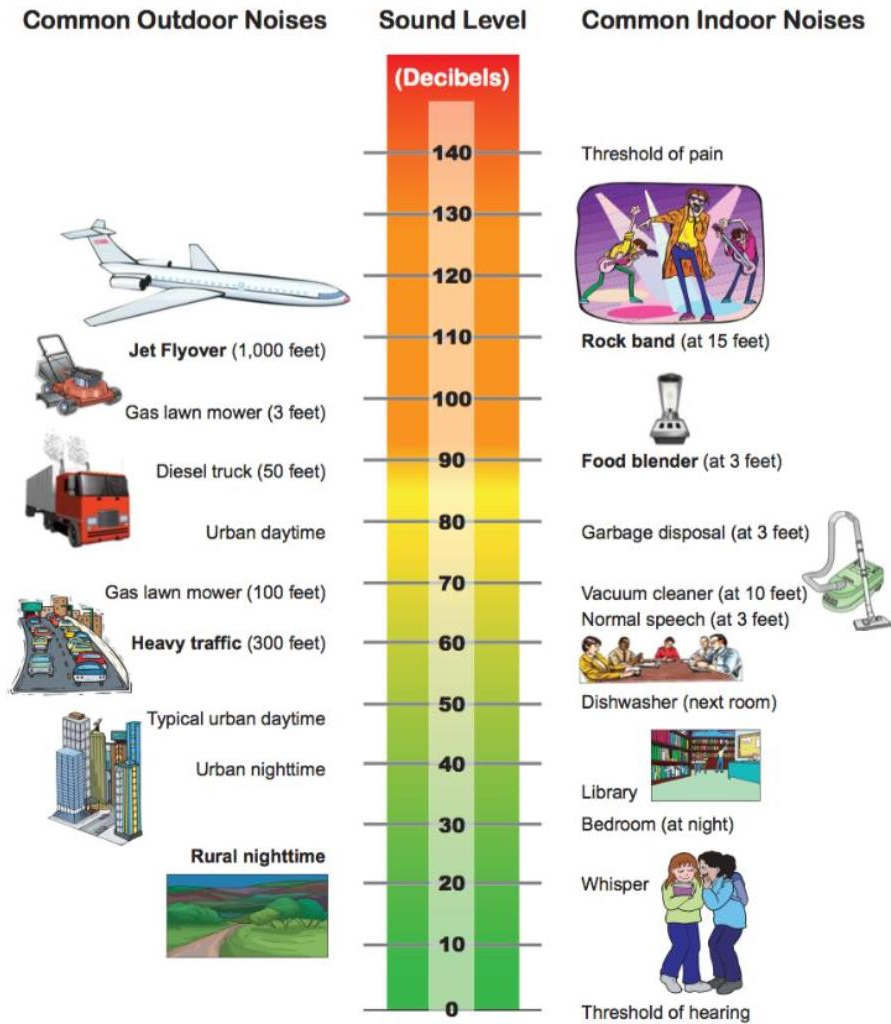
L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90 and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum. Figure 2 provides the sound level associated with common noise sources.

Figure 2: Common Sound Levels
Common Indoor and Outdoor Noise Levels



Note: Sound is perceived differently by every individual



Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

Appendix B
Fehr & Peers Traffic Counts

Appendix C
Traffic Noise Calculations