

**CITY OF HERMOSA BEACH
CITY COUNCIL
RESOLUTION NO. 22-XX**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH,
CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (GPA 20-1) AMENDING
THE LAND USE DESIGNATION FROM COMMUNITY COMMERCIAL (CC) TO HIGH
DENSITY RESIDENTIAL (HD) AND A ZONING CHANGE (ZC 20-1) AT 911 1ST STREET
(APN 4186-026-047) THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH DOES
HEREBY RESOLVE AND ORDER AS FOLLOWS:**

SECTION 1. Findings. The City Council finds as follows:

- A. An application was filed on December 2, 2020, by the applicant Luigi Schiappa Development Inc., for development of a property located at 911 1st Street requesting a General Plan Amendment amending the land use designation from Community Commercial (CC) to High Density Residential (HD), a Zoning Code Change changing the zoning designation from Specific Plan Area 7 (SPA-7) to Residential- Professional (R-P) and approval of Conditional Use Permit (CON 20-05), Precise Development Plan (PDP 20-10), and Tentative Parcel Map No. 83011 for a proposed twelve-unit attached residential condominium project (collectively, the "Project").
- B. An Initial Study ("IS") was prepared by the City in conformance with the requirements of the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines. The IS indicated that the Project would not have an impact on the environment. As such, a Negative Declaration ("ND") was prepared.
- C. On March 15, 2022, the Planning Commission held a public hearing to consider a 12-unit condominium project. There was discussion regarding the current Housing Element process being updated and whether there was an opportunity to consider affordable housing or other public benefit within this project. The project was continued for further study. The Housing Element Process has been lengthier than expected and mechanisms to require affordable housing or other public benefit have not been implemented. The Planning Commission held a duly noticed public hearing on November 15th and deliberated on the project. All interested parties were given full opportunity to be heard and to present evidence.

- D. The Planning Commission adopted Resolution No. 22-17 recommending, among other things, adoption of the General Plan Amendment (GPA 20-1) amending the land use designation from Community Commercial (CC) to High Density Residential (HD) and adoption of the IS/ND.
- E. The City Council conducted a duly noticed public hearing on the 29th day of November, 2022. All interested parties were given full opportunity to be heard and to present evidence.
- F. The proposed General Plan Amendment is deemed to be in the public interest under Government Code section 65358 for the following reasons:
 - 1. The distance of the Community Commercial designation from Pacific Coast Highway extends further into the residential neighborhood than any other property on either side of Pacific Coast Highway.
 - 2. The subject property is under separate ownership from the Pacific Coast Highway facing commercial property at 102 Pacific Coast Highway, making it unlikely to be developed as part of a greater commercial project.
 - 3. It is unlikely a commercial use would be compatible at entrance of the residential neighborhood. A retail or office building would be out of place since the property is not easily visible from Pacific Coast Highway and is surrounded by residential uses on three sides.
 - 4. The topography of the site is sloping up away from Pacific Coast Highway, separating it from the Pacific Coast Highway -adjacent properties physically upward along the residential street.
 - 5. A residential use would be compatible with the surrounding area which is comprised of multiple-family developments.
- G. The City Council has approved Resolution No. 22-XX, which adopted the IS/ND for, among other things, the General Plan Amendment.

SECTION 2. Approval

- A. The City Council **hereby approves** a General Plan Land Use Map amendment from Community Commercial (CC) to High Density Residential (HD) as shown in Exhibit A attached hereto.

SECTION 3. Environmental Review.

The City Council has adopted Resolution No. 22-XX finding that the IS/ND was prepared pursuant with the requirements of the California Environmental Quality Act on the basis that there was no substantial evidence that there may be significant environmental impacts on specific environmental areas as a result of the Project.

SECTION 4. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remainder of this resolution. The City Council hereby declares that it would have adopted this resolution, and each and every section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof is declared invalid or unconstitutional.

SECTION 5. Record of Proceedings. The City Clerk is directed to certify to the adoption of this Resolution and to keep a copy of same along with such other documents and records of proceedings as may be designated by the City Manager. This Resolution shall only become effective upon the adoption and effective date of Ordinance No. 2022-XX. The effective date of this Resolution shall be the same as the effective date of Ordinance No. 2022-XX.

PASSED, APPROVED and ADOPTED on this 29th day of November 2022.

Michael Detoy, **PRESIDENT** of the City Council and **MAYOR** of the City of Hermosa Beach, CA

ATTEST:

APPROVED AS TO FORM:

Myra Maravilla
City Clerk

Michael Jenkins
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. 22-XX was adopted by the City Council of the City of Hermosa Beach at a regular meeting held thereof on the 29th day of November 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Myra Maravilla
City Clerk

911

HERMOSA

911 1st Street,
Hermosa Beach, CA, 90254

SD PACKAGE

CLIENT

Luigi Schiappa Development, Inc.
2040 Lomita Blvd., Suite 100,
Lomita, CA, 90717
1.310.373.8555
luigi@schippadev.com

dLR Design Inc.
Ricky de la Rosa
2040 Lomita Blvd., Suite 104,
Lomita, CA, 90717
1.310.972.9050
rickydlrosa@gmail.com

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PROJECT ANALYSIS					
ZONING SUMMARY					
PROJECT SITE INFORMATION					
APN NUMBER	ADDRESS	EXISTING ZONE	PROPOSED NEW ZONE	LOT AREA (ACRE)	LOT AREA (SF)
4186-026-047	911 1ST STREET, HERMOSA BEACH, CA 90254	SPA (COMMERCIAL)	R-P	0.46	20,137
SETBACKS		REQUIRED/ALLOWED	PROPOSED	NOTES	
	FRONT - SOUTH	10'	10'		
	SIDE - EAST	5'	10'		
	SIDE - WEST	5'	10'		
	REAR - NORTH	5'	8' - 10'		
NUMBER OF UNITS		???	12		
DENSITY		33 DU/AC (1,320 SF/DU MIN.)	26 DU/AC		
LOT COVERAGE		65% MAX. (13,089 SF)	46% (9,258 SF)		
BUILDING FLOOR AREA			20,362 SF		
FLOOR AREA RATIO (F.A.R.)			1.01	FAR DOES NOT INCLUDE GARAGE	
BUILDING HEIGHT		30' ABOVE EXISTING GRADE MAX.	3 STORIES <30' ABOVE EXISTING GRADE		
OPEN SPACE (USABLE)		300 SF/DU (MIN. DIMENSION OF 7') 100 SF/DU ADDITIONAL (5+ UNIT DEVELOPMENTS) = 400 SF/DU * 12 UNITS = 4,800 SF	4,430 SF PUBLIC + 1,200 PRIVATE = 5,630 SF	100 SF MIN. ADJACENT TO PRIMARY LIVING AREA 100 SF MAX. ON ROOF DECKS MAY COUNT AS OPEN SPACE	
STORAGE SPACE (PRIVATE)		200 C.F PER UNIT	396-476 C.F PER UNIT		
PROJECT CONSTRUCTION TYPE		3 STORY TOWNHOME - TYPE V-B			

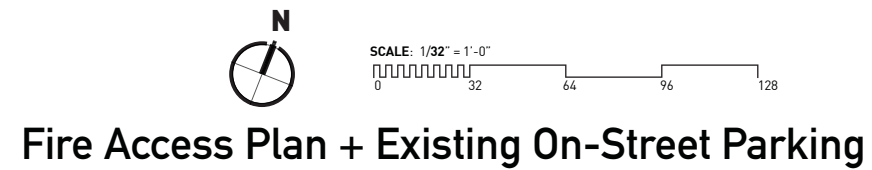
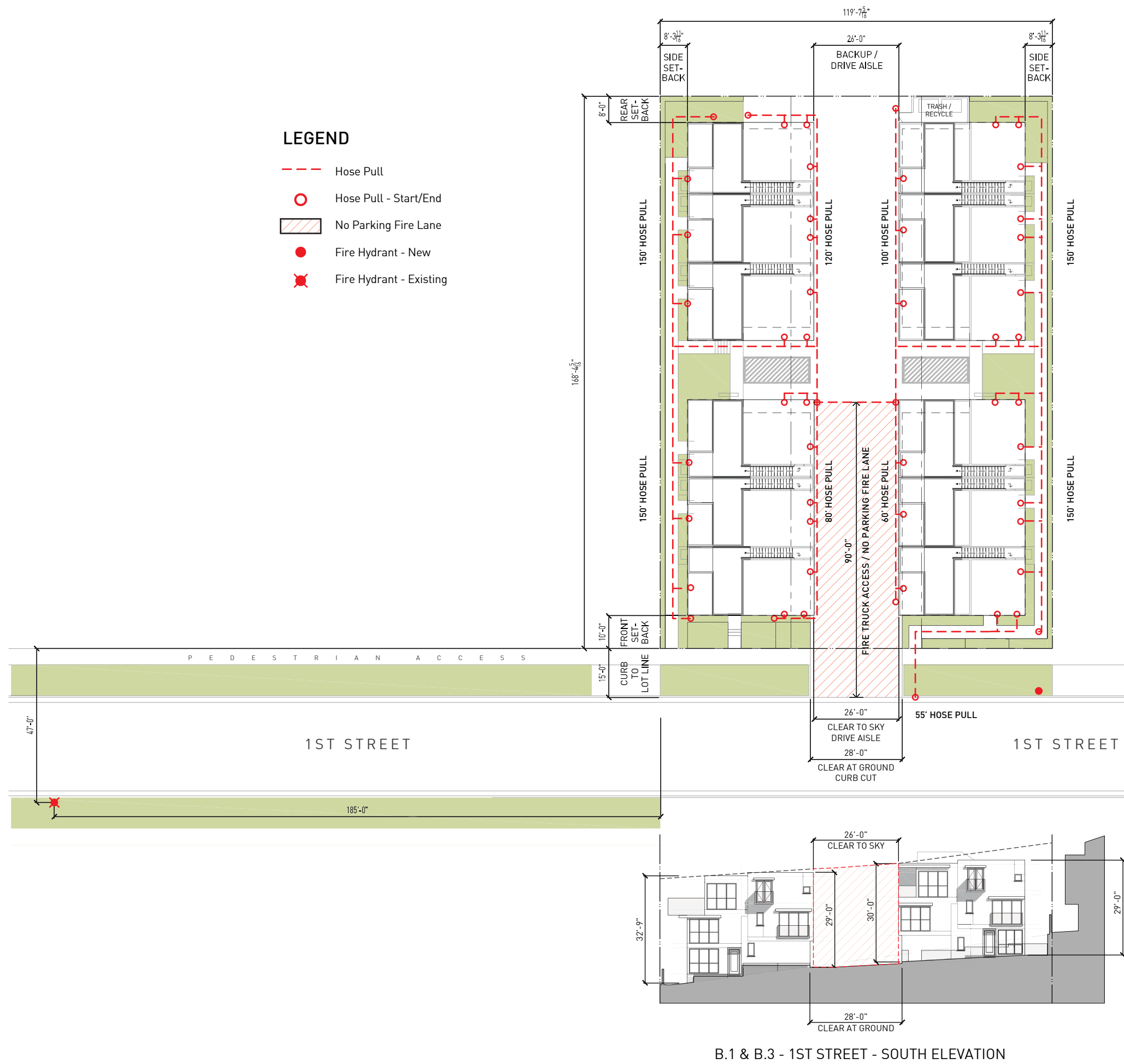
UNIT SUMMARY							
PLAN	DESCRIPTION	QUANTITY	GROSS AREA	GROSS AREA SUBTOTAL	DECK AREA	DECK AREA SUBTOTAL	RATIO
A	3 BR / 2.5 BA	3 UNITS	± 1,565 SF	4,695 SF	405 SF	1,215 SF	25.9%
B	3 BR / 2.5 BA	1 UNIT	± 1,623 SF	1,623 SF	407 SF	407 SF	25.1%
C	3 BR / 2.5 BA	1 UNIT	± 1,802 SF	1,802 SF	432 SF	432 SF	24.0%
D	3 BR / 2.5 BA	1 UNIT	± 1,808 SF	1,808 SF	432 SF	432 SF	23.9%
E	3 BR / 2.5 BA	3 UNITS	± 1,627 SF	4,881 SF	473 SF	1,419 SF	29.1%
F	3 BR / 2.5 BA	1 UNIT	± 1,830 SF	1,830 SF	479 SF	479 SF	26.2%
G	3 BR / 2.5 BA	1 UNIT	± 1,862 SF	1,862 SF	513 SF	513 SF	27.6%
H	3 BR / 2.5 BA	1 UNIT	± 1,861 SF	1,861 SF	516 SF	516 SF	27.7%
PROJECT UNITS TOTAL		12 UNITS		20,362 SF		5,413 SF	26.6%

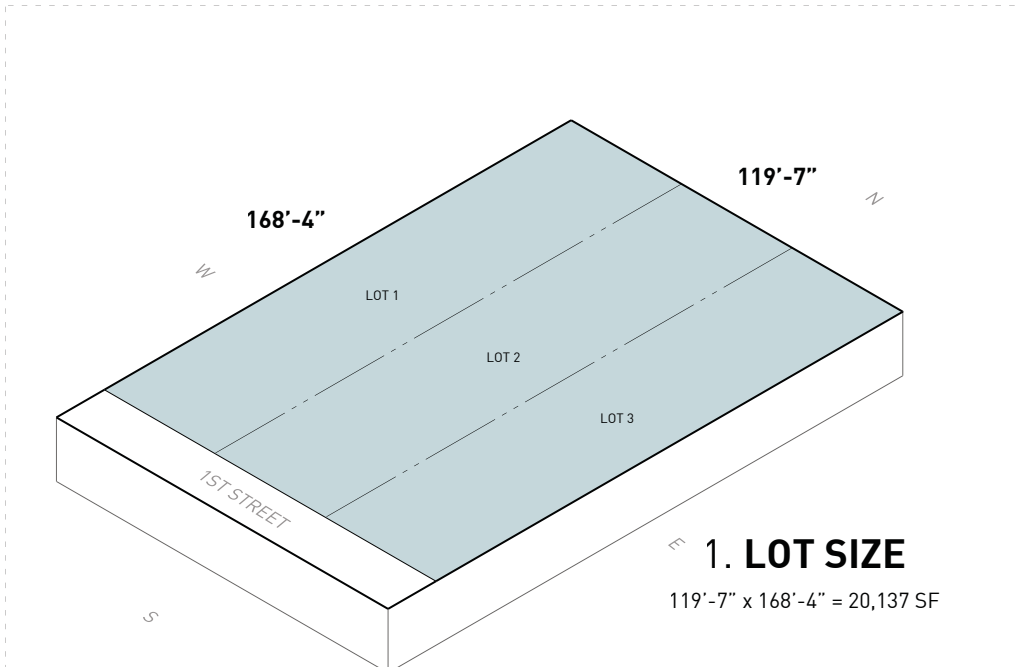
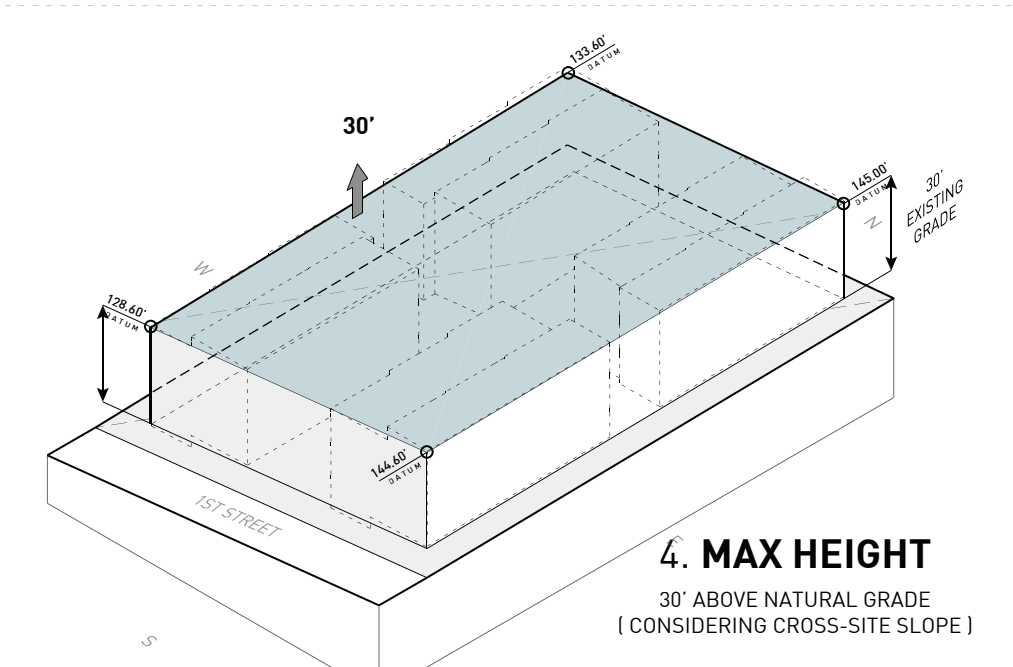
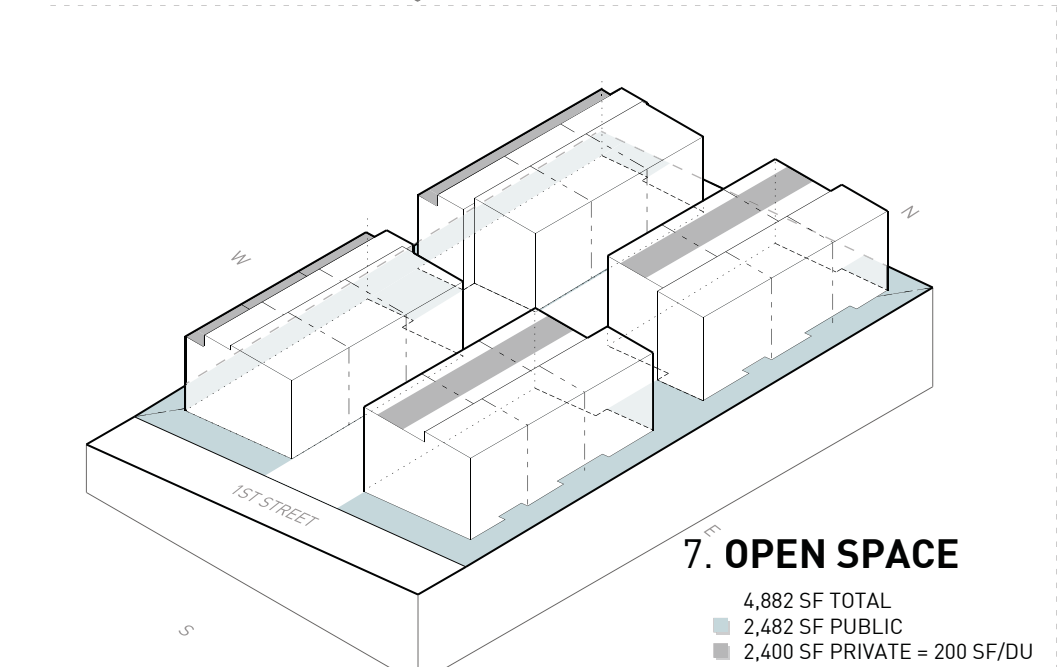
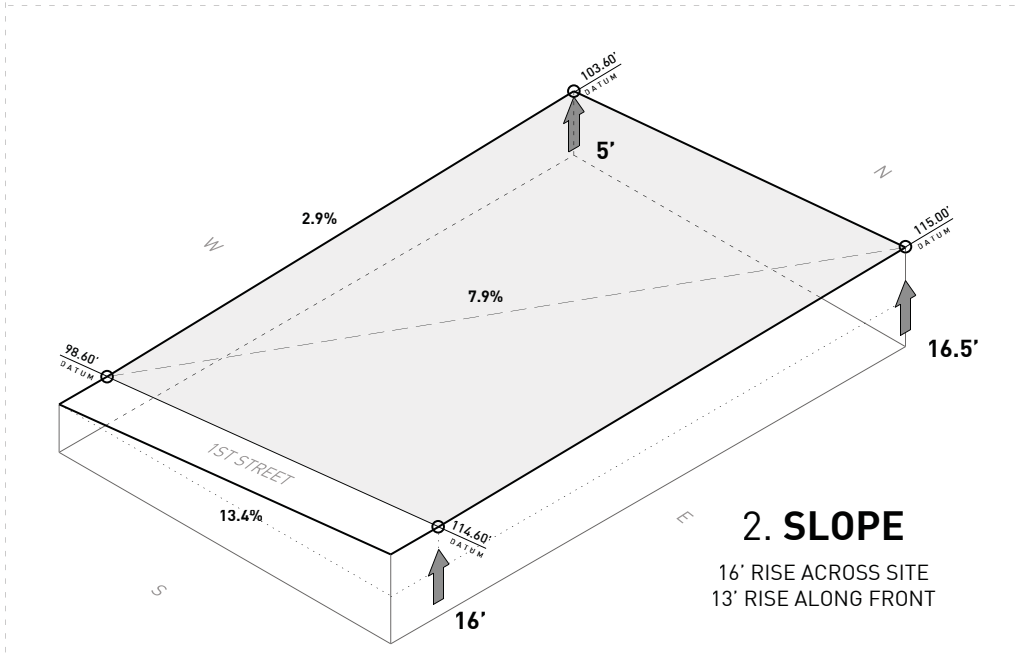
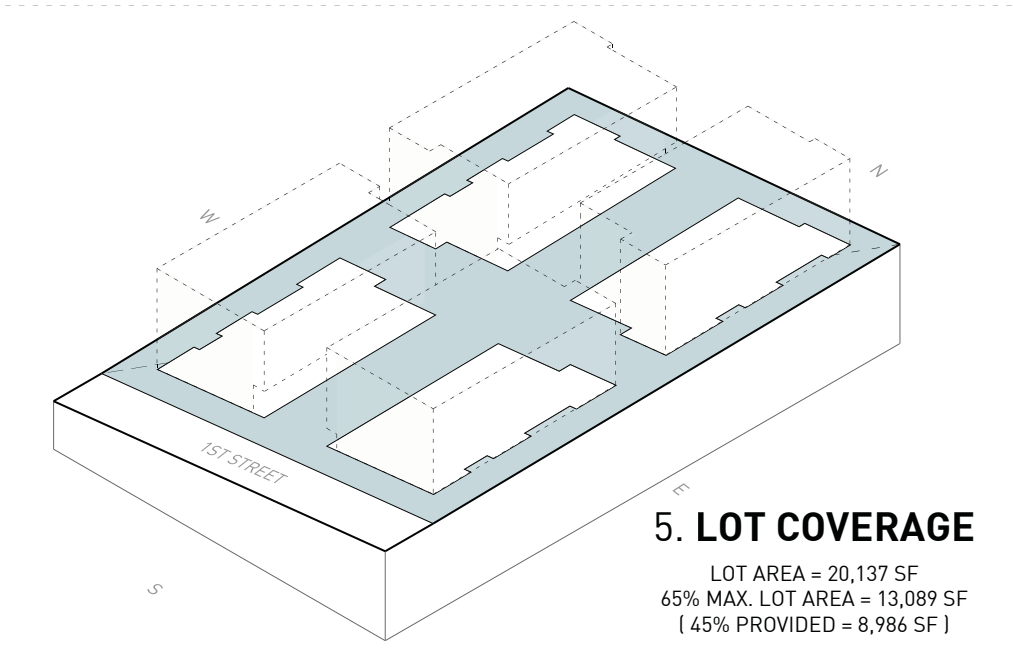
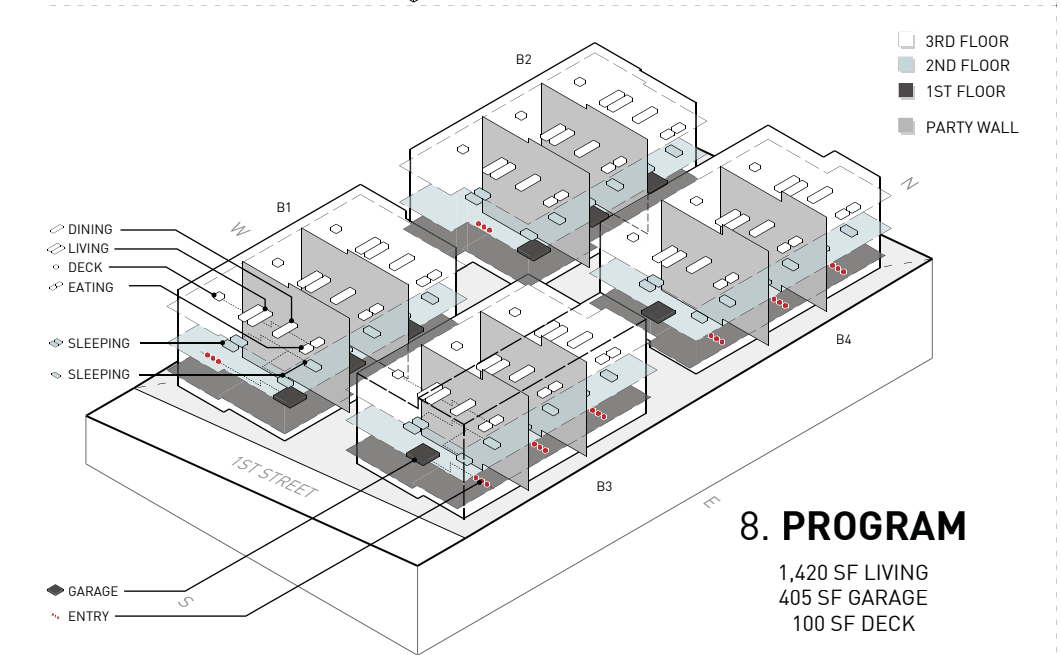
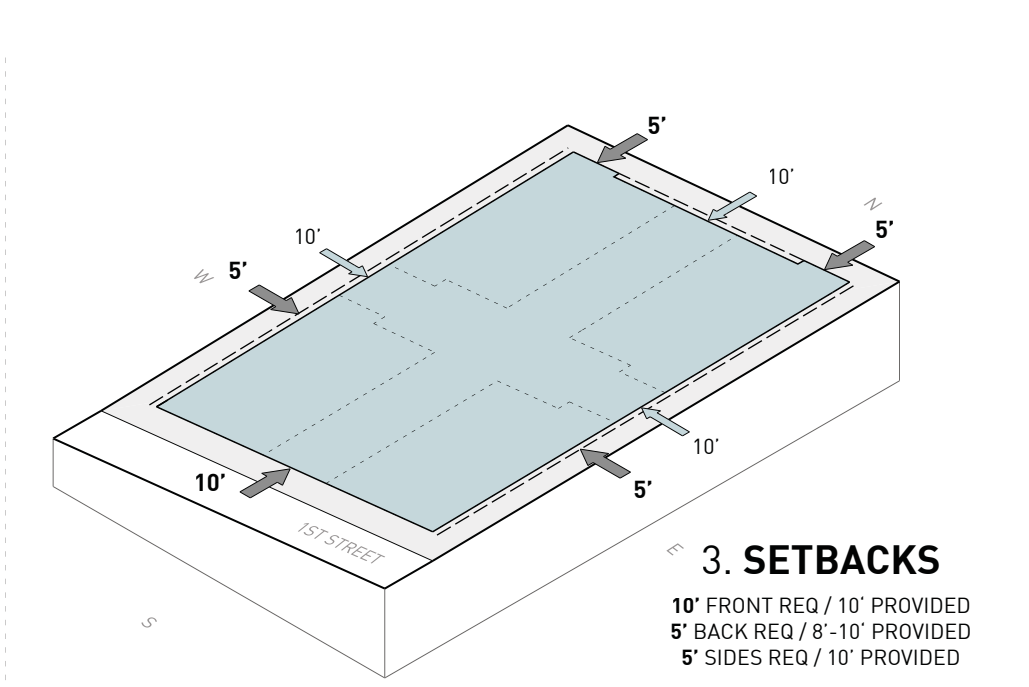
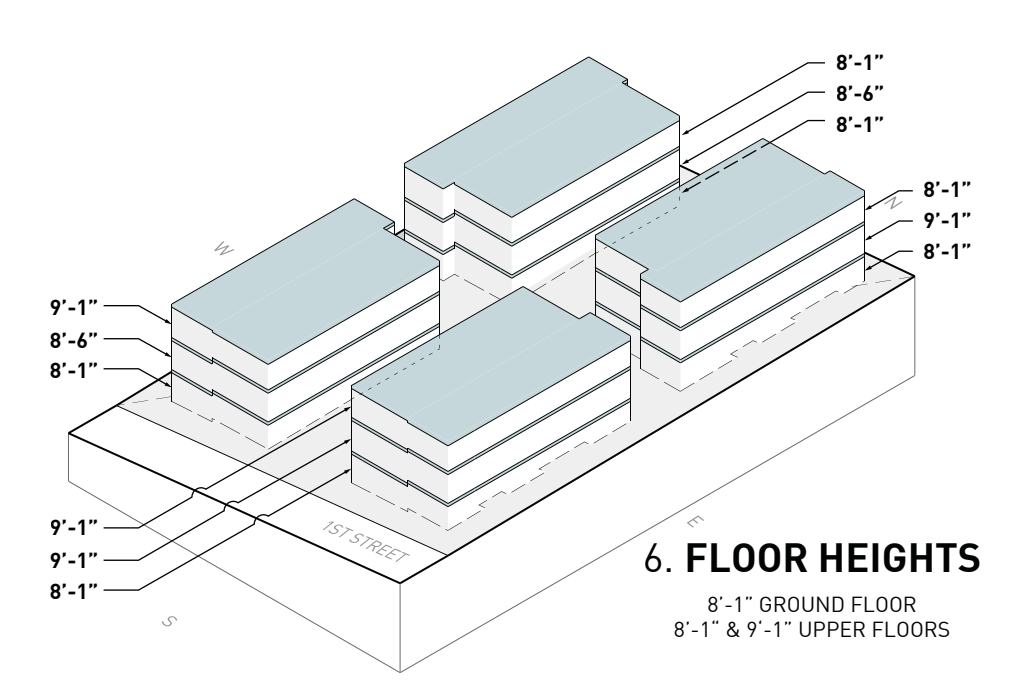
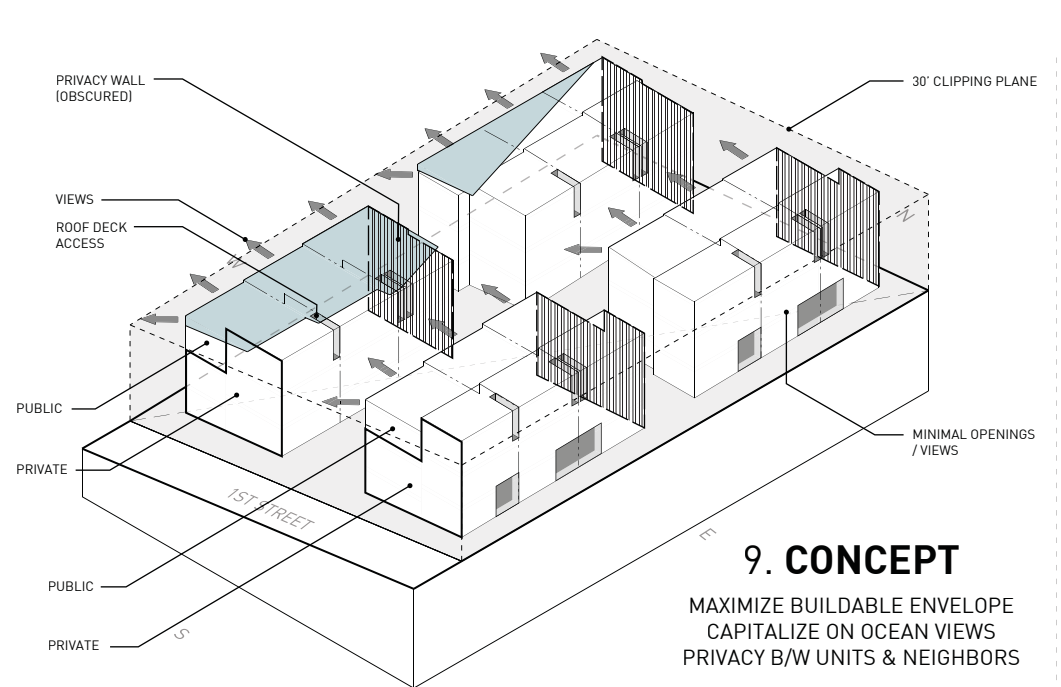
OPEN SPACE / AMENITY SUMMARY			
	REQUIRED	PROPOSED	NOTES
COMMON OPEN SPACE	4,800 SF	2,482 SF	400 SF/DU REQUIRED (12 UNITS)
PRIVATE OPEN SPACE		2,400 SF	200 SF/DU OF ROOF DECK AREA MAY COUNT
TOTAL OPEN SPACE		4,882 SF	LANDSCAPED AREA = 3,658 SF

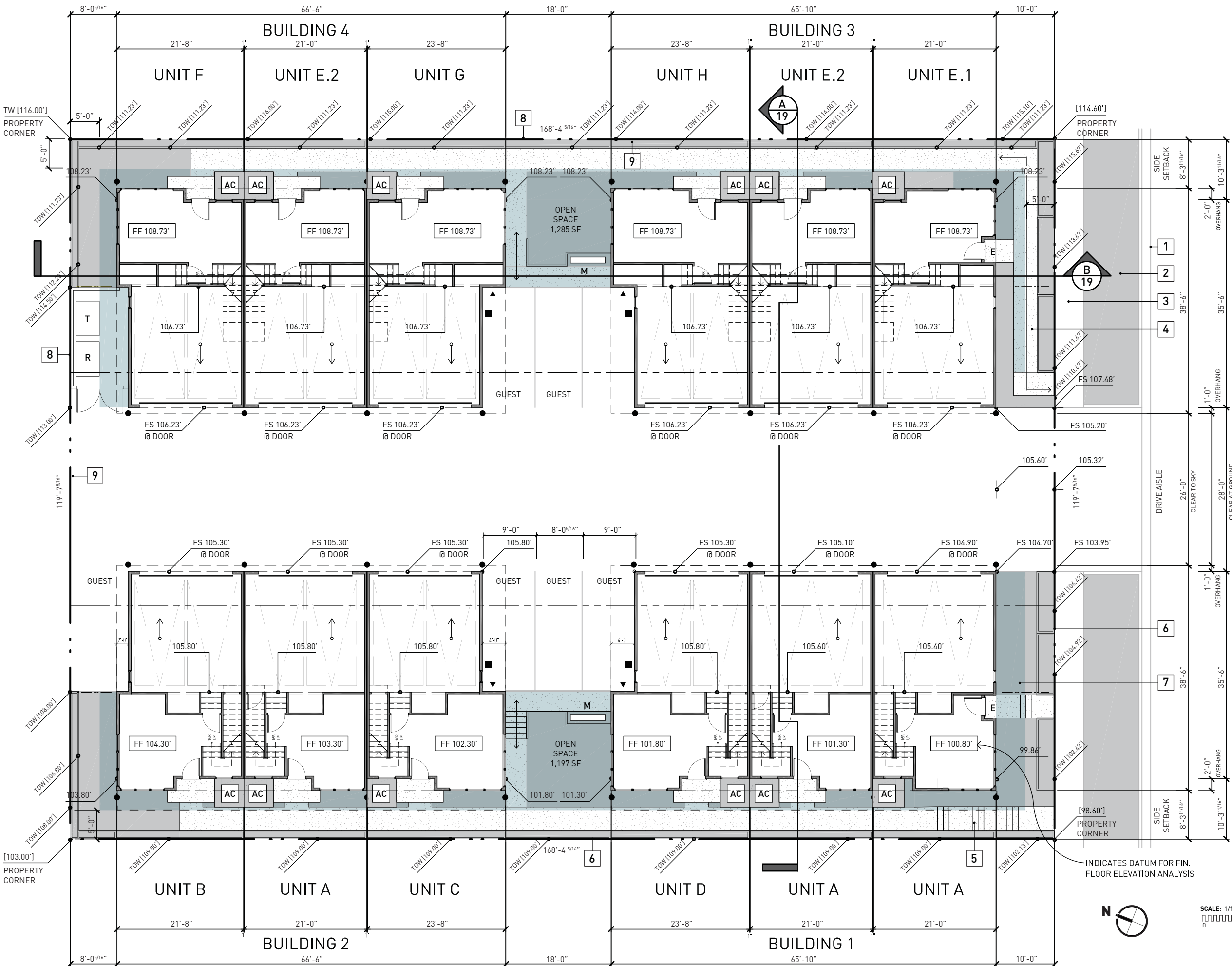
PARKING SUMMARY			
REQUIRED	RESIDENTIAL/GUEST	(2) STANDARD 18'x20' SPACE / UNIT (12 UNITS)	24 SPACES
		(1) GUEST SPACE / 2 UNITS (12 UNITS)	6 SPACES
TOTAL			30 SPACES
PROVIDED	RESIDENTIAL/GUEST	(2) STANDARD 18'x20' SPACES / UNIT (12 UNITS)	24 SPACES
		(1) 10'x20' GUEST SPACE	1 SPACES
		(0) 17'x20' GUEST SPACE - H.C.	0 SPACES
		(1) 8'x20' / 9'x20' GUEST SPACE - COMPACT	6 SPACES
TOTAL			31 SPACES



Tabulations / Site & Building Plan

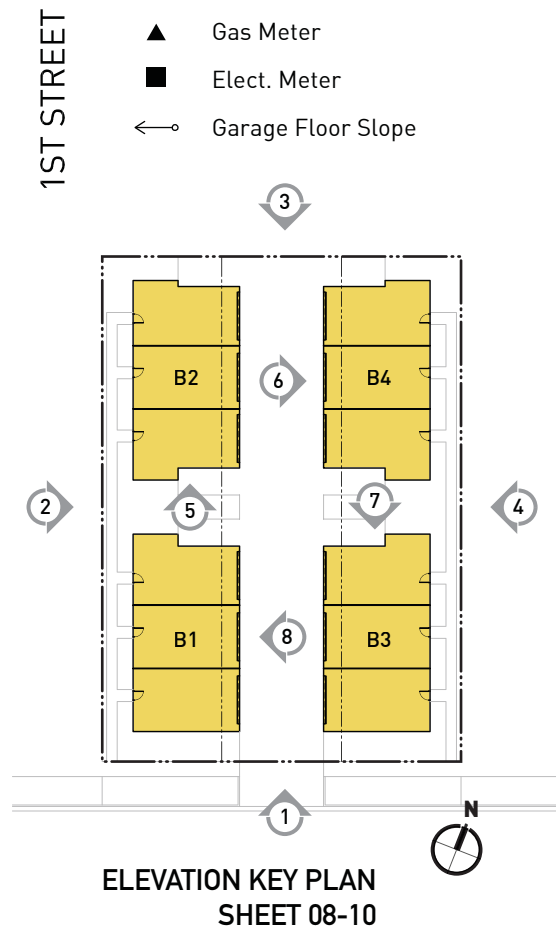






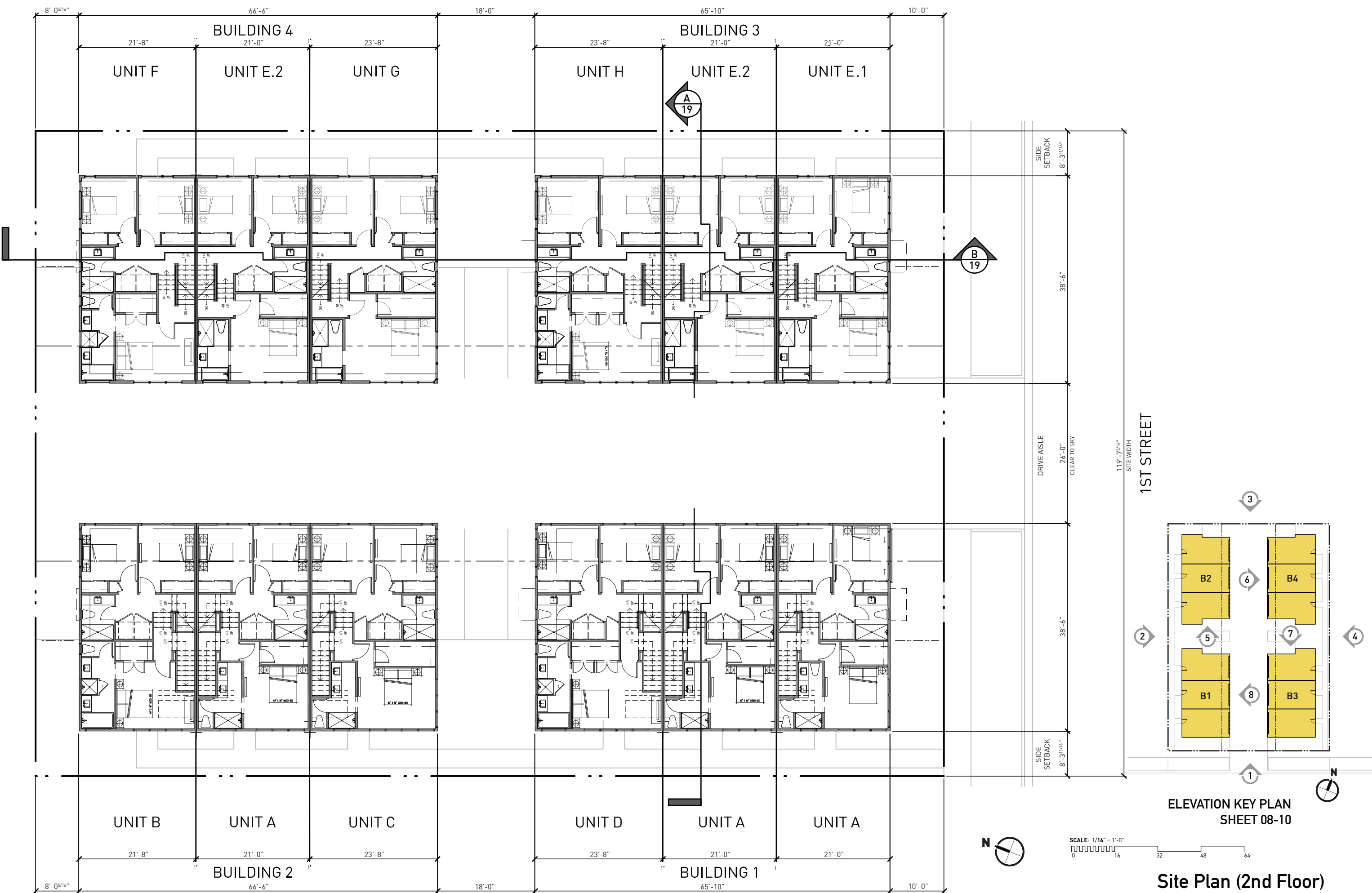
- KEY NOTES**
- 1. Existing curb & gutter
 - 2. (E) Landscape
 - 3. (E) Concrete walk
 - 4. New 4'-0" wide concrete walk
 - 5. New concrete steps
 - 6. New board-formed concrete wall
 - 7. New landscape
 - 8. (E) CMU wall
 - 9. New concrete retaining wall

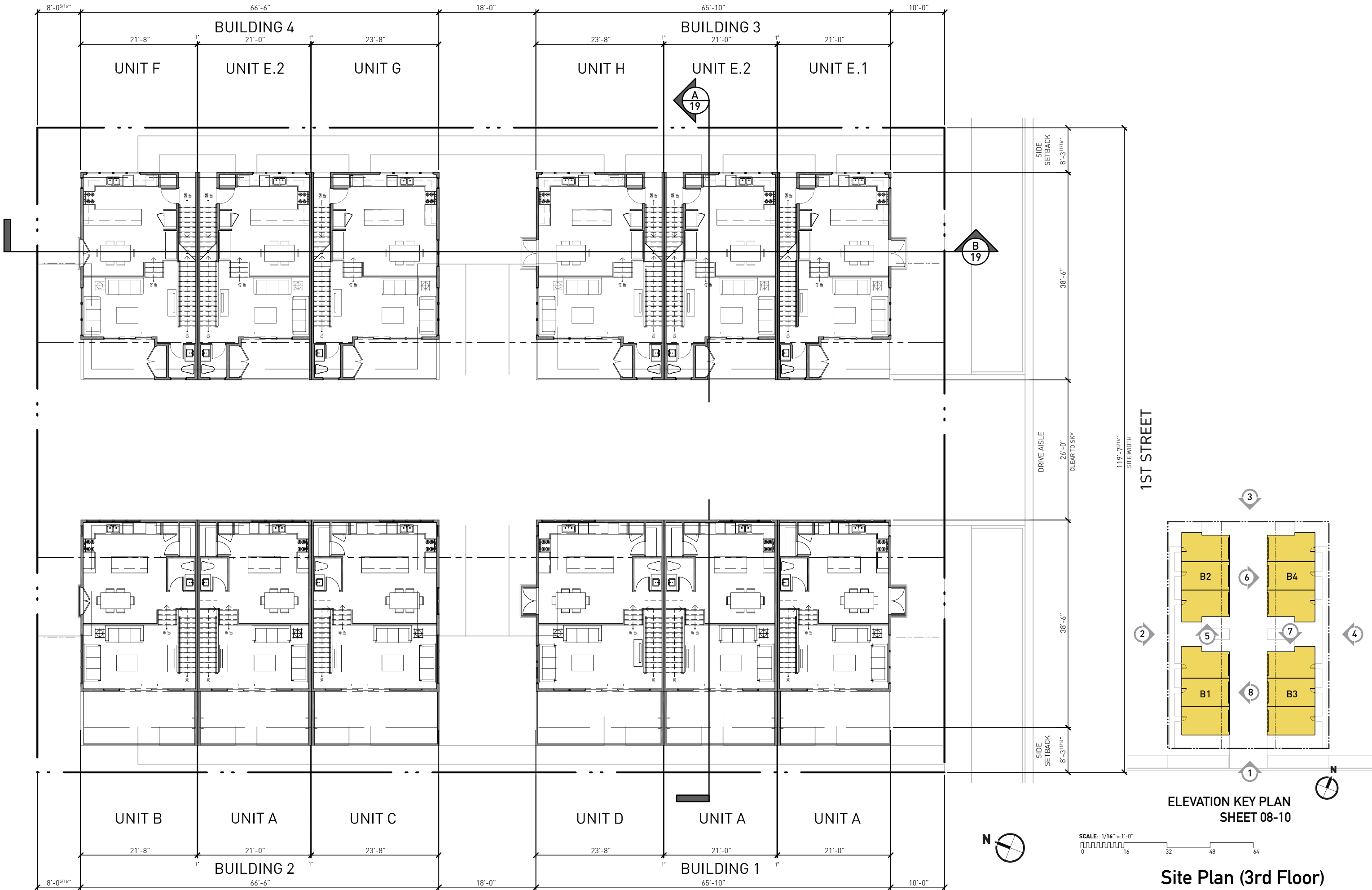
- LEGEND**
- E Entry
 - G Garage
 - AC Air-Conditioning Unit (Screened From View)
 - M Mailbox
 - T Trash
 - R Recycle
 - Downspout
 - ▲ Gas Meter
 - Elect. Meter
 - ↔ Garage Floor Slope

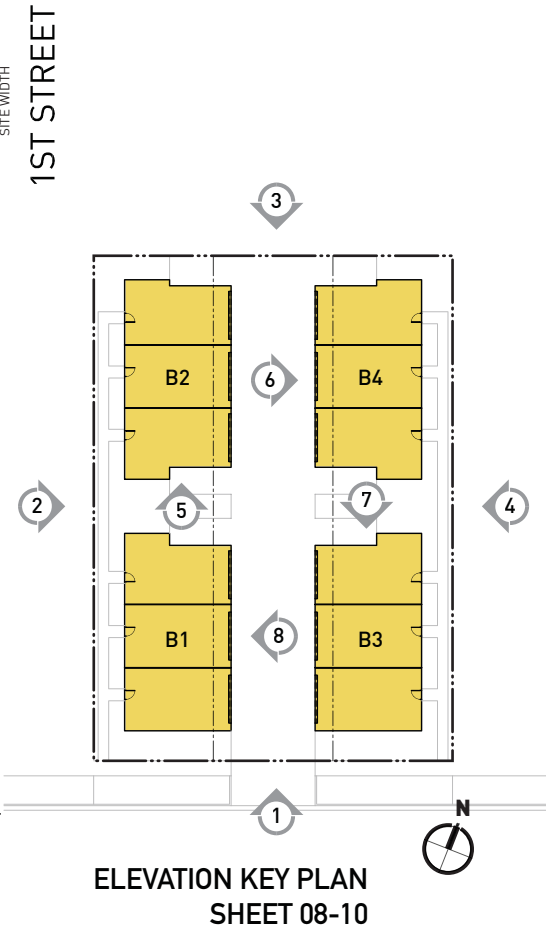
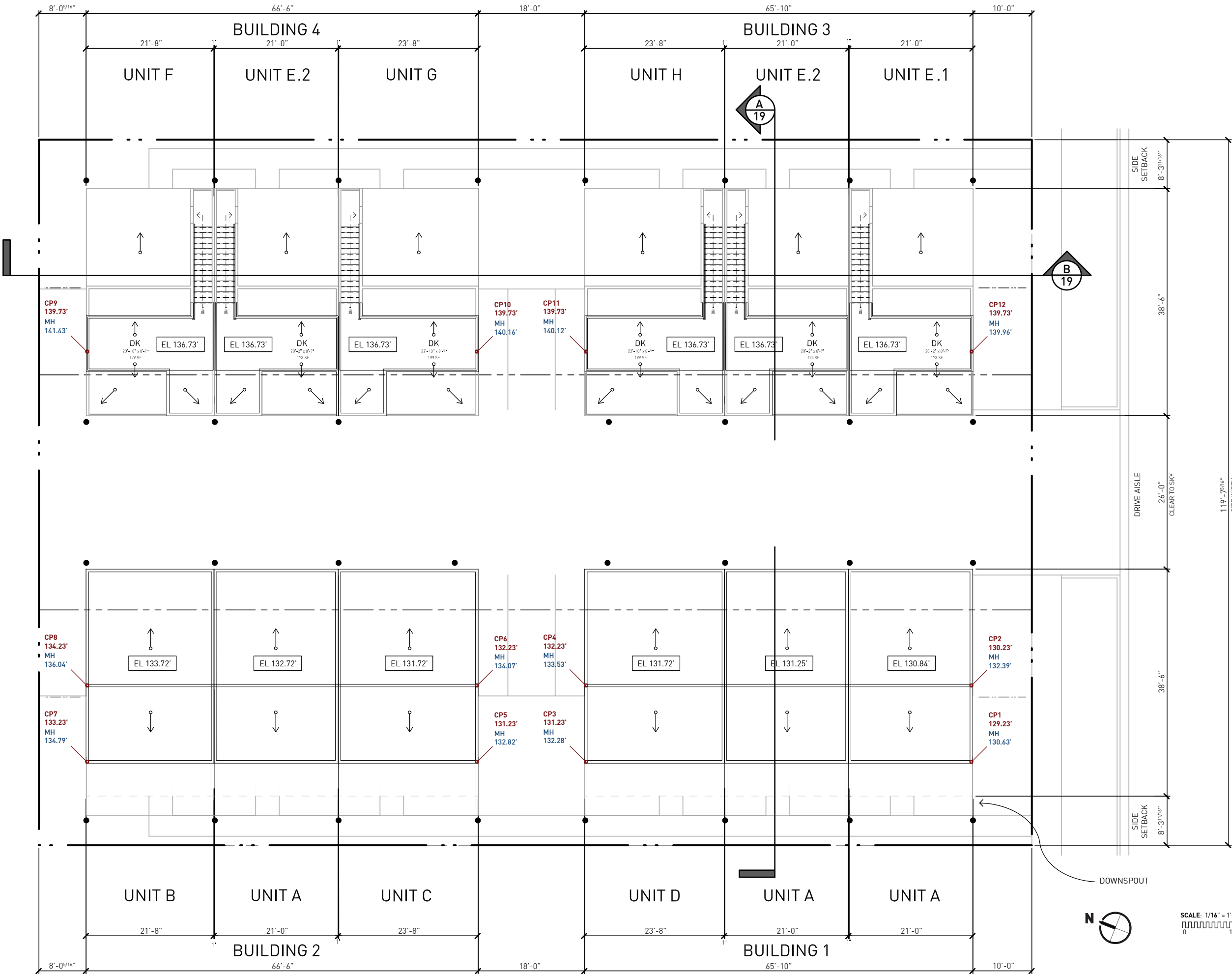


ELEVATION KEY PLAN
SHEET 08-10

Site Plan (1st Floor)



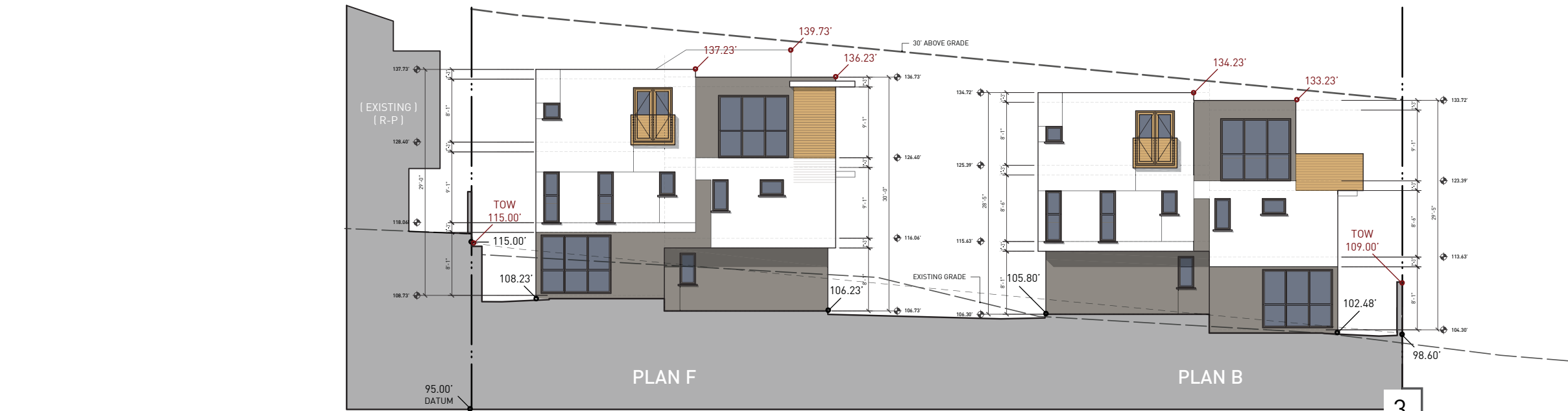




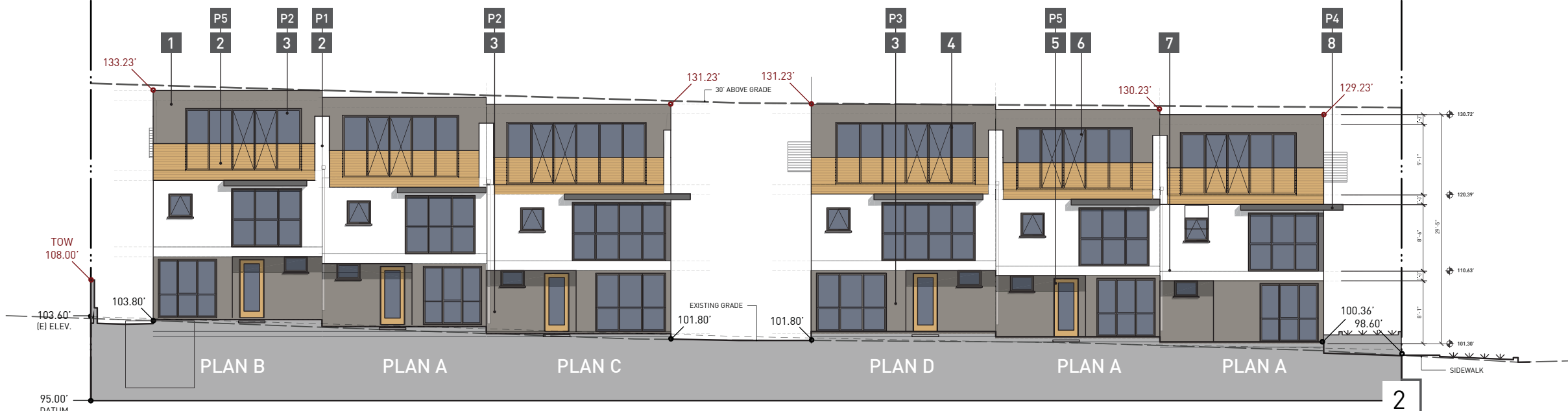
- LEGEND**
- Downspout
 - ↖ Slope to drain

SCALE: 1/16" = 1'-0"

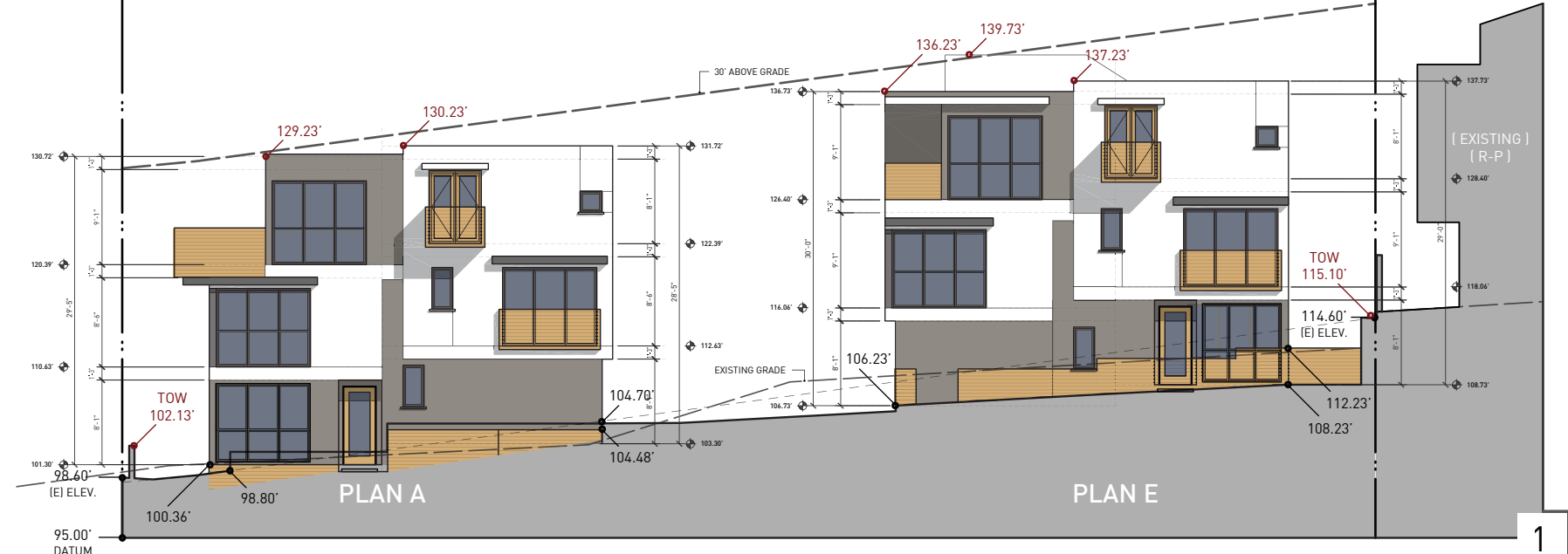
Site Plan (Roof & Deck)



B.4 & B.2 - NORTH ELEVATION



B.2 & B.1 - WEST ELEVATION



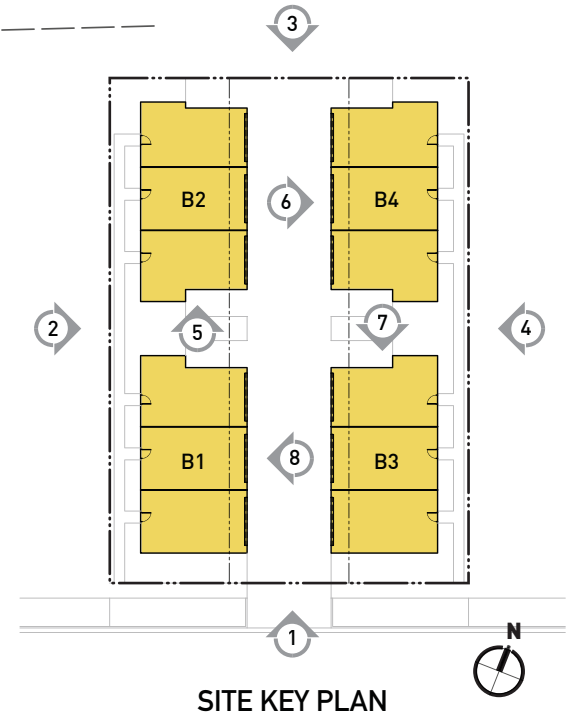
B.1 & B.3 - SOUTH ELEVATION

MATERIAL LEGEND

- 1 Metal Coping (3")
- 2 Wood Rail
- 3 Cement Plaster (20/30 Sand Finish)
- 4 Recessed Vinyl Windows (Milgard Espresso)
- 5 Clear Douglas Fir Doors
- 6 Vinyl Sliding Door (Milgard Espresso)
- 7 Stucco Expansion Joints
- 8 Metal Shade
- 9 Wood Privacy Screen

PAINT LEGEND

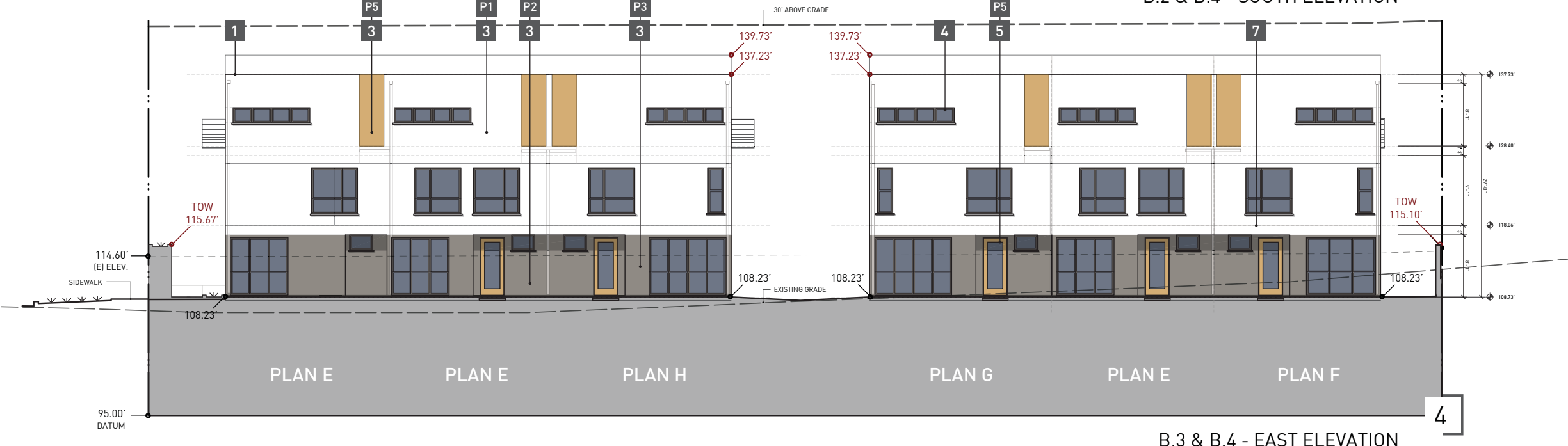
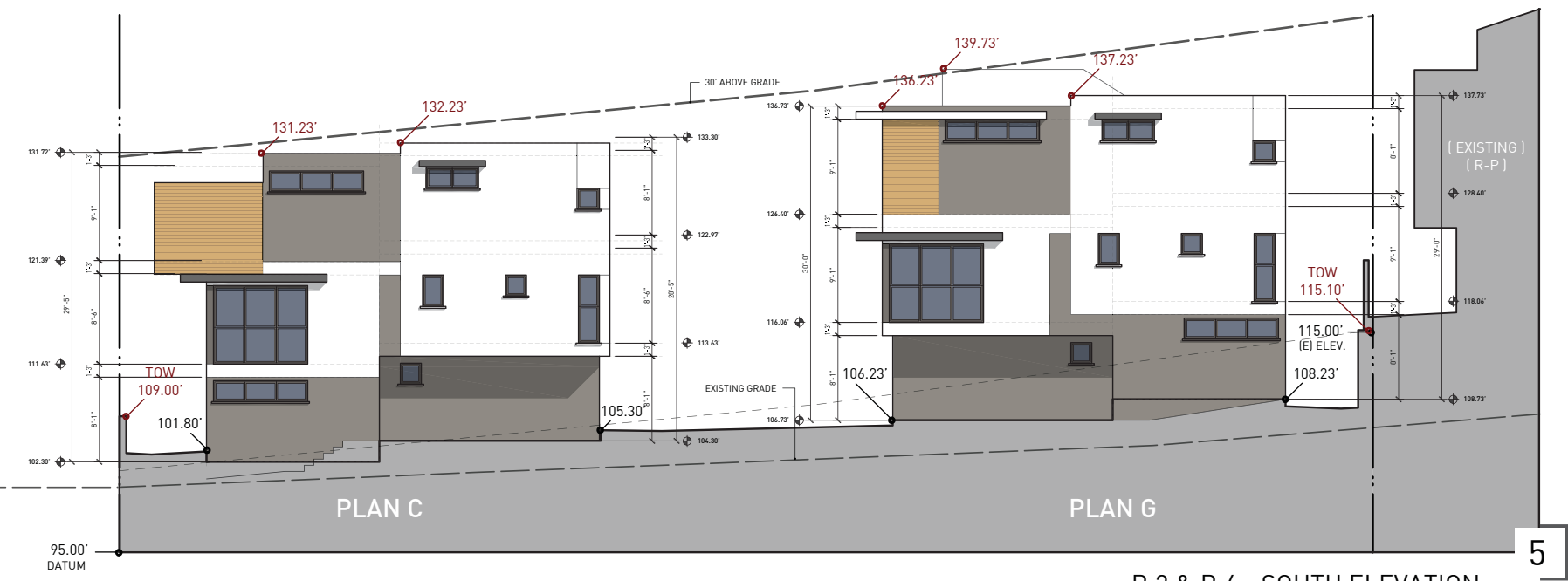
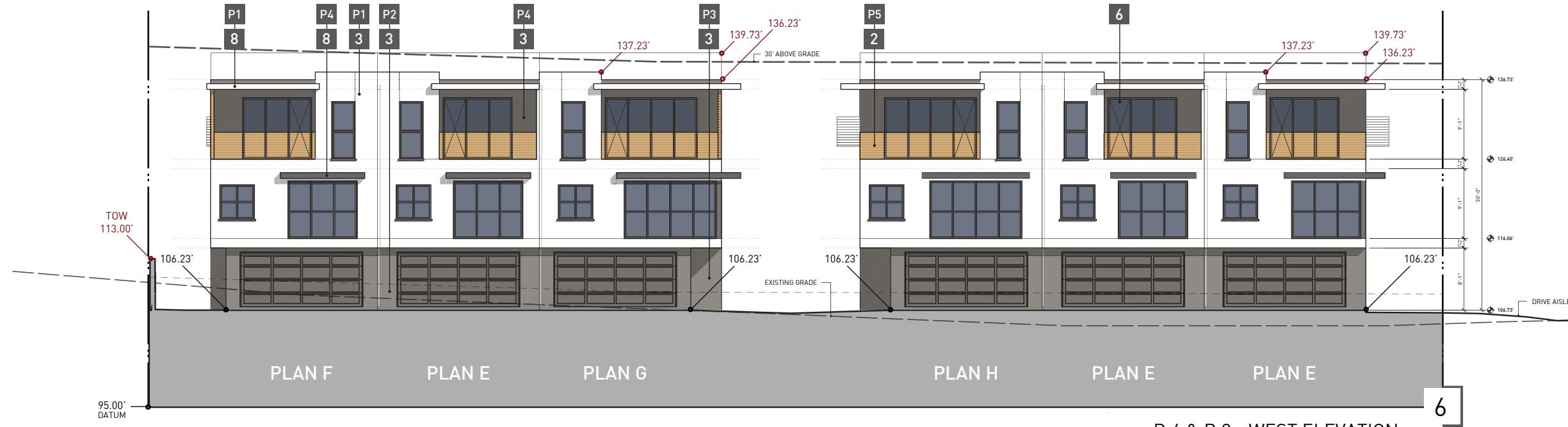
- P1 Dunn Edwards Paint: Igloo (DEW379)
- P2 Dunn Edwards Paint: Formal Gray (DE6382)
- P3 Dunn Edwards Paint: Bank Vault (DE6383)
- P4 Dunn Edwards Paint: Unspecified (DEXXXX)
- P5 Dunn Edwards Paint: Unspecified (DEXXXX)



SCALE: 1/8" = 1'-0"

0 8 16 24 32

Elevations 1, 2, 3



MATERIAL LEGEND

- 1 Metal Coping (3")
- 2 Wood Rail
- 3 Cement Plaster (20/30 Sand Finish)
- 4 Recessed Vinyl Windows (Milgard Espresso)
- 5 Clear Douglas Fir Doors
- 6 Vinyl Sliding Door (Milgard Espresso)
- 7 Stucco Expansion Joints
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- 9 Wood Privacy Screen

PAINT LEGEND

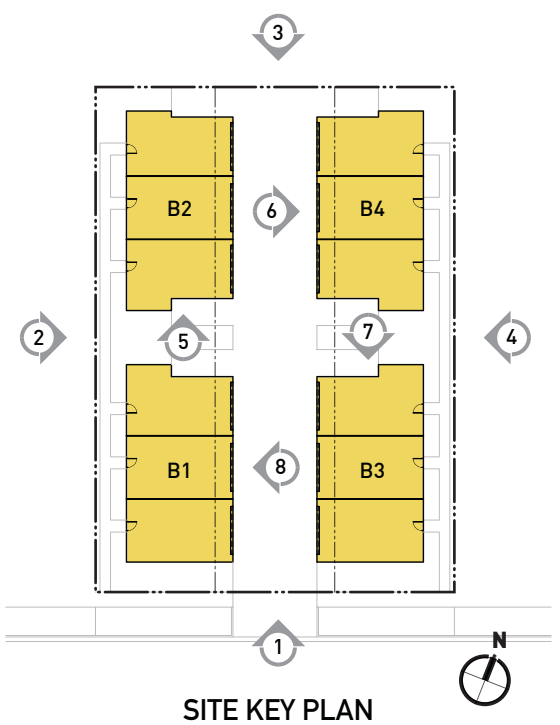
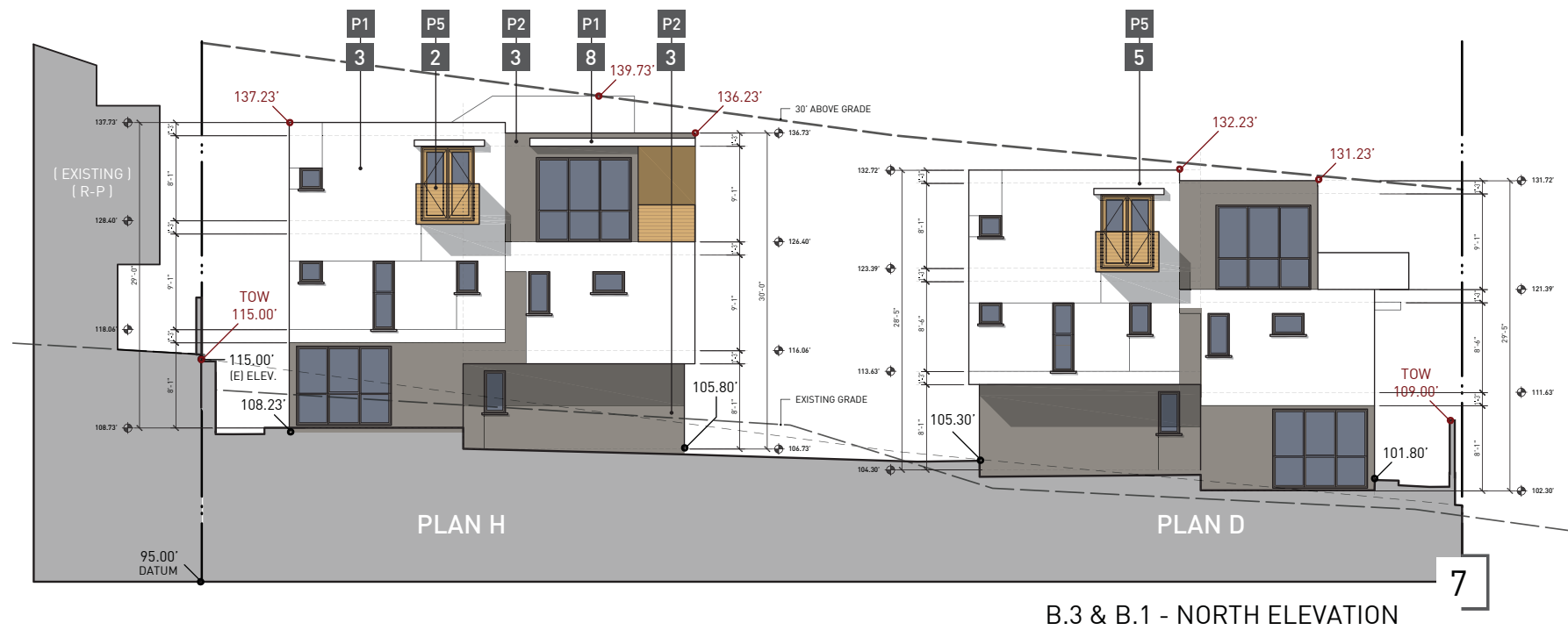
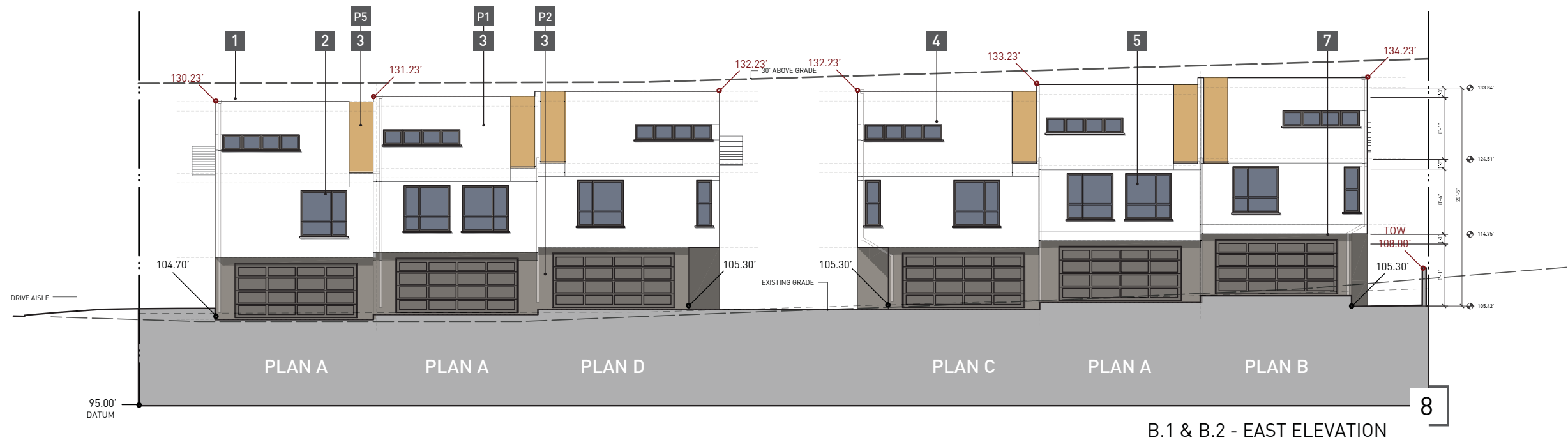
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- P4 Dunn Edwards Paint: Unspecified (DEXXXX)
- P5 Dunn Edwards Paint: Unspecified (DEXXXX)

SITE KEY PLAN

SCALE: 1/8" = 1'-0"

0 8 16 24 32

Elevations 4, 5, 6



SCALE: 1/8" = 1'-0"

0 8 16 24 32

Elevations 7, 8

MATERIAL LEGEND

- 1 Metal Coping (3")
- 2 Wood Rail
- 3 Cement Plaster (20/30 Sand Finish)
- 4 Recessed Vinyl Windows (Milgard Espresso)
- 5 Clear Douglas Fir Doors
- 6 Vinyl Sliding Door (Milgard Espresso)
- 7 Stucco Expansion Joints
- 8 Metal Shade
- 9 Wood Privacy Screen

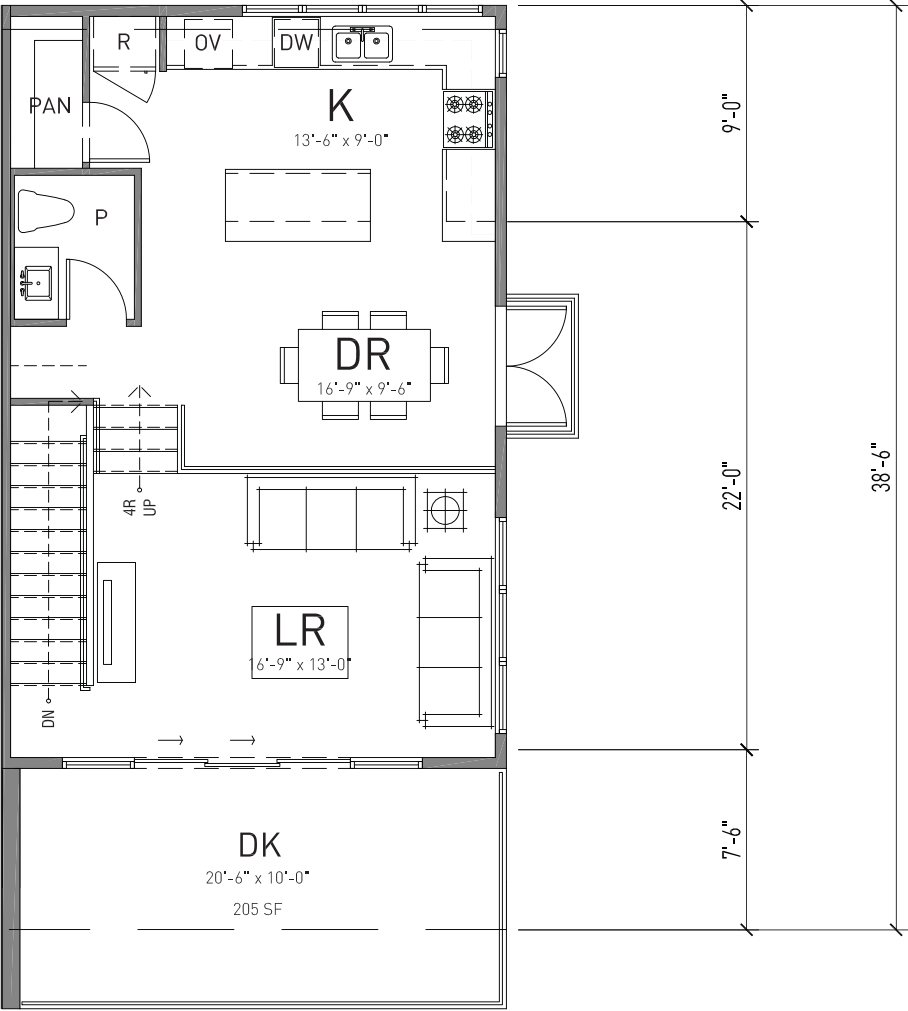
PAINT LEGEND

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- P2 Dunn Edwards Paint: Formal Gray (DE6382)
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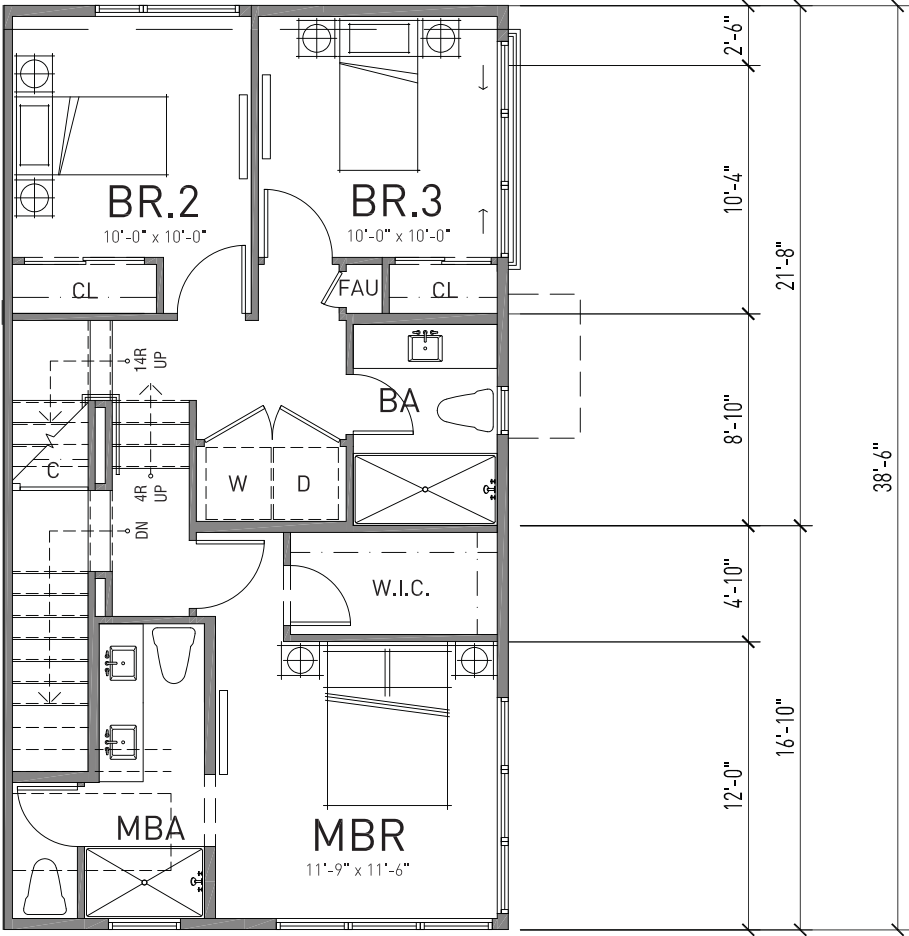
ROOM LEGEND

E	Entry	MBR	Master Bedroom	MBA	Master Bathroom	DR	Dining Room	CL	Closet	WIC	Walk-In Closet
G	Garage	P	Powder	K	Kitchen	DN	Den	C	Coat Closet	W/D	Washer/Dryer
BR	Bedroom	BA	Bathroom	LR	Living Room	DK	Deck	LN	Linen Closet	ST	Storage

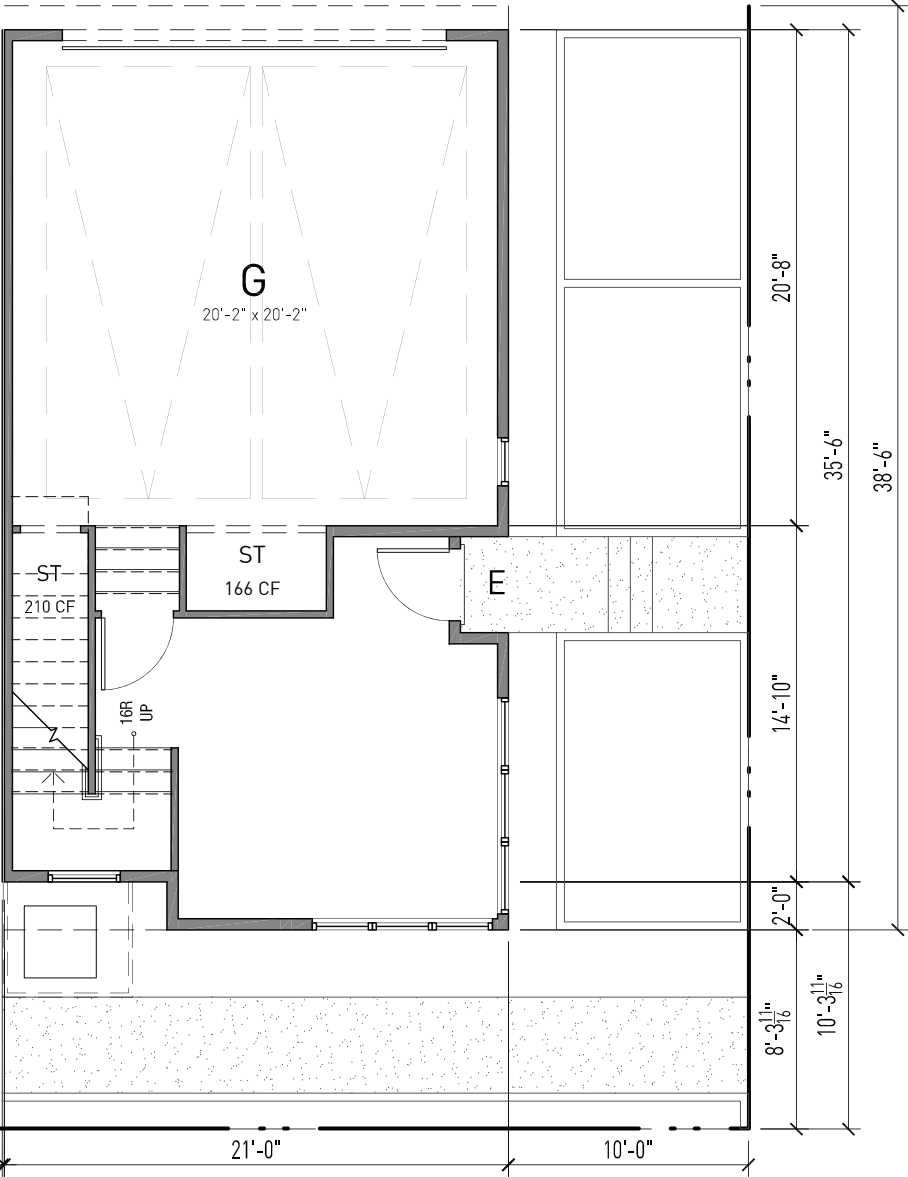
NOTE: Proposed interior stairway will have a minimum of one open wall that is not more than forty-two (42) inches in height open guard rail pursuant to HBMC Section 17.04.040 (General Definitions).



3RD FLOOR
649 SF LIVABLE



2ND FLOOR
654 SF LIVABLE



1ST FLOOR
200 SF LIVABLE
408 SF GARAGE

TOWNHOME - PLAN A

3BR + 2.5BA + 2-CAR GARAGE
GROSS SF: 1,565 SF LIVABLE + 408 SF GARAGE
PRIVATE STORAGE: 376 CF

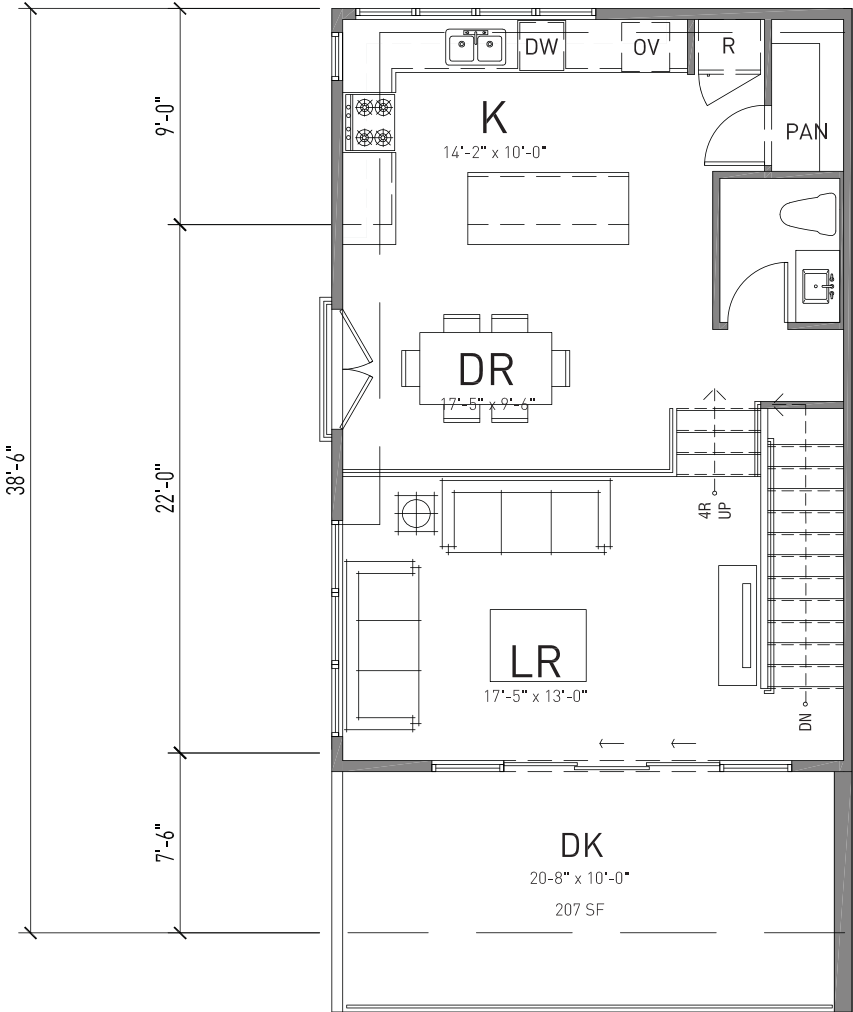


Plan A

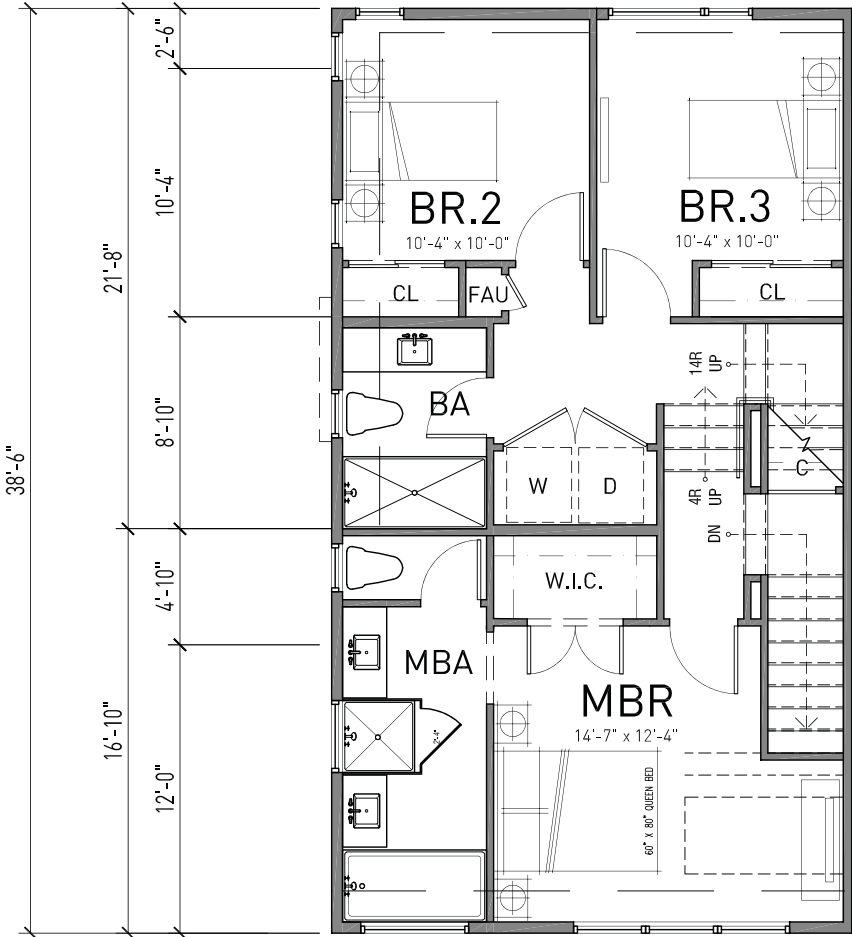
ROOM LEGEND

E	Entry	MBR	Master Bedroom	MBA	Master Bathroom	DR	Dining Room	CL	Closet	WIC	Walk-In Closet
G	Garage	P	Powder	K	Kitchen	DN	Den	C	Coat Closet	W/D	Washer/Dryer
BR	Bedroom	BA	Bathroom	LR	Living Room	DK	Deck	LN	Linen Closet	ST	Storage

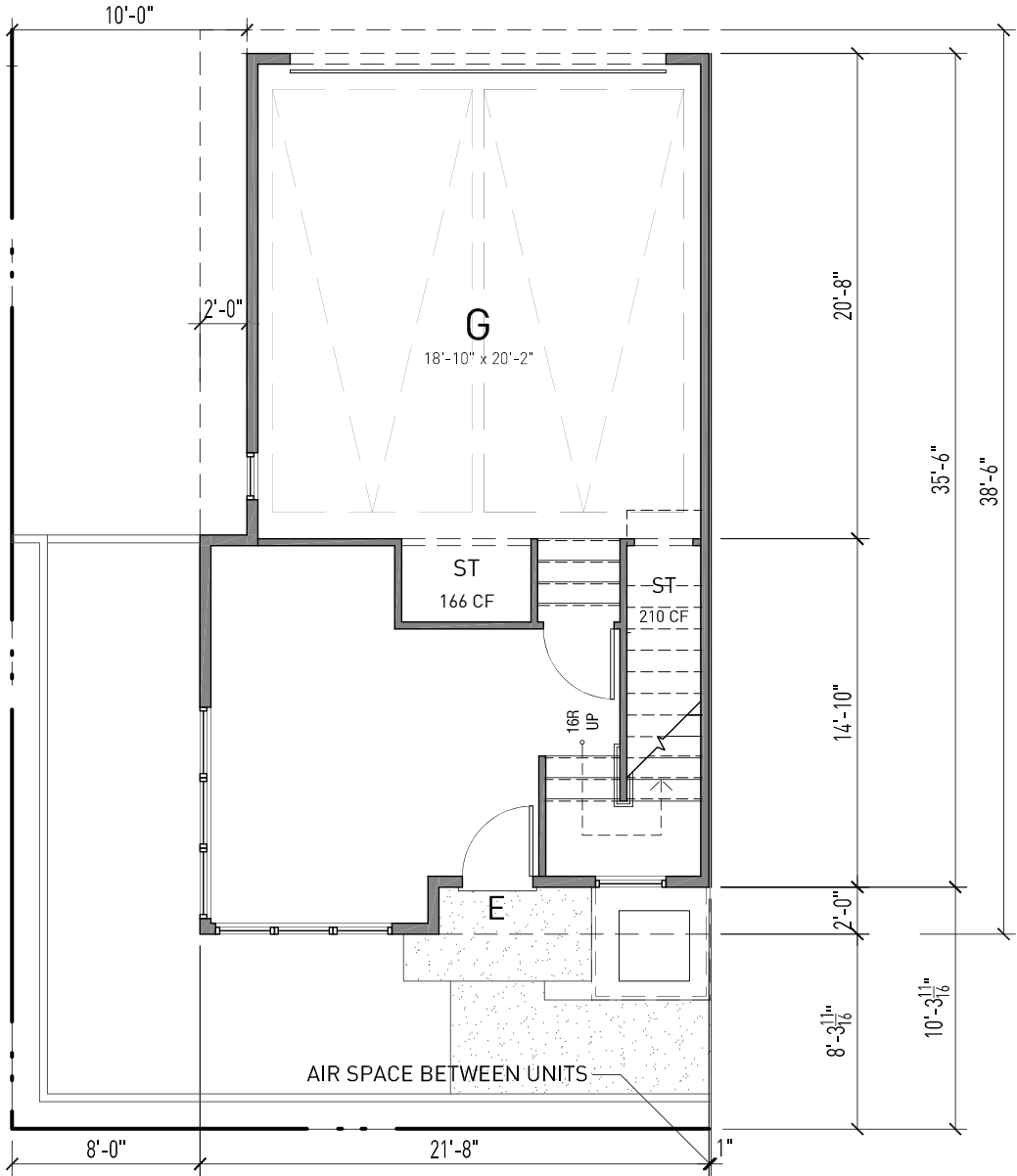
NOTE: Proposed interior stairway will have a minimum of one open wall that is not more than forty-two (42) inches in height open guard rail pursuant to HBMC Section 17.04.040 (General Definitions).



3RD FLOOR
677 SF LIVABLE



2ND FLOOR
682 SF LIVABLE



1ST FLOOR
213 SF LIVABLE
381 SF GARAGE

TOWNHOME - PLAN B
3BR + 2.5BA + 2-CAR GARAGE
GROSS SF: 1,623 SF LIVABLE + 381 SF GARAGE
PRIVATE STORAGE: 376 CF

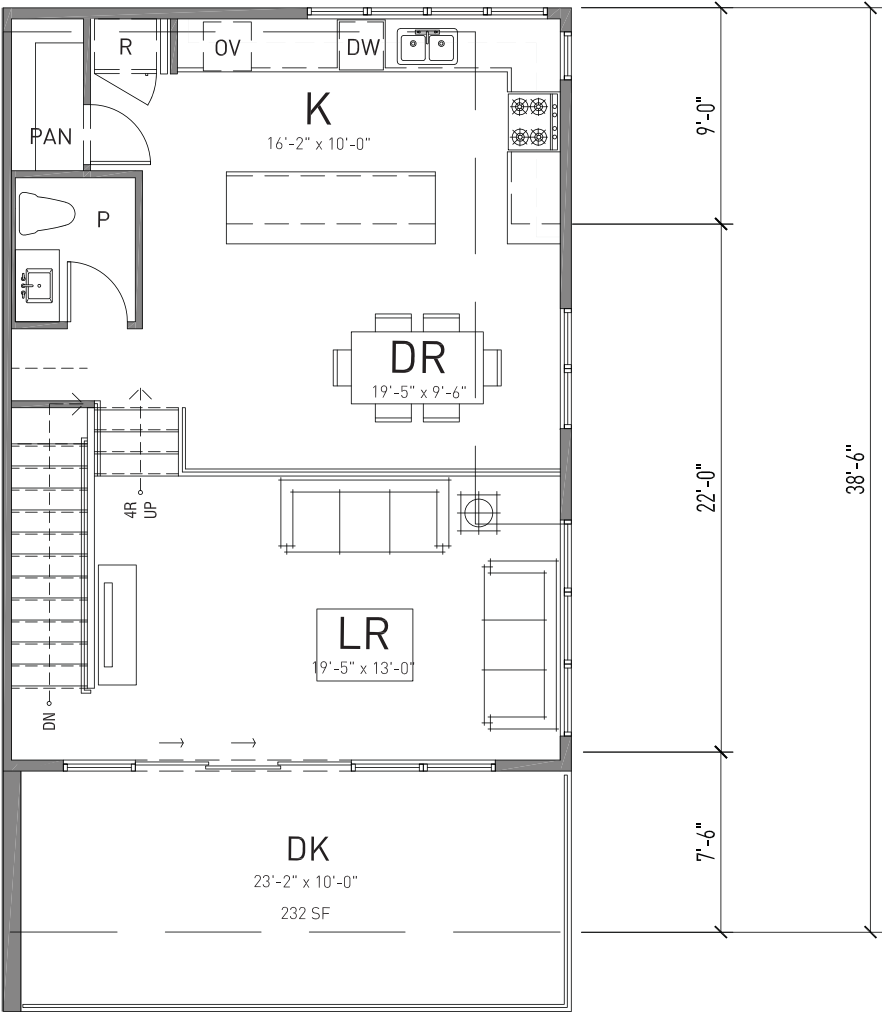


Plan B

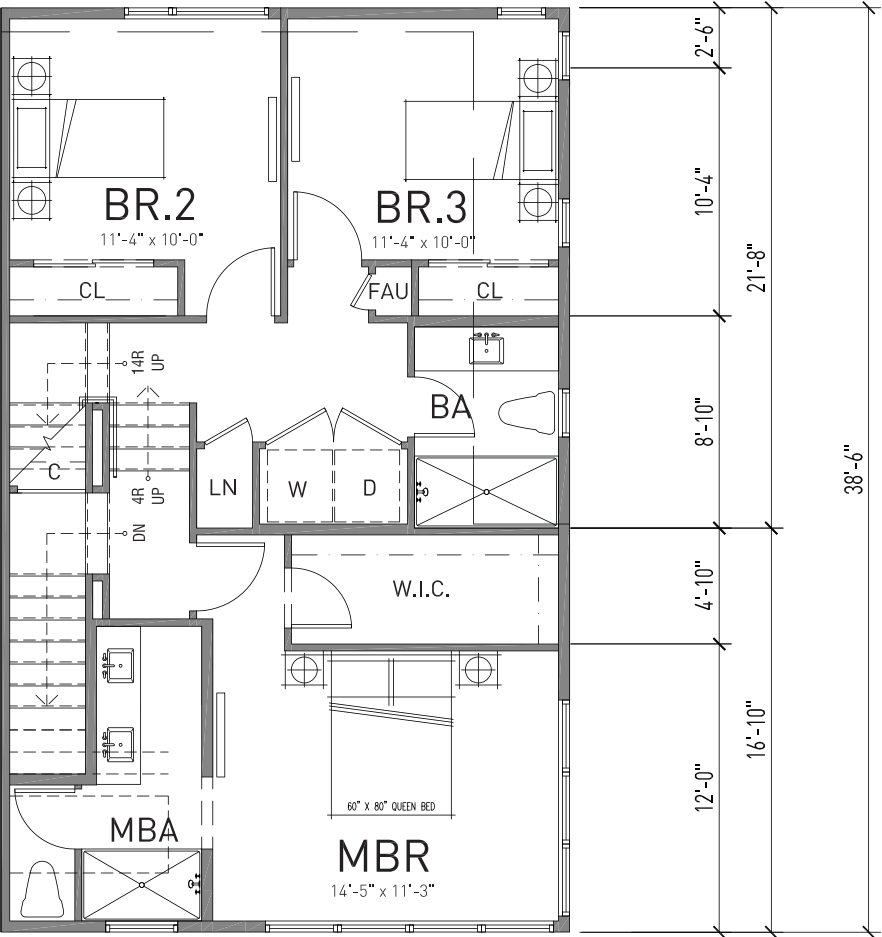
ROOM LEGEND

E	Entry	MBR	Master Bedroom	MBA	Master Bathroom	DR	Dining Room	CL	Closet	WIC	Walk-In Closet
G	Garage	P	Powder	K	Kitchen	DN	Den	C	Coat Closet	W/D	Washer/Dryer
BR	Bedroom	BA	Bathroom	LR	Living Room	DK	Deck	LN	Linen Closet	ST	Storage

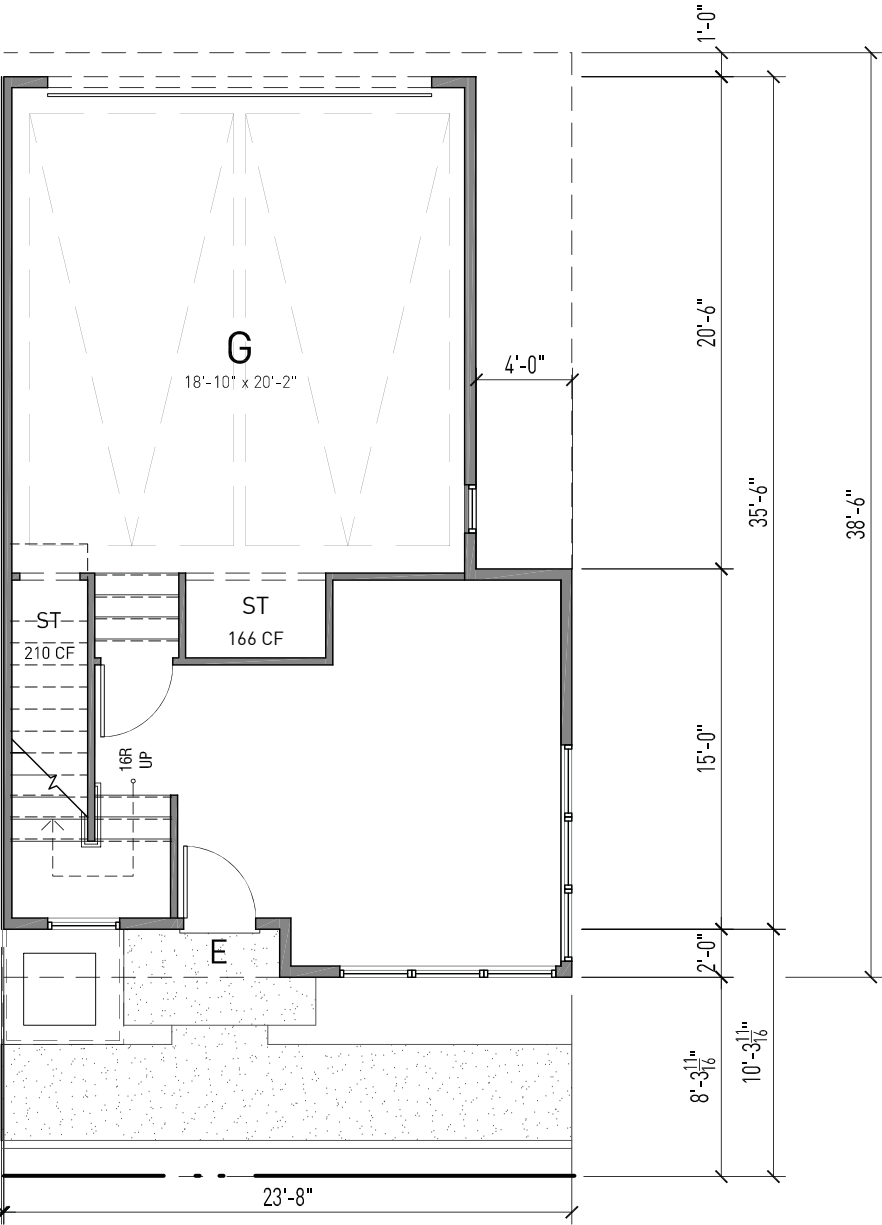
NOTE: Proposed interior stairway will have a minimum of one open wall that is not more than forty-two (42) inches in height open guard rail pursuant to HBMC Section 17.04.040 (General Definitions).



3RD FLOOR
754 SF LIVABLE



2ND FLOOR
753 SF LIVABLE



1ST FLOOR
244 SF LIVABLE
381 SF GARAGE

TOWNHOME - PLAN C

3BR + 2.5BA + 2-CAR GARAGE
GROSS SF: 1,802 SF LIVABLE + 381 SF GARAGE
PRIVATE STORAGE: 376 CF

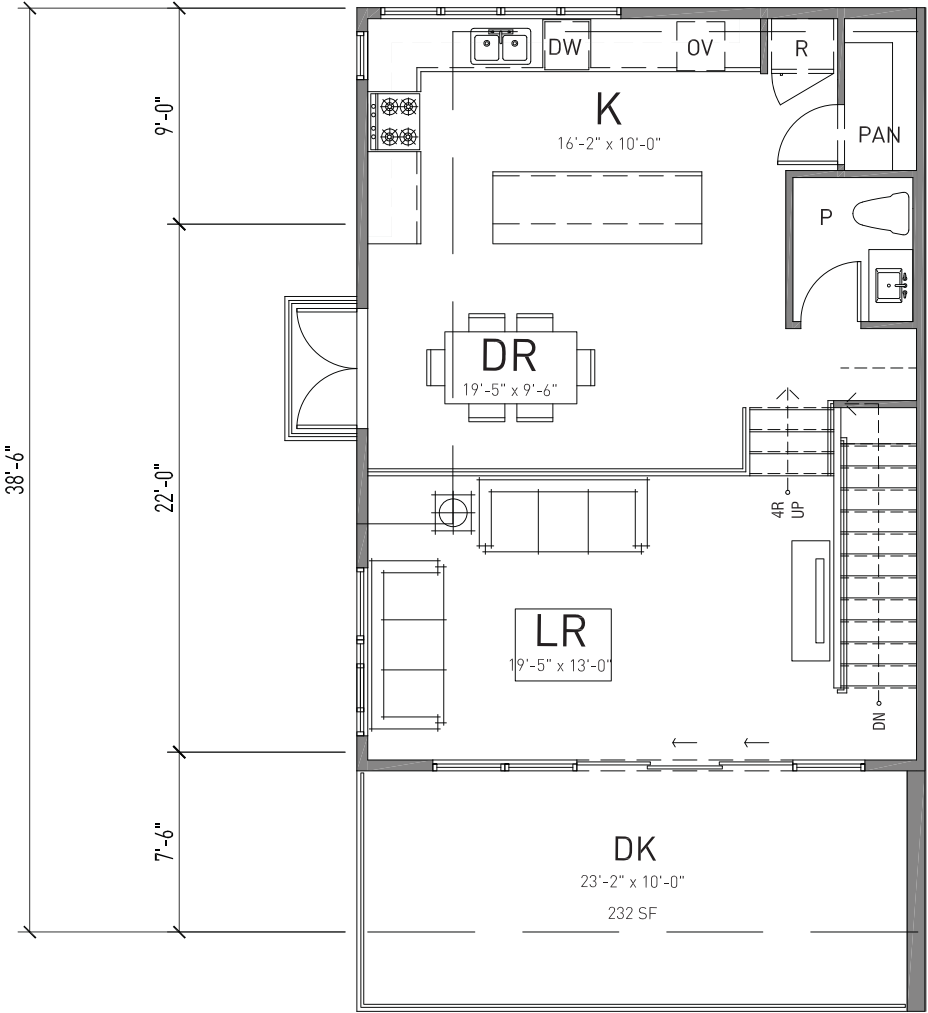


Plan C

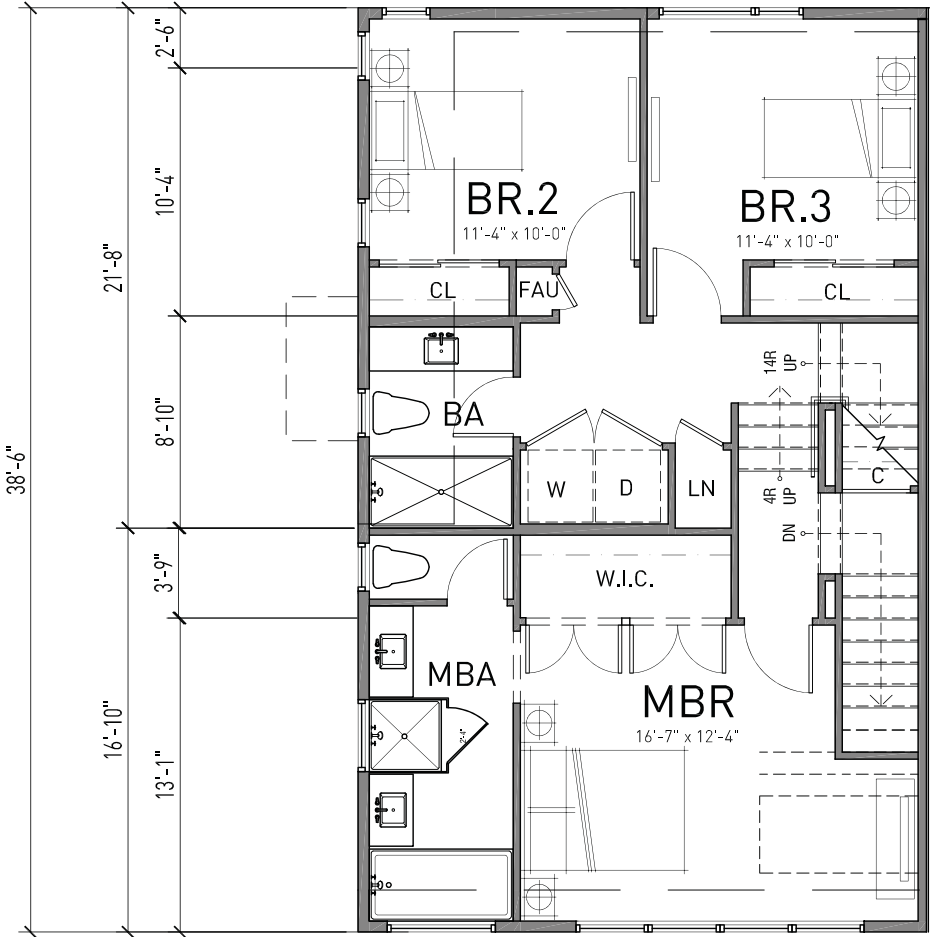
ROOM LEGEND

E	Entry	MBR	Master Bedroom	MBA	Master Bathroom	DR	Dining Room	CL	Closet	WIC	Walk-In Closet
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BR	Bedroom	BA	Bathroom	LR	Living Room	DK	Deck	LN	Linen Closet	ST	Storage

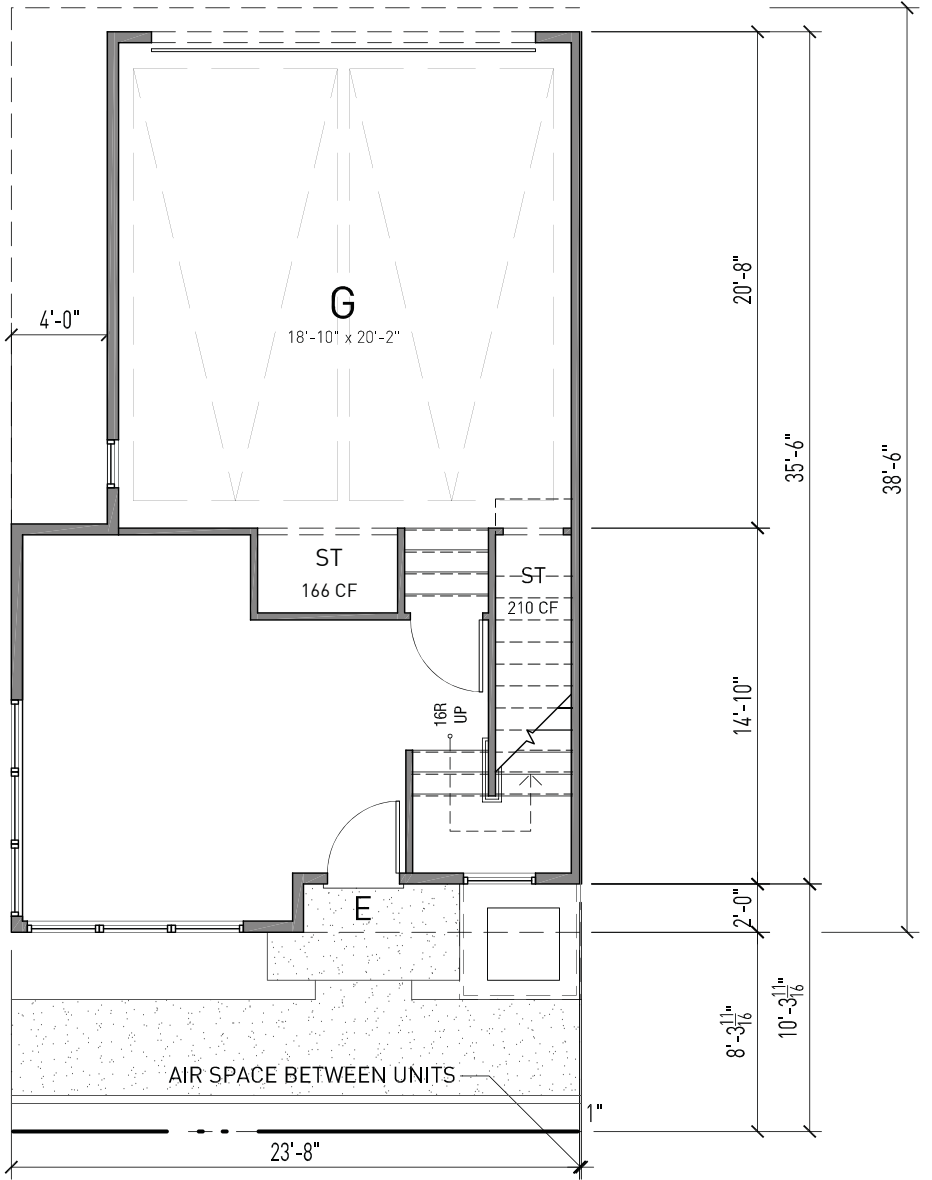
NOTE: Proposed interior stairway will have a minimum of one open wall that is not more than forty-two (42) inches in height open guard rail pursuant to HBMC Section 17.04.040 (General Definitions).



3RD FLOOR
754 SF LIVABLE



2ND FLOOR
758 SF LIVABLE



1ST FLOOR
244 SF LIVABLE
381 SF GARAGE

TOWNHOME - PLAN D
3BR + 2.5BA + 2-CAR GARAGE
GROSS SF: 1,808 SF LIVABLE + 381 SF GARAGE
PRIVATE STORAGE: 376 CF

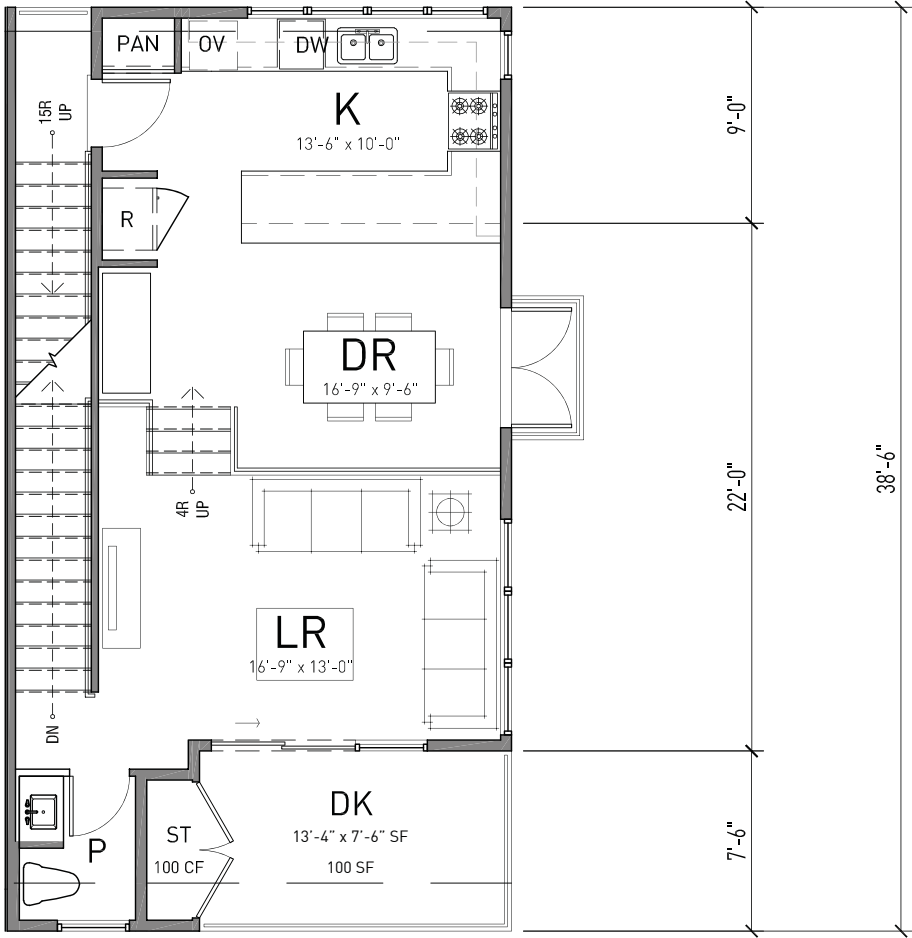


Plan D

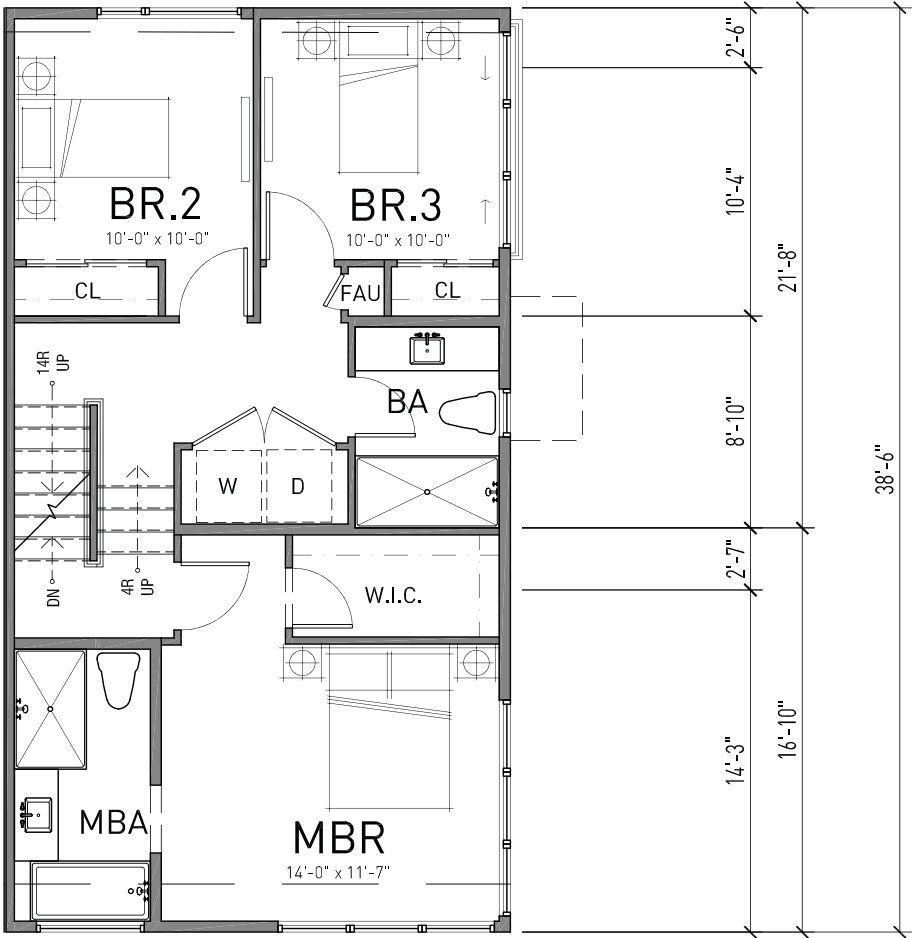
ROOM LEGEND

E	Entry	MBR	Master Bedroom	MBA	Master Bathroom	DR	Dining Room	CL	Closet	WIC	Walk-In Closet
G	Garage	P	Powder	K	Kitchen	DN	Den	C	Coat Closet	W/D	Washer/Dryer
BR	Bedroom	BA	Bathroom	LR	Living Room	DK	Deck	LN	Linen Closet	ST	Storage

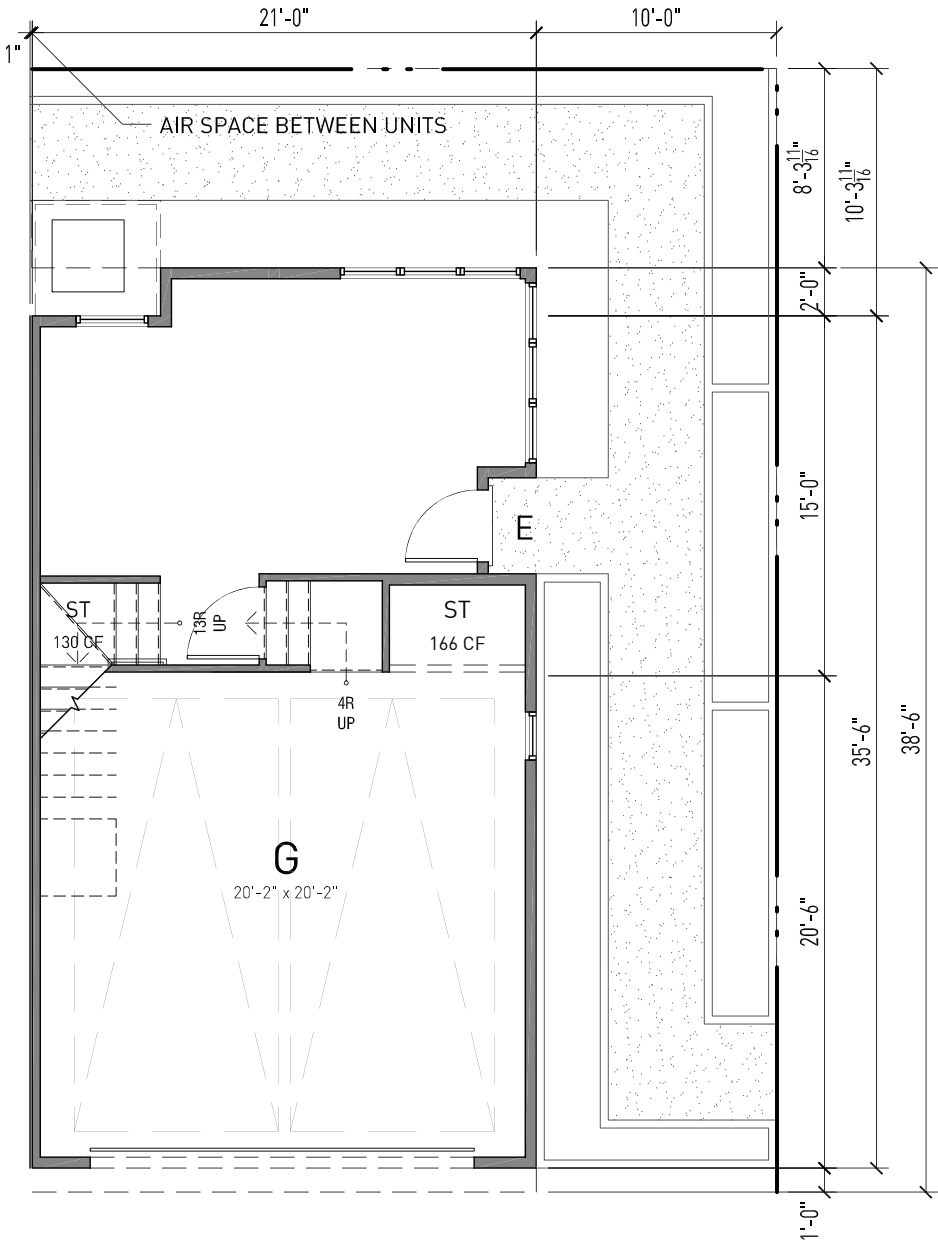
NOTE: Proposed interior stairway will have a minimum of one open wall that is not more than forty-two (42) inches in height open guard rail pursuant to HBMC Section 17.04.040 (General Definitions).



3RD FLOOR
658 SF LIVABLE



2ND FLOOR
666 SF LIVABLE



1ST FLOOR
242 SF LIVABLE
408 SF GARAGE

TOWNHOME - PLAN E
3BR + 2.5BA + 2-CAR GARAGE
GROSS SF: 1,627 SF LIVABLE + 408 SF GARAGE
PRIVATE STORAGE: 396 CF

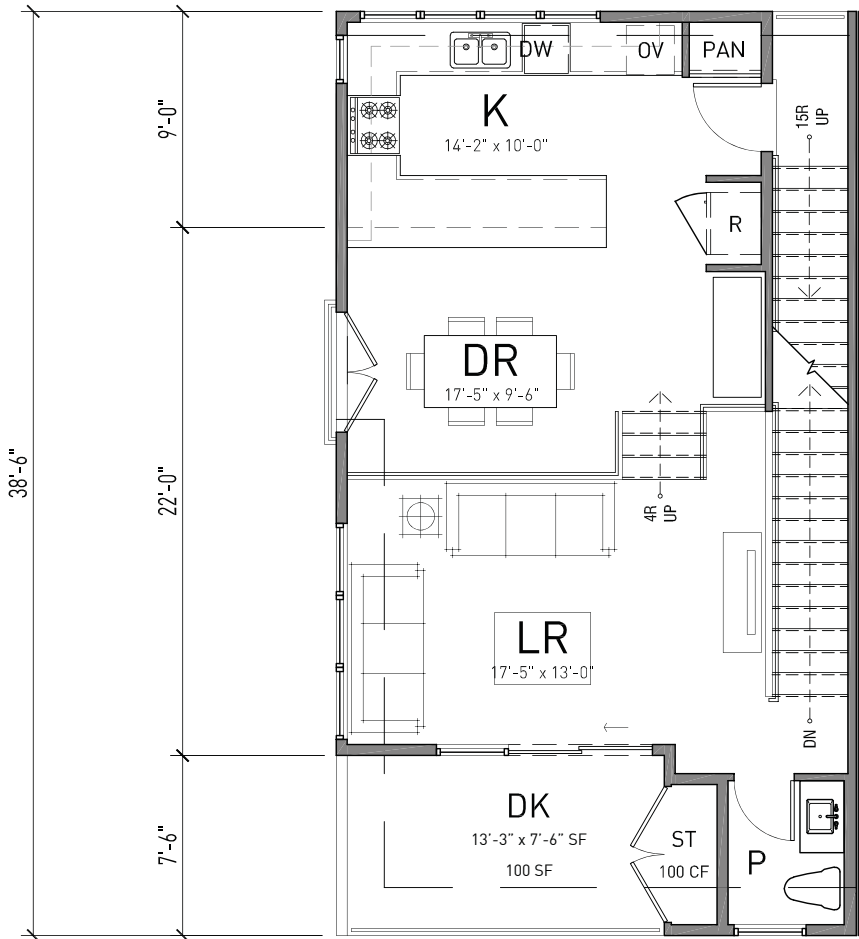


Plan E

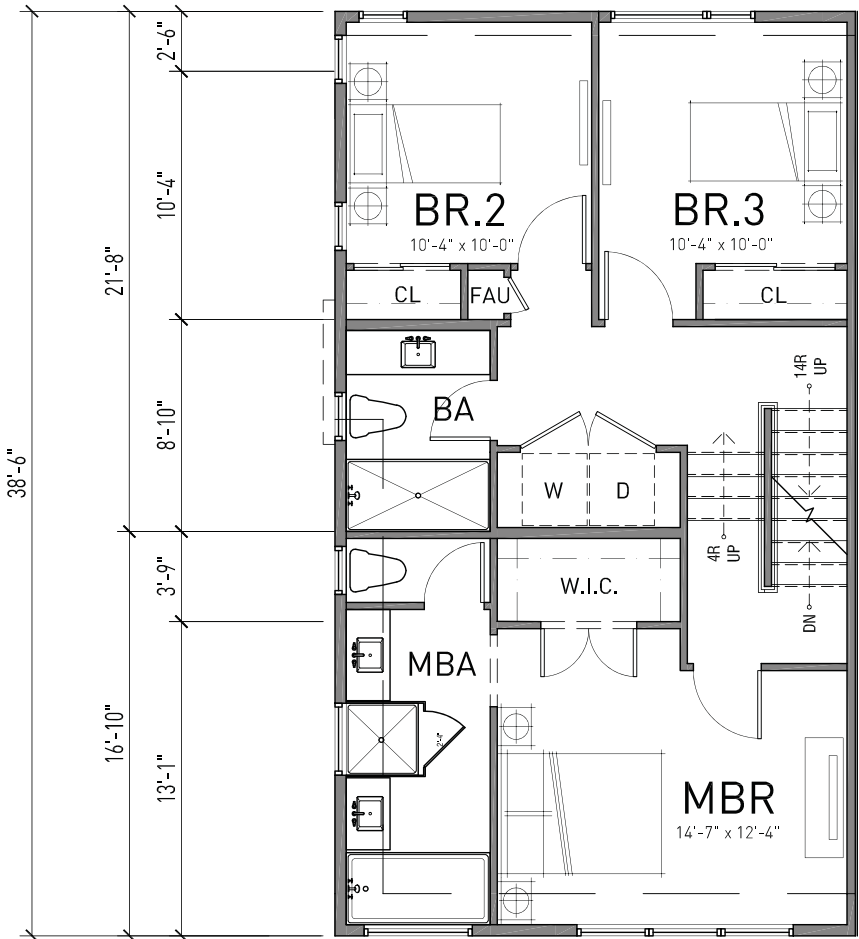
ROOM LEGEND

E	Entry	MBR	Master Bedroom	MBA	Master Bathroom	DR	Dining Room	CL	Closet	WIC	Walk-In Closet
G	Garage	P	Powder	K	Kitchen	DN	Den	C	Coat Closet	W/D	Washer/Dryer
BR	Bedroom	BA	Bathroom	LR	Living Room	DK	Deck	LN	Linen Closet	ST	Storage

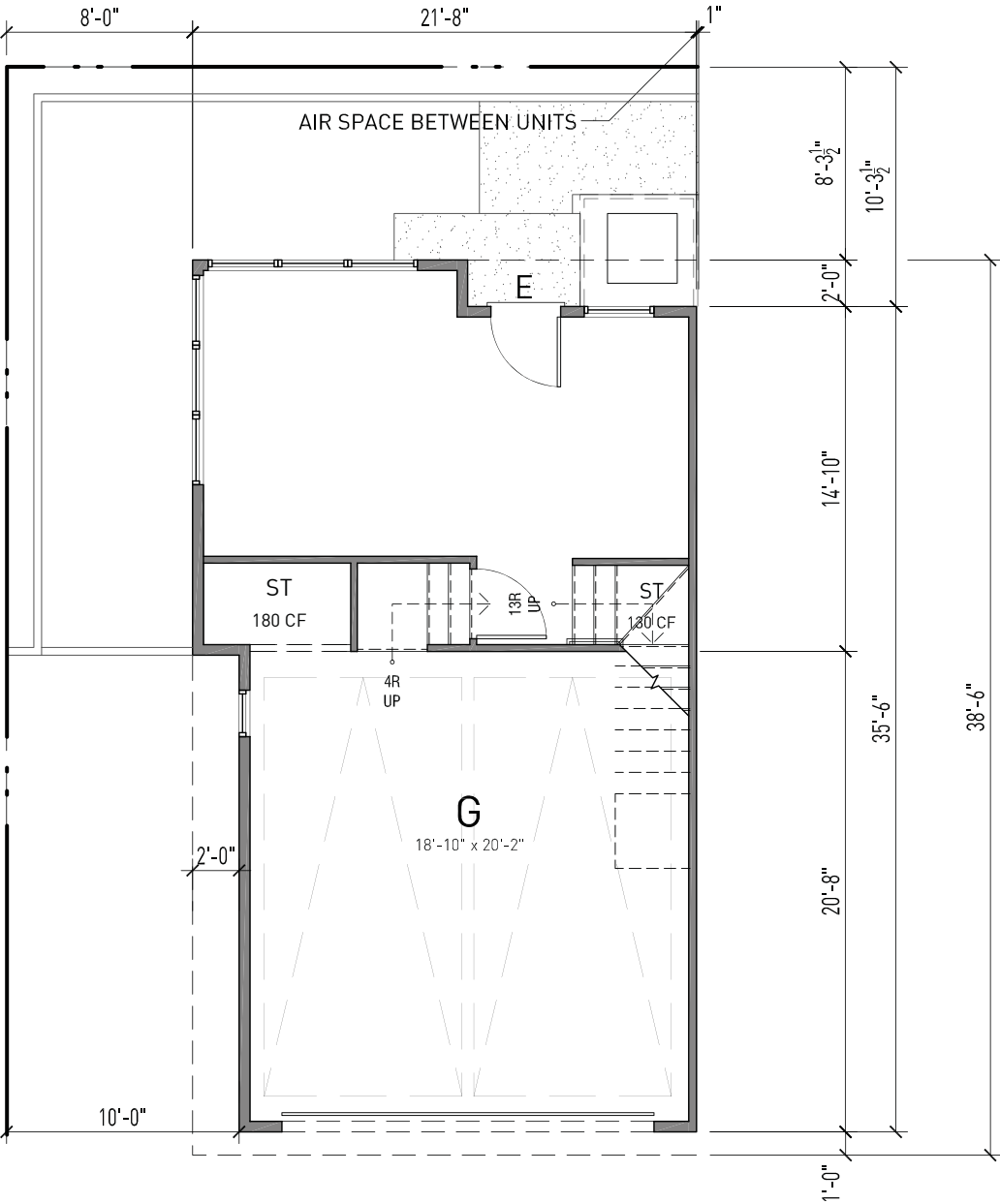
NOTE: Proposed interior stairway will have a minimum of one open wall that is not more than forty-two (42) inches in height open guard rail pursuant to HBMC Section 17.04.040 (General Definitions).



3RD FLOOR
683 SF LIVABLE



2ND FLOOR
691 SF LIVABLE



1ST FLOOR
251 SF LIVABLE
381 SF GARAGE

TOWNHOME - PLAN F
3BR + 2.5BA + 2-CAR GARAGE
GROSS SF: 1,830 SF LIVABLE + 381 SF GARAGE
PRIVATE STORAGE: 410 CF

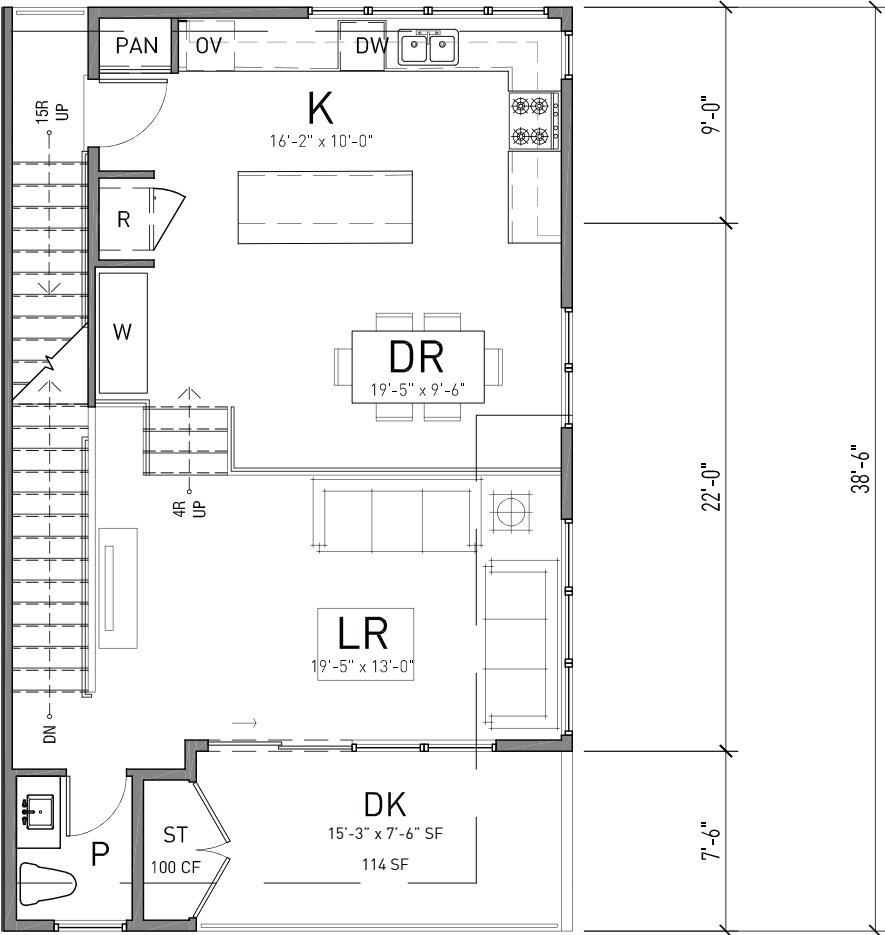


Plan F

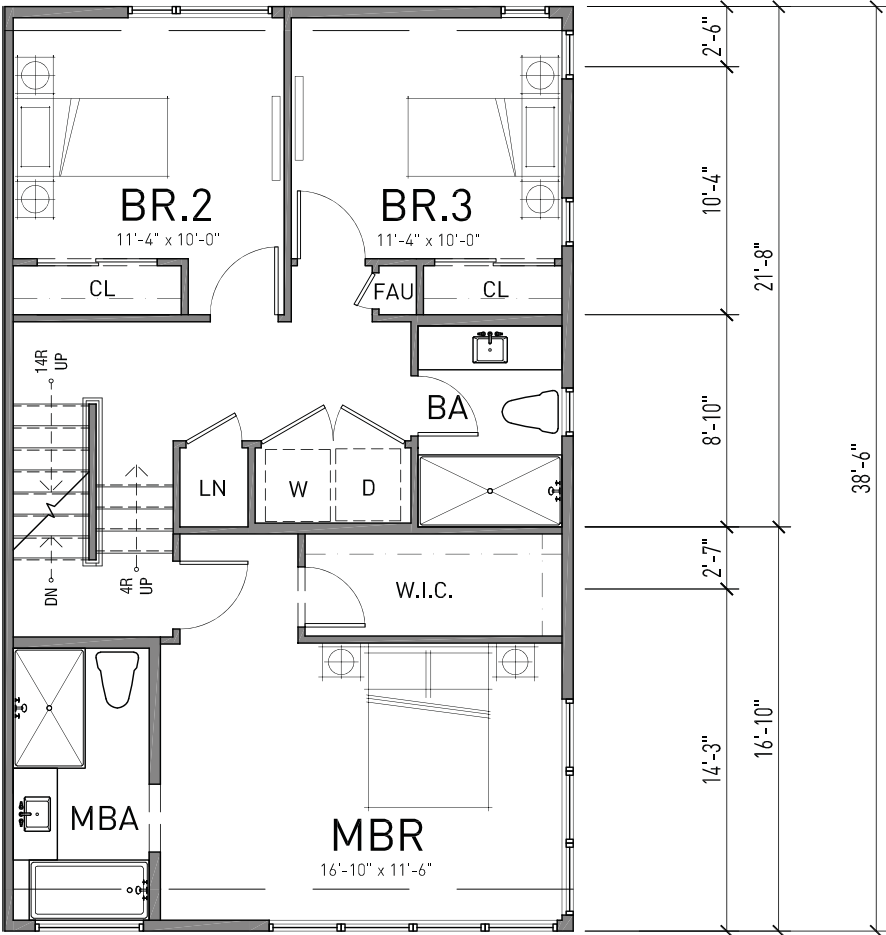
ROOM LEGEND

E	Entry	MBR	Master Bedroom	MBA	Master Bathroom	DR	Dining Room	CL	Closet	WIC	Walk-In Closet
G	Garage	P	Powder	K	Kitchen	DN	Den	C	Coat Closet	W/D	Washer/Dryer
BR	Bedroom	BA	Bathroom	LR	Living Room	DK	Deck	LN	Linen Closet	ST	Storage

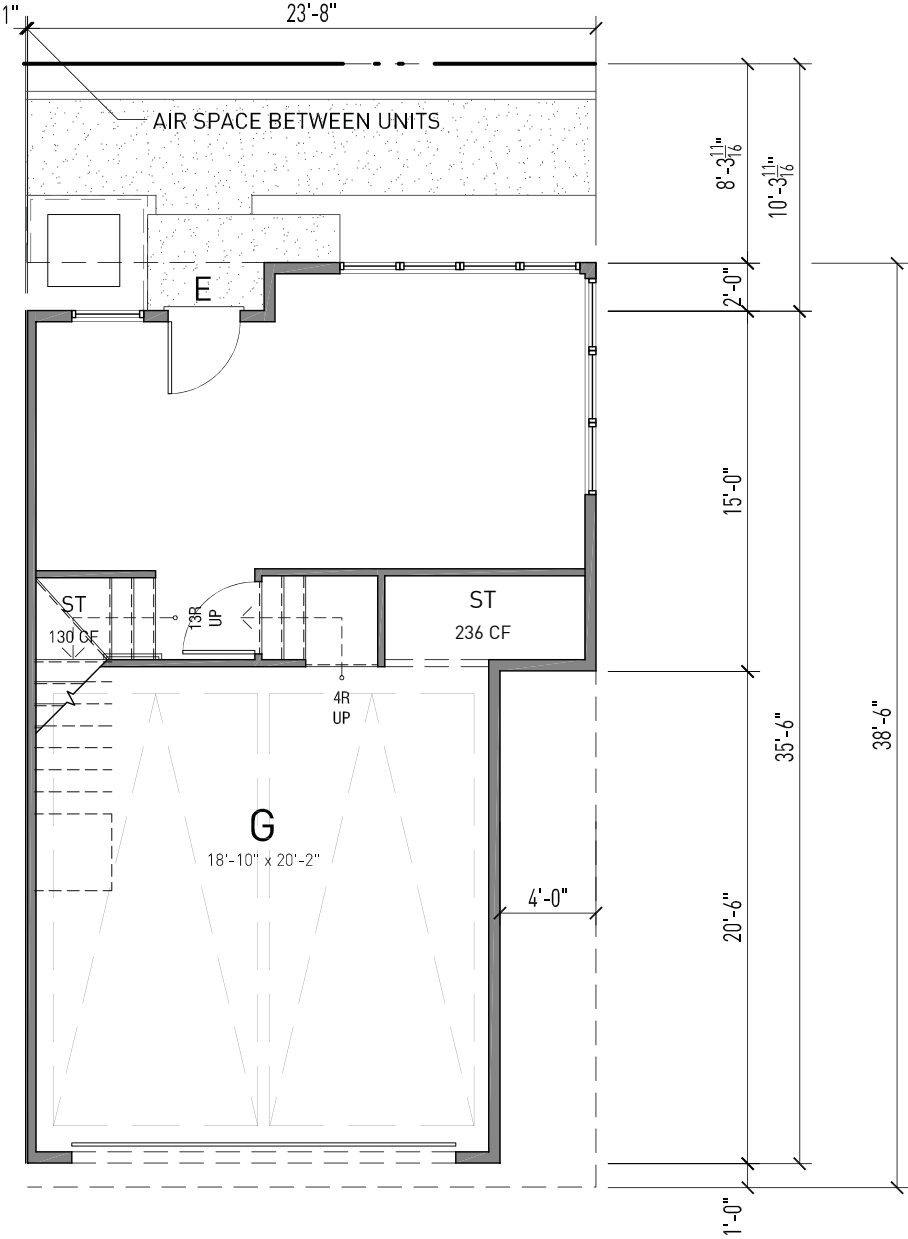
NOTE: Proposed interior stairway will have a minimum of one open wall that is not more than forty-two (42) inches in height open guard rail pursuant to HBMC Section 17.04.040 (General Definitions).



3RD FLOOR
759 SF LIVABLE



2ND FLOOR
767 SF LIVABLE



1ST FLOOR
270 SF LIVABLE
381 SF GARAGE



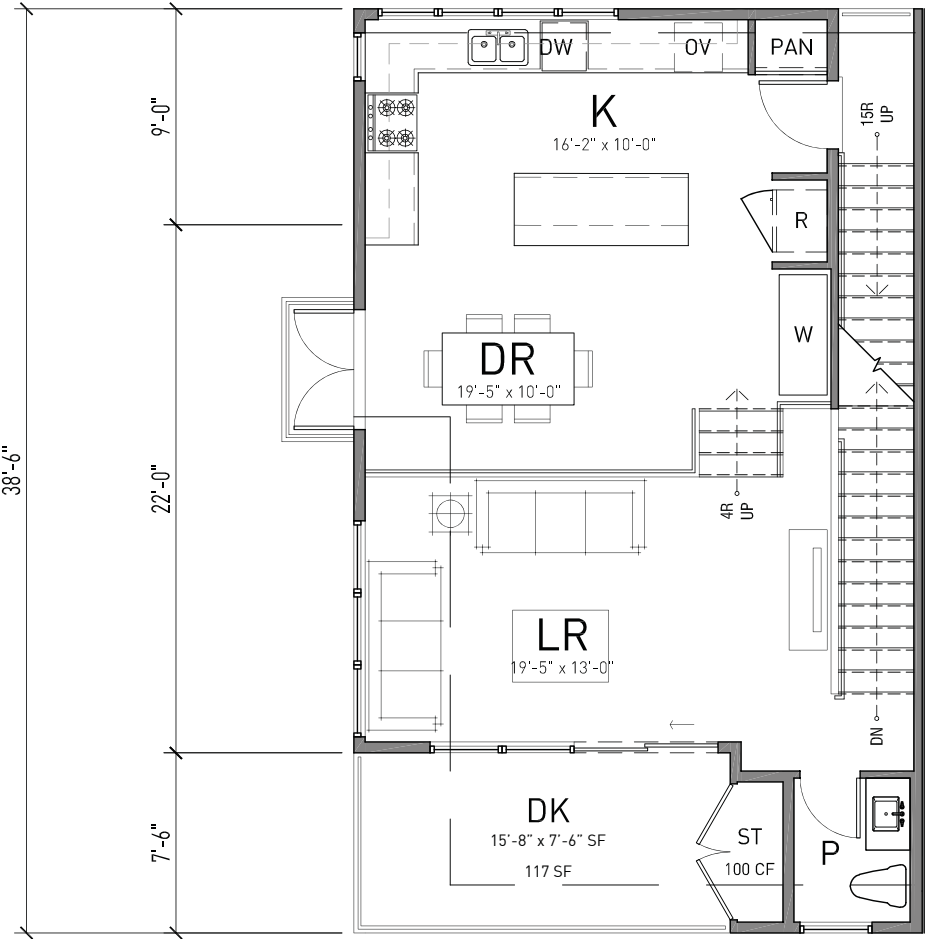
TOWNHOME - PLAN G
3BR + 2.5BA + 2-CAR GARAGE
GROSS SF: 1,862 SF LIVABLE + 381 SF GARAGE
PRIVATE STORAGE: 466 CF

Plan G

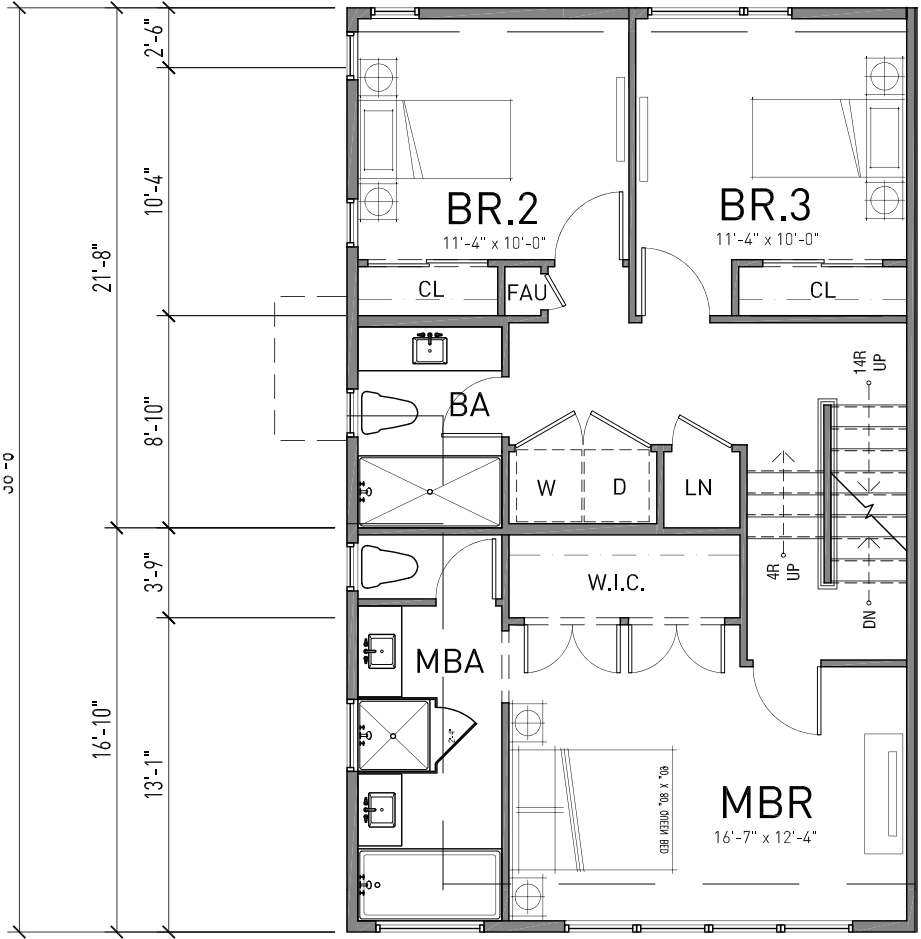
ROOM LEGEND

E	Entry	MBR	Master Bedroom	MBA	Master Bathroom	DR	Dining Room	CL	Closet	WIC	Walk-In Closet
G	Garage	P	Powder	K	Kitchen	DN	Den	C	Coat Closet	W/D	Washer/Dryer
BR	Bedroom	BA	Bathroom	LR	Living Room	DK	Deck	LN	Linen Closet	ST	Storage

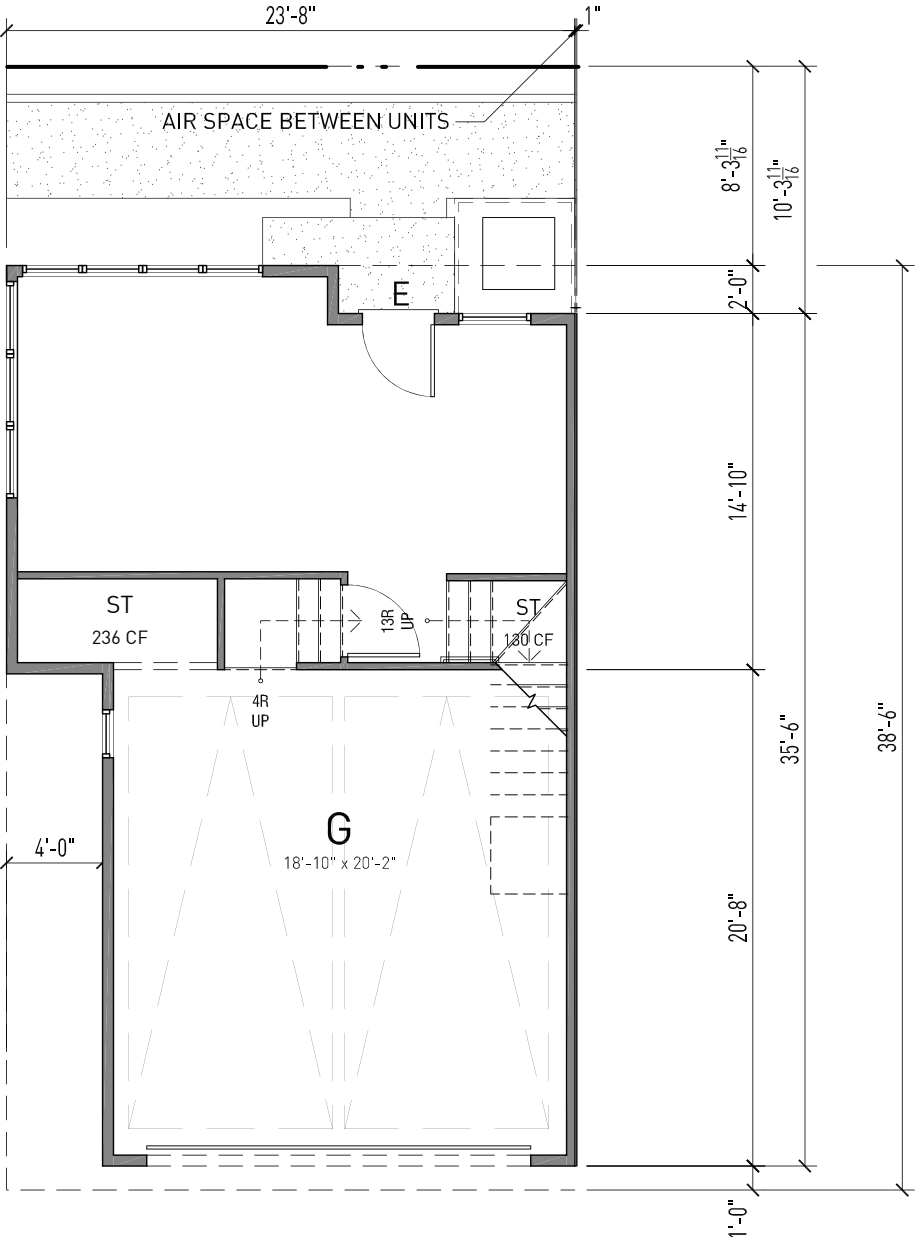
NOTE: Proposed interior stairway will have a minimum of one open wall that is not more than forty-two (42) inches in height open guard rail pursuant to HBMC Section 17.04.040 (General Definitions).



3RD FLOOR
759 SF LIVABLE



2ND FLOOR
766 SF LIVABLE

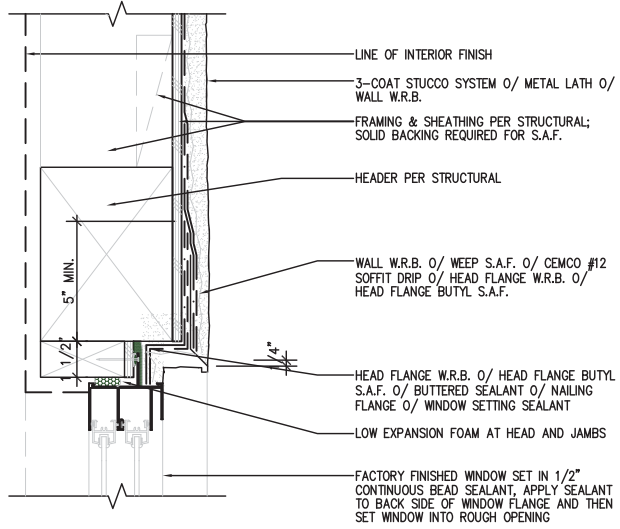


1ST FLOOR
276 SF LIVABLE
381 SF GARAGE

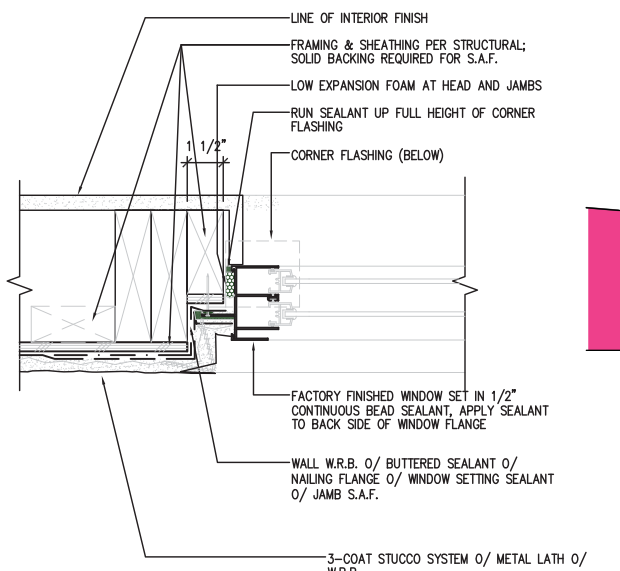
TOWNHOME - PLAN H
3BR + 2.5BA + 2-CAR GARAGE
GROSS SF: 1,861 SF LIVABLE + 381 SF GARAGE
PRIVATE STORAGE: 466 CF



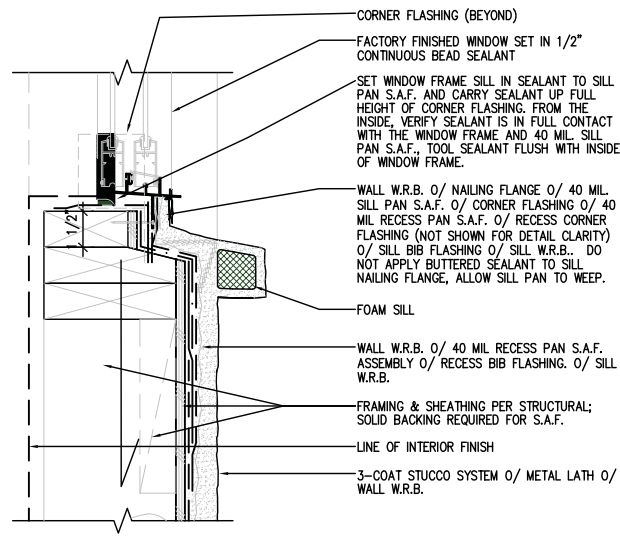
Plan H



(C) HEAD



(B) JAMB

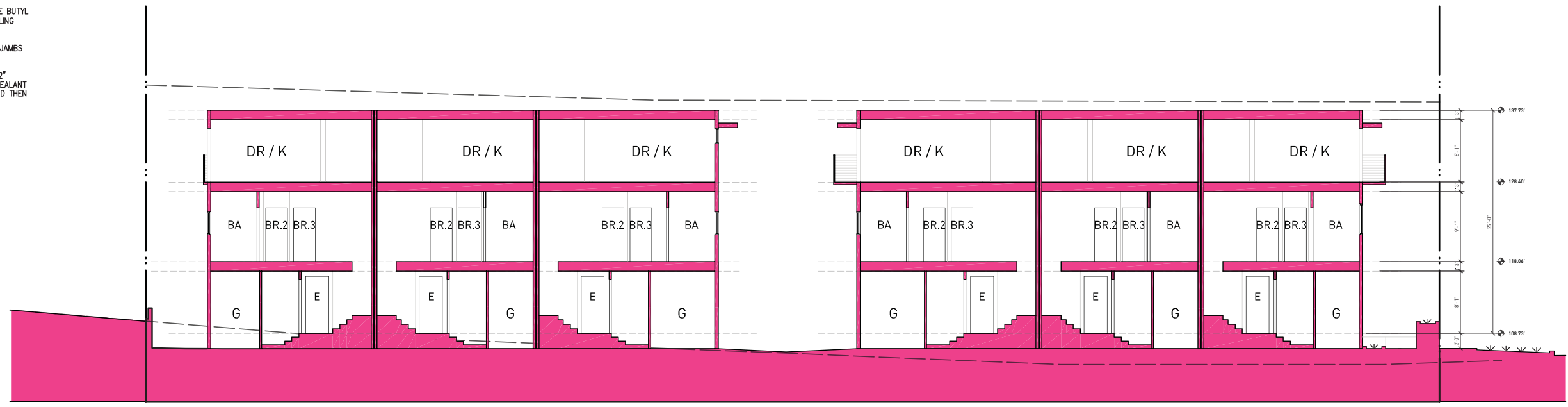


(A) SILL

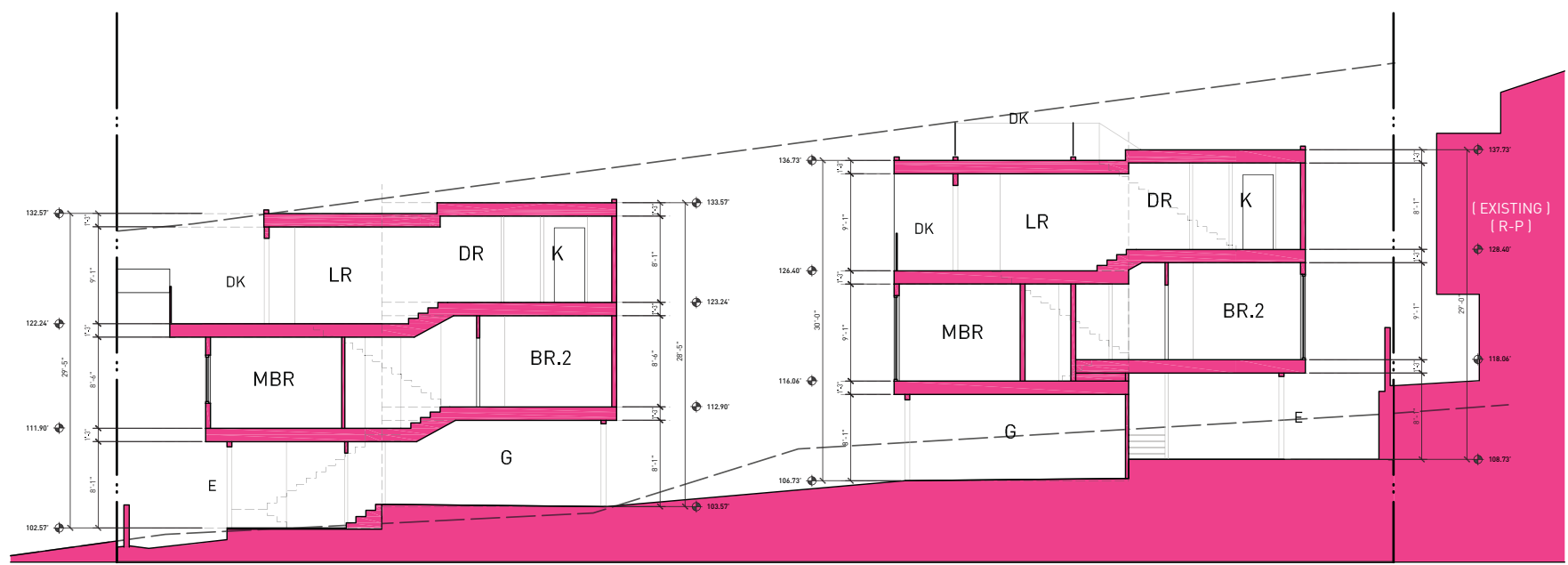
RECESSED WINDOW DETAIL

E	Entry	MBR	Master Bedroom	MBA	Master Bathroom	DR	Dining Room	CL	Closet	WIC	Walk-In Closet
G	Garage	P	Powder	K	Kitchen	DN	Den	C	Coat Closet	W/D	Washer/Dryer
BR	Bedroom	BA	Bathroom	LR	Living Room	DK	Deck	LN	Linen Closet	ST	Storage

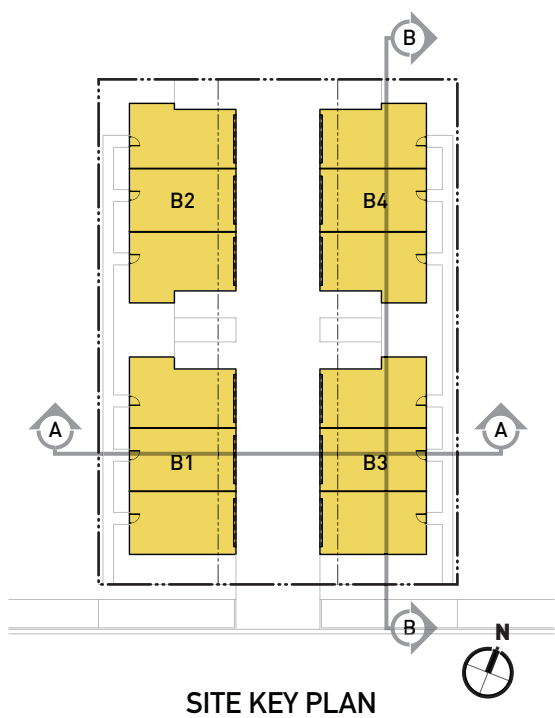
ROOM LEGEND



B.3 & B.4 - SECTION B-B



B.1 & B.3 - SECTION A-A



SITE KEY PLAN

SCALE: 1/8" = 1'-0"

Building Sections



1ST STREET. LOOKING NORTH - SOUTH SIDE OF SITE



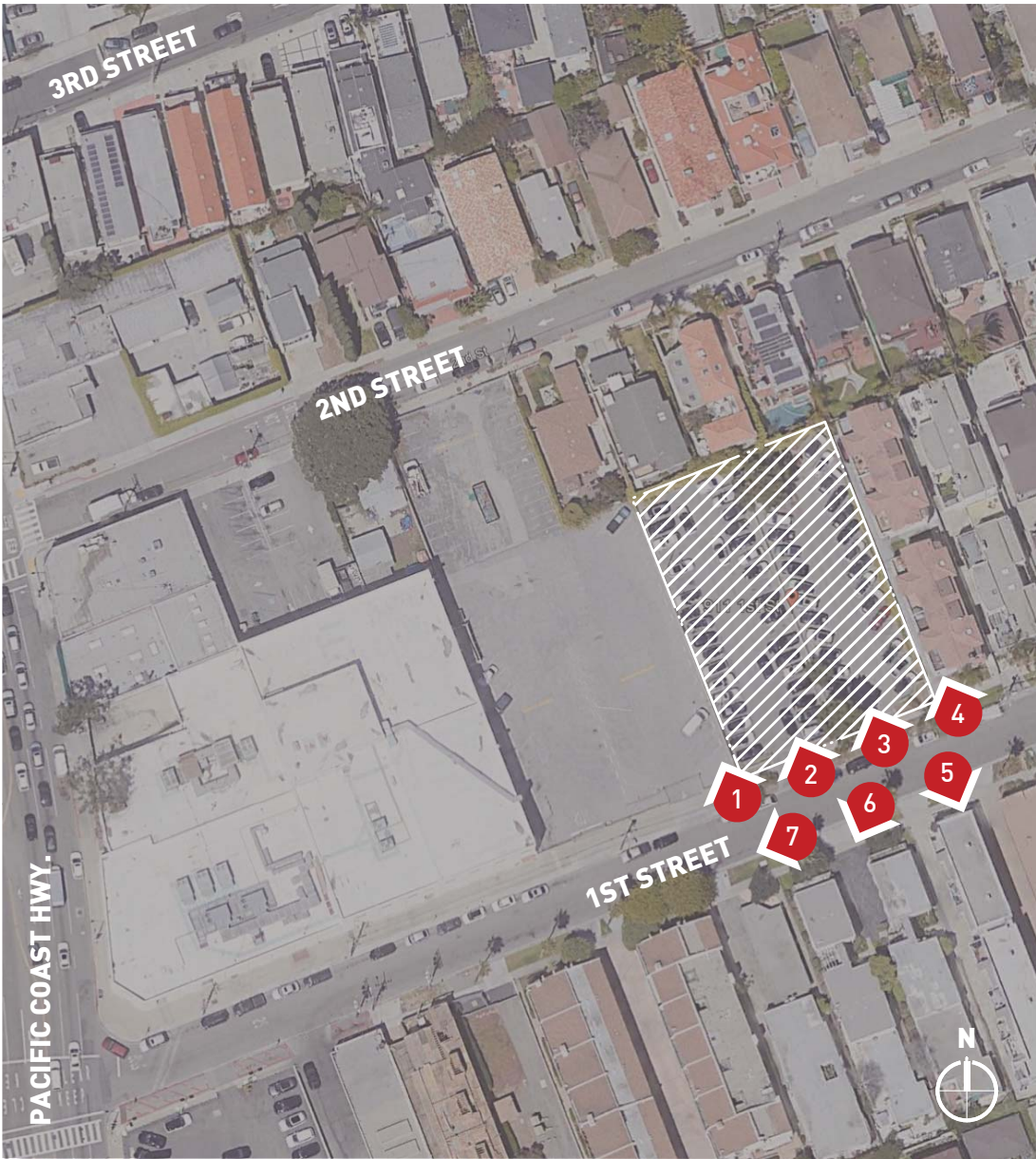
1ST STREET. LOOKING NORTH - SOUTH SIDE OF SITE



1ST STREET. LOOKING NORTH - SOUTH SIDE OF SITE



1ST STREET. LOOKING NORTH - SOUTH SIDE OF SITE



PROJECT AERIAL + KEY MAP (N.T.S.)



1ST STREET. LOOKING SOUTH - SOUTH SIDE OF SITE



1ST STREET. LOOKING SOUTH-WEST - SOUTH SIDE OF SITE



1ST STREET. LOOKING WEST

Site Photographs



Conceptual Imagery



VIEW LOOKING NORTH ON 1ST STREET - SOUTH SIDE OF SITE



AERIAL LOOKING NORTH ON 1ST STREET - SOUTH SIDE OF SITE



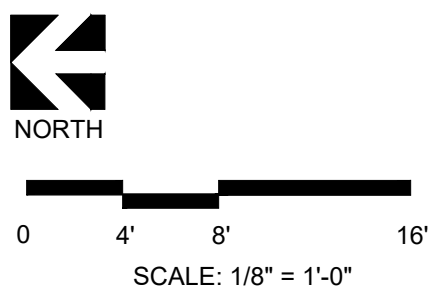
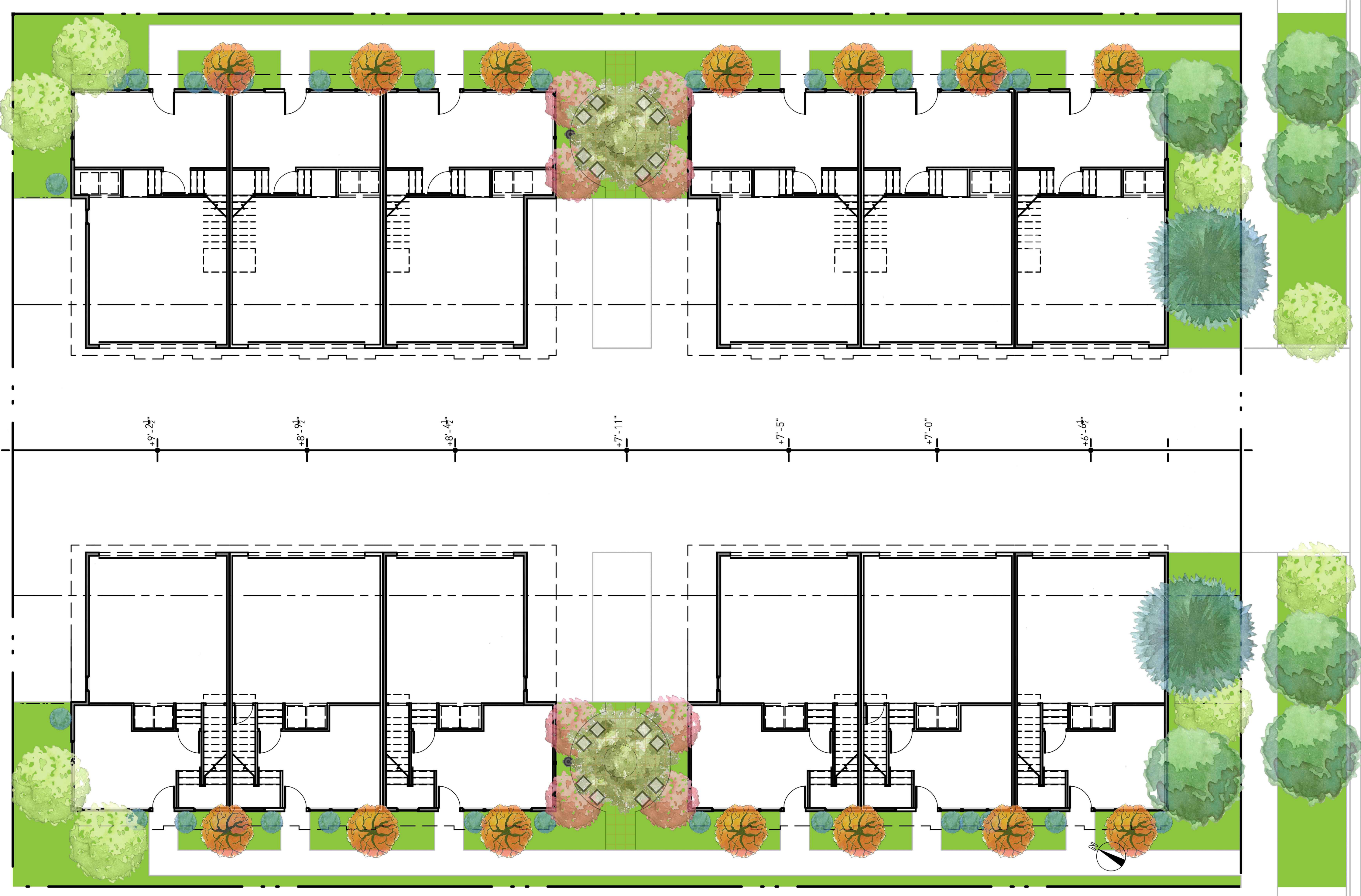
VIEW LOOKING NORTH-WEST - DRIVE COURT



VIEW LOOKING WEST ON 1ST STREET - EAST SIDE OF SITE

LEGEND

-  CANARY ISLAND PINES
-  PODOCARPUS HENKELII (RHUS)
-  SYCAMORE
-  GINKGO BILOBA
-  CREPE MYRTLE
-  CERCIS CANADENSIS FOREST PANSY
-  PODOCARPUS MAKI
-  TRASH CAN
-  SEATING AREA
-  PRECAST CONCRETE PAVERS
-  GROUND COVER / SHRUBS



DATE: 11/03/20
LANDSCAPE ARCHITECTURE & PLANNING

140 LINDEN AVENUE, SUITE 286
LONG BEACH, CALIFORNIA 90802
cwoilandarch@earthlink.net

562.989.1880

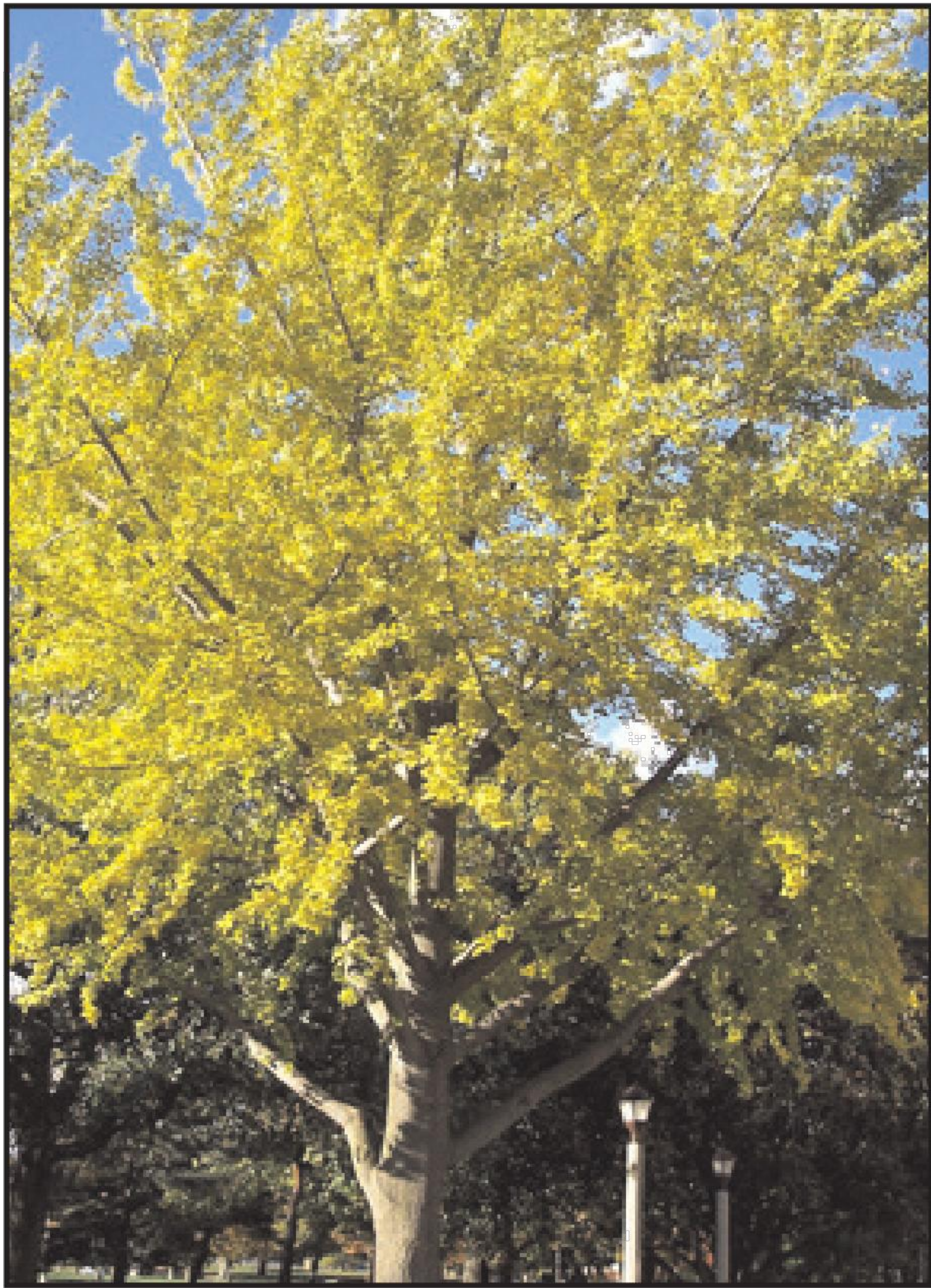
joncicchettilandscapearchitect.com

12 UNIT RESIDENTIAL - 911 1ST ST., HERMOSA BEACH, CA 90254

PRELIMINARY LANDSCAPE PLAN



CANARY ISLAND PINE



GINKGO BILOBA



PODOCARPUS MAKI



PODOCARPUS HENKELII



FOREST PANSY



CREPE MYRTLE



EXAMPLE OF PARKWAY TREATMENT



CALIFORNIA SYCAMORE



LANDSCAPE ARCHITECTURE & PLANNING

140 LINDEN AVENUE, SUITE 286
LONG BEACH, CALIFORNIA 90802
cwcclandarch@earthlink.net

562.989.1880

joncicchettilandscapearchitect.com

12 UNIT RESIDENTIAL - 911 1ST ST., HERMOSA BEACH, CA 90254

PRELIMINARY PLANT PALLETTE

SCALE: 1" = 20'

TENTATIVE

SHEET 1 OF 2 SHEET

TRACT NO. 83011

IN THE CITY OF HERMOSA BEACH
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

FOR CONDOMINIUM PURPOSES
(EXISTING CONDITIONS)

SUBDIVIDER
LUIGI SCHIAPPA DEVELOPMENT, INC
ATTN: LUIGI SCHIAPPA
2040 LOMITA BOULEVARD, SUITE 100
LOMITA, CA 90717
PHONE: 310 373-8555

LEGAL DESCRIPTION
LOTS 39, 40 AND 41,
TRAFTON HEIGHTS,
M.B. 10-72.
APN 4186-026-047

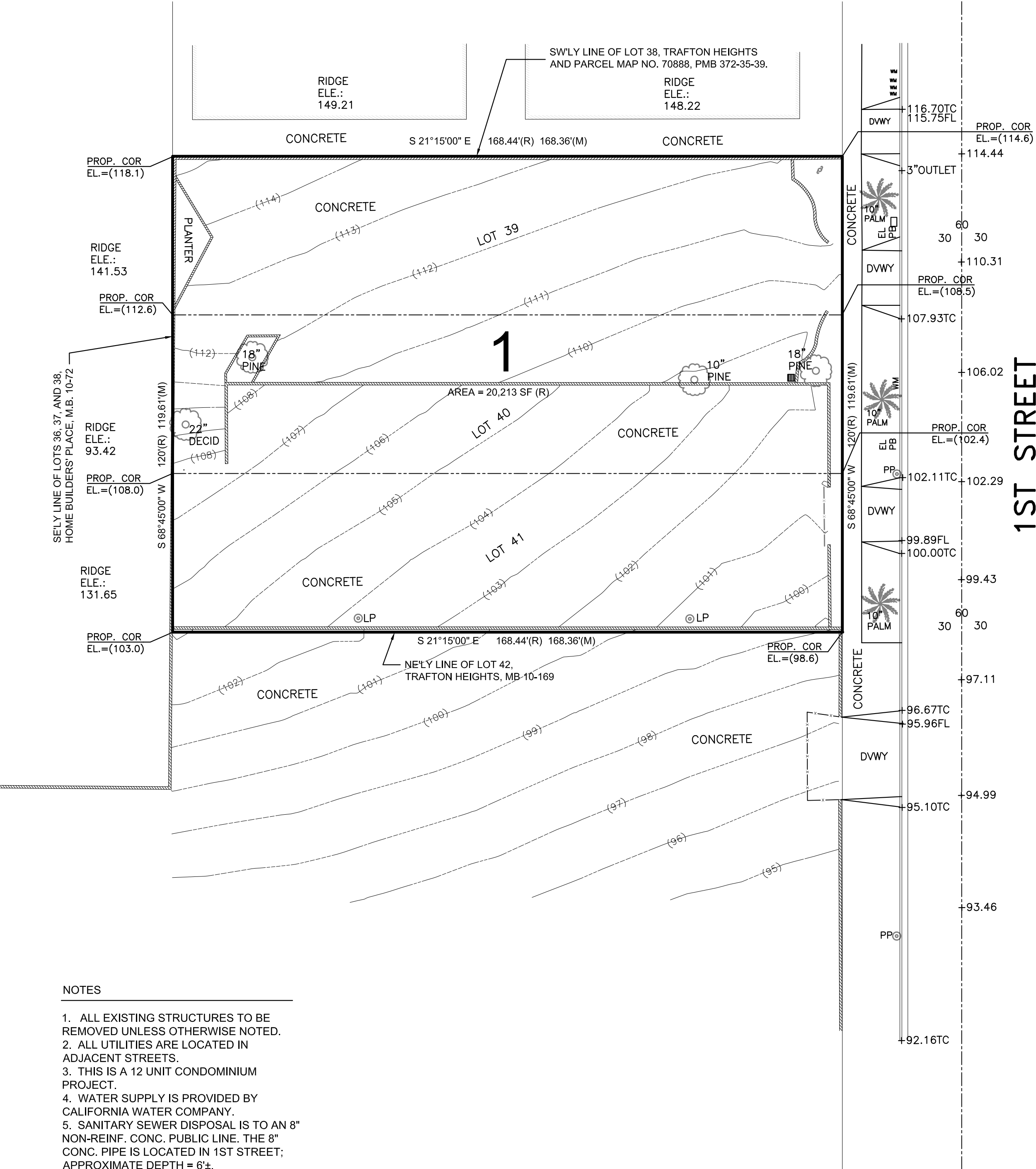
JOB ADDRESS
911 1ST STREET
HERMOSA BEACH, CA 90254

ENGINEER
DENN ENGINEERS
3914 DEL AMO BLVD., STE. 921
TORRANCE, CA 90503
310-542-9433

Gary J. Roehl DATE 6/1/2020
GARY J. ROEHL R.C.E. 30826



SPECIAL NOTE:
THIS SURVEY WAS NOT PERFORMED BY DENN ENGINEERS.
SURVEY INFORMATION WAS PROVIDED TO DENN ENGINEERS
BY THE OWNER/DEVELOPER FOR USE IN PREPARING THIS
TENTATIVE TRACT.



- NOTES
1. ALL EXISTING STRUCTURES TO BE REMOVED UNLESS OTHERWISE NOTED.
 2. ALL UTILITIES ARE LOCATED IN ADJACENT STREETS.
 3. THIS IS A 12 UNIT CONDOMINIUM PROJECT.
 4. WATER SUPPLY IS PROVIDED BY CALIFORNIA WATER COMPANY.
 5. SANITARY SEWER DISPOSAL IS TO AN 8" NON-REINF. CONC. PUBLIC LINE. THE 8" CONC. PIPE IS LOCATED IN 1ST STREET; APPROXIMATE DEPTH = 6'±.
 6. SEE SOILS REPORT FOR POTENTIAL FILL ON THIS SITE.
 7. SITE DRAINAGE IS SURFACE FLOW WITH DISCHARGE TO ADJACENT STREETS.

LEGEND

	EXISTING BUILDING
	CONCRETE
	BRICK
	WOOD DECK
+106.76	EXISTING ELEVATION
	EXISTING CONTOUR
	BLOCK WALL
	EXISTING FENCE
BCR	BEGINNING OF CURB RET
ELY	EASTERLY
FD	FOUND
FF	FINISH FLOOR
FL	FLOW LINE
GFF	GARAGE FINISH FLOOR
GW	GUY WIRE
L&T	LEAD AND TAG
MH	MANHOLE
NLY	NORTHERLY
PC	PROPERTY CORNER
PL, P/L	PROPERTY LINE
PP	POWER POLE
S&W	SPIKE AND WASHER
S/LY	SOUTHERLY
SPK	SPIKE
STK	STAKE
TC	TOP OF CURB
TW	TOP OF WALL
TX	TOP OF DWY APRON
WLY	WESTERLY
WM	WATER METER

NOTE: ALL SETBACK DIMENSIONS SHOWN ARE MEASURED TO EXTERIOR SURFACE OF BUILDINGS UNLESS OTHERWISE NOTED.

BOUNDARY MONUMENTS ARE NOT NECESSARILY SET ON PROPERTY CORNERS. PLEASE REFER TO THE NOTATION ON THE PLANS FOR OFF-SET DISTANCES. IF THERE ARE ANY QUESTIONS, PLEASE DO NOT HESITATE TO CONTACT DENN ENGINEERS FOR CLARIFICATION AT: (310) 542-9433, M-F 8:00 AM TO 5:00 PM.

20-006

TRACT NO. 83011

IN THE CITY OF HERMOSA BEACH
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

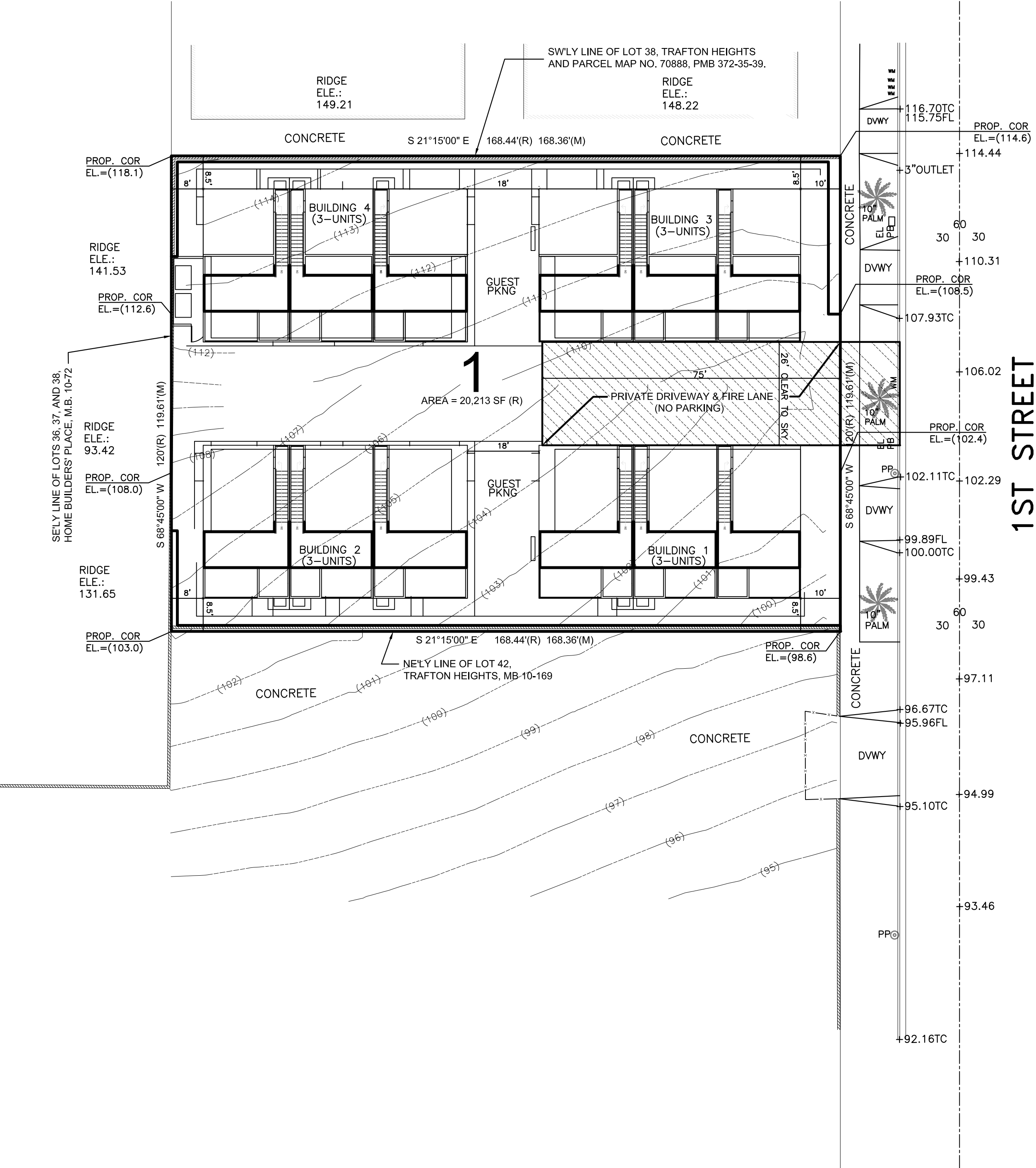
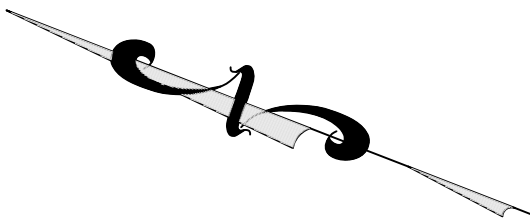
FOR CONDOMINIUM PURPOSES
(PROPOSED)



ENGINEER
DENN ENGINEERS

3914 DEL AMO BLVD., STE. 921
TORRANCE, CA 90503
310-542-9433

Gary J. Roehl
GARY J. ROEHL
DATE 6/1/2020
R.C.E. 30826



20-006



911 FIRST STREET RESIDENCES

Public Review Draft Initial Study and Negative Declaration

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

February 14, 2022

INITIAL STUDY

- 1. Project Title:** 911 First Street Residences
- 2. Lead Agency Name and Address:** City of Hermosa Beach
Community Development Department
1315 Valley Drive
Hermosa Beach, CA 90254
- 3. Contact Person and Phone Number:** Ken Robertson, Community Development Director
(310) 318-0242
krobertson@hermosabeach.gov

4. Project Location:

The 0.46-acre site is a paved lot on First Street, approximately 500 feet northeast of the intersection of Pacific Coast Highway and Heronda Street in the City of Hermosa Beach.

See Exhibits 1 through 5.

- 5. Project Sponsor's Name and Address:** Luigi Schiappa Development, Inc.
2040 Lomita Blvd.
Lomita, CA 90717
- 6. General Plan Designation:** CC, Community Commercial
- 7. Zoning:** SPA-7, Specific Plan Area-7

8. Description of Project:

The Project consists of 12 attached condominium units to be developed in four separate three-story buildings. The four buildings will be separated by a common two-way driveway in the center of the property. Each of the 12 units will have three bedrooms and two bathrooms and will range from 1,517 to 1,807 square feet. Each unit will have three floors, a roof deck and an enclosed two-car garage. The project includes eight shared guest parking spaces.

Proposed Uses

The project's proposed use is high density residential, in the form of 12 attached condominium units.

Project Schedule

Estimated start date: January 1st, 2022

Estimated completion and occupancy: 14 months from start of construction

Construction Phases:

1. Excavation – 4 weeks
2. Foundation\Retaining walls - 8 weeks

A detailed map of the Los Angeles metropolitan area, focusing on the coastal region from Marina Del Rey in the north to Long Beach in the south. The map shows major freeways (Interstates 5, 10, 405, 110, 710, and State Routes 1, 103, 47, 107, 213) and local streets. Key locations labeled include Marina Del Rey, Playa Del Rey, Dockweiler Beach, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, Lomita, Rolling Hills Estates, Rancho Palos Verdes, Long Beach, and Terminal Island. A red rectangle highlights the area between Manhattan Beach and Redondo Beach, with a line pointing to it from the text 'PROJECT LOCATION'. The map also shows the Los Angeles International Airport, Huntington Park, and various other neighborhoods like Inglewood, Hawthorne, and Compton. The coastline is shown in blue, and green areas represent parks or undeveloped land.

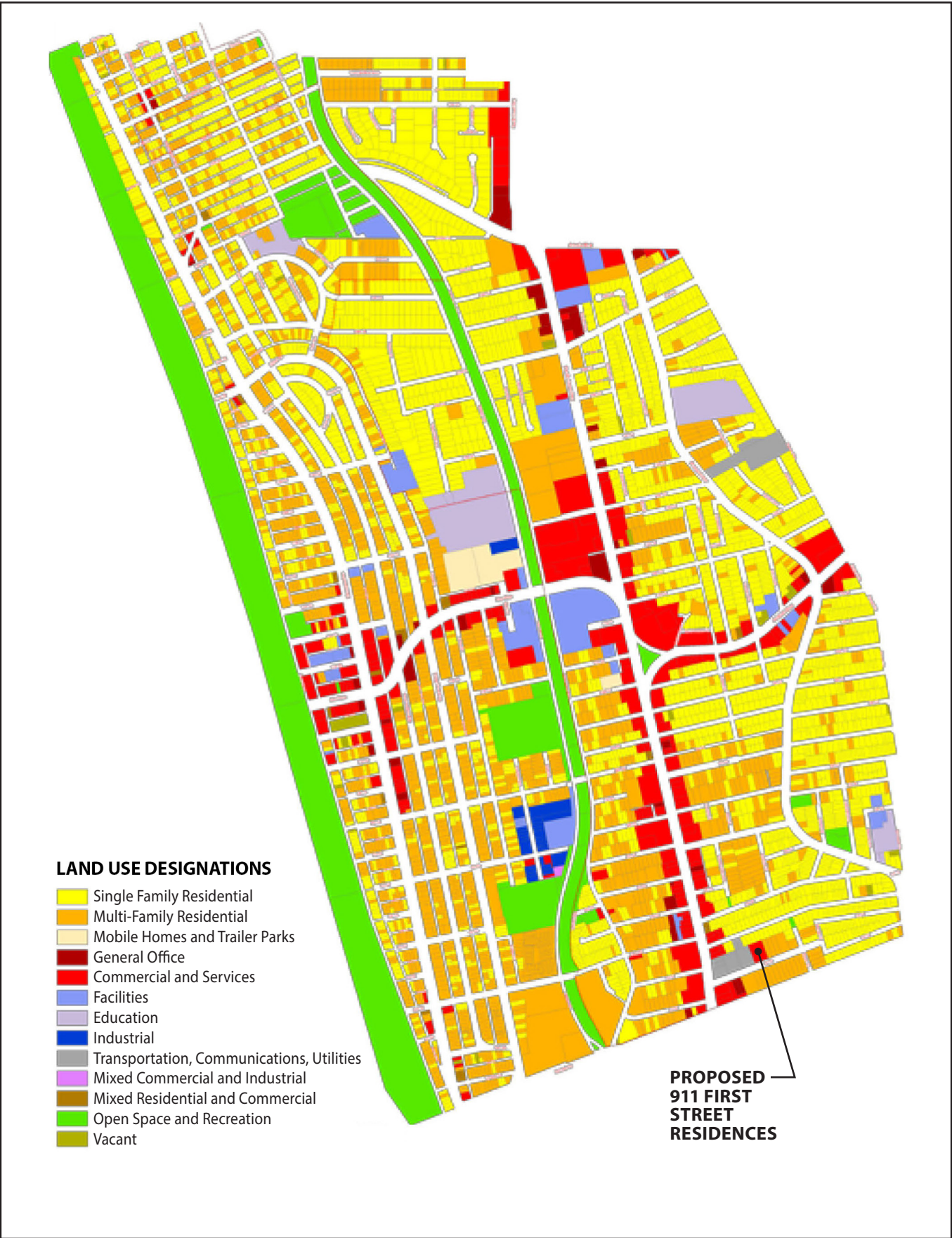
Exhibit 1

911 FIRST STREET RESIDENCES | CITY OF HERMOSA BEACH



Source: Google Maps

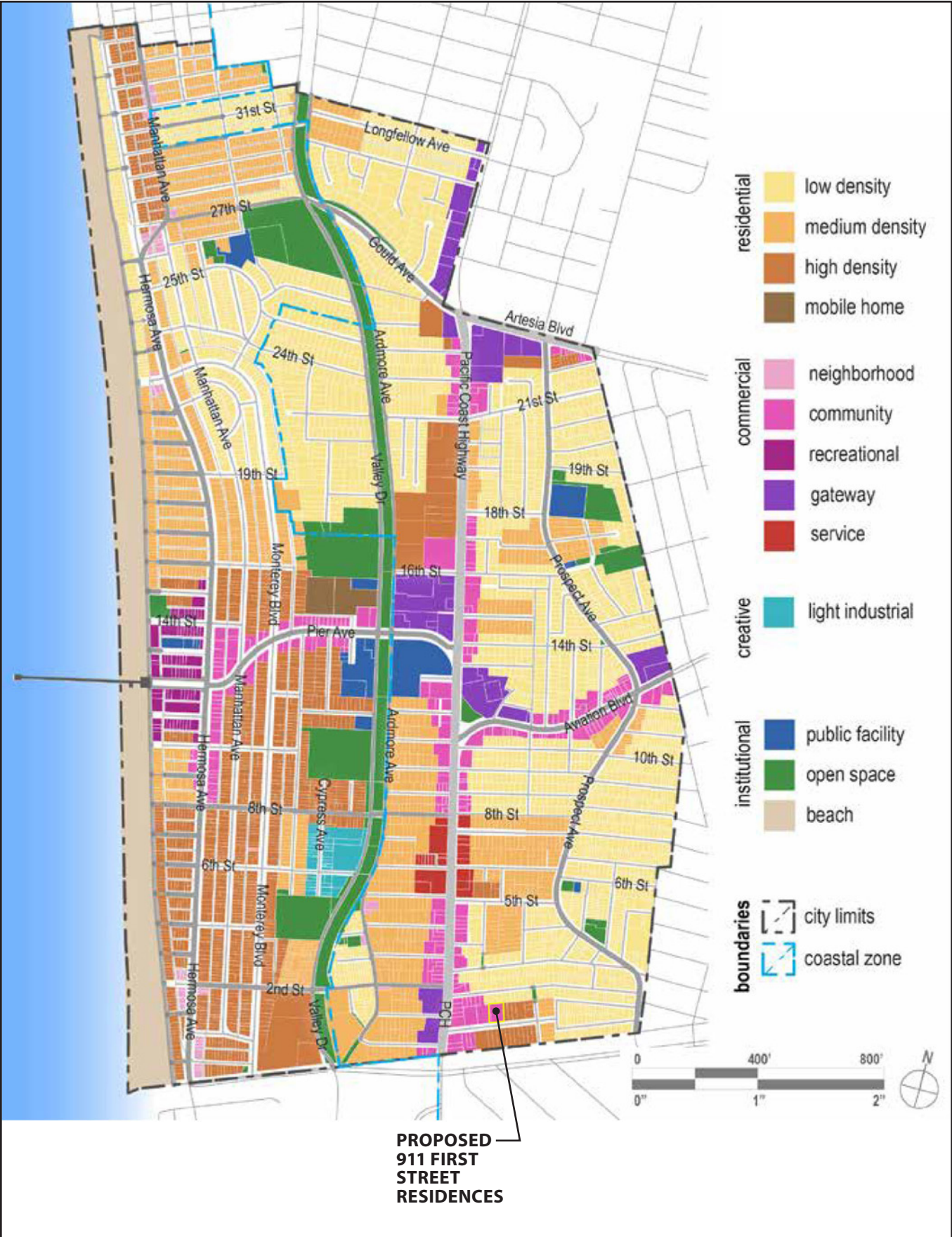




Source: City of Hermosa Beach PLAN Hermosa, 2017



911 FIRST STREET RESIDENCES | CITY OF HERMOSA BEACH



Source: City of Hermosa Beach PLAN Hermosa, 2017

911 FIRST STREET RESIDENCES | CITY OF HERMOSA BEACH



Source: City of Hermosa Beach



Exhibit 5
Zoning

3. Framing - 12 weeks
4. Rough Mechanical, Electrical and Plumbing - 8 weeks
5. Lath, Stucco and Drywall - 8 weeks
6. Interior Finishes - 12 weeks
7. Exterior Hardscape\Landscape - 8 weeks

9. Project Site Characteristics

The project site is located in a mixed commercial and residential area in the city of Hermosa Beach, California. Topography is sloped to the west with a commercial development (Frontier Communications) on the west adjacent to the site and residential housing on the north, east and south adjacent properties. The site consists of three parcels encompassing approximately 0.46 acres. Concrete block walls and rolling steel gates bound the site and a concrete wall bisects the site in a north/south direction. There are no structures on-site and the site is covered with an asphalt surface. The site has recently been used as an automobile storage lot for a nearby Mitsubishi Motors dealership. The site was previously occupied by single family residences from approximately 1927 until 1966 when the residential structures were demolished, and a parking lot developed.

10. Requested Approvals

Discretionary Approvals

Implementation of the project requires the following discretionary actions by the City of Hermosa Beach:

- General Plan land use designation change from Community Commercial (CC) to High Density (HD) Residential.
- Zone designation change from Specific Plan Area-7 (SPA-7) to Residential-Professional (R-P).
- Subdivision Tract Map approval to combine three existing lots.
- Approval of a Precise Development Plan (PDP) to allow construction of the new buildings and modifications to the site.
- Approval of a Conditional Use Permit (CUP) to allow condominium use on the property.

Administrative Approvals

- Building Permit

11. Surrounding Land Uses and Setting:

Surrounding land uses are commercial and residential (see Exhibits 2 through 4).

12. Approvals Required From Other Public Agencies:

Los Angeles County Fire Department

13. Have Native American tribes requested consultation?

No

14. Documents & References:

- California Department of Conservation, 1999. State Hazards Map, Redondo Beach Quadrangle.
- City of Hermosa Beach, 2014. PLAN Hermosa, Existing Conditions Report.
- City of Hermosa Beach, Municipal Code
- City of Hermosa Beach, 2017a, PLAN Hermosa (General Plan)
- City of Hermosa Beach, 2017b, PLAN Hermosa Final Environmental Impact Report (SCH# 2015081009)
- City of Torrance, 2019. Solana Residential Development Project. SCH No. 2017071061.
- Federal Transportation Administration (FTA), 2006. Transit Noise and Vibration Impact Assessment.
- Institute of Transportation (ITE), 2017. Trip Generation Manual 10th Edition.
- Leymaster Environmental Consulting, LLC, 2016. Phase 1 Environmental Site Assessment Report. Prepared for Luigi Schiappa Development, Inc.
- Office of Planning and Research (OPR), 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA.
- Society of Vertebrate Paleontology, 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.
- South Coast Air Quality Management District (SCAQMD), December 2008. Interim CEQA GHG Significance Thresholds for Stationary Sources, Rules and Plans.
- TIN Engineering Company, 2018. Soil Engineering Investigation and Report for Proposed Nine-Unit, Two-Story Single Family House Development with Semi-Subterranean Parking Garage at 911-1st Street, Hermosa Beach, California. Prepared for Luigi Schiappa Development, Inc.

15. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology & Soils |
| <input type="checkbox"/> Hazards & Hazardous Mats. | <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise & Vibration | <input type="checkbox"/> Population & Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Energy | |
| <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance | |

16. DETERMINATION. (To be completed by lead agency) Based on this initial evaluation:

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

17. **ENVIRONMENTAL ADMINISTRATOR DETERMINATION**): The initial study for this project has been reviewed and the environmental determination is hereby approved:


Ken Robertson, Community Development Director

Date: 11/29/21

18. ENVIRONMENTAL CHECKLIST (Instructions)

This section analyzes the potential environmental impacts which may result from the proposed project. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and answers are provided according to the analysis undertaken as part of the Initial Study. The analysis considers the project's short-term impacts (construction-related), and its operational or day-to-day impacts. For each question, the following should be provided:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

- 3) Once the City has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Include a source list and list of individuals contacted or consulted.
- 8) This form is consistent with the California Environmental Quality Act (CEQA) Guidelines and all Initial Studies performed on projects within the city must use this format.
- 9) The explanation of each issue should identify, a) the significance criteria or threshold, if any, used to evaluate each question; and b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.1 AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? Would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas in Hermosa Beach consist of expansive public views of the Pacific Ocean, Palos Verdes Peninsula, Santa Monica Mountains or inland views of the San Gabriel Mountains. The most prominent scenic vistas in the city are from the beach and The Strand (the boardwalk) and other areas immediately adjacent to the coast. A few scenic vistas exist in the upper elevations of the city. The City's General Plan identifies a Prominent Public Viewpoint at the southern gateway to the City at the intersection of Pacific Coast Highway and Herondo Street (Hermosa Beach, 2017a, Figure 5.3). The project site is not visible from the gateway view at the intersection and only a very small portion of the site is briefly visible to travelers on Pacific Coast Highway. The visible portion of the site does not constitute a significant part of the viewshed from Pacific Coast Highway. There are no other designated Prominent Public Viewpoints near the project site. Like most east-west trending streets in Hermosa Beach, First Street provides a narrow public view of the ocean and horizon viewed along the length of First Street towards the west. The proposed development will not obstruct this view. A partial view of the ocean is also visible from the public right-of-way at First Street viewed diagonally across the site from immediately adjacent to the site to the northwest and to the north of the Frontier Building which otherwise obstructs views to the ocean. But this view is small and further obscured by more distant buildings. It is not a Prominent Public Viewpoint, nor is it an expansive view that contributes significantly to the public viewshed. Views across the site from the public right-of-way would be mostly blocked by the proposed buildings, with a narrow landscaped open space strip along the project site's western property line. There are no other public views of the ocean, Palos Verdes Peninsula, Santa Monica Mountains or the San Gabriel Mountains from the project site. The proposed development will not obstruct significant views of the Pacific Ocean, Palos Verdes Peninsula, Santa Monica Mountains or inland views of the San Gabriel Mountains from any significant public viewing area. The proposed project would have no effect on public views or scenic vistas.

(b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no scenic resources on the site. The proposed development would not affect any adjacent or nearby scenic resources. The site is not within or near a state scenic highway. The project would have no impact on scenic resources.

(c) Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The visual character of the site reflects the current use, a vacant, paved parking lot. Three large ornamental pine trees, ice plant, low-level masonry block walls and asphalt are the features on-site. The proposed development will fundamentally alter the visual

character from its current state to that of a multi-family residential use, but the change in land use does not constitute a degradation in visual character. The site's surroundings have the visual character of a residential neighborhood ranging from medium to high density residential, with the Frontier building immediately to the west. The proposed condominium development is similar in visual character to its surroundings. The project will not significantly degrade the visual character or quality of the site, or its surroundings.

(d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. Under current conditions, sources of light or glare on the site are limited to security lighting. Sources of light and glare near the site are typical of urban environments in Southern California. Artificial night lighting in the vicinity is produced from streetlights and ambient lighting from commercial buildings on Pacific Coast Highway and elsewhere in the vicinity. The proposed project will introduce new exterior light sources located on the building and in exterior common areas. Lighting for residential uses in Hermosa Beach is regulated through a standard condition of approval that will be enforced through the City's process of review and approval for the project's Precise Development Plan (PDP) and Conditional Use Permit (CUP). The City's standard condition requires that:

All exterior lighting shall be downcast, fully shielded and illumination shall be contained within the property boundaries. Lighting shall be energy conserving and motion detector lighting shall be used for all lighting except low-level (3 feet or less in height) security lighting and porch lights. Lamp bulbs and images shall not be visible from within any onsite or offsite residential unit. Exterior lighting shall not be deemed finally approved until 30 days after installation, during which period the building official may order the dimming or modification of any illumination found to be excessively brilliant or impacting to nearby properties.

Implementation of this standard condition through the project's Precise Development Plan (PDP) and Conditional Use Permit (CUP) approval process will effectively ensure that adverse light and glare impacts are avoided.

Aesthetics Summary: The proposed project will have no significant impact on aesthetics and visual resources.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.2 AGRICULTURAL RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, as depicted on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA. Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No impact. No portion of the site is Prime Agricultural Land (as defined by Government Code Section 51201(c) and 56064) or Agricultural Land (as defined by Government Code Section 56016).

(b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The site is not zoned for agricultural use. No Williamson Act contracts pertain to the site.

(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. There are no forest lands or timberlands on or near the site.

(d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There are no forest lands or timberlands on or near the site.

(e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The proposed project will not generate changes that might directly or indirectly result in conversion of Farmland to non-agricultural use.

Agricultural Resources Summary: The project will have no impact on agricultural resources, forests or timberland.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.3 AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Land use and development projects commonly have two major sources of air quality impacts: (1) pollutant emissions generated during construction of the new project, and (2) long-term operational emissions generated after construction. (See Section 18.8 for a separate assessment of the potential for impacts resulting from emission of greenhouse gases.) The activities proposed for this project are of a very small scale relative to the air basin and the level of emissions considered significant by the South Coast Air Quality Management District (SCAQMD). Construction activities are limited to the 0.46-acre lot and will not require the prolonged use of heavy, emission-generating equipment except for the excavation phase, which is expected to last approximately four weeks. The number of new vehicular trips generated by proposed uses after development, which is the principal source of post-development operational emissions, will be relatively small (approximately 88 estimated daily trips).

CONSTRUCTION EMISSIONS

The SCAQMD has established significance thresholds for construction (and demolition) emissions for six categories of pollutants. These thresholds are based on their potential adverse short-term health effects. The scale of the proposed development is not nearly great enough to exceed these thresholds.

75 pounds per day of Reactive Organic Compounds (ROC)
 100 pounds per day of Nitrogen Oxides (NOX)
 550 pounds per day of Carbon Monoxide (CO)
 150 pounds per day of Particulates of less than 10 mm (PM10)
 55 pounds per day of Particulates of less than 25 mm (PM25)
 150 pounds per day of Sulfur Oxides (SOX)
 3 pounds per day of Lead

The same is true of the project's relationship to Local Significance Thresholds (LSTs). These are thresholds established by the SCAQMD to examine the potential for on-site emissions generated during construction to adversely affect nearby sensitive receptors, such as residential neighbors or schools. LSTs reflect only those construction-related emissions that would occur on-site (not vehicular emissions generated by construction workers travelling to and from the site). The emissions they assess are therefore even smaller in magnitude than overall construction emissions (which do include construction worker trip emissions) and are even less likely to exceed established thresholds. Emissions generated on-site are likely to be highest during the excavation phase when heavy diesel equipment is in use. The use of an excavator and loader during the excavation phase

will not generate emissions in excess of LST screening thresholds and will not adversely impact neighboring residences.

LONG TERM OPERATIONAL EMISSIONS

The principal sources of operational emissions of new development projects are vehicular trips generated by the project, combustion of natural gas for water and space heating, the use of landscaping equipment, and architectural coatings during maintenance. None of these sources is expected to generate significant levels of emissions as a result of the project. While the proposed uses will generate new vehicular trips (see Section 18.16 for discussion) the estimated 88 daily trips are not great enough to generate new emissions that exceed SCAQMD thresholds. The proposed uses will also consume energy, but the amount of energy consumed by the 12 units will not be great enough to result in emissions that exceed thresholds of significance. None of the major sources of long-term emissions will increase significantly over current conditions as a result of the project, nor will the combined sources exceed the SCAQMD thresholds for operational emissions presented below.¹

55 pounds per day of Reactive Organic Compounds (ROC)
55 pounds per day of Nitrogen Oxides (NOX)
550 pounds per day of Carbon Monoxide (CO)
150 pounds per day of Particulates of less than 10 mm (PM10)
55 pounds per day of Particulates of less than 25 mm (PM25)
150 pounds per day of Sulfur Oxides (SOX)
3 pounds per day of Lead

Would the project:

(a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The project's long-term emissions are not great enough to exceed the thresholds of the Air Quality Management Plan (AQMP) (see above discussion). Because the proposed construction will not substantially increase any sources of air pollutant emissions, the project will not result in significant local or regional air quality impacts based on the SCAQMD thresholds of significance. The project's development and long-term use will not obstruct implementation of the AQMP. Nor do the proposed improvements in any way conflict with the AQMP's underlying assumptions. The AQMP is based on emissions projections which assume land use composition and intensity expressed in local general plan Land Use Elements. The SCAQMD's CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP."

The current land use designation under the General Plan is Community Commercial. This designation allows for 'retail stores, restaurants, professional and medical offices, and personal services' (PLAN Hermosa, Table 2.1, Land Use Designations). Community Commercial uses are intended to be 'Locally-oriented' and therefore relatively low generators of vehicle-miles-travelled (VMT). For this reason, it is therefore probable that development of the project site under the current land use designation would likely be a low VMT generator. (It is also probable that such a development would meet the criteria of established VMT screening thresholds and would not result

¹ Model runs of emissions for various land use types (performed for the City of Hermosa Beach Community Development Department) indicate that a considerably larger project of up to 20 dwelling units (single or multi-family) would not generate emissions that exceed the AQMD operational thresholds.

in significant VMT impacts. See discussion in Section 18.16, Transportation, below.) Even so, Community Commercial uses generally generate higher levels of vehicular trips than a medium-rise residential use. For example, a general office use of 15,000 square feet on the 20,137 square foot site would generate 165 average daily trips, compared to the proposed residential project's 88 daily trips. Other Community Commercial uses with higher trip generation rates are allowed under the current General Plan. AQMP regional emissions assumptions, being based on the General Plan, are likely to be higher than the emissions that would be generated by the relatively low number of vehicular trips anticipated under the project and its proposed land use designation change from the current Community Commercial designation to a High Density (HD) residential use. While the proposed project is inconsistent with the General Plan, and therefore may be inconsistent with projected emissions of the AQMP, its emissions can be expected to be lower than assumed under the General Plan. Rather than adversely impact regional air emissions, the project is likely to reduce emissions compared to AQMP assumptions, thus resulting in a net reduction in air quality impacts.

(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. A significant cumulative impact would occur if a project would, in conjunction with other projects, result in a cumulatively considerable contribution to pollutants for which the region is in non-attainment with respect to federal or state pollutant standards. Because the region is in non-attainment with respect to ozone, nitrogen dioxide (NO₂), PM₁₀ and PM_{2.5}, there could be a cumulatively significant impact if the project and related projects led to an exceedance of these standards or contributed to an existing exceedance. For determining the significance of a proposed project's contribution to cumulative impact, SCAQMD recommends that a project's potential contribution be assessed utilizing the same significance criteria as those for project specific impacts. Because the proposed project would not generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts, the construction and operational emissions would not be cumulatively considerable and would result in a less than significant impact. Refer to discussion above.

(c) Expose sensitive receptors to substantial pollutant concentrations?

No impact. Sensitive populations (*i.e.*, children, senior citizens and acutely or chronically ill people) are more susceptible to the effects of air pollution than the general population. Land uses considered to be sensitive receptors typically include residences, hospitals and schools. Motor vehicles are the primary source of pollutants in the project vicinity. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. However, as described in **Section 18.16, Transportation**, below, the project is not anticipated to cause any significant increase in traffic volumes or contribute to degradation of traffic conditions. The project will not generate vehicular emissions in sufficient quantities to expose sensitive receptors to substantial pollutant concentrations.

Although construction may result in low levels of criteria air pollutants, these temporary emissions will not result in significant pollutant concentrations (see discussion above) and would not affect sensitive receptors. Temporary construction emissions generated on the site will not be significant enough to expose sensitive receptors to substantial pollutant concentrations.

Toxic Air Contaminants² (TACs) are often a source of pollutants associated with specific activities.

² TACs refers to a diverse group of air pollutants regulated at the regional, state, and federal level because of their

TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). As discussed above, the use of heavy diesel equipment for one or two days during site preparation will generate diesel-fueled emissions for a very brief time. These short-term emissions are not great enough to constitute a substantial source of TACs. Nor will other construction-generated emissions that might be anticipated to occur on-site.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No impact. The residential use proposed by the project does not include any activities that would generate objectionable odors.

Air Quality Summary: The project will not result in significant impacts to air quality at the regional or local levels.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.4 BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish & Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ability to cause adverse effects on human health. Ambient air quality standards have not been set for TACs because of the diverse number of air toxics and the fact that their effects on health tend to be localized rather than regional.

Would the project:

(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The project site has already been developed and has been used as a private parking lot. There is no native habitat onsite that could support sensitive native plant or wildlife species. The project is in an urbanized area and there are no locally designated species, natural habitats or wetlands or associated environments at or near the site.

(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. There is no riparian habitat and no other sensitive natural communities on or near the site.

(c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. No federally protected wetlands exist on or near the site.

(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. No native resident or migratory fish or wildlife species exist at the project site. There are no migratory corridors on site or in the vicinity. There is no native habitat onsite that might be used by native wildlife as a nursery site. Migratory or native birds could potentially nest in the three non-native trees on-site. Policy 9.6 of the City's General Plan calls for the protection of trees "that may provide temporary or permanent bird habitat". This policy is enforced through the condition of approval presented below which will be applied to the project at PDP review to ensure avoidance of impacts to resident or migratory birds that might use the trees on-site.

Nesting Birds. If vegetation clearing or other project construction is to be initiated during the bird nesting season (February 1 through August 31), pre-construction/grading surveys shall be conducted by a qualified biologist. Surveys shall be conducted no more than three days prior to the initiation of clearance/construction work. If a nesting bird or special-status species is located, consultation with the local California Department of Fish and Wildlife representative shall occur to determine what avoidance actions may be taken. If any active non-raptor bird nests are found, a suitable buffer area (varying from 250-300 feet), depending on the particular species found, shall be established from the nest, and that area shall be avoided until the nest becomes inactive (vacated). If any active raptor bird nests are found, a suitable buffer area of typically 250-500 feet from the nest shall be established, and that area shall be avoided until the nest becomes inactive (vacated). The limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area by a qualified biologist hired by the project proponent and endorsed by the City of Hermosa Beach Community Development Department. Encroachment into buffers

around active nests must be conducted at the discretion of a qualified biologist. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of nesting birds and provide documentation of compliance prior to issuance of building permits.

(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. There are no significant biological resources onsite or near the site that might be impacted by the project. The project will be required to comply with Section 12.36 of the Municipal Code which requires granting of a permit for the removal of trees with a trunk diameter greater than 12 inches.

(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. Neither the site nor its surroundings are governed by a Habitat Conservation Plan, Natural Community Conservation Plan or any other habitat conservation plan.

Biological Resources Summary: The project will not have a significant impact on biological resources.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.5 CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No impact. There are no historical resources on the project site. Nor are there any identified historical resources in the immediate vicinity that might be adversely affected by the proposed development.

(b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

Less Than Significant Impact. There are no recorded archaeological sites on the site or within the project vicinity. The probability of encountering archaeological resources on the previously disturbed 0.46-acre site is extremely low. Implementation of adopted General Plan policy (Implementing Action LU-21, Land Use Element, PLAN Hermosa) which requires measures to reduce or eliminate the risk of disturbing or damaging any cultural or tribal resources, will ensure that impacts to cultural and tribal resources are less than significant.

LU-21- All discretionary projects that include ground disturbance or excavation activities on previously undisturbed land shall be required to conduct archaeological investigations in accordance with CEQA regulations to determine if the project is sensitive for cultural resources. Additionally, the Lead Agency for future discretionary projects, the city is required under AB 52 to notify tribal organizations of proposed projects and offer to consult with those tribal organizations that indicate interest. Following any tribal consultation or archaeological investigation, the City shall weigh and consider available evidence to determine whether there is a potential risk for disturbing or damaging any cultural or tribal resources and whether any precautionary measures can be required to reduce or eliminate that risk. Those precautions may include requiring construction workers to complete training on archaeological and tribal resources before any ground disturbance activity and/or required a qualified archaeologist or tribal representative to monitor some or all of the ground disturbance activities. The City shall require the preservation of discovered archaeologically significant resources (as determined based on city, state, and federal standards by a qualified professional) in place if feasible or provide mitigation (avoidance, excavation, documentation, curation, data recovery, or other appropriate measures) prior to further disturbance.

(c) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than significant impact. Assembly Bill No. 52 (AB 52), adopted by the California State Legislature in September 2014, identifies procedures for the evaluation of environmental impacts to

tribal cultural resources under the California Environmental Quality Act (CEQA). AB 52 requires lead agencies to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested, in writing, to be informed by the lead agency of proposed project in that geographic area and the tribe requests consultation.

In compliance with Assembly Bill 52, the City of Hermosa Beach sent certified letters to eight designated representatives of tribes in Los Angeles County identified by the Native American Heritage Commission. The City did not receive any responses from any of the eight representatives.

In the course of previous consultation (April 12, 2018) with the Gabrieleno Band of Mission Indians – Kizh Nation, the City of Hermosa Beach Planning Manager and CEQA consultant met with the tribal chairperson, Andrew Salas, and tribal biologist, Matt Teutimezto to discuss potentially sensitive locations in Hermosa Beach. Information provided during that meeting and through subsequent correspondence included maps and information documenting the presence of a regionally important trade route utilized by members of the Kizh Nation in the prehistoric and historic past. Native American activities associated with this trade route are linked to the site of the prehistoric village of “Engnovangia” (“place of the salt lake”) which was located in what is now northwest Redondo Beach, not far from the municipal boundary with Hermosa Beach. The natural springs and salt beds at this site were an important resource that stimulated trade and transport of commodities along the “Old Salt Road” trade route. Although the alignment of the trade route is not known, it is generally thought to be along the Greenbelt (former railroad route). The significance of this trade route, and its high level of activity, suggest that some portions of the city, generally east of Manhattan Avenue and within proximity of the prehistoric village site, may still have the potential for yielding significant tribal resources, particularly at depths where non-sandy substrate is undisturbed. The 911 First Street site is approximately 0.15 mile from the prehistoric village site.

In evaluating the potential for the project to impact tribal resources, the City evaluated information from multiple sources in addition to consultation with the Gabrieleno Band of Mission Indians, including a Cultural Resources Assessment prepared for PLAN Hermosa (PCR, 2014). No Sacred Lands have been recorded for the site with the Sacred Lands Inventory. There are no recorded archaeological sites at the project site or in the vicinity of the site. The project site has been previously disturbed by anthropogenic activities in modern times and the area that would be disturbed as a result of the project is limited to a footprint of approximately 20,000 square feet. The City has weighed all available evidence in the record and determined that although the potential risk for destroying or damaging any cultural or tribal resources is low, the project site’s proximity to the prehistoric village site warrants site disturbance monitoring during the project’s brief excavation phase, consistent with the City’s standard requirement for monitoring in sensitive areas (PLAN Hermosa, Implementation Action LAND USE 21), the potential for the project to cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resource Code 21074 will be less than significant.

(e) Disturb any human remains, including those interred outside of formal cemeteries?

No impact. The entire site has already been disturbed and graded. The probability of encountering human remains is extremely low. In the unlikely event that human remains are encountered during excavation activities, compliance with Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 would result in notification of the County Coroner. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission and the procedures outlined in CEQA Section 15054.5(a) and (e) would take effect. The implementation of these applicable laws and standard procedures would ensure that

impacts resulting from the discovery of human remains would be reduced to a level below significant. (See City of Hermosa Beach, 2017a, Page 4.4-17.)

Cultural Resources Summary: The project will not adversely affect cultural resources.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.6 ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The project is development of a conventional residential land use with no extraordinary energy demands or uses that would result in wasteful, inefficient or unnecessary consumption of energy. As an infill project in an area of mixed commercial and residential use, the 12 proposed residences will generate a relatively low number of vehicle trips (see Section 18.16, Transportation) with a corresponding low consumption of energy. The project will comply with State and local energy standards.

(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The project will comply with the California Green Building Code. Compliance will ensue that the project's long-term energy use does not conflict with or obstruct state or local plans for renewable energy or energy efficiency.

Energy Summary: The project will not have a significant impact related to energy.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.7 GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?; or, (ii) strong seismic ground shaking?; or, (iii) seismic-related ground failure, including liquefaction?; or, (iv) landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

(a) Expose people or structures to potential substantial adverse seismic effects?

Less Than Significant Impact. The proposed project is not within an Alquist-Priolo Earthquake Fault Zone or other known fault zone. Nor is the site within the potential hazard zones (liquefaction) identified on the State Hazards Map (TIN Engineering, August 2018; City of Hermosa Beach, 2017, Figure 4.5-2; California Department of Conservation, Redondo Beach Quadrangle, 1999). As is the case throughout Southern California, the site is subject to potential ground shaking from seismic activity. Structural seismic hazards are mitigated through compliance with the California Building Code.

(b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant impact. The project will not create the potential for soil erosion except during the excavation and site preparation phases of construction. Compliance with the City's standard requirement to prepare and comply with an approved Storm Water Pollution Prevention plan (SWPPP) will significantly reduce the potential for substantial erosion or topsoil loss to occur (City of Hermosa Beach, 2017b, Page 4.5-12).

(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No impact. The site is not geologically unstable or subject to instability as a result of landslide. Nor is the site subject to severe lateral spreading or subsidence, both of which are addressed in the Soil Engineering Investigation and Report for the project (TIN Engineering, 2018). Compliance with recommendations of the Soil Engineering Investigation Report will effectively avoid impacts related to hazards. See above discussion on liquefaction and related hazards.

(d) Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial risks to life or property?

No impact. The site is underlain by silty sands which are not expansive soils (TIN Engineering, 2018, Page 7).

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. The project does not include the use of septic tanks or alternative wastewater disposal systems.

(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The site is underlain by Miocene older dune sands which have a low probability of yielding significant fossil remains (Society of Vertebrate Paleontology, 2010; City of Hermosa Beach 2017b, Section 4.4). Although Quaternary marine terrace deposits, a geologic formation with a history of yielding fossils in the region, also underlies the site at depth, the project will not disturb soils to a depth greater than approximately six feet and therefore will not encounter the deeper Quaternary deposits. There is a very low potential to encounter paleontological resources during construction activities.

Geology and Soils Summary: The project does not have the potential to result in significant impacts related to geology and soils.

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

Global Greenhouse Gas (GHG) emissions are measured in million metric tons of carbon dioxide equivalent ("MMT CO₂EQ") units. A metric ton is approximately 2,205 lbs. Some GHGs emitted into the atmosphere are naturally occurring, while others are caused solely by human activities. The principal GHGs that enter the atmosphere because of human activities are:

- **Carbon dioxide (CO₂)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), agriculture, irrigation, and deforestation, as well as the manufacturing of cement.
- **Methane (CH₄)** is emitted through the production and transportation of coal, natural gas, and oil, as well as from livestock. Other agricultural activities influence methane emissions as well as the decay of waste in landfills.
- **Nitrous oxide (N₂O)** is released most often during the burning of fuel at high temperatures. This greenhouse gas is caused mostly by motor vehicles, which also include non-road vehicles, such as those used for agriculture.

- **Fluorinated Gases** are emitted primarily from industrial sources, which often include hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). Though they are often released in smaller quantities, they are referred to as High Global Warming Potential Gases because of their ability to cause global warming.

These gases have different potentials for trapping heat in the atmosphere, called global warming potential ("GWP"). For example, one pound of methane has 21 times more heat capturing potential than one pound of carbon dioxide. When dealing with an array of emissions, the gases are converted to carbon dioxide equivalents (CO₂EQ) for comparison purposes.

The greatest source of GHG emissions associated with development projects in California, by far, is vehicular emissions. The second greatest source is emissions from energy consumption (both natural gas and electrical). The project's emissions would be considered significant if they exceed the South Coast Air Quality Management District's (SCAQMD's) screening threshold of 3,500 MTCO₂EQ per year for residential uses, as reflected in the SCAQMD's interim significance thresholds (SCAQMD, 2008).

Would the project:

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. As noted previously in Section 18.3, Air Quality, total air emissions from the project (construction and operational) are expected to be well below daily emission thresholds for criteria pollutants, owing to the relatively small scale of the project. While the project will generate emissions that contribute to greenhouse gases, the magnitude of emissions is also anticipated to be well under the SCAQMD Tier 3 screening threshold for residential projects of 3,500 MTCO₂EQ/year.³

(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The project's GHG emissions are expected to be less than the screening threshold identified by the SCAQMD. In this respect, it is consistent with state, regional and local strategies to reduce GHG emissions to 1990 levels.

Greenhouse Gas Emissions Summary: The project's GHG impacts will be less than significant.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
17.9 HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

³ By comparison, a 248-unit apartment complex generates an estimated 3,065 MT CO_{2e} per year, below the SCAQMD Tier 3 screening threshold of 3,500 MT CO_{2e} per year. (City of Torrance, 2019, Pg. 5.6-33, Table 5.6-3).

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses to some of the questions below are derived from a Phase 1 Environmental Site Assessment of the project site (Leymaster Environmental Consulting, 2016). The Environmental Site Assessment found “No evidence of environmental conditions associated with the Property” and that “No further investigation is required” (Leymaster, 2016. Page 19).

Would the project:

(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No impact. The proposed residential use would not involve the routine transport, use, or disposal of substantial quantities of hazardous materials and by its nature would not introduce any unusual hazardous materials to the area. Nor would activities associated with construction of the project involve the routine transport, use or disposal of substantial quantities of hazardous materials.

(b) Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?

No impact. Neither the project site nor the nature of the proposed uses present any foreseeable conditions involving the release of hazardous materials into the environment.

(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?

No impact. The operations associated with the proposed residences will not emit hazardous emissions, nor will they involve the handling of hazardous or acutely hazardous materials, substances or waste.

(d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No impact. The site is not listed as a hazardous materials site (Leymaster, 2016).

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in safety hazard or excessive noise for people residing or working in the project area?

No impact. There are no public or private airports on or adjacent to the site. The nearest airport is Los Angeles International Airport, located approximately five miles north of the project site.

(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No impact. The proposed project would not change alignment or access of streets serving the project site or surrounding area, and thus would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

(g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No impact. There are no wildlands in the vicinity of the project; therefore the project will not expose people or structures to injury or death involving wildland fires.

Hazards Summary: The project will have no significant adverse effects relative to hazards or hazardous materials.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.10 HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off- site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. In flood hazard, tsunami, or seiche zones, result in release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:***(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

No impact. The project will comply with water quality standards and waste discharge requirements through its compliance with the City's Low Impact Development (LID) requirements which in turn implement the Municipal NPDES Permit. The LID Ordinance (Ordinance No. 15-1351) requires the project to "control pollutants and runoff volume from the project site by minimizing the impervious surface area" and by "controlling runoff through infiltration, bio retention, and/or rainfall harvest and use, in accordance with the standards set forth in the Municipal NPDES Permit. Project plans must include a storm water mitigation plan (SWMP) to identify Best Management Practices (BMPs) necessary to control storm water pollution from the completed project. All BMPs must meet performance standards set forth in the Municipal NPDES Permit. These requirements not only ensure that water quality standards and waste discharge requirements are met, they also are effective in mitigating the project's water quality impacts to a level that is less than a significant impact. The project's LID Plan will be reviewed by the City to ensure that it complies with the LID Ordinance and other applicable requirements.

(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No impact. The project will have no impact on groundwater, either by inhibiting groundwater recharge, introducing pollutants to the groundwater, or by withdrawing groundwater from an underlying aquifer. The project does not propose grading or any intrusion to groundwater depths. It will reduce rather than increase impermeable surface area onsite. The proposed residential land use will not introduce any pollutants that have the potential to substantially affect groundwater.

(c) Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would:***(i) Result in substantial erosion or siltation on- or off- site?***

No impact. The project will alter the manner in which storm water is directed and managed on-site through integration of catch basins and increased permeable surface area, in compliance with the City's LID requirements (see response to (a) above). This small-scale alteration is expected to have a beneficial though immeasurably small effect on the management of storm water volume and water

quality discharged from the site because the site is entirely paved and impervious under current conditions. The project will not alter the course of a stream or river, or otherwise modify local or regional drainage patterns, in a way that results in substantial erosion or siltation.

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?

No impact. The rate and amount of surface runoff during and after project development will be controlled by standard regulatory mechanisms. See above response to (a).

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

No impact. The project can be expected to result in a slight reduction in the amount of runoff from the site that would enter the storm drain system, due to the beneficial effects of design measures and BMPs in compliance with the City's LID requirements. (See response to (a) above).

(d) In a flood hazard zone, tsunami, or seiche zone, risk release of pollutants due to project inundation?

No impact. The site is not within an area with the potential for adverse flooding impacts (see Leymaster, 2016, Page 11), is not in the Tsunami Hazard Zone and is not subject to seiche hazard.

(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No impact. See above response to (a).

Hydrology and Water Quality Summary: The project will have no significant adverse effects relative to hydrology and water quality.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.11 LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Physically divide an established community?

No impact. The project is construction of an infill residential development and does not have the potential to divide a community.

(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The project will be required to comply with all applicable land use plans, policies and regulations, including policies of the City's General Plan and regulations of the zoning ordinance through the discretionary approval process (General Plan Amendment, Zone Change, Conditional Use Permit, Precise Development Plan, Subdivision Map). If approved, the discretionary permits will be consistent with the existing land use patterns.

Land Use Summary: The project will have no significant impacts related to land use.

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

(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No impact. Most of Hermosa Beach, including the project site, is underlain by Holocene-age dune sands. Although "sand, gravel and crushed stone" are identified among construction aggregate resources important to the region, the sand deposits underlying Hermosa Beach are not identified as an aggregate deposit of prime importance to meet the region's future need for construction quality aggregates. The urbanized conditions that exist throughout the City reflect a long-standing land use commitment that effectively precludes mineral extraction at a significant scale either on the project site or within city limits.

(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No impact. There are no mineral resource recovery sites within the city. As mapped by the State Mining and Geology Board (SMBG), most of Hermosa Beach lies within the San Fernando Valley Production-Consumption Region in Los Angeles County. A small portion of Hermosa Beach south of 2nd Street lies in the San Gabriel Valley Production-Consumption Region. A review of the *Generalized Mineral Land Classification Map of Los Angeles County- South Half* (DOC 1994) shows that all of the planning area is designated as MRZ-3 land. The MRZ-3 classification indicates areas of undetermined mineral resource significance.

Mineral Resources Summary: The project will have no impact on mineral resources.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.12 NOISE. Would the project result in:				
a. 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 ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project will generate temporary construction noise. The noisiest event is likely to be site preparation when some heavy equipment is used. The project applicant anticipates use of a 315 excavator and a 953 track loader along with haul trucks to export earth material. These pieces of equipment are diesel fueled and therefore generate noise above ambient levels. They can also generate groundborne vibration, though the magnitude of vibration anticipated from these machines is less than earth moving equipment and other machinery that would be required for larger projects. According to the applicant, construction activities that produce extremely high levels of noise or vibration, such as jackhammers and pile driving, will not be used. The site preparation phase is expected to last 4 weeks, during which approximately 1,000 to 1,750 cubic yards of earth material will be excavated and exported from the site. The export of soil will require from 70 to 130 truckloads over the four-week period. Haul trucks and construction worker vehicles will add to the ambient noise level in the project vicinity on First Street and on other local and regional roadways as vehicles come and go from the site. However, this temporary increase in roadway noise will not be great enough to significantly increase ambient roadway noise levels.

During the remaining 10 months of the construction period the subsequent construction activities will generate noise temporarily at various levels depending on the activity. The magnitude of noise generated by these actions is not great enough to violate local standards provided such activity complies with the workday and work hour restrictions of the City's Municipal Code Noise Ordinance. Noise standards applied to land use and development projects consider the duration of noise (averaging the noise level over time) along with the volume of the noise event. The short duration of noise events reduces the overall effect of noise on the environment. Although there are residences immediately adjacent to the site to the east and north and other residences in the immediate neighborhood on First Street, the noise impact of the construction phase will affect these sensitive land uses only temporarily for a relatively brief period. The City's Noise Ordinance limits construction and demolition hours to 8 AM to 6 PM, Monday through Friday and 9:00 AM to 5:00 PM on Saturday. Construction activities are not permitted on Sunday or on national holidays. Compliance with the ordinance would ensure the project's conformance with adopted noise thresholds and avoidance of any significant adverse impacts related to noise during the construction phase.

The site is subject to noise from traffic on First Street, but traffic noise is not significant enough to adversely impact the proposed land use. This is true for current traffic levels as well as for future traffic conditions. The number of vehicular trips generated by the project is very small and not great enough to result in a measurable increase in roadway noise (see discussion of traffic in Section

18.16). An increase in traffic volumes of at least 26 percent is necessary to cause a 1 dB increase in noise. (An increase of 1 dB is well below the level of increase in noise detectable by the human ear; a 3 dB increase is usually applied as the threshold level at which noise might be considered to have an impact.) The project's estimated increase in traffic volumes of 88 trips per day will not approach a 26 percent increase over current traffic volumes. The proposed residential use will have no long-term effect that would increase the exposure of persons using the site to adverse noise.

Would the project:

(a) 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 ordinance, or applicable standards of other agencies?

Less than significant impact. Neither the construction nor the long-term activities associated with the project will generate significant noise. The site is not currently exposed to noise levels in excess of established standards and the project will not alter this condition. See above discussion.

(b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. The use of some diesel powered equipment (excavator, loader and haul trucks) during site preparation has the potential to generate groundborne vibration on-site. A peak particle velocity (PPV) of 0.01 is considered to be a vibration level that is barely perceptible by humans and well below the level of vibration that would incur structural damage. A vibration level of 0.04 inches per second PPV is considered the threshold at which vibration has the potential to cause annoyance to occupants of nearby residences. A PPV of 0.2 inches per second is the threshold at which there is a potential to incur structural damage. A vibration velocity level that exceeds 0.04 inches per second PPV at the property line of any neighboring use is therefore an effective screening threshold for avoidance of both human and structural impacts. Impacts related to groundborne vibration are considered significant if the vibration velocity level exceeds 0.04 inches per second at the property line of any neighboring use. None of the construction activities or equipment that will be used on-site are expected to generate vibration levels that exceed the 0.04 threshold at neighboring property lines (FTA 2006. Transit Noise and Vibration Impact Assessment)

(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The site is not located within the vicinity of a private airstrip or within an airport land use plan or within two miles of a public airport or public use airport.

Noise and Vibration Summary: The project will not result in significant noise or vibration impacts.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.13 POPULATION & HOUSING. Would the project:				

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant impact. The project proposes construction of 12 new dwelling units, which would result in an increase in the local population of about 48 persons. This number of new residents does not represent a substantial level of population growth for Hermosa Beach whose current population is approximately 20,000 persons. The population of Hermosa Beach is expected to grow by 661 persons between 2015 and 2040. This level of growth is anticipated by the City's General Plan (PLAN Hermosa EIR, page 4.12-7) and represents less than 0.006 percent of the population projected for the year 2040 within the South Bay Cities Council of Governments (SBCOG) planning area (see PLAN Hermosa Final EIR, page 4.12-9). The project's additional 48 person increase is not great enough to be considered 'substantial population growth'. The project will not induce indirect population growth through the extension of roads or infrastructure.

(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project proposes to create housing on an existing private parking lot. No persons or housing will be displaced.

Population and Housing Summary: The project will not have significant impacts on population and housing.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.14 PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project's 12 residences do not present a substantial increase in the demands for public services. The project will thus not result in substantial adverse physical impacts resulting from the alteration of public service facilities or construction of new public service facilities.

- 1) **Fire protection? No impact.** The project will not impact fire protection services. The proposed use does not significantly increase the demand for fire protection services over existing conditions.
- 2) **Police protection? No impact.** There will be no significant impacts related to police services associated with the proposed use. The project will not significantly increase the demand for police services, nor will it induce the need for new or expanded police facilities.
- 3) **Schools? No impact.** The proposed uses will not result in a significant increase in student population or otherwise affect school services.
- 4) **Parks? No impact.** The project will not result in a substantial increase in the demand or use of parks.
- 5) **Other public facilities? No impact.** The proposed uses will not result in a significant increase in the resident population or an increase in employees great enough to substantially increase the demand for public facilities.

Public Services Summary: The project will have no impact related to public services.

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

(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

No impact. The project will not substantially increase the local population or increase the demand for local parks or recreational facilities, either directly or indirectly. It will have no impact on recreational facilities or parks.

(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No impact. The project does not include recreational facilities, nor will it require construction or expansion of recreational facilities.

Recreation Summary: The project will have no impact related to recreation.

	Potentially Significant Impact	Less Than significant w/Mitigation Included	Less than Significant Impact	No Impact
18.16 TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

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

No impact. The project will not conflict with plans, policies or ordinances related to other modes of transportation (mass transit, pedestrian, bicycle). It will not alter or obstruct existing or planned bike paths. Nor will it alter or impede access to mass transit facilities.

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No impact. CEQA Guidelines section 15064.3 identifies vehicle miles traveled (VMT) as the appropriate measure of transportation impacts and prescribes criteria for analyzing VMT impacts, including the use of qualitative analysis in some cases. Analysis of the proposed project's VMT impact applies the screening thresholds developed by the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, 2018),

specifically the screening threshold of small projects which supports a finding that “projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact” (OPR, 2018, Page 12).

The First Street Residences project is estimated to generate 88 average daily trips (based on trip generation rates of a low-rise, multi-family land use per the Institute of Transportation (ITE) Trip Generation Manual 10th Edition, 2017). Because the project’s 88 daily trips are well below the 110 trips per day screening threshold, the project can be assumed to cause a less than significant transportation impact.

(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No impact. The project does not propose any features, modifications to circulation facilities or uses that would introduce hazards.

(d) Result in inadequate emergency access?

No impact. The project’s proposed modifications will not impact emergency access to the site. Emergency access, fire lanes and ingress and egress points will be maintained in full compliance with the Building and Safety Code and Fire Code.

Summary: The project will have no adverse impacts on transportation.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.17 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No impact. The project will not require or result in the relocation or construction of new or expanded facilities except for connections to the site from existing local facilities which would not result in significant environmental effects.

(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No impact. Water availability for proposed uses will be verified through the City's requirement for a Will Serve letter from the water purveyor. Water use will not result in environmental impacts. The project's water demand is not large enough to exceed existing entitlements or the capacities of existing facilities.

(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No impact. The proposed use will not require construction or expansion of treatment facilities. The current capacity of wastewater treatment facilities is sufficient to accommodate the wastewater generated by the project. Available treatment capacity will be verified through the City's requirement for a Will Serve letter for the proposed uses.

(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No impact. The project will generate solid waste during construction. Proposed new uses will generate increased amounts of solid waste, however the increase is not great enough to impact regional landfill capacity. Sufficient landfill capacity is available and is expected to be available through the lifetime of the proposed uses (20 years) (City of Hermosa Beach, June 2014).

(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No impact. Policy 4.5 of the City's Sustainability and Conservation Element requires that projects "use sustainable building checklists to minimize or eliminate waste and maximize recycling in building design, demolition, and construction activities." Compliance with this policy will be enforced through the building permit approval process.

Utilities and Service Systems Summary: The project will have no impact on utilities and service systems.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.18 WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) through (d)

No impact. The project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.

Wildfire Summary: The project will have no impacts related to wildfire.

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
18.18 MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a. Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than significant w/ Mitigation Incorporated	Less than Significant Impact	No Impact
d. Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or 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?***

No Impact. The project has no potential to 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.

- b) ***Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?***

No Impact. The project does not jeopardize long-term environmental goals in favor of short-term environmental goals. If the General Plan Change request is approved, the proposal to develop residences at this site would be consistent with the long-term goals established by the City as reflected in the General Plan.

- c) ***Does the project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)?***

No impact. The project would not result in incremental effects of this type. Potential impacts are limited to those that are less than significant and which do not have un-mitigable incremental effects that are cumulatively considerable.

- d) ***Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?***

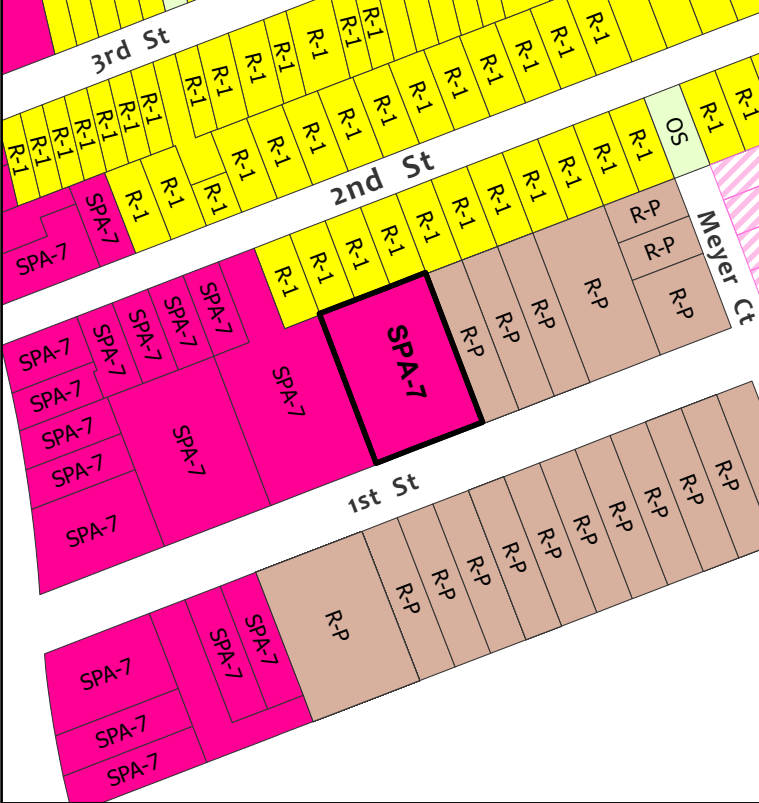
Less Than Significant Impact. The project as proposed and with implementation of all standard conditions of approval and compliance with current City ordinances and policies will have no significant impacts to humans, directly or indirectly.

18. **PREPARATION.** This initial study was prepared by the City of Hermosa Beach with assistance from Ed Almanza & Associates, an environmental consultant under contract to the City. Principal City staff participants include Melanie Emas Hall, Assistant Planner; Ken Robertson, Community Development Director; Patrick Donegan, Assistant City Attorney. The project's vehicle trip generation projections were provided by the City's traffic consultant, Seth Contreras of Fehr & Peers.

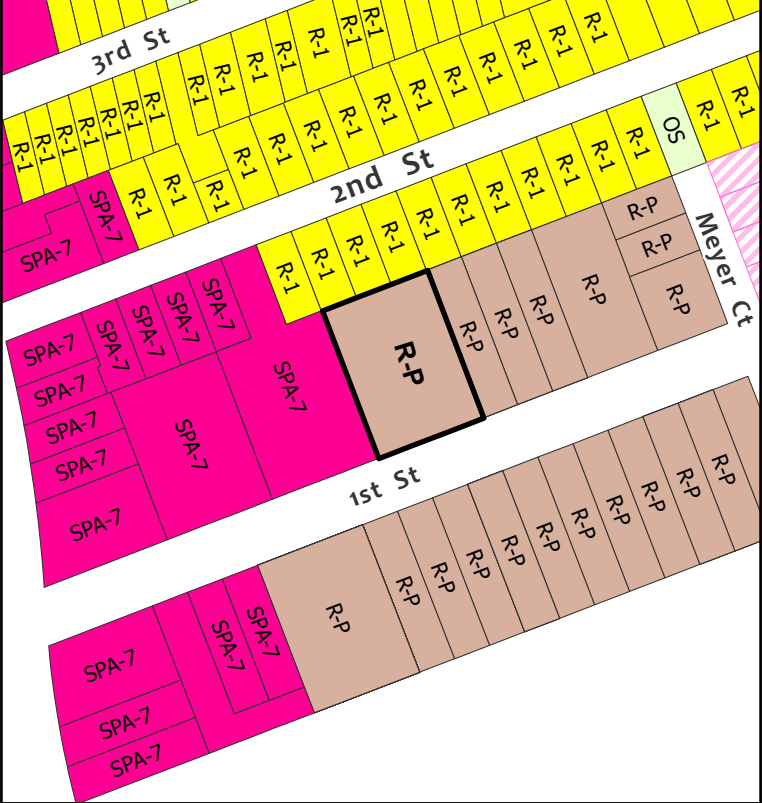
911 1st St

Zoning Designation

Current: Specific Plan 7 (SPA-7)

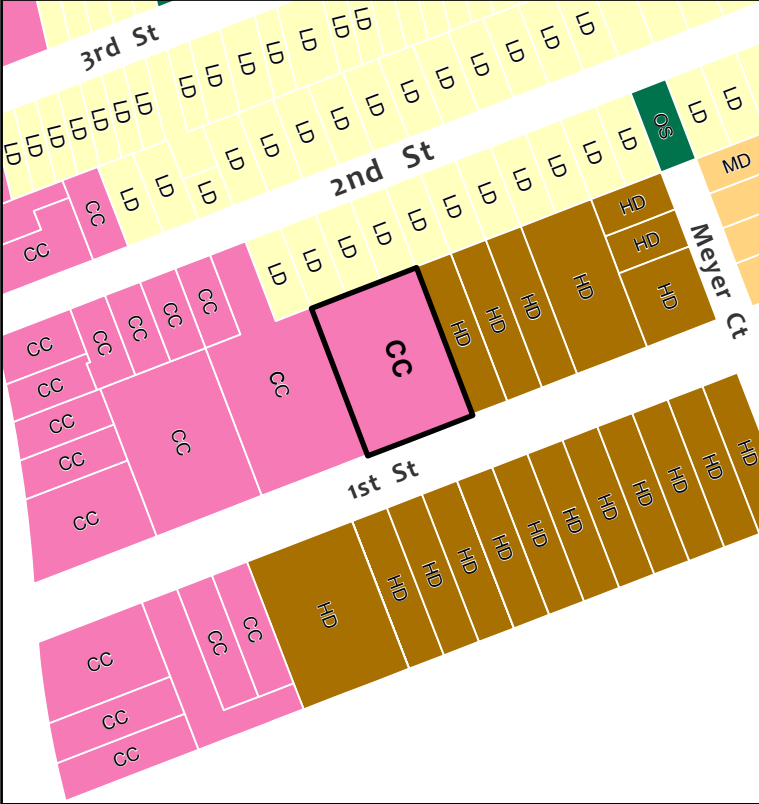


Proposed: Residential-Professional (R-P)



General Plan Designation

Current: Community Commercial (CC)



Proposed: High Density Residential (HD)

