4.10 Land Use/Recreation/Policy Consistency Analysis

This section details the existing land use and planning conditions in the vicinity of the Project Site, outlines applicable land use plans and policies, and summarizes potential land use and planning impacts and mitigation measures associated with the Proposed Project.

4.10.1 Environmental Setting

4.10.1.1 Land Use

Oil Production Site

E&B, the Applicant, is proposing the development of the Project on a 1.3-acre parcel located at 555 6th Street in the City of Hermosa Beach (City). The Project Site is bounded on the east by Valley Drive and on the south by 6th Street, approximately seven blocks east of the beach and the Pacific Ocean. The Project Site is currently developed as the City Maintenance Yard and the Proposed Project would require the relocation of this facility to another site located west of Valley Drive, adjacent to and south of the Hermosa Beach City Hall, and the installation of offsite underground Pipelines for the transportation of the processed crude oil and gas from the Project Site to purchasers.

The cities bordering Hermosa Beach include the city of Manhattan Beach to the north, and the City of Redondo Beach to the south and east. Hermosa Beach, similar to its neighboring cities, is characterized by a mix of residential, commercial, and industrial land uses. The Project Site is bounded by the following: to the east by Valley Drive, the Veterans Parkway (Hermosa Valley Greenbelt/Trail), Ardmore Park and, further to the east, by Ardmore Avenue and residential development; to the south by 6th Street, the City Beach Self Storage facility, light manufacturing land uses and, further to the south, South Park and residential development; to the west by light manufacturing land uses, Cypress Street and, further to the west, residential development; and to the north by light manufacturing land uses and, further to the north, residential development and 8th Street.

The immediately adjoining properties were sparsely developed into the 1940s, with a few residential units located to the northwest of the Project Site. Post 1940s, significant development occurred with industrial buildings being constructed to the south and west of the Project Site by 1953 and to the north of the Project Site by the 1960s. By 1960, the buildings to the west of the Project Site were identified as containing a building material warehouse, a boat repair shop, and a contractor's storage yard.

By 1960, the building to the south was being utilized as a planter mix manufacturing site. Since the 1960s, the various adjoining buildings have been utilized for multiple small businesses as industrial/commercial uses, approximately 50 feet to the east, from the late 1800s, there was a railroad right of way that was utilized by the Santa Fe Railway. During the 1960s, the railroad right-of-way was converted to a greenbelt/park (Veterans Parkway - Hermosa Valley Greenbelt

(Greenbelt)), followed by a voter initiative in the 1980s which changed the designation for the Greenbelt to OS-1 Restricted Open Space.

The land uses adjacent to the Project Site (on the same block between 8th and 6th Street and Cypress Avenue and Valley Drive) are commercial/industrial (Cypress Auto Body, A&B Heating, JB Plumbing, McGivern Surfboard Manufacturing, and other various small commercial/industrial businesses), with some residential uses along 8th Street to the north. Adjacent blocks include residential uses located 150 feet to the north of the Project Site, 250 feet to the west and 180 feet to the east (across the Greenbelt), with small commercial/industrial uses and the Beach Cities Self Storage facility located to the immediate south across 6th Street with its parking lot located to the immediate west of the Project Site.

The current use on the Project Site, the City Maintenance Yard, would be relocated to a City owned property located west of Valley Drive, adjacent to, west, and immediately south of City Hall for the temporary facility and south of Hermosa Beach City Hall for the permanent facility.

Currently, there are 15 parking spaces located at the City's Maintenance Yard used by maintenance yard employees from 7:00 a.m. to 6:00 p.m. on Monday through Friday and by the public at other times without charge. These spaces are a portion of the City's inventory of free remote public parking spaces under the City's Coastal Preferential Parking Program.

Pipelines

The Project also includes offsite underground Pipelines to transport the oil and gas to destinations outside the City. The gas Pipeline route travels a distance of 0.43 miles in the right of way (ROW) of southbound Valley Drive (which is a one way street south of 2nd Street) in the City of Hermosa Beach to a tie in to a Southern California Gas (SCG) Company gas line in the Southern California Edison (SCE) Utility Corridor east of N. Francisca Avenue in the City of Redondo Beach. Land use along the Pipeline route in the City is a mix of commercial and residential with the Veterans Parkway Green belt to the east of the Pipeline route. From the SCG tie in the gas Pipeline would continue through the City of Redondo Beach to an existing SCG Pipeline transmission facility (Line 1170) located on the south side of 190th Street near its intersection with Green Lane, between Flagler Lane and Beryl Street, in the City of Redondo Beach. The section of the proposed gas line in the City of Redondo Beach is bounded to the north by commercial land uses and residential development in the City of Redondo Beach; and to the south by commercial land uses, residential development, and public facilities including Dominguez Park and Redondo Beach Dog Park in the City of Redondo Beach.

The offsite underground oil Pipeline for the transport of oil would follow the same route in the City with a distance of 0.39 mile in the ROW of southbound Valley Drive (which is one-way starting at 2nd Street) in the City of Hermosa Beach to the corner of Valley Drive/N. Francisca Avenue and Herondo Street in the City of Redondo Beach. The Proposed Pipeline would then continue in one of three routes and valve box options (see Section 2.0, Project Description) to an area refinery. The land use designations of the oil Pipeline route through the City of Redondo Beach are a mix of commercial and residential uses.

Proposed Relocated City Maintenance Yard

Two options for the relocation of the City Maintenance Yard have been identified by the City: (a) development of a new Permanent City Maintenance Yard (including sub-options with and without added parking of approximately 129 spaces) located on that portion of the site occupied by a self-storage business, south of City Hall; and alternatively (b) a Temporary City Maintenance Yard may first be developed and utilized through the exploration phases of E&B's Project, with a the permanent facility developed only if E&B fully develops the permanent drill site. The Temporary Yard would be primarily located at 1315 Valley Drive in the areas west and south of City Hall now occupied by several City buildings, parking for City vehicles, employee parking, and Bard Street which would be closed. Employee parking would be relocated to the Community Center during work hours, and shared free remote coastal public parking would be relocated to the south side of Herondo Street in Hermosa Beach. The City would select one of these options for implementation if E&B's Project is approved.

The relocation of the City Maintenance Yard and the onsite parking spaces at the existing City Maintenance Yard would occur prior to and during the initial phase of the Proposed Oil Project so that the maintenance operations could continue when the existing City Maintenance Yard is demolished as part of Proposed Oil Project. The site proposed for the new City Maintenance Yard relocated permanent City Maintenance Yard is zoned M-1 Light Manufacturing with a portion zoned OS Open Space. The adjacent land uses are residential uses to the south and west, the Greenbelt to the east, and the Civic Center (City Hall, Library, and Fire Station) and commercial uses to the north.

The proposed site for a relocated permanent City Maintenance Yard, at 1315 Valley Drive/552 11th Place, new City Maintenance Yard currently houses the Hermosa Self-Storage Facility, occupied on a month to month lease by a private business, along with 32 parking spaces, reserved for City employees between the hours of 7:00 a.m. to 6:00 p.m. Monday through Thursday (i.e., work hours) and used by the public at other times without charge. These 32 spaces are a portion of the City's inventory of free remote public parking under the City's Coastal Preferential Parking Program.

Proposed Project Offsite Parking Locations

As described in Section 2.0, Project Description, in order to comply with the City's Preferential Parking Program and Coastal Development Permit requirements, 17 public parking spaces would have to be generated under the Proposed Oil Project. The 17 spaces would be required to replace the current 15 parking spaces to be removed at the current City Maintenance Yard and the loss of the 2 on-street public parking spaces removed from 6th Street from the proposed street improvements at the corner of 6th Street and Valley Drive. In addition, Phases 1, 2, and 3, and the drilling portion of Phase 4 Drilling would require temporary offsite parking for Project employees.

Temporary parking is proposed for 636 Cypress Avenue, adjacent to the western boundary of the Project Site. The parcel at 636 Cypress Avenue is a relatively level 6,000-square foot property and is currently developed with a single-story building that occupies approximately 75 percent of the parcel and a parking lot with approximately 6 parking spaces. The property, the Cypress Parking Lot, and the adjacent properties are zoned for light industrial use (zoning designation M-

1). The Project proposes that the 17 replacement parking places be located at the new City Maintenance Yard location, or if no added parking is constructed there, the 17 replacement spaces would be located at the Cypress Parking Lot or other suitable parking spaces acceptable to the City and Coastal Commission in coordination with the City's coastal parking program. (The City has indicated there is no agreement to provide for this parking at a relocated City Maintenance Yard).

Temporary Project employee parking during some Project phases could exceed the capacity of the Cypress Parking Lot. The Applicant proposes to use available existing parking facilities for these peak parking demand situations, not yet identified. Employees would walk or be shuttled by van from these remove parking facilities to the Project Site.

Figure 4.10-1 shows the Project Site and surrounding land uses in the City of Hermosa Beach.

4.10.1.2 Recreation

The City of Hermosa Beach is known for its beaches, surfing, and the paved strip path that parallels the beach known as the "Strand" that connects Hermosa Beach with the neighboring beach cities. The City owns the wide beach that runs the length of the city and serves both locals as well. The Strand is also part of the statewide California Coastal Trail system. As a beach community, Hermosa experiences a high visitor population. During the 2010-11 fiscal year (FY), beach attendance ranged from a low of 94,300 in December 2010 to a high of 939,000 in July 2010, according to the Los Angeles County Fire Department, Lifeguard Division. Total beach attendance in FY 2010-11 was up 18.5% from FY 2009-10 to 3,763,700. The Hermosa Pier is 1,228 feet long and offers year-round fishing and contains the Surfer's Walk of Fame where surfing legends from Hermosa Beach are commemorated with bronze plaques embedded within the pier's walking surface. In addition to surfing, recreational beach activities include volleyball, skating and skateboarding, jogging, and bicycling. Special events throughout the year are primarily focused on the beach, the adjacent Pier Plaza and downtown area. There were nearly 60 special events, open to the public, scheduled for 2014 as of January 2014.

The City of Hermosa Beach has over 20 parks throughout the City with green space, picnic facilities, a skateboard park and space for sporting events. The City of Hermosa Beach Community Resources Department administers the City's recreation program which offers a variety of recreational activities for participants of all ages, as well as scheduling private events at city park facilities.

Three facilities, Valley Park, Clark Stadium, and South Park, support activities and sport leagues for both youth and adult participants. Clark Stadium also provides lawn bowling. Clark Building located at 861 Valley Drive provides a multi-purpose hall and lighted sports fields. The Farmer's Market is held every Friday just north of the tennis courts at Clark Stadium. South Park located at 425 Valley Drive provides lawn areas, a new play area is in progress, and a community garden.

Figure 4.10-1 Proposed Project Location

The Veterans Parkway (Hermosa Valley Greenbelt/Trail) located between Valley Drive and Ardmore Avenue runs the length of the City and connect with Redondo Beach and Manhattan Beach. The Greenbelt provides a walking and jogging trail. Also in the vicinity of the Project Site are Ardmore Park at 491 Ardmore Avenue and Bicentennial Park, located at Valley Drive and 4th Street.

The Community Center and Hermosa Beach Community Theater located 710 Pier Avenue, at the intersection of Pacific Highway and Pier Avenue and extending west to Ardmore Avenue, provides a community center with meeting rooms, Senior Center, large and small theaters, gymnasium, Skate Park and tennis courts. P.A.R.K. (Positive Active Recreation for Kids) Program is a new After School program offered at the Hermosa Beach Community Center and South Park for Hermosa Beach residents, emphasizing active recreation for children in the First through Eighth grade. Children walk with a supervisor from Valley School and View School to the Community Center and also along the greenbelt to South Park.

4.10.2 Regulatory Setting

This section summarizes land use planning and recreational resource management policies primarily as they relate to general growth, conservation, and development, park and recreational uses, and public access.

4.10.2.1 Federal

The Federal Coastal Zone Management Act of 1972, as administered by the State of California, applies to this Project. Other Federal agencies having regulatory authority that affect land use and growth issues include the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation.

4.10.2.2 State

California State Lands Commission

The State of California owns the tidelands and submerged lands extending three nautical miles seaward of the mean high tide line. State law confers primary responsibility for determination of the precise boundary between these public tidelands and private lands and administrative responsibility over state tidelands to the California State Lands Commission (CSLC). Access and use of state lands can be obtained through lease agreements. In 1919, the State of California granted the City of Hermosa Beach, in trust, the tidelands within the Torrance Oil Field. Because the proposed Project would be located on uplands and sovereign submerged lands that have been transferred, in trust, to the City (Statue of 1919, Chapter 479), no CSLC authorization would be required. However, the CSLC would act as a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters.

The California Coastal Commission

The California Coastal Act of 1976 created the California Coastal Commission (CCC) and established planning and management policies for the protection of coastal resources. The Act requires local governments within the coastal zone to prepare local coastal programs (LCP) that provide for maximum public access to the coast and public recreation areas (see Section 30500 of the California Coastal Act). Through the certification process of the local coastal programs, the CCC identifies sensitive coastal resources, determines whether these areas were of regional

or statewide significance, identifies potentially significant adverse impacts that could result to these coastal resources from development, and ensures that actions adequate to protect these resources are incorporated into a jurisdiction's LCP.

After an LCP has been certified and all implementing actions have become effective, the Act delegates subsequent development review authority to the local agency whose program has been certified. The City of Hermosa Beach does not have a certified LCP. However, such delegation does not apply to any development on any tidelands, submerged lands, or public trust lands lying within the coastal zone. Such lands are considered the original jurisdiction of the state. The Act does not limit the authority of the CSLC over lands within its jurisdiction.

The planning and management policies to protect coastal resources are described in Sections 30200 through 30264. Sections 30210 through 30213 provide that the public's right of access to the sea is not to be interfered with by development unless it is inconsistent with public safety, military security, or the protection of coastal resources. Where appropriate and feasible, public facilities, including parking would be distributed throughout an area to minimize impact to any single area. Low-cost visitor and recreation facilities and low- and moderate-income housing opportunities would be encouraged.

Sections 30230 through 30236 provide that marine resources are to be maintained, enhanced, and, where feasible, restored. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances would be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures would be provided for accidental spills. Facilities serving the commercial fishing and recreational boating industries would be protected and, where feasible, upgraded.

Pursuant to Sections 30240 through 30254, land resources such as environmentally sensitive habitat areas and prime agricultural land would be protected. Archaeological and paleontological resources would also be protected. The scenic and visual qualities of coastal areas would be considered and protected when contemplating development. New development would maintain and enhance public access to the coast by having passages to roadways and transit opportunities.

Pursuant to Sections 30260 through 30264, coastal-dependent industrial development would be encouraged to locate or expand within existing sites and long-term growth would be permitted where consistent with the area. Where new or expanded facilities are not otherwise consistent, they will be permitted if: (1) alternative locations are not feasible or are more environmentally damaging; (2) adverse environmental effects are mitigated to the maximum extent feasible; (3) it is found that not permitting such development would adversely affect the public welfare; (4) the facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas; and (5) the facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property. Section 3062 allows for oil and gas development subject to certain environmental and geotechnical conditions.

The passages of Proposition 20 in 1972 and the State Coastal Conservancy Act in 1976 represented major legislative acts that established strong coastal resource access policies and

programs. The CCC implements these policies through its requirement providing public shoreline access as a condition of certain coastal development permits. Local governments are required to include provisions in their Local Coastal Programs (LCP) for acquiring, improving, and managing access areas. Further, in jurisdictions that do not have a certified LCP, the CCC implements these policies through coastal development permits. In addition, the Coastal Conservancy provides funding and technical assistance to local governments and citizens groups to acquire, develop, operate, and manage new access ways (CCC 1991). In 1979, additional legislation was enacted that directed the CCC and State Coastal Conservancy to establish a comprehensive program to maximize public coastal access and coordinate all local, State, and Federal efforts to implement the program. As part of the program, the CCC was mandated to prepare a Coastal Access Guide for the public.

Article 10, Section 4 of the State Constitution guarantees the public's right to access to the State's navigable waters along the California coast. Approximately 42 percent of the State's shoreline is publicly owned and accessible, with the remaining 58 percent either privately owned or held by Federal, State and local governments and not open to the public. The public's right of access to or along the State's tidelands can be obtained by: (1) purchase of shoreline lands for public use by Federal, State, or local governments or private organizations; (2) deed restrictions or dedications by the landowner that grant the public the right to cross private property; or (3) through legal doctrines of "implied dedication" and "prescriptive rights."

"Dedicated" lands become open to the public only after an agency or private party has accepted responsibility for liability and maintenance. The CCC and many local governments require the provision of access as a condition of approval for development permits to mitigate impacts of new coastal developments on public access. Most of the dedicated strips of land remain undeveloped and unmanaged by government agencies and do not form a continuous system of access to and along the shore (CCC 1991). The Coastal Conservancy helps coordinate the statewide California Coastal Trail system which follows The Strand within Hermosa and the adjacent beach. The City of Hermosa Beach joined the California Coastal Trail Association as a charter member in 2013.

Other State Agencies

Other State agencies having control over land use and recreation in Los Angeles County include the California Department of Parks and Recreation, the California Department of Fish and Wildlife, and the California Department of Transportation. Additionally, the South Coast Air Quality Management District implements State and Federal policies within the vicinity of the Project Site.

4.10.2.3 Local

Southern California Association of Governments Plans

The Southern California Association of Governments (SCAG) is a council of governments for southern California, including Los Angeles, Orange, and parts of Riverside and San Bernardino Counties. The SCAG is composed of elected city and county officials and provides a forum for addressing regional problems in the area and for formulating and implementing regional development policies. SCAG’s regional growth projections provide the basis for Federal- and

State-mandated plans (such as the regional transportation plan/sustainable communities' strategy, and city general plan housing elements) and review of federally funded programs in the region.

City of Hermosa Beach General Plan

The California Government Code requires each city and county to have a planning agency and to develop a General Plan providing a comprehensive, long-term plan for its physical development. The City of Hermosa Beach General Plan provides long-term guidance and policies for the city's growth and development, including maintaining and improving the quality of life in, and the resources of, the community, both man-made and natural. As a policy document, the General Plan provides guidance and programs to support the adoption of rules, regulations, programs and actions to execute its intent. In addition to the required elements, Land Use, Circulation, Conservation, Open Space, Housing, Noise, Safety/Seismic Safety, the Hermosa Beach General Plan also includes Urban Design, Economics and Utilities Elements. The General Plan was adopted in 1979, some elements were updated in 1994 with additional minor amendments at other times, and the Housing Element was amended in 2013 per State law. The Hermosa Beach General Plan Land Use Element designates the Project Site as Industrial with open space, residential and industrial adjacent land use designations. The City Maintenance Yard relocation sites are designated as Industrial, Open Space, and General Commercial with adjacent land uses being residential, industrial, commercial, and open space.

City of Hermosa Beach Municipal Code

Policies set forth within the General Plan are implemented, in part, through enforcement of the City's zoning regulations. Zoning regulations prescribe the allowable uses within specified zoning districts and impose standards on those uses. The Hermosa Beach Municipal Code (Zoning) designates the Project Site as M-1 Light Manufacturing and the relocation of the City Maintenance Yard site as M-1 Light Manufacturing, O-S Open Space, and C-2 Restricted Commercial. Figure 4.10-2, Project Site and Area Land Uses, shows the Project location and surrounding land uses.

City of Hermosa Beach Oil Code

In 1985, the City adopted the Oil Production Code within the City's Zoning Ordinance (a component of the City's Municipal Code) that established terms and conditions governing oil drilling and development in the City, including the requirement for a Conditional Use Permit (CUP) for oil and gas production on City-owned parcels. While the Oil Code ceased to be of effect in 1995 due to a ballot measure which disallowed any oil drilling in the City of Hermosa Beach, if the ban on oil drilling is lifted by the voters, then the Oil Code will apply as amended by the ballot measure.

City of Hermosa Beach Local Coastal Plan

As noted above, the California Coastal Act requires local governments within the coastal zone to prepare local coastal programs (LCP) that provide for maximum public access to the coast and public recreation areas and implement planning and management policies for the protection of coastal resources. LCPs are comprised of a coastal land use plan, coastal zoning code and other implementing documents as may be appropriate. In 1982, the City of Hermosa Beach's Coastal Land Use Plan (titled 'Local Coastal Plan' but referred to as the Coastal Land Use Plan in this EIR) was certified by the Coastal Commission; it is noted that the document does not contain

energy policies that would guide the development of oil and gas resources within the city. The City has not adopted a coastal zoning code and currently does not have a certified Local Coastal Program. Therefore, under current conditions, the Applicant and the City would each need to seek coastal development permits from the Coastal Commission for their respective parts, the Applicant for the Proposed Oil Project if approved by the voters, and the City for the City Maintenance Yard relocation, respectively.

The Project Site, currently the City Maintenance Yard, is designated Open Space. The proposed City Maintenance Yard sites are designated Residential - Medium Density and Open Space – Government.

1993 Conditional Use Permit (CUP) Conditions of Approval

The 1993 CUP includes the conditions of approval for the following impact categories; land use development, public safety, fire safety, subsidence, vehicle traffic and circulation, sanitary sewer, noise/vibration, landscaping, aesthetics, odors/vapor/air pollution, grading/storm water/site runoff, Pipeline construction, and general procedural requirements. Specific permit requirements are discussed in the associated applicable sections of Section 4.0. The land use development permit conditions of the 1993 CUP are as follows:

1. The maximum size for any storage tank of any type shall be forty feet in diameter and sixteen feet in height, appurtenances not included.
2. Prior to construction and prior to obtaining building permits for oil production, a complete soil analysis shall be performed and approved by all applicable governing agencies having jurisdiction over the Project.
3. Not more than five tanks shall be installed, and shall be submerged in a concrete basin which contains 10% above the volume required by the State Division of Oil and Gas and the Uniform Fire Code which is as follows: The volumetric capacity of the diked area shall not be less than the greatest amount of liquid that can be released from the largest tank within the diked area. The capacity of the diked areas enclosing the more than one tank shall be calculated by deducting the volume of the tanks other than the largest tank below the height of the dike.
4. All wells shall be drilled and cemented in accordance with State Division of Oil and Gas regulations to protect Underground Sources of Drinking Water (USDW).
5. Except for the drill rig and drawworks, no equipment or appurtenant structures shall exceed 16 feet in height from grade as defined in the Oil code.
6. The electrical service systems shall be designed with sufficient capacity to minimize surging impacts.
7. The well cellars shall be concrete lined and shall be designed to hold contaminated run-off from onsite sources; or a sump shall be provided.
8. Solid state control console linked to a control system to perform energy conservation function such as start/stop time programming of motor equipment, data logging of energy consumption and maintenance and service scheduling shall be provided.
    a. All Electrical machinery where possible shall have a minimum coefficient of efficiency of 0.75.
9. Parking shall be provided on the site consistent with the submitted parking plan to provide adequate parking facilities for all workers involved in oil recovery operations, including exploratory and production phases.

10. All studies, report, plans and analysis required by any section of this CUP or required by law shall be submitted to and approved by the City prior to the issuance of any permit for commencing any work, including site preparation. An up-front deposit of $10,000 in addition to any required plan check fees shall be submitted at the time of submitting such studies, reports, plans, or analysis for the City to draw upon to cover the City's cost of hiring the appropriate expert or specialist, if necessary, to review these submittals for adequacy. Any amount of this deposit not used would be returned to the permittee, and any additional costs the City spends over $10,000 shall be reimbursed by the permittee.

City of Redondo Beach

The Proposed Pipeline routes for both oil and gas Pipelines would travel through the City of Redondo Beach with the gas Pipeline terminating in Redondo Beach and the oil Pipeline continuing through Redondo Beach to the City of Torrance. The City of Redondo Beach General Plan – Land Use Element establishes goals, objectives, policies, and implementation programs to guide the manner in which new development will occur and existing uses will be conserved in the City of Redondo Beach. The Redondo Beach Municipal Code Chapter 4, Pipeline Franchises, of Title 11, Public Utilities, is specific to the permitting and operation of pipelines and the gas metering station in the City.

City of Torrance

The Proposed Project oil Pipeline is routed through the City of Torrance terminating at a valve box which would connect to an existing pipeline to an area refinery. The City of Torrance General Plan lists maintaining, preserving, and enhancing community resources as a priority for the City and General Plan. The General Plan contains the following resource Element Plans; Land Use, Circulation and Infrastructure, Community Resources, Safety, Noise, and Housing.

4.10.3 Significance Criteria

The Proposed Project is considered to have a significant impact to land use if the Project would cause any of the following to occur:

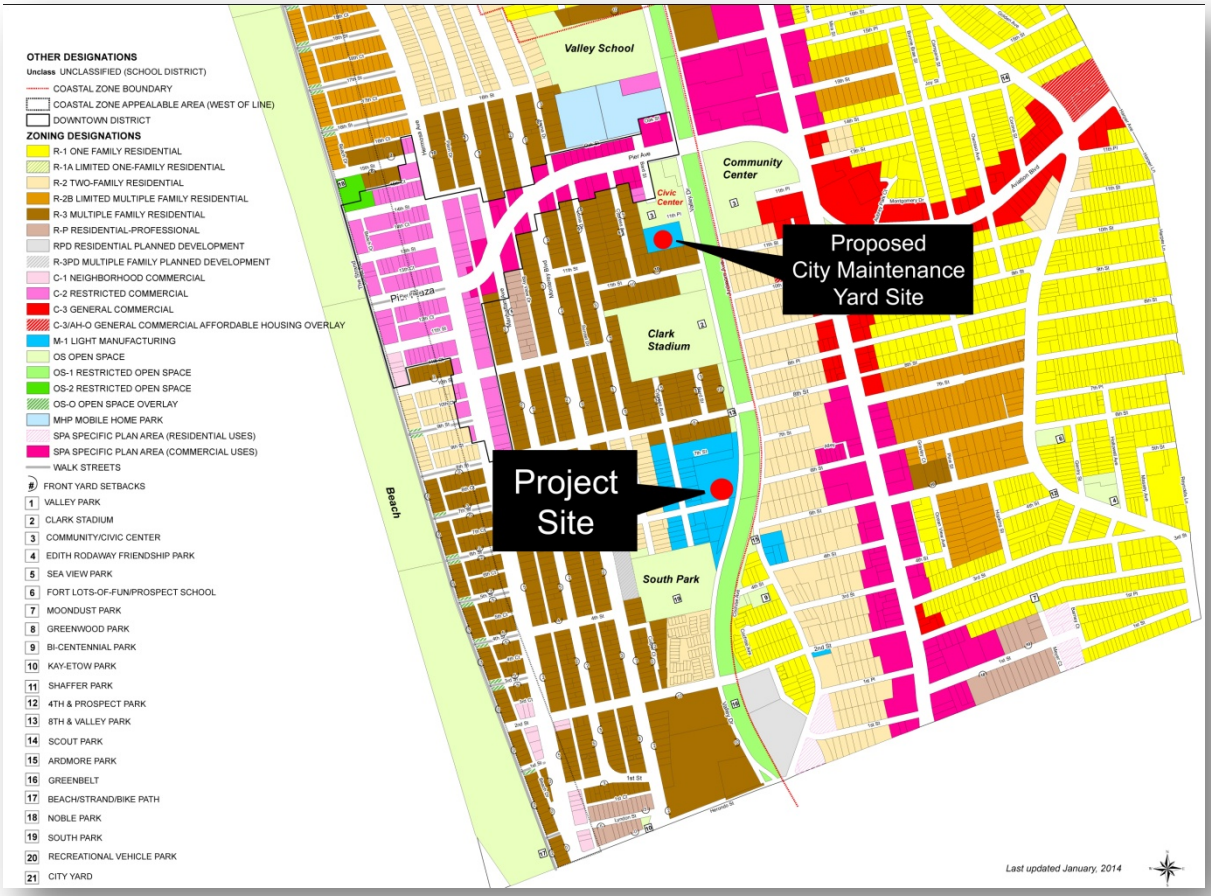
- Physically divide an established community;
- A conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, promulgated by an agency with jurisdiction over the Project (including but not limited to the general plan, specific plan, local coastal program/plan, or zoning ordinance); or
- A conflict with any applicable habitat conservation plan or natural community conservation plan; and
- Is markedly incompatible in scale or use characteristics with any adjacent land uses.

An impact on recreation and tourism would be considered significant and would require additional mitigation if the Project would cause any of the following to occur:

- Pre-emption of a recreational use during a peak season, including public beach access;
- Conflict with planning efforts to protect the recreational resources of the Project Area;

- Degradation of a recreation area or prolonged interruption of use (e.g., due to an oil spill and cleanup efforts); and
- Creation of a nuisance to recreation area users (e.g., creation of an unpleasing view, noise, or odor).

Figure 4.10-2 Project Site and Area Land Uses



Source: City of Hermosa Beach Zoning Map from www.hermosabch.org

4.10.4 Impact Analysis and Mitigation Measures

This section characterizes the potential land use and recreation impacts generated by the Proposed Project.

4.10.4.1 Land Use

Proposed Project and Pipelines

Physically divide an established community.

The Proposed Project would be constructed within an existing previously developed urban area and no additional land outside of the existing area would be acquired for purposes of the Proposed Project. The use of Valley Drive and other Hermosa Beach surface streets for Project equipment, employee travel, and trucking of oil is short term and temporary. In addition, and as discussed in Section 4.13, implementation of the traffic control measures proposed by the Applicant would minimize traffic and pedestrian mobility through the Project area and associated surface streets. Installation of the Pipelines is proposed for existing pipeline Rights of Way (ROW) consistent with existing pipelines, and construction of the Pipelines is a short term and temporary impact. The Proposed Project and Pipelines would not physically divide an established community; therefore, no significant impacts are expected.

Conflict with any applicable land use plan, policy, or regulation.

Impact #	Impact Description	Phase	Residual Impact
LUPR.1	The Proposed Project conflicts with established land use plans, policies, and land use maps.	All	Class II Less Than Significant with Mitigation

The Proposed Project conflicts with the existing City of Hermosa Beach Municipal Code, Oil Production Code and Coastal Land Use Plan (the document is titled Local Coastal Plan but it is referred to as the Coastal Land Use Plan in this EIR to avoid confusion with 'local coastal program'). The conflicts are summarized in Table 4.10-1.

Table 4.10-1 Proposed Project General Land Use Plan and Code Conflicts

Land Use Plan or Map	Land Use Conflict
Proposed Project Site – 555 6th Street	
Municipal Code	Chapter 5.56 specifies oil drilling is an unlawful act. A precise development plan is required for all development exceeding 1500 square feet in area. Pursuant to the Settlement Agreement the approval or denial of the Proposed Oil Project lies with the Hermosa Beach electorate. The need and requirement for a precise development plan is therefore eliminated per the proposed amendment to the code.
Municipal Code – Oil Production Code	Section 21A-2.10(C) prohibits oil or gas processing The definition of 'grade' in Section 21A-2.9(C)—which affects the calculation of height—applies to most elements within the perimeter wall of a site but does not apply to the perimeter wall itself. Under the current definition, the height of a retaining wall to hold fill to establish finished grade is counted as part of the total height. This means that the height of a wall constructed on a retaining wall would be at a lower elevation from finished grade than that portion of the perimeter wall not constructed in a

	retaining wall. This condition would reduce the effectiveness of some proposed mitigation. Therefore, the definition is proposed to be amended.
Coastal Land Use Plan	The Plan does not provide guidance regarding whether oil and gas development is allowed in the Industrial designation and for development of an oil and gas project and thus the Proposed Project is inconsistent with the Coastal Land Use Plan. The Project site is designated as Open Space and is inconsistent with the purpose of that designation and is inconsistent with the City's General Plan Industrial designation and current use as the City's Maintenance Yard. The proposed amendment will remedy these inconsistencies.

The Proposed Project includes amendments to the General Plan, Municipal Code and Local Coastal Plan to resolve the land use conflicts:

- Amend the Hermosa Beach Municipal Code to delete Chapter 5.56 (Oil Wells) to lift the ban on oil drilling, which had been imposed with Proposition E in 1995, and allow oil drilling in the Light Manufacturing (M-1) zone in Chapter 17.28 subject to a development agreement at the Project site located at 555 6th Street. (E&B proposes to utilize the 1993 Conditional Use Permit and the conditions of approval from the Permit will be included in the development agreement.) Deletion of Chapter 5.56 will also eliminate the requirement that all funds the City derives from Hydrocarbons Recovery go into the City's Park and Recreation Facilities Fund except the first $500 of Business License Fees and any funds regulated by the State Lands Commission, approved with Proposition L in 1987, to allow oil and gas royalties to be used for other purposes.
- Amend the Hermosa Beach Coastal Land Use Plan to change the designation of the Project Site located at 555 6th Street from Open Space to Industrial consistent with the current use as the City Maintenance Yard and the proposed use as defined for the Proposed Project.
- Amend the Hermosa Beach Coastal Land Use Plan to add policies regulating oil and gas recovery, as proposed in Appendix P.
- Adopt a Development Agreement to provide for the orderly development of the Oil Development Project, and to provide the Applicant with a vested right to proceed with the Project as required by the Settlement Agreement. Mitigation Measures in the certified EIR, conditions of approval from the 1993 CUP, any benefits and commitments to the City that may be proposed by the Applicant, and other provisions agreed to by E&B and the City will be incorporated into the Development Agreement.
- Approve a Franchise to allow the proposed oil and gas pipelines within the City of Hermosa Beach.
- Amend the Hermosa Beach Municipal Code, including the "Oil Production" Code (Hermosa Beach Municipal Code, Chapter 21-A), to amend the prohibition on process operations to allow oil and gas processing and treatment activities. Oil and gas processing shall be defined as treatment activities that involve the chemical separation of oil and gas constituents and the removal of impurities. Processing activities would include oil stripping; hydrogen sulfide and carbon dioxide removal systems; depropanizers, debutanizers, or other types of fractionation; sulfur recovery plants; wastewater treatment plants; and separation and dehydration of oil/gas/water.

- Amend the Hermosa Beach Municipal Code to modify the definition of "grade" (adjacent ground elevation) to allow for a perimeter wall height of 32 feet. Grade shall be defined as the lowest point of elevation of the finished surface level of the ground, paving or sidewalk, excluding excavations for well cellars and storage tanks, within the enclosed area of the privacy wall, to also include the privacy wall (i.e., the perimeter wall around the Oil Project Site).

As proposed, and required by the March 2, 2012 Settlement Agreement, the land use plan and Municipal Code revisions as pertains to E&B's Oil Project are subject to a ballot measure and vote of the people of Hermosa Beach. If the ballot measure is approved, the land use conflicts would be resolved and the impact reduced to less than significant.

As regards the proposed amendment to add policies to the Coastal Land Use Plan to guide oil and gas development, the proposed policies would allow oil and gas development in the Industrial designation limited to the Proposed Oil Project site unless the Coastal Land Use Plan is further amended in the future pursuant to a vote of the electorate, and provide policies to guide that development and ensure the development will be compatible with the Coastal Act and protect coastal resources and human health. Therefore, no significant impacts will result from their adoption. If the Proposed Oil Project is not approved by the voters then none of the land use changes identified will be enacted.

The Proposed Project may be considered to be inconsistent with certain land use goals and policies pertaining to preservation of the City of Hermosa Beach's small town beach community atmosphere; however due to the subjectivity of this issue the EIR concludes that a vote to allow the Proposed Oil Project to proceed signifies that the electorate finds the Proposed Project to be consistent. Specific discussion of consistency or inconsistency is provided in Section 4.10.6, Policy Consistency Analysis below:

- Amend the Hermosa Beach Municipal Code to delete Chapter 5.56 (Oil Wells) to lift the ban on oil drilling, which had been imposed with Proposition E in 1995, and allow oil drilling in the Light Manufacturing (M-1) zone in Chapter 17.28 subject to a development agreement at the Project site located at 555 6th Street. (E&B proposes to utilize the 1993 Conditional Use Permit and the conditions of approval from the Permit will be included in the development agreement.)
- Amend the Hermosa Beach Coastal Land Use Plan to change the designation of the Project Site located at 555 6th Street from Open Space to Industrial consistent with the current use as the City Maintenance Yard and the proposed use as defined for the Proposed Project.
- Amend the Hermosa Beach Coastal Land Use Plan to add policies regulating oil and gas recovery, as proposed in Appendix P.
- Adopt a Development Agreement to provide for the orderly development of the Oil Development Project, and to provide the Applicant with a vested right to proceed with the Project as required by the Settlement Agreement. Mitigation Measures in the certified EIR, conditions of approval from the 1993 CUP, any benefits and commitments to the City that may be proposed by the Applicant, and other provisions agreed to by E&B and the City will be incorporated into the Development Agreement.

- Amend the Hermosa Beach Municipal Code, including the "Oil Production" Code (Hermosa Beach Municipal Code, Chapter 21-A), to amend the prohibition on process operations to allow oil and gas processing and treatment activities. Oil and gas processing shall be defined as treatment activities that involve the chemical separation of oil and gas constituents and the removal of impurities. Processing activities would include oil stripping; hydrogen sulfide and carbon dioxide removal systems; depropanizers, debutanizers, or other types of fractionation; sulfur recovery plants; wastewater treatment plants; and separation and dehydration of oil/gas/water.
- Amend the Hermosa Beach Municipal Code to modify the definition of "grade" (adjacent ground elevation) to allow for a perimeter wall height of 35 feet. Grade shall be defined as the lowest point of elevation of the finished surface level of the ground, paving or sidewalk, excluding excavations for well cellars and storage tanks, within the enclosed area of the privacy wall, to also include the privacy wall (i.e., the perimeter wall around the Oil Project Site).

As proposed, and required by the March 2, 2012 Settlement Agreement, the land use plan revisions are subject to a ballot measure and a vote by the people of Hermosa Beach. If the ballot measure is approved, the land use conflicts would be resolved and the impact reduced to less than significant. The Proposed Project may also be considered to be inconsistent with certain land use policy goals pertaining to preservation of the City of Hermosa Beach's small town beach community atmosphere. Specific discussion of consistency or inconsistency is provided in Section 4.10.6, Policy Consistency Analysis below.

Because pipelines are allowed in all zoning districts, no land use plan or policy conflicts associated with the construction of the Pipeline through the cities of Hermosa Beach, Redondo Beach, and Torrance exist.

Other Required Land Use Approvals

In addition to the actions noted above to resolve land use impacts, the Proposed Project requires the following land use permit and agreements:

- Adopt a Development Agreement to provide for the orderly development of the Oil Development Project, and to provide the Applicant with a vested right to proceed with the Project as required by the Settlement Agreement. Mitigation Measures in the certified EIR, any benefits and commitments to the City that may be proposed by the Applicant, and other provisions agreed to by E&B and the City will be incorporated into the Development Agreement. California Government Code section 65869 requires Coastal Commission approval of a development agreement in an area without a certified LCP, such as Hermosa Beach, before it can be applicable to a project. Therefore, even if the voters pass the ballot initiative for the Proposed Oil Project, the proposed Development Agreement will not be valid until after it has been approved by a formal Coastal Commission action.
- Approve a Franchise Agreement to allow the proposed oil and gas Pipelines within the City of Hermosa Beach.
- Amend Ordinance 87-897 Mandating that all Funds the City derives from Hydrocarbons Recovery go into the City's Park and Recreation Facilities Fund except the first $500 of

Business License Fees and any funds regulated by the State Lands Commission, approved with Proposition L in 1987, to allow oil and gas royalties to be used for other purposes.

- Franchise agreement and permits for the proposed oil and gas Pipelines and the gas metering station in the City of Redondo Beach.
- Franchise agreement and permits for the proposed oil and gas Pipelines in the City of Torrance.

Mitigation Measures

Adoption of the plan, code and ordinance amendments listed above would resolve the land use consistency impacts to less than significant. No additional mitigation measures are proposed.

Residual Impacts

The residual impact would be **less than significant with mitigation (Class II).**

Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Proposed Project or construction of the Pipelines is not expected to conflict with local habitat conservation plans, or natural community conservation plans because no such plans are applicable to the Proposed Project. The site of the Proposed Project is an existing previously developed area. Based on these considerations, no significant adverse impacts to established residential or natural communities are expected. Specific impacts to biological resources are discussed in Section 4.3.

Incompatible in scale or use characteristics with any adjacent land uses.

Impact #	Impact Description	Phase	Residual Impact
LUPR.2	Potential noise, odors, and visual impacts generated from the Proposed Project could be incompatible with adjacent land uses.	All	Class I Significant and Unavoidable

The drilling, construction, and potential future operations would be in close proximity to land uses zoned as open space and residential. As discussed in Section 4.11, Noise and Vibration, short-term noise monitoring was performed at a number of locations around the perimeter of the Project Site. These locations were selected to represent the closest residential and recreational uses to the Project Site. Proposed Project activities during construction phases may generate significant noise impacts that would be incompatible with these adjacent land uses. Implementing the mitigation measures proposed in Section 4.11, Noise and Vibration, would be necessary to minimize impacts to less than significant levels. Mitigation measures include, but are not limited to, noise barriers, limited hours of operation where applicable, equipment selection and maintenance. Therefore, the impacts to adjacent land uses due to noise would be considered significant.

The drilling, construction, and potential future operations may also have odor and visual impacts to the surrounding open space and residential land uses. Section 4.2 discusses air quality and potential odor impacts and the associated mitigation measures to minimize those impacts. Section 4.1 presents impacts to visual and aesthetic resources along with measures to mitigate

impacts to those resources. As discussed in those sections, the mitigations measures reduce the impacts but potential odor and visual impacts to adjacent open space and residential land uses remain, therefore, the impacts would be considered significant.

The construction and installation of the Proposed Pipelines would be short term; therefore, no significant land use issues along the Pipeline route are expected.

Mitigation Measures

Implement mitigation measures described in Sections 4.1, 4.2, and 4.11, for Aesthetic/Visual, Air Quality/Odor and Noise and Vibration, respectively. No additional mitigation is proposed.

Residual Impacts

The mitigation measures in Section 4.1 for aesthetic and visual impacts, Section 4.2 for odor impacts, and 4.11, for impacts from noise and vibration reduce the impacts. However, the incompatibility of these industrial type impacts to adjacent open space and residential land uses remains. Therefore, the residual impacts would remain **significant and unavoidable (Class I).**

City Maintenance Yard

Physically divide an established community.

The proposed relocation of the City Maintenance Yard, for both the temporary and permanent options, would be constructed within an existing previously developed urban area and no additional land outside of the existing area would be acquired for purposes of the Proposed Project. The relocation of the City Maintenance Yard would be a short term and temporary activity and moving the physical location of the facility would not significantly affect the maintenance services provided to the community of Hermosa Beach. Therefore, the proposed relocation of the City Maintenance Yard would not physically divide an established community and no significant impacts are expected.

Conflict with any applicable land use plan, policy, or regulation.

Impact #	Impact Description	Phase	Residual Impact
LUPR.3	The Proposed relocation of the City Maintenance Yard conflicts with established land use plans, policies, and land use maps	All	Class II Less Than Significant with Mitigation

As proposed, the proposed relocation of the City Maintenance Yard conflicts with the existing City of Hermosa Beach General Plan, Zoning, and Coastal Land Use Plan maps. The conflicts are summarized in Table 4.10-2.

Table 4.10-2 Proposed City Maintenance Yard General Land Use Plan and Code Conflicts

Proposed New City Maintenance Yard – Temporary Option	
General Plan Land Use Map	The northwestern portion of the site is designated General Commercial.
Zoning Map	The northwestern portion of the site is zoned C-2 Restricted Commercial and a portion of the site is zoned M-1 Light Manufacturing.
Coastal Land Use Plan Map	A portion of the site is designated zoned Residential Medium Density.
Proposed New City Maintenance Yard – Permanent Option	
General Plan Land Use Map	Most of the site is designated Industrial.
Zoning	Most of the site is zoned M-1 Light Manufacturing. The proposed City Maintenance Yard may be inconsistent with the development standards in the proposed O-S Open Space zone (lot coverage and setbacks). The City may approve modifications on a case by case basis through the planned development permit process which is required by the code. This will address those potential inconsistencies.
Coastal Land Use Plan Map	A portion of the site is designated Residential-Medium Density.

The relocation of the City Maintenance Yard would require amendments to the General Plan and Local Coastal Plan to resolve the land use conflicts as described below.

Temporary Option:

- Amend the Hermosa Beach General Plan to change the Land Use Map from General Commercial (GC) to Open Space (O-S).
- Amend the Hermosa Beach Municipal Code to change the Zoning Map from Light Manufacturing (M-1) and Restricted Commercial (C-2) to Open Space (O-S) zone.
- Amend the Hermosa Beach Coastal Land Use Plan to change the Land Use Map from Residential - Medium Density to Open Space – Government.
- Amend the Hermosa Beach Preferential Parking Program (existing Coastal Development Permit CDP 5-84-236).
- If the Oil Development Project is approved by the electorate, both the proposed Oil Development Project and the Yard Relocation would require other permits and approvals as detailed in Section 2.0 of this FEIR and below. This would include the California Coastal Commission review of the amendments to the City of Hermosa Beach Coastal Land Use Plan, the Development Agreement, and Coastal Development Permits for the Proposed Project.

Permanent Option:

- Amend the Hermosa Beach General Plan to change the Land Use Map from Industrial (I) to Open Space (OS).
- Amend the Hermosa Beach Municipal Code to change the Zoning Map from Light Manufacturing (M-1) to Open Space (O-S).

- Amend the Hermosa Beach Coastal Land Use Plan to change the Land Use Map from Residential - Medium Density to Open Space – Government.
- Amend the Hermosa Beach Preferential Parking Program (existing Coastal Development Permit CDP 5-84-236).

As proposed, the land use amendments to the General Plan map, the zoning map, and the Coastal Land Use map would resolve the subject conflicts with these land use plans. Therefore, if the relocation of the City Maintenance Yard is approved by the City of Hermosa Beach, the land use conflicts would be reduced to less than significant. The relocation of the City Maintenance Yard would require amendments to the General Plan map, Zoning map and Local Coastal Plan map to resolve the land use conflicts:

As proposed, the land use amendments to the General Plan map, the Zoning code, and the Coastal Land Use map would resolve the subject conflicts with these land use maps and requirements. Therefore, if the Proposed Oil Project is approved by the voters, and as a consequence it is necessary to relocate the City Maintenance Yard, the City will initiate the amendments identified and upon approval the land use conflicts would be reduced to less than significant. If the Proposed Oil Project is not approved by the voters then none of the land use changes identified will be enacted.

Other Required Land Use Approvals

In addition to the actions noted above to resolve land use impacts, the relocation of the City Maintenance Yard, for either the temporary or permanent option would require the following land use permit actions:

- Approve of a Planned Development permit to develop a City Maintenance Yard in the Open Space zone.
- Approve a Coastal Development Permit for the demolition and removal of facilities at the existing City Maintenance Yard at 555 6th Street.
- Approve a Coastal Development Permit for the proposed relocation of the City Maintenance Yard.

Mitigation Measures

Adoption of the plan, code and ordinance amendments listed above would resolve the land use consistency impacts to less than significant. No additional mitigation measures are proposed.

Residual Impacts

The residual impact would be **less than significant with mitigation (Class II).**

Conflict with any applicable habitat conservation plan or natural community conservation plan.

The relocation of the City Maintenance Yard is not expected to conflict with local habitat conservation plans, or natural community conservation plans because no such plans are applicable to the Proposed Project. The relocation of the City Maintenance Yard would be from one existing previously developed area to another previously developed area. Based on these considerations, no significant adverse impacts to established residential or natural communities are expected. Specific impacts to biological resources are discussed in Section 4.3.

Incompatible in scale or use characteristics with any adjacent land uses.

There are no industrial land uses adjacent to the proposed location for the new City Maintenance Yard with most of the surrounding area in residential land use. Work activities associated with the City Maintenance Yard has the potential to generate noise and other impacts associated with maintenance work conducted outdoors. However, similar work is currently conducted at both the City Fire and Police Stations. Impacts to adjacent land uses from the relocation of the City Maintenance Yard are not expected to be significant,

Proposed Project Offsite Parking Locations

The Proposed Project offsite parking location, the Cypress Parking Lot, and the adjacent properties are zoned Light Manufacturing (M-1). The use of the Cypress Parking Lot site for temporary or permanent parking is consistent with the current land use which includes parking, existing land use plans, policies, and land use maps. Therefore, use of the site for offsite parking for the Proposed Project would not result conflicts with any of the significance criteria for land use impacts.

4.10.4.2 Recreation

Proposed Project and Pipelines

Pre-emption of a recreational use during a peak season.

The Proposed Project and associated Pipelines would not be built on or through any recreational facilities and as discussed in Section 4.13, Traffic and Circulation, potential impacts to traffic access to recreational areas would be mitigated to less than significant. Potential impacts to parking would be mitigated through the amendment of the Hermosa Beach Preferential Parking Program, thus, impacts to parking for recreational activities is not expected to be significant. Therefore, no significant impact to peak season recreational use is expected from the Proposed Project or construction and installation of the Project Pipelines.

Conflict with planning efforts to protect the recreational resources of the Project Area.

The Proposed Project and associated Pipelines do not conflict with any planning efforts to protect recreational resources in the City of Hermosa Beach.

Degradation of a recreation area or prolonged interruption of use.

Impact #	Impact Description	Phase	Residual Impact
LUPR.4	Accidental oil release and potential cleanup from operation of the oil Pipeline would conflict with current and projected recreational users.	Phase 4	Class I Significant and Unavoidable

Several recreational uses are within the area that would be impacted by a potential oil spill and spread of oil from the Proposed Project oil Pipeline. Potential oil spills within the facility (see Section 4.8, Safety, Risk of Upset and Hazards), would not be significant as the site is proposed to be bermed and potential spills would be contained within secondary containment. A potential

oil spill from the oil Pipeline along Valley Drive or at the intersection of Valley Drive and Herondo Street could drain directly into storm drains during a rain event that flow to the ocean. Even without rains, the capacity of the storm drains is such that a spill could still reach the ocean, depending on the arrangement of sand at the mouth of the ocean discharge. With a substantial rain event and a spill, oil would have the potential to reach the beach and ocean. A spill along the coastline could affect beach areas, leading to beach closures and boating restrictions at the locations during and potentially after cleanup. In addition, it could affect the public perception of the recreational quality of the beaches and cause a reduction in the recreational activities at the beaches for a substantial period of time. An oil spill along Valley Drive also has the potential to reach the Greenbelt recreational area. Impacts from an oil spill would be significant and unavoidable, Class I.

Mitigation Measures

Implement mitigation measures described in Sections 4.8, Safety, Risk of Upset, and Hazards; 4.8, Hydrology and Water Resources. No additional mitigation measures are proposed.

Residual Impacts

Implementing these mitigation measures would substantially reduce both the volume of a potential oil spill and the resulting impact to recreational areas and the environment. Installation of a check valve at the intersection of Valley Drive and Herondo Street can reduce the volume of a potential spill by 50%. Spill containment resources along with the spill control measures outlined in the Spill Prevention Control and Countermeasure (SPCC) plan can significantly reduce the amount of oil from a spill from reaching sensitive recreational and environmental resources. However, due to the close proximity of the beach and greenbelt recreational areas, impacts from an oil spill have the potential to remain **significant and unavoidable (Class I).**

Creation of a nuisance to recreation area users.

Impact #	Impact Description	Project Phase	Residual Impact
LUPR.5	Potential noise, odors, and visual impacts generated from the Proposed Project could create a nuisance to recreational area users.	Phases 1,2,3 and 4	Class III Less Than Significant

Construction, drilling and new operations would generate additional noise in the vicinity of the Project Site and the new City Maintenance Yard. Noise impacts are evaluated in Section 4.11. Construction noise would be less than significant as it is short term and would only affect daytime hours. For the recreational users, however, elevated noises from construction machinery could be annoying and could disrupt their normal recreational activities. However, none of the recreational areas in the vicinity of the Proposed Project would be affected by higher than 70 dBA daytime noise levels which are specified as acceptable noise levels in recreational areas such as the Veterans Parkway Greenbelt.

Construction, drilling and new operations would have the potential to create odors which could create a nuisance to recreational users. Impacts from odors are presented in Section 4.2 along with measures to reduce odor and air emission impacts. The drilling rig and other equipment may also constitute a visual impact to recreational users because the industrial nature and size of

the equipment would be a significant change from the existing Project Site use as the City Maintenance Yard. Aesthetics and visual resources are evaluated in Section 4.1

The Proposed Project may create noise, odor, and visual impacts nuisances to recreational users, especially users of the Veterans Parkway Greenbelt as they pass by the Project Site. However, the impacts of passing by the Project Site while using the Greenbelt would be short term, temporary, and avoidable. Therefore, this impact would be considered **less than significant (Class III)**.

4.10.5 Other Issue Area Mitigation Measure Impacts

None of the mitigation measures from other issue areas would have land use or recreation impacts. Therefore, additional analysis or mitigation for land use is not required.

4.10.6 Cumulative Impacts

The Proposed Project would result in changes to the City's General Plan, Municipal Code, and Local Coastal Plan. However, the Project is the only oil drilling and production project currently under review by the City and no other such projects exist or are contemplated for the City. The proposed land use plan amendments are limited to the subject Project and would not allow for additional similar projects to be permitted without additional land use plan modifications. Other non-oil drilling and production projects in the City would continue to reflect existing adopted local plans and conditions. Therefore, the Proposed Project would not have a cumulative effect on the land use plans and regulations of the City of Hermosa Beach.

4.10.7 Land Use Policy Consistency Analysis

The Proposed Project's consistency with the Elements of the General Plan is discussed in the following sections.

4.10.7.1 Hermosa Beach General Plan

Circulation, Transportation and Parking Element

Objective 2.0: Protect the environment on residential streets by minimizing intrusion of vehicular traffic and parking in residential neighborhoods.

Implementation Policy 2.1: Through vehicle traffic shall be reduced and diverted from residential neighborhoods by implementation of a neighborhood traffic control program which would include neighborhood participation and review. A neighborhood traffic control program would provide a mechanism for review of specific neighborhood traffic problems at the request of organized neighbor groups. Neighborhood area specific studies would respond to specific through neighborhood, speed or accident problems. Traffic control devices such as signs, signals, and pavement markings as well as traffic management devices such as medians and traffic diverters would be studied as potential solutions on a case by case basis.

Consistency Analysis: The Proposed Project is subject to the conditions and requirements of the 1993 Conditional Use Permit (CUP). Section 6 of the CUP contains conditions that limit truck deliveries, the number of truck trips, and site access ingress and egress. In addition, the Proposed Project Description includes specific routing detail for Project truck traffic. Permit Condition 13, of Section 6 of the CUP, allows for the City Council to restrict the use of certain streets, alleys, or roadways. Thus the permit conditions of the CUP would protect residential neighborhoods by preventing Project related traffic and parking. These conditions and requirements constitute a traffic control program; therefore, the Project is consistent with Implementation Policy 2.1

Objective 3.0: Ensure an adequate supply of parking, both on-street and off-street, to meet the needs of both residents and commercial businesses.

Implementation Policy 3.6: Require all new development to accommodate Project generated parking consistent with encouraging alternate transportation demand management programs.

Consistency Analysis: The Proposed Project is subject to the conditions and requirements of the 1993 Conditional Use Permit (CUP). Section 2 of the CUP requires that Project related vehicles use onsite parking and be consistent with a parking plan. The Proposed Project would remove 15 existing parking spaces; these spaces are located at the existing City Maintenance Yard (Project Site) and available for use by City Maintenance Yard employees from 7:00 a.m. to 6:00 p.m. on Monday through Friday and by the public at other times without charge. These spaces are a portion of the City's inventory under the City's Coastal Preferential Parking Program. The Project would also remove two on-street parking space due to the modifications to the intersection of 6th Street/Valley Drive needed to provide the necessary turning radius for Project-related trucks.

The Applicant's Proposed Project description includes onsite and offsite parking to be consistent with the parking requirements of the CUP. Offsite parking is proposed for 636 Cypress Avenue, adjacent to the western boundary of the Project Site. The property, to be known as the Cypress Parking Lot, would provide parking for the Proposed Project except during certain phases where additional parking demands are expected. The additional parking locations for the high demand phases of the Proposed Project have not been determined, however, the locations would be required to be approved by the City. In addition, for parking locations not nearby the Project Site, not yet identified, employees would walk or van pool to the Project location consistent with the Transportation Demand Management (TDM) requirements of City Municipal Code 17.48.

The Project proposes that the 17 replacement parking places lost at the Project Site be located at the new City Maintenance Yard location, or if no added parking is constructed there or an agreement is not reached with the City to allow this replacement parking to be located there (the City has not made any determination in regards to this issue), the 17 replacement spaces would be located at the Cypress Parking Lot.

The relocation of the new City Maintenance Yard would include construction of a temporary facility, and then if the Applicant proceeds to Phase 3 a permanent facility would be constructed, to serve the basic maintenance functions or to both serve basic maintenance functions and supply added parking. Both of the permanent facility options would provide adequate space for existing

onsite parking needs and those of the relocated City Maintenance Yard. However, the temporary City Maintenance Yard would require relocating some existing parking spaces offsite for the duration of the temporary facility. The City has identified several locations to serve city employee, city vehicle and public coastal parking requirements as identified in Section 4.13, Transportation and Traffic. However, there would be a shortfall of 18 spaces needed for employee parking from 7:00 a.m. to 6:00 p.m. Monday through Thursday. The City proposes to seek locations where this need can be met, but in the event that spaces cannot be identified, a maximum of 18 employees would utilize spaces at the Community Center which are otherwise part of the City's remote free coastal public parking under the City's Preferential Parking Program and Coastal Development Permit. Section 2.0, Project Description, provides the detail on the parking options for the Proposed Project and relocation of the City Maintenance Yard. The inconsistency with the City's Preferential Parking Program and Coastal Development Permit is mitigated because the demand is temporary and limited to weekdays (excluding Fridays) only, and as indicated the City will seek alternatives that would reduce or eliminate this inconsistency. The Proposed Project would also institute transportation demand management practices if necessary; therefore, the Proposed Project is consistent with Implementation Policy 3.6.

Objective 4.0: Develop and construct transportation improvements to provide the capacity and performance necessary to meet the service needs of the public while preserving open space and the special environmental quality of the City.

Implementation Policy 4.0: Maintain a service level of (LOS) C or better during peak hours at signalized intersections whenever possible.

Consistency Analysis: As discussed above regarding Implementation Policy 2.1, the Proposed Project compliance with the CUP vehicle requirements and the specific Project traffic routing detail in the Project Description constitute a traffic control program and minimize Project related traffic during peak hours. Section 4.13, Transportation and Traffic, did not identify any impacts from either the Proposed Project or the relocation of the City Maintenance Yard that would result in a degradation of service levels below LOS C. Therefore, the Project is consistent with Implementation Policy 4.0.

Implementation Policy 4.4: All new development shall be required to provide reasonable mitigation measure for traffic impacts identified by the City.

Consistency Analysis: As discussed above for Implementation Policies 2.1 and 4.0, the Proposed Project compliance with the CUP vehicle requirements and the specific Project traffic routing detail in the Project Description constitute a traffic control program. In addition, Section 4.13, Transportation and Traffic, provides mitigation measures for Project related traffic impacts for both the Proposed Project and the relocation of the City Maintenance Yard. Therefore, the Proposed Project and City Maintenance Yard relocation are consistent with Implementation Policy 4.4.

Implementation Policy 4.8: Maintain paved surfaces on all public roadways throughout the City to a level which will assure safe and efficient traffic flow.

Consistency Analysis: The Proposed Project is subject to the conditions and requirements of the 1993 Conditional Use Permit (CUP). Section 6, Condition 11, of the CUP requires an evaluation of the structural condition of the existing pavement on all access streets and proposed truck routes prior to commencement of the Proposed Project. The permit condition further requires that the road evaluation contain recommendations to maintain the roads in their current condition throughout all phases of the Project. CUP Condition 12 requires the Project applicant to provide the street profiles, drawings and engineering of the recommendations to the City Public Works Department. Therefore, the requirements of the CUP will maintain the paved surface of the public roadways and demonstrate consistency with Implementation Policy 4.8.

Conservation Element

Policy 2: Drilling or mining of any natural resources directly on the beach or by off-shore platform in the ocean is to be prohibited. Oil and gas drilling may be done by means of slant drilling from an on-shore drill site, except for the beach area, into the tidelands if it has been or is approved by a vote of the people.

Consistency Analysis: The Proposed Project drilling site is located on an on-shore location and will utilize slant drilling technology from that single site to reach offsite tideland locations. The Proposed Project is subject to a vote of the people as required by the Settlement Agreement and will maintain consistency with Oil and Gas Lease No. 2, and therefore consistent with Policy 2 of the Conservation Element.

Policy 14: Encourage programs to improve the quality of storm water runoff. Minimize the effects of water runoff.

Consistency Analysis: The Applicant's Project Description includes perimeter walls designed to contain a 100-year rain event and systems to contain, pump, and process all rain water into the proposed facility re-injection wells. Section 12, Conditions 6 and 7 of the CUP stipulates that no water from the site be allowed to enter the storm drain system, or be allowed to surface flow across the public beach. The relocation of the City Maintenance Yard would not represent a significant change to the water runoff quality at the new City Maintenance Yard site because of the existing overall drainage of the site would not be significantly altered. Therefore, as discussed in Section 4.14, Water Resources, the Proposed Project and relocation of the City Maintenance Yard are consistent with the storm water objectives of Policy 14 of the Conservation Element.

Policy 14, Program 2: Require as much planting as feasible for new construction on major remodels. This should be required as part of the review process for new development.

Consistency Analysis: While the Proposed Project is not a major remodel project, it does include both temporary and permanent landscaping for the Project Site and permanent landscaping in the parking lot at 636 Cypress Avenue. Section 9, Condition 1 of the CUP requires the submittal, review and approval of detailed landscaping plans for each phase of the Proposed Project. Conditions 2 through 7 of Section 9 of the CUP include specific requirements for plant type, sprinklers, and that the landscaping be maintained in a neat and clean condition. Final landscaping designs for the two options for the relocation of the City Maintenance Yard have not been determined, however, approval of either option by the City would include

landscaping consistent with the Conservation Element policies. The Proposed Project and relocation of the City Maintenance Yard are consistent with the landscaping goals of Conservation Element Policy 14, Program 2.

Policy 15: Prevent salt water intrusion by injection of water underground to create a barrier.

Consistency Analysis: The Proposed Project includes injection wells to return water removed from the geologic formation from drilling operations and any rain water collected onsite back underground to the formation. Therefore, the Proposed Project is consistent with the prevention of salt water intrusion goal of Policy 15.

Open Space Element

Policy 16: To obtain and preserve open spaces within City limits of Hermosa Beach sufficient to provide for anticipated needs of future residents.

Consistency Analysis: The Proposed Project includes several actions involving parcels with the Open Space designation on the City's General Plan. The relocation of the City Maintenance Yard for a temporary or permanent facility would include a General Plan amendment to change the Land Use Map designation on a portion of the site to Open Space.

The location for a permanent facility at 552 11th Place a commercial self -storage facility and parking area and the location for the temporary facility at 1315 Valley Drive provides parking and facilities in conjunction with the administrative functions of the Civic Center. This action would make the City's General Plan, Coastal Land Use Plan, and zoning map consistent with each other, as well as achieving consistency on the Civic Center properties as a whole. The City's General Plan lacks a land use designation that is descriptive of the civic center use and instead designates the entire site Open Space. Therefore, while the proposal would increase the amount of Open Space in the City consistent with Open Space Policy 16, the change is immaterial because the sites do not provide open spaces and there is are no plans, policies or programs indicating a future change to open space uses.

Policy 22: To provide for the retention and further beautification of streets as open spaces, and to encourage further use of same for pedestrian walkways, malls, and plazas.

Consistency Analysis: The Proposed Project includes both temporary and permanent landscaping for the Project Site including along the outside of the facility walls along the street scape. Section 9, Condition 1 of the CUP requires the submittal, review and approval of detailed landscaping plans for each phase of the Proposed Project. Conditions 2 through 7 of Section 9 of the CUP include specific requirements for plant type, sprinklers, and that the landscaping be maintained in a neat and clean condition. Therefore, the landscaping component of the Proposed Project and relocation of the City Maintenance Yard are consistent with the street scape beautification goals of the Opens Space Element Policy 22.

Comprehensive Park and Master Plan

The Comprehensive Park and Master Plan is part of the City's General Plan and details existing and potential park facilities for 23 sites in the City of Hermosa Beach.

Consistency Analysis: The Project Sites at 555 6th Street Place and 636 Cypress Avenue, and 552 11th Place/1315 Valley Drive, and the Pipeline routes, are not designated as existing or potential park facility locations. Should the Added Parking Option be built with the new parking structure at the location of the new City Maintenance Yard Facility location, the it may provide the opportunity for additional public parking adjacent to the open space recreation area known as the "greenbelt" as well as within walking distance to Clark Stadium, the Community Center and the beach, as well as South Park and Valley School. Therefore, the Proposed Project is consistent with the Comprehensive Park and Master Plan for Hermosa Beach. The Comprehensive Park and Master Plan details existing and potential park facilities for 23 sites in the City of Hermosa Beach.

Land Use Element

The City of Hermosa Beach Land Use Element is divided into two Volumes. Volume I includes the following general goals, objectives, and policies:

> Goal 1: Protect and maintain the small town beach community atmosphere of Hermosa Beach.
>
> Goal 2: Accommodate existing and future commercial land uses to provide service to both local residents and regional shoppers.
>
> Goal 3: Encourage land uses which enhance and promote the City's coastal environment.
>
> Goal 4: Provide for the development and maintenance of public infrastructure to adequately serve the needs of residents and permitted land uses.
>
> Goal 5: Provide community resource facilities which will adequately support the needs of local residents and businesses.
>
> Goal 6: Maintain existing land use standards and controls for the commercial and industrial districts.

Volume I also includes standards for building/population densities, land use definitions and designation revisions, parking, open space designations, property maintenance, design review, and historic preservation. Section III of Volume I is dedicated to commercial space issues and the downtown corridor.

Volume II expands the discussion of the subjects outlined in Volume I with chapters on current land use, zoning and general plan map inconsistencies, building intensity/population density, land use zoning definitions and designation revisions, parking, open space designations, public rights of way, property maintenance, design review, historic preservation, and alternatives for commercial use of the downtown corridor.

Consistency Analysis: As currently written, components of the Proposed Project and relocation of the City Maintenance Yard conflict with existing City of Hermosa Beach General Plan, Municipal Code, Land Use Map and Local Coastal Plan map. These conflicts, and the proposed plan and code amendments to resolve the conflicts, are discussed above in Section 4.10.4.1. The

amendments, if approved, would make the Proposed Project and relocation of the City Maintenance Yard consistent with the applicable sections of the Land Use Element.

As addressed in the discussion for the Circulation, Transportation and Parking Element, the parking structure facility at the new permanent City Maintenance Yard with added parking option has the potential to increase the available parking in the City. A potential increase in public parking is consistent with Goal 2 of the Land Use Element which suggests accommodating commercial land uses to provide service to both local residents and regional shoppers. While a parking structure would not provide more commercial land uses, it could potentially provide additional parking for resident and visitors.

An oil drilling and production facility may be inconsistent with Land Use Element Goal 1, to protect and maintain the small town beach community atmosphere of Hermosa Beach. No oil drilling and production project(s) currently exists in the City. While some other small California beach communities have oil drilling and/or production facilities, Hermosa Beach does not. Further, most coastal California oil and gas facilities are located on the outskirts of towns as opposed to the center of a town such as the Proposed Project. Industrial land uses and especially heavier industrial uses are not typically associated with the perception of a "small town beach community atmosphere." The Proposed Project may also conflict with Goal 3, to encourage land uses which enhance and promote the City's Coastal environment. Again, although the coast of California is linked with oil drilling and development, the City of Hermosa Beach is exceptionally dense and of limited geographic area and is not currently associated with this type of industrial development.

The potential conflicts noted above with the goals of the City's Land Use Element may be considered a significant impact. However, the Proposed Project is subject to a vote of the people of Hermosa Beach. As such, the people of Hermosa Beach have a direct means to make the determination as to whether the Proposed Project is consistent with Goals 1 and 3 of the Land Use element. Therefore, if the Project is approved, the Project will have been deemed consistent with the goals of the Land Use Element by the people of Hermosa Beach.

Economic Element

The City's Economic Element focuses on how basic service area needs can be met, promoting pedestrian mobility as a way to enhance the City, and enhancing the downtown. The Economic Element proposes that the highest and best use of land can mesh with the achievement of economic revitalization. The Economic Elements lists the following applicable policies:

- To promote and encourage greater flexibility in the development of land within commercial zones without creation an imposition upon existing or planned use in and around the subject.
- To maintain prevailing scale and mix of development. These in turn create a downtown environment that encourages interaction between people and that environment by fostering pedestrian mobility as well as the diminished use of vehicle in the commercial zones of the city.
- To promote the expansion of parking facilities by means of a cooperative effort with those interested in the commercial sector.

- To augment the service capabilities of public transportation, and thus help to decrease reliance on the automobile.
- To expand opportunities for non-motorized movement by the continued promotion of and expansion of a city bikeway network.
- To enforce zoning and building codes which help ensure desirable new and /or revitalized commercial entities.
- To modify building and zoning codes to reflect the newest methods of construction and onsite planning in order to lower commercial structure costs while not sacrificing considerations of health, safety, public welfare and aesthetics.

Consistency Analysis: The Proposed Project includes the construction of modifications to the intersection of 6th Street/Valley Drive to provide the necessary turning radius for Project-related trucks. These modifications include undergrounding of utilities along Valley Drive, redesign of the sidewalk at the intersection, and relocation of the stop sign and striping on Valley Drive. These modifications have the potential to improve traffic flow for commercial vehicle movement through the City.

The Economic Element promotes the expansion of parking facilities and the Project Site is used after normal business hours and on weekends by the public for parking with 15 spaces available. Those parking spaces which are part of the City's coastal Preferential Parking Program, as well as two on-street spaces, would be lost with the implementation of the Proposed Project. The Project proposes that these 17 parking places be located at the new City Maintenance Yard location with added parking, or if no added parking is constructed there, the 17 replacement spaces would be located at the Cypress Parking Lot location near the current parking location (existing City Maintenance Yard); the City has not made any determination in regards to whether such parking would be accommodated at the relocated City Maintenance Yard. The relocation of the City Maintenance Yard proposal contains two options for either a temporary or permanent approach. The temporary City Maintenance Yard would require relocating some parking spaces for the duration of the temporary facility. The City has identified several locations that would serve city employee, city vehicle and public coastal parking requirements as identified in Section 4.13, Transportation and Traffic. There would be a shortfall of 18 spaces needed for employee parking from 7:00 a.m. to 6:00 p.m. Monday through Thursday. The City proposes to seek locations where this need can be met, but in the event that spaces cannot be identified, a maximum of 18 employees would utilize spaces at the Community Center which are otherwise part of the City's remote free coastal public parking under the City's Preferential Parking Program and Coastal Development Permit requirements. Since there is often excess parking at the Community Center during city employee work hours, and demand is more typically associated with recreation users of the community center, the potential temporary loss of parking should not affect economic activity in the city. Therefore, the Proposed Project and relocation of the City Maintenance Yard are consistent with the Economic Element regarding parking.

The Proposed Project does not provide for significant improvement in pedestrian mobility, expansion of the City's bike path network, or public transportation. While undergrounding utilities along a portion of Valley Drive may reduce impediments on sidewalks, this benefit is relatively minor. Due to the scale of the drill rig, the industrial nature of oil and gas operations, and additional truck traffic, the Proposed Project may have a detrimental effect on the existing mixed land uses in the Project area.

As discussed in detail in Section 1.0, Introduction, the Settlement Agreement and Proposed Project have significant financial implications for the City of Hermosa Beach. If approved by the voters, the Proposed Project is projected to increase revenues to the City in relationship to resource recovery volumes, timing, commodity prices, and other factors, over the production phase of the project. Other direct revenue sources to the City if the Proposed Project is approved include oil lease property taxes, business license taxes, and school district revenues. Additional information on the financial impacts of the Proposed Project is available in the *Oil Drilling and Recovery Cost Benefit Analysis* or CBA. The CBA was prepared by the City as supplemental information to the FEIR and provides a comprehensive review of the financial benefits and costs to the City of the Proposed Project. The Proposed Project would be subject to a ballot measure for approval and thus the voters of the City would determine whether the project moves forward or not. If the voters reject the ballot measure, the City would owe the Applicant $17.5 million. If the voters approve the ballot measure and the Applicant secures all the necessary permits to drill, the city would owe the company $3.5 million paid from royalties. The Hermosa Beach City School District would also collect royalties from the Project. There would be restriction on how the royalties not required to retire the City's debt to the Applicant could be spent, with a portion of the City's royalties restricted to the tidelands. In addition, Municipal Code Section 5.56.020, states that disposition of city funds derived from hydrocarbon recovery be restricted to expenditures to a park and recreational facilities fund; however, the ballot measure will propose to eliminate this restriction. It is noted that there will still be restrictions on the use of funds derived from oil recovery within the tidelands, but potential increased revenues to the City, in excess of legal obligations, may be available for a wide variety of purposes, some of which may have direct or indirect benefits to economic development consistent with the Economic Element objectives.

The Proposed Project does not provide for significant improvement in pedestrian mobility, expansion of the City's bike path network, or public transportation. Due to the scale of the drill rig, the industrial nature of oil and gas operations, and additional truck traffic, the Proposed Project may have a detrimental effect on the existing mixed land uses in the Project area. However, the financial implications and improvement that would result from the Proposed Project could be substantial. Therefore, the Project can be considered consistent with the main goals of the Economic Element.

The relocation of the City Maintenance Yard would not result in any inconsistencies with the Economic Element because there would not be a significant change from the existing City Maintenance Yard activities and the conversion of commercially zoned land to Open Space involves small parcels currently owned by the City and used for City or public functions.

Noise Element

Policy 3: Establish acceptable noise standards, consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as building code, noise, subdivision and zoning ordinances.

Consistency Analysis: The City has adopted noise standards applicable to the Proposed Project in both the General Plan Noise Element and the Municipal Code. The Noise Element sets maximum ambient noise levels for various land use zones along with maximum traffic noise level increase limits for residential and commercial land use designations. The City's Municipal

Code Chapter 8.24 provides qualitative noise regulations, stating that "no person shall make, permit to be made or cause to suffer any noises, sounds or vibrations that in view of the totality of the circumstances are so loud, prolonged and harsh as to be physically annoying to reasonable persons of ordinary sensitivity and to cause or contribute to the unreasonable discomfort of any persons within the vicinity" and provides restrictions on the allowable timing of noisy activities, particular relating to noise from construction activities. In addition, the Oil Code (established by Ordinance No. 85-803, Municipal Code Chapter 21A) defines noise level standards for oil drilling and redrilling operations. Thus, the City has established a series of standards applicable to all components of the Proposed Project to protect the health and life quality goals for noise.

Baseline noise monitoring was conducted for the Proposed Project for the three main Project areas: E&B's Project Site, the truck and Pipeline routes, and the City Maintenance Yard Project Site (relocation site). The baseline monitoring established baseline noise values, modeled Proposed Project noise impacts and determined compliance with the City's noise regulations. Further, the Proposed Project is subject to the conditions and requirements of the 1993 Conditional Use Permit (CUP). Section 8 of the CUP sets forth requirements for noise and vibration including the stipulation that the Proposed Project must meet the noise limits set forth in the City's Oil Ordinance. The CUP also identifies requirements for sound attenuation walls, noise from equipment, operational limitations, and noise monitoring. The ballot measure will also include an amendment to the Oil Code to modify the definition of 'grade' to ensure that proposed mitigation to attenuate sound will be effective. Therefore, the Proposed Project is expected to be consistent with Policy 3 of the Noise Element.

Policy 4: Reduce the present and future impact of excessive noise from transportation sources through the judicious use of technology, planning, and regulatory measures.

Consistency Analysis: As noted above, the Proposed Project is subject to the conditions and requirements of the 1993 Conditional Use Permit (CUP). Section 8, Condition 8 of the CUP requires that all oil maintenance equipment, vehicles, and non-electric motors be equipped with manufacturer approved mufflers or housed in a sound proofing device. Section 6 of the CUP contains schedule limitations for truck deliveries and other vehicle traffic including time of day restrictions and number of allowable truck trips per day. The Applicant has proposed additional noise mitigation measures as detailed in Section 4.11, Noise and Vibration. The requirements of the CUP along with the additional noise reduction design features proposed by the Applicant represent technology, planning, and regulatory measures for noise abatement. Therefore, the Proposed Project is consistent with Noise Element Policy 4.

Policy 5: Establish noise criteria in the specifications for vehicles and their components.

Consistency Analysis: As discussed above for Noise Element Policies 3 and 4, the noise provisions of the Noise Element, the Municipal Code, the Oil Code, and the 1993 Conditional Use Permit represent noise criteria for vehicles and their components applicable to the Proposed Project. Therefore, the Project is consistent with Policy 5.

Safety Element

The City's Safety Element identifies areas of risk and provides the safety objectives for fire and railroad crossings. The safety objectives for fire are as follows:

1. To maximize the level of fire prevention and to minimize the potential hazards to life and property in the City of Hermosa Beach.
2. To minimize the response time to fire and rescue emergencies.
3. To identify fire hazards and develop appropriate code requirements and inspections to mitigate this hazard.

Consistency Analysis: The conditions and requirements of the 1993 Conditional Use Permit (CUP) and the provisions of the City's Oil Code both contain requirements to minimize risk from fire. Section 4 of the CUP lists 9 conditions including that adequate fire detection and fire-fighting equipment be maintained onsite at all times. CUP Section 4, Condition 2 requires an analysis by a professional consultant to determine any necessary improvements to the City's Fire Department and a public notification, warning and evacuation plan. CUP Section 4, Condition 6 requires that the facility have an automatic fire detection sensor and suppression system including a tank cooling sprinkler system. The CUP also contains other requirements for fire prevention including that fire water flows to service the Proposed Project operation meet the City's Fire Department requirements. Article 9 of the City's Oil Code lists requirements for electrical equipment, internal combustion equipment, storage tanks, and flammable waste and vapors. The Proposed Project would also be subject to the requirements of the City's Municipal Code including Chapters 2.56 Emergency Services, 8.16 Hazardous Materials, and 15.20 the Fire Prevention Code. Operation of oil and gas Pipelines is subject to the requirements of the State Fire Marshal and the Department of Transportation.

The stipulations of the CUP, the Oil Code, the Municipal Code, and State and Federal requirements all represent requirements to minimize the risk of fire and make the Proposed Project safer. However, Fire Safety Objective 1 of the City's Safety Element is to maximize the level of fire prevention and minimize potential hazards to life and property in the City of Hermosa Beach. In addition, Section 4.8, Safety, Risk of Upset, and Hazards, identified a significant risk to safety from drilling operations. The Proposed Project represents a new potential hazard to the City and thus is potentially inconsistent with the Fire Safety Objective 1 of the Safety Element. Section 4.8 did not identify a significant risk from the relocation of the City Maintenance Yard; therefore, the City Maintenance Yard relocation would be consistent with the Safety Element.

Seismic Element

The City of Hermosa Beach Seismic Element contains information on active or potentially active faults, data on the earthquake readiness of the City's residential development, emergency communication objectives, and identifies certain "problem areas" with issues that have the potential for significant problems from seismic activity. The problem areas listed are existing private structures, dated land use and development code regulations, essential structures and services, public education, a disaster preparedness plan, and seismic safety research. For each of these subject areas, the Seismic Element provides recommendations to improve the City's infrastructure and preparedness for a seismic event.

Consistency Analysis: The stipulations of the Seismic Element relevant to the Proposed Project are the recommendations for the dated land use and development codes. Recommendation 3 requires consideration of seismic factors in the preparation of an Environmental Impact Report for new construction. Recommendation 4 requires a geologic and soils report for all proposed

structures in areas of high seismic risk. Section 4.7, Geological Resources/Soils, of this EIR includes analysis on the geology, faults, seismicity, soils, and earthquake risk of the Proposed Project area. Section 3, Condition 10, of the 1993 Conditional Use Permit (CUP) requires an engineering/engineering geotechnical report. The report is required to include information on seismic hazards and liquefaction due to soils or geologic conditions. Therefore, the seismic analysis in this EIR and compliance with the conditions of the CUP demonstrate the Proposed Project is consistent with the relevant sections of the Seismic Element.

Utilities Element

The City of Hermosa Beach Utilities Element identifies overhead utility poles and wires as a significant source of urban blight and potential hazard during a natural disaster. The Utility Element further recommends a comprehensive review of overhead utilities with the goal of undergrounding the Cities utilities. The Element provides the following goals/objectives/policies applicable to the Proposed Project:

1. The City shall systematically develop and systematically follow a schedule of undergrounding of utility service, and with the aid of underground districts, which are to be created in concert with the schedule, the undergrounding of private service connections is to be accomplished within reasonable time periods.
2. All trenching for undergrounding shall be designed to accommodate television cable as well as power lines and telephone.
3. All new commercial, industrial, or residential construction and remodels of more than $15,000 shall underground utilities to the nearest available power source.

Consistency Analysis: The Proposed Project Description includes undergrounding of utilities along Valley Drive and to the Project Site. Relocation of the City Maintenance Yard would not affect the Cities schedule for undergrounding of utilities. Therefore, the Project and City Maintenance Yard relocation are consistent with the goals of the Utility Element.

4.10.7.2 City of Hermosa Beach Municipal Code

Chapter 17 of the City's Municipal Code provides the zoning and development standards for various land uses. Chapter 17.28 addresses the M-1 Light Manufacturing Zone. The M-1 Zone contains standards and limitations for parking, enclosures, signs, building height, setbacks, and landscaping. The M-1 Zone contains a list of permitted uses and permitting requirements for those permitted uses; due to the prohibition on oil drilling in Chapter 5.56, oil and gas development is not currently allowed in the M-1 zone. The ballot measure would ask the voters whether to lift the ban in Chapter 5.56 on oil and gas development, in which case E&B's Proposed Project could proceed in the M-1 zone in accordance with the approved 1993 CUP and other requirements. The Zoning Code also requires a "precise development plan" for developments exceeding 1500 square feet. In accordance with the Settlement Agreement the voters of the City of Hermosa Beach will determine whether the Proposed Project may proceed and therefore the ballot will include an amendment to eliminate the requirement for a subsequent precise development plan for the Proposed Oil Project.

As indicated above the proposed relocated City Maintenance Yard site is zoned M-1, O-S Open Space and C-2 Restricted Commercial. It is proposed that the entire Civic Center properties would be rezoned to O-S. A planned development permit approved by the City would be required in order to allow reduced setbacks (10 feet required) and lot coverage exceeding 10% as indicated in Chapter 17.30. The planned development permit allows the City to consider on a case by case basis projects that do not fully comply with all standards of the O-S zone. Therefore, if the voters approve the ballot measure to allow the Proposed Oil Project to proceed, then the City would undertake the planned development permit process prior to applying to the Coastal Commission for a Coastal Development Permit to allow the City Maintenance Yard to be constructed.

Consistency Analysis: As currently written, components of the Proposed Project and relocation of the City Maintenance Yard conflict with existing City of Hermosa Beach General Plan, Municipal Code and Coastal Land Use Plan map. These conflicts, and the proposed plan and code amendments, as well as the planned development permit process, to resolve the conflicts, are discussed above in Section 4.10.4.1. The amendments, if approved, would make the Proposed Project and relocation of the City Maintenance Yard consistent with the applicable sections of the Municipal Code.

City of Hermosa Beach Oil Production Code

As discussed in Section 1.0 of this EIR, a citywide oil and gas drilling prohibition was passed in 1932 for Hermosa Beach. In 1984, Ballot Measures P and Q were passed by the voters in the City, granting exceptions to the drilling ban that authorized oil development on two City-owned parcels, the City Maintenance Yard at 555 6th Street and the South School site. Subsequently in 1985, the City adopted the Oil Code within the Municipal Code that required a well permit for the drilling, redrilling and production of petroleum and established terms and conditions governing this activity within the City. In November 1995 Ballot Measure E passed and re-established the ban on oil and gas development in the City thereby disallowing petroleum development.

The Oil Code, Ordinance 85-803, Chapter 5.56 of the City Municipal Code contains 11 articles governing drilling, redrilling and production of petroleum in Hermosa Beach. The sections of the code address general requirements, permits, well location, derricks and blow-out prevention, development standards, noise, abandoned and idle wells, storage, fire prevention, enforcement and review procedures, and permit revocation procedures, consistent with the Uniform Fire Code, the City's Municipal Code, and other land uses in the City. Section 21A-2.10(E) of the code specifically prohibits processing operations, and because some processing is proposed by the Applicant, the ballot measure includes an amendment to the Oil Code to allow limited processing. In addition, the definition of 'grade' in Section 21A-2.9(C)—which affects the calculation of height—applies to most elements within the perimeter wall of a site but does not apply to the perimeter wall itself. Under the current definition, the height of a retaining wall to hold fill to establish finished grade is counted as part of the total height. This means that the height of a wall constructed on a retaining wall would be at a lower elevation from finished grade than that portion of the perimeter wall not constructed in a retaining wall. This condition would reduce the effectiveness of some proposed mitigation. Therefore, the definition is proposed to be amended.

Consistency Analysis: A component of the Proposed Oil Project is to amend Municipal Code Chapter 5.56 to lift the ban on oil drilling and allow oil drilling in the Light Manufacturing (M-1) zone as a conditional use at the Project Site located at 555 6th Street. In this case, the Oil Code would also be effective and apply to the Project. It is also proposed that the Oil Code be amended to also allow for processing of oil and gas, as well as to modify the definition of 'grade.' Therefore, should the people of the City of Hermosa Beach vote to approve the Proposed Project and allow oil drilling and processing, the Proposed Project would not be in direct conflict with the Oil Code, the Project would be subject to the regulations stipulated by the code, and the code would not inhibit the effectiveness of proposed mitigation measures in this EIR.

4.10.7.3 City of Hermosa Beach Local Coastal Plan

The City of Hermosa Beach Coastal Land Use Plan (titled the Local Coastal Plan) was certified in 1982 by the Coastal Commission. The Project Site at 555 6th Street, which was utilized as the City's Maintenance Yard, was designated Open Space on the Land Use Map, while the surrounding area was designated Industrial. It is noted that the Coastal Land Use Map generally designated lands owned by the City as Open Space-Government and therefore the designation of the City Maintenance Yard as Open Space-Government is consistent in that regard. The 1982 Coastal Land Use Plan did not include any provisions for oil drilling or development. In 1997, the City submitted a draft Coastal Land Use Plan to the Coastal Commission with an industrial land use designation for the Project Site but the land use plan amendment was not approved or certified. Thus the Proposed Project is inconsistent with the Coastal Land Use Plan as currently certified by the Coastal Commission.

Consistency Analysis: Approval of the voters and subsequently by the Coastal Commission to amend the Coastal Land Use Plan map and re-designate the Project Site at 555 6th Street and add policies to regulate oil and gas development will achieve consistency. Amending the Coastal Land Use Plan to add policies to regulate oil and gas and thus allow for oil development would make E&B's Proposed Project consistent with the amended Coastal Land Use Plan. A portion of the City Maintenance Yard relocation site is designated Residential-Medium Density and is proposed to be changed to Open Space-Government consistent with the remainder of the site.

While relocation of the City Maintenance Yard would not be part of the Proposed Oil Project ballot measure, should the voters approve the Proposed Oil Project and the City Maintenance Yard is relocated, amendments to the Coastal Land Use Plan would be initiated by the City to resolve the inconsistencies.

Through the Coastal Land Use Plan amendment process, the Coastal Commission will determine whether the Proposed Oil Project, and, separately the City Maintenance Yard relocation, have the potential for significant adverse impacts to coastal resources. If the Coastal Commission proposes suggested modifications to the Proposed Oil Project, the ballot measure (via the Development Agreement) will allow those changes to be incorporated into E&B's Project without a subsequent vote of the people. Therefore, should the Coastal Commission approve the proposed amendments to the City's Coastal Land Use Plan, the Proposed Project would be consistent with the Coastal Land Use Plan.

E&B's Proposed Project and the relocation of the City Maintenance Yard will also require separate Coastal Development Permits (CDP) from the Coastal Commission in order to be constructed.

The City of Hermosa Beach Local Coastal Plan is divided into four sections, Parking, Coastal Housing, Coastal Recreational Access, and Coastal Development and Design. Policies in Parking and Coastal Development and Design are applicable to the Project and discussed below.

Parking

The City of Hermosa Beach Local Coastal Plan (1981), a part of the Coastal Land Use Plan, addresses parking (with the LUP Amendment 6 and 03-02) with the goals of 1) To provide adequate residential parking; 2) To maintain adequate parking space for both visitor and shoppers; 3) To provide easy access to work-related parking for merchants; 4) To maximize the safety .and accessibility of parking while minimizing noise, traffic congestion and negative visual impacts; 5) To provide an equitable distribution and allocation of parking resources; and 6) To recognize the unique parking needs of the pedestrian oriented downtown business area.

Specific policies include:

- The City should not allow the elimination of existing on-street parking or off-street parking spaces within the coastal zone;
- The City should control congestion through the granting of parking permits;
- The City has enacted a permit plan to control parking congestion; and
- A separation of long-term (beach user) and short-term (shoppers) parking be created in the downtown area to provide adequate and flexible number of parking spaces for commercial demand.

A number of programs have been implemented by the City of Hermosa Beach to address these policies.

A future policy defined in the Plan is that "the City should investigate the possibility of lease or purchase of parking lots dispersed throughout the city so as to minimize the impact on the parking demand to the City and its residents".

Consistency Analysis: The analysis of the City's General Plan Circulation, Transportation and Parking Element provided above details the Parking Plan for the Proposed Project and relocation of the City Maintenance Yard. Both projects have options to account for and provide the parking spaces lost at the Proposed Project site and the City Maintenance Yard relocation site. Therefore, the Proposed Project and relocation of the City Maintenance Yard would not result in the elimination of existing on or off street parking spaces within the coastal zone. In addition, for parking locations not yet identified, employees would walk or van pool to the Project location consistent with the Transportation Demand Management (TDM) requirements of City Municipal Code 17.48 which could lessen motorized vehicle use in the coastal zone. Therefore, the Proposed Project and the City Maintenance Yard relocation are consistent with the referenced Parking Policy.

Coastal Development and Design

Policies related to the Proposed Project and relocation of the City Maintenance Yard in the Coastal Development and Design section and Appendix G are associated with the aesthetics and visual impacts and include goals and policies "To preserve and enhance coastal overviews and key view point areas (section VI.B.2)." Applicable policies include "that the City should restrict building height to protect overview and view-shed qualities and to preserve the City's' existing low-rise profile". Appendix J to the Coastal Land Use Plan includes a map designating a "Scenic Highways Plan" (dated 1972, and as Amendment 9 to the Hermosa Beach General Plan dated 2/25/75). The Scenic Highways Plan designates Valley Drive from Gould Avenue south to about 2nd Street as a Scenic Corridor. This would include the Proposed Oil Project Site and the Proposed City Maintenance Yard Site. Appendix G to the Coastal Land Use Plan also contains a Viewshed and landscape map, Figure XXII.

Consistency Analysis: Section 4.1, Aesthetics and Visual Resources, provides an analysis of the structure height impacts of the Proposed Project and relocation of the City Maintenance Yard. The drill rig, work-over rig, and the perimeter wall of the Proposed Project would exceed existing zoning and building code height limitations and would require the amendments to the City's zoning ordinance and land use plans discussed above in Section 4.10.4.1 above to be approved. Therefore, the Proposed Project is inconsistent with the Coastal Development and Design policy on building heights.

Proposed Amendment to City Local Coastal Plan

As noted above, the current City Coastal Land Use Plan does not contain energy policies that would guide the development of oil and gas resources within the city. Therefore, a component of the Proposed Project is to amend the Hermosa Beach Coastal Land Use Plan to add policies regulating oil and gas recovery, as proposed in Appendix P of the DEIR (see Section 4.10.4.1). Based on consultation with Coastal Commission staff, modifications to the amendment presented in the DEIR are provided in Appendix P of this Final EIR. The modifications provide the correct references to relevant Coastal Act sections as advised by Coastal Commission staff, clarify definitions regarding the exploration and production of oil and gas, and provide administrative procedures. The Appendix P revisions to the City Coastal Land Use Plan contained in this Final EIR are summarized below.

- Objective 1 is deleted in consultation Coastal Commission staff because it is a restatement of the requirements of the Coastal Act and need not be stated as an objective; the sum of the policies in this section ensure the intent of the Coastal Act is implemented and therefore removal of Objective will not adversely affect the environment.
- Policy 2 is modified such that drilling would be allowed offshore consistent with the E&B's Proposed Project to use directional drilling offshore; the impacts of drilling are evaluated in this EIR.
- New Policy 4 in Appendix P to the Final EIR specifies the land use designations where pipelines may be located per consultation with Coastal Commission staff that applicable land use designations accommodating pipelines should be specified. The general allowance for pipelines in the Industrial designation as well as rights-of-way is further restricted by Program 4.1 which limits pipelines to the locations proposed by the Proposed Project, which have been evaluated in the EIR. Program 4.2 (renumbered from

Policy 4) is also modified per consultation with Coastal Commission staff to provide additional direction for restoration of disturbed areas, should, for example, the Greenbelt be inadvertently disturbed during construction within the street right-of-way; therefore, Program 4.2 is more protective of the environment.

- A new Policy 14 is added per suggestion of Coastal Commission staff to include policy addressing well stimulation. The policy prepared by City staff would prohibit well stimulation unless the Coastal Land Use Plan is amended. This policy is consistent with the Proposed Project which indicates well stimulation is not proposed. The Land Use Plan amendment process provides for environmental review and is therefore protective of the environment.
- Policy 15 (renumbered from Policy 14) is amended in consultation with Coastal Commission staff to clarify that offsite mitigation and in-lieu programs should be considered if onsite and in-kind mitigation is infeasible.
- A new Policy 16 and Programs 16.1 and 16.2 are added to address site restoration per suggestion of Coastal Commission staff to include policy addressing site restoration. The proposed policy addresses site closure, as well as abandonment and extended idling, and is administrative in nature and does not have adverse impacts to the environment.

4.10.7.4 The entire language of the Proposed Project amendment to the Hermosa Beach Coastal Land Use Plan is included as Appendix P of this Final EIR.Coastal Act

Applicable policies of the Coastal Act are in Chapter 3 of the Coastal Act, beginning with Section 30200. Preliminary analysis of the project's consistency with each applicable Coastal Act policy is discussed below.

Section 30232 - Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

The Proposed Project has been designed to prevent spills from leaving the site. In addition, the Applicant has spill containment and has prepared a response plan for the Facility. This plan would have to be updated and approved by the City and other agencies prior to commencement of drilling. Equipment to be on site will include booms, sorbent pads, etc. A detailed list of spill equipment will be developed as part of the final spill response plan, and will be approved by the City prior to drilling. Therefore, the project could potentially be found consistent with Section 30232 of the Coastal Act.

Section 30240 - (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

The Proposed Project would be contained entirely within the proposed oil and facility. None of the project would be built within an ESHA. Therefore, the Project could potentially be found consistent with Section 30240(a) of the Coastal Act.

Section 30244 - Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

As discussed in the Cultural Resources analysis (Section 4.4), the Proposed Project is not expected to directly impact any known cultural sites. This section contains a set of mitigation measures to ensure that unidentified cultural sites that might be found during construction are not significantly impacted. However, construction of the new City Maintenance Yard has the potential to impact the City Hall complex which has been designated as a potentially significant historic resource. Therefore, the Proposed Project could potentially be found inconsistent with Section 30244 of the Coastal Act.

Section 30250 - (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have a significant adverse effect, either individually or cumulatively, on coastal resources.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

The Proposed Oil Project has been granted a Conditional Use Permit to conduct an oil and gas project on the Project site if the voters agree to lift the ban. The Project Site is surrounded by developed areas in a highly urbanized environment. While the Proposed Oil Project site is designated Open Space in the Coastal Land Use Plan, the proposed Industrial designation is consistent with the proposed use. It is located within the City's major industrially zoned area and is bound by M-1 zoning and industrial and commercial uses. The analysis in the Safety, Risk of Upset and Hazards Section (Section 4.8) shows that with the implementation of mitigation measures that the safety impacts to residences would be less than significant. Therefore, the Proposed Project could potentially be found consistent with Section 30250(b) of the Coastal Act.

Section 30251 - The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Equipment associated with the Proposed Project includes a drilling rig as well as other associated oil and gas processing equipment. The drill rig would not be completely screened from public views and would be visible in the area around the City of Hermosa Beach.

The design of the Project, required conditions of approval from the original 1993 Conditional Use Permit and implementation of mitigation measures in Section 4.1, Aesthetics, reduce visual impacts, the Project could potentially be found consistent with Section 30251 of the Coastal Act.

However, as the impacts to visual resources are considered significant and unavoidable even with mitigation, the Project could be found inconsistent with this policy.

Section 30253 - This provision states that new development shall: minimize risks to life and property; assure structural stability; be consistent with AQMD requirements; minimize energy consumption; and protect special communities and neighborhoods.

The proposed location of the Project combined with the mitigation measures for Geology, Risk of Upset, and Air Quality would potentially allow the Proposed Project to be found consistent with Section 30253 of the Coastal Act. The relocation of the City Maintenance Yard does not constitute a significant change to risk and thus would be consistent with this policy.

Section 30260 - Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

The Proposed Project location is not located within an existing coastal dependent industrial site. In addition, as discussed herein, the Proposed Project may be determined to be inconsistent with other sections of the Coastal Act. This Policy allows for the Coastal Commission to make the consistency determination after review of the Proposed Project location, analysis of the potential impact to the welfare of the public and the mitigation of adverse environmental effects.

Section 30262 -Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:

(a) The development is performed safely and consistent with the geologic conditions of the well site.

(b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.

The mitigation measures for Risk of Upset (Section 4.8) and the DOGGR and California State Lands Commission requirements for constructing wells would ensure that the Project is conducted safely. Therefore, the Proposed Project could potentially be found consistent with Section 30262(a) of the Coastal Act.

The Proposed Oil Project has been granted a Conditional Use Permit to conduct an oil and gas project on the Project site if the voters agree to lift the ban. The Project Site is surrounded by developed areas in a highly urbanized environment. While the Proposed Oil Project site is designated Open Space in the Coastal Land Use Plan, the proposed Industrial designation is consistent with the proposed use. It is located within the City's major industrially zoned area

and is bound by M-1 zoning and industrial and commercial uses. The analysis in the Safety, Risk of Upset and Hazards Section (Section 4.8) shows that with the implementation of mitigation measures that the safety impacts to residences would be less than significant. Therefore, the Proposed Project could potentially be found consistent with Section 30250(b) of the Coastal Act.

4.10.7.5 Redondo Beach

The Proposed Pipeline routes for both oil and gas Pipelines would travel through the City of Redondo Beach with the gas Pipeline terminating in Redondo Beach and the oil Pipeline continuing through Redondo Beach to the City of Torrance.

Consistency Analysis: Pipelines are a permitted use in all zone districts and subject to the requirements of Chapter 4, Pipeline Franchises, of Section 11, Public Utilities of the Redondo Beach Municipal Code. Therefore, the Proposed Project is consistent with the City of Redondo Beach General Plan and Municipal Code.

4.10.7.6 Torrance

The Proposed Project oil Pipeline is routed through the City of Torrance terminating at a valve box which would connect to an existing pipeline to a refinery located in Torrance.

Consistency Analysis: Pipelines are a permitted use in all zone districts, thus the Proposed Project is consistent with the City of Torrance General Plan and Municipal Code.

4.10.8 Mitigation Monitoring Plan

No additional mitigation measures are identified as part of this section beyond those already contemplated in other sections of this document.