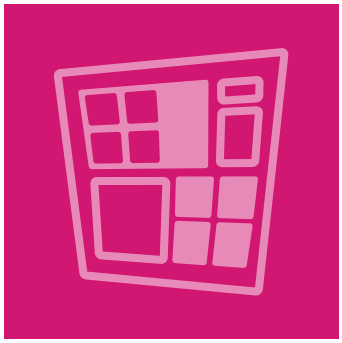
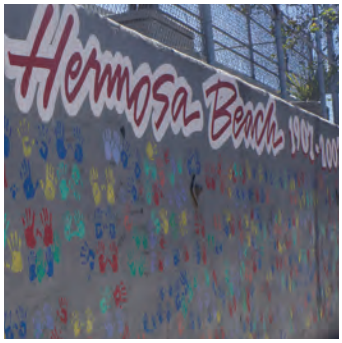
Appendix A - PLAN Hermosa Public Review Draft December 2015





city of hermosa beach

PLAN Hermosa

Public Review Draft

December 2015

HERMOSA BEACH

hello.

PLAN Hermosa presents our vision for Hermosa Beach over the next 25 years. This Plan is the culmination of a multi-year community-wide effort to reflect and define who we want to be as a community. We seek to retain our reputation as the "Best Little Beach City" while simultaneously enhancing our local economy and making strides to improve the health of our environment and our residents.

PLAN Hermosa articulates the community vision through the integration of two important planning documents for the City of Hermosa Beach: the General Plan and Local Coastal Program. Organized around a framework for sustainability, each section of this Plan addresses different aspects of our community and identifies measurable actions to guide residents, decision-makers, businesses, and City staff toward achieving our vision. PLAN Hermosa establishes goals that will help us achieve our long term vision as a community that values our small beach town character, vibrant economy, and healthy environment and lifestyles.

This is our plan for our future. We take great pride in this document, and we are committed to achieving our collective community vision.

acknowledgments.

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This effort would not have been possible without the participation and commitment of the community to move Hermosa Beach forward.

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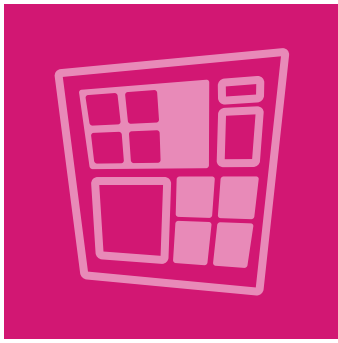

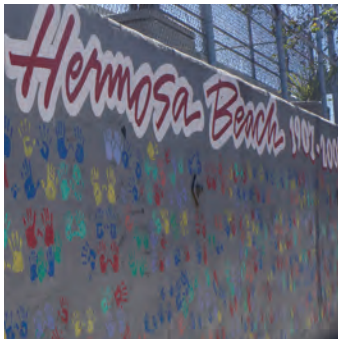

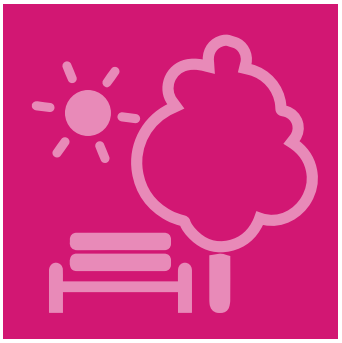

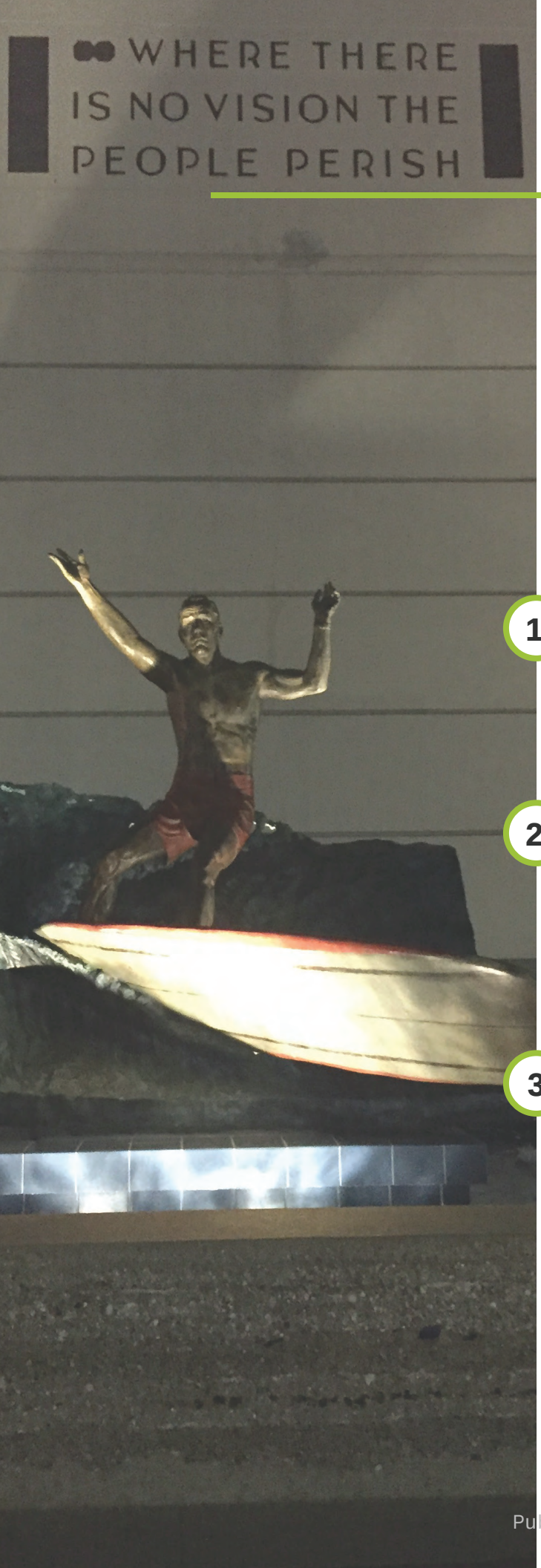

our vision for the future

Vision Statement

Hermosa Beach is the small town others aspire to be; a place where our beach culture, strong sense of community, and commitment to sustainability intersect.

1 Our small town, beach culture

Our beautiful beach, eclectic neighborhoods, unique commercial districts, and welcoming gateways create an unrivaled coastal destination. Our exceptional local schools and outstanding municipal services contribute to an extraordinarily high quality of life at the beach.

2 Our vibrant local economy

Hermosa Beach residents can work, shop, and play locally. Our economy capitalizes on our entrepreneurial spirit, our legacy of creativity, and our local businesses committed to enhancing Hermosa Beach's distinctive character. We effectively balance our small town, beach culture with our enviable position as a regional and statewide coastal destination.

3 Our healthy environment and lifestyles

Hermosa Beach is committed to protecting our coastal resources and takes a common sense approach to reducing our environmental footprint. Our beach and open spaces create unique places that support our active healthy lifestyle. Our complete streets ensure all places within our city are well-connected and easily accessible by walking or biking. Our commitment to carbon neutrality and our sustainable beach city identity attract residents, visitors, and businesses that embrace the opportunity to live and work in a healthy, active community.

Guiding Principles

We seek to achieve our vision by making decisions and taking actions that help us to...

Demonstrate our environmental leadership

- Hermosa Beach will be a responsible steward of our ocean resources, open space, and other natural resources as a healthy environment is the foundation of a more livable, sustainable city and high quality of life.
- Efficient water use, conservation, reuse, recycling and retention at the local level is necessary for a sustainable and resilient city.
- A steady, common sense approach is necessary to advance a long-term goal of community-wide carbon neutrality. Tackling environmental challenges early and pro actively will maximize options and minimize costs.
- Moving to carbon-free energy sources and concurrently planning to adapt to climate change will reduce greenhouse gases, increase energy independence and resiliency.
- Climate action and adoption of environmental targets will make Hermosa Beach an environmental leader in Southern California.

Retain our high quality of life

- Our small scale, eclectic architecture and vibrant beach lifestyle is an unrivaled coastal asset.
- Our high quality schools, as well as city fire, police, library and beach, shape our identity as a first class municipality.
- Our beach, the ocean, green spaces and natural resources of all types are the foundation of our brand and high quality of life.
- Creating a place where people can live, work and play locally is key to balancing economy, community and environment.
- Our city government, places and spaces are designed to be accessible to connect people with all abilities and different stages of life.

Contribute to our economic and fiscal stability

- Our business mix serves the daily and leisure needs of our residents, while providing a quality experience for visitors.
- Diversified districts with local businesses provide for the needs of residents as well as attracting visitors support a robust and resilient economy.
- Our sustainable, resilient economy is supported by keeping local dollars in the local economy and maintaining a diversity of businesses and revenue streams.
- Our desire for a high quality of life requires balancing economy, environment, and community through a 'sustainability lens' and can attract like-minded entrepreneurs.
- People are engaged in a broad range of enterprises creating a diverse economy and providing fiscal stability.

Be a catalyst for innovation

- Our business culture cultivates innovation, the arts/creative industries, locally owned business, and environmental stewardship.
- Innovative, forward-thinking approaches to anticipating future lifestyles, transportation trends and environmental realities are necessary for creating a durable sustainability plan and attracting residents, visitors and others which seek positive change.

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introduction

Role of the Plan

PLAN Hermosa, the General Plan/Coastal Land Use Plan for Hermosa Beach, provides a future vision, policies, and proposed actions to guide residents, decision-makers, staff members, project developers, and businesses in Hermosa Beach. For City staff, PLAN Hermosa is a guide to evaluate projects, structure City programs, and decide whether to pursue new opportunities. City officials will use the Plan as the basis for decision-making and to guide the development of new policies, ordinances, programs, initiatives and capital expenditures.

PLAN Hermosa will set the city on a trajectory for a more sustainable future. To do so, this Plan informs and is implemented by the City's various ordinances, specific plans, programs, and ongoing activities. It sets the City's overall policies and priorities for how to use and manage its physical, social, and economic resources. This Plan has been developed through an extensive public involvement process and thorough analysis and review by the community, boards and commissions, City staff, and elected officials. It documents a shared vision for the future and sets the policies and programs to achieve the City's vision.

The Plan also informs community members of the ground rules that guide physical and social development within our community. Hermosa Beach residents will utilize the Plan to understand the predominant community consensus regarding how, when, and where the City should develop and change as a place to live, to work, and to invest. Current and potential business owners can utilize the Plan to understand economic development priorities and available resources, while developers use it to understand the City's development needs, preferences, and desired physical parameters.

Contents

PLAN Hermosa has been divided into seven elements. The certified Housing Element will not be amended as part of this effort as it was recently certified for the period covering 2013-2021. The topics covered by each element and the integration of Coastal Land Use Plan topics are briefly described below.

Community Governance

The Community Governance Element sets forth the City's legal authority to adopt and implement the goals, policies, and actions of PLAN Hermosa. Additionally, this element describes the associated leadership, decision-making process, development requirements, and regional coordination necessary to achieve the goals, policies, and actions.

Land Use + Design

Land Use and Design are the cornerstone of PLAN Hermosa and the City's fundamental guide to the evolution of the urban form and land use patterns in Hermosa Beach. The Land Use and Design Element goals, policies, and actions provide a blueprint for the physical development of the community by identifying the general location, distribution, and intensity of various residential, commercial, industrial and institutional uses in Hermosa Beach.

Mobility

The Mobility Element is intended to facilitate mobility of people and goods throughout Hermosa Beach by a variety of modes, with balanced emphasis on automobiles, bicycles, pedestrians, and alternative fuel vehicles. This element identifies the general location and extent of major thoroughfares, transportation routes, parking facilities, and alternative transportation facilities needed to support a multimodal transportation system.

Sustainability + Conservation

The Sustainability and Conservation Element addresses the use and preservation of natural resources to improve the environmental quality of Hermosa Beach. This element includes goals, policies, and actions to reduce greenhouse gas emissions; promote improved air quality; improve water quality; and promote green building.

Parks + Open Space

The Parks and Open Space Element includes goals, policies, and actions that provide for coastal access and the provision of community facilities, parks, and recreation opportunities. This element includes coastal policies and actions for beach programming, special events, and the preservation of natural habitat and wildlife.

Public Safety

The Public Safety Element establishes goals, policies, and actions that protect the community from risk associated with natural hazards. The element places specific focus on hazards that could be made more severe with anticipated impacts of climate change. This element also incorporates the Noise Element, required by State Law, addressing major noise sources, existing and future noise levels, and the potential noise exposure to sensitive populations.

Infrastructure

The Infrastructure Element provides goals, policies, and actions to maintain and improve infrastructure systems, including the water supply system, sewer system, storm drain system, roads, and telecommunications and utilities. This element recommends new development approaches that incorporate low-impact development standards to manage stormwater runoff.

Coastal Land Use Plan

Topics required to comply with the California Coastal Act are integrated throughout the document. The icon to the right serves to identify those topics and policies that specifically meet the intent of the Coastal Act.

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Context

The regional setting and colorful history of Hermosa Beach help tell the story of the community today and set the stage for the future of Hermosa Beach.

Regional Setting

Hermosa Beach is located along the southern end of the Santa Monica Bay in Los Angeles County. Regional topographic features including the Santa Monica Bay and Mountains and the Palos Verdes Peninsula, serve as the backdrop to Hermosa Beach.

The Pacific Ocean serves as the western city boundary, while the city is bordered by Manhattan Beach to the north, and Redondo Beach to the south and east. Hermosa Beach is located approximately 17 miles southwest of downtown Los Angeles and 14 miles northwest of Long Beach. The City's regional location is depicted in FIgure 0.1.

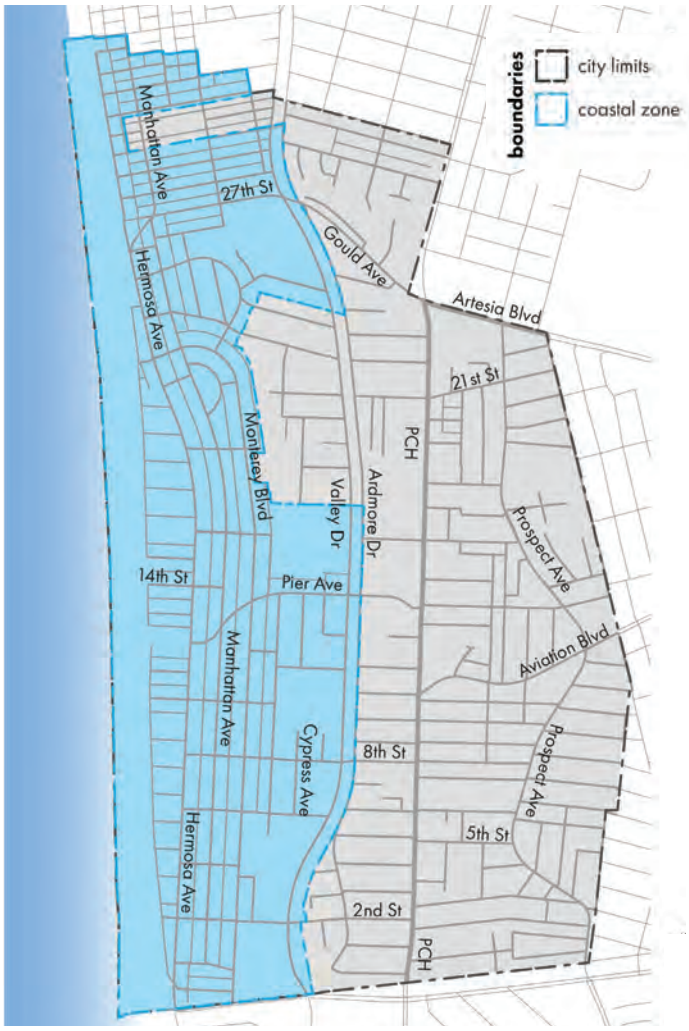
Figure 0.1 Regional Setting

Local Setting

The city limits for Hermosa Beach encompass a relatively small land area, approximately 1.4 square miles. Hermosa Beach includes nearly two miles of shoreline and varies in width between one-half mile and approximately one mile inland.

Approximately 43% of the total land area in Hermosa Beach is located within the Coastal Zone, the boundaries of which are defined by the Coastal Act. The coastal zone in Hermosa Beach, spans the entire length of the city from north to south, and extends from the mean high tide line inland to Ardmore Avenue with two exclusions: the area from Hermosa Avenue to Valley Drive between Longfellow Avenue and 31st Place; and the area east of Park Avenue or Loma Drive between 25th Street and 16th Street. The boundaries of the City and Coastal Zone are depicted in Figure 0.2.

Figure 0.2 Local Setting



Aerial view of Hermosa Beach circa 1925.

Hermosa Beach History

Rancho and Early Development

Hermosa Beach and its immediate surrounding communities are situated on land that once constituted part of Rancho Sausal Redondo. During the late 19th Century, the rancho grew barley and other grains to graze sheep, horses and cattle.

In 1900, a tract of 1,500 acres was purchased for $35 per acre, and this small strip of beachfront property became Hermosa Beach. By 1901 the first tract of Hermosa Beach was subdivided between the boardwalk and Hermosa Avenue, with the land between Hermosa Avenue and Summit Avenue (later named Monterey Boulevard) subdivided later that same year.

The first pier was built in 1904, made of all wood and extending approximately 500 feet into the ocean. By 1910, Hermosa Beach was a stop on the Pacific Electric Railway, which included stops in Santa Monica, Venice, and Redondo. The new rail line brought a slew of tourists to the area, promoting Hermosa Beach as a recreational getaway.

Hermosa Beach Cityhood

In January of 1907 the small beach community became the 19th incorporated city in Los Angeles County. To attract new residents and investors, the City spent thousands of dollars on improvements to its streets and lighting, participating in a "Good Roads Campaign," providing well-paved boulevards connecting the city to the region. In 1913, plans were approved to develop a permanent concrete boardwalk, known today as The Strand, with matching ornamental lighting.

By the mid-1920s most of the coastal tracts had been subdivided for commercial or residential use. The dominant residential building type throughout Hermosa Beach during this era was the vernacular beach cottage, popular among most Southern California beach communities. In many cases these beach cottages contained elements of the popular Craftsman style. The Spanish Colonial Revival, Shingle, Arts and Crafts, and Period Revival styles were also prevalent among residences constructed during this time.

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Built in 1923, the Surf and Sand Club, later the Biltmore Hotel was an iconic site along the Hermosa Beach coastline until 1969.

Hermosa Beach City Hall was dedicated in January 1965.

Greg Noll Surfboards on Pacific Coast Highway

In 1923 the Surf and Sand Club announced plans for a clubhouse located on The Strand between 14th and 15th streets. The elaborate clubhouse attracted many new members to the club, with an artificially heated swimming pool, dressing rooms and lockers, ballroom, and 124 sleeping rooms with their own bathrooms. In the 1930s the building was taken over by hotel interests, becoming the Hermosa Biltmore Hotel. The iconic structure changed hands and roles a number of times before being torn down in 1969.

Post-World War II Growth

Following World War II, Southern California experienced a large population boom. Hermosa Beach experienced a similar boom, with the number of residents growing from 7,196 in 1940 to 16,115 by 1960. This resulted in the construction of many homes in the formerly rural area east of Camino Real (Pacific Coast Highway) with larger lots on Prospect Avenue compared to those along the coast.

The Civic Center complex was designed by Savo Stoshitch between 1961 and 1965, and includes buildings for City Hall, Public Library, Police Station and Fire Station. During the 1960s, the Santa Fe Railroad stopped using the Hermosa to Redondo line and removed the train tracks. The right-of-way was later protected from development by voter referendum and purchased by the City to create the Hermosa Valley Greenbelt during the late 1980s.

Beach Culture

Throughout the City's history, the beach has been an integral part of local culture with an abundance of seaside activities. Surfing and beach volleyball are two activities that have firmly supplanted itself in the City's history and culture.

Hermosa Beach has been home to many surfing professionals over the years and has hosted events promoting surfing, such as Hermosa Beach Surfing Club's Annual Dance. Known as the mecca of surfboard shaping, Hermosa Beach is known for some of the earliest surfboard manufacturing, with several surfboard shapers still operating today.

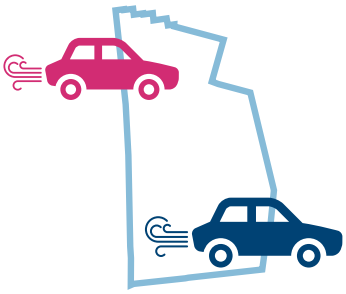
An iconic part of Southern California beach culture, volleyball in Hermosa Beach dates back as far as 1938 when the Los Angeles Times reported on "fierce volleyball games" in Hermosa Beach. Organized leagues and tournaments have and continue to serve as an important recreational outlet in Hermosa Beach.

Hermosa Beach in 2015

demographics.

19,772 people live in Hermosa Beach

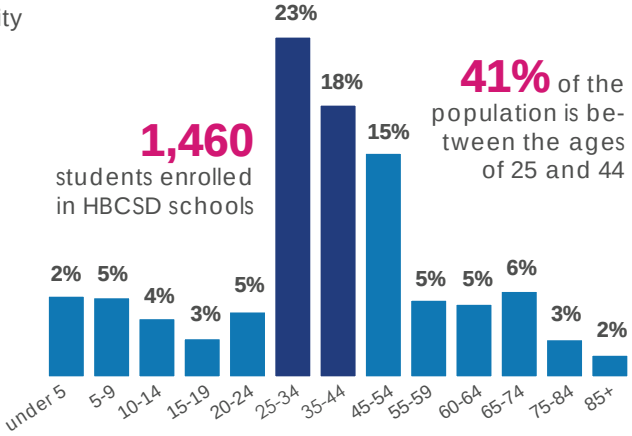
90% of Hermosa Beach employees live outside of the city



95% of employed Hermosa Beach residents leave the city for work

1,460 students enrolled in HBCSD schools

41% of the population is between the ages of 25 and 44



10,110 housing units

51% single-family **47%** multi-family **2%** mobile home

economy.

per capita annual retail sales is approximately $14,882

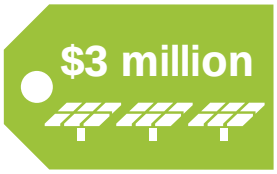
Fiesta Hermosa attracts up to 150,000 visitors over the course of a 3-day weekend

median home values have increased 7.9% from 2014

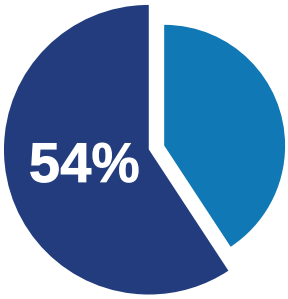
natural environment.

26% **50%**

The waste diversion rate increased from 26% to over 50%



invested by Hermosa Beach residents and businesses to install solar PV systems



54% of greenhouse gas emissions come from transportation sources

transporation.

1,000 bikes per hour can commonly be found on The Strand on weekends

66% of weekend visitors travel 10 miles or less to get to Hermosa Beach

51,000 vehicles make their way through Hermosa Beach on PCH everyday

Sources: California Department of Finance, California Department of Transportation, Hermosa Beach City School District, City of Hermosa Beach, U.S. Census Bureau, zillow.com; 2010.

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Setting the Stage for a Sustainable Future

While Hermosa Beach and its residents have always taken pride in maintaining a sustainable and healthy environment, much has happened in the last five years to catalyze the community's interest in clarifying its vision for a more sustainable future and the path forward.

Hermosa Beach Sustainability Plan

In 2011, the City Council adopted the Hermosa Beach Sustainability Plan. The Sustainability Plan identifies local actions the City and people of Hermosa Beach can take to maintain a high quality of life without compromising the ability of future generations to meet their needs. The Sustainability Plan's primary purpose is to provide a foundation for reducing greenhouse gas emissions, helping to chart the City's path to a carbon neutral future. The Sustainability Plan also identifies actions the City can take to protect the marine environment, improve active transportation options and reduce automobile dependency, protect water resources, improve the performance of buildings, and reduce solid waste.

Strategic Growth Council Grant

The City last comprehensively updated the General Plan and Coastal Land Use Plan in the early 1980s. While conditions and issues affecting the City have since changed and the community's vision has evolved, the policies and action plans to guide the City's growth and development have not been comprehensively updated to account for a growing interest and need to incorporate sustainability principles into the City's policies and action plans.

The City's commitment to sustainability was recognized by the California Strategic Growth Council, which has a mission to support community planning efforts organized around sustainability. This recognition was made clear in 2013 by the award of a substantial planning grant which made possible the update of the

General Plan. Through the grant procurement effort, the City stated 11 program initiatives that the General Plan Update would investigate. These various program initiatives address specific attributes of a sustainable community and are addressed throughout this Plan:

- Improve Air Quality and Water Quality
- Promote Infill and Compact Development
- Reduce Automobile Usage and Fuel Consumption
- Promote Water Conservation
- Promote Energy Efficiency and Conservation
- Revitalize Urban and Community Centers
- Strengthen the Economy
- Improve Infrastructure Systems
- Promote Equity
- Increase Affordable Housing
- Promote Public Health

In early 2014, Hermosa Beach was also awarded a grant by the California Coastal Commission to support the comprehensive Coastal Land Use Plan update. These grants were awarded based on the City's priority objective to transform these plans into the City's integrated and comprehensive "Blueprint for Sustainability and a Low Carbon Future".

Community Dialogue + Decision-Making Tool

The community's desire to advance sustainability, enhance economic vitality, and preserve the eclectic beach character, was further reinforced through the Community Dialogue process in 2013 and 2014. The community engaged in setting the vision and defining the unique qualities for Hermosa Beach. The Community Dialogue process culminated in the creation of a Decision-Making tool that aims to:

1. Enhance the effectiveness and efficiency of our government.
2. Identify and optimize opportunities for residents and businesses to improve our quality of life in Hermosa Beach.
3. Create a culture of innovation, so that our challenges become our opportunities and our opportunities enhance our community brand.
4. Ensure the values and priorities of all residents and business owners are considered during the analysis and deliberation of actions.
5. Deliver transparency to the decision-making process so that the public can make informed decisions.

Thus, PLAN Hermosa was developed under a broad sustainability framework that aims to:

- Link environmental performance with economic vitality;
- Enhance coastal protection and sea level rise best practices;
- Leverage collaborative partnerships; and
- Advance implementation of sustainability and greenhouse gas reduction legislation.

Once adopted by the City Council, PLAN Hermosa will form the City's overarching framework for decision-making, with subsequent plans, programs, and activities designed to carry out the community's vision, goals and policies. The updated Plan will guide how the City should develop and change, and where funds and resources for infrastructure, services and programs should be directed in a manner that most effectively achieves the community vision.

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Sustainability in Hermosa Beach

Environmental Leadership | **High Quality of Life** | **Economic + Fiscal Stability** | **Catalyst for Innovation**

Fundamentally, sustainability means the ability or characteristic of persisting over time. A sustainable community, then, is a community that is everlasting. This simple concept is the essence of our community's approach to sustainability.

To be everlasting, we need a safe and healthy environment. Everything that we need for our survival and well being depends, either directly or indirectly, on our natural environment. To pursue sustainability is to create and maintain the conditions under which humans and nature can exist in productive harmony to support present and future generations. Without the resources and services provided by the environment, such as clean air, water, and food, our community cannot thrive. This is especially important in Hermosa Beach, as the presence of a beautiful and clean ocean environment creates so much of the essence of our town.

To be everlasting, we need a high quality of life. It is through a high quality of life that our community members can become their best selves. It is through a high quality of life that we can attract and retain the best and brightest and provide opportunities to participate in the community and contribute to our world.

To be everlasting, we need a healthy, stable economy. It is through a healthy economy that we are able to have jobs and businesses that provide the wherewithal to provide food, shelter, and education for our families. It is also through a healthy economy that we are able to create a fiscally sound town where we are able to transform and apply capital for the restoration, preservation and protection of our natural environment.

Finally, to be everlasting, our community needs to be a catalyst for innovation. We live in an ever changing world. The notion of sustainability should not imply that we can freeze ourselves in time. In the face of constant change, we must continue to embrace our long-standing culture of creativity and innovation. By fostering innovation, we can ensure that we will remain relevant and competitive leaders.

This notion of sustainability is not a generic definition of sustainability pulled from a book. This is our unique definition of sustainability and is arises from our community values - values that have been consistently reiterated in multiple community forums over the years. This community-based definition of sustainability has formed the development of this Plan. The four aspects of sustainability described are crosscutting and thus serve as the organizing framework of the Guiding Principles: demonstrate our environmental leadership, retain our high quality of life, contribute to our economic and fiscal sustainability, and be a catalyst for innovation.

Every aspect of our town and community life is influenced by these aspects of sustainability. They are intertwined threads of the one fabric that comprises Hermosa Beach and they cannot be addressed independently. Similarly, each of the elements of this Plan help achieve the realization of a sustainable, everlasting Hermosa in specific ways.

Connecting the Dots

Each element in this Plan helps contribute to a more sustainable, everlasting future in its own way. The following diagram summarizes how these elements support a sustainable community.

Community Governance

The Community Governance Element sets forth the City's legal authority to adopt and implement the goals, policies, and actions of PLAN Hermosa. Additionally, this element describes the associated leadership, decision-making process, development requirements, and regional coordination necessary to achieve the goals, policies and actions. While the Community Governance topics are less directly associated with the community's overall sustainability, the goals, topics, and actions of this element are critical for achieving success. It will be through this element that much of the Plan is put into action. Without action, we will not have success. Additionally, this element emphasizes transparency in government and decision-making. Transparent governance leads to better decisions and more stability. This improved stability, in turn, leads to a more dependable regulatory environment and an improved business climate.

Land Use + Design

Land use and design are the cornerstone of PLAN Hermosa and the City's fundamental guide for the urban form. The goals, policies, and actions of this element provide a blueprint for the physical development of the community by identifying the location, distribution, and intensity of various uses in Hermosa Beach. The decisions we make about how our buildings are designed and built directly affects sustainability. For example, how buildings are placed on lots and how they relate to the street can influence transportation choices, economic activity, and public safety. How a building is sited and designed relative to the sun can affect building energy use by as much as 30%. The amount of open space provided affects stormwater runoff and the urban heat island. Density, intensity, and mix of uses affect the number and length of trips taken and the transportation mode chosen for each trip. The uses in town influence whether residents have to drive out of town for work, goods, or services. The land use decisions we make can even influence the health of our community, through closer proximity to services, increased availability of healthy food, and enhanced access to parks or schools, it can become easier to choose healthier options.

Mobility

The Mobility Element is intended to facilitate mobility of people and goods throughout Hermosa Beach by a variety of modes, with balanced emphasis on automobiles, transit, pedestrians, bicycles, and alternative fuel vehicles. How people get around town has broad implications for sustainability. Transportation patterns affect how much fuel is used in Hermosa Beach, the quantity of greenhouse gases, and local air quality as the majority of our trips are conducted by fossil fuel-burning automobiles. The choices we make about our transportation system greatly affect whether fuel use increases or decreases with time, whether our vehicle fleet becomes more efficient, and even whether we can legitimately choose to walk, bike, or use transit instead of driving a car. Each of these outcomes has secondary effects as well. Less air pollution and greater opportunities to walk or bike lead to health improvements. Improved fleet efficiency leads to less money spent on transportation and more individual choice on how to spend that money. This element identifies the location and extent of transportation routes, parking, and alternative mode facilities needed to support a multimodal system.

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Sustainability + Conservation

The Sustainability and Conservation Element addresses the use of natural resources to improve the environmental quality of Hermosa Beach. This element includes goals, policies, and actions to improve air quality, increase water conservation, promote green building, and chart a path toward becoming one of the first carbon neutral organizations and communities. Carbon levels provide a good indicator for tracking overall sustainability as it uses resource consumption as a proxy. More than any other, this element focuses on limiting pollution and protecting resources through efficiency and conservation. Like many topics in this Plan, carbon-reducing and conservation-oriented practices have secondary community benefits. Using less energy and switching to renewable sources can lead to reduced air pollutants from power plants. Drought tolerant landscapes help to conserve water and reduce runoff. Green building techniques can improve indoor air quality and occupant health.

Parks + Open Space

The Parks and Open Space Element includes goals, policies, and actions that provide for coastal access and the provision of community facilities, parks, recreation opportunities, and the preservation of natural habitat and wildlife. Parks and open space play a key role in sustainability. Open space is the primary land use that provides for ecosystem services within a community, providing for opportunities that range from groundwater recharge to food production to carbon sequestration to important wildlife habitat. Increased access to parks, open space, and recreational opportunities can influence positive health outcomes and reduce the prevalence of chronic disease through increased physical activity. Additionally, parks and open space provide valuable recreational amenities and offer important scenic qualities and views, leading to increased property values, increased safety, increased economic activity, and greater sense of community.

Public Safety

The Public Safety Element establishes goals, policies, and actions that protect the community from risk associated with hazards and public safety concerns. The element places specific focus on hazards that could be made more severe with anticipated impacts of climate change. Also incorporated is the Noise Element, addressing major noise sources and potential exposure to sensitive receptors. These topics are critical for quality of life and economic stability. First, a safe, healthy environment is critical for good quality of life. Second, if we do not adequately prepare for hazards and create a resilient community, natural disasters will have a greater effect on our community, leading to increased injuries and property damage. And none of these are good for our economy. Conversely, creating a resilient town will lead to a more stable and healthier economy as avoidance of hazards will minimize the disruption of local commerce.

Infrastructure

The Infrastructure Element provides goals, policies, and actions to maintain and improve infrastructure systems. Improving the efficiency and quality of the City's infrastructure systems makes them more resilient to changing environmental and economic conditions. Much of the City's infrastructure design and operation will affect the natural environment. Interestingly, the provision of infrastructure, and the relative quality, can also have economic implications. Providing advance telecommunications and high speed internet infrastructure may can give the city a competitive edge and help to attract high-tech businesses, and the availability of low-cost renewable energy can benefit everyone in the community and reinvest money in the local economy.

PLAN Hermosa Update

Process

The update process included a series of defined phases or steps to address community needs, goals, and vision in a comprehensive and integrated manner. This process was carried out over the course of approximately three years, kicking off in July 2013 with a community celebration.

2013

1 Existing Conditions + Key Issues

The assessment of existing conditions and identification of the key issues facing the community provided an on-the-ground understanding of activities in the city today. By reviewing historic trends and changes or comparing community attributes to other similar communities in the region, a sense of what makes Hermosa Beach unique or different began to emerge.

2 Visioning

The visioning process identified principles or priorities for the city's future. Community input on ideas or ideals for the future of Hermosa Beach was solicited through a series of workshops, stakeholder interviews, online surveys, and working group meetings to craft a vision statement and guiding principles. The crafted vision and guiding principles are supported by the existing conditions analysis and form the policy framework and organizational structure of this Plan.

3 Alternatives

After the vision and guiding principles were established, a set of land use and transportation scenarios were considered and evaluated. The alternatives analysis looked at the physical and environmental aspects of the proposed changes needed to meet the vision and evaluated whether there were alternative scenarios in which the community vision could be met.

4 Draft Plan

The Draft Plan is the resulting collection of policies needed to achieve the community vision. The policies of PLAN Hermosa are a culmination of the existing conditions, vision, and alternatives analysis. The Draft Plan will be evaluated and extensively reviewed before being adopted by the City's decision-makers.

5 Environmental Review

PLAN Hermosa is subject to environmental review under the California Environmental Quality Act to assess whether any adverse environmental impacts may occur through implementation of this Plan. This assessment provides full disclosure to the community and can better inform decision-makers on the potentially adverse environmental impacts of the Plan.

2016

6 Adoption + Implementation

The final step of the PLAN Hermosa update is the public hearing and adoption process. Once adopted, the task of implementation begins. The implementation of this Plan will be evaluated against the indicators and decision-making tool to track progress toward the vision.

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Community Participation: The future is in YOUR hands

Public Involvement

Central to the creation of PLAN Hermosa was an extensive public outreach process. The Plan is a policy document, but it is also a community document, describing the community's future vision of the City. Public involvement in this process was critical to understand how residents, business owners, visitors, and community organizations view Hermosa Beach conditions and their vision of Hermosa Beach in the future.

During the process of creating PLAN Hermosa, the City engaged several hundred community members through a series of community events, workshops, online surveys, and input during study sessions. The City also used newsletters and mailings, its website, e-mail, and other means to communicate with the community about process.

The City received input on topics ranging from required components of the General Plan –land use, transportation, housing, conservation, open space, noise, and safety – to topics identified as important issues for Hermosa Beach such as sustainability and preserving beach town character. Comments received throughout the public outreach process represent the community's beliefs, passions, values, and concerns for the City, and directly formed the policy content of this Plan.

Community Working Group

In 2013, the City Council directed staff to create and facilitate a community working group to serve as a sounding board in development of this Plan and to help guide the overall engagement process.

The working group was comprised of Hermosa Beach residents, and includes diverse representation from many City commissions, businesses, and local organizations and met approximately 15 times over the course of the Plan development.

Community Events

Over the course of three years, an extensive community outreach program was implemented as part of the development of PLAN Hermosa. The major participation opportunities are summarized below.

Summer 2013 Community Celebration

The City of Hermosa Beach hosted a summer celebration event to encourage the community to think about the future of Hermosa Beach and learn about upcoming planning projects in Hermosa Beach. In addition to kicking off the General Plan/Coastal Land Use Plan, at this fair style open house, the community was able to learn about and provide input on the Community Dialogue process, the Downtown Core Revitalization Strategy, and studies related to the recently defeated proposal for oil drilling. Nearly 300 community members visited the Community Center and participated over the course of the day, where activities, discussion, and opportunities to play a role in shaping the future of Hermosa Beach were provided to adults and children.

General Plan Kick-Off! Educational Series

The Kick-Off! Educational Series included four public meetings at City Hall on key planning areas and issues to be addressed in the General Plan:

April 8, 2014 - City Council Briefing

April 14, 2014 - Climate Change & Sustainability

April 21, 2014 - Economics & Land Use

April 30, 2014 - Transportation & Public Health

These meetings included detailed presentations on each topic and how they relate to Hermosa Beach as well as public discussion to answer questions and to share information.

Stakeholder Interviews

Between March and April 2014, interviews with eight key stakeholders were conducted. These interviews included a series of open ended questions to learn more about key issues and existing conditions in Hermosa Beach. Stakeholders included City staff and community leaders.

Key Issues Workshop/Study Sessions

In order to identify key issues of importance to the city, a community workshop and Joint City Council/Planning Commission meeting were held:

May 8, 2014 - Community Workshop: Key Issues

At the Key Issues Community Workshop, participants were asked three questions in the context of Small Town Character, Healthy Active Lifestyle, and Economic and Environmental Sustainability:

- What do you love about Hermosa Beach?
- What are the threats to Hermosa Beach's character and quality of life?
- What do you want to change in Hermosa Beach now and in the future?

May 20, 2014 - Joint City Council/Planning Commission Meeting

At the Joint City Council/Planning Commission Meeting, an overview of the process was provided and the results of Key Issues Community Workshop were presented. The Commissioners were then engaged in a discussion on identifying key issues and short-term and long-term challenges.

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Key Issues Workshop/Study Sessions

A workshop and study session was organized to collect community feedback on a vision statement, guiding principles, and potential solutions to key issues.

November 6, 2014 - Vision, Guiding Principles & Way Forward

December 16, 2014 - City Council/Planning Commission Study Session: Vision & Guiding Principle

The workshop drew approximately 100 participants. The following themes emerged:

- **Vision Statement:** Maintain the existing small beach-town atmosphere. Cultivate local businesses that benefit residents and the local economy. Develop a more sustainable city through a reduced carbon footprint, and increase bicycling and walking.
- **Guiding Principles:** Invest in local infrastructure and amenities. Encourage a diverse, innovative, and resident-serving local business mix. Promote healthy activity and a high quality of life through stewardship and preservation of natural resources. Achieve carbon neutrality through proactive, forward-thinking transportation and environmental initiatives.
- **What are potential solutions:** Preserve the eclectic character of the city and create a safe pedestrian/bicycle-friendly city. Invest in schools, energy-efficient infrastructure, the arts, and green and local businesses. Promote sustainability by prioritizing waste reduction and maintaining a clean, healthy beach environment.

Neighborhood & District Walking Tours, March 28, 2015

On March 28 the City sponsored Community Walking Tours to provide education and receive feedback on land use and circulation. The city was broken down into a variety of districts. Information was provided as a basis for input on the look and feel of each of these areas. The walking tours drew approximately 40 participants throughout the day, with an additional 15-20 people stopping by the Community Center to provide input via the poster display. A short survey was taken at the end to identify top priorities for different districts.

Key themes emerged as follows:

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

Joint City Council/Planning Commission Study Session, May 11, 2015

On May 11th, City Council and Planning Commission held a joint study session to review and discuss potential policy direction on land use and transportation options. This direction formed the policy framework for the updated General Plan/Coastal Land Use Plan.

Joint City Council/Planning Commission Study Session, July 16, 2015

On July 16, City Council and Planning Commission held a joint study session to review and discuss the preferred policy direction on land use and transportation options. PLAN Hermosa focuses most prominently on the physical aspects of the city, and land use and transportation are essential components. This direction assisted the next step, creating the policy framework for the updated General Plan/Coastal Land Use Plan, and establishing the preferred policy direction to be evaluated in the Environmental Impact Report.

Youth Charrette: This is MY City Camp

On August 18, 2015, the City held a youth charrette to gather information from children living in Hermosa Beach. As a group, they described what Hermosa Beach is like today, and discussed what the City should look like in the future. The participants expressed their ideas through a mapping exercise and by filling out a short questionnaire. This youth workshop helped identify areas in Hermosa Beach that could be enhanced to better accommodate the youth population, encouraging them to live in the city through adulthood.

Mapping activity during youth charrette.

State Law

To comply with State laws, the City of Hermosa Beach is required to prepare and maintain a General Plan for the entirety of the city boundaries, as well as a Local Coastal Program (LCP), for portions of the city located within the Coastal Zone. The LCP comprises the City's land use plans and implementing ordinances to carry out the intent of the Coastal Act. This section identifies the relevant State laws that govern the development, update, and integration of the General Plan and Coastal Land Use Plan.

General Plan

California Planning Law requiring jurisdictions to develop "master plans" or General Plans were first established in 1937, with subsequent legislative actions providing additional clarity and detail on the content and topics covered by a General Plan. PLAN Hermosa has been prepared in accordance with the requirements and intent set forth in the California Government Code written in 2010. Specifically, this Plan:

- Must be a comprehensive, long-term plan for the physical development of the county or city.
- Must cover all territory within the city boundaries and any land outside the boundaries where the agency's judgment bears relation.
- Should be integrated, internally consistent and present compatible statement of policies.
- Should accommodate local conditions, while meeting minimum State requirements.
- May be adopted in any format deemed appropriate by the legislative body, including combining elements.
- May be adopted as a single document or as a group of documents.
- Must include diagrams and text setting forth: objectives, principles, and plan standards.
- Must address each of the elements to the extent that the subject exists in the planning area.
- May include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.

The General Plan should additionally be prepared and amended in compliance with the following procedural requirements:

- May be modified or amended up to four times per year.
- Must be reviewed by the Planning Commission and the City Council at public hearings prior to legislative action to adopt or amend this Plan.
- Must also be evaluated pursuant to the California Environmental Quality Act.

Specific requirements for each topic are identified within their respective elements.

Coastal Land Use Plan

The California Coastal Act was enacted through legislation in 1976, following a vote of the people to establish the California Coastal Commission. The Coastal Act was established to protect coastal resources and maximize public access to the shoreline. To carry out the mandates of the Coastal Act, local governments with jurisdiction over land in the coastal zone are expected to prepare and implement a Local Coastal Plan (LCP). PLAN Hermosa has been prepared in accordance with the requirements and intent set forth in the California Government Code written in 2010. Specifically this Plan:

- Must address all major policy topics of the Coastal Act.
- Must incorporate any analysis needed to support coastal policy.
- Should incorporate local context in conjunction with the legal requirements of the Coastal Act.

The LCP should additionally address the procedural requirements for certification and amendments as follows:

- An LCP adopted by the local government may be certified by the Coastal Commission as advancing the policies of the Coastal Act. Until an LCP has been certified, the local government cannot take over the issuance of coastal development permits.
- Amendments to certified LCPs must be submitted to the Coastal Commission for review and, in the case of major amendments, certification.

Specific requirements for each topic are identified within their respective elements.

General Plan + Coastal Land Use Plan Integration

For coastal cities, the Governor's Office of Planning and Research recognizes the relationship between General Plans and Local Coastal Programs and suggests addressing both requirements through integration of the General Plan and Local Coastal Program by either creating a coastal element of the General Plan or incorporation of coastal policies and standards throughout the General Plan. In order to encourage this integration, amendments to the General Plan necessary to preparing a certified LCP do not count toward the limit of four General Plan amendments per year.

Hermosa Beach has elected to integrate the General Plan and Coastal Land Use Plan, by addressing required coastal topics in the various elements as depicted in Ta

Table 0.1 Coastal Land Use Plan Components

	Governance	Land Use + Design	Mobility	Sustainability + Conservation	Parks + Open Space	Public Safety	Infrastructure
Public Access			❖		❖		❖
Recreation +Visitor Serving Facilities		❖			❖		
Water Quality Protection				❖			❖
Environmentally Sensitive Habitats + Natural Resources					❖		
Planning + Development	❖	❖				❖	❖
Archaeological + Cultural Resources	❖	❖					
Scenic + Visual Resources		❖			❖		
Coastal Hazards						❖	❖
Shoreline Erosion + Protective Devices						❖	
Energy + Industrial Development		❖		❖			

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Measuring Our Progress

PLAN Hermosa will be implemented over a period of decades. During this time, the City's long-range planning efforts will use the goals and policies as a guide. However, this Plan is a living document and the City's intent is for the Plan to be reviewed and updated on a regular basis. Part of this ongoing review of the Plan will require evaluating progress toward and alignment with the community's vision. There are two mechanisms in which alignment with the vision will be evaluated:

- Through use of the decision-making tool when key initiatives are presented for implementation; and
- Through tracking of key indicators that provide a snapshot of the community and provide a basis for allocating resources through the annual budget process.

Together, these two mechanisms will be used to provide a feedback loop and a transparent process for setting priorities, allocating funding, and highlighting successes. Hermosa Beach places value on preserving its unique small beach town character while still allowing the City to adapt to future changes and growth. A vibrant economy encapsulates the community's value for diverse jobs and businesses and high quality municipal services. The community places high importance on health and environmental leadership, especially those aspects that contribute to strengthening the City's brand and character. Finally, the community seeks to accomplish these objectives in an innovative and forward thinking manner.

The Decision-Making Tool and Community Indicators are vital components to successful achievement of the community's vision in a manner aligned with the community's values. The Community Indicators have been aligned with the questions of the Decision-Making Tool to further strengthen the feedback loop and reinforce how the collective set of decisions should contribute to improving the performance of each key indicator.

Decision-Making Tool

The Decision-Making Tool has been designed to evaluate and highlight the benefits or trade offs of key initiatives as they are transformed from ideas to implementation. The tool is intended to be used by City staff, decision-makers, and the community at any point in which decisions are being made to approve a project, allocate funding or resources toward a program, or identify top priorities. Not every decision will have a positive response to every question, but rather, the Decision-Making Tool is meant to serve as a resource for understanding and disclosing how a particular decision may affect those key values.

Community Indicators + Performance Measures

The Community Indicators create a snapshot of the community in key focus areas to provide a benchmark for overall performance and trends. The identified indicators are organized in accordance with the PLAN Hermosa Guiding Principles and the Decision-Making Tool, to enhance the relationship between the Vision, the Decision-Making Tool, and the Community Indicators.

While not all indicators are currently tracked, the intent is to identify the type of indicator that should be tracked so that a baseline may be established. Since many of the metrics are subjective in nature, the method for determining improvement in those categories will come from the use of community surveys, such as the National Citizen's Survey. The indicators will be evaluated on a quantitative basis, with a directional goal to increase, decrease or maintain. It should be noted that not all metrics will be able to be updated annually, and instead, the most recent year for which information is available has been identified. Finally, the source of information or department responsible for tracking that information has been identified to facilitate greater consistency in the tracking of each indicator.

These community indicators shall be included as part of the Performance Measurement section of the annual budget to complement those indicators which are already tracked by different City departments to demonstrate efficiency and effectiveness of services and operations. Together the Community Indicators and City operations indicators will paint a comprehensive picture of both the community's and the City's status.

The following pages identify both the Decision-Making Tool Questions and Community Indicators identified to evaluate progress toward and alignment with the community vision.

ENVIRONMENTAL LEADERSHIP

Decision-Making Tool

+ 0 - Does it enhance/preserve open space?
+ 0 - Is it in line with Hermosa Beach's carbon neutral goal?
+ 0 - Does it positively affect the health of the community?
+ 0 - Does it protect Hermosa Beach's natural resources?
+ 0 - Does it keep the beach and ocean clean?
+ 0 - Does it promote walkability/bikeability?

+ POSITIVE/STRONG CORRELATION 0 NEUTRAL/NO EFFECT/NOT APPLICABLE - NEGATIVE/NEGATIVE CORRELATION

Community Indicators

PROGRESS INDICATORS	BASELINE	OBJECTIVE	RECENT YEAR	SOURCE
Developed Park Acres per 1,000 Population	5.6	Maintain/ Increase	2015	City of Hermosa Beach - Parks and Recreation
Community Greenhouse Gas Emissions Municipal Greenhouse Gas Emissions	126,611 metric tons 1,372 metric tons	Decrease	2012	South Bay Cities Council of Governments
Well-being Index Composite Score	77.5	Increase	2012	Beach Cities Health District
Natural Resource Consumption Rates: Electricity Natural Gas Water Transportation	91 million kWh 4.2 million therms 700 million gallons 138 million vehicle miles traveled	Decrease	2012	South Bay Cities Council of Governments
Heal the Bay Report Card (26th St/South of Pier) TMDL Violations (26th St/South of Pier)	A/A (1/1)	Maintain Decrease	2015 2013	Heal the Bay
Bicycle/Pedestrian Facilities Bike/Ped Counts at Key Facilities	Not Currently Tracked	Increase	n/a	City of Hermosa Beach - Public Works

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HIGH QUALITY OF LIFE

Decision-Making Tool

+ 0 - Does it enhance our beach culture?
+ 0 - Does it enhance outdoor recreation?
+ 0 - Is it family friendly?
+ 0 - Does it positively impact the health and safety of residents?
+ 0 - Does it bring the community together?
+ 0 - Does it serve the diversity of our population?
+ 0 - Does it acknowledge our cultural heritage?
+ 0 - Is it an appropriate scale for Hermosa Beach?
+ 0 - Is it aesthetically appropriate?
+ 0 - Is it a complementary use of public and private space?

+ POSITIVE/STRONG CORRELATION 0 NEUTRAL/NO EFFECT/NOT APPLICABLE - NEGATIVE/NEGATIVE CORRELATION

Community Indicators

PROGRESS INDICATORS	BASELINE	OBJECTIVE	RECENT YEAR	SOURCE
Survey Question - Rate the strength of beach culture	Not Currently Tracked	Increase	n/a	City of Hermosa Beach
Survey Question - Frequency in which residents go outdoors for leisure	Not Currently Tracked	Increase	n/a	City of Hermosa Beach
Survey Question - Rate the family-friendliness of events, overall community	Not Currently Tracked	Increase	n/a	City of Hermosa Beach
Reported Violent Crimes per 1,000 population Reported Property Crimes per 1,000 population	1.9 27.3	Decrease	2014	City of Hermosa Beach - Police Department
Survey Question - Sense of inclusiveness or opportunities to participate	Not Currently Tracked	Increase	n/a	City of Hermosa Beach
Survey Question - Feel your needs are represented in decision-making process	Not Currently Tracked	Increase	n/a	City of Hermosa Beach
Number of Designated Historic Resources	3	Increase	2015	City of Hermosa Beach - Community Development
Average Commercial Floor Area Ratio (as defined by buildout projections)	0.58 FAR	Increase to Max. of 0.75	2015	City of Hermosa Beach - Community Development
Survey Question - Rate the overall quality of the public realm	Not Currently Tracked	Increase	n/a	City of Hermosa Beach
Survey Question - Rate the balance of public and private spaces	Not Currently Tracked	Increase	n/a	City of Hermosa Beach

ECONOMIC + FISCAL STABILITY

Decision-Making Tool

+ 0 - Is it business-friendly?
+ 0 - Does it support our schools?
+ 0 - Does it improve our infrastructure?
+ 0 - Does it improve property values?
+ 0 - Does it promote our brand?
+ 0 - Is it entrepreneurial?
+ 0 - Does it serve the local market?
+ 0 - Does it reduce cost, waste, or reliance on City resources?
+ 0 - Does it balance public and private interests?
+ 0 - Does it increase tax and other revenues going to the community?

+ POSITIVE/STRONG CORRELATION 0 NEUTRAL/NO EFFECT/NOT APPLICABLE - NEGATIVE/NEGATIVE CORRELATION

Community Indicators

PROGRESS INDICATORS	BASELINE	OBJECTIVE	RECENT YEAR	SOURCE
Survey Question - Rate the Business Friendliness of the City	Not Currently Tracked	Increase	n/a	City of Hermosa Beach - Economic Development
Academic Performance Index (Valley/View)	949/939	Maintain	2014	California Department of Education
Overall Infrastructure Ratings	Not Currently Tracked	Increase	n/a	City of Hermosa Beach - Public Works Department
Total Assessed Land and Improvement Value	$5.4 Billion	Increase	2014	City of Hermosa Beach - Finance Department
Survey Question - Rate the strength of local brand	Not Currently Tracked	Increase	n/a	City of Hermosa Beach
Number of Business Licenses	1058	Increase	2014	City of Hermosa Beach - Finance Department
Retail Capture/Leakage Rates	Retail Leakage in apparel, general merchandise, home furnishing, auto parts, general wholesale	Increase Capture/ Decrease Leakage	2012	City of Hermosa Beach - Economic Development
$ per service population for Mandatory vs Discretionary Programs (while meeting Level of Service)	Not Currently Tracked	Decrease Mandatory/ Increase Discretionary	n/a	City of Hermosa Beach - Finance Department
Number or Area with Public Encroachments	Not Currently Tracked	Maintain	n/a	City of Hermosa Beach - Community Development
Total Taxable Sales	$226 million	Increase	2013	California State Board of Equalization

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CATALYST FOR INNOVATION

Decision-Making Tool

+ 0 - Is this a potential catalyst for strategic, transformative, and differentiated development or is this "business as usual"?

+ 0 - Will this define and enhance the City brand to attract businesses, investment, tourists, and like-minded residents?

+ 0 - Will this activate community involvement, participation, and innovation?

+ POSITIVE/STRONG CORRELATION 0 NEUTRAL/NO EFFECT/NOT APPLICABLE - NEGATIVE/NEGATIVE CORRELATION

Community Indicators

PROGRESS INDICATORS	BASELINE	OBJECTIVE	RECENT YEAR	SOURCE
Number of strategic, transformative initiatives approved	Not Currently Tracked	Increase	n/a	City of Hermosa Beach
Number of Awards and Recognition	Not Currently Tracked	Increase	n/a	City of Hermosa Beach
Survey Question - Volunteer rate, Community Participation Rate	Not Currently Tracked	Increase	n/a	City of Hermosa Beach

1 governance

Strong leadership, sound decision-making, and transparency in government are essential qualities of a fair and effective government. And such qualities contribute towards the creation of a sustainable and everlasting community with a high quality of life, clean environment, and strong economy. The Governance Element of this Plan sets forth the City's legal authority to adopt and implement the goals, policies, and actions of PLAN Hermosa. This element also describes the associated leadership, decision-making process, development requirements, and regional coordination necessary to achieve the goals, policies and actions in an inclusive and open environment. These goals, policies, and actions will help Hermosa Beach to maintain our sense of community.

State Law

The State of California does not require that a City's general plan address governance. However, the City of Hermosa Beach views this as a critical topic and believes it sets the tone for decision-making on many of the topics required by State law, so it is included as an optional element. Additionally, State law requires communities to establish policies and standards for consulting with Native American tribal organizations in the development or amendment of the General Plan and during the environmental review process.

Context

Maintaining good and effective governance is a high priority for the City of Hermosa Beach. Since its incorporation as a City in 1907, the City of Hermosa Beach has established itself as being a small town, friendly beach community. Called "the best little beach city" for its broad, clean beaches, overall safety, and thriving businesses, it is also creative in its personal and compassionate approach to city government. Serving the community, creating community benefits, taking responsibility, and finding pragmatic solutions are characteristics viewed by the City as what defines governance. The City has prioritized excellence in governance and positive, constructive relationships with residents, business owners, visitors, and neighbors.

Decision-making and Leadership

Community members and leaders of Hermosa Beach view proper decision-making and leadership as an important topic in city governance. In recent years, the City of Hermosa Beach has initiated several processes and employed concepts to increase the community's involvement and understanding in how the City makes decisions as an organization. Some of these recent efforts have included a community dialogue campaign, strategic planning process, and priority-based budgeting. Collectively, these efforts ensure that the approach to governance, management, and service delivery in Hermosa Beach are agreed upon, revisited on a regular basis, and reflective of the community's values and priorities.

Governance means...

- Listening to residents
- Anticipating and focusing on issues
- Determining vision and values
- Decision-making on direction and resources
- Setting the "tone" for the City
- Measuring staff, program, and operational performance
- Educating the citizenry
- Mobilizing support in the community

Management means...

- Analyzing issues
- Developing professional recommendations
- Decision-making on programs and resources
- Setting the "tone" for the organization
- Developing programs and systems
- Determine implementation plans and strategies
- Investing in employees
- Evaluating and adjusting performance

Service Delivery means...

- Developing operational plans and tactics
- Organizing the work unit
- Implementing decisions and programs
- Responding to resident issues
- Maintaining equipment and facilities
- Providing quality services and products
- Developing work unit and employees
- Evaluating services and citizen impact

Community Dialogue

In 2013, the City of Hermosa Beach initiated a community dialogue process to facilitate a conversation across the community and all of its interests to determine the community's values and priorities for the future. The six-month process included several public meetings, a working group, and development of a Quality of Life Report, a Fiscal Summary, and a Decision-Making Tool. The results of this Community Dialogue process provide a framework and process for decision-making by the City as well as individuals on important decisions regarding Hermosa Beach's future.

Figure 1.1 illustrates the relationship between the components of PLAN Hermosa and the following City decision-making processes.

Strategic Planning

Since 2013, the Hermosa Beach City Council and staff have utilized a strategic planning process and multi-day intensive workshops to outline new goals and set priorities for the upcoming year. Strategic planning workshops are organized in a way so that the community, City staff, and elected officials can come together as a group and talk about the future of the City. The process is meant to help provide more clarity on Council goals and priorities to guide programs and ongoing operations.

Fiscal Health Diagnostic Tool

With a focus on achieving long-term fiscal sustainability, this Diagnostic Tool is used to assess the City's picture of financial health by matching ongoing revenues with ongoing expenses and modeling various scenarios in order to assess the impact of decisions. First implemented in 2014, the tool is currently used in preparing the City's five-year financial forecast.

Priority-Based Budgeting

In 2014, the City initiated a new approach to linking funding decisions with strategic priorities through Priority-Based Budgeting. This approach provides a comprehensive review of the entire organization and will allow Hermosa Beach leaders to evaluate the costs/benefits of City services at a program level; align resources with higher-priority programs; and craft a budget that plans for long-term needs and shorter-term spending of these services on the basis of their relevance to community priorities established during strategic planning efforts.

Decision-Making Tool

The Decision-Making Tool, created through the Community Dialogue process, is designed to enhance the effectiveness and efficiency of the City's government, identify and optimize opportunities for residents and businesses to improve quality of life, create a culture of innovation, ensure the community values and priorities are equally considered, and deliver transparency to the decision-making process.

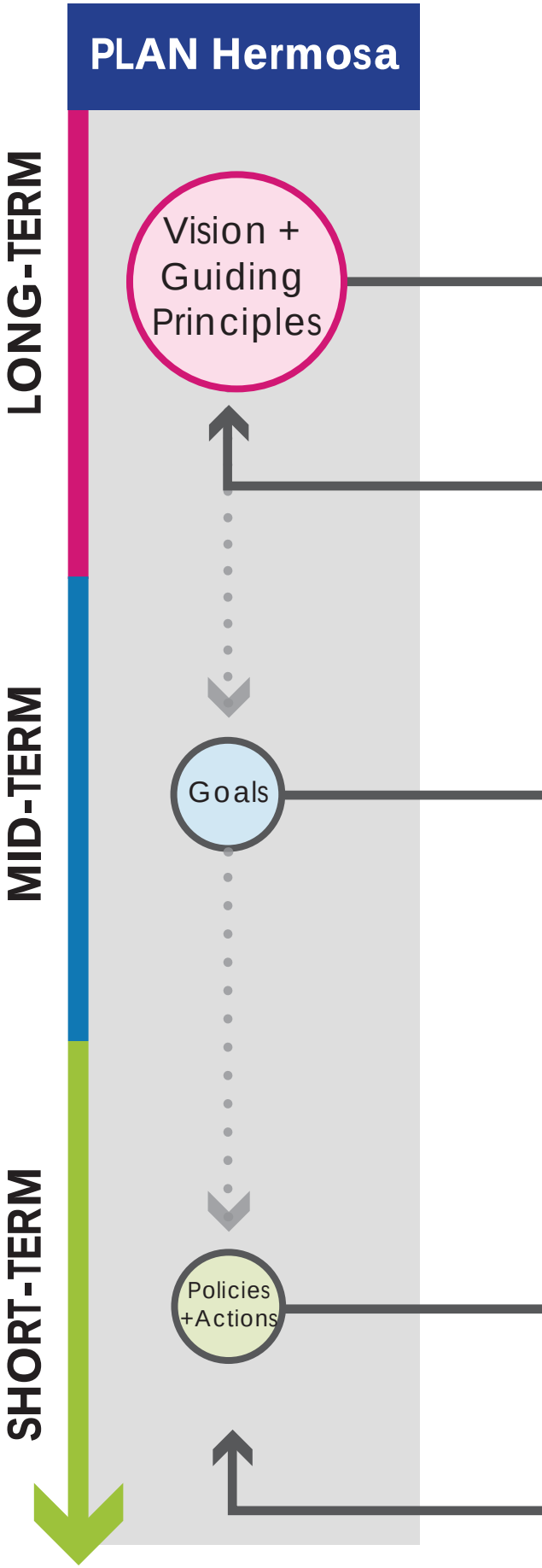

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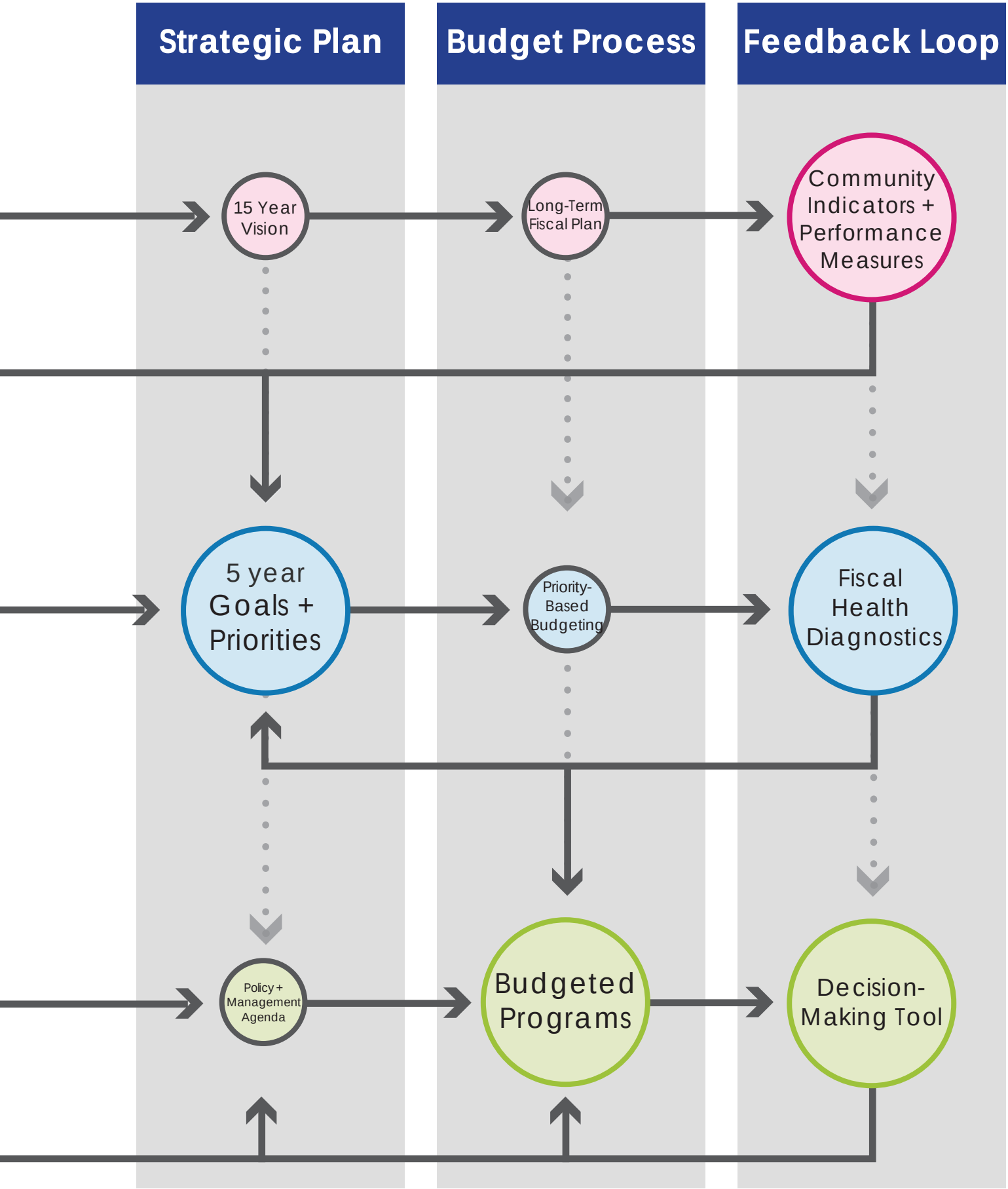
Figure 1.1 Relationship between PLAN Hermosa and decision-making process



Civic Engagement

The Hermosa Beach community prides itself on being highly active in its own governance, and the City is committed to actively seeking public participation. Community members actively participate at council meetings and committees, volunteer at schools and philanthropic organizations, and collaborate with City staff on the latest technology platforms. This level of civic engagement supports responsive governance, while ensuring the preservation of the City's small beach town character. The City strives to create an open process through which it can respond to its constituents' needs while balancing competing interests and opposing views. It is also committed to treating all individuals with respect and dignity, and providing courtesy and thoughtfulness in all interactions. These qualities are invaluable to City staff and elected officials as they work with community members to create a more vibrant, socially rich, economically successful, and beautiful place to live, work, and play.

The City recognizes and supports the need to maintain a high level of service to the community. It further recognizes the need to pursue and engage various informational technologies to make communications more efficient and accessible. The City regularly identifies and implements new communication techniques and methods to improve service delivery and open avenues of communication between the community and their city government. In order to continue to improve the ease of doing business with the City, additional services including online permitting services for certain development or building projects, and streamlined processing of general requests for service or information are being implemented regularly. Highlights of the City's civic engagement practices include:

Voter Initiatives - The City of Hermosa Beach has a long history of direct democracy through use of the ballot initiative process to answer questions about local policy related to open space, development and zoning standards, fees and taxes, and other important issues facing the City.

Public Meetings - City Council and advisory commission proceedings are open to the public. Hermosa Beach posts current agendas, staff reports, and supplemental materials up to 5 days prior to the meeting. The City also provides live and archived streaming video of City Council Meetings on-line and on the City's cable television channel.

Community Workshops and Working Groups - Nearly all major capital projects and major planning efforts in Hermosa Beach involve numerous meetings to collect input and feedback from the community prior to placing a proposal in front of the City's decision makers. Many of these large efforts include the formation of a working group or committee to review and refine proposals, ensuring that projects are reflective of the community's values and priorities.

Online Engagement - To facilitate community engagement in City affairs in an increasingly digital world, the City has utilized multiple online platforms to provide two-way engagement to the community. "Speak Up, Hermosa!" is just one of various online tools hosted by the City to provide a platform in which members of the community can generate and discuss ideas, issues, and projects to improve Hermosa Beach.

Community-Based Organizations - Hermosa Beach would not enjoy such a high quality of life without investment and collaboration from its numerous community-based organizations. Community organizations, many of which are highlighted throughout this Plan, collaborate with the City to provide funding and volunteer in support of parks, the library, creative arts, historic preservation, and education, among many other social and environmental causes.

Leadership Hermosa - a community-based organization founded in 2003 to encourage community involvement in the city. More specifically, the organization strives to build a life-long love for Hermosa Beach by educating existing and potential leaders within the community. Since its launch, members of this organization have completed a number of projects that have fostered community values, and many participants have gone on to serve in leadership positions on City Commissions and City Council.

Nixle - HBPD has begun participating in an open communication and engagement platform called Nixle. This online forum informs residents about news and safety alerts in the City, connecting residents, educators, public safety, and businesses together.

Technology + Innovation

A key feature in the development of modern, innovative cities is the installation of digital infrastructure. On a planning level, the City of Hermosa Beach has done little to address the formative impacts of technology. The technology and innovation policies outlined in this section are designed to increase efficiency, bring out new ideas, and allow businesses and residents to become more digitally connected.

Some of the most valuable contributions of technology is idea sharing and community interaction. With technology easily accessible, community members can communicate and share ideas more easily. As a result, innovative solutions to problems will be communicated much faster than before. Community members will also be encouraged to collaborate with one another fostering a more efficient and effective approach.

Another valuable asset of technology is the ability to maintain and enhance transparency between the City and its community members. By utilizing advanced technology, the City will be able to relay information and data to community members more easily. This will encourage civic participation along with ensuring full transparency.

Community Representation

The City has a variety of Commissions and Advisory Boards that represent various community interests and perspectives. These bodies, which address a range of topics of importance to the City, are comprised of community members – residents, businesses representatives, and other stakeholders. The Commissions and Advisory Boards represent the community by making recommendations and/or decisions that guide City policy and actions. From time to time, the City also forms ad-hoc committees to address topics of current importance. The committees are typically formed to address a specific topic or issue and then, once resolved, are disbanded.

The City's various Commissions make recommendations to the City Council, and in some circumstances have approval authority for a range of topics important to the City's services, operations and development over time. It is within the purview of the City Council to establish the composition, work, and responsibilities of any Commission. Commissions and Advisory Committees have been formed on a permanent basis to address topics including: parks and recreation, public works, planning, and emergency preparedness.

Other advisory committees have been formed on an ad-hoc or temporary basis to address issues related to specific topics or geographies including recent use of: a Green Task Force, an Upper Pier Avenue Improvement Committee, and a PCH/ Aviation Improvement Committee.

Planning Commission

California Planning and Zoning Law requires each jurisdiction to identify a governing body to provide for planning, subdivision, and land use regulation. In Hermosa Beach, the Planning Commission has been established to serve in that role. For certain types of development applications, the Planning Commission is required to review and either approve or deny, with the City Council only reviewing if the Planning Commission's decision is appealed. Certain planning and development decisions are required by State law to be reviewed and either approved or denied by the City Council at a public hearing, subsequent to a review and recommendation by the Planning Commission.

Public Works Commission

The duties of the Public Works Commission are to review and make recommendations to the City Council on all capital improvement projects, assist in the development and updating of design guidelines for public improvements, infrastructure, and other matters referred to the Commission by the City Council.

Parks and Recreation Advisory Commission

The Parks and Recreation Advisory Commission serves in an advisory capacity to the City Council in all matters pertaining to the Department of Community Resources; cooperates with other governmental agencies and civic groups on the advancement of sound leisure, cultural, social services and educational programming; and formulates policies on the services, programs and lease agreements of the Department.

Emergency Preparedness Advisory Committee

The Emergency Preparedness Advisory Committee provides advice and recommendations to the City Council on how the City and the residents can prepare and respond swiftly and responsibly to emergencies.

Regional Collaboration

Part of the City's decision-making process involves having strong partnerships and relationships with outside agencies and organizations. This is due to both a desire to have good relations with the City's neighbors and out of necessity, since Hermosa Beach is bordered by other jurisdictions and must rely on and collaborate with outside agencies to provide services to the citizens of Hermosa Beach.

Adjacent Cities: The City commonly works on issues of mutual interest with the adjacent cities of Manhattan Beach and Redondo Beach. Formally, the Hermosa Beach Police and Fire Departments have long-standing mutual-aid agreements with adjacent cities to provide responsive emergency services to the City of Hermosa Beach. Additionally, the land use and transportation choices made in one jurisdiction can provide benefits to or have impacts on a nearby jurisdiction.

Transportation Agencies: City staff and members of the City Council regularly participate in the regional decision-making processes. Elected officials and staff are actively involved with the South Bay Cities Council of Governments (SBCCOG), the Southern California Association of Governments (SCAG), LA Metro, and Caltrans to provide transportation services, maintenance, and even funding for projects and programs.

Utility Providers: Most of the utility services in Hermosa Beach are provided by private utility companies or public agencies which serve jurisdictions throughout Southern California.

Beach Cities Health District: Health organizations like the Beach Cities Health District (BCHD) which has been serving the communities of Hermosa Beach, Manhattan Beach and Redondo Beach since 1955, offer important preventative health services to residents of all abilities and ages—from pre-natal and children to families and older adults.

California Coastal Commission: With nearly half of the land area in Hermosa Beach located within the Coastal Zone, a collaborative working relationship with Coastal Commission Staff is essential to fulfilling the objectives of the Coastal Act to maximize public access to the coast.

Maintaining collaborative working relationships with these agencies and organizations serves to benefit Hermosa Beach and makes sure the needs and interests of the community are represented.

Noble Park

Turning the Vision into Policy

Through the visioning process of the Plan, as well as the community dialogue, the community expressed a number of priorities and values for the future of Hermosa Beach that consistently fit into three themes: We like the character of our town, we want to see a more diverse and thriving local economy, and we recognize and value that a clean environment and healthy lifestyles are essential to our high quality of life.

Because these themes touch on so many topics throughout this Plan, the overarching policies related to each are presented here within the community governance element, with additional policies then highlighted throughout the remainder of the document and noted with one of the following icons.

1 **small** beach town character

2 **vibrant** economy

3 **healthy** environment and lifestyles

Small Beach Town Character

Community members see Hermosa Beach's small beach town character as an important characteristic of the city. In order to maintain and preserve the city's unique features, city leaders must carefully monitor the scale and type of new and existing development. Maintaining current building limits, limiting large developments, and recruiting small, green businesses are all ways which will conserve the city's character. More importantly, the City will involve the public in all development decisions to ensure they reflect the community's vision. The City will also seek new ways to maintain the city's small beach town character through encouraging artist development and increasing beach play areas.

Hermosa has character

- Buildings are an appropriate scale and size.
- The town values and has taken steps to maintain historic buildings.
- The beach, parks, and open space offer opportunities to connect with nature.
- There are a mix of original clapboard beach cottages and newer "beach-type" homes.
- Spaces are safe, family-friendly, and foster social interaction and sense of community.
- The City continues to maintain streets and infrastructure.
- Hermosa Beach schools are some of the best in the State.
- Visitors enjoy spending time at the beach and shopping and dining throughout town.

Vibrant Economy

The City recognizes and supports the need to maintain a strong, diverse and vibrant local economy. Attracting businesses sought after by the public, seeking movie/TV filming projects, and renting out City facilities for events are other creative ways the City will generate extra revenue. Capitalizing on Hermosa Beach's coveted location along the California coast while preserving the city's unique charm will ensure a healthy, vibrant economy.

Hermosa has a thriving economy

- The strategies of the Downtown Plan will be implemented and resulted in a revitalized, family friendly Downtown.
- Safe and beautiful commercial corridors provide services to residents and visitors.
- A large share of residents are able to telecommute or working from home.
- The Cypress Area is home to a variety of artistic and production uses.
- Local business owners work with the City to attract new businesses.
- Environmental leadership helps to attract new green and cleantech businesses and investments.

Healthy Environment and Lifestyles

The City of Hermosa Beach is committed to promoting healthy environments and lifestyles. As the first South Bay city to be certified as a Blue Zone community, Hermosa Beach strives to be a leader in healthy living and reducing our impact on the environment. In 2012, Hermosa Beach was the first city in the country to adopt a Living Streets Policy that promotes the health and mobility of all Hermosa Beach citizens and visitors by providing high quality pedestrian, bicycling, and transit access to destinations throughout the City.

Hermosa is a leader in health and sustainability

- Hermosa is a certified Blue Zone community.
- Living streets provide safe and convenient travel choices and offer opportunities for socializing and relaxation.
- Efficient water use, conservation, reuse, recycling and retention contributes to Hermosa's brand as a sustainable and resilient city.
- City has a Healthy Air Hermosa program for smoke-free environments.
- Citizens shop at the Farmers Markets and cultivate their own gardens.
- Children and adults have regular access to recreational opportunities and physical activity.

Goals and Policies

This chapter of the General Plan describes the system of governance and provides goals and policies for Hermosa Beach to continue its positive relationship with residents, businesses, and visitors. Together, the goals and policies support the community's desire to maintain its small beach town character and vibrant economy while promoting a healthy environment and lifestyles. In addition, this chapter will support community involvement and investment, and ensure decision-making and leadership is conducted in an ethical, transparent, and innovative manner that reflects community values.

Goal 1. A high degree of transparency and integrity in the decision-making process.

To maintain the community's trust and to serve residents and business owners toward realizing the community's vision, the City is committed to employing a consensus-based and transparent approach to decision-making.

Policies

1.1 Open meetings. Maintain the community's trust by holding meetings that are open and available for all community members to attend and participate.

1.2 Strategic planning. Regularly discuss and set priorities at the City Council and management level to prioritize work programs and staffing needs.

1.3 Priority-based budgeting. Utilize priority-based budgeting to ensure funding allocations are consistent with the priorities set by the community and City Council.

1.4 Consensus oriented. Strive to utilize a consensus-oriented decision making process.

1.5 Leadership training. Encourage City staff and Board and Commission members to participate in leadership training programs.

1.6 Long-term considerations. Prioritize decisions that provide long-term community benefit and discourage decisions that provide short-term community benefit but reduce long-term opportunities.

1.7 Diversity of representation. Strive to reflect a comprehensive cross-section of the community in appointments to Commissions and Advisory Committees.

1.8 Nonresident representation. Ensure non-residents with an interest in the City are fairly and consistently represented in city boards and Commissions.

1.9 Civic policy and leadership academy. Support local programs that teach community members about local government functions and processes and encourages community participation in civic efforts.

Goal 2. The community is active and engaged in decision-making processes.

To engage a diverse cross-section of the community in the City's decision-making process related to policies, ordinances, and funding priorities, ensuring that the actions taken by the City reflect the needs and interests of the community as a whole.

Policies

2.1 Multiple outreach methods. Consistently engage in community outreach through neighborhood forums, social media, the latest technologies, personal interaction, and other methods on a regular basis.

2.2 Universal outreach. Utilize diverse methods of outreach that promote public participation and ensure Hermosa Beach events are communicated to all segments of the communities.

2.3 Public participation guidelines. Establish parameters and guidelines to ensure public participation is promoted through diverse methods.

2.4 Public forums. Host periodic public forums on issues important to the community, facilitating these forums with the purpose of guiding City policy.

2.5 Notification of decision-making. Centralize or consolidate community-wide mailing lists that include representation from homeowners associations, neighborhood and service groups, the school districts, the business community and other interest groups.

2.6 Responsive to community needs. Continue to be responsive to community inquiries, providing public information and recording feedback from community interactions.

2.7 Major planning efforts. Require major planning efforts, policies, or projects to include a public engagement effort.

2.8 Youth participation. Engage and incorporate the viewpoints and ideas of the community's youth population in long-range planning efforts.

2.9 Evaluation and feedback. Periodically solicit service evaluations from the community and utilize feedback to improve and develop the City's policies, ordinances, programs, and funding priorities.

2.10 Value and recognize volunteers. As practical, utilize volunteers to assist with community programs and services and seek to utilize the professional/trade skills of volunteers.

Goal 3. Excellent customer service through the use of emerging technologies.

To serve the community with professionalism and courtesy, and to strengthen information sharing and communication between the City and its constituents, the City has placed a high level of importance on customer service. Embracing technology in City government will make operations across all departments increasingly more efficient. With more available data, decision-makers will have access to information that will influence decisions that should be made. Social media and mobile applications have also connected the City with its residents. Outreach and receiving community input is much easier and has streamlined the planning process.

Policies

3.1 Increased access to services. Strive to provide access to facilities, programs, and services at times and locations that are convenient for residents and businesses.

3.2 Social media technology. Make use of social networking, streaming video, photo-sharing, and other technologies as they evolve to provide greater avenues of communication with constituents and community members.

3.3 Online materials. As feasible, continue to expand the City's website with data and materials for residents and people doing business with the City, including City Council and Commission agenda packets, permit application forms, web-based geographic information systems (GIS), and use of new technologies as appropriate.

3.4 Virtual public counter. As feasible, establish a "virtual" public counter through an online permitting system.

3.5 Expanded digital archive. As feasible, expand the use of document imaging to maintain and provide access to vital records.

Goal 4. A leader and partner in the region.

As a small community in a large metropolitan region, the City of Hermosa Beach understands and capitalizes on our role and responsibility to collaborate with other agencies and nearby jurisdictions on issues of mutual concern.

Policies

4.1 Regional governance. Play an active role in the South Bay Cities Council of Governments, the Southern California Association of Governments and other regional agencies to protect and promote the interests of the City.

4.2 Leadership in sustainability. Establish the City as a regional leader in sustainable development and encourage compact, walkable development patterns that conserve land resources, supports active transportation, reduces vehicle trips, improves air quality, and conserves energy and water.

4.3 Collaboration with adjacent jurisdictions. Maintain strong collaborative relationships with adjacent jurisdictions and work together on projects of mutual interest and concern.

4.4 Regional transportation and infrastructure decisions. Actively support regional transportation and infrastructure projects and investment decisions that benefit the City and the region.

4.5 Coastal collaboration. Maintain a coordinated working relationship with the Coastal Commission to maximize public access to the California Coast.

4.6 Native American consultation. Coordinate with the Native American Heritage Commission and local Native American tribes during General Plan amendments and environmental review processes to ensure their concerns are considered and to assist in the identification and treatment of prehistoric or Native American resources.

Goal 5. Small beach town character is reflected throughout Hermosa Beach.

Retaining the scale and community-oriented nature of Hermosa Beach is of the utmost importance. While it can be difficult to fully encapsulate what defines the character of Hermosa Beach, the City understands the various aspects associated with community character, and is committed to protecting the character defining features of Hermosa Beach. These overarching policies articulate the City's approach to ensuring that community character is retained for future generations.

Policies

5.1 Residential and commercial compatibility. Provide a balance between residential and commercial uses and strive to ensure their compatibility.

5.2 Development decisions. Strive to conduct the development review process in a consistent and predictable manner.

5.3 Clear regulations. Establish clear, unambiguous regulations and policies to clearly communicate the City's expectations for new development.

5.4 Guidelines and standards. Provide for clear development guidance, standards, and rules by developing tools and guidelines to illustrate concepts of local character.

5.5 Community benefits. Consider incentives for new development that provides a substantial economic benefit to the community such as retail sales taxes, transient occupancy taxes or higher-paying jobs. Prohibit the provision of incentives that outweigh the direct benefits from the use.

5.6 Revitalization incentives. Develop and provide incentives to assist developers in revitalization and rehabilitation of existing structures, uses and properties.

5.7 Visitor and resident balance. Recognize the desire and need to balance visitor-serving and local-serving uses as a key to preserving character and the economic vitality of the community.

5.8 Public private partnerships. Pursue the use of public-private partnerships to implement projects and efforts that maintain character and benefit the community.

Goal 6. A broad-based and long-term economic development strategy for Hermosa Beach that supports existing businesses while attracting new business and tourism.

The long-term economic health of Hermosa Beach can be sustained through a diversified commercial base, retention of knowledge workers, and expansion of creative and sharing economies. These overarching policies articulate the City's approach to creating a thriving local economy.

Policies

6.1 Long-term economic development. Support the development and implementation of long-term economic development strategies that seek to establish and keep new businesses and a strong middle class in Hermosa Beach over the decades to come.

6.2 Regional presence. Encourage economic development strategies that will make Hermosa Beach a driving force and jobs center behind the regional economy of the South Bay region.

6.3 Diversified economy. Encourage economic development strategies that allow the City to move beyond reliance on its two main industries – accommodation and food service and retail trade– and transform itself to a mature mix of economic activity and job opportunities.

6.4 Jobs-housing balance. Strive to improve the jobs-housing balance in the city by actively pursuing employment uses that match the skill and educational levels of existing and future residents.

6.5 Business support. Support the Chamber of Commerce, retailers, tourist service businesses, artists, and other agencies to develop an aggressive marketing strategy with implementation procedures.

6.6 Creative economy. Prioritize strategies that will create an economy full of diverse talents, trades and goods for the city. For long lasting economic success, a range of services, arts, entertainment and retail should be supported on all scales of the city's economy.

6.7 Pop-up shops. Develop plans and programs for underutilized spaces, such as vacant buildings, utility corridors, parkways, etc., for temporary retail, restaurant, and community-promoting uses.

6.8 Retail base. Encourage economic development of all scales of retail development within Hermosa Beach in order to create a stronger tax base and increase the City's tax revenue.

Goal 7. Community sustainability and health are a priority in policy and decision-making.

To maintain and improve the health and well being of all community members, the City recognizes that they play a critical role in developing a culture of health in Hermosa Beach. These overarching policies articulate the City's approach to ensuring that the community is built for healthy and sustainable lifestyles.

Policies

7.1 Integrate health. Encourage public and private health partners as part of community engagement processes (including committees, stakeholders and workshops) in planning and development decisions.

7.2 Health conditions. Support the work of Beach Cities Health District to monitor health and well being monitoring and tracking of health outcomes.

7.3 Health in all policies. Integrate a Health in All Policies approach to governance.

7.4 Health and equity. Aim to make a healthy and sustainable lifestyle accessible to all Hermosans, through action that aims to reduce inequities.

7.5 Evaluation and disclosure. Require an evaluation and disclosure (e.g. Health checklists, Health Impact Assessments) of environmental and health impacts or benefits for major discretionary projects.

7.6 Health-promoting uses. Prioritize health-promoting uses in new development including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, and community gardens.

7.7 Livability principles. Amend or update policies that may run counter to livability, sustainability, and health principles.

7.8 Food and nutrition choices. Expand healthy food and nutrition choices at city facilities and city-sponsored events.

7.9 Advertising health. Discourage the branding or advertisement of unhealthy behaviors at City facilities or City-sponsored events, and throughout the city.

Goal 8. A performance-based management and benchmarking program.

Through performance-based management approaches, the City of Hermosa Beach can strive to ensure effective and efficient management of City operations. Additionally, a commitment to performance management criteria helps to satisfy the transparency and accountability desires of the community from their local government and decision-makers.

Policies

8.1 Community indicators. Utilize performance metrics, standards, and data collection procedures to evaluate progress towards goals.

8.2 Annual progress report. Evaluate progress towards goals and update progress through an annual reporting program.

8.3 Amendment and implementation. Periodically evaluate, and as necessary, amend this Plan to ensure continued progress toward the community vision.

8.4 Consistency among plans. Require other City plans and implementation mechanisms to demonstrate their consistency with this Plan.

8.5 Strategic Plan alignment. Evaluate the Strategic Plan for alignment with the Vision, Goals, and Policies of PLAN Hermosa, and as necessary, amend as the community Vision evolves.

2 land use + design

Shops along Pier Avenue

This element of PLAN Hermosa provides goals and policies to guide the continuing evolution of the urban form and land use patterns of Hermosa Beach. In coordination with the Sustainability, Mobility, Housing, Infrastructure, and Parks and Open Space Elements, it defines how the City's buildings and public spaces – homes, stores, offices, parks, streets, and sidewalks – should organize and shape the community in the future and contributes to its reduced carbon footprint. The decisions we make about how our city is laid out and how are buildings are designed directly affect Hermosa's sustainability. These decisions directly influence how much energy our buildings need, how easy it is to use different types of transportation, the availability of healthy food choices, and the capacity of our community members to utilize alternative fuels and renewable energy sources. By establishing a vision for the built environment, the City is inviting property owners, business owners, and community members to invest private funds into the development, preservation, and rehabilitation of buildings, land uses, and infrastructure. This Element provides a long-term vision, goals and policies for land use, character, and sustainable community design in Hermosa Beach.

State Law

This Land Use and Design Element has been prepared to meet State General Plan Law requirements for land use identifying the location and distribution of uses, and additionally to meet California Coastal Act requirements related to coastal access as it relates to visitor-serving accommodations and coastal dependent or related uses.

General Plan

The Land Use Element has the broadest scope of the required elements, regulating how all land in a city is to be used in the future and to fully reflect the range of physical attributes that are important for the success of Hermosa Beach. California law identifies a city's General Plan:

- Must include the distribution of housing, business, and industry.
- Must include the distribution of open space, including agricultural land, natural resources, recreation, and enjoyment of scenic beauty.
- Must include the distribution of recreation facilities and opportunities.
- Must include the location of educational facilities, public buildings and grounds, and solid/ liquid waste disposal facilities.
- May include other categories of public and private uses of land.
- Must include standards of population density and building intensity for the districts covered by the plan.
- Must identify and annually review areas that are subject to flooding identified by floodplain mapping by the Federal Emergency Management Agency (FEMA).
- May include text and diagrams that express community intentions regarding urban form and design - including differentiating neighborhoods, corridors, districts, mixture of land uses and housing types within each, and specific measures for regulating relationships between buildings and outdoor public areas.

Coastal Land Use Plan

The Coastal Act requires communities within the Coastal Zone to address the land use related topics of:

- residential and commercial development density or intensity;
- coastal-dependent and coastal-related uses;
- recreation and visitor-serving accommodations;
- energy and industrial development; and
- archaeological and cultural resources.

Context

The urban structure and land use pattern of Hermosa Beach today is a reflection of the community's early history, originally as a summer and weekend beach destination for Los Angeles residents visiting by way of the Pacific Electric Rail, and later as a full-time, full service community. The tracts originally laid out by the Hermosa Land and Water Company more than a century ago, included smaller lots and block sizes, a mix of small scale commercial and residential uses, and a distributed network of schools and parks to create a compact urban form. While continually evolving to meet modern needs and desires, Hermosa Beach has been able to retain many of the traditional neighborhood and town features, which has contributed to the high desirability of Hermosa Beach as a livable and sustainable community.

The Coastal Zone in Hermosa Beach

Approximately half of the City lies within the coastal zone. The coastal zone boundary, defined by the California Coastal Act, spans the entire length of Hermosa Beach from north to south, and extends from the mean high tide line inland to roughly Ardmore Avenue with two exclusions – the area from Hermosa Avenue to Valley Drive between Longfellow Avenue and 31st Place; and the area east of Park Avenue or Loma Drive between 25th Street and 16th Street.

Existing Land Use Patterns

Land uses in Hermosa Beach are largely defined by its residential neighborhoods and commercial corridors or districts, with public and recreational spaces like parks, the beach, and community facilities found distributed throughout the City. There are four broad categories of land uses that can be currently found in Hermosa Beach. These categories of land uses and the amount of land currently allocated to each category are described below and identified in Figure 2.1.

Residential Uses

Residential uses, in terms of land area, are the predominant use in Hermosa Beach, accounting for approximately 67% of the city's total land area. Residential uses range in scale and density throughout the city to define and create residential neighborhoods, with a range of single-family homes, small scale apartments or condominiums, and larger multi-family housing developments.

Single-family land uses are found throughout the city, with some blocks and neighborhoods in the northeast, east, and southeast areas of the city that are exclusively or predominantly filled with single-family uses. There are 3,261 parcels in Hermosa Beach with single-family uses currently in place. Multi-family housing units are predominantly found in the southwest area of Hermosa Beach. The northwest portion of the City and The Strand have an even mix of single-family and multi-family housing options. There are two mobile home areas - one located north of Pier Avenue, between Loma and Valley Drive, which is a resident-owned park, and the other along 10th Street between Ardmore and PCH. There are also higher density multi-family units on PCH between 16th and 21st Street.

Commercial Uses

Commercial uses include a wide variety of retail, restaurant, office, and other uses that provide goods or services and help to drive the local economy. These uses can be found primarily along the city's corridors and in Downtown, with pockets of small scale commercial found in residential neighborhoods. Commercial uses along Hermosa Avenue, PCH, Prospect Avenue, and Manhattan Avenue primarily consist of restaurants, stores, and services to serve the neighborhood and nearby beachgoers. Collectively these uses account for approximately 7% of the city's total land area.

Figure 2.1 Existing Land Uses

Light Industrial Uses

Light industrial and manufacturing uses in Hermosa Beach account for approximately 4% of the city's total land area and are generally located within the city's industrial area near Cypress Avenue. The Cypress Avenue area includes four acres of industrial land uses including light manufacturing, warehouses, construction supply, a surfboard manufacturing use, auto shops, air conditioning and heating manufacturing uses, and the City maintenance yard.

Institutional Uses

Institutional land uses include schools, government-owned facilities, parks, the beach and open space, and essential operations and service areas such as parking, utility buildings, the City maintenance yard and other facilities, or utility easements, which in total account for 147 acres or 22% of the total land area. The City's largest parks or recreational spaces: the Community Center, Valley Park, South Park, and Clark Stadium are located adjacent to the Greenbelt with smaller parks and parkettes, less than one acre in size, distributed throughout the city.

Vacant Land

Vacant land accounts for less than 0.5% of the land area in Hermosa Beach. Of the vacant land, the majority of parcels are currently zoned for residential uses, placing greater pressure on underutilized commercial land to redevelop or densify. While redevelopment of underutilized spaces is a viable option, consideration of context and community character need to be considered so that new uses and development are consistent with the existing or preferred urban form of the city.

Community Character & Public Realm

This variation in land uses across the city, coupled with the development and redevelopment of individual properties over time, has resulted in a set of distinct, yet well integrated areas of town. These areas can generally be categorized as neighborhoods, corridors, or districts, with each area having its own unique characteristics. The residents of Hermosa Beach have expressed a strong desire to retain the character of their residential neighborhoods and similarly expressed interest in enhancing local economic activity within commercial districts and corridors. This element attempts to identify those character defining features of each neighborhood, corridor, or district, and provide policy guidance that supports the intended character of each area and its role in the larger community fabric.

The City's public spaces – its streets and streetscapes, parks, plazas, and public buildings – create much of its urban form. They also provide an important amenity for residents, workers, and visitors to socialize, recreate, rest, and gather. The City's public spaces are its public face, and are often the areas that visitors and residents most readily remember and associate with the city.

Aside from parks and the beach, a large portion of the public realm in Hermosa Beach is in the form of streets and sidewalks. The character and appearance, or "the streetscape," defines the experience for those who use the street. This is especially true of pedestrians, for whom the level of safety, comfort, and aesthetic quality is a major attractor or detractor. In the commercial areas, most streets have interesting retail frontages along sidewalks, with amenities such as benches, landscaping, and street trees. Pier Avenue and Pier Plaza, in particular, have been enhanced with comprehensive streetscape upgrades. Additional areas throughtout Hermosa Beach can benefit from targeted improvements to sidewalks, building frontages, signage, landscapes, and streets, which has been the subject of master plans for the Pacific Coast Highway and Aviation Boulevard corridors.

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Community-Serving Facilities

There are certain types of uses, both public and private, that provide essential services to the community and are integrated into the form and function of every community. These community facilities include schools, medical facilities, and community arts or cultural educational centers. Many of these services are needed and used by Hermosa Beach residents, and supported by City funding or local property taxes, even though not all services are within Hermosa Beach.

Health and Medical Facilities

While there are no hospitals or emergency medical facilities located within Hermosa Beach, the City and its residents are served by Torrance Memorial Medical Center and medical facilities co-located at the Beach Cities Health District offices. These are the hospitals closest to Hermosa Beach.

Child Care Facilities

Child care facilities are also needed to serve residents as the family population increases. Similar to hospital and medical facilities, the City does not have discretionary authority over these facilities, but does identify through land use and zoning, which areas of the city are appropriate to allow these facilities and what conditions, if any, may be placed on these facilities to ensure they are compatible with surrounding uses. These facilities are required to be licensed by the California Department of Social Services, Community Care Licensing Division. There are a total of four private child care facilities in Hermosa Beach, with a total capacity for 209 children.

Schools

The Hermosa Beach City School District (HBCSD) provides elementary school (K-8) public education to students living in Hermosa Beach. For high school, students attend either Mira Costa High School or Redondo Union High School. There is one private elementary school, Our Lady of Guadalupe School, and one accredited, non-traditional private school for grades 6-12, Fusion Academy.

With more than 1,400 students enrolled in 2015, and physical capacity (at State acceptable levels) to hold just 1,000 students, HBCSD has added portable classroom buildings and is using multi-purpose rooms for temporary classrooms, leading to fewer shared spaces. HBCSD has prepared a Long Range Facilities Master Plan and is evaluating options for providing additional classroom and recreational facility space.

The City's role in school capacity planning is to ensure that development standards and other land use patterns do not constrain the District's ability to meet the growing capacity needs and to support expansion of shared use facilities such as fields and playgrounds to meet the community's recreational and physical activity needs.

Coastal Priority Uses

Coastal land in Hermosa Beach is a valued commodity because of its limited availability and high development pressure. Developing and implementing strategies that prioritize uses that maintain or enhance public coastal access while also meeting the needs and desires of local residents is necessary to maximize the potential of the coast and preserve character and quality of life. As shown in Figure 2.2, most of these uses are located in the Downtown or upper Pier Avenue areas.

Existing Coastal-Dependent and Coastal-Related Uses

Approximately 48 existing businesses in the Coastal Zone are considered either a coastal-dependent use or a coastal-related commercial use. Eight types of existing uses within the Coastal Zone qualify as coastal-dependent or coastal-related:

- Businesses renting coastal recreation equipment to support surfing, biking, and paddle boarding: They sell, rent, and service equipment supporting coastal-dependent recreation uses.
- Volleyball organizations operating administrative facilities: These operations provide services and equipment to support coastal-dependent beach volleyball uses.
- Restaurants and bars located in Downtown and along lower Pier Avenue: Food service businesses in these areas serve visitors to the beach and rely on beach visitors for much of their revenue. Additionally, they rely on proximity to the beach for marketing purposes.
- Surfboard manufacturing in the Cypress area.
- Hotels located on The Strand, Pier Avenue, 14th Street, and 11th Street: As hotels almost exclusively serve visitors, there would be no guests without beach access. Most hotel sites use the "beach front lodging" and "ocean views" for their main advertising message.

Figure 2.2 Coastal-Dependent Uses

- Retail stores located in Downtown and along Pier Avenue. These shops sell souvenirs, beach clothing and accessories, and equipment such as bicycles and surfboards. They depend on tourism and provide services or merchandise related to the coast, and their viability is directly related to a location near the coast.
- Travel agencies that attract business based on their location in the Coastal Zone and provide services supporting coastal-dependent hotel and recreational uses.
- The Starfish Learning Center provides childhood education on marine life and ecosystems.

Visitor-Serving Uses

Hermosa Beach naturally draws a high number of annual visitors. Annual surveys conducted by Los Angeles County Ocean Lifeguards on the beach have established that close to 500,000 individuals visit the beach each month, rising to between 800,000 and 1.2 million visitors in summer months.

Hundreds of businesses and facilities in Hermosa Beach serve the needs of visitors to the Coastal Zone. Some are located along the central portion of The Strand, in Pier Plaza, and along Hermosa Avenue and Pier Avenue. Businesses and facilities along upper Pier Avenue and Pacific Coast Highway also serve visitors.

Local-Serving Commercial Uses

Hermosa Beach community members have expressed a strong desire for more local-serving commercial uses. The requirement to prioritize coastal-dependent uses could conflict with this desire. Given the limited amount of land that can accommodate commercial use in Hermosa Beach, it is necessary to find a way to balance local-serving uses with coastal priority uses. Giving coastal-dependent uses priority in the Recreational Commercial land use designation while giving local-serving uses priority in the Community Commercial land use designation ensures that both needs are balanced effectively (See Figure 2.3).

Affordable Accommodations

A key provision of ensuring public access to the coast is the availability of affordable visitor-serving accommodations. The Coastal Act requires the City to establish what "lower cost" means in the context of accommodations available today or those proposed to be built or removed in the future. For the provision of lower cost accommodations, the threshold may differ significantly in various parts of the state. Hotels and motels may or may not be defined as lower cost, depending on various factors such as room rates, amenities, and overall quality. Most methods to define "lower cost" and "higher cost" accommodations involve surveys of room rates in the area compared to the statewide average.

As of 2015, two hotels and one motel in the Coastal Zone offer a combined total of 264 rooms. A time-share property and youth hostel provide an additional 115 rooms in the Coastal Zone. Four additional hotels are located in Hermosa Beach outside the Coastal Zone, offering 325 rooms. These locations have an average high rate of $279 per night, and an average low rate of $202 per night, compared to a statewide average of $118 per night (2012). Peak summer season occupancy rates average around 85%. Campgrounds, cabins, cottages, yurts, and similar uses are by their nature usually lower cost. In Hermosa Beach, there is no land area large enough to accommodate these types of facilities, so they are not considered a significant source of lower cost accommodations.

Due to the small number of and high demand for overnight accommodations in the Coastal Zone and their relatively high nightly room rates, the City should preserve the existing inventory of low cost rooms, while also developing off-site mitigation and in lieu fee options to provide for more visitor-serving accommodations.

Private short-term rentals can add to the inventory of overnight accommodations in the Coastal Zone. However, in Hermosa Beach, additional ordinances would be required to allow such rentals and to qualify, register, and regulate them.

Energy Facilities

Hermosa Beach currently has no energy facilities in the Coastal Zone. Following the 2015 defeat of Measure O, which would have repealed a long-standing ban on oil drilling in the city, Coastal Act energy requirements apply only to the possibility of future renewable energy facilities in the Coastal Zone such as wind, solar, and wave power. It is the desire of the State of California, the Coastal Commission, and the City of Hermosa Beach to encourage the installation and use of renewable energy systems, and to remove obstacles to their installation, while minimizing potential impacts to wildlife, resources, and scenic quality.

Historic + Cultural Resources

Protection of historic resources preserves our cultural past and maintains Hermosa's identity. Some communities have 'marketed' these resources as an important part of their economic development programs. Property owners can be proud of their contribution and also obtain financial incentives. The City recognizes the benefits of protecting historical resources and acknowledges Hermosa Beach's cultural past as a significant characteristic of the city's identity. In 2003, three structures were designated for protection under the City's Historical Resources Preservation Ordinance: the Bijou Theater building, Bank of America building, and the Community Center.

The City's Historic Resources Preservation Ordinance in Municipal Code Chapter 12.53 is intended to identify and ensure the long-term protection and use of historic resources, such as buildings and structures, sites and places within the city that reflect special elements of the city's architectural, artistic, cultural, historical, political, and social heritage.

While Hermosa Beach has made strides in protecting historic resources, the City recognizes that there is more that can be accomplished. As time progresses on, more resources become potential candidates by virtue of their age and community significance. In 2013, a windshield survey and records search was conducted to identify resources potentially eligible for landmark status based on their age and architectural style. The survey results indicate approximately 220 potential historic and cultural resources, which includes residential buildings, private/commercial buildings, public facilities, and landscape architecture features that may be eligible for local landmark status.

Through the efforts of the Hermosa Beach Historical Society, community members have acquired, preserved, and interpreted historical memorabilia associated with the city's history. The items are on display at the Community Center and are free to the public to view. The mission of the Hermosa Beach Historical Society is to acquire, preserve, interpret historical memorabilia, and other materials pertaining to the history of Hermosa Beach. This collection shall be extended to the public as a source of delight illumination, and lifelong learning. If successful, preservation will be better integrated into City procedures and interdepartmental decisions.

Former Bijou Theater

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Public Art + Design

The City of Hermosa Beach's artistic past has shaped its vision and guiding principles for the future, and continues to resonate today. Public art includes artwork placed and integrated into the public realm for the community to enjoy. They provide both aesthetic and practical purposes that enhance community character and shapes identity. The public art and design in Hermosa Beach is a true reflection of the City's name, "Hermosa", meaning "beautiful" in Spanish. Since incorporation in 1907, the city has evolved into a vibrant and distinct beach community. The prevalence of public art and festivals contribute to the "funky" and "eclectic" character.

Public art and design has played a large role in shaping the city's identity and is appreciated by residents and visitors alike. Public art displays in Hermosa Beach often help to share the rich cultural history of the town in the form of sculptures, murals, and placards or informational displays. These more permanent and highly visible displays - such as the many murals adorning previously blank walls throughout Downtown - contribute to the beautification and aesthetic value of the community and are the result of cooperation, dedication, and commitment from many volunteers, donors, and community groups.

Temporary displays of art - such as the Portraits of Hope painting of Lifeguard Towers up and down LA County Beaches - can serve multiple community fundraising, awareness, and beautification purposes. These became permanent art fixtures in the community. Fiesta Hermosa, hosted by the Hermosa Beach Chamber of Commerce, and the Hermosa Beach Fine Arts Festival are important events for local artists to showcase their work and help to connect the broader community with art.

The artistic culture in Hermosa Beach is more than the presence of paintings and sculptures in public places. The culture comes from the community groups, social events, and the larger community that participates in and values the intrinsic beauty of public art and creative artistic expression. Nonprofits like the Hermosa Arts Foundation and the Hermosa Beach Murals Project are examples of community organizations created specifically to enhance the role of public art in Hermosa Beach.

Hermosa Beach Arts Foundation

The Hermosa Beach Arts Foundation is a non- profit organization, focused on creating opportunities for the community and organizations to participate in and celebrate the arts.

Hermosa Beach Murals Project

The Hermosa Beach Murals Project uses the professional work of talented artists to beautify buildings throughout the City. Murals displaying Hermosa Beach's rich history and beach culture are showcased bringing community members and visitors from all around to see them. The murals have become a destination point in the City and have educated the community while preserving its unique charm.

Fine Arts Festival

The Fine Arts Festival is an annual event that takes place in Hermosa Beach. Founded in 2002, this non-profit organization was created to promote art education and appreciation in the City. The festival provides members of the community to showcase their talents while supporting public art projects and art education for Hermosa Beach residents and schools.

Creative Economy

While public art is often viewed as primarily serving aesthetic and beautification purposes, it can also support economic vitality and help to provide a diverse workforce. In Hermosa Beach, the artistic community is deeply rooted in beach and surf culture, with many of the most prominent surfboard shapers of the last fifty years - including the likes of Hap Jacobs, Greg Noll, Bing Copland, Dewey Weber, Wayne Miyata, Donald Takayama and Phil Becker - setting up shop along Cypress Avenue.

Artists, like many business sectors, need space to create their art and venues or opportunities to sell their work and can benefit from proximity to one another. To encourage increased artistic activity and support economic development objectives, Hermosa Beach can ensure the space needed to support this industry is provided in an accessible and affordable manner that allows higher levels of collaboration among artists - all essential ingredients to flourishing creative communities.

Wide sidewalks and enhanced streetscape along Pier Avenue

Land Use + Community Character Strategy

The following narrative describes the intended land use and community character of Hermosa Beach. There are four primary characteristics – referred to as the 4 D's - that influence the form and function of the built environment – the destinations or uses, density/intensity of each use, the diversity of uses within a given area, and the design of the buildings and streets.

1 Destinations or uses

define the types of uses that are encouraged, discouraged, or prohibited on a piece of land. Destinations are split into residential, commercial, creative, and institutional uses. The land use designations form all other aspects of the 4D's.

2 Density and intensity

are a measure of the amount of land area compared to building area. Density, used for residential property, expresses the amount of land developed per residential dwelling unit. Intensity is used for nonresidential uses, and is expressed as a floor area ratio (FAR) which calculates the amount of usable floor area permitted in a building compared to the area of the lot on which the building stands.

3 Diversity or mix of uses

articulate whether an area is comprised of a predominant type of use (i.e. residential) or whether a wide range of uses are provided to create a mix of activities. How the different uses are physically arranged is also described to highlight complementary uses.

4 Design of the built environment

addresses the desired form and character of the buildings and streets within a particular area and includes: the scale, massing, building orientation, and interaction of buildings with the public realm (sidewalks, streetscape, and street network).

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The types of destinations or uses and density/intensity are articulated through the land use designations assigned to each parcel. Land use designations are policy statements providing direction to each individual property owner regarding what uses and densities/intensities are allowed.

The diversity of uses and the design characteristics of buildings and streets are defined within each character area. Character areas define the set of guidelines or parameters the City will use to ensure redevelopment or new projects are compatible with its surroundings.

Together, the land use designations and character areas are foundational components to this Plan, with the goals and policies found throughout other elements organized to achieve the intended land use and character strategy.

Land Use Designations

Land use designations indicate the intended use of each parcel of land in the city. They are developed to provide both a vision of the organization of uses in the City and a flexible structure to allow for changes in economic conditions and community visions. The overall distribution of land uses throughout the city is identified in Figure 2.3, with each designation defined and described in further detail in Table 2.1.

There are four categories of land use designations that can be found in Hermosa Beach: residential, commercial, creative industrial, and institutional.

Zoning Districts

Zoning districts are an implementation mechanism of the land use designations, and provide greater details regarding: specific allowances and prohibitions of uses, dimensional requirements such as building setbacks, parking standards, and building heights. Land use designations and zoning districts must be compatible, but need not be exactly the same. Zoning districts must be within the range of the allowed intensity and uses found in this Plan.

Residential

Residential designations range in scale and density throughout the city to define and create a variety of residential neighborhoods. Allowable densities range from a low of two units per acre, up to a maximum of 33 units per acre, with density ranges spread across low, medium, and high density designations.

Commercial

Commercial designations provide for a wide variety of retail, restaurant, office, and other uses that provide goods or services. Commercial designations are organized based on the scale and type of goods or services provided. The most localized designations are intended to serve a neighborhood and residents within the immediate vicinity, while other commercial designations are intended to serve the entire community or the region.

Creative

Creative land use designations are intended to provide space for production, design, and manufacturing uses that support the local employment base and produce goods and services that enhance the brand of Hermosa Beach as a creative and innovative community. Uses that are considered light industrial are to be designed and sited in a manner that ensures their compatibility with surrounding uses.

Institutional

Institutional uses offer a range of public and community-oriented uses such as schools, parks, community facilities, administrative offices or buildings, and space for essential services and utility needs. Institutional uses also vary in scale from parkettes at a few thousand square feet to the beach which includes approximately 63 acres of land area.

Figure 2.3 Land Use Designations Map

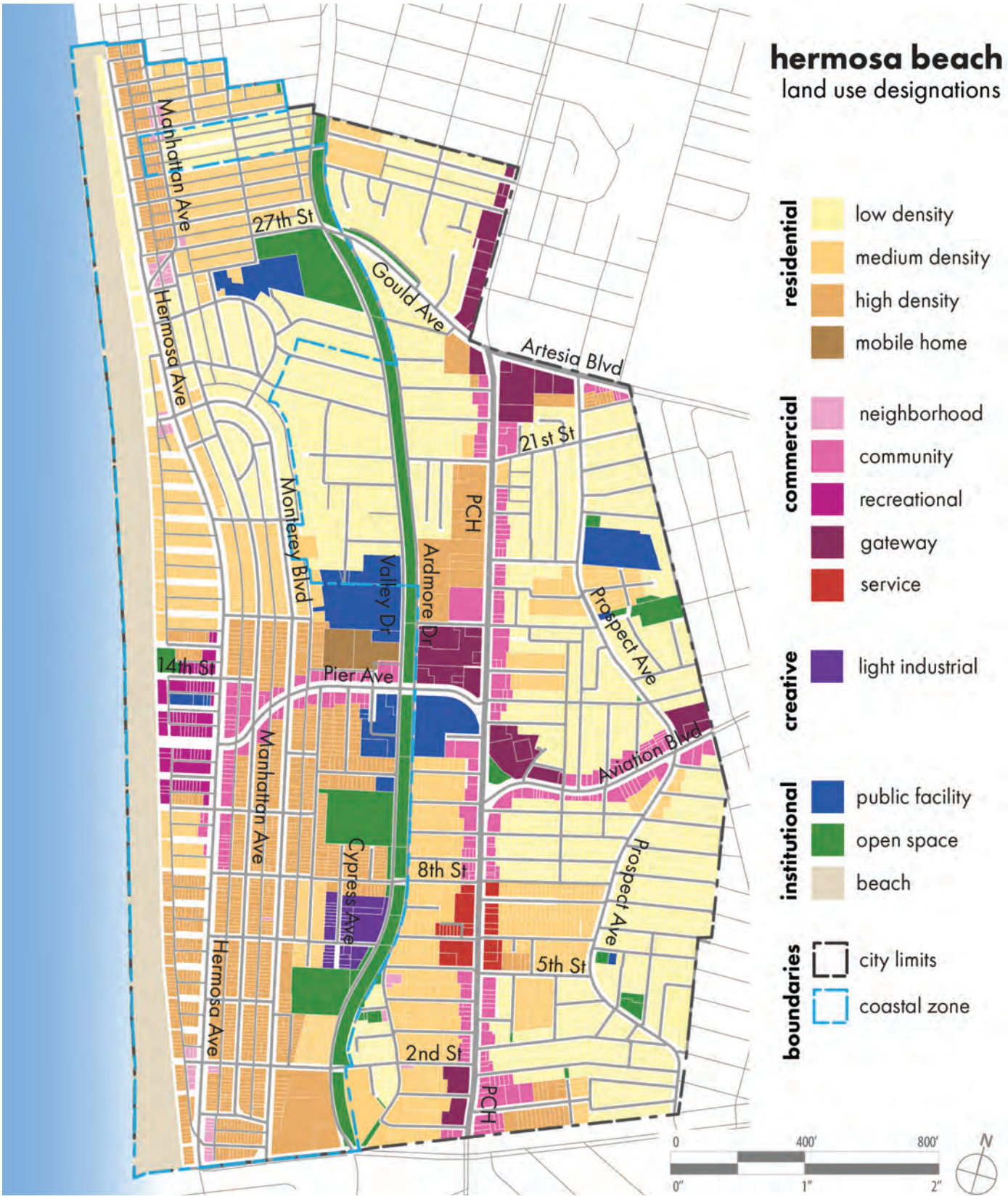

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Table 2.1 Land Use Designations

Designation		Definition	Density/ Intensity
LD	Low Density	Single-family residential (attached or detached)	2.0 - 13.0 DU/AC
MD	Medium Density	Single-family residential and small-scale multi-family residential (duplex, triplex, condominium)	13.1 - 25.0 DU/AC
HD	High Density	Medium (8-20 unit buildings) and large-scale (20+ unit buildings) multi-family residential	25.1 - 33.0 DU/AC
MH	Mobile Home	Mobile home parks, where lots are owned, rented or leased to accommodate mobile homes for human habitation	2.0 - 13.1 DU/AC
NC	Neighborhood	Convenience stores, markets, eateries, laundromats, or similar uses to primarily serve local walk-in traffic	0.5 - 1.0 FAR
CC	Community	Locally-oriented uses including retail stores, restaurants, professional and medical offices, and personal services	0.5 - 1.25 FAR
RC	Recreational	Coastal related uses such as beach/bike rentals, restaurants, snack shops, lodging accommodations, entertainment space and similar uses	1.0 - 1.75 FAR
GC	Gateway	Lower floor community or regionally-oriented commercial uses with upper floor high-visitor office uses or hotel uses	1.0 - 2.0 FAR
SC	Service	Home improvement stores, furniture stores, auto dealerships, and light automotive service stations	0.25 - 0.5 FAR
CI	Light Industrial	Production uses for light manufacturing, creative art, or design services with professional office as an allowed accessory use	0.25 - 1.0 FAR
PF	Public Facility	Civic-related offices, community centers, operational facilities and educational/institutional facilities	0.10 - 1.0 FAR
OS	Open Space	Passive and active park, recreational, and open space uses	0.0 - 0.1 FAR
B	Beach	Coastal-related recreational activities and essential public facilities (lifeguard tower/restrooms)	0.0 - 0.05 FAR

Density:

Density is often the primary determinant in the physical layout and appearance of residential development in relationship to the land. It will influence the housing type and perhaps the style. Densities are calculated in dwelling units per acre (du/ac), and can range from 2 du/ac for a larger lot to 33 du/ac for an urban dwelling.

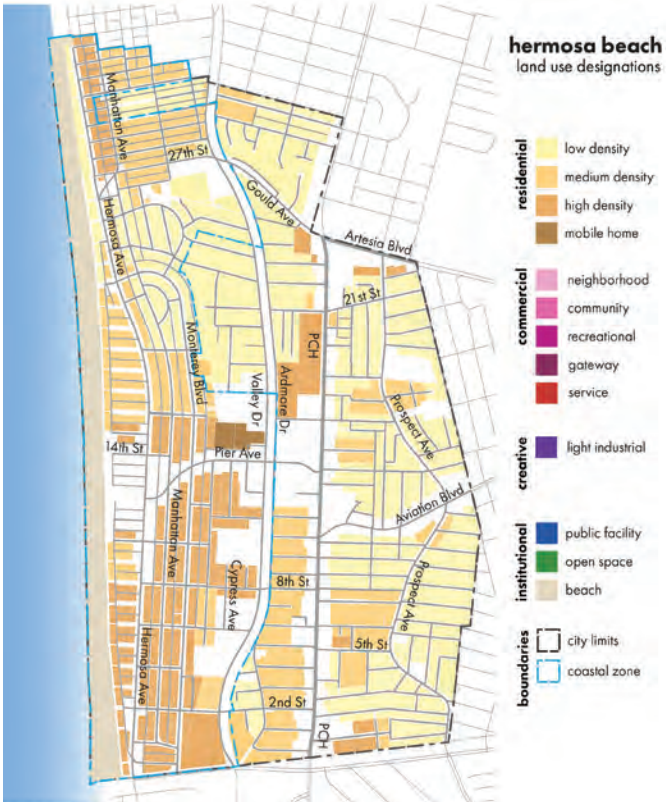
Intensity:

Intensity for nonresidential properties is expressed in terms of the floor area ratio (FAR). The FAR expresses the relationship between the amount of usable floor area permitted in a building and the area of the lot on which the building stands. It is obtained by dividing the gross floor area of a building by the total area of the lot and is often represented as a decimal number.

Land Use Descriptions

This section describes the purpose of each land use and articulates the uses and range of development intensity allowed in each designation.

Residential Uses



Low Density Residential (LDR)

Purpose

This designation provides for the retention, maintenance, and investment in single-family residential neighborhoods and protects residential uses from potential nuisances of nonresidential uses. This low density designation is intended to provide the lowest levels of density, offer a high quality environment for family life, and ensure the preservation of residential property values.

Appropriate Land Uses

Single-family dwellings, either attached or detached, are the primary use in the low density residential designation. These uses can include home occupations, churches, schools, day cares, parks, public facilities, and other uses that are determined to be compatible and oriented towards serving the needs of low density neighborhoods may also be allowed.

Density Range

2.0 - 13 dwelling units per acre

Medium Density Residential (MDR)

Purpose

The purpose of this designation is to provide for the enhancement and reinvestment in mixed scale residential neighborhoods in Hermosa Beach. This medium density residential designation permits property owners to construct two residential units on a single lot. It is located throughout the city to provide a transition between higher density residential or commercial uses and single-family neighborhoods.

Appropriate Land Uses

Small-scale residential uses, including single-family, duplex, condominiums, and townhouses in a two unit per lot format, are the predominant use in this designation. Education, cultural, and public assembly uses which are determined to be compatible with and oriented towards serving the needs of the neighborhood may also be allowed.

Density Range

13.1 - 25 dwelling units per acre

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High Density Residential (HDR)

Purpose

The high density residential designation provides a range of residential housing types to serve the varying living accommodation needs or desires of the community. The intent of this designation is to preserve and contribute to the inventory of diverse housing types available to residents and offer alternatives to single-family residential development. The designation allows for a variety of high density building types and development patterns.

Appropriate Land Uses

This designation provides a range of residential building formats including condominiums, townhouses, duplex/triplex, and apartment buildings. Single-family residential is discouraged in this designation. If lot size permits, special care living facilities and multi-family housing provided in larger building styles with on-site parking and amenities is allowed.

Density Range

25.1 – 33.0 dwelling units per acre

Mobile Home (MH)

Purpose

The Mobile Home designation is intended to retain land area for the sole use of mobile homes and recreational vehicles without threat of other residential and commercial encroachment. The designation is specifically applies to the Marine Land Mobile Home Park to retain mobile homes as an affordable housing option.

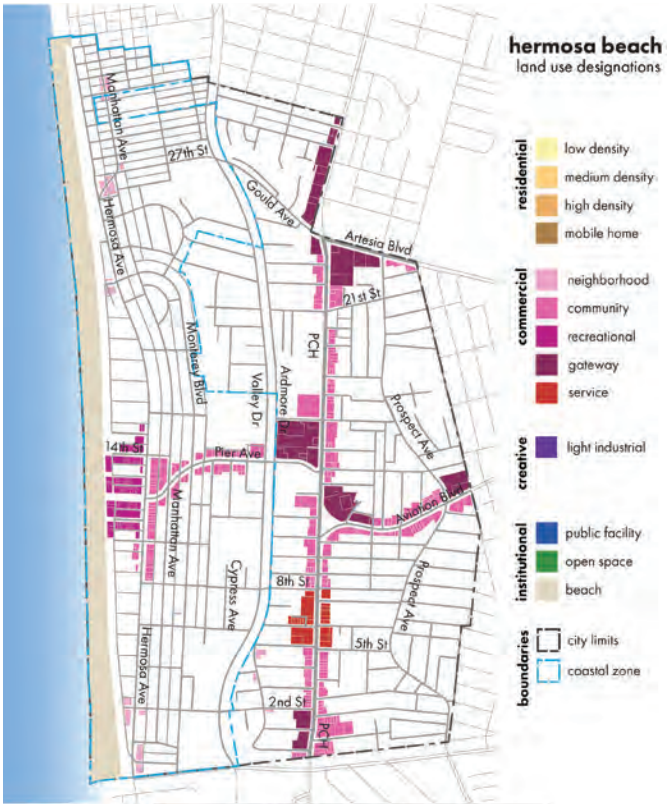
Appropriate Land Uses

Mobile home parks, where lots are owned, rented or leased to accommodate mobile homes for human habitation. Manufactured homes without permanent foundation and recreational vehicles intended as a transitional housing option are allowed in this designation.

Density Range

2.0 - 13 dwelling units per acre

Commercial Uses



Neighborhood Commercial (NC)

Purpose

This designation creates neighborhood activity centers that are easily accessible from many directions, typically along main thoroughfares, and primarily serve residents within a half-mile radius so they may walk, bike, or make a short trip by car. Neighborhood commercial uses located in close proximity to the beach also serve as a location for beachgoers to purchase food, rent equipment, and enhance their beach experience.

Appropriate Land Uses

The neighborhood commercial designation provides nearby residents with convenient access to daily shopping or personal service needs. Convenience stores, eateries, laundromats, and similar uses intended to serve local walk-in traffic and nearby residents are the primary uses allowed. Neighborhood commercial designations located within the Coastal Zone may also be used to provide coastal-dependent uses such as beach equipment rentals.

Intensity Range

0.5 – 1.0 Floor Area Ratio

Community Commercial (CC)

Purpose

This designation provides opportunities and locations for uses designed to serve the shopping, dining, and employment desires of the entire community. The Community Commercial designation is a major generator of local economic activity with a mix of locally-owned businesses and regional or national retailers present within this designation. This designation is found in many centralized locations throughout the community primarily along the city's major corridors and in Downtown. Community Commercial land uses primarily serve the local market, though they may also serve the needs of visitors and residents of nearby jurisdictions.

Appropriate Land Uses

This designation provides space for locally oriented commercial uses including retail stores, restaurants, professional and medical offices, and personal services. Uses on the ground floor are reserved for retail, restaurant, and other sales-tax revenue generating uses, while offices and personal service uses are encouraged on upper floors. Residential uses are not allowed in this designation as its intent is to promote and protect retail, office, and service uses that diversify the City's tax base.

Intensity Range

0.5 – 1.25 Floor Area Ratio

Recreational Commercial (RC)

Purpose

As a premiere southern California coastal destination, Hermosa Beach has the luxury of offering a wide variety of recreational and coastal-related services to serve both visitors and residents. The Recreational Commercial designation is the primary cultural and entertainment center for the community with events, activities, and social gatherings often occurring here. Adjacency to the beach gives this designation the unique opportunity to provide a shopping and dining experience that attracts residents and visitors alike, capturing a large portion of the City's economic activity generated by visitors.

Appropriate Land Uses

Coastal-related uses and visitor accommodations are the primary uses allowed within the Recreational Commercial designation. Restaurants, snack shops, entertainment, lodging, retail, beach rentals and other similar uses are prioritized within this designation and allowed on ground or upper floors. Office and personal service uses are allowed within this designation, provided they are located on upper floors.

Intensity Range

1.0 – 1.75 Floor Area Ratio

Gateway Commercial (GC)

Purpose

The Gateway Commercial designation is located at key entryways and intersections to Hermosa Beach to offer a greater variety of employment, retail, and economic activity to the community. The Gateway Commercial designation also plays a role in providing services and amenities to visitors and the region by encouraging hotels and larger employment centers to be located in this area. With the Gateway Commercial designation appropriately applied to larger sites, they are intended to provide both commercial services as well as facilities that benefit the local community.

Appropriate Land Uses

In the Gateway Commercial designation, the ground floor should include community or regionally-oriented retail uses with upper floor high visitor office uses. Professional and medical offices and hotels providing lower cost visitor accommodations are also allowed in this designation. Public assembly, recreational, and other community facilities which are determined to be compatible with and oriented towards enhancing the gateway commercial district may also be allowed. Parking facilities will serve on-site uses and are encouraged to explore shared parking agreements with nearby commercial uses to encourage a 'park once' strategy.

Intensity Range

1.0 – 2.0 Floor Area Ratio

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Service Commercial (SC)

Purpose

The Service Commercial designation is intended to provide adequate space specifically for specialty goods and services that serve residents and the region. These businesses often require indoor or outdoor warehousing or storage space to display or sell their inventory, and caution is taken to ensure they are located in a manner that minimizes their impact on nearby residential, retail, or office uses. Service Commercial uses often attract customers for a specific item or service, compared to a traditional retail district where customers may visit many businesses within a single trip.

Appropriate Land Uses

The Service Commercial designation is reserved for the provision of specialty goods and services, primarily related to home and automotive needs. Home improvement stores, furniture stores, auto dealerships, and light automotive service stations are the prioritized use with this designation. Retail trade and warehousing facilities are allowed as an accessory use to the primary use.

Intensity Range

0.25 – 0.50 Floor Area Ratio

Creative Uses

Creative Light Industrial (CI)

Purpose

The creative light industrial designation is intended to create a suitable environment for small businesses that rely on manufacturing, warehousing, or production to operate successfully. This designation ensures uses are able to operate in a manner that contributes to local economic activity and diversifies the local employment base while minimizing impacts to adjacent residential uses. The designation fosters new innovations and creative economic activity by providing common gathering areas and meeting spaces to share and exchange ideas.

Appropriate Land Uses

This designation is reserved for the provision of production uses for light manufacturing, creative art, or design services. Flexible use spaces, co-working offices, and creative or "maker" industry incubator spaces are also permitted. Professional office or specialty retail are allowed only as an accessory use to the primary production uses. Residential uses are not allowed in this designation as its intent is to promote and protect industry and production uses that diversify the City's tax base.

Intensity Range

0.5 – 1.0 Floor Area Ratio

Institutional Uses

Public Facilities (PF)

Purpose

The Public Facilities designation is intended to assure the City and other institutional organizations have adequate space to carry out the duties and responsibilities of the organization. The Public Facilities designation applies to both public and quasi-public uses and may include physical facilities or infrastructure related equipment or structures needed to provide services.

Appropriate Land Uses

Civic-related administrative offices, community space, operational yards, and educational or institutional facilities are the primary uses allowed in this designation. Public utility structures or corridors, plazas, and historic landmarks or monuments are also allowed within this designation. Wireless telecommunications facilities may be allowed in this designation when co-located with public buildings and determined to be compatible with and avoid nuisances to surrounding uses.

Intensity Range

0.1 – 1.0 Floor Area Ratio

Open Space (OS)

Purpose

The Open Space designation is intended to prohibit intensive urban development to those open space areas of the city which are necessary to assure permanent open space in and for public parks and recreation areas; and where urban development would be put at risk from natural hazards. This designation provides for public and community-serving facilities ranging in scale from a few thousand square feet to several acres of land.

Appropriate Land Uses

Public parks in any size or format are the primary use in this designation. Trails, community gardens, and other similar uses that provide open space resources to surrounding neighborhoods and the region are permitted. Recreation facilities with an emphasis on outdoor use are also allowed.

Intensity Range

0.0 – 0.1 Floor Area Ratio

City Beach (B)

Purpose

The beach offers exceptional natural beauty, provides for unique recreational activities, offers panoramic views, and is accessible to everyone. These elements combine to create an unrivaled natural asset that is cherished by the community and essential to the local beach culture. This designation is created to protect the recreational, aesthetic, and natural values of the beach. This designation is intended to prohibit any permanent buildings or structures beyond those for lifeguard and infrastructure, and minimize the amount of space used by temporary structures or equipment.

Appropriate Land Uses

This designation provides for coastal activities and events along the sandy shoreline. The provision of permanent or temporary structures is allowed on the beach only as they are essential to the safe operation and enjoyment of the beach. Infrastructure or amenities such as restrooms, playgrounds, stormwater drainages are allowed provided they do not create visual obstructions or impede recreational activities.

Intensity Range

0.0 – 0.05 Floor Area Ratio

Character Areas

While Hermosa Beach largely identifies as a close-knit and unified community, the unique and eclectic character of Hermosa Beach is a direct result of the distinct collection of neighborhoods and commercial areas that make up the fabric of the community. To ensure this unique character is protected for future generations, it is important to define and describe the unique characteristics of each area and establish goals and policies to maintain, enhance, and transform each area.

A community's character can be defined by the distinctive or unique physical features, or attributes (i.e. hilly, small buildings, wide sidewalks) as well as the social characteristics that are influenced by physical characteristics (i.e. pedestrian-oriented, kid-friendly, safe and comfortable).

Since, the character defining features of Hermosa Beach vary by area, this section organizes the community by neighborhood, district, or corridor (see Figure 2.4). The discussion associated with each character area is intended to describe the future vision and articulate the proposed distribution of uses and design for the built environment.

How does this relate to Zoning?

The Zoning Code will incorporate the specific development standards and uses allowed within each zoning district by combining guidance from the following components of the General Plan:

Land Use Designation

The particular land use designation on a parcel identifies the allowable uses and the appropriate range of density or intensity of development allowed.

Character Area

The character area will provide guidance on how buildings should be oriented and interact with the public realm or streetscape to encourage a cohesive and coordinated urban realm for each area.

Goals and Policies

The goals and policies should be consulted for further guidance on how to integrate new projects into the existing urban fabric.

When developing new programs or submitting applications for development this section should be referenced to ensure projects are consistent and compatible with the character of the area.

Neighborhoods

The residential structure of Hermosa Beach is made up of individual neighborhoods whose boundaries are generally defined by their development pattern. Some neighborhoods, like the North End, developed as distinct communities, while others, like the Valley neighborhood, developed incrementally over time.

Each neighborhood offers a different mix of housing types, with some neighborhoods providing exclusively single-family residential uses, and others providing a variety of housing types, often with single- and multi-family buildings coexisting on the same block. Many neighborhoods also offer commercial uses to serve the neighborhood needs.

There are a multitude of neighborhoods present in Hermosa Beach including the North End, Hermosa View, the Walk Streets, Sand Section, Valley, Herondo, Greenbelt, Hermosa Hills, and Eastside.

Districts

There are a number of activity centers with clusters of similar activities or uses – located in close proximity to one another found in Hermosa Beach. Some districts provide a single type of use, while others require a diverse mix of uses to be economically successful. These districts function as destinations or focal points in the city, and are important places to encourage pedestrian activity and cluster particular land uses.

The three districts in Hermosa Beach include the Civic Center, Downtown, and the Cypress area.

Corridors

Arterial roads and other high activity areas laid out in a linear format are another area in which commercial activity occurs. While occurring over a large length of space, many corridors include a series of nodes with activities to avoid a commercial strip pattern of development.

The two key commercial corridors in Hermosa Beach are the Aviation Boulevard and Pacific Coast Highway corridors.

Figure 2.4 Hermosa Beach Neighborhoods, Corridors, and Districts Map

** Open Space is located throughout select neighborhoods, centers, and corridors.*

Public Review Draft

North End Neighborhood

The North End is a well defined neighborhood with a range of low- and medium- density residential development with centralized neighborhood commercial goods and services.

Future Vision

The intent is to preserve building form and scale and maintain neighborhood connectivity and access to nearby commercial services. Buildings should orient toward the walk streets and preserve the street frontages from driveways and curb cuts to maintain the walkable qualities offered by this neighborhood's compact grid network and scale of building that is compatible to the surrounding neighborhood.

Intended Distribution of Land Uses

This neighborhood is comprised of a combination of single-family and multi-family dwellings, with neighborhood commercial uses nearby.

LD MD HD NC OS

Desired Form and Character

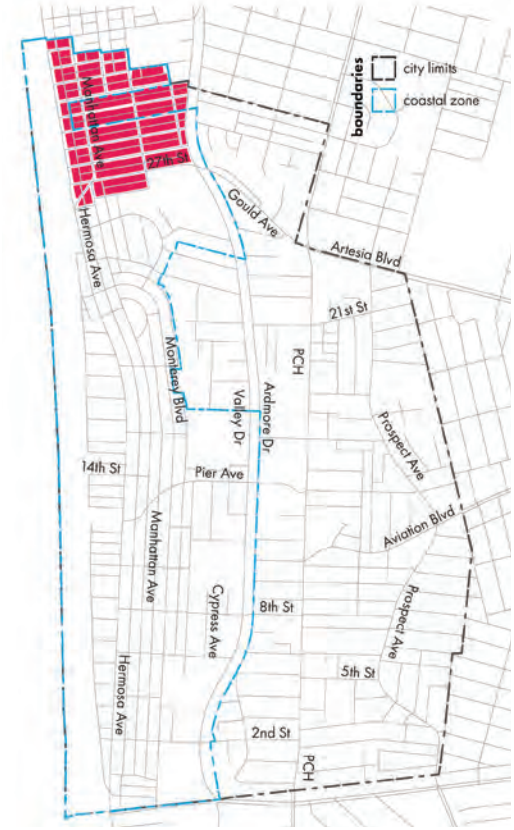
Building Design and Orientation

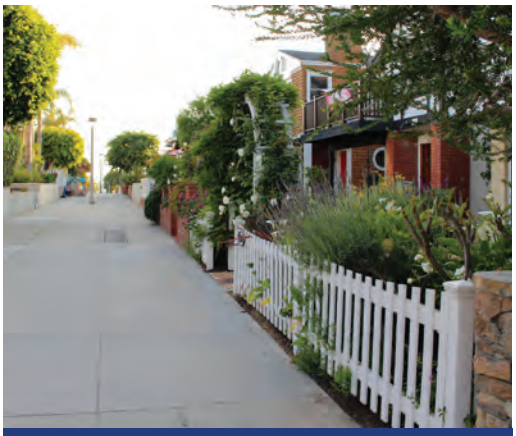
- Buildings are one or two stories or up to 25 feet in height.
- Each lot accommodates a single residential unit, with a maximum of two allowed under certain conditions.
- Buildings have a primary entrance onto the numbered streets, and are encouraged to have a secondary entrance on perpendicular streets.
- Front and side setbacks may be fairly narrow, with many building frontages within 10 feet of the sidewalk.
- Front porches, stoops, balconies, and terraces provide a sense of "outdoor public living".
- View corridors toward the beach are treasured and protected.

Public Realm Design

- Residential parking is mostly accessed off alleys, which supports frontages that are pedestrian-oriented and active.
- It is acceptable for residences to "turn their backs" toward Valley Drive, installing fences or shrubbery as needed.
- Sidewalks are provided on all collector streets, and where right-of-way width allows, sidewalks are separated from the street by parkways and planting strips.

To achieve the intent, buildings should **preserve** form and scale and **maintain** neighborhood connectivity and access to nearby commercial services.

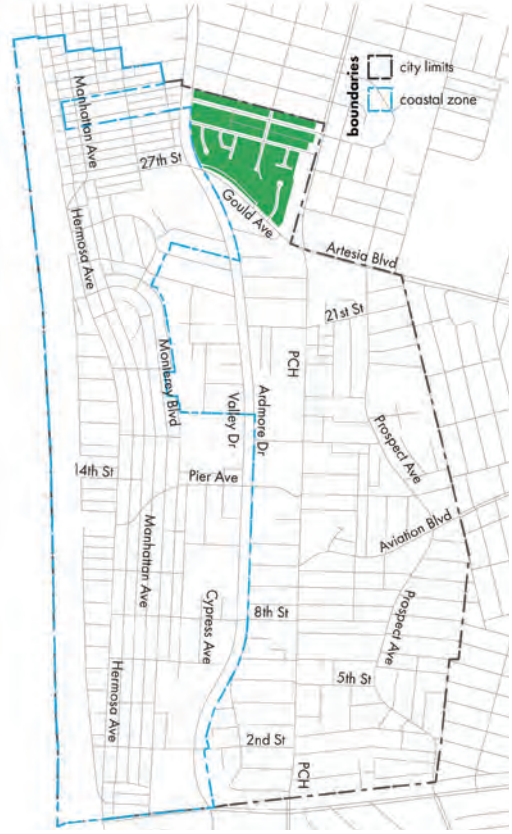




Wide sidewalks connecting arterial streets.

Hermosa View Neighborhood

To achieve the intent, buildings should **preserve** form, orientation or scale and **retain** the unique streetscape with wide parkways and uninterrupted sidewalks.



Wide planter strips separate the sidewalk and street.

This neighborhood is perched high upon a hill, with a dramatic rise in slope moving north from Gould Avenue, creating a separate, distinct single-family residential enclave.

Future Vision

The intent is to preserve building form, orientation or scale, and retain the unique streetscape with wide parkways and uninterrupted sidewalks. The low density residential development pattern of this neighborhood should be maintained through the retention of larger lot sizes, building orientation toward the street, and wider setbacks that provide room for parkways and sidewalks.

Intended Distribution of Land Uses

This neighborhood is exclusively residential with a predominance of single-family homes, and a few properties with two units per lot.

LD MD

Desired Form and Character

Building Design and Orientation

- Within the northern area buildings are mostly long and narrow, responding to the parcel configuration.
- Single-family residences, duplexes, and townhouses are the preferred residential types.
- Residences address the street with their primary façade, with minimal front setbacks, and typically do not exceed two stories.
- The hilly residential neighborhood with larger parcels provide a variety of architectural styles and building types.
- Houses on lots greater than 5,000 square feet may be set back at considerable distance from the street in a more typical "suburban" pattern.

Public Realm Design

- Most homes along Longfellow Avenue are served by alleyways at the back of the property, providing garage access and leaving sidewalks along Longfellow Avenue uninterrupted by driveway aprons and curb cuts.
- Local streets at the south end of this neighborhood terminate at a cul-de-sac or dead end.
- Longfellow Avenue has a unique streetscape quality within this neighborhood, with wider well-kept planter strips and tall palm trees.

Public Review Draft

Walk Street Neighborhood

The Walk Street neighborhood currently provides a range of beach side residential development and neighborhood commercial services within a linear street network. The walk streets that provide beach access from Hermosa Avenue out to The Strand are a feature unique to this beach front residential area.

Future Vision

The intent is to maintain the high quality pedestrian connections through the walk streets and retain the form, scale, and orientation of buildings in this area by designing buildings that take advantage of the opportunities for outdoor living.

Intended Distribution of Land Uses

The walk street neighborhood offers a range of low, medium, and high density residential uses as well as small pockets of neighborhood-scale commercial services around 1st Street, 4th Street, and 22nd Street.

LD MD HD NC OS B

Desired Form and Character

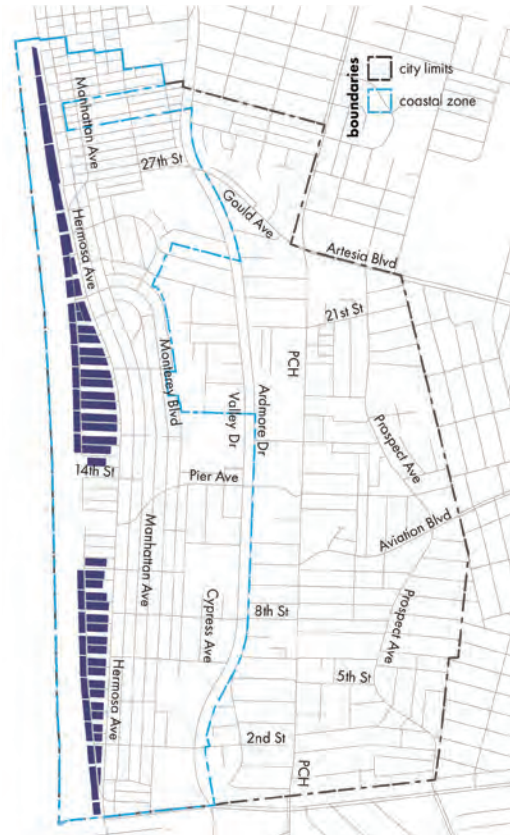
Building Design and Orientation

- This beach front area provides a variety of building formats and architectural styles though the majority of buildings are one to three story wood frame residential buildings.
- Properties with frontage along The Strand are afforded sweeping ocean views, generally orienting buildings and organizing living spaces to take advantage of those views.
- Most parcels have access on both a walk street and an alleyway. Buildings are designed with porches, patios, or decks oriented toward walk streets or The Strand and parking is provided in tuck-under garages through alleyways.

Public Realm Design

- Walk streets provide the community with safe and easy pedestrian access to The Strand and the beach.
- Hermosa Avenue provides a continuous vehicle route, running the length of the city, while The Strand, and sidewalks along Hermosa Avenue provide similar levels of uninterrupted paths to pedestrians, bicyclists, and other non-motorized travel.
- Right-of-way easements along walk streets and requirements to keep walls and fences low serve a dual purpose of protecting views and providing outdoor patio or porch space.

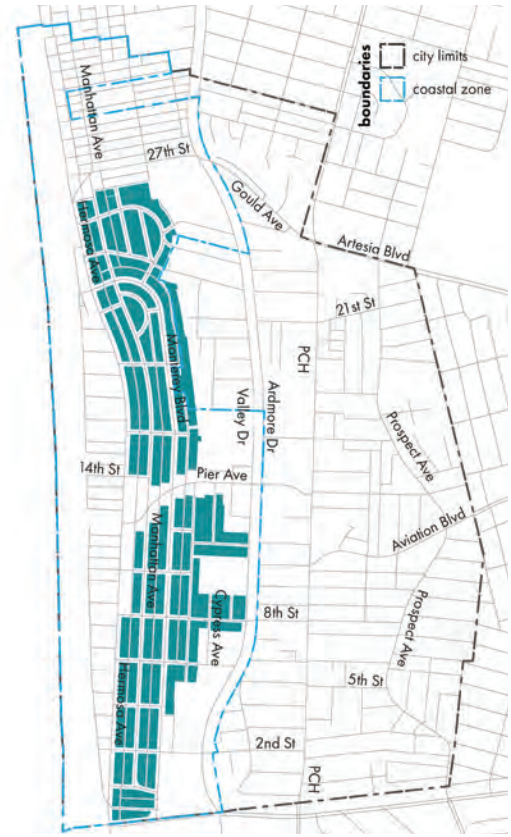
To achieve the intent, the City should **maintain** the high quality pedestrian connections through the walk streets and **retain** the form, scale, and orientation of buildings in this area.



Walk street providing safe and easy pedestrian access to the beach.

Sand Section Neighborhood

To achieve the intent, the City should **enhance** multi-modal connectivity and access while **preserving** the building form, scale, and orientation in this neighborhood.



Mixture of housing types with unique charm.

Today, the Sand Section neighborhood accommodates a range of residential development types, with neighborhood commercial services. The abundance of small, pedestrian-friendly blocks give this area its charm and intimate sense of community.

Future Vision

The intent is to enhance multi-modal connectivity and access while preserving the building form, scale, and orientation in this neighborhood. Through new multi-modal connections, convenient access to community parks and the Greenbelt is provided and helps to maintain the compact urban format and highly connected street network of this neighborhood.

Intended Distribution of Land Uses

It is appropriate to have small-scale apartments adjacent to single-family homes in this area – an integrated mixture of housing types is what defines the identity of the Sand Section.

LD MD HD NC PF OS

Desired Form and Character

Building Design and Orientation

- Most buildings are one or two stories or approximately 15-25 feet tall.
- Flat, box-like front façades are discouraged in favor of greater articulation and stepbacks.
- Garages and parking are typically accessed through alleyways or driveways that extend behind buildings.
- Front, side, and rear setbacks in this area are narrow, with many older buildings developed up to the sidewalk.

Public Realm Design

- Monterey Boulevard is a multi-modal street that permits neighborhood residents to move through the area easily on any means of transportation they choose.
- Sidewalks are provided on all collector streets and are wider along main thoroughfares such as Hermosa Avenue.
- The rear-accessed parking minimizes curb cuts on the street, helping to maintain the public parking supply, as well as the integrity of the sidewalks and the pedestrian environment.
- Bicycle boulevards are abundant in this neighborhood, providing convenient east-west access to the beach, with safe and controlled crossing at intersections along Hermosa Avenue.

Public Review Draft

Valley Neighborhood

The Valley Neighborhood includes low density, single-family homes between key community facilities. The average density for this area is roughly 10 dwelling units per acre, with parcel sizes ranging from 5,000 to 10,000 square feet. The Valley Greenbelt runs the length of this area and Valley School and Valley Park are beneficial amenities to residents in this neighborhood.

Future Vision

The intent is to improve key pedestrian thoroughfares that enhance connectivity and access while preserving the single-family development pattern of this area. Buildings should retain larger setbacks and lower scale and massing, and new sidewalks should be added to contribute to a complete pedestrian network.

Intended Distribution of Land Uses

The Valley area is almost exclusively one to two-story single-family homes, with multi-family condo developments next to Valley Park.

LD PF OS

Desired Form and Character

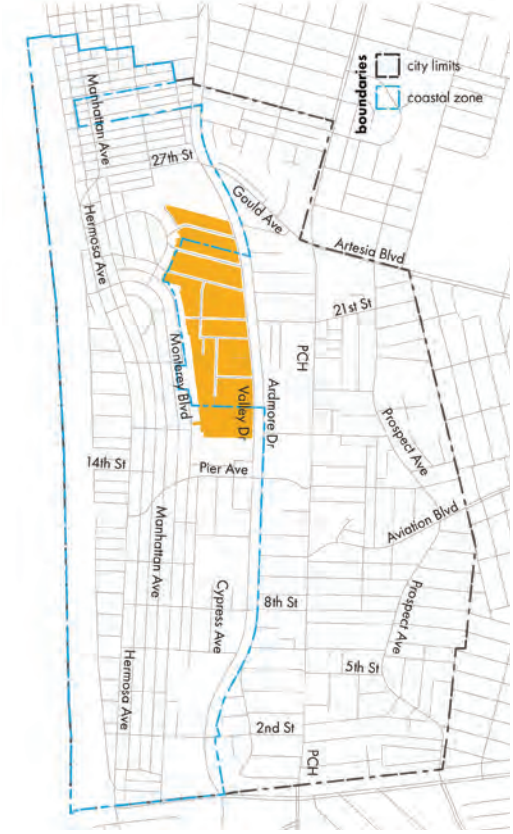
Building Design and Orientation

- The area is dominated by ranch style houses, constructed in various architectural designs and during varying time periods.
- Due to larger parcel size, fences and/or landscaping in front of residences are prevalent throughout and front setbacks are larger than most other areas of the City.
- Garages that are visible from the street should not dominate front facades, and any new construction or renovation should strive to minimize their prominence.

Public Realm Design

- While many streets in this neighborhood have historically had intermittent sidewalks or no sidewalks at all, sidewalks should be added over time in key locations to facilitate greater pedestrian safety and connections.
- Access to the Valley Greenbelt and safety for children walking or biking to school from this neighborhood should be enhanced through pedestrian crossing improvements.
- Greater east-west connections for bicyclists and pedestrians are provided with multiple high priority walking and biking streets needed to connect this neighborhood with other areas.
- Traffic calming and safety techniques are employed to minimize nuisances from higher volume traffic thoroughfares.

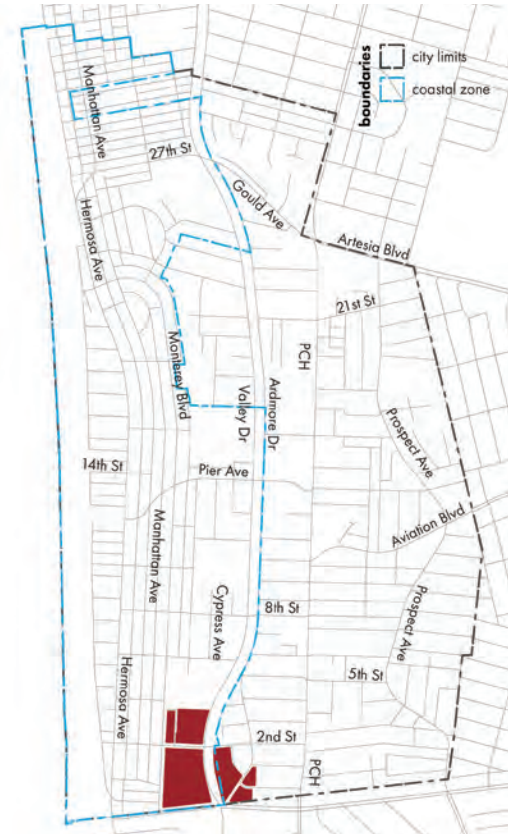
To achieve the intent, the City should improve key pedestrian thoroughfares to **enhance** connectivity and access while **preserving** the single-family development pattern of this area.



Traditional ranch style architecture.

Herondo Neighborhood

To achieve the intent, the City should **preserve** the scale and building form of this neighborhood and **maintain** connections and access to nearby amenities.



Multi-family housing with ample lawn space.

The Herondo Neighborhood currently accommodates the city's higher density and larger format residential development. Multiple connections to nearby neighborhoods, community parks, and the Greenbelt are provided throughout Herondo Neighborhood.

Future Vision

The intent is to preserve the scale and building form of this neighborhood and maintain connections and access to nearby amenities. To ensure a diverse range of housing formats and building types, this area will be protected for larger format apartment complexes and townhouses. Permeability through the large apartment blocks should continue to be improved, allowing residents to walk to the Greenbelt and the beach.

Intended Distribution of Land Uses

This area will retain higher density residential development patterns. Along Monterey Boulevard, multi-family housing coexists with townhouses and duplexes.

MD HD OS

Desired Form and Character

Building Design and Orientation

- Condominium and apartment building styles are common in this area, with larger building types than most neighborhoods.
- Most buildings are three stories tall, and are oriented towards the street, with primary entrances to apartments connected directly to the sidewalk.
- Parking access is provided internal to blocks, along alleys or underground in order to reduce curb cuts and disruptions to the pedestrian realm.

Public Realm Design

- Block sizes are larger than elsewhere in the city. Front setbacks are moderate, allowing space for well maintained public frontages with ample lawns and landscaping.
- Low fences should be permitted, but walling off apartments or condominium complexes from the street is discouraged. Second Avenue and Herondo Street provide the quickest access to Pacific Coast Highway and other surroundings areas for all transportation modes.
- The facilities and field at South Park are a source of recreation and leisure for residents, and many building complexes provide additional recreational amenities and open space on-site to serve residents of each complex.

Public Review Draft

Greenbelt Neighborhood

The Greenbelt Neighborhood offers a range of small scale residential development types and provides nearby access to commercial services along PCH. Single-family homes and duplexes currently coexist side by side.

Future Vision

The intent is to maintain the building scale and form of this neighborhood, while enhancing access to local neighborhood serving commercial uses. Neighborhood commercial uses and amenities should be added to serve the needs of nearby residents.

Intended Distribution of Land Uses

The Greenbelt residential neighborhood includes low- and medium-density residential uses located between the Hermosa Valley Greenbelt towards Pacific Coast Highway.

LD MD NC OS

Desired Form and Character

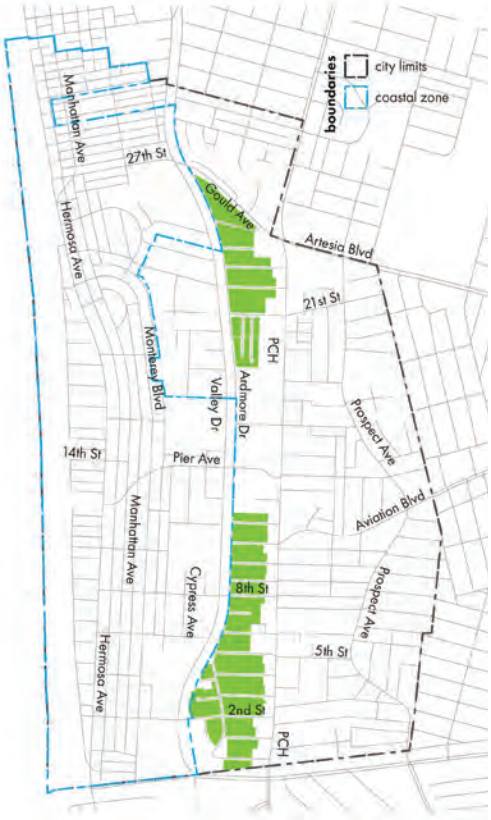
Building Design and Orientation

- Most lots in this neighborhood range from 2,500 to 5,000 square feet, with the buildings ranging in height from one to three stories.
- Setbacks are generally smaller in this area than the predominantly single-family neighborhoods.
- Designing two to four unit complexes to resemble single-family homes with articulation and separate entrances is desirable.
- This area is similar to the Sand Section in that it contains a diversity of residential typologies on small, regularly shaped parcels. The difference is the absence of alleys, which leads to a greater need for garages to be located on front facades.

Public Realm Design

- There should be successful transitions between residential uses and adjacent retail/service uses on Pacific Coast Highway.
- Greater east-west connections for bicyclists and pedestrians should be provided with high priority walking and biking streets needed to connect this neighborhood with other areas.
- The sloped nature of this neighborhood necessitates a slightly different building design and orientation on each property, but also offers opportunities for each property to maximize views as buildings step down to match building height limits.

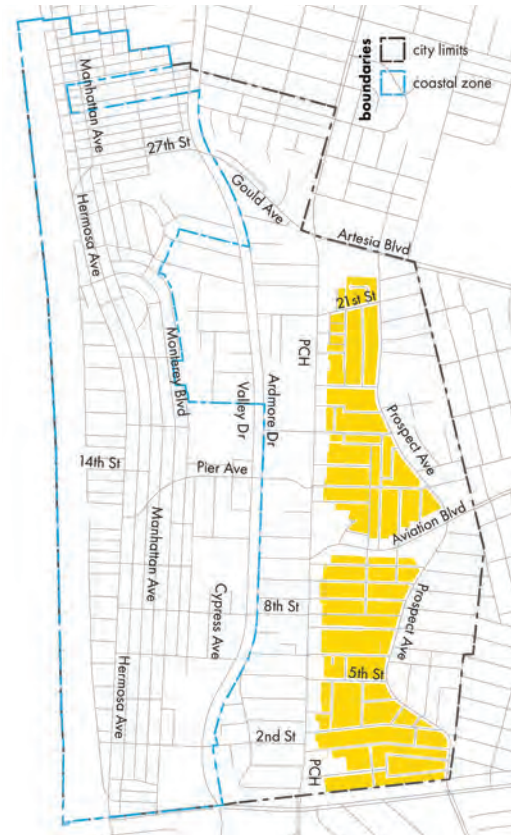
To achieve the intent, the City should **maintain** the building scale and form of this neighborhood, while **enhancing** access to local neighborhood serving commercial uses.



Multi-unit residential building with separate patios and entrances.

Hermosa Hills Neighborhood

The intent is to improve key pedestrian thoroughfares to **enhance** connectivity and access while **preserving** the single-family development pattern of this area.



Landscaping and medians provide shade to pedestrians.

The Hermosa Hills area transitions from high- and medium- density uses adjacent to PCH and lower density single-family uses closer to Prospect Avenue. House forms are generally small in this area, with small to moderate front and side setbacks, and many streets are closed to through traffic next to PCH.

Future Vision

The intent is to improve key pedestrian thoroughfares to enhance connectivity and access while preserving the single-family development pattern of this area. Many streets in this neighborhood have been enhanced with new sidewalks to create a complete pedestrian network.

Intended Distribution of Land Uses

Though most buildings are predominantly one or two-story single-family structures, duplexes and a few mid-size apartment buildings back onto commercial properties along Pacific Coast Highway.

LD MD HD PF OS

Desired Form and Character

Building Design and Orientation

- Garages, while visible from the street, should not dominate front facades, and any new construction or renovation should strive to minimize their prominence.
- There are successful transitions between residential uses and adjacent retail/service uses on Pacific Coast Highway with several of the larger, deep lots located closest to PCH.

Public Realm Design

- Prospect Avenue is the primary arterial street connecting this neighborhood to the rest of the city. Prospect Avenue is also a major pedestrian passage, with a wide planting strip to buffer pedestrians from vehicle traffic.
- The hillside area covers the residential portions of Hermosa Beach east of Pacific Coast Highway to the city boundary. Most streets in this area have a gentle upslope, encouraging homes to organize living space to include ocean views out over their neighbors.
- Greater east-west connections for bicyclists and pedestrians are provided with multiple high priority walking and biking streets needed to connect this neighborhood with other areas.

Public Review Draft

Eastside Neighborhood

The Eastside Neighborhood accommodates single-family residential development types and includes Hermosa View school and multiple neighborhood parks. In terms of street activity levels, this neighborhood is one of the quietest areas of the community.

Future Vision

The intent is to preserve building form, orientation and scale, and retain the quiet nature and unique streetscape of this area. Many streets in this neighborhood have been enhanced with new sidewalks to create a complete pedestrian network.

Intended Distribution of Land Uses

This neighborhood is one of the city's few areas that is almost exclusively comprised of single-family housing units. Centralized neighborhood commercial uses adjacent to community open spaces will be introduced for residents to easily access goods and services nearby.

LD MD NC PF OS

Desired Form and Character

Building Design and Orientation

- House forms are generally small in this area, with small to moderate front and side setbacks.
- Garages, while visible from the street, should not dominate front facades, and any new construction or renovation should strive to minimize their prominence.
- Buildings are predominantly one or two story single-family structures, with a few condominium developments along Prospect Ave.
- Most residential development in this area is built at densities below 13 dwelling units per acre.

Public Realm Design

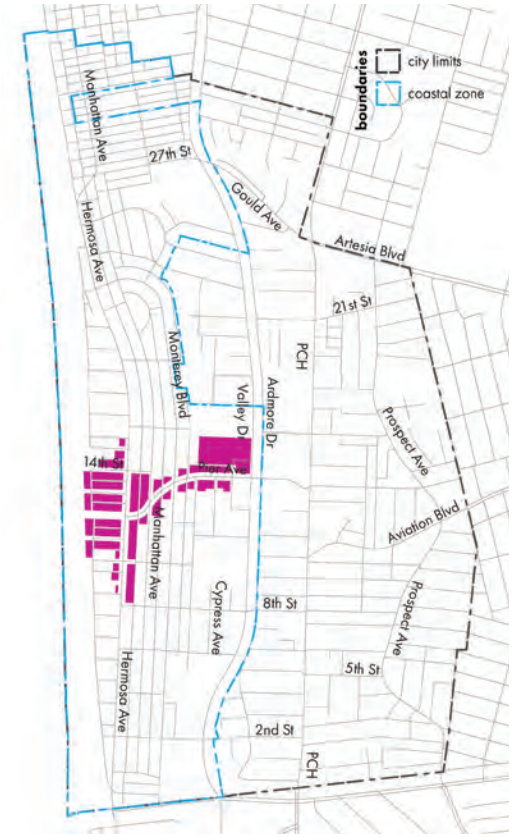
- Prospect Avenue is the primary arterial street connecting this neighborhood to the rest of the city. Prospect Avenue is also a major pedestrian passage, with a wide planting strip to buffer pedestrians from vehicle traffic.
- Many of the local streets have vehicle barriers along Harper Avenue, discouraging cut-through traffic, but allowing for excellent pedestrian connectivity.
- Most properties in this area have a gentle downslope heading toward the city boundary, allowing for many homes to have Los Angeles Basin views out over their neighbors.

To achieve the intent, buildings should **preserve** form, orientation and scale and **retain** the quiet nature and unique streetscape of this area.

Front yard with parking adjacent to the building.

Downtown District

To achieve the intent, buildings should **enhance** form and orientation and **maintain** the pedestrian realm along Pier Ave while **transforming** the realm on Hermosa Ave.



Small plazas and parklets adjacent to street.

The Downtown District is the heart of social and commercial activity in Hermosa Beach, serving as a centralized location for social gatherings and the recreational activities of residents and visitors. Pier Plaza serves as a popular venue for outdoor events and dining, connecting Downtown to the beach, pier, and The Strand. The "pedestrian scramble" at the intersection of Hermosa Avenue and Pier Avenue is a unique pedestrian amenity that reinforces the pedestrian-oriented nature of Downtown.

Future Vision

The intent is to enhance the building form and orientation, and maintain the pedestrian realm along Pier Ave while transforming the realm on Hermosa Avenue. The Downtown District will continue to offer an array of uses for residents and visitors, and any new buildings should pay close attention to and contribute to the high quality pedestrian environment provided throughout Downtown.

Intended Distribution of Land Uses

The types of uses provide services and activities associated with the local beach culture to residents as well as visitors to the city. The mix of community and recreational uses serve a functional role in meeting the daily needs and activities of residents and visitors, and accommodate coastal-related recreation and commercial uses which serve the year-round needs of residents and visitors and are attractive and compatible with adjacent residential neighborhoods and commercial districts.

MH CC RC PF OS B

Desired Form and Character

Building Design and Orientation

- First floor street front businesses should include retail, restaurants, and other sales tax-generating commercial uses to promote lively pedestrian activity on Downtown streets.
- Development along Pier Avenue and Hermosa Avenue should conform to recommendations of the Downtown Revitaliation Strategy to realize a town-scale Main Street environment that supports pedestrian activity and local serving commerce.
- Many of the unique buildings, streetscape features, and public spaces are iconic or historic in nature, and new buildings should be carefully integrated to retain the town's eclectic charm.

Public Review Draft

- Buildings should be two to three stories in height, cover most or all of the parcel, and frequently abut neighboring structures.
- Enhance the area's role as a visitor destination by facilitating the development of boutique hotels that provide specific benefits to the community.
- Public and semi-public spaces should maximize views of the coastline and ocean.

Restaurants and shops open onto activity on Pier Plaza

Public Realm Design

The pedestrian orientation of Downtown streetscapes should be improved through provision of:

- Special paving or signage at the Pier Ave/Hermosa Avenue intersection.
- Additional palm trees on Hermosa Avenue to emphasize its importance and enhance the character of its streetscape.
- Liberalized encroachment/build-to regulations to permit more café and recessed outdoor seating opportunities.
- Arts and cultural activities focused in and around the Downtown.
- Café/seating spaces, plazas, parklettes, and other landscaping features are woven into the design of streets and buildings.
- Walking and bicycling are the primary means for traveling around Downtown while vehicles are accommodated through consolidated parking lots and metered street parking.
- Traffic speeds along Hermosa Avenue should be managed through traffic calming, signalization, and streetscape enhancements.

Downtown has high levels of pedestrian activity.

Downtown Parking Design

- A park-once district that allows centralized, shared parking facilities providing pedestrian connections at multiple destinations should be provided in Downtown.
- Parking should be provided off-site through public or private shared parking facilities, with any on-site parking situated to the rear of the buildings and/or hidden and screened.
- Real-time parking supply signage should be added to major City lots/structures to improve circulation and access to the beach and The Strand.

Civic Center District

To achieve the intent, buildings should **transform** the orientation and design in the Civic Center, while **enhancing** the streetscape and circulation of all modes and users.

The Community Center provides creative arts and athletic facilities.

At the physical center of town, the Civic Center area is the civic hub of services and activities for the community The Civic Center provides efficient and accessible services to the community, but is in need of modernization, repairs, and additional space.

Future Vision

The intent is to transform the building orientation and design in the Civic Center, while enhancing the streetscape and circulation of all modes and users. The Civic Center facilities will be modernized to accommodate the range of functions and services provided by the City, and will be expanded to provide consolidated parking facilities in well designed or underground parking structures to serve commercial uses both along Pacific Coast Highway and Downtown. Streetscape enhancements will provide an important connection between the main thoroughfares of Pacific Coast Highway, Downtown, and the residential neighborhoods.

Intended Distribution of Land Uses

The Civic Center area should provide public facilities and open space uses to serve as the City government's primary facility presence within the community. The City's administrative and operational facilities should be coordinated into a single, full-service facility.

PF OS

Desired Form and Character

Building Design and Orientation

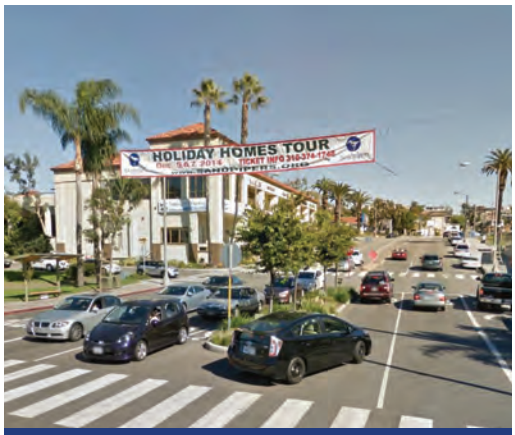
- In the Civic Center area, active and well designed ground floors are critical. Ground floors should be mostly transparent and open to the public.
- Community facilities and City Hall should be designed and oriented toward the street with inviting public spaces and clearly marked entryways.
- Buildings should be two to three stories tall, with minimal (or no) setbacks,
- Design and maintain civic buildings in an architecturally distinguished manner that serves as a source of identity and pride. Architectural styles should be distinct with building entries placed along the front property line, and oriented towards Pier Avenue.

Public Review Draft

- Civic Center area facilities should be designed to accommodate parking demands for the beach, Downtown, and the PCH corridor.

- Although buildings can be accessed from rear or underground parking lots, the public street-facing entrance should be prominent and emphasized with pedestrian-oriented features.

- Community facilities should be designed and promoted for use by public and private organizations supporting tourism, conference, convention, and cultural uses.



Create a greater sense of arrival at Valley and Pier Avenue.

Public Realm Design

- Provide easily accessible entryways and direct connections between civic, community, and recreational facilities.

- Streetscape enhancements should be made between Pacific Coast Highway and Valley Drive to provide a greater sense of arrival to Hermosa Beach.

- Circulation of vehicles, pedestrians, and other modes at Pier Avenue and Valley/Ardmore Drive is greatly enhanced.

- Non-motorized users of Ardmore Drive and Valley Drive are accommodated to facilitate safe north-south travel.

- Signage and other markers should be provided to assist residents and visitors in navigating to services and between facilities around the Civic Center.

Public displays of art in the Civic Center help to enliven the area.

Cypress District

To achieve the intent, building should **transform** both the design and orientation as well as the public realm and streetscape within the Cypress area.

Building with industrial architecture.

The Cypress District currently includes a range of professional design, light manufacturing, and warehousing uses, and is home to many of the locally renowned surfboard shapers. The City operations yard occupies a large portion of this area.

Future Vision

The intent is to transform both the building design and orientation as well as the public realm and streetscape within the Cypress District. This area is the creative, production and light industrial center of Hermosa Beach where ideas, spaces, and creativity are easily shared. The Cypress District includes a variety of flexible use spaces, co-working offices, and creative or "maker" industries. The City Yard has been re-purposed as an innovation center, with incubator space, job training programs, and related services to enhance the local economy.

Intended Distribution of Land Uses

The Cypress District is exclusively designated for creative light industrial uses, with preference toward production uses aligned with green economy. While the area should allow some retail uses, the focus is on specialty trade services and must be accessory to the design or production uses. The Cypress District should support the development of new uses that will bring a wide range of high-quality jobs accessible to people with a variety of skill levels, including research and development and light industrial uses.

CI

Desired Form and Character

Building Design and Orientation

- This area should be comprised of one- and two-story industrial buildings or lofts with entries that are visible from the street.
- The development or use of existing buildings to serve as incubators, co-working space, or other creative sharing spaces should be encouraged.
- Greater flexibility in the application of aesthetic standards should be provided to encourage artistic expression and creation of unique public spaces.
- Rooftops should provide green space, renewable energy and decks.
- Adjacent residences should be buffered through the use of landscaping, setbacks, or other techniques from businesses which produce noise, odors, high traffic volumes, light, or glare.

Public Review Draft

Public Realm Design

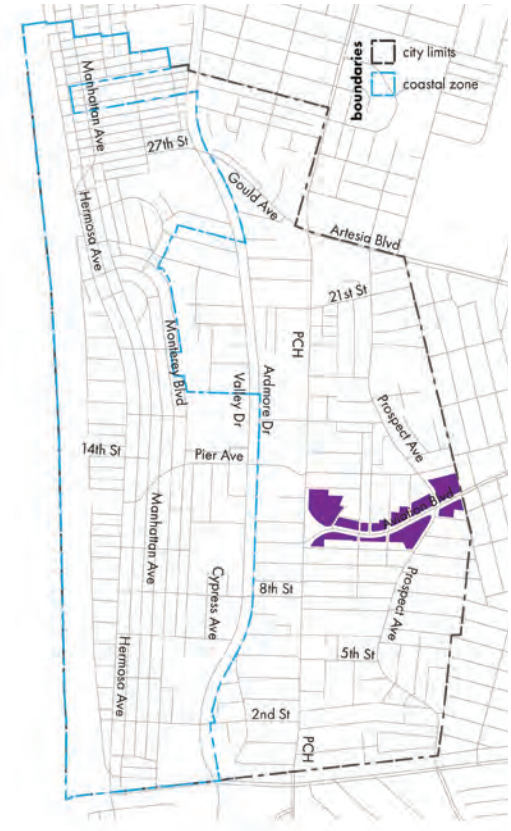
- Cypress Avenue, with enhanced streetscape design, is an ideal space for community-oriented art walks or sidewalk sales.
- Common gathering areas and meeting spaces are provided to facilitate the sharing and exchanging of ideas.
- Unique signage, decals, or artworks should pay homage to the area's history as a surfboard manufacturing center.
- Artistic flair is provided through building design, signage, and murals to enliven the area.
- Cypress Avenue should be used as a space for public gathering and special events through the redesign of the narrow right of way as a shared street for all modes of travel that is comfortably scaled and designed for lower speeds.
- Parking is provided behind or to the side of buildings via driveways and alleys.

Artistic flair is provided through signage.

Parking along side of buildings.

Aviation Corridor

To achieve the intent, building should **transform** building design, form, and orientation while **enhancing** the streetscape and access for pedestrians and bicycles in this area.



South Bay Art Studio provides ground floor activities.

The Aviation Boulevard Corridor serves as the primary entry point into Hermosa Beach. There are currently a variety of commercial retail, office, and auto-oriented uses along the corridor.

Future Vision

The intent is to transform the building design, form, and orientation while enhancing the streetscape and access for pedestrians and bicycles in this area. The area has been transformed into a walkable, multi-use, active commercial corridor with services and facilities to serve the daily needs of residents east of PCH and providing artistic and cultural services to the entire community. Enhanced streetscapes with parkettes or outdoor space, paired with new commercial uses, should help to activate the street.

Intended Distribution of Land Uses

The revitalized area includes key activity nodes, with retail, restaurant, and office uses and iconic architecture to mark the entry into Hermosa Beach. Gateway commercial uses should anchor each end of the corridor, creating multi-use activity centers. The installation or expansion of arts and cultural facilities along this corridor should be encouraged.

The use of a transfer of development right program to reduce intensification pressures of residential neighborhoods, and allowing vertical mixed use residential development along the Aviation Corridor with the purchase/transfer of development rights should be considered.

CC GC OS

Desired Form and Character

Building Design and Orientation

- Buildings should be one or two stories tall, with high floor-to-ceiling heights on the ground floor creating appropriately scaled buildings.
- High quality signage/materials and maximum transparency are critical features that should be included to attract shoppers and walkers.
- Redevelopment of larger parcels is designed in a way that orients new buildings around a central plaza or square and provides a mixture of retail and office uses within a single site.
- Most parking should be arranged along the sides or behind buildings, with larger parcels able to provide consolidated parking facilities that can serve uses along the entire corridor.

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- With shallow lots, buildings are placed in close proximity to the street and designed to complement the surrounding resdiential area.

- Zero lot line front and side setbacks are encouraged to ensure a consistent rhythm of storefronts.

Public Realm Design

- Street parking, wide sidewalks, and street amenities should protect pedestrians from traffic and enliven the outdoor space.

- Enhanced connectivity should be provided through new pedestrian connections to adjacent residential areas.

- Traffic speeds should be moderated to ensure a smoother flow of vehicles along the corridor while enhancing safety for pedestrians and bicyclists.

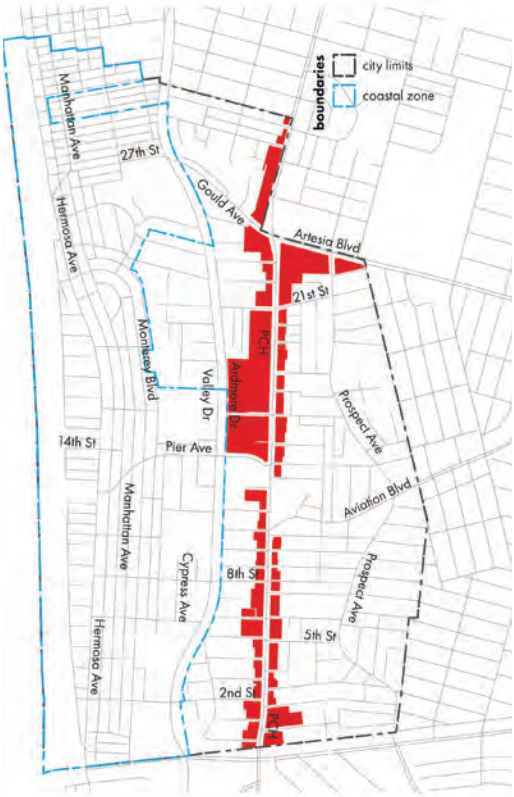
- Redevelopment at the intersection of Aviation Boulevard and PCH should respond to its regional significance as a gateway and key activity center.

Redevelopment opportunity to enhance gateway.

Wide sidewalks and street level amenities provide visual interest.

PCH Corridor

To achieve the intent, the City should **enhance** building design and form, and **transform** streetscapes and gateways to serve pedestrians and improve vehicular circulation.



Building with high quality signage and building materials.

The PCH corridor serves as the primary entry point into Hermosa Beach, as well as a pass-through corridor between Manhattan Beach and the Palos Verdes Peninsula. There should be a variety of commercial retail, office, residential, and auto-oriented uses along the corridor.

Future Vision

The intent is to enhance building design and form, and transform streetscapes and gateways to serve pedestrians and improve vehicular circulation. The PCH Corridor is a multi-use commercial corridor with key activity nodes and iconic architecture to activate the entryways. The Corridor connects the community with adjacent neighborhoods and cities. A regular rhythm of storefronts and streetscape enhancements should provide a welcoming atmosphere that is enticing to shoppers and pleasant to walk along. New gateway monuments and signage are added to promote Hermosa Beach's identity.

Intended Distribution of Land Uses

A mix of office and commercial uses along the corridor should be organized around key activity nodes, with limited residential uses. Larger scale professional office spaces, hotels and visitor serving uses, and commercial retail space are provided to serve both local residents and the region. Limited medium- and high-density residential uses are also allowed between activity nodes within the PCH Corridor.

MD HD CC GC SC

Desired Form and Character

Building Design and Orientation

- High-quality signage or materials and maximum transparency of ground floor uses is provided to attract shoppers and provide visual interest to pedestrians.
- Redevelopment of larger parcels is designed in a way that orients new buildings around a central plaza or square and provides a mixture of retail and office uses within a single site.
- Parking is arranged along sides or underneath buildings, with gateway commercial uses providing parking structures.
- The majority of the buildings are placed towards the street, and where possible, adjacent buildings should be introduced to construct a more comfortable pedestrian environment.
- Flexibility in the design of Gateway Commercial designation should be provided so long as city-wide and project level connectivity standards are met, the uses do not adversely

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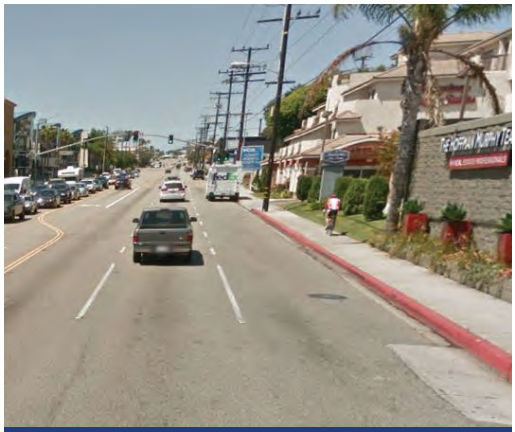
affect adjacent uses and accommodations are made for pedestrians, bicycle and transit users.

- Within Community Commercial designations, zero lot line front and side setbacks should be allowed to ensure a consistent rhythm of storefronts.
- To provide greater integration and connectivity within the Corridor, the consolidation of parcels into larger assemblages should be allowed.

Unique uses create activity centers along the corridor.

Public Realm Design

- The prominence of entryways to Hermosa Beach should be increased through the provision of artwork, monuments, and signage along PCH.
- Sidewalks are improved to make PCH more welcoming and accessible to pedestrians.
- Innovative traffic calming methods should be employed along the Corridor to improve traffic flow and foster a quieter outdoor environment.
- Traffic speeds are moderated to ensure a smoother flow of vehicles along the corridor while enhancing safety for pedestrians and bicyclists.
- PCH should serve as a regional thoroughfare, but enhanced to better manage congestion and traffic speeds.



Wider sidewalks and traffic calming enhancements can increase safety.

Goals and Policies

This section contains goals and policies for land use and urban form. Given the importance of this chapter, these goals and policies are organized according to sub-topics that reflect the values and unique characteristics of Hermosa Beach. The subtopics of the goals include urban form and pattern, residential neighborhoods, commercial corridors and districts, urban design and public realm, coastal priority uses, historic resources, and public art and design.

Goal 1. Create a sustainable urban form and land use patterns that support a robust economy and high quality of life for residents.

Providing a balance of housing, employment, retail and services, recreation, culture and arts, education, and entertainment for the City's residents and businesses in an urban environment helps to promote sustainability, safety, prosperity, and well-being of the community and improves the quality of life for residents.

Policies

1.1 Diverse and distributed land use pattern. Strive to maintain the fundamental pattern of existing land uses, preserving residential neighborhoods, while providing for enhancement or transformation of corridors and districts in order to improve community activity and identity.

1.2 Focused infill potential. Proposals for new development should be directed toward the city's commercial areas with an emphasis on developing transit-supportive land use mixes.

1.3 Access to daily activities. Strive to create sustainable development patterns such that the majority of residents are within one-half mile walking distance to a variety of neighborhood goods and services, such as supermarkets, restaurants, churches, cafes, dry cleaners, laundromats, farmers markets, banks, personal services, pharmacies and similar uses.

1.4 Diverse commercial areas. Promote the development of diversified and unique commercial districts with locally owned businesses and job- or revenue-generating uses.

1.5 Balance resident and visitor needs. Ensure land uses and businesses provide for the needs of residents as well as visitors.

1.6 Scale and context. Consider the compatibility of new development within its urban context to avoid abrupt changes in scale and massing.

1.7 Compatibility of uses. Ensure the placement of new uses does not create or exacerbate nuisances between different types of land uses.

1.8 Respond to unique characteristics. Enhance the unique character and identity of the city's neighborhoods, districts and corridors through land use and design decisions. Allow policies and programs to be focused on each unique character area of the city.

1.9 Retain commercial land area. Discourage the conversion of commercial land to exclusively residential uses.

1.10 Transition between uses. Encourage new projects in non-residential areas to employ architectural transitions to adjoining residential properties to ensure compatibility of scale and a sense of privacy for existing residences. Such transitions could include setbacks, gradations and transitions in building height and appropriate landscaping.

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Goal 2. Neighborhoods provide for diverse needs of residents of all ages, socio economic groups and abilities, and are organized to support healthy and active lifestyles.

While each neighborhood in Hermosa Beach is distinct, they each provide a variety of housing types, densities, designs and mix of uses and services that collectively reflect the small beach town character. The diversity of building types respond to the diversity of the City's population and the desire to create interesting and varied neighborhoods.

Policies

2.1 Complete neighborhoods. Strive to ensure all neighborhoods are complete and well-structured with the following characteristics:

- Contain a high level of connectivity for pedestrians, bicycles and vehicles.
- Have homes with entries and windows facing the street.
- Provide a diversity of architectural styles.
- Have goods and services within a short walking distance.
- Address the needs of multiple ages and physical abilities.

2.2 Variety of types of neighborhoods. Encourage preservation of existing single density neighborhoods within the city and ensure that neighborhood types are dispersed throughout the city.

2.3 Balanced neighborhoods. Within the allowed densities and housing types, promote a range of housing to accommodate diverse ages and incomes.

2.4 Single density neighborhoods. Preserve and maintain the Hermosa Hills, Eastside, Valley, North End, and Hermosa View neighborhoods as predominantly single-family residential neighborhoods.

2.5 Neighborhood preservation. Preserve and enhance the quality of residential neighborhoods by avoiding or abating the intrusion of disruptive, nonconforming buildings and uses.

2.6 Diversity of building types and styles. Encourage a diversity of building types and styles in areas designated for multi-family housing ranging from duplex/triplex/fourplex to courtyard housing to multi-family housing projects.

2.7 Context sensitive design. Wherever feasible, orient residential buildings to address streets, public spaces or shared private spaces, and consider the physical characteristics of its site, surrounding land uses, and available public infrastructure.

2.8 Neighborhood transitions. Encourage that new development provide appropriate transitions in scale, building type and density between different land use designations.

2.9 Neighborhood-serving retail. Where appropriate, foster the development of neighborhood-serving retail and services in key locations throughout the city.

2.10 Neighborhood center design. Encourage design of new neighborhood centers to be walkable and pedestrian-friendly with buildings that front internal streets and public sidewalks and with buildings facing major roadways.

2.11 Senior living facilities. Encourage the development of senior housing in neighborhoods that are accessible to public transit, commercial services, and health and community facilities.

2.12 Design of single-family homes. Maintain and enhance the character of single-family home neighborhoods by:

- Encouraging homes to engage the street and integrate with the neighborhood by requiring the design of new carports/garages to be subordinate in scale to the primary dwelling, to minimize views from the street, and to not occupy the majority of the street frontage of buildings.
- Considering the building scale, form, and setbacks within the block when approving new single-family dwellings and additions to existing housing.
- Allowing home occupations in neighborhoods so long as there is no significant impact on the surrounding residential uses.
- Encouraging property owners to maintain their yards and the front facades of homes. Do not allow excessive paving of front yards.

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Goal 3. Unique and Vibrant Districts

A series of unique, destination-oriented districts throughout Hermosa Beach.

Well designed districts provide space for recreational uses, creative industrial, and civic or community uses and help to increase access to jobs, provide amenities for residents, and improve the fiscal stability of the city.

Policies

3.1 Unique districts. Encourage the development of local and city-wide districts and centers that address different community needs and market sectors and complement surrounding neighborhoods.

3.2 Compatibility of districts. Require new development within the city's creative industrial district be designed for compatibility with surrounding uses to minimize impact and cultivate connectivity with each district.

3.3 Redevelopment of existing retail into activity centers. Provide incentives to transform existing, auto-dominated commercial uses into retail destinations by adding a diversity of uses, providing new pedestrian connections to adjacent residential areas, reducing the visual prominence of parking lots, making the centers more pedestrian-friendly and enhancing the definition and character of street frontage and associated streetscapes.

3.4 Emerging employment sectors. Strive to create districts that support increased employment activity, particularly for growing or emerging economic sectors.

3.5 Urban office formats. New employment uses should be urban in character with compact buildings.

Goal 4. A variety of mixed use corridors throughout the city that provide opportunities for shopping, recreation, commerce, employment and circulation.

Corridors that provide commercial, service, and office uses in a cohesive and organized manner and supported by a connected walkable environment can easily serve local and regional retail needs while providing efficient travel pathways and circulation.

Policies

4.1 Regional retail districts. Encourage regional-serving commercial corridors that provide a mix of uses in a pedestrian-oriented format that can become vibrant destinations for people to live, work, shop and congregate.

4.2 Employment centers. Encourage the development and co-location of additional office space and employment centers along corridors,

4.3 Diverse range of uses. Allow a wide variety of uses to locate in Gateway Commercial nodes along corridors, including destination retail centers, mixed-use life-style centers, hotels, and office employment, among other uses.

4.4 Unique architectural design. Encourage the use of unique architectural features, facades, and outdoor spaces within Gateway Commercial developments to signify arrival to Hermosa Beach.

4.5 Corridor connectivity. Recognize corridors as important cross-town thoroughfares that connect Hermosa Beach, serve as transitions between neighborhoods, provide opportunities for local-serving retail and balance the needs of multiple transport modes.

4.6 High quality signage. Businesses are required to provide signage made of high quality materials and design, consistent with City sign codes.

4.7 Access to transit. Support the location of transit stations and enhanced stops near the intersection of Aviation Blvd and PCH, and adjacent to Gateway Commercial uses to facilitate and take advantage of transit service, reduce vehicle trips and allow residents without private vehicles to access services.

4.8 Neighborhood buffer. Encourage all commercial property owners bordering residential areas to mitigate impacts and use appropriate landscaping and buffering of residential neighborhoods.

4.9 Streetscape enhancements. Facilitate streetscape improvements, add pedestrian amenities that attract new uses, and revitalize the corridors.

4.10 Pedestrian access. For all new development, encourage pedestrian access, and create strong building entries that are primarily oriented to the street.

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Goal 5. Quality and authenticity in architecture and site design in all construction and renovation of buildings.

Essential to the desired small-beach town character of Hermosa Beach is the use of high quality materials and design standards in the construction and redevelopment of buildings and structures. Use of urban design principles can help to differentiate the city from its neighbors and other similar beach cities through a focus on pedestrian-oriented design, commitment to high quality materials, and encouragement of interesting, unique architecture.

Policies

5.1 Scale and massing. Consider the scale of new development within its urban context to avoid abrupt changes in scale and massing.

5.2 High quality materials. Require high quality and long lasting building materials on all new development projects in the city.

5.3 Unique and innovative architecture. Encourage innovative and quality architecture, while facilitating a diversity of architectural styles.

5.4 Locally appropriate materials. Require architectural designs, building materials and landscape design to respect and relate to the local climate, topography, history, and building practices.

5.5 Unique brand and identity. Promote city-wide identity with the addition of gateway signs, monuments, or other features to key entrances (especially to the east and north) that display the City's name and identifies the area as a distinct place.

5.6 Preservation and adaptive reuse. Encourage the preservation or adaptive reuse of historic structures, iconic landmarks, and older buildings.

5.7 Design guidelines and development standards. Seek to maintain and enhance negihborhood character through design guidelines and development standards that articulate building form, orientation, and scale, but allow for eclectic and diverse architectural styles.

Goal 6. A pedestrian-focused urban form that creates visual interest and a comfortable outdoor environment.

By designing buildings and spaces that pay careful attention to the interface between building frontages and the public realm, appropriately scaled design can help to facilitate a walkable, attractive, family-friendly environment that supports healthy and active lifestyles.

Policies

6.1 Outdoor amenities. Require all new development to be designed and constructed with pedestrian friendly features such as wide sidewalks, tree-shaded streets, buildings that define the public realm, and, in the case of non-residential uses, have transparent ground floor building facades that activate the street.

6.2 Streetscaping. Proactively beautify existing streetscapes with street trees, landscaping and pedestrian-scaled lighting.

6.3 Green infrastructure network. Establish an interconnected green infrastructure network throughout Hermosa Beach that serves as a network for active transportation, recreation and scenic beauty and connects all areas of the city. In particular, connections should be made between the beach, parks, the Downtown, neighborhoods, and other destinations within the city. Consider the following components when designing and implementing the green/open space network:

- Preserved open space areas such as the beach and the Greenbelt,
- Living streets with significant landscaping and pedestrian and bicycle amenities,
- Community and neighborhood parks, and schools.

6.4 Street lighting for safety. Improve street lighting for public safety and prioritize areas near parks and schools for lighting improvements.

6.5 Provision of sidewalks. Encourage pedestrian friendly sidewalks on both sides of streets in neighborhoods.

6.6 Human-scale buildings. Encourage buildings and design to include human-scale details such as windows on the street, awnings and architectural features that create a visually interesting pedestrian environment.

6.7 Pedestrian oriented design. Eliminate urban form conditions that reduce walkability by discouraging surface parking and parking structures along walkways, long blank walls along walkways, and garage-dominated building facades.

6.8 Balance pedestrian and vehicular circulation. Require vehicle parking design to consider pedestrian circulation. Require the following of all new development along corridors:

- Where parking lots front the street, the City will work with existing property owners to add landscaping between the parking lot and the street.
- Parking lots should be landscaped to create an attractive pedestrian environment and reduce the impact of heat islands.
- The number of curb cuts and other intrusions of vehicles across sidewalks should be minimized.
- When shared parking supply options are not available, encourage connections between parking lots on adjacent sites.
- Above-ground parking structures should be designed according to the same urban design principles as other buildings.
- Encourage the use of systems to increase parking lot efficiency, such as mechanical lift systems or occupancy sensors.

6.9 Shared driveways. Allow and encourage new commercial and residential developments to have common driveways serving multiple units, to minimize the number of curb cuts along any given block to improve pedestrian safety.

6.10 Residential garages on major corridors. Develop deisgn standards for the residential garages fronting on major corridors. Garages should not dominate the front facades, and when possible, should be located to the side or rear of the lot.

Goal 7. Adequate space and appropriate integration of community and school facilities that support physical activity, civic life and social connections for residents of all ages and interests.

Providing adequate space and preferable locations for institutional uses and community-serving facilities is key to ensuring facilities are appropriately used and potentially negative effects on surrounding residential, commercial, and public areas are minimized.

Policies

7.1 Repurposing surplus property. Promote the reuse of surplus publicly-owned property for other uses that benefit the community.

7.2 Joint use with schools. Where appropriate, maintain and enhance joint use agreements with Hermosa Beach City School District to maximize community use of school facilities and expand school use of City park facilities and community space to expand opportunities for physical activity.

7.3 School modernization upgrades. Support HBCSD plans to renovate and modernize school facilities to meet growing capacity needs in a manner that minimizes burdens to adjacent neighborhoods.

7.4 Flexible use of school facilities. Collaborate with HBCSD to identify appropriate temporary and flexible uses of school facilities during dips or fluctuations in school enrollment numbers.

7.5 Existing institutional uses. Allow for the continuation of recreational, cultural, medical, and religious land uses, and support expansion that is compatible with adjacent land uses.

7.6 Education impact fees. Coordinate with school districts in assessment of the impact of new development on existing public educational facilities.

7.7 Private recreational, cultural, and health care facilities. Encourage compatible development of private recreation, cultural, educational, institutional and health care uses along corridors and in Districts.

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Goal 8. A range of coastal-dependent and visitor-serving uses available to all income ranges and amenity desires.

Provision of adequate accommodations and recreational uses can help to enhance both the visitor and resident experience when frequenting the beach and nearby coastal destinations.

Policies

8.1 Coastal-dependent uses. Prioritize coastal-dependent uses over non-dependent developments near the shoreline, unless future demand for such facilities is already adequately provided for in the area.

8.2 Coastal-related uses. Accommodate coastal-related uses within reasonable proximity to the coastal-dependent uses they support.

8.3 Land use regulations. Encourage for coastal-dependent and coastal-related commercial uses in the Recreational Commercial and Community Commercial land use designations. Prioritize such uses in the Recreational Commercial designation. Provide for and prioritize coastal-related industrial uses in the Creative Industrial land use designation.

8.4 Existing accommodations. Protect the existing local inventory of visitor-serving accommodations in the lower and middle cost ranges.

8.5 New accommodations. Encourage visitor-serving accommodations in the Recreational Commercial land use designation, and encourage new hotel/motel development throughout commercially zoned portions of the planning area to provide a range of room types, sizes, and prices that serve a variety of income ranges.

8.6 Short-term rentals. Provide for, regulate, and collect fees related to the legal short-term rental of private homes through professional marketplaces, in a manner that minimzes potential nuisances associated with short-term use.

8.7 Amenities. Require new higher cost hotel and motel development projects to incorporate non-overnight facilities and amenities as a component of the development that are generally available for passive public use.

8.8 Fractional ownership. Prohibit new fractional ownership in commercially zoned portions of the Coastal Zone.

8.9 Public access. Within the commercial core, prioritize use of private lands suitable for visitor-serving commercial recreational facilities that enhance public coastal access over private local-serving residential or commercial development or industrial development, but not over coastal-dependent uses.

Goal 9. Local energy independence through renewable energy generation.

Ensuring future renewable energy facilities may be located in the Coastal Zone and sited in a manner that do not degrade wildlife, natural, and scenic resources is key to achieving a clean energy future.

Policies

9.1 Ocean-based energy resources. Encourage and support research and responsible development of renewable ocean-based energy sources. Renewable energy sources appropriate to Hermosa Beach shall be limited to wave, tidal, solar, and wind sources that meet the region's and state's need for affordable sources of renewable energy.

9.2 Renewable energy facilities. To reduce or avoid conflicts, communicate and collaborate with affected ocean users, coastal residents and businesses, and applicants seeking state or federal authorization for the siting, development, and operation of renewable energy facilities.

9.3 Ecosystem preservation. Ensure that any future proposed offshore facilities do not have unacceptable adverse effects on the integrity, stability, and complexity of the marine ecosystem, important marine habitat, and areas important to fisheries, navigation, recreation, and aesthetic enjoyment.

9.4 Adaptive management. Require renewable energy facility operators to rectify or mitigate adverse effects that occur during the lifetime of the project by monitoring and taking appropriate corrective measures through adaptive management.

9.5 Reclamation. Require renewable energy facility operators to restore the natural characteristics of a site to the extent practicable when a project is decommissioned and removed.

Goal 10. A strong sense of cultural and architectural heritage.

Recognition and celebration of the city's cultural resources and eclectic architectural styles provides for a unique sense of place and a deeper connection to and appreciation for the rich cultural history that has shaped Hermosa Beach.

Policies

10.1 Historic landmarks and districts. Encourage the voluntary designation of potentially historic resources as landmarks or historic districts.

10.2 Public and institutional facilities. Initiate the designation of potentially historic public or institutional resources under threat of demolition or deterioration.

10.3 Protect designated landmarks. Prohibit the demolition, degradation, and inappropriate alteration of designated landmarks.

10.4 Treatment of potentially historic resources. Discourage the demolition, degradation, and inappropriate alteration of potentially historic resources.

10.5 Evaluation prior to demolition. Require evaluation and documentation of potentially historic resources prior to demolition.

10.6 Incentives for preservation. Provide incentives for preservation of designated landmarks, potentially historic resources, and older buildings.

10.7 Historic resources as cultural tourism. Promote historic places and cultural tourism as an economic development strategy.

10.8 Adaptive reuse and sustainable development. Promote historic preservation as sustainable development and encourage adaptive reuse of historic or older properties.

10.9 History and cultural heritage. Support and encourage efforts to document and share the cultural heritage and history of Hermosa Beach.

10.10 Culturally inclusive planning. Ensure that historic preservation planning is culturally inclusive and reflective of the unique background and diversity of neighborhoods in the city.

10.11 Incentives and technical assistance. Provide expert technical assistance to owners of historic properties with tools and incentives to maintain historic resources.

10.12 Salvage architectural features or materials. Encourage salvaging of architectural features that would otherwise be transported to landfills as a result of demolition.

10.13 Archaeological and paleontological resources. Recognize the prehistory and history of the city and strive to identify, protect, and preserve archaeological and paleontological resources.

Goal 11. A proud and visible identity as an arts and cultural community.

Incorporation of artistic elements - whether through temporary events or permanent installations - into the urban landscape adds to the visual interest, walkable nature, and unique identity of Hermosa Beach.

Policies

11.1 Beach-themed art. Prioritize public art that reinforces the identity of Hermosa Beach, incorporating the culture, people, neighborhoods and ideas.

11.2 Creative expression in the built environment. Encourage the infusion of creative expression within the city's built environment to create a memorable urban landscape that respects the past and builds for the future.

11.3 Art as cultural tourism. Recognize the value of the arts to the city's quality of life and economic stability and promote cultural tourism as an engine for economic development.

11.4 Unique gateways. Celebrate the unique gateways to Hermosa Beach by enhancing them with the work of artists.

11.5 City leadership in public art. Embrace a leadership role in facilitating public art and public art partnerships with City Departments, private developers, and arts and cultural organizations.

11.6 Temporary installations. Support ongoing temporary artwork Installations and performance-based arts events in areas with strong pedestrian and vehicular traffic.

11.7 Commissioning new artwork. Encourage the commission of public art projects and events that reinforce the community's small beach town character, vibrant economy, healthy environment, and lifestyles.

11.8 Public art in private development. Actively encourage private development to contribute to the cultural and economic health of the public realm through incorporation of public art.

Goal 12. A mix of cultural facilities that support and encourage the community's vibrant range of art creation and presentation.

Cultural facilities, creative spaces, and room for artistic expression are essential to fostering creativity in community members of all ages. The City plays a role in providing adequate space for artistic endeavors.

Policies

12.1 Existing City venues for art. Maintain City-owned recreational facilities with consideration of their existing and potential use as venues for art creation, exhibition and performance.

12.2 Future venues for art. Consider opportunities to incorporate community performance, craft, and other artistic facilities into the development or redevelopment of City-owned community facilities.

12.3 Convenient use of City spaces. Make it as easy and affordable as possible for city arts organizations to use City facilities.

12.4 Outdoor performance and exhibit space. Support the maintenance and development of outdoor areas for the performance and exhibition of arts festivals and events.

12.5 Creative art centers. Support the development of the Aviation Blvd Corridor and Cypress District as regional centers for the creation, study and presentation of art.

12.6 Artistic needs. Consider the unique needs of artists in City zoning and planning policy making.

Goal 13. Land uses patterns that improve the health of residents.

Through collaboration and commitment to improving the health and well being of all residents, Hermosa Beach seeks to improve the public health of residents through appropriate land uses, programs, policies, and environmental review.

Policies

13.1 Restrict health-harming uses. Prohibit new land uses that harm the physical health and well being of the community.

13.2 Social and health needs. Support the continuation of existing and new uses that enhance the social and health needs of residents.

13.3 Fresh food offerings. Encourage the continuation and expansion of fresh food offerings, including farmers' markets, community gardens, and edible landscapes in Hermosa Beach.

13.4 Private health uses. Allow for the development of private recreation, cultural, educational, institutional and health care uses along Corridors and in Districts, where they are compatible with existing uses.

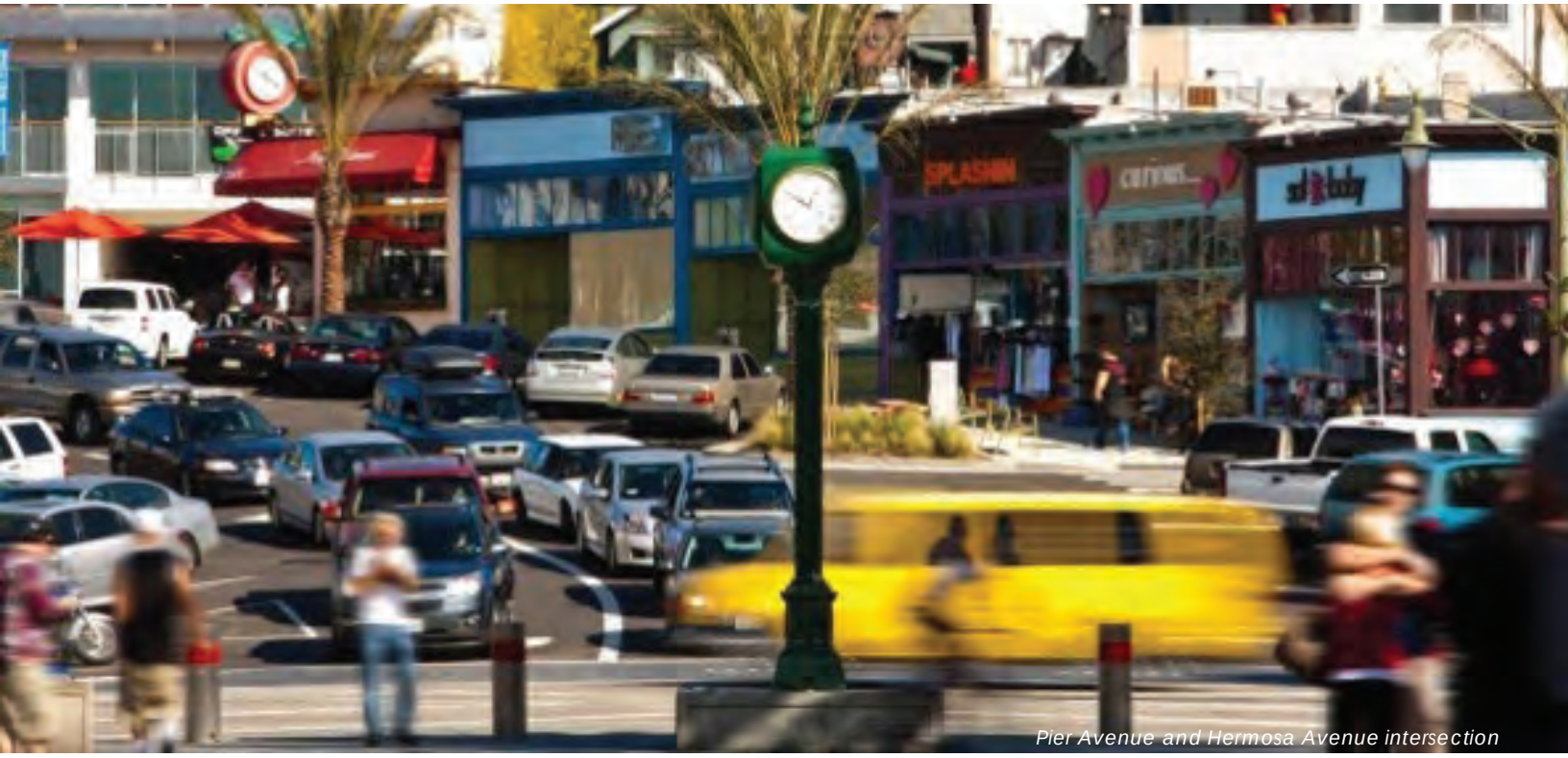
13.5 Improved livability. Encourage and set aside funding for the provision of a high level of neighborhood and community amenities and design features as a way of balancing increased density, recognizing the desire for a very high quality, amenity-rich, livable community.

13.6 Connecting health and land use. Seek to incorporate health and social equity considerations into land use planning decisions in a manner that reduces health disparities.

13.7 Collaborative health partnerships. Build and maintain partnerships with the Beach Cities Health District, health care providers, and community-based organizations to evaluate and implement land use projects in a manner that improves community health.

13.8 Health and the built environment. Strive to increase education and awareness of the health implications of one urban design decision.

3 mobility



Pier Avenue and Hermosa Avenue intersection

The Mobility Element is intended to facilitate mobility of people and goods throughout Hermosa Beach by a variety of modes, with balanced emphasis on automobiles, bicycles, pedestrians, and alternative fuel vehicles. How people get around town has broad implications for community sustainability. The choices we make about our transportation system can greatly affect whether fuel use and air pollutants increase or decrease with time, whether our automobile fleet becomes cleaner and more efficient, and even whether we can legitimately choose to walk, bike, or use transit instead of driving a car. A safe and well-maintained transportation system is essential for the health, sustainability, and economic vitality of Hermosa Beach. The City oversees the majority of street, pedestrian, and bicycle facilities, while also coordinating with partners like Caltrans, Metro, and adjacent beach cities. This Mobility Element provides an outline of goals and policies related to the City of Hermosa Beach's transportation network. The Element addresses both the mobility and access needs of Hermosa Beach now and in the future, providing a framework to help guide residents and decision-makers on issues to support continued investment and transformation of the City's circulation system.

State Law

This Mobility Element has been prepared to meet State General Plan law requirements for circulation as it relates to transportation of goods and people, and additionally to meet California Coastal Act requirements related to coastal access as it relates to parking and alternative transportation modes.

Additionally, the content of this Element is formed by legislation requiring local governments to consider the greenhouse gas emissions impact and vehicle miles traveled implications of their land use and transportation policies.

General Plan

The Mobility Element meets state requirements for the "Circulation" element defined in the California Government Code. The Element, per State law:

- Must include the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports.
- Must correlate the location and extent of transportation facilities with the Land Use element.
- Must plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel.
- Should define the "users of streets, roads, and highways" to mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Recent streetscape enhancements along Pier Avenue.

Coastal Land Use Plan

While the California Coastal Act does not include a section specifically regarding transportation issues, it does state how development must maintain access to coastal resources and maintain and distribute parking supply or adequate public transportation so as to minimize adverse impacts. Specific provisions of the Act related to mobility include:

- Provide measures to expand coastal access through sufficient parking and alternative transportation.
- Identify measures to provide parking and alternative transportation to recreation and visitor-serving facilities.
- Development and design standards for highway and roadway corridors through scenic areas or areas of special character.

Context

Hermosa's transportation infrastructure supports a local economy characterized by small scale business and commercial uses that serve the needs of the city. Residents and visitors of Hermosa currently enjoy a well connected mobility network that effectively circulates people across multiple modes, including opportunities to walk, roll, ride a bicycle, take transit, and drive to the rich selection of destinations and commerce across the city and into the surrounding region. Historically, Hermosa Beach's circulation system has been successful in sustaining past and current mobility demands, but as a beach city, Hermosa's growing popularity continues to attract a high volume of visitors from surrounding areas seeking to enjoy the community's distinct cultural charm and amenities. As Hermosa forges ahead into the future, the City recognizes the need to evaluate, re shape, and redevelop a comprehensive framework and vision to address changing mobility demands and increasingly complex transportation needs of residents, visitors and local businesses. In order to promote continued economic vitality and quality of life within a sustainable framework, improving City streets and public right-of-ways to better accommodate all people, regardless of their mode of travel, will ensure a high level of access, mobility, and quality for residents and visitors of all ages, physical abilities, and income levels.

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Transportation Patterns

The ways in which people get around are important indicators of the success of a transportation system, shedding light on which modes are most popular, convenient, and safe. Currently, the City of Hermosa Beach is fully developed with established traffic patterns. In the United States, commuting makes up approximately 20% of all trips taken. Accordingly, the choice of which mode to use, as well as the direction and distance traveled to get to and from work, influences travel patterns, traffic congestion, and time spent commuting to work. As depicted in Table 3.1, Hermosa Beach residents are more likely to drive alone, and less likely to carpool, take public transit, or walk/bike compared to Los Angeles County residents. Hermosa Beach residents are also nearly twice as likely to report working from home compared to Los Angeles County residents.

Table 3.1 Commute Mode Choice

	Hermosa Beach	Los Angeles County
Auto	80.4%	72.2%
Carpool	6.4%	10.9%
Public Transit	1.1%	7.1%
Bike or Walk	2.3%	3.7%
Other Means	1.5%	1.2%
Work at Home	8.4%	4.8%

Source: U.S. Census Bureau, 2012.

The US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program combines federal, state, and Census Bureau data to provide local labor market information on where workers live and work.

Of the 9,282 employed residents of Hermosa Beach, 95 percent leave the City everyday to go to work. As seen in Figure 3.1, residents commute in large numbers along the Pacific Coast Highway corridor toward El Segundo and Culver City, up to Santa Monica and Beverly Hills, and inland to Torrance, Burbank, and Downtown Los Angeles.

Conversely, 90% of the 4,893 persons employed in Hermosa Beach live outside of the city. Employees generally commute shorter distances from nearby jurisdictions within the South Bay region, including Redondo Beach, Manhattan Beach, Torrance, Lawndale, Hawthorne, Lomita, and other nearby locales (See Figure 3.2).

Figure 3.1 Resident Commute Patterns

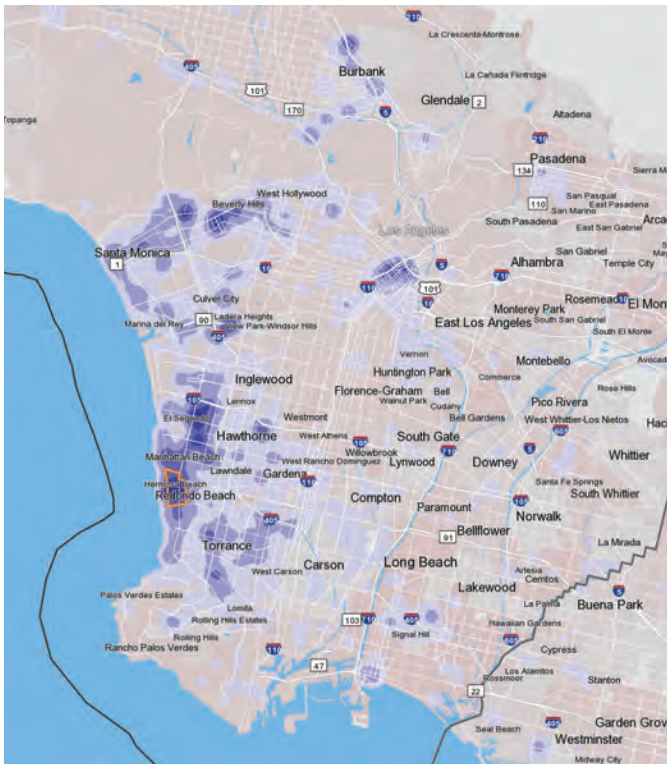
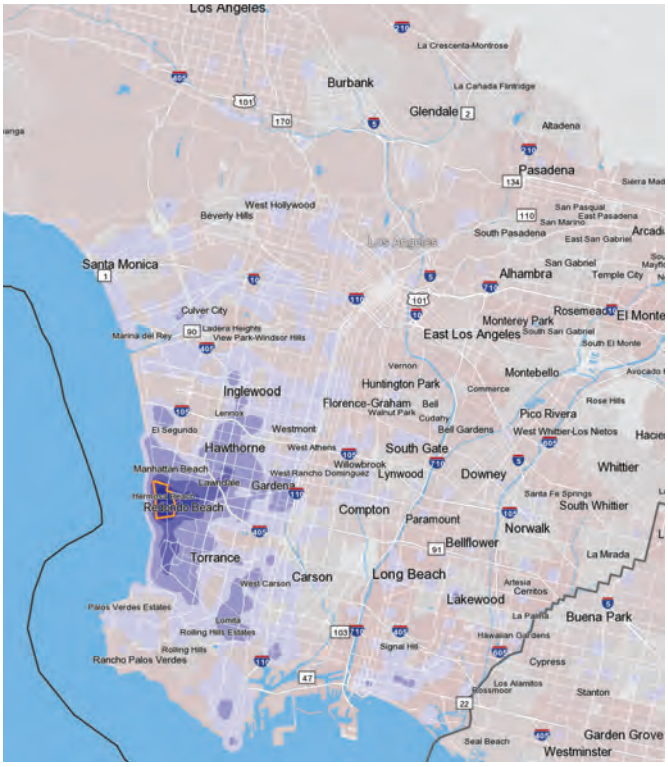


Figure 3.2 Employee Commute Patterns



Traffic Volume Trends

Driving in the U.S. began to decline three years before the Great Recession. After 50 years of steady growth, total national vehicle miles traveled (VMT) leveled off in 2004 and declined by 8% between 2004 and 2012. Whether travel will return to growth rates of past decades, remain static, or continue to decline is of critical importance to decision-makers in business and government at the local, state and national levels.

In Hermosa Beach, traffic volumes on key corridors have been stable or in some cases declining in the last decade. Recent research into these national traffic trends shows both recession-related effects and a fundamental, possibly permanent, leveling of the economy and travel, especially for present and future people in younger generations (especially 16 to 30 year-olds). Looking across the generations at Baby Boomers, Generation Xers, and Millennials this research envisions continued changes across generational lines:

- The economy is having a substantial impact, especially for Millennials. In the words of political strategist James Carville, "It's the economy".
- While many millennials still prefer driving, more frequently they are choosing low-travel urban lifestyles with emphasis on walking, cycling, ride-sharing and transit.
- Other common explanations for VMT decline – such as the effects of technology, urbanization and modal shifts for other generations – have modest effects.
- Key reasons behind the late-20th century VMT growth, such as escalating labor force participation, may have reached saturation and diminishing returns.

PLAN Hermosa includes various policies aimed to develop an integrated multimodal transportation system that is expected to serve a flexible and changing set of travel demands, including extensive support for active transportation modes. In addition to the Mobility Element, PLAN Hermosa's Sustainability, Parks, and Infrastructure Elements all incorporate and support sustainable transportation. Policies are aimed at effectively managing and maintaining the City's circulation system with the goal of minimizing congestion, increasing local and regional access opportunities, and enhancing traffic circulation by reducing vehicle trips and increasing access to non-motorized and low-carbon transportation options.

Regional Connections

In Hermosa Beach, the most direct regional connection is provided by Pacific Coast Highway in the north-south direction and the closest freeway, the San Diego Freeway (I-405), is located approximately three miles east of the city border. While the Pacific Coast Highway and Aviation Boulevard corridors are predominantly used by regional traffic, they also represent the major local transportation spines of Hermosa Beach. As such, they must balance local and regional needs in the design and operation of the corridors.

While Pacific Coast Highway is owned by Caltrans, the City and Caltrans are committed to collaborating to transform Pacific Coast Highway into a balanced multi-modal transportation system with choices to utilize automobiles and alternative modes of transportation, including public transit (both regional and local), walking, and biking.

Other major arterials connecting Hermosa Beach to regional freeway access include Artesia Boulevard and Aviation Boulevard. High traffic volumes have created congestion along the city's main arterials. Most regional traffic occurs along the Pacific Coast Highway and Aviation Boulevard. Generally, there is a significant amount of traffic along Artesia Boulevard, Aviation Boulevard, 8th Street, and Herondo Avenue all with unacceptable Levels of Service. This is consistent with these roadways' roles as connectors to the regional transportation network.

Goods Movement

Truck routes in Hermosa Beach are designated along major arterial and collector roadways that include Pacific Coast Highway, Aviation Boulevard, Artesia Boulevard, Pier Avenue, and the segment of Valley Drive south of Pier Avenue (in the southbound direction). Most areas of the city requiring truck route access are adequately served by the existing system, with the exception of the northwestern portion of the city along Greenwich Village, 27th Street, and Manhattan Avenue. This designated truck route system directs heavy truck traffic away from local (residential) roadways in order to help maintain pavement quality on local streets and manage noise and air pollution in residential areas.

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Transportation Safety + Collisions

A traffic collision is considered to be any event where a vehicle strikes any object while moving. That object could be another car, a pedestrian, or something fixed in place like a light post. When collisions cause damage or injury, the details are recorded by the local law enforcement agency and loaded into the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS). The latest report was used to analyze collision data in Hermosa Beach.

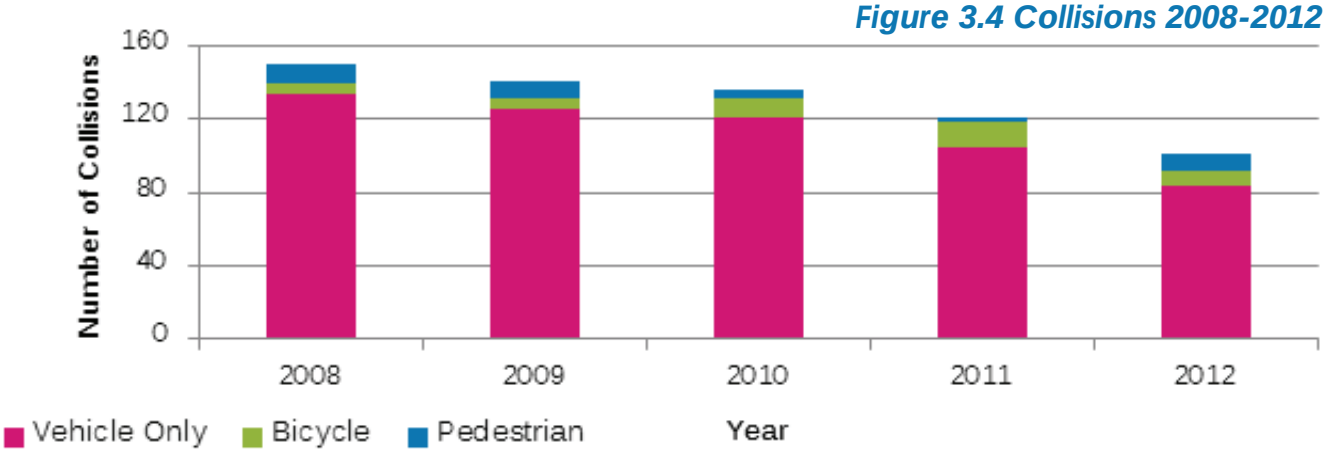
From 2008 to 2012, there were a total of 650 vehicle collisions, with one collision resulting in a single fatality and 10 resulting in severe injuries. The top three cited factors contributing to collisions were: driving under the influence of alcohol and/or drugs (18 percent), unsafe speed (18 percent), and right-of-way violations (17 percent). Alcohol was a factor in 150 collisions,with the share of collisions involving alcohol substantially higher on weekends, with alcohol a factor in 19 percent of collisions occurring Monday through Thursday, and in 28 percent of collisions occurring Friday through Sunday.

Figure 3.3 shows the locations and types of collisions in Hermosa Beach in the five-year period from 2008 to 2012. As illustrated in Figure 3.3, the spatial distribution of collision frequency differs by collision type. The areas with highest prevalence of collisions of a specific type are also areas in which one would expect high levels of activity for that mode choice. Specifically, the highest prevalence of vehicle-vehicle collisions in Hermosa Beach occurs on Pacific Coast Highway, the roadway with the highest volume of vehicles; the highest prevalence of vehicle-bicycle collisions occurs on Hermosa Avenue, the only marked bicycle facility; and the highest prevalence of vehicle-pedestrian collisions occurs on Pier Avenue, a major shopping center and popular pedestrian destination, though notably the rate of collisions have measurably decreased since the Upper Pier Avenue Improvement Project was completed.

Figure 3.3 Collisions 2008-2012

The number of vehicle collisions of any type decreased every year during the five-year period, for a total reduction of 32 percent from 2008 to 2012. During the same time period, the number of collisions involving a pedestrian or bicyclist has remained constant, meaning that the total share of these types of collisions has increased, as illustrated in Figure 3.4 below.

Figure 3.4 Collisions 2008-2012



Pedestrian Collision Reductions

Redesigning Pier Ave in Downtown Hermosa Beach has helped reduce pedestrian collisions.

12	7	0.6
Pedestrian Collisions Before Complete Street Redesign	Pedestrian Collisions After Complete Street Redesign	Reduction Factor

Pier Avenue Complete Street

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Pedestrian + Bicycle Environment

Hermosa Beach has many important foundational elements that make it a great walkable city - a feature that makes Hermosa Beach unique and draws visitors from throughout the area. The gridded street network, small blocks, and dense land uses make many of the city's most important and interesting destinations accessible to pedestrians. Walking represents a no-cost transportation mode that improves health outcomes, reduces congestion, and improves air quality.

The City's 22 walk streets provide safe and plentiful pedestrian connections between Downtown, residential neighborhoods, and the beach, while walking paths on the Hermosa Valley Greenbelt provide north-south connections away from the beach. However, the pedestrian environment in many areas of town suffer from a lack of continuity. In particular, sidewalks are not continuous throughout the city. In some locations, sidewalks are present on both sides of the roadway, while in others – chiefly on local streets – they are present on just one side or not at all. Missing curb ramps, narrow sidewalks, steep sloping driveway entrances, and sidewalk obstructions can present challenges to users of all abilities. Various traffic calming improvements are installed and can be expanded to help reduce vehicle speeds and improve pedestrian safety.

While bicycles are legally allowed on all streets in Hermosa Beach, many potential bicyclists only feel comfortable utilizing streets where the volume of vehicles is low, or where dedicated bicycle facilities are present. The Strand, Southern California's famous beachside bicycle path, and segment of the California Coastal Trail, serves the Hermosa Beach community on its way between Torrance and Malibu. Other existing bicycle facilities in Hermosa Beach include bicycle routes along Hermosa Avenue, a bicycle lane in each direction along Herondo Street, and a marked bicycle route along Monterey Avenue to 22nd Street.

Crosswalk along Hermosa Avenue

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Transit Access

Transit service within the City of Hermosa Beach is provided by three transportation agencies: Beach Cities Transit (BCT), LADOT Commuter Express, and the Los Angeles County Metropolitan Transportation Authority (MTA, or Metro); and includes a demand-responsive paratransit service. Regional transit access is provided by a network of local and regional facilities provided by Beach Cities Transit, Los Angeles Metro, and Los Angeles Department of Transportation Commuter Express. Light rail transit connections in the South Bay are served by Metro's Green Line; the nearest stop to Hermosa Beach is the Redondo Beach Station.

Beach Cities Transit

Beach Cities Transit provides local transit service for the Los Angeles Beach Cities. Daily weekday and weekend transit services are served by two routes, Transit Lines 102 and 109. Line 109 runs north-south beginning at the Redondo Beach Riviera Village and runs along the coast through Manhattan Beach, Hermosa Beach, and Redondo Beach and ends at the Los Angeles Airport City Bus Center. Connection to regional transit, the Metro Green Line, is served by two stops: the Aviation/LAX Station and the Douglas Station. Routes operated by Beach Cities Transit are summarized in Table 3.2.

Table 3.2 Beach Cities Transit Routes

Line	From	To	Weekday Headway	Weekend Headway
102	Redondo Beach Pier	Redondo Beach Green Line Station	30 – 45 min	30 – 45 min
109	Riviera Village	Los Angeles Airport City Bus Center	30 – 50 min	60 min

Source: Beach Cities Transit

Dial-A-Ride Transit Services

The WAVE Dial-A-Taxi program provides demand-responsive paratransit service for senior and disabled passengers. Paratransit is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Citywide WAVE operations provides same day, curb to curb transit to anyone who meets the qualifications. The standard fare for service within Hermosa Beach, Redondo Beach, or any area south of El Segundo Boulevard, west of Crenshaw Boulevard, and north of Pacific Coast Highway is $1.00.

Los Angeles County Metro Transit

Metro operates several bus routes and rail lines that provide regional transit service within or near Hermosa Beach. Metro Line 130 provides east-west coverage between the Beach Cities to the Artesia Transit Center. Major stops along this line provide connections to the Metro Silver and Blue Lines. North-south transit coverage is served by Metro Line 232. This route travels along Pacific Coast Highway between Downtown Long Beach and the Los Angeles Airport City Bus Center. Metro's Green Line provides regional east-west light rail service to the South Bay area. This rail line provides direct connections to north-south rail via the Metro Blue Line. Routes operated by Metro that directly serve Hermosa Beach are summarized in Table 3.3.

Table 3.3 LA Metro Transit Services

Route	Type	Dir.	Service To/From	Weekday Headway	Weekend Headway
130	Local	E-W	Redondo Beach, Hermosa Beach, Los Angeles via Gateway Cities	30 min	50 – 60 min
232	Local	N-S	Downtown Long Beach to Los Angeles Airport City Bus Center	20 min	30 – 60 min

Source: Los Angeles County Metropolitan Transportation Authority 2015; Los Angeles Department of Transportation 2015.

Los Angeles Commuter Express

The Los Angeles Department of Transportation's Commuter Express provides one bus route (Commuter Express Route 438) with express service between the Beach Cities area to Downtown Los Angeles via the Century and Harbor Freeways. This line makes local stops in Redondo Beach, Hermosa Beach, Manhattan Beach, and El Segundo. The route operated by LADOT that directly serves Hermosa Beach is summarized in Table 3.4.

Table 3.4 Los Angeles Commuter Express Transit Services

Route	Type	Service To/From	Weekday Headway
438	Express	Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and Los Angeles	5 – 15 min

Source: Los Angeles County Metropolitan Transportation Authority 2015; Los Angeles Department of Transportation 2015.

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What Makes a Complete Street?

Streets designed for multiple uses, users, and modes.

Policies that encourage street connectivity aimed at creating a comprehensive, integrated, and connected network for all modes with consideration to a range of users including children, disabled, and seniors.

Complete Streets are streets that:

- Are safe for everyone
- Supports livable communities
- Supports a vibrant economy
- Encourages healthy, active lifestyles

How Complete Streets Can Benefit Hermosa Beach

Social

People-oriented streets serving multiple community functions that promotes healthy, active lifestyles and a public-realm that provides vibrant and welcoming gathering spaces.

Economic

Increasing accessibility through complete streets that provide multimodal access to Hermosa Beach's local amenities and destinations.

Environmental

Encourages better development decisions that improves the air, water, and land quality of Hermosa Beach by helping to get cars off the roads and promoting active transportation.

Parking in Hermosa Beach

Automobile parking is a coveted resource in Hermosa Beach. There are a total of just over 4,400 parking spaces in the City's Coastal Zone.

Parking Supply

Of the 4,400 spaces, 451 can be found in one of three public parking lots located west of Hermosa Avenue near the beach. There is currently significant parking demand in these areas of the city, particularly from 8th Street to the south city limit. This is a result of limited on-street parking and relatively few off-street parking spaces given the number of dwelling units and visitors. Occupancy in the Coastal Zone is lightest on weekday afternoons and heaviest on weekend afternoons, with occupancy on weekday evenings more similar to that of afternoons on weekdays than on weekends.

Within the Coastal Zone, metered parking is available on Hermosa Avenue, on streets west of Hermosa Avenue near the Hermosa Pier, on Pier Avenue between Hermosa Avenue and Valley Drive, and on local streets immediately to the east of Hermosa Avenue near the northern and southern City limits. Time-limited, free street parking is available on most other streets between Hermosa Avenue and Valley Drive, and on PCH and Aviation Boulevard. Off-street municipal parking is available near Pier Plaza, in City parks, and by the Community Center. Unlimited street parking is available on a majority of local streets throughout the remainder of the city except during street sweeping times. An appropriate quantity of well managed automobile parking is necessary for the success of the city's businesses and for the quality of life of its car-owning residents. The efficient provision and management of parking can help provide sufficient space for vehicles while also encouraging more efficient use of existing facilities, reducing the impact of parking facilities, and reducing automobile use.

Of the 4,400 spaces, more than 400 can be found in one of three public parking lots located west of Hermosa Avenue near the beach, while approximately 1,500 of the on-street spaces are metered. For purposes of analysis, and with input from City of Hermosa Beach staff, the Coastal Zone was divided into three subzones with the following geographic limits:

- Zone 1: North City Limit – 16th Street — Primarily Residential land use
- Zone 2: 16th Street – 8th Street — Primarily Commercial land use
- Zone 3: 8th Street – South City Limit — Primarily Residential land use

Table 3.5 Coastal Zone Public Parking Supply

Area	Metered	Unmetered	Parking Lot	Total
Overall	1,512	2,457	428	4,397
Zone 1	622	1,394	-	2,016
Zone 2	419	764	428	1,611
Zone 3	471	299	-	770

FIgure 3.5 Public Parking Supply

Parking Occupancy Rates

Occupancy in the Coastal Zone is lightest on weekday afternoons and heaviest on weekend afternoons, with occupancy on weekday evenings more similar to that of weekday afternoons on than weekends. Geographically, utilization of parking spaces is highest in Zone 1, with more than twice as many spaces occupied in Zone 1 than in Zone 3 in each surveyed time period. Despite this, occupancy rates (the percent of spaces which are occupied, as opposed to the number of spaces unoccupied) are highest in Zone 3 due to the unequal distribution of parking spaces between subzones. In Zone 3 on Saturday afternoons, the parking supply nears capacity with an occupancy rate of 98 percent, though overall occupancy in the Coastal Zone never exceeds 80 percent. Table 3.6 and Figure 3.6 present the number and percent of occupied public parking spaces during a weekday afternoon, weekday evening, and weekend afternoon, respectively.

Table 3.6 Coastal Zone Parking Occupancy

Area	Weekday Afternoon		Weekday Evening		Weekend Afternoon	
Overall	2,367	54%	2,756	63%	3,470	79%
Zone 1	1,118	55%	1,317	65%	1,712	85%
Zone 2	773	48%	825	51%	1,005	62%
Zone 3	476	62%	614	80%	753	98%

City Parking Lots

A total of 428 parking spaces are provided in three public parking facilities, Lots A, B and C, which are located between Hermosa Avenue and The Strand near Pier Avenue. Overall occupancy of the three lots was lightest on a weekday evening and highest on a weekend afternoon. Occupancy was generally higher than 85 percent, but at no surveyed time did occupancy drop below 79 percent. During the weekend afternoon survey, Lot B was closed for an event. Table 3.7 presents parking supply numbers as well as occupancy rates in the three parking facilities during each of the analyzed time periods. Additionally, the proportion of parking spaces occupied by a parking permit holder are also presented.

Table 3.7 Public Parking Lot Occupancy

		Weekday Afternoon		Weekday Evening		Weekend Afternoon	
Lot	Supply	Occ Rate	Permit Occ Rate	Occ Rate	Permit Occ Rate	Occ Rate	Permit Occ Rate
Overall	428	89%	33%	79%	7%	95%	9%
Lot A	130	95%	5%	90%	8%	90%	11%
Lot B	37	100%	59%	97%	19%	-	-
Lot C	261	96%	43%	72%	4%	97%	9%

Figure 3.6 Parking Occupancy Rates

Weekday Afternoon **Weekday Evening** **Weekend Afternoon**

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Preferential Parking Permit Program

The geographic borders of the Residential Parking Permit District are nearly contiguous with the Coastal Zone boundary. Residential parking permit holders are entitled to park at 24-hour meters without paying the meter, or in one hour residential zones without regard to the time limit for up to 72 hours. Employees of local businesses are also entitled to purchase parking permits for an additional fee. Occupancy by residential parking permit holders within the Coastal Zone is heaviest in the evening and on weekends, when almost half of all spaces are occupied by permit holders. In Zone 3 on weekends, permit holders consume almost the entire parking supply (85 percent). Table 3.8 presents the percent of public parking spaces in each zone occupied by a parking permit holder's vehicle across the three time periods.

Table 3.8 Parking Occupancy by Parking Permit Holders

Area	Weekday Afternoon	Weekday Evening	Weekend Afternoon
Overall	28%	40%	44%
Zone 1	30%	45%	46%
Zone 2	20%	25%	22%
Zone 3	37%	61%	85%

Electric Vehicle Parking

The number of electrical vehicle owners and drivers in Hermosa Beach has expanded dramatically as the number of model options has increased and the availability of state and federal rebates and incentives continues. According to the California Air Resources Board, approximately 285 electric vehicle rebates totaling $578,300 have been issued to residents or businesses in Hermosa Beach between 2012 and 2015.

To serve the growing number of electric vehicle drivers, including residents, shoppers, and visitors, the City of Hermosa Beach has installed several electric vehicle charging stations at parking lots throughout the city. Lot C provides three electric vehicle charging stations on the third floor of the parking facility; the parking lot at City Hall provides two charging stations, and an additional set of charging stations are provided on Pier Avenue. In 2016, an additional 10 dual port meters will be installed at City facilities, parks and public spaces to provide an additional 20 electric vehicle charging spaces. At present, the City does not charge for parking in these spaces as a further incentive.

Neighborhood electric vehicles (NEVs) are also a common form of transportation in Hermosa Beach and are offered free parking at silver meters.

Electric vehicle parking along Pier Avenue

Intended Mobility System + Street Network

The intended mobility system of street classifications, pedestrian facilities, bicycle facilities, and transportation amenities will direct future roadway improvements and performance measurement for new and reconfigured streets to carry out mobility priorities more effectively and to balance the needs of all travel modes. Key highlights of the proposed mobility systems and street network include:

- Greater emphasis on east-west connections.
- Greater emphasis on pedestrian realm and complete network.
- Bike facility moved from 8th Street to 5th/6th Street.
- Identification of multi-use path connections to parks, schools, and key destinations.

Definitions of street classifications consider surrounding land uses and designate priority levels for different travel modes within each street type. Combined, the types represent a hierarchical network linked to typical design standards and anticipated traffic levels. Table 3.9 and Figures 3.7 through 3.10 delineate the planned mobility network.

1 Street Classifications

defines the roadway network of streets based on likely volume of traffic.

2 Pedestrian Facilities

identifies the facilities designated for pedestrian use and prioritizes those needed to create a complete sidewalk network.

3 Bicycle + Multi-Use Facilities

highlights the bicycle facilities and other shared use spaces for bicycles and other modes of transportation.

4 Transportation Amenities

identifies additional transportation amenities such as bicycle and electric vehicle parking, a local trolley, and crossing controls.

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Table 3.9 Transportation Network Descriptions

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

Figure 3.7 Street Classifications

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Figure 3.8 Pedestrian Facilities

Figure 3.9 Bicycle and Multi-Use Facilities

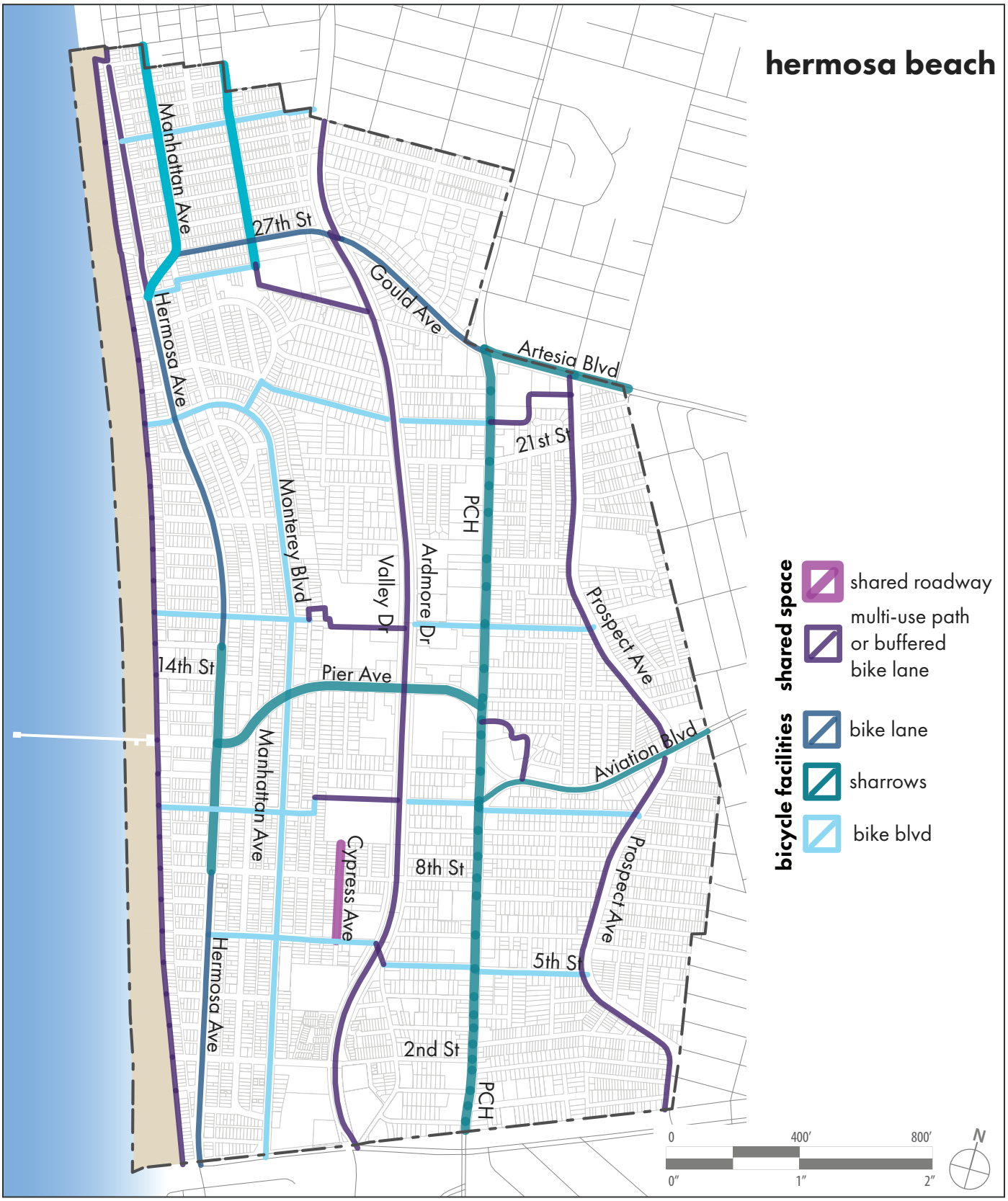

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Figure 3.10 Transportation Amenities

Benefits of a Multi-Modal Transportation System

A comprehensive multi-modal transportation system is critical in Hermosa Beach's urbanized environment where there is both a growing desire for additional transportation choice, and limited street right of way to expand streets for more vehicles and parking. By creating a high-quality multi-modal transportation network in Hermosa Beach, there are many co-benefits including a range of economic, health, sustainability, and safety benefits, all of which contribute to the high quality of life in Hermosa Beach.

Quality of Life. A diversified transportation system increases the quality of life for Hermosa Beach residents, businesses, and visitors. It gives users the option to walk, bike, or take transit, rather than sit in traffic, while simultaneously reducing congestion for those that need or want to drive. It leads to a higher quality urban environment where people can spend time outside and be physically active on streets that aren't dominated by auto traffic, congestion, and parking, including the noise, pollution, and stress that comes with driving.

Public Health. Walkable communities generally have lower rates of obesity, heart disease, fewer air quality issues, and higher levels of physical activity by residents. Bicycling also brings significant health benefits. Active transportation options are especially important for seniors and children, two groups particularly vulnerable to health complications related to a sedentary lifestyle.

Sustainability. Less auto use means less air pollution, soil and water pollution, and greenhouse gas emissions. Today and into the future, autos and trucks will continue to emit significant amounts of pollutants. These pollutants undermine our air quality, flow into our storm drains, and coat our streets, buildings, and open spaces. In addition, transportation is responsible for the greatest proportion of greenhouse gas emissions in the city (54% as of 2010). By providing a range of sustainable transportation choices, Hermosa Beach can reduce its impacts on the environment, both locally and globally.

Economic Vitality. There is a connection between a multi-modal transportation system and the economic vitality of a place. Many people are attracted to environments that are walkable, bikeable, and accessible by public transit. For example, creating attractive and pedestrian-friendly shopping areas draws people to commercial corridors and into the public realm that might otherwise drive through without stopping. Studies show that commercial and residential districts with walkable and bikeable streets have higher real estate values and sales than comparable auto-oriented districts.

Public Safety. One of the principal tenets of the Crime Prevention Through Environmental Design concept is "natural surveillance" by designing the built environment to maximize the number of eyes on the street and public spaces. By increasing the amount of bicycle and pedestrian activity, streets and public spaces are increasingly visible and foster positive social interaction among legitimate users of the space, making potential offenders feel increased scrutiny and limitations on their escape routes.

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Goals and Policies

The community's unified vision for the future of mobility in Hermosa Beach was established through close collaboration among Hermosa residents and City staff. Through a series of public outreach, workshops, and community meetings, the City has framed what residents have prioritized as key objectives that will guide potential changes and improvements to the City's existing transportation system. To help the community achieve its vision of a robust, balanced, and multimodal-oriented transportation network, the Mobility Element is organized around goals to improve safety, enhance access, and support greater choice in transportation options.

To address changing trends in travel preferences, vehicles types, fuel prices, and community demographics, Hermosa's transportation choices will be formed by the need for flexible and resilient options that will help the city thrive. Hermosa's approach to transportation will play a key role in promoting and maintaining the economic, social, and environmental health of the community for generations to come.

Goal 1. Complete Streets that serve the diverse functions of mobility, commerce, recreation, and community engagement for all users whether they travel by walking, bicycling, transit, or driving.

Providing well developed and people-oriented streets that are convenient, safe, connected, and integrated with adjacent land uses will play an integral role in supporting the City's economic vitality, livability, sustainability, and local culture by providing residents and visitors with enhanced accessibility and mobility opportunities into the future.

Policies

1.1 Consider all modes. Require the planning, design, and construction of all new and existing transportation projects to consider the needs of all modes of travel to create safe, livable and inviting environments for all users of the system.

1.2 Develop design standards. Encourage the development of context-sensitive street classification design standards that will provide the City with opportunities to re-purpose and classify targeted corridors and other roadways fitting needs of adjacent land uses and mode-specific transport.

1.3 Monitor best practices. Consider applying the latest state of best practices in the design, operation, and maintenance of the transportation network that is both attractive and functional.

1.4 Target investments. Target public streetscape and infrastructure investments in locations with high potential for both public and private return on investment and long-term community value.

1.5 Require improvements. Require new development to provide or pay its share of transportation and infrastructure improvements including any sidewalk improvements, landscaping, bicycle infrastructure, traffic calming, and public realm improvements.

Goal 2. A public realm that is safe, comfortable, and convenient for travel via foot, bicycle, public transit, and automobile and creates vibrant, people-oriented public spaces that encourage active living.

Public right-of-ways are shared resources used by the community and visitors every day. Changes to the public infrastructure will be aesthetically pleasing, ecologically healthy, and both practical and functional to allow the City opportunities to create communal spaces where residents and visitors can interact and engage with the local community. Landscaping and tree canopies will be preserved and enhanced to improve air quality and provide shade. Redesigned roadways will serve drivers as well as active transportation travelers and adjacent land uses will create an environment where people of all ages and physical abilities feel comfortable using any mode of travel, whether it be walking, bicycling, using public transit, or driving.

Policies

2.1 Prioritize public right-of-ways. Prioritize improvements of public right-of-ways that provide heightened levels of safe, comfortable and attractive public spaces for all non-motorized travelers while balancing the needs of efficient vehicular circulation.

2.2 Encourage traffic calming. Encourage traffic calming policies and techniques that limit cut-through traffic and high vehicle speeds that may compromise the safety of non-vehicle travelers along residential areas and highly trafficked corridors.

2.3 Signage. Provide directional signage that helps travelers navigate to transit facilities, local and regional bicycle routes, civic and cultural amenities, parking infrastructures and visitor and recreation destinations.

2.4 Sustainable landscape. Use consistent and sustainable landscape and streetscape designs that reflect the city's community identity; showcase local assets and the community's unique and vibrant culture.

2.5 Require sustainable practices. Incorporate environmental sustainability practices into designs and strategic management of road space and public right-of-ways, prioritizing practices that can serve dual infrastructure purposes.

Goal 3. Public right-of-ways supporting a multimodal and people-oriented transportation system that provides diversity and flexibility on how users choose to be mobile.

Planning for a more efficient multimodal mobility network will provide opportunities to explore innovative solutions and serve all types of users. Solutions will consider a variety of transportation improvement options for all modes and include management strategies and land use practices aimed towards increasing network connections, improving connections between different modes, and maximizing public health benefits.

Policies

3.1 Repurpose public right-of-ways. Require repurposing public right-of-ways to enhance connectivity for pedestrians, bicyclists, and public transit.

3.2 Invest in sidewalks. Prioritize investment in designated priority sidewalks to ensure a complete network of sidewalks and pedestrian-friendly amenities that enhances pedestrian safety, access opportunities and connectivity to destinations.

3.3 Active transportation. Require that all development or redevelopment projects accommodate active transportation through providing on-site amenities, necessary connections to existing and planned pedestrian and bicycle networks, and incorporate people-oriented design practices.

3.4 Access opportunities. Provide enhanced mobility and access opportunities for local transportation and transit services in areas of the city with sufficient density and intensity of uses, mix of appropriate uses, and supportive bicycle and pedestrian network connections that can reduce vehicle trips within the city's busiest corridors.

3.5 Incentivize other modes. Incentivize local shuttle/trolley services, rideshare and car share programs, and developing infrastructure that support low speed, low carbon (e.g. electric) vehicles.

3.6 Complete bicycle network. Provide a complete bicycle network along all designated roadways while creating connections to other modes of travel including walking and transit.

3.7 Consider all aspects. Ensure transportation planning projects provide consideration to access, equity, health and safety, and individual responsibility that enhances the quality of life of residents in the community.

3.8 Encourage shared streets. Encourage the concept of shared streets on low volume streets with limited right-of-ways.

3.9 Access for emergency vehicles. Ensure that emergency vehicles have secure and convenient access to the city's street network.

3.10 Require ADA standards. Require that all public right-of-ways be designed per American with Disabilities Act (ADA) standards by incorporating crosswalks, curb ramps, pedestrian signals, and other components to provide ease of access for disabled persons.

Goal 4. A parking system that meets the parking needs and demand of residents, visitors, and employees in an efficient and cost-effective manner.

With emphasis on residential parking needs, public and shared parking supply, and seasonal peak parking demands, services need not be one size fits all. Innovative parking supply solutions will be used to provide a variety of services tailored to different users in addition to adopting policies that will incentivize targeted business and commercial development of shared parking solutions.

Policies

4.1 Shared parking. Facilitate park-once and shared parking policies among private developments that contribute to a shared parking supply and interconnect with adjacent parking facilities.

4.2 Encourage Coastal access. Ensure parking facilities and costs of such facilities are not a barrier to beach access by the public.

4.3 Reduce impacts. Reduce spillover parking impacts due to seasonal and event-based demands.

4.4 Provision of subsidized parking. Ensure the provision of subsidized on-street residential parking is limited to residences which cannot provide adequate parking on-site.

4.5 Sufficient bicycle parking. Require a sufficient supply of bicycle parking to be provided in conjunction with new vehicle parking facilities by both public and private developments.

4.6 Priority parking. Provide priority parking and charging stations to accommodate the use of Electric Vehicles (EV's), including smaller short-distance neighborhood electric vehicles.

4.7 Parking availability. Optimize parking availability through dynamically adjusted pricing, and manage available spaces for short-term parking use to encourage rates of turnover that are responsive to fluctuating demands.

4.8 Ensure commercial parking. Ensure that prime commercial parking spaces are available for customers and other short-term users throughout the day.

4.9 Encourage TDM strategies. Encourage use of transportation demand management strategies and programs such as carpooling, ride hailing, and alternative transportation modes as a way to reduce demand for additional parking supply.

4.10 Visitor parking. Manage public parking lots to facilitate use by longer-distance visitors.

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Goal 5. A robust low cost and low carbon transportation system that promotes the City's environmental sustainability and stewardship goals in support of social and economic objectives.

Aimed at reducing transportation-related environmental impacts, the development of a multimodal transportation network allows travelers the flexibility of choosing sustainable and low cost transportation choices that promote and improve public health, environmental quality, and overall quality of life. Low or no carbon travel options will be supported by the City, and barriers to their use will be addressed through the City's transportation investments. Affordable transportation solutions will be supported by the City to ensure mobility for all members of the community and to maintain access to goods and services for older residents to age in place.

Policies

5.1 Prioritize development of infrastructure. Prioritize the development of roadway and parking infrastructure that encourages private electric and other low carbon vehicle ownership and use throughout the city.

5.2 Local transit system. Develop a local transit system that facilitates efficient transport of residents, hotel guests, and beach goers between activity centers, and to Downtown businesses and the beach.

5.3 Incentivize TDM strategies. Incentivize the use of Transportation Demand Management (TDM) strategies as a cost effective method for maximizing existing transportation infrastructure to accommodate mobility demands without significant expansion to infrastructure.

5.4 Evaluate projects. Ensure the evaluation of projects for transportation and traffic impacts under CEQA to consider local and statewide goals related to infill development, the promotion of healthy and active lifestyles through active transportation, and the reduction of greenhouse gases, in addition to traditional congestion management impacts.

5.5 Encourage smart growth. Encourage smart growth land use features in development projects to ensure more compact, mixed, connected, and multimodal development supports reduced trip generation, trip lengths, and greater ability to utilize alternative modes.

Goal 6. A regionally integrated transportation system that provides local and regional connections to regional transit services, bicycle facilities, and other inter-modal facilities.

The City will take advantage of improved street connectivity and resulting reductions in travel distances between destinations, enhanced local and regional accessibility through increasing route options for a variety of travel modes, and improved overall walking and bicycling conditions to support and encourage regional connections for all modes.

Policies

6.1 Regional network. Work with government agencies and private sector companies to develop a comprehensive, regionally integrated transportation network that connects the community to surrounding cities.

6.2 Consider travel patterns. Require considering regional travel patterns when collaborating on regional transit and transportation projects to ensure investments facilitate greater mobility and access for residents, businesses, and visitors to and from Hermosa Beach.

6.3 Support programs. Facilitate greater local and regional mobility through programs for shared equipment or transportation options such as car sharing and bike sharing.

6.4 Coordinate with agencies. Coordinate with regional transportation agencies and surrounding cities to improve local access and connections to regional public transit services.

6.5 Coordinate with surrounding cities. Coordinate with surrounding cities to prioritize non-motorized and pedestrian connections to regional facilities and surrounding cities.

6.6 Greater utilization. Consider exploring opportunities for greater utilization of the Beach Cities Transit system for improved mobility along major corridors and as a potential means of improved regional transit connections.

Goal 7. A transportation system that results in zero transportation-related fatalities and which minimizes injuries.

As the rate of walking and bicycling continue to rise, providing a transportation system that safely meets the needs of people driving and more vulnerable street users becomes increasingly important. Strategies and improved designs will be aimed at reducing safety risks and ensuring continued economic and social well being of all people using the streets in Hermosa.

Policies

7.1 Safe public rights-of-ways. Encourage that all public rights-of-ways are safe for all users at all times of day where users of all ages and ability feel comfortable participating in both motorized and non-motorized travel.

7.2 Manage speeds. Monitor vehicle speeds through traffic controls, speed limits, and design features with the intended purpose of minimizing vehicle accidents, creating a pedestrian and bicycle environment, and discouraging pass-through traffic.

7.3 Provide street lighting. Provide pedestrian-oriented street lighting for enhanced pedestrian and bicycling safety on all City streets with appropriate land use designations.

7.4 Traffic safety programs. Prioritize traffic safety programs oriented towards safe access to schools and community facilities that focus on walking, biking, and driving in school zones.

7.5 Appropriate sidewalk widths. Encourage design and construction plans that incorporate sidewalks that are wide enough to safely accommodate high levels of pedestrian activity.

7.6 Expanding traffic enforcement. Encourage expanding traffic enforcement services and installing enhancements along streets with high collision rates and unsafe behaviors.

7.7 Formalize City procedures. Encourage formalizing City procedures for analysis and evaluation of crosswalks and crossing locations citywide, and adopt state-of-practice pedestrian improvement guidance aimed at increasing pedestrian safety.

Goal 8. Facilitate sustainable, effective, and safe movement of goods and commercial vehicles.

With commerce and provision of goods an essential component to the economic vitality of Hermosa Beach, it is necessary to ensure that commercial vehicles are expressly allowed and provided efficient access and circulation to businesses. However, when commercial vehicles are not properly operated, they can have detrimental effects on the environment enjoyed by nearby residents, business customers, and public spaces by contributing noise, air pollution, and reduced safety. Hermosa Beach is committed to promoting the commercial movement of goods and service vehicles in and around Hermosa Beach in a manner that protects the health, safety and well-being of residents and the environment.

Policies

8.1 Minimize truck impacts. Establish a system of truck route on specified arterial streets to minimize the negative impacts of trucking through the City.

8.2 Prohibit excessive idling. Discourage commercial vehicles from excessive idling during deliveries and while parked.

8.3 Reduce traffic conditions. Encourage businesses to provide commercial loading zones in the public right-of-way and in a manner that balances the needs of businesses with the impact on traffic conditions.

8.4 Utilize alleys. Encourage alleys for access for parking, delivery loading/unloading and trash collection and, where possible, provide additional green space and pedestrian amenities.

8.5 Utilize technology. Encourage commercial vehicles to utilize technologies that minimize air pollution, fuel use, and greenhouse gas emissions.

8.6 Prohibit mobile advertising. Consider prohibiting mobile advertising to avoid unnecessary traffic congestion and air pollution.

4 sustainability + conservation

Pier Avenue Electric Vehicle Charging Station

Resources such as energy and water are essential elements for sustaining a healthy life, and their consumption and deterioration of these resources can have widespread health, environmental, and economic effects. A resource efficient and carbon neutral community are key to addressing the negative effects of climate change by reducing ecologically disruptive greenhouse gas emissions into our atmosphere and through numerous energy and resource conservation measures. This chapter embraces the conservation of natural resources through goals and policies targeting water conservation, energy conservation, green building, air quality, and recycling and solid waste. Like so many topics in this Plan, these conservation-oriented practices have secondary community benefits. Using less electricity and increasing reliance on renewable energy can lead to reduced power plant-related air pollutants. Using drought tolerant landscape materials can reduce runoff and reduce water pollutants in Santa Monica Bay. Green building techniques can improve indoor air quality and improve occupant respiratory health.

State Law

This Sustainability + Conservation Element has been prepared to meet State General Plan law requirements for conservation, and additionally to meet California Coastal Act requirements related to wetlands and waterways.

General Plan

State law requires all general plans to contain a conservation element to address the conservation, development and utilization of natural resources. Natural resources identified by statute include waters, forests, soils, wildlife, minerals, and other energy resources. Specific components covered in this Element:

- Must consider the effect of development on natural resources - including water, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals - located on public lands.
- Must develop the water-related portion of the conservation element in coordination with water agencies - including flood management, water conservation, or groundwater agencies - which develop, serve, control, manage, or conserve water within the jurisdiction.
- May cover the reclamation of land and waters.
- May cover the prevention and control of pollution of streams and other waters, the regulation of the use of land in stream channels, the prevention, control, and correction of the erosion of soils, beaches, and shores, and the protection of watersheds.
- May cover the location, quantity, and quality of the rock, sand, and gravel resources.
- Must utilize urban water management plan(s) submitted by a water agency.

Coastal Land Use Plan

Additionally, the Coastal Land Use Plan should incorporate the following components of the California Coastal Act related to sustainability and resource conservation:

- Define wetlands in a manner that is consistent with Coastal Act Sections 30121 and 13577(b) and guarantee that the condition of the wetland does not affect its regulatory status as a wetland.
- Identify allowable uses that may result in the diking, filling, or dredging of wetlands, lakes, and open coastal waters only when consistent with Coastal Act Section 30233.
- Provide mitigation measures for unavoidable impacts of recreational beach loss from permitted development.

Climate Change in California

California's Global Warming Solutions Act of 2006 (AB 32) directed the California Air Resources Board to develop rules and regulations necessary to achieve statewide greenhouse gas emissions reduction targets and emissions limits equivalent to 1990 levels by 2020. The AB 32 Scoping Plan includes energy efficiency measures, regional transportation-related greenhouse gas emissions targets, a renewable portfolio standard, a cap-and-trade program, a light-duty vehicle standard, and a low carbon fuel standard. The Scoping Plan also recognizes the essential partnership between State, regional, and local governments to reduce greenhouse gas emissions. Local governments have authority over activities that produce both direct and indirect greenhouse gas emissions through land use planning and zoning, general permitting, local ordinances, and municipal operations. Therefore, many of the strategies outlined in the Scoping Plan require local government action.

Signed by Governor Brown in April 2015, Executive Order B-30-15, provides an interim target for the State of California to reduce emissions to 40 percent below 1990 levels by 2030, as a basis for guiding regulatory policy and investments in California and to ensure California remains on track to meet the longer term goal of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050.

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Context

Greenhouse Gas Emissions

The Intergovernmental Panel on Climate Change has identified a need to limit global warming to 2 degrees Celsius or less by 2050 to avoid potentially catastrophic climate change impacts. Recognizing this critical tipping point, and knowing that the impacts of climate change are already being felt in California and will disproportionately impact the State's most vulnerable populations, the State has established a long term goal to reduce greenhouse gas emissions 80% below 1990 levels by 2050. To meet these emissions goals, California has set specific time-bound reduction targets, through legislation and executive order, including the Global Warming Solutions Act of 2006 (AB 32), Executive Order S-3-05, and Executive Order B-30-10. While many Federal and State regulations are focused on industry and sector-wide changes to renewable energy production and fuel efficiency standards, which will help to reduce local greenhouse gas emissions, there are additional requirements for local policy and action.

In general, there are two sets of strategies to cope with climate change: mitigation and adaptation. Mitigation strategies attempt to stop future warming by lowering the level of greenhouse gases in the atmosphere, or capturing emitted greenhouse gases prior to release into the atmosphere. Examples of mitigation strategies include planting trees to absorb carbon dioxide from the air, increasing vehicle fuel efficiency to reduce the amount of carbon dioxide emitted per mile driven, and conserving electricity to lower greenhouse gas emissions from energy production. While mitigation efforts may curb some greenhouse gas emissions, these efforts are unlikely to halt climate change entirely, requiring some adaptation (see Public Safety Element for climate change adaptation strategies).

The City of Hermosa Beach understands the role each community must play in reducing greenhouse gas emissions in order to avoid catastrophic impacts of a changing climate, both globally and locally. The City of Hermosa Beach, is committed to being a leader and innovator in achieving carbon neutrality, as a municipal organization and as a community, in ways that simultaneously support the community's livability and economic vitality goals. In 2015, the City set a goal to be carbon neutral in municipal facilities and operations by 2020.

Hermosa Beach Greenhouse Gas Emissions Inventories

In 2014, the South Bay Cities Council of Governments received funding to conduct an inventory of greenhouse gas emissions generated by each community within the region, including Hermosa Beach. The inventory looks at community sources, as well as sources generated by the City as a municipal organization for the years of 2005, 2007, 2010, and 2012. The inventories identify the sources of GHG emissions generated by energy use, transportation, water and wastewater related energy use, and waste disposal.

Community GHG Emissions

- Transportation is the largest source of greenhouse gas emissions generated by Hermosa Beach activities, representing approximately 54% of total emissions.
- The community of Hermosa Beach decreased emissions 7.7% from 2005 to 2012, from 137,160 $MTCO_2e$ to 126,611 $MTCO_2e$.
- Under the Adjusted Business-as-Usual (BAU) forecast, emissions will be 111,690 $MTCO_2e$ in 2020 and 94,162 $MTCO_2e$ in 2035. These emissions levels are 19% lower in 2020 than 2005 and 31% lower than 2005 by 2035.

Figure 4.1 Community GHG Emissions 2005-2012

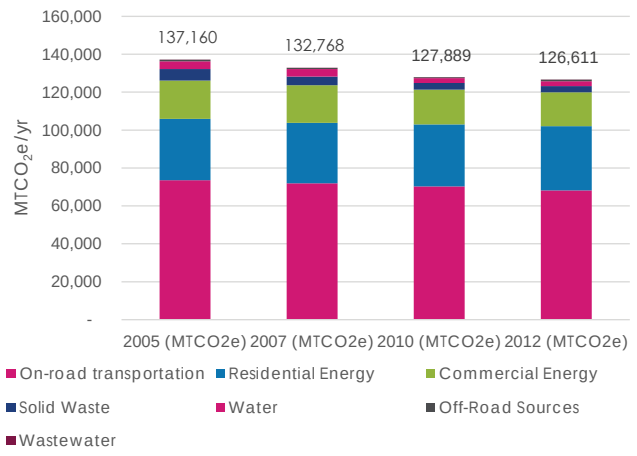


Table 4.1 Community Greenhouse Gas Emissions for 2005, 2007, 2010, and 2012

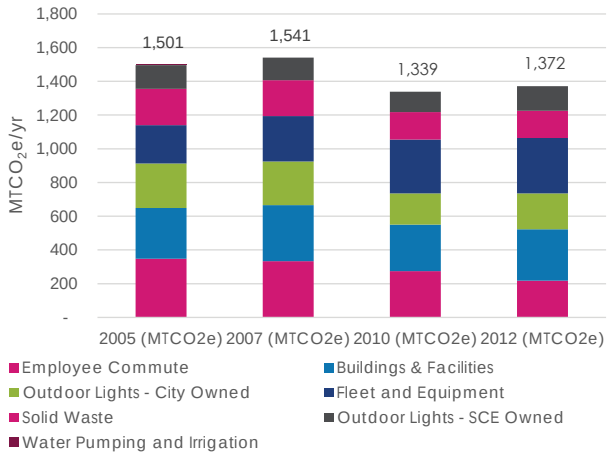
Sector	2005 ($MTCO_2e$)	2007 ($MTCO_2e$)	2010 ($MTCO_2e$)	2012 ($MTCO_2e$)	% Change 2005 - 2012
On-road transportation	73,567	71,863	70,277	68,235	-7%
Residential Energy	32,293	31,964	32,700	33,808	5%
Commercial Energy	20,280	19,792	18,372	17,830	-12%
Solid Waste	6,015	4,584	3,510	3,334	-45%
Water	4,065	3,942	2,552	2,600	-36%
Off-Road Sources	888	588	419	745	-16%
Wastewater	52	35	59	59	13%
Total	137,160	132,768	127,889	126,611	-8%
% Change from 2005		-3%	-7%	-8%	

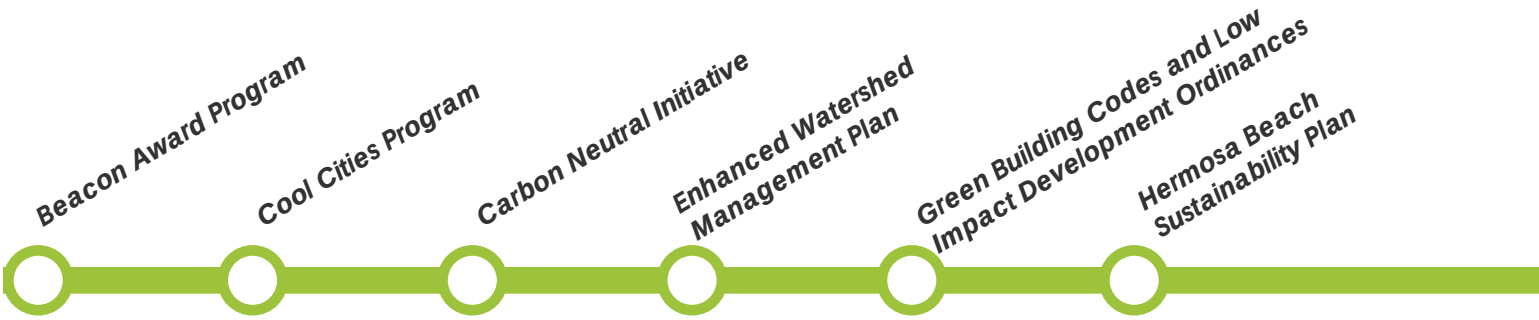
Source: South Bay Cities Council of Governments, 2010.

Municipal GHG Emissions

- Greenhouse gas emissions from municipal operations are generally more distributed across activities, ranging from 11% – 24%.
- Municipal emissions have decreased 9% from 2005 to 2012, from 1,501 $MTCO_2e$ to 1,372 $MTCO_2e$.
- Emissions in the Employee Commute, Outdoor Lights-City Owned, and Solid Waste sectors decreased between 2005 and 2012 while Vehicle Fleet & Equipment, Buildings and Facilities and SCE-Owned Outdoor Lights increased during the same time period.
- The City will need to reduce emissions by 1,751 $MTCO_2e$ from the 2020 Adjusted BAU emissions level to meet its carbon neutrality goal by 2020.

Figure 4.2 Municipal GHG Emissions 2005-2012





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Recent Efforts to Reduce Emissions

As illustrated in the inventory of greenhouse gas emissions, the City and the community have initiated several recent planning efforts and policies to reduce greenhouse gas emissions from both community activities and municipal operations. Recent efforts include:

Carbon Neutral Initiative: The City Council accepted the Municipal Carbon Neutral Plan and adopted a goal to be carbon neutral by 2020 for municipal facilities and operations. The Plan identifies a pathway to achieve this goal through a combination of implementation measures and offset purchases.

Hermosa Beach Sustainability Plan: The City's Green Task Force prepared the Sustainability Plan in 2011, which outlines actions to reduce emissions.

Cool Cities Program: The City Council became a participant in the 'Cool Cities Program' in 2006. The 'Cities for Climate Protection' Campaign helps local governments to adopt policies and implement changes that reduce local emissions, improve air quality, and enhance urban livability.

Beacon Award Program: The City is a participant in this program which recognizes California cities and counties that are working to reduce greenhouse gas emissions, save energy and adopt policies and programs that promote sustainability.

Clean Fleet Policy and Action Plan: The City Council adopted a Clean Fleet Policy and Action Plan on June 11, 2013 with a goal of net zero greenhouse gas emissions for the City fleet and alternative fuels for 100% of contracted city service vehicles.

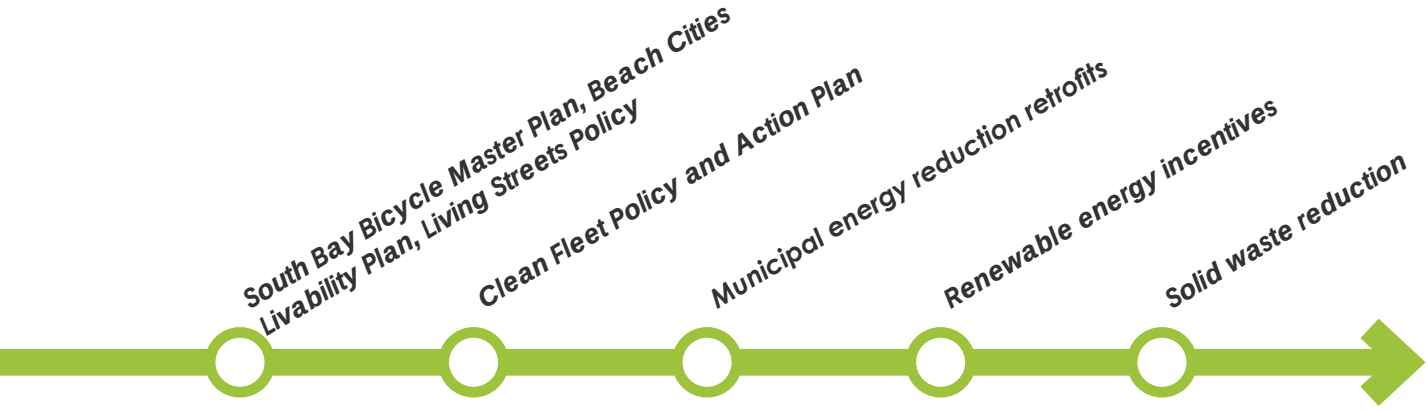
South Bay Bicycle Master Plan, Beach Cities Livability Plan, Living Streets Policy: Adopted in 2011 these plans and policies promote active transportation and greenhouse gas emissions reduction.

Green Building Codes: In 2015, City Council accepted the Enhanced Watershed Management Plan for the South Bay beach Cities that was proceeded by the adoption of a Green Streets Policy and Low-Impact Development Ordinance.

Renewable energy incentives: The City is a participant in Energy Upgrade California and several Property Assessed Clean Energy (PACE) programs that can be used by residents and businesses. The City provides incentives to reduce greenhouse gas emissions in various sectors.

Solid waste reduction: In October of 2014 Governor Brown signed AB 1826 requiring businesses to recycle their organic waste, and phasing in the mandatory recycling of commercial organics over time. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

Water Conservation: The City adopted a Water Conservation and Drought Management Ordinance in 2010.



Air Quality

Air quality, which is both a local and regional issue, is an important contributor to health and quality of life and determinant in rates of asthma, respiratory disease and some cancers. The majority of air-borne emissions in Hermosa Beach are attributable to mobile sources from major roadways including PCH, Artesia Boulevard, and Aviation Boulevard, as well as major Freeways, shipping ports (Long Beach and Los Angeles), and airports. In addition to mobile sources, stationary sources may also contribute to air pollution within the city such as refineries in surrounding cities. Although these sources have the potential to affect air pollution within the city, these sources are regulated by SCAQMD permitting process to minimize pollutant emissions and impacts to sensitive uses. Indoor air quality can also include contaminants from building materials or other pollutants. Air quality can also be influenced by very localized conditions such as the presence of cigarette smoke. To protect the public health and safety, the City introduced Healthy Air Hermosa in 2012, ensuring residents and visitors can enjoy a smoke-free environment at public outdoor gathering spaces.

Energy Resources

Residential and nonresidential (businesses, industrial processes, government operations) activities in Hermosa Beach such as building heating and cooling, lighting, and appliance operation require electricity and natural gas. Energy is generated over large areas by many different sources, so tracking the specific source of energy used in any one place can be difficult. Energy that is not generated at a facility by an energy provider can be purchased from other producers and transmitted to the energy user through energy transmission networks. Energy sources used in Hermosa Beach include hydroelectric, waste-to-energy transformation, geothermal, solar, wind, coal, natural gas, and nuclear. Electricity within the planning area is provided by Southern California Edison, while natural gas is supplied by the Southern California Gas Company.

The City is required to implement the California Building Code, the latest requirements governing design and construction of buildings to achieve safety and sustainability in new and remodeled development. In addition, the City's Building Code requires sustainable practices for new development and replacement of buildings. The Municipal Carbon Neutral Plan identifies Community Choice Aggregation as the most powerful tool for reducing GHG emissions from energy use. Community Choice Aggregation (CCA) enables local governments to aggregate electricity demand within their jurisdictions in order to procure alternative renewable energy supplies while maintaining the existing electricity provider for transmission and distribution services.

Green Building

Green building concepts can be incorporated into site and building design to reduce energy use, improve aesthetics and comfort, and provide a more cost-effective means of living. Six concepts of green building can help conserve energy and preserve the environment:

- Sustainable sites
- Water efficiency
- Energy and atmosphere
- Minerals and resources
- Indoor environmental quality
- Innovation and design process.

The majority of building permit activity in Hermosa Beach consists of remodels, renovations, and tenant improvements. The City and utility providers offer rebates and incentives for residents and businesses to reduce their water and energy use.

Water Conservation

Water service is provided by California Water Service's Hermosa-Redondo District using groundwater, imported surface water, and recycled supplies. Groundwater satisfies between 10% and 15% of the water demand in any given year. The District supplied 14,563 acre-feet per year (AFY) in 2010 and foresees that with additional anticipated conservation measures will have demand for 16,152 AFY by 2040. In response to recent drought conditions, the City has adopted a 'Water Conservation and Drought Management Ordinance' that applies to the use of water by individuals, households and businesses. It also applies to installation of various devices. Hermosa Beach residents have also engaged in educational competitions, like the Wyland Water Challenge, committing to further conservation of water at both an individual and community wide scale.

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Solid Waste and Recycling

More than half of the solid waste generated by Hermosa Beach residents, businesses, and visitors is diverted from local landfills through recycling and reuse. Solid waste disposal services in Hermosa Beach are provided by a franchise waste hauler. Solid waste is hauled to a regional Waste Materials Recovery Facility, where it is sorted and recycled. Waste materials are then transported to a variety of landfills throughout the region. Residential hazardous waste disposal is available at a facility operated by the City of Los Angeles in Playa Del Rey. Additionally, the City organizes a variety of education and outreach opportunities to the community, including events to collect household hazardous waste, shredding, and composting.

To comply with State Law, the City is required to create a waste management plan that promotes waste source reduction, recycling and composting, and environmentally safe transformation and disposal to help achieve the statewide goal that at least 75% of solid waste generated in California be source-reduced, recycled, or composted by the year 2020. The Sustainability Plan waste reduction and recycling programs focus on characterizing the municipal and community waste streams, providing a comprehensive recycling and diversion program, providing green waste recycling and backyard composting programs, considering a food waste diversion program, improving multi-family residential recycling options and household hazardous waste programs, and setting a "zero-waste" goal for the community.

Regional Geology

Hermosa Beach is located at the southwest end of Santa Monica Bay, with rolling hills ranging in elevation from sea level in the west to about 200 feet above sea level at inland locations. The planning area is located along the southwestern margin of the Los Angeles Basin and Coastal Plain. The Los Angeles Basin is bounded by the Santa Monica, San Gabriel, and Santa Ana Mountains to the north and east, and the Pacific Ocean and Palos Verdes Hills to the west and south. It is filled with sedimentary deposits up to 35,000 feet thick, and since the basin was submerged beneath the ocean until approximately five million years ago, much of the sediment is marine deposits. Beneath multiple layers of alluvial deposits, stratified sands, sandstone, and siltstone are offshore oil reservoirs.

Soil Erosion

Soil erosion is a normal process whereby earth materials are loosened, worn away, decomposed, or dissolved and are moved from one place to another by water, wind, and gravity. While erosion is naturally a slow process, acceleration can occur from the steepening of slopes, removal of ground cover, paving, and other human activities associated with construction and landscaping. For example, hillside construction often requires land grading activities that can result in steeper slopes, which are more prone to soil erosion. Preparing land for construction can also remove ground cover, exposing soils to wind erosion. Accelerated erosion within an urban area can cause damage by undermining structures, blocking storm sewers, and depositing sand or mud in roads and tunnels. Eroded materials are eventually deposited into coastal waters where the carried silt remains suspended for some time, polluting the water and altering the normal balance of plant and animal life. Potential issues involving soils, such as the potential for soil expansion or corrosion, are analyzed on a project-by-project basis.

Mineral Resources

California's Surface Mining and Reclamation Act directs the classification and mapping of regionally significant mineral resource zones (MRZs). The State and City are then required to designate future uses within such areas that maintain or preserve mineral resources to meet the region's future need for construction quality aggregates. The entirety of Hermosa Beach is classified as Mineral Resource Zone 3 (MRZ-3) under the California Mineral Land Classification System. In MRZ-3 areas, mineral resources are present, but the significance of the resource is considered speculative because mining has not historically occurred in the area. Additionally, since most of the area has been developed, mining activities would not be feasible.

Subsurface oil deposits are also present in Hermosa Beach. However, in March 2015, the City's populace voted, at a rate of four to one, against Measure O, upholding the prohibition of oil drilling within the City of Hermosa Beach. If Measure O is overturned at some point in the future, additional measures would be needed to mitigate potential environmental and health hazards associated with oil extraction.

Goals and Policies

A primary objective of this Plan is to set Hermosa Beach on a path toward a low, or no, carbon future. To achieve that objective, it is essential that greenhouse gas reducing measures are integrated throughout this Plan. Goals, policies, and actions specific to reducing greenhouse gas emissions from each activity sector, can be found throughout this element as well as the mobility, land use, parks and open space, and infrastructure elements.

Goal 1. Carbon Neutral Municipal Facilities and Operations by 2020 and sustained into the future.

Hermosa Beach has committed to a holistic approach to reducing greenhouse gas emissions. This approach will ensure major planning decisions are evaluated for how effective, how quick, and how cost-effective each action will be in helping to achieve the goal of being a carbon neutral municipal organization by 2020. Once achieved, the City will need to sustain carbon neutrality achievement beyond 2020 through continued leadership and commitment.

Policies

1.1 Carbon neutral organization. Demonstrate environmental leadership and achieve carbon neutrality as a municipal organization by 2020.

1.2 Highest return on investment. Prioritize the implementation of greenhouse gas reduction projects that simultaneously reduce ongoing operational costs to the City.

1.3 Align reductions with sources. Pursue a diverse mixture of greenhouse gas reduction strategies across the range municipal activities that generate greenhouse gas emissions.

1.4 Carbon offsets as needed. When necessary, purchase carbon offsets to achieve the municipal carbon neutral goal.

1.5 City leadership. Create a culture of leadership, innovation, and ingenuity to implement creative and cost-effective greenhouse gas reducing projects for City facilities and operations.

1.6 Demonstration and pilot projects. Utilize demonstration and pilot projects as a means to evaluate the greenhouse gas reduction potential and cost effectiveness of projects.

1.7 Promotion of carbon neutrality. Highlight the City's carbon neutrality efforts as a means to attract additional investment and new green and cleantech business enterprises.

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Goal 2. Hermosa Beach is a Carbon Neutral Community by 2040.

Climate change, often cited as the environmental crisis of our generation, poses a threat to the safety, health and welfare of the community. The City of Hermosa Beach is committed to being a leader of reducing greenhouse gas emissions and has engaged in a number of innovative efforts to move toward carbon neutrality.

Policies

2.1 State targets and goals. Reduce greenhouse gas emissions in alignment with State targets and goals, and achieve carbon neutrality as a community no later than 2040.

2.2 Triple bottom line projects. Prioritize the implementation of greenhouse gas reduction projects that simultaneously provide the greatest economic and health benefits to the community.

2.3 Diversify GHG reduction strategies. Pursue a diverse mixture of greenhouse gas reduction strategies across the transportation, energy, waste sectors, commensurate with their share of the community's greenhouse gas emissions.

2.4 Land use and transportation investments. Promote land use and transportation investments that support greater transportation choice, greater local economic opportunity, and reduced number and length of automobile trips.

2.5 Carbon offsets as needed. When necessary, purchase carbon offsets to achieve the community carbon neutral goal.

2.6 Grants and incentives. Seek grant funding to support implementation of greenhouse gas reduction projects for the City, as well as residents and businesses.

2.7 Discretionary projects. Require discretionary projects to substantially mitigate all feasible greenhouse gas emissions, and offset the remainder of greenhouse gas emissions produced to meet annual thresholds.

2.8 Ministerial projects. Encourage ministerial projects to directly offset potential greenhouse gas emissions generated.

Goal 3. Improved air quality and reduced air pollution emissions.

It is a well documented fact that poor air quality can contribute to respiratory health problems such as asthma, lung cancer, and respiratory diseases, therefore improving local air quality is an important public safety and health priority for the City. By proactively limiting stationary and mobile sources of air pollution, and supporting techniques and technologies that will improve air quality, Hermosa Beach can maintain its reputation as a clean and healthy place to live.

Policies

3.1 Stationary and mobile sources. Seek to improve overall respiratory health for residents through regulation of stationary and mobile sources of air pollution, as feasible.

3.2 Mobile source reductions. Support land use and transportation strategies to reduce vehicle miles traveled and emissions, including pollution from commercial and passenger vehicles.

3.3 Fuel efficient fleets. Promote fuel efficiency and cleaner fuels for vehicles as well as construction and maintenance equipment by requesting that City contractors provide cleaner fleets.

3.4 Two-stroke engines. Discourage the use of equipment with two-stroke engines and publicize the benefits and importance of alternative technologies.

3.5 Clean fuels. Support increased local access to cleaner fuels and cleaner energy by encouraging fueling stations that provide cleaner fuels and energy to the community.

3.6 Healthy Air Hermosa. Maintain high quality outdoor and public spaces in Hermosa Beach through the Healthy Air Hermosa program.

3.7 Regional air quality. When possible, collaborate with other agencies within the region to improve air quality and meet or exceed State and Federal air quality standards through regional efforts to reduce air pollution from mobile sources, including trucks and passenger vehicles.

Public Review Draft

Goal 4. A leader in reducing energy consumption and renewable energy production.

The built environment has a profound impact on our natural environment, the economy, community health and well-being, and productivity. Green building, energy conservation, and renewable energy generation can help the community maintain valuable resources over the long term, cut utility costs for businesses and residents, and reduce greenhouse gas emissions. By encouraging both green building and energy conservation, the City can realize green and resource-efficient development and foster conservation behaviors that are essential to a carbon neutral community.

Policies

4.1 Renewable energy generation. Require, promote, and facilitate the installation of renewable energy projects on homes and businesses.

4.2 Building energy disclosure. Require large buildings to report their energy and water use on a regular basis.

4.3 Retrofit program. Provide an energy retrofit program to assist home and building owners to make efficiency improvements.

4.4 Rental efficiency. Adopt a financing program to incentivize rental efficiency retrofits, such as green leasing.

4.5 Municipal facilities. Utilize renewable energy sources at City facilities to support achieving municipal carbon neutrality by 2020.

4.6 Sustainable building standards. Use sustainable building checklists to minimize or eliminate waste and maximize recycling in building design, demolition, and construction activities.

Goal 5. Water conservation practices, recycled water use, and innovative water technologies support a carbon neutral community.

Conserve the city's water supply and reduce the negative environmental impacts of water use through water efficiency, conservation, capture, and reuse.

Policies

5.1 Recycled water facilities. Enhance the availability of recycled water supply and distribution facilities are available throughout the city.

5.2 Rainwater collection. Encourage innovative water recycling techniques such as rainwater capture, use of cisterns, and installation of greywater.

5.3 Water conservation programs. Update and improve water conservation and efficiency programs, requirements, and incentives on a regular basis.

5.4 Conservation behavior. Maximize water conservation and efficiency upgrades through education, regulation, and incentives covering every aspect of water use.

5.5 Greywater. Encourage the installation of greywater irrigation or disposal systems.

Public Review Draft

Goal 6. Hermosa Beach is a zero-waste community with convenient and effective options for recycling, composting, and diverting waste from landfills.

California has set a statewide goal of reaching 75% source reduction, composting, and recycling by 2020. Reaching this State mandate is an obvious goal for the City. More importantly, the Hermosa Beach community has explicitly stated an independent commitment to continually strive to reduce waste and be an example of a sustainable, carbon neutral community.

Policies

6.1 Franchise agreements. Ensure waste franchise agreements and program offerings provide progressively higher rates of waste diversion.

6.2 Food waste collection. Ensure food waste collection is available and convenient for all residents, businesses, and organizations.

6.3 Multi-family and commercial recycling. Require the provision of convenient recycling options in multi-family residential and commercial uses.

6.4 Material source reduction. Support and enforce requirements to minimize the use of non-recyclable materials or materials commonly found on the beach, such as plastic bags and polystyrene.

6.5 Recycled materials. Encourage and support the sale of products that minimize packaging or are made from recycled materials.

6.6 Composting programs. Provide composting equipment at community facilities and events and encourage home and commercial composting.

6.7 Green purchasing. Evaluate "green purchasing" options across all City departments and consider the life cycle effects of purchases.

6.8 Recycled building materials. Where cost effective and structurally feasible, maximize the use of recycled building materials in new construction projects.

6.9 Building salvage. Maximize building salvage and deconstruction in remodeling or building demolition projects.

Goal 7. Essential topsoil is retained and erosion is minimized.

The land on which Hermosa Beach is set determines what types of uses can be supported, what hazards should be considered, and what mitigation should be completed when development occurs. The City strives to protect these resources, and to comply with regulatory requirements.

Policies

7.1 Permeable pavement. Require the use of permeable pavement in parking lots, sidewalks, plazas, and other low-intensity paved areas.

7.2 Soil erosion. Minimize soil erosion by ensuring best practices are used in grading and construction.

Public Review Draft

5 parks + open space

Beautiful, accessible, and well maintained parks, open space, and recreation facilities, and quality recreational programs are essential amenities for Hermosa Beach. They help create community and make the city more livable and attractive, provide a place of relaxation and relief from the urban environment, encourage physical activity and health, provide a forum for gathering and interaction, and reduce urban heat islands. Many urban areas – including Hermosa Beach – have both high demand for these amenities and limited options for providing them. This puts a premium on the parks and open space provided, and reinforces their importance. Parks and open space play a key role in sustainability. Open space is the primary land use that provides ecosystem services within a community, providing for opportunities that range from groundwater recharge to food production to wildlife habitat. Additionally, parks and open space provide valuable recreational amenities to communities, leading to increased property values, safety, economic activity, and better health. Over and above the State requirements, this Element includes policy guidance about recreational programming, beach management and special events, enhanced access to the coast, the protection of scenic views, natural habitats, and the urban forest.

State Law

This Parks and Open Space Element has been prepared to meet State General Plan law requirements for open space, and additionally to meet California Coastal Act requirements related to coastal access, scenic views, and environmentally sensitive habitat areas, and temporary events. Additionally, this Element incorporates context and policies to meet the California Endangered Species Act and the Quimby Park Fee Act.

General Plan

California General Plan Law requires an open space element to address the following topics:

- Must identify any areas intended to preserve natural resources and any areas intended to manage the production of natural resources.
- Must identify any areas intended to serve outdoor recreation needs, including links or access points to recreational areas.
- Must identify any areas that, due to increased exposure to natural hazards, should not be occupied by buildings or structures.
- Should identify the demands for trail-oriented recreational use.
- Should identify publicly owned corridors (abandoned rail lines, utility corridors, easements) for future use as recreational trails and open space.
- Should identify the potential integration of trail routes with regional and State segments of the California Recreational Trails System.

Park Fees

The collection of park and recreation facility fees are important to address within the General Plan. As part of approval of a final tract or parcel map, the California Quimby Act allows a city to require dedication of land, the payment of in-lieu fees, or a combination of both to be used for the provision of parks and recreational services. Cities can require land or in lieu fees for a minimum of 3 acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of 5 acres per 1,000 residents if the city already provides more than 3 acres per 1,000 residents.

In Hermosa Beach, parks and recreation facility fees are assessed on new development applications and used solely for the acquisition, improvement, and expansion of public park, playground and/or recreation facilities.

Coastal Land Use Plan

The California Coastal Act requires that the City's Local Coastal Program contain specific coastal access and beach management components to "assure that maximum public access to the coastal and public recreation areas is provided." Given the importance of recreational activities on the beach to the City's cultural identity and economic vitality, beach management has been elevated to a priority issue with dedicated goals and policies in PLAN Hermosa. The Coastal Land Use Plan incorporates specific components related to parks and open space as follows:

Coastal Access

- Provide to the maximum extent practicable, a public access inventory, including a map showing the specific locations of existing and proposed public access to the coast, including segments of the California Coastal Trail and the status and location of those subject to offers to dedicate easements or deed restrictions.
- Provide measures to ensure new development does not impede access and is compatible with public access areas.
- Provide estimates of current visitor and facilities use, and unmet or future demand by location and type of access.
- Identify potential public agency acquisitions, development or redevelopment, and management of public recreation and visitor-serving facilities.
- Identify dedication or in lieu fee requirements for recreation and open space to accompany new development and to mitigate the cumulative impacts of development.

Scenic Views

- Identify public scenic and visual characteristics including: view corridors, viewsheds, and highly scenic coastal areas.
- Provide descriptions of any development encroachments, including signs, billboards, and lighting, on public views and scenic areas.
- Identify coastal view and visual quality protection policies

Natural Habitat Areas

- Define and map Environmentally Sensitive Habitat Areas (ESHA) for known sensitive habitat areas and state that ESHA maps are not an exhaustive compilation of habitat areas.
- Identify requirements for conducting site-specific biological evaluations, historical analysis of disturbed areas, and field observations to identify ESHA and other sensitive resources and potential impacts.
- Provide designations in and surrounding ESHAs, where practical, that limit uses and ensure compatibility between ESHAs and adjacent land uses through open space easements, deed restrictions or buffers to ESHAs.
- Identify requirements for ensuring detailed restoration and monitoring plans for projects involving habitat mitigation and restoration.
- Identify measures to address beach grooming, consistent with protection of sensitive species (e.g., grunion and western snowy plover).

Additionally, numerous California regulations, including the California Endangered Species Act protect special-status species and important habitat areas, including Environmentally Sensitive Habitat Areas (ESHAs). The General Plan must comply with State and Federal requirements to protect special-status species, native plants, beach areas, and the Santa Monica Bay watershed.

Temporary Events

The California Coastal Act specifically addresses "temporary events," noting that temporary events are "[a kind of] development, but are authorized without permit when they do not have any significant adverse impact upon coastal resources." The Coastal Land Use Plan:

- Must identify and address the criteria to be used to mitigate potentially adverse impacts from temporary events.

Context

The City owns, operates, and maintains many developed park and recreation facilities providing green space, picnic facilities, a skateboard park, tennis courts, lawn bowling, and space for sporting events, as well as a community garden. These facilities and open spaces provide much of the City's natural and green space and areas for wildlife habitat. In addition to providing facilities, the Community Resources Department manages requests for special events, processes facility reservations, and offers programs to serve everyone from youths to seniors.

Shakespeare by the Sea performance at Valley Park

City Parks + Open Space

Hermosa Beach currently has 105.7 acres of parkland with a total of 19 parks and parkettes (See Table 5.1). The beach, which is owned by the City, provides a valuable and prominent open space resource for residents and visitors, accounting for 63 acres of open space. The Hermosa Valley Greenbelt encompasses 19 acres, providing a vegetated open space corridor that runs north-south along the entire length of the city.

The City's largest parks or recreational spaces: the Community Center, Valley Park, South Park, and Clark Stadium are located adjacent to the Greenbelt with smaller parks or parkettes, less than 1 acre in size, distributed throughout the city. Parks within the city provide play fields, tennis courts, lawn bowling, a skate park, and space for a number of activities for picnics, youth programs, and other outdoor recreation activities. In 2011, the City established a temporary community garden at South Park to test options. The community garden area will be permanently constructed as a part of the park renovations underway. The three school sites incorporate playgrounds, courts, and playing fields which add to the range of recreational spaces available to the community when school is not in session.

Table 5.1 Parks + Community Facilities

	Park Name	Address	Park Type	Size (Acres)
1	Shaffer Park	Ingleside Ave & 33rd Pl	Parkette	< 0.1
2	Valley Park	Valley Dr & Gould Ave	Park	8.8
3	Valley Greenbelt		Trail/Open Space	19
4	Sea View Park	Prospect Ave & 19th St	Park	0.3
5	Scout Parkette	Prospect Ave & 14th St	Parkette	< 0.1
6	Greenwood Park	PCH & Aviation Blvd	Park	0.5
7	Fort Lots-o-Fun	Prospect Ave & 6th St	Park	0.4
8	Edith Rodaway Friendship Park	Prospect Ave	Park	0.8
9	4th & Prospect Parkettes	4th St & Prospect Ave	Parkette	< 0.1
10	Oceanview Parkette	3rd St	Parkette	< 0.1
11	Moondust Parkette	2nd St	Parkette	< 0.1
12	City Beach, Strand, Pier		Trail/Open Space	63.4
13	Noble Park	1400 The Strand	Park	0.8
14	Clark Stadium/Lawn Bowling Green	861 Valley Dr	Park	6.6
15	8th & Valley Parkette	8th St & Valley Dr	Parkette	< 0.1
16	South Park	425 Valley Dr	Park	4.5
17	Ardmore Park	491 Ardmore Park	Park	0.2
18	Bicentennial Park	Valley Dr & 4th St	Park	0.4
19	Kay Etow Parkette	Herondo St	Parkette	< 0.1
	TOTAL			105.7
	Facility Name	**Address**	**Park Type**	**Size (Acres)**
20	Hermosa Beach Community Center	710 Pier Ave	Community Center	4.8
21	View School	1800 Prospect Ave	School	4.6
22	Valley School	1645 Valley Dr	School	8.8
23	North School	417 25th St	School	1.8
	TOTAL			20.0

Figure 5.1 Parks + Public Facilities

Community Facilities

The public facilities designed to serve the community include buildings like the Community Center and Clark Building, as well as parks and trails like the Hermosa Valley Greenbelt and The Strand. Three facilities, Valley Park, Clark Stadium, Edith Roadway Park, and South Park, support activities and sport leagues for both youth and adult participants. Clark Stadium also provides lawn bowling. The Clark Building, located at 861 Valley Drive, provides a multi-purpose hall and lighted sports fields. South Park, located at 425 Valley Drive, provides lawn areas, a new play area, and a community garden.

The Community Center and Hermosa Beach Community Theater are located at 710 Pier Avenue, at the intersection of Pacific Coast Highway and Pier Avenue. This complex includes a community center with meeting rooms, senior center, large and small theaters, gymnasium, skate park, tennis courts and the Hermosa Beach History Museum.

Hermosa Beach Community Center and Lawn

Recreational Programming

The Community Resources Department provides recreational programming to serve the needs of Hermosa Beach residents of all ages. The department offers targeted programs for youth, adults, and seniors, as described below.

Youth Programs

Youth program offerings vary in length from one day or week in length, to seasonal or year-round activities and include athletic programs, creative arts activities, and social programs. Additionally, the P.A.R.K. (Positive Active Recreation for Kids) Program is an after-school program offered at the Hermosa Beach Community Center and South Park for Hermosa Beach residents, emphasizing active recreation for children in 1st through 8th grades.

Adult Classes & Leagues

Adult classes and leagues offer athletic and creative arts programming for beginner to advanced levels. In addition to seasonal classes, the City offers social excursions for adults to locations, typically encompassing tours of cultural landmarks and activity centers around the region.

Senior Programs

Senior services are needed to serve the unique needs of older community members. Private facilities, such as Sunrise Senior Living, provide living arrangements for older residents ranging from independent housing to assisted medical care for persons with Alzheimer's disease. For recreational purposes, the City opened the Hermosa Five-O Senior Activity Center in May 2010. The center provides group activities and classes to all South Bay residents who are 50 years of age or older.

Hermosa Valley School playground

Access to Parks, Schools, and Community Facilities

Certain areas of the city are better served by parks than others. Even in neighborhoods with existing parks, many residents are located farther from a park than the commonly accepted standard of access of one quarter mile walk distance.

Improving park access throughout the city is critical, and upgrading pedestrian connections to existing parks is the primary means to achieve this goal (apart from adding new parks).

The Strand and Greenbelt provide city-long paths. Following a ballot initiative (Measure O, 1986), redesignation of park land designated Open Space in the General Plan to any other use requires voter approval. The Hermosa Valley Greenbelt/ Trail, located between Valley Drive and Ardmore Avenue, runs the length of the city and connects to Redondo Beach and Manhattan Beach. The Greenbelt provides a walking and jogging trail.

While the Greenbelt and The Strand serve important north-south connections, safe and convenient east-west connections are lacking.

Given its gridded street network, small blocks, dense land uses, and low posted speed limits, Hermosa Beach holds the potential for a greater pedestrian environment. The City's 22 walk streets provide safe and plentiful pedestrian connections between Downtown, neighborhoods, and the beach, while walking paths on the Hermosa Valley Greenbelt provide north-south connections away from the beach. The Strand, Southern California's famous beachside bicycle path, also serves the Hermosa Beach community on its way between Torrance and Malibu.

Despite these inherent benefits, the pedestrian environment suffers from a lack of continuity. Sidewalks, in particular, are not continuous throughout the city. In many places, sidewalks are present on both sides of the roadway, while in others – chiefly on local streets – they are present on just one side or not at all. Missing curb ramps, steep driveways, and sidewalk obstructions present challenges to users of all abilities.

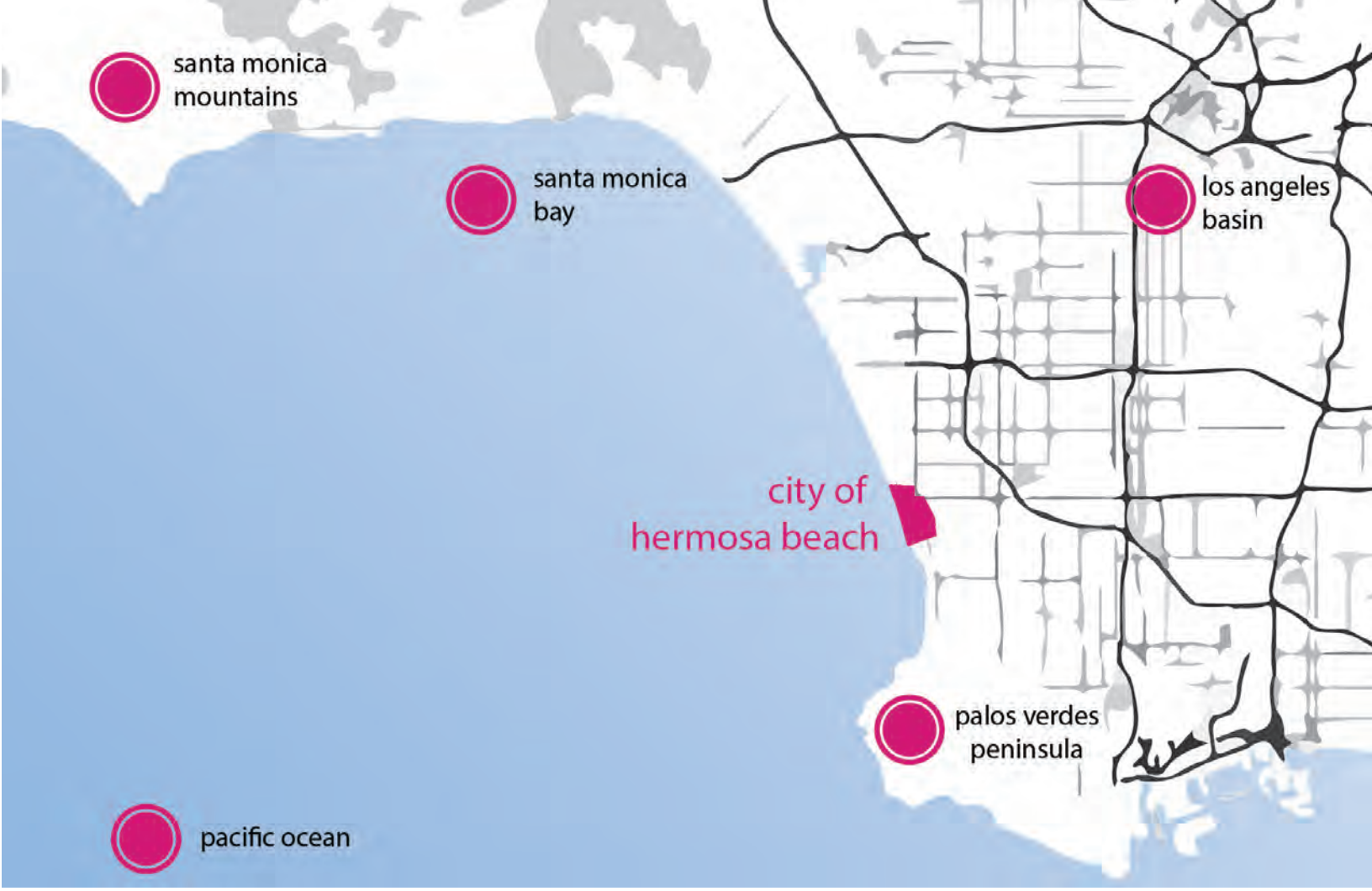


Figure 5.2 Regionally Important Views

Scenic Resources

The character and beauty of Hermosa Beach are inextricably linked to its coastal location and natural topography. Views of the Pacific Ocean are plentiful, and on a clear day, there are several locations that provide views of the Palos Verdes Peninsula to the south, the Santa Monica Bay and Santa Monica Mountains to the north, and the Los Angeles Basin and San Gabriel Mountains to the east and inland. The beach and The Strand provide some of the most expansive and uninterrupted scenic vistas in Hermosa Beach. Other scenic vistas are best viewed from higher elevations along Loma Drive, Pacific Coast Highway, and Prospect Avenue (see Figure 5.2).

In addition to the ocean vistas, the visual character of Hermosa Beach itself is considered a unique resource. Features such as the Hermosa Valley Greenbelt, the Downtown District, Hermosa Pier, and the Bijou Theater represent aspects of the City's history. Encouraging future development and renovation projects enhance and build on the character of these areas is described in the Land Use element.

View point: a particular place from which natural scenery can be observed

View corridor: a continuous line of sight from which natural scenery is observed

View: a sight or prospect that can be taken in from a particular place

Viewshed: the compilation of viewpoints that can observe a particular view

Coastal Access

The City of Hermosa Beach is home to a wide sandy beach that runs the length of the city. Access to the beach is provided by 22 walk streets that run perpendicular to and connect with Hermosa Avenue. Walk Streets occur approximately every 200 to 500 feet. An additional five street ends occur along Beach Drive. Most access points (alleys and street ends) are located no more than 300 feet apart. The main exception is in the northern stretch of Hermosa Avenue between 25th Street and 35th Street where some access points are more than 1,000 feet apart. Figure 5.3 depicts existing coastal access points in Hermosa Beach. No additional access points are currently planned or anticipated. The following describes access conditions and features along the coast.

Access and transportation to the beach is a major issue both for community members and for compliance with the Coastal Act. A number of beach access points are provided from public streets and alleys including walking and biking paths. The Strand also provides access within Hermosa Beach and from neighboring cities. In 2014, many visitors arrived by car and utilized public or private parking, which is addressed in more detail in the Mobility Element.

The Strand

The Strand is a multi-use path that runs along the beach for the length of Hermosa Beach. The Strand provides horizontal access across the beach, and is well served by the many access points in Hermosa Beach. The Strand continues north into Manhattan Beach and south into Redondo Beach. The Strand was the first completed segment of the California Coastal Trail in Los Angeles County and fulfills the City's commitment to completing the state wide Coastal Trail. The Strand is heavily trafficked, and during high use periods, becomes congested, particularly when pedestrians stand on the path to socialize.

Beach Area North of 24th Street

Six public access points to the beach are located north of 24th Street. Access points include locations where The Strand crosses into Hermosa Beach, and five walk streets. This segment of the coast has the longest gaps between access points; two of the access points between 26th Street and 35th Street are over 1,000 feet apart. Where access points do occur, no signs indicate whether the walk streets are intended for public access.

Beach Area North of the Pier to 24th Street

Including 24th Street, 12 coastal access points are located north of the Pier, including an access point to the public restroom located on the beach at 22nd Street. Beach access is provided via street ends at 22nd Street, 15th Street, and 14th Street, as well as via the parking garage at 13th Street. The remaining access points are walk streets.

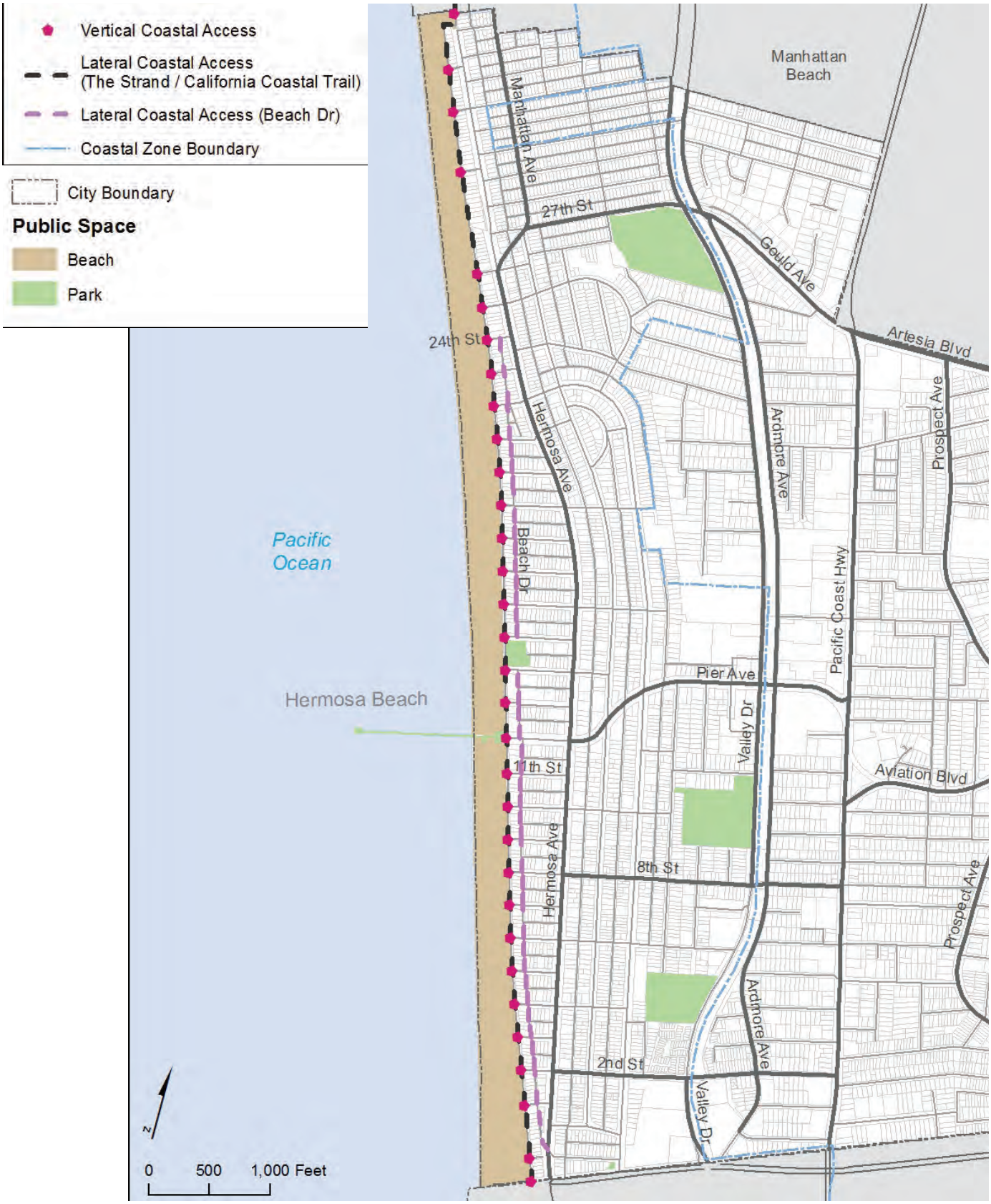
The Pier and Pier Plaza

Pier Plaza is a major commercial pedestrian area that is accessed via adjacent parking lots, a Class III bicycle route along Hermosa Avenue, and pedestrian connections from Hermosa Avenue and Pier Avenue. Pier Plaza provides access to The Strand, adjacent beach areas, and the Pier. The Pier extends into the Pacific Ocean, providing access to numerous recreational activities including fishing, sightseeing, and walking.

Beach Area South of the Pier

Thirteen access points are located south of the Pier. This section of the coast has the most frequent access, with access points occurring every 200 to 300 feet. Street end access is provided at 11th Street, 10th Street, and 2nd Street, in addition to access to The Strand at the Redondo Beach border. The remaining access points are walk streets.

Figure 5.3 Coastal Access Inventory Map



Beach Visitors + Recreational Activities

Hermosa Beach is one of the most heavily visited beaches on the coast of California. The Strand, the Pier, and the beach itself are all heavily used resources. Visitors to these areas come from all over the Los Angeles region and from throughout California, the United States, and abroad. Surveys conducted each year by Los Angeles County Ocean Lifeguards on the beach indicate that, on average, close to 500,000 individuals visit the beach each month. In peak summer periods, this can increase to well over 1.5 million visitors per month.

The beach area offers numerous public amenities distributed through and includes 4 sets of restrooms, 14 lifeguard towers, 76 volleyball courts, 4 sets of playground equipment, and 3 beach tennis courts (see Figure 5.4). According to a 2014 beach user survey, conducted to support the Local Coastal Program, visitors are generally happy with the quality and management of beach facilities and resources.

The area of the beach between 11th and 14th streets is considered to be the "commercial area" where the City permits special events such as concerts, volleyball tournaments, surfing events, and other organized activities or large group gatherings to occur. Other than The Strand, this is the only area of the beach in which special events are permitted, and the area where the City retains the responsibility of maintaining the volleyball courts. Residents take responsibility for maintaining volleyball courts on other areas of the beach.

Figure 5.4 Hermosa Beach Amenities

North Hermosa - 16th St. to 35th St.

South Hermosa - 1st St. to 16th St.

Special Events

The City of Hermosa Beach receives applications for nearly 100 special events each year. Events range in size from dozens of people participating in volleyball tournaments to thousands of people attending concerts, fiestas, parades, and beach events.

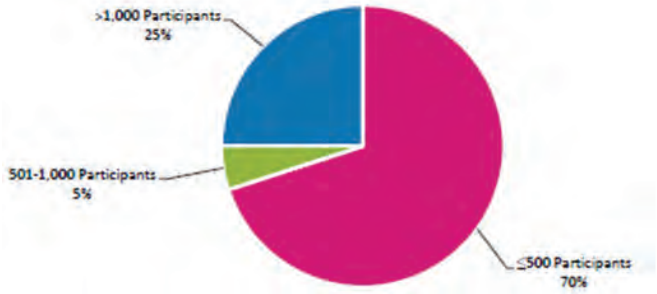
Given the importance of managing events in the Coastal Zone to the City's cultural identity and economic vitality, special event management has been elevated to a priority issue. While these events are a major economic driver and attract many visitors, they can also constrain parking capacity, divert public safety resources, and crowd local restaurants and services, which may limit the use and general enjoyment of the beach by members of the public, families, and residents who simply wish to access the coastline.

Because the beach is a key part of the Southern California beach culture, a number of social and recreational events occur at these locations throughout the year. Some events draw several thousand visitors, with events like the Discovery Channel's FinFest attracting an estimated 15,000 attendees, the annual St. Patrick's Day parade attracting 30,000 spectators, and the annual Fiesta Hermosa events on Memorial Day and Labor Day weekends attracting 150,000 visitors over the course of each three-day weekend.

An analysis of special events programmed for 2014 and 2015 coinciding with preparation of PLAN Hermosa indicated that the majority of special event days in Hermosa Beach are for small, single-day events. However, there are a substantial number of large events, which have a heavier impact on coastal access, parking, and other services in surrounding neighborhoods. Small events occur throughout the year, with a peak of event days during the spring. Large events with greater than 1,000 participants are most prevalent in the summer, but also occur in the spring and fall. Special events use the beach area close to and north of the Pier most frequently, with nearly 30 event days each spring and an additional 30 event days each summer. Fewer event days are typically scheduled for The Strand, the Pier, or Pier Plaza. However, because of constrained space and direct proximity to other uses, the events may be more obtrusive in those areas.

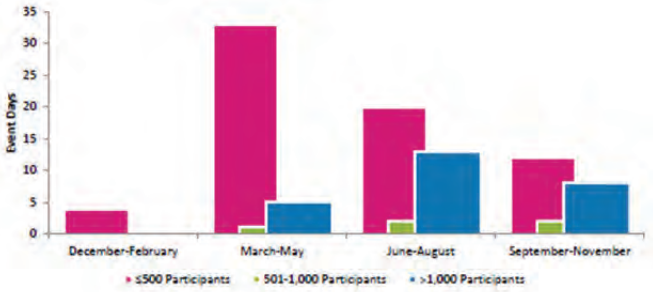
To identify the cumulative effect of special events over an annual calendar year, subdivided into summer and other months, the City has established a Days Used by Events (DUE) metric. In 2014–2015, a special event of one type or another took place in the Coastal Zone on about 93% of available summer days in Hermosa Beach between Memorial Day and Labor Day (an annually variable span of approximately 100 days). If setup days are included, special events occurred nearly every day during the summertime. For events with more than 1,000 participants, a special event took place in the Coastal Zone on about 37% of available summer days. If setup days are included, these large events occurred on approximately 53% of available summer days. It should be noted that the City considers 2014–2015 to represent an above-average condition with regard to special events.

Figure 5.5 Events by Number of Participants



Source: City of Hermosa Beach 2015
Note: Percentage of total days is an approximate estimate for 2015.

Figure 5.6 Number of Event Day by Quarter



Fiesta Hermosa attracts nearly 150,000 people over a three-day weekend

Special Events + Beach Culture

The City acknowledges that special events can simultaneously benefit and impact the quality of life in Hermosa Beach. The following discussion highlights important community issues related to special events.

Community Character

Special events contribute to the beach culture desired by residents and the community. However, while adding to the diversity of the community, the frequency and size of special events can also create congestion and reduce the availability of facilities for locals or visitors who are not participating in the event.

Economic Vitality

Special events bring visitors to Hermosa Beach who spend money in local establishments. This strengthens the business community and contributes to the tax base. Special events also advertise Hermosa Beach's desirability, which can help increase tourism revenues.

Environmental Sustainability

Special events in Hermosa Beach are expected to implement measures to reduce impacts and costs to the environment, the City, and the community. Applicants are required to complete Environmental Protection Plans, specifying how they will comply with applicable measures for recycling and waste reduction, transportation, energy, marine protection, and public education using a green matrix that is part of the special event application.

Healthy Active Lifestyles

From volleyball tournaments to concerts, special events provide numerous public recreation and cultural opportunities that community residents can participate in or enjoy as spectators. On occasion, volleyball tournaments occupy a large number of municipal courts within the commercial area between 11th and 14th Streets, which can make it challenging for residents or the public to utilize the amenity at certain times. The City strives to balance the concentration of events at Pier Plaza, the beach, the Pier, and The Strand to balance access to the beach by the public.

Natural Habitat + Wildlife

Despite being part of the dense urban fabric along the Santa Monica Bay, Hermosa Beach is home to important habitat and wildlife resources. The shoreline and pockets within the city support habitats and wildlife typical of the urban landscape. Hermosa Beach includes numerous parks, beach and marine habitats that support hundreds of ornamental and non-native plants and various animals common to the urban landscape. Open space areas include the beach, Hermosa Valley Greenbelt, the hillside between Loma Drive and the Valley Neighborhood, and numerous large and small parks.

Because Hermosa Beach is an urbanized community, open space and areas not disturbed or heavily used by humans are scarce. However, there are opportunities to enhance existing habitat in open space areas. For example, the Greenbelt has potential to function as an important resource for local and migratory species such as monarch butterflies, and the restoration of vegetated dune habitat along the beach would significantly enhance habitat and wildlife diversity.

Habitat and wildlife located off the shore of Hermosa Beach includes a rich diversity of migratory and resident species of mammals, birds, fish, and invertebrates. Managing surface water runoff to protect water quality in Santa Monica Bay affects the quality and viability of these off-shore marine resources.

Western Snowy Plover

The western snowy plover (charadrius alexandrinus nivosus) is a federally endangered species and a California species of special concern. They are small, sand-colored birds that sit in foot prints and tire tracks along the wrack line and mid-beach areas. Relying on camouflage to evade predators, they usually go unnoticed by beachgoers. This species typically nests on coastal beaches, sand spits, sparsely vegetated dunes, beaches at river mouths, and salt pans at lagoons and estuaries.

Designated critical habitat for the western snowy plover occurs on Hermosa Beach. The critical habitat subunit stretches roughly 0.5 miles from 11th Street southward to 1st Street and totals approximately 27 acres. This subunit supports wintering flocks of snowy plover.

Western snowy plover bird on Hermosa Beach.

Snowy plover counts conducted by the Los Angeles Audobon Society for the California Department of Fish and Wildlife indicate approximately 40 and 46 snowy plovers were observed in Hermosa Beach over a two-day period in February 2014 and January 2015, respectively.

Urban Forest

The beach and adjacent marine habitats also support hundreds of ornamental and non-native plants and various animals common to the urban landscape.

As the biggest plants on the planet, trees have many essential qualities that protect health and safety. They produce oxygen, store carbon, stabilize the soil and provide a home for wildlife. The canopies of trees act as a physical filter, trapping dust and absorbing pollutants from the air – annually removing up to four pounds per tree, and also provide shade from solar radiation and reduce noise.

Landscaping and trees in Hermosa Beach are located in parks and open space settings, within street parkways, and on private property. The Hermosa Beach Municipal Code regulates the provision and maintenance standards for trees. To prevent the installation of invasive or water intensive tree species, has established an approved tree list.

Goals and Policies

This section provides guidance for the distribution, maintenance, and creation of recreational space and trails in Hermosa Beach. This section identifies the long-term goals of the community to be a steward of existing park and recreational spaces. These goals are supported by specific policies associated with park land acquisition, classification of recreational space, enhanced access and safety, design and development standards to protect views, program and service policies, and operation and maintenance objectives.

Goal 1. Abundant parks, open space, and recreational facilities to serve the community.

Since little land is currently available to acquire for recreation use, other approaches are necessary to meet the needs of the community. The principles of good planning and design need to be applied to all existing park sites and facilities to maximize their use, and when facilities cannot meet the recreational needs of the community, the City should explore the possibility of sharing facilities with neighboring communities on an organized basis.

Policies

1.1 Diverse programs and facilities. Offer diverse recreational programs and facilities to meet the needs of seniors, youth, families, and persons with disabilities.

1.2 Parks fees. Require new discretionary development to contribute fees, consistent with State law, for expanded park space when publicly accessible open space is not provided on-site.

1.3 Creative parks and open space. Encourage creativity and innovation during the development and provision of additional open space or parks, rooftop gardens, and park space integrated into parking structures.

1.4 Park expansion opportunities. Consider the purchase of property to create additional parks and open space as opportunities arise to expand existing parks or create new parks.

1.5 Shared use agreements. Work with adjacent jurisdictions, the school district, and private facilities to offer recreational opportunities or activities not available at City of Hermosa Beach facilities.

Goal 2. First class, well maintained, and safe recreational facilities, parks and open spaces.

Simply providing parks and open space is not enough to encourage their use. Facilities must be safe and well maintained to manage a balance between overuse and underuse. The lighting of facilities extends their availability to the residents of Hermosa Beach, many of whom are commuters who pursue recreation activities in the early morning or evening hours.

Policies

2.1 Facility upgrades. Improve and update park and open space facilities on a regular basis.

2.2 Lighting and visibility. Provide appropriate lighting and visibility within park facilities while avoiding adverse impacts to adjacent properties.

2.3 CPTED principles. Utilize "Crime Prevention Through Environmental Design" (CPTED) Principles in the design and renovation of new and existing parks and open space facilities.

2.4 Low-maintenance design. Promote environmentally sustainable and low maintenance design principles in the renovation, addition, or maintenance of parks and recreation facilities.

Goal 3. Community parks and facilities encourage social activity and interaction.

Parks should be designed and programmed to meet the community's diverse needs and interests through a variety of social, cultural, and recreational programs, which promote physical activity, facilitate cultural exchange and increase community social interactions. These qualities help to make Hermosa Beach an attractive and socially supportive place to live, work, and visit.

Policies

3.1 Social and cultural events. Design and program parks and open space to accommodate unique social and cultural events to foster connectedness and interaction.

3.2 Family-friendly events. Encourage, permit, and support community group, nonprofit, or business organized events on City property that support physical activity, beach culture, and family-friendly social interactions.

3.3 Commercial use of facilities. Regulate commercial use of City parks and open spaces to ensure activities do not impact general use and enjoyment.

3.4 Balance space needs. Balance the space needs and demand on public resources of formal and informal events.

3.5 Health and physical activity. Increase the availability of space and activities that promote community health and physical activity such as community gardens, fitness stations/equipment, and fields/courts.

3.6 Community Gardens. Increase available space and necessary infrastructure to incorporate community garden plots at parks.

Goal 4. Direct and accessible routes and connections to parks, recreational facilities, and open space are provided.

The active transportation and trail network is envisioned to serve both recreational needs as well as viable transportation choice for commuting, shopping, and social activities in Hermosa Beach. By providing direct and accessible routes to parks that are located in close proximity to residents, the need for valuable park space to be dedicated to vehicle parking is decreased.

Policies

4.1 Close proximity to parks. Provide a variety and distribution of parks, open space, and recreational facilities to enhance proximity and easy access to all residents.

4.2 Enhanced access points. Increase and enhance access to parks and open space, particularly access points that promote physical activity such as pedestrian- and bike-oriented access points.

4.3 Safe and efficient trail network. Develop a network of safe and efficient trails, streets, and paths that connect residents, visitors, and neighboring communities to the beach, parks, and activity centers.

4.4 ADA accessible park access. Ensure all park access points and facilities are ADA accessible.

4.5 Parking to parks. Consider converting parking areas adjacent to parks into additional greenspace, as access to parks for alternative modes is enhanced.

Goal 5. Scenic vistas, viewpoints, and resources are protected and enhanced.

The culture and identity of Hermosa Beach is defined in part by scenic value. The City seeks to preserve and enhance the beauty of Hermosa Beach, and to ensure future development does not impact scenic views or values, particularly within the Coastal Zone.

Policies

5.1 Protection of views. Identify and protect the public view points, view corridors, and viewsheds from which scenic vistas can be observed.

5.2 Visual character. Accommodate economic growth and new buildings in a way that preserves the visual character of the community.

5.3 Building sites and designs. Require massing, height, and orientation of new development be sited and designed to protect public coastal views to and along the ocean and scenic areas.

5.4 Landscape design. Require new public and private landscape installations to consider public access to vistas and encourage landscape design that protects or enhances those views.

5.5 Pacific Coast Highway. Protect Pacific Coast Highway as a potentially scenic highway and important view corridor.

5.6 Signage and infrastructure. Encourage signage, infrastructure, and utilities that do not block or detract from views of scenic vistas.

5.7 Light pollution. Preserve skyward nighttime views and lessen glare by minimizing lighting levels along the shoreline.

5.8 Lifeguard structures and views. Limit the number, size, and spacing of lifeguard structures to provide unobstructed views of the ocean from coastal access points while maintaining good safety practices.

Goal 6. The coast and its recreational facilities are easily accessible from many locations and by multiple transportation modes.

Providing and maintaining public access both to and along California's coast is a central premise of the California Coastal Act. The City of Hermosa Beach is committed to maintaining and enhancing public access through the provision of multiple access points, increased visibility and signage, and increased opportunities for alternative modes to safely travel to the beach.

Policies

6.1 Visible access points. Enhance visibility of existing public access points to and along beaches, coastal parks, and trails.

6.2 Coastal sign program. Coordinate the design of signs and graphics in the Coastal Zone to clearly mark coastal views and access points.

6.3 Safe and accessible connections. Ensure public access points provide safe and accessible connections to The Strand and shoreline, including access for persons with disabilities.

6.4 Transit access. Coordinate with regional agencies and neighboring jurisdictions to improve regional and local transit access to beach access points.

6.5 Bicycle and pedestrian access. Maximize bicycle and pedestrian access and safety getting to and around the Coastal Zone through infrastructure and wayfinding improvements.

6.6 Universal access. Provide resources that improve accessibility to the beach for all visitors.

6.7 Minimal impact to access. Require new development and substantial redevelopment projects to minimize impacts to existing public access to and along the shoreline.

6.8 High quality connections. Support high quality connections to adjacent jurisdictions along The Strand to promote safe and efficient circulation of pedestrians, bicyclists, and other non-motorized uses.

6.9 Maximize open space. Create additional parkettes, open space, and pedestrian amenities along The Strand.

6.10 Paid parking. Strive to provide parking payment systems that respond to demand and improve ease of use.

6.11 Regional parking coordination. Coordinate with neighboring jurisdictions to develop consistent parking rules, rates, and enforcement.

6.12 Complete South Bay Bike Master Plan. Prioritize completion of proposed South Bay Bike Master Plan improvements in the Coastal Zone that connect to other bike routes and paths throughout the city and to the surrounding region.

Goal 7. The beach offers high quality recreational opportunities and amenities desired by the community.

Residents and visitors from the region and beyond use the beach for a variety of activities, from sunbathing and swimming to jogging and volleyball to major sporting and cultural events. The community is proud of the beach area and its amenities and upkeep. To maintain these attributes, beach management practices must be upheld. New practices should also be established that improve the sustainability of extensive beach use and ensure potential conflicts between beach uses are minimized.

Policies

7.1 Beach maintenance. Maintain the beach and ocean as natural recreational resources, not only for the city but also for the Southern California region.

7.2 Amenity upkeep. Continue to update, replace, and add new public restrooms, water fountains, and other City-maintained beach facilities on an ongoing basis.

7.3 Recreational asset. Consider and treat the beach as a recreational asset and never as a commercial enterprise.

7.4 Beach structures. Restrict buildings and structures on the beach with regard to size and number consistent with current access, safety, and beach use.

7.5 Preferred recreational uses. Consider devoting certain portions of the beach to different preferred recreational uses while providing access for all users and meeting the recreation needs of visitors and residents.

7.6 Children's recreational equipment. Limit children's recreational equipment to slides, swings, and climbing apparatus of a non obstructive design. Locate near major or primary entrances to the beach, at least 100 feet from the Strand wall.

Goal 8. Special events are balanced to support community recreation and economic development without restricting coastal access or impacting the community.

Without proper management, the cumulative number of organized events at the beach, the Pier, The Strand, and Pier Plaza can limit public access and enjoyment of coastal recreation resources. While these events are a major economic driver and attract many visitors to the community, without proper management, they can also constrain parking capacity, divert public safety resources, and crowd local restaurants and services, which may limit the use and general enjoyment of the beach by members of the public, families, and residents who simply wish to access the coastline.

Policies

8.1 Cumulative special events limit. Limit the number of days during summer months (between Memorial Day and Labor Day) that the beach may be used for special events:

- Summer events with greater than 1,000 participants: maximum 30 days used by events, including both setup and event days
- Total summer events: maximum 70 days used by event, including setup and event days

8.2 Off-peak season events. Incentivize event producers to host special events during off-peak seasons through reduced fees or accommodating location/reserved area preferences.

8.3 Community-focused events. Prioritize the approval of special events that enhance the sense of community, improve economic vitality, and foster a healthy environment and active lifestyles.

8.4 Family-focused events. Prioritize events that are family-focused or appeal to a wide segment of community members.

8.5 Volleyball courts. Protect volleyball courts for public use and continue to limit the number of simultaneous volleyball special events occurring north and south of the Pier.

8.6 Special event impact fees. Require special event applicants pay a fair share of costs associated with impacts on City services and facilities required to support special events.

8.7 Public access. Ensure that special events do not impede public access to the beach, the Pier, and The Strand.

8.8 Event transportation. Enhance alternative transportation options during special events to improve public access to special events as well as to other portions of the beach.

8.9 Special event review process. Employ a multi-departmental special event review for large events.

8.10 Sustainable events. Improve sustainability and environmental protection associated with special events.

8.11 Safe events. Identify evacuation routes and capacity levels to maximize safety during large events.

Goal 9. Coastal and marine habitat resources and wildlife are protected.

Habitat areas and wildlife can be negatively affected by certain types of development and human activity. The City seeks to protect and restore these spaces that are fundamental components of Hermosa Beach's environment and that help define its identity.

Policies

9.1 Protect critical habitats. Preserve, protect, and improve remaining open space areas to the greatest extent possible to improve on existing limited habitats and prevent further extirpation of species.

9.2 Beach Maintenance. Consider species and habitat impacts and potential improvements when implementing beach maintenance activities.

9.3 beach habitat. Ensure beaches can function as a quality habitat for permanent and migratory species.

9.4 Coordinated habitat protection. Enhance information sharing and research regarding habitat and wildlife with resource agencies and neighboring jurisdictions to ensure coordinated decision-making and management.

9.5 Minimal activity impacts to habitat. Protect coastal and marine habitats from impacts from maintenance, construction, recreation, and industrial activities.

9.6 Tree protection. Protect existing trees and tree copses that may provide temporary or permanent bird habitat and encourage replacement with specimen trees whenever they are lost or removed.

Goal 10. Abundant landscaping, trees, and green space provided throughout the community.

Increased tree canopy and green space, paired with proper maintenance, has the ability to provide a myriad of environmental, social, and economic benefits. Because of the numerous benefits of green space, the City is committed to creating, maintaining and promoting a safe, healthy and environmentally sound urban forest.

Policies

10.1 Urban forest. Expand the urban forest and green spaces citywide on public and private property.

10.2 Native landscapes. Require the planting of native, non-invasive, and drought-tolerant landscaping and trees, and encourage the planting of edible landscapes and fruit trees.

10.3 Green space co-benefits. Recognize the many positive qualities provided by landscaping, trees, and green space including reduced heat gain, controlled stormwater runoff, absorbed noise, reduced soil erosion, improved aesthetic character, and absorption of air pollution.

10.4 Scenic features. Ensure landscaping, trees, and green spaces on public and private property are designed to conserve scenic and natural features of Hermosa Beach.

10.5 Park landscaping. Landscaping in parks located within the Coastal Zone shall consist of non-invasive, native, drought-tolerant plants.

10.6 City landscaping. Encourage landscaping, trees, and green spaces across the city consist of non-invasive, native, drought-tolerant plants.

6 public safety

Hermosa Beach Fire Department Ambulance

The City is committed to protecting the health, safety, and welfare of the community by addressing natural and public safety hazards. These topics are critical for quality of life and economic stability. First, a safe and healthy environment is critical for good quality of life; we cannot have one without the other. Second, if we do not adequately prepare for natural hazards and create a resilient community, natural disasters will have a greater effect on our community, leading to increased injuries, death, and property damage. The City has been proactive and has a history responding quickly to crimes and hazards, maximizing safety and ensuring a high quality of life. As part of this commitment, the City's public safety strategy is four-fold: (1) reduce potential risks or exposure to natural and manmade hazards, (2) build community capacity and preparedness for unavoidable hazards, (3) ensure efficient response to hazardous events, and (4) enact recovery plans to build greater resiliency to future hazards. The Public Safety Element places specific focus on hazards that could be made more severe with anticipated impacts of climate change. This element also incorporates the Noise Element, required by State law, addressing major noise sources, existing and future noise levels, and the potential noise exposure to vulnerable populations. These topics are critical for quality of life and economic stability.

State Law

This Public Safety Element was prepared to meet State General Plan law requirements for both the safety and noise topics, and additionally to meet Coastal Act requirements related to coastal hazards. While State law does not require police and fire safety services to be addressed beyond the location of facilities, Hermosa Beach has a demonstrated commitment to a safe community, and therefore this Element provides goals and policies related to police and fire services needed to keep the community safe.

General Plan

California planning law requires the General Plan to address topics of both safety and noise, with specific focus on identifying and mitigating the risk and exposure of the population from hazards.

Safety

- Must identify and protect the community from any unreasonable risks associated with natural hazards, including seismically induced, slope instability, geologic hazards, flooding, and wildland or urban fires.
- Must include mapping of known seismic and other geologic hazards.
- Must address evacuation routes, peak load water supply requirements, and minimum road widths and clearances as they relate to identified fire or geologic hazards.
- Must identify information regarding flood hazards, including flood hazard zones, national flood insurance program maps, dam failure inundation maps, floodplain mapping, levee protection zones, inundation areas, historical data on flooding, existing or planned development in flood hazard zones, agencies with responsibility for flood protection, and essential public facilities during flooding.
- Must coordinate flood hazard mapping with US Army Corps of Engineers, Office of Emergency Services, and Department of Water Resources.
- Must identify and address risks of fire for land classified as state responsibility areas or very high fire hazard severity zones.
- Must review and incorporate new information regarding hazards into the Safety Element, with each revision of the Housing Element.
- If a FEMA approved flood plain management ordinance exists, the plan may incorporate the ordinance provisions by reference.
- Must consult with Office of Emergency Services
- May incorporate portions of County Safety Element if detailed and relevant to the city.
- Must submit draft Safety Element to the California Geologic Survey of the Department of Conservation and the State Board of Forestry and Fire Protection and all fire protection agencies with jurisdiction in the planning area.
- If certified by FEMA, the Hazard Mitigation Plan may be incorporated by reference.

Noise

- Must analyze and quantify, to the extent practicable, current and projected noise levels.
- Should incorporate the following sources into analysis: highways and freeways, primary arterials and major local streets, passenger and freight operations, aviation operations, local industrial plants, other ground noise sources contributing to the noise environment.
- Must present noise from all listed sources in terms of community noise equivalent level (CNEL) or day-night average level(Ldn).
- Must prepare noise contours on the basis of noise monitoring or generally accepted noise modeling techniques.
- Should use noise contours as a guide for establishing land use patterns that minimize exposure of residents to excessive noise.

Additionally, noise and vibration sources are regulated and mitigated through the California Environmental Quality Act, California State Building Code, and Department of Housing and Urban Development.

Public Review Draft

Hermosa Beach coastal infrastructure

Coastal Land Use Plan

The California Coastal Act requires that the City's Coastal Land Use Plan identify potential coastal hazards and address such hazards in a manner that protects public safety and maintains coastal access. Specific provisions include:

- Provide hazard maps showing present and future areas of potential inundation, flooding, beach erosion, and bluff retreat.
- Map or inventory describing existing shoreline protective devices, including revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction and their permit history.
- Provide policies to limit the time period over which a permit for a shore protection device is valid and to tie the approval of the shore protection device to the continued existence of the existing structure only.
- Identify policies to address repair, maintenance, and removal of protective devices, and policies related to siting/design of development to avoid the need for armoring.
- Identify coastal or riverine flood hazard areas, tsunami inundation run-up areas, geologic hazards, like landslide areas and areas of bluff and cliff instabilities, expansive or highly corrosive soils, subsidence areas, fire hazard areas, seismic hazard areas, including areas of potential liquefaction.
- Identify beach or bluff areas subject to seasonal or long-term erosion, and consider bluff retreat and beach erosion rates that take into account projected sea level rise, especially for areas subject to high waves, such as those from storms, surges, and seiches.
- Identify and minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- Address climate change and sea level rise effects on ESHA.
- Identify beach nourishment measures.
- Define the economic life of structure, coastal structure, principal structure, littoral cell, mean high tide line, coastal bluff, and coastal redevelopment or major remodel.

Context

Hermosa Beach is exposed to various manmade, natural, and coastal hazards, including flooding, fires, and earthquakes. While the City cannot completely eliminate the threat of such disasters, it can create a resilient built environment and community through programs and policies to reduce damage from hazards. Additionally, activities and area roadways can expose residents of Hermosa Beach to high and potentially unhealthy levels of noise.

Coastal + Natural Hazards

Additional information on hazards in Hermosa Beach can be found in the Local Hazard Mitigation Plan, which presents a comprehensive risk assessment of natural hazards that have the potential to affect the city. The Local Hazard Mitigation Plan is required to be developed in accordance with the Federal Disaster Mitigation Act of 2000. The Local Hazard Mitigation Plan suggests mitigation actions for reducing the effects of potential hazards. It is incorporated by reference into the Public Safety Element and should be consulted when addressing known hazards to ensure the general health and safety of people within the City of Hermosa Beach. The goals and policies within this Safety Element support and are consistent with the recommended mitigation strategy within the Local Hazard Mitigation Plan.

Severe Weather

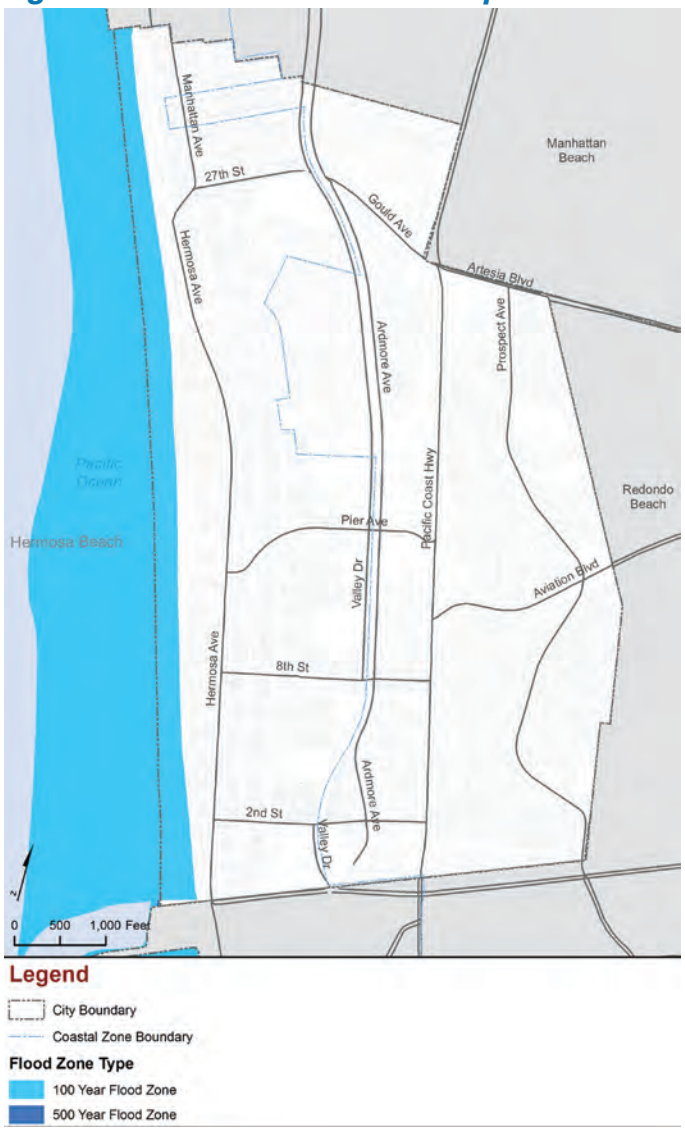
Extreme events such as heat waves, severe storms, droughts, and hurricanes have always had an impact on communities worldwide. Of particular concern to Hermosa Beach are the storm or weather events such as heavy precipitation, thunderstorms, hail storms and even tropical systems. Severe weather events can come in the form of episodic, short-lived events, or as seasonal weather patterns. Seasonal events like El Niño winter, pose a number of hazards to both coastal resources and visitors to those coastal resources.

Severe weather can cause increased beach erosion, flood damage, and hazardous conditions like high surf, riptides, storm surges, water spouts, and lighting. Since 1995, the LA County coast has experienced 36 extreme weather events, resulting in 9 fatalities, 41 severe injuries, and damage to private property, as reported to the National Oceanic and Atmosphere Administration (NOAA).

Flooding Hazards + Coastal Flooding

Coastal flooding poses a threat to life and safety, and can cause severe damage to public and private property. Large portions of Hermosa Beach beachfront development lies less than 15 feet above sea level. Normally, the very wide beach buffers these areas from the high surf. During heavy storm seasons, this beach can be eroded to such an extent that these properties are subject to wave run-up. This has occurred during past El Niño events and during astronomical high tides. Resulting damage has been primarily to private property.

Figure 6.1 FEMA Flood Zone Map



Public Review Draft

Figure 6.1 illustrates the FEMA 100-year flood zone within Hermosa Beach, where the entirety of the sandy beach (extending inland to The Strand) is located within the 100-year flood zone, at the time of this update. As sea levels rise, described later within this section, the risk and degree of coastal flooding and other coastal hazards increases.

Hermosa Beach is a participant in the National Flood Insurance Program, and while there is no current base flood elevation determined by FEMA for properties beyond the beach, future maps that account for sea level rise could identify flood zones in developed areas that would include base flood elevations. Vulnerabilities related to the sewer system, alleys and walk streets, private and public structures, and business activities align with the greatest exposure to flooding, particularly in central and southern Hermosa Beach. Although ponding may occur during precipitation events, the city is not located adjacent to any river or channel that poses a flood threat from excessive precipitation or runoff, and no portion of Hermosa Beach is subject to inundation from dam failure.

Geologic and Seismic Hazards

Earthquakes and their related effects have the potential to affect a large portion of the City's population. Seismic activity causes pressure to build up along a fault, and the release of pressure results in ground shaking. Although Hermosa Beach is located in a seismically active region, there are no known active faults and the City is not susceptible to fault rupture. However, earthquakes can cause damage through ground shaking, liquefaction, and landslides. Historical records indicate that the Hermosa Beach has experienced ground shaking from a number of seismic events over the last century and a half.

A landslide is the downhill movement of masses of earth material under the force of gravity. Factors contributing to landslide potential include steep slopes, unstable terrain, and proximity to earthquake faults. In Hermosa Beach, landslide hazards are limited to an area along the eastern City limit between 7th Place and 8th Street, an area above Gould Terrace, part of South Park, and properties located south of the park on Culper Court in the Coastal Zone (see Figure 6.2).

Liquefaction is a phenomenon where soil behaves as a liquid during an earthquake. Liquefaction occurs primarily in saturated and loose, fine- to medium-grained soils, in areas where the

Figure 6.2 Liquefaction and Landslide Areas

groundwater table lies within 50 feet of the ground surface. As shown in Figure 6.2, much of the area west of Hermosa Avenue and an area along 2nd Street between Monterey Boulevard and Valley Drive are located atop soils susceptible to liquefaction, all within the Coastal Zone. Because liquefaction potential is related to groundwater depth, the number and size of areas subject to potential liquefaction could become larger as sea level rises and causes groundwater tables to rise.

Additional geologic conditions within the Coastal Zone include expansive soils, corrosive soils, and subsidence. Soils and bedrock throughout Southern California have varying degrees of sulfate and corrosion potential. Corrosion of infrastructure can result in weakening of metal and resultant leaks to the environment. Expansive, collapsible, and corrosive soils are known to occur within Hermosa Beach and are currently analyzed and mitigated on a project-by-project basis.

Tsunamis

A tsunami is a series of long-period traveling ocean waves primarily generated by earthquakes occurring below or near the ocean floor. In the deep ocean, tsunami waves move with a speed exceeding 500 miles per hour and a wave height of only a few inches. As they reach shallow waters off the coast, the waves slow down and water can pile up into a wall up to 30 feet or more high. The probability of a tsunami in Hermosa Beach is extremely low. However, if a tsunami should occur, the consequences would be great. As illustrated in Figure 6.3, the tsunami inundation line runs parallel with Hermosa Avenue.

While the frequency and magnitude of tsunamis are not directly affected by climate change, as sea level rises, the baseline and the maximum run-up of waves and surge generated by a tsunami also rise.

Figure 6.3 Tsunami Map

Shoreline Erosion

The stretch of shoreline extending south of Los Angeles to the Palos Verdes Peninsula is highly vulnerable to shoreline change. This vulnerability is attributed to the soft substrate (sand dunes) the area has been built on, and reduced sediment flow south through the Santa Monica Bay. Natural processes, including coastal storms, particularly when combined with sea level rise, have the potential to erode and narrow the beach. Wide sandy beaches are considered one of Hermosa Beach's greatest recreational and economic assets. Among other things, the beach provides a buffer that protects residents, visitors, and businesses from coastal hazards. Substantial erosion would reduce recreational opportunities and increase exposure of assets such as beach restrooms, The Strand, and private property to coastal hazards.

Over the last century, there has been heavy sand replenishment at neighboring Santa Monica Bay beaches. Hermosa Beach has benefited from beach replenishment upstream in the littoral cell which created a wider beach than would otherwise naturally exist. Additionally, King Harbor in Redondo Beach appears to serve as a sediment trap that prevents sand from being eroded along the shoreline. Absent continued beach replenishment in the littoral cell, it is anticipated that the shoreline would retreat at an accelerated rate as the sea level rises.

Fire Hazards

Fire hazards can come in the form of both wildfires and urban fires. Hermosa Beach is not generally exposed to wildfire risk, and no areas of Hermosa Beach are located within the wildfire hazard severity zones established by the State of California. However, much of the city is susceptible to the threat of urban fires. Given the susceptibility to earthquakes, the greatest urban fire threat is potential for burst natural gas or fuel lines resulting from seismic shaking. In the event of an urban fire, fire growth is related to the type of building construction, water supply, fire department response time and resources, and building density and fire breaks. To reduce potential fire risks, the California Building Standards Code provides building design standards for new and rehabilitated buildings reduce the ignition and spread of fire.

Climate Change Impacts and Adaptation

While climate change will not create new types of disasters in Hermosa Beach, it may instead make existing hazards, become more severe or occur more frequently. While many of the City's existing disaster and emergency preparedness policies and programs are already in place to address disasters like coastal flooding, heat events, or severe weather, the intent of highlighting them here is to bring attention to a likely future change in the frequency or severity of these conditions and identify hazards that may require additional study, policy, or attention.

Sea Level Rise

Sea level rise is largely a result of warming ocean waters and melting ice caps. It is among the most certain consequences of climate change, and will affect the severity of most other coastal hazards in Hermosa Beach.

Over the past century, sea level has risen by approximately 7 inches along the California coast, which is consistent with the observed global average. A 2012 study by the National Research Council (NRC), commissioned by the States of California, Oregon, and Washington to assess the state of sea level rise science for the West Coast, projected that sea level along Southern California's coast will rise approximately 12 inches by 2030, 2 feet by 2050, and 5.5 feet by 2100. While there remain scientific uncertainties around these "best estimates," the consensus among experts expressed in the NRC report is that the rate of sea level rise over the next several decades may be as much as four to nine times larger than that observed over the 20th century.

Along the coast of Hermosa Beach and nearby portions of Los Angeles County, sea level rise could lead to the following impacts:

- Increased erosion of beaches that are either already retreating or are maintained in place by sand replenishment.
- Coastal flooding with higher storm surges and flood elevations during coastal storms.
- Permanent inundation of the few remaining or restored coastal wetlands, as well as beaches and other low-lying areas.
- Reduced capacity to absorb increased runoff and drain it away from inland areas as sea level rise elevates coastal groundwater levels.
- Increased risk of liquefaction, leading to elevated coastal groundwater levels.
- Saltwater intrusion into coastal groundwater basins from which freshwater is drawn to serve regional (residential and commercial) water users.

Within Hermosa Beach, the 100-year flood zone is projected to increase by about 300% under a scenario of 55 inches of sea level rise (from 0.034 square miles at present to 0.1 square miles with 55 inches of sea level rise). The projected flood zone extends beyond the sandy beach into developed portions of the Coastal Zone, encompassing more than 200 buildings, including 143 residential structures, and about 1,000 residents. The 100-year flood zone with 55 inches of sea level rise extends inland from The Strand to Hermosa Avenue, particularly in central and southern portions of the City (Figure 6.4).

Figure 6.4 100-yr Flood Zone with 55 inches of Sea Level Rise

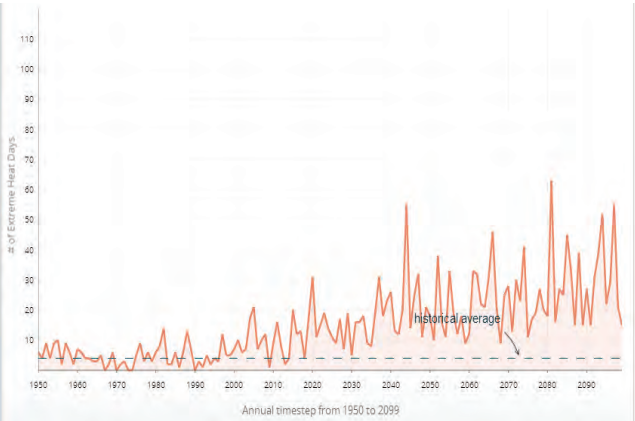
Extreme Heat

Since the early 20th Century, average surface temperatures worldwide have risen at an average rate of 0.15°F per decade (1.5°F per century). In the U.S. average surface temperatures have risen more quickly since the late 1970s (0.36 to 0.55°F per decade), with seven of the top ten warmest years on record since 1998. Scientists predict that over the next century, global temperatures will increase between 2.5°F and 10.4°F. For Hermosa Beach, scientists expect average temperatures to increase between 3.2°F and 5.6°F as shown in Figure 6.5. Along with changes to average annual temperature, climate change is expected to alter seasonal temperatures, where average July temperatures may increase by as much as 7°F.

With these changes in average temperatures, Hermosa Beach is likely to see a significant increase in the number of days when temperature exceeds the extreme heat threshold of 84°F. Between 1950 and 2011, the average number of extreme heat days was four per year. In Hermosa Beach, the number of extreme heat days could increase to more than 30 per year by mid-century, and exceed 50 per year by the end of the century.

Climate change, particularly extreme heat events, present serious health risks to California's most vulnerable populations. The effects of extreme heat (over 84°F) on human health are well documented. Increased temperature or extended periods of elevated temperatures can increase heat-related mortality, cardiovascular-related mortality, respiratory mortality, and heart attacks, while increasing hospital admissions and emergency room visits. Extreme heat can also affect a person's ability to thermo-regulate, causing heat stress and sometimes leading to death.

Figure 6.5 Extreme heat days



Additional Climate Change Hazards

Climate change may also create a variety of changes for California and have direct or indirect effects on Hermosa Beach, including:

- Public health: Climate change is expected to exacerbate some forms of air pollution, increase extreme heat days, affect the timing or severity of allergens, and potentially increase incidences of infectious disease, particularly vector-, water-, and food-borne illness.
- Precipitation: Research suggests that in California, annual precipitation amounts are likely to decrease by more than 15% by the end of the 21st century. Seasonal precipitation will change more significantly with March and April receiving less rainfall than in the past likely resulting in longer periods of drought, as the summer dry season starts earlier in the spring and extends later into the fall.
- Water: Regional population growth is likely to increase water demand as temperatures rise, while sea level rise threatens aging coastal water infrastructure.
- Biological resources: Two-thirds of California's native flora will experience a greater than 80% reduction in suitable climate range.
- Agriculture: May very likely see significantly declining yields due to warming.
- Marine resources: Marine biological systems are strongly influenced by climate conditions including currents, winds, and temperatures, as well as ocean acidification. Changes to climatic and environmental conditions affect the specific ranges of plants and animals threatening the ability of species to survive.
- Energy sector: Higher temperatures combined are expected to increase demand for energy. Energy generation at hydroelectric plants may be reduced with changes in snowpack and precipitation.

In California, studies predict that conditions will become hotter and drier, with decreased snow levels and accelerating rates of sea-level rise. California should also expect an increase in the intensity of extreme weather events, such as heat waves, droughts, and floods. California's extreme warm temperatures, which have historically occurred in July and August, will most likely extend into June and September.

Public Review Draft

Emergency Preparedness

Since the threat of many hazards cannot be avoided completely, reducing exposure and risk from those hazards to avoid damage or injury is the next best step. Exposure and risk to hazards can be minimized through retrofits and engineering of structures as well as education and training.

Emergency Management

The City of Hermosa Beach's Emergency Management Program works in coordination with all city departments to strengthen the City's ability to prepare for, mitigate against, respond to, and recover from natural, technological and human-caused disasters. Additionally, it provides services to the City organizations and the community to prepare for emergencies. The Fire Department is the lead department coordinating all emergency management activities. The Fire Department annually conducts a variety of activities, programs, and projects designed to enhance the City's preparedness. The current Emergency Management Program includes all elements necessary to respond quickly and effectively to major emergencies such as the Emergency Operations Plan, Emergency Operations Center and Community Emergency Response Teams.

Preparedness Events and Drills

In Hermosa Beach, the responsibility for reducing risk and exposure engages many departments, including Community Development, Public Works, and the Fire Department, in particular the City's Emergency Management Coordinator. Additional support for emergency preparedness policy and education in Hermosa Beach is provided by the City's Emergency Preparedness Advisory Committee. Educational programs, events, and drills like the Annual Fire Inspection Program, the Tsunami Walk, and the Great California Shakeout ensure the community and City staff are prepared and ready to respond quickly to reduce injury and damage in the event of a disaster.

Critical Facilities

Critical facilities include utilities, roads, hospitals, fire and police stations, emergency operations centers, communication centers, high-risk or high-occupancy facilities, and care facilities with special evacuation considerations. Critical facilities must maintain operational continuity during a disaster to continue their function of supporting emergency responders, providing basic services, and protecting vulnerable residents.

The HBFD depends on access to pressurized water to fight fires and respond to other disasters. While there is no standard water flow rate for fire response, California Water Service Company (Cal Water) collaborates with the City and project applicants to ensure that required flows for new and significantly redeveloped projects are met. The City's development review process requires Cal Water and HBFD approval for new and significant redevelopment projects.

During the preparation of this General Plan, the HBFD confirmed that parked cars or existing roadway widths hinder neither its apparatus nor personnel. New roadway construction will be subject to applicable provisions of the California Building Code, Chapter 15.36 of the California Fire Code, and other design regulations. The City's development review process requires Fire Department approval for new and significant redevelopment projects, as well as for projects involving vehicular circulation facilities.

Community Risk Reduction

Community risk reduction is the identification and prioritization of risks followed by the coordinated application of resources to minimize the probability or occurrence and/or the impact of unfortunate events. It means that the HBFD exists not only to respond to emergencies after the fact, but also acts proactively as a risk reduction entity for the community to prevent or reduce the effects of their occurrence in the first place.

The HBFD provides these preventative measures through fire prevention plan check, inspections, code enforcement and public education. The plan checks ensure businesses and residences are constructed up to the latest codes including sprinkler systems, smoke alarms, and heat regulating technologies. The inspections confirm that the businesses and residences are built as approved and continue to function in a safe manner. Code enforcement activities include but are not limited to fireworks, bonfire, and overcrowding mitigation. Finally, the public education aspect of community risk reduction includes school presentations, service group and neighborhood watch talks, and fire station tours.

Fire Protection

The Hermosa Beach Fire Department (HBFD) provides fire protection, emergency medical services, and natural disaster preparedness. The mission of the HBFD is to protect life and property from fire and other emergencies through incident response, public education, and code enforcement. HBFD operates one fire station located at 540 Pier Avenue, and maintains the City's emergency operations center.

Fire Response

Regional communications and dispatch services are provided for the HBFD by the South Bay Regional Public Communications Authority, referred to locally as South Bay 911 or Regional Call Center (RCC). The RCC processes approximately 250,000 police and fire incidents annually in the cities of El Segundo, Gardena, Hawthorne, Hermosa Beach, and Manhattan Beach. In Hermosa Beach, 2,427 calls were reported between May 1, 2012, and April 30, 2013, as recorded in the National Fire Incident Reporting System. Of these, 1,152 calls were for emergency medical service (EMS) (47.4%), 322 were for fire incidents (13.2%), and 186 calls were canceled (7.7%). The HBFD received 775 calls for mutual aid requests within other jurisdictions (31.9%), of which 314 calls were canceled. The HBFD received an average of 6.6 calls per day throughout the year, with the highest average number of calls per day occurring in July (7.8), January (7.5), and June (7.4). The average number of units dispatched was 2.4 for EMS calls, and 1.7 for fire calls.

Mutual Aid Agreements

Because no community has resources sufficient to cope with all emergencies that could occur, a statewide system of mutual aid provides assistance. The HBFD has automatic aid agreements with the Manhattan Beach and Redondo Beach Fire Departments. This means that the dispatch of units to an incident is handled automatically by the dispatch center.

The HBFD has mutual aid agreements with the Los Angeles County Fire Department and the Torrance and El Segundo Fire Departments. Under the mutual aid agreement, units from the County, Torrance, and El Segundo could be dispatched to Hermosa Beach. Likewise, units from Hermosa Beach could be requested to assist in those jurisdictions. Mutual aid requests are processed through the California Office of Emergency Services. Under this system, each jurisdiction relies on its own and/or neighboring jurisdiction's resources to deal with an incident before calling for outside assistance.

HBFD Emergency Response Unit at 540 Pier Avenue

Public Review Draft

Emergency Medical Response

Prehospital 9-1-1 emergency response is one of the essential public safety functions provided by the Hermosa Beach Fire Department in support of community health, security and prosperity. Fire service-based emergency medical services (EMS) systems are strategically positioned to deliver time critical response and effective patient care. Fire service-based EMS provides this pivotal public safety service while also emphasizing responder safety, competent and compassionate workers, and cost-effective operations.

Automatic External Defibrillators

The purpose of the Hermosa Beach Automatic External Defibrillator (AED) Program is to increase the chances of survival for people who have heart-related emergencies. With the AED program, trained individuals will are better prepared to save the life of a coworker, friend, family member or stranger. Ninety-five percent of Sudden Cardiac Arrest victims die before reaching the hospital, chances of survival may increase to 74% if shocked in 3 minutes or less. The goal of Hermosa Beach AED program is to deliver defibrillation to a cardiac arrest victim within three to five minutes after collapse by placing AED's at various locations throughout the City.

Lifeguard Services

As millions of visitors are attracted to Hermosa Beach each year, ocean protection and lifeguarding services are important public services that ensure safe use and enjoyment of the beach. The City contracts with the Los Angeles County Fire Department's Lifeguard Division for these services. The Lifeguard Division operates out of four sectional headquarters, one of which is located in Hermosa Beach. The Hermosa Beach sectional headquarters staffs a 24-hour emergency medical technician response unit, and is connected to the 911 system.

The City of Hermosa Beach and LA County Lifeguards work collaboratively to maintain safe operation of the beach and shoreline facilities such as the Hermosa Beach Pier. During storm events or other circumstances requiring beach closure to protect public safety, the City of Hermosa Beach will close the pier until such hazards are no longer present.

Hazardous Materials

The goal of the Hermosa Beach Fire Department is to protect life, property, and environment and provide economic stability from all hazards. This requires a highly trained adaptable workforce that has the ability to quickly recognize hazards and limit the public's exposure to those hazards. This often requires working in tandem with other City organizations and mutual aid partners.

The Hermosa Beach Firefighters are trained and equipped to address emergencies arising from any type of hazard natural or technological, accidental or intentional. Although Hermosa Beach includes historic hazardous sites, most have been successfully remediated and are no longer considered hazardous. Lead and total petroleum hydrocarbon (TPH) contamination affects the northeast corner of the City Maintenance Yard.

Hazardous materials are transported through Hermosa Beach on highways and City streets. The US Department of Transportation regulates the transport of hazardous materials on major transportation corridors such as Pacific Coast Highway as well as on designated truck routes in Hermosa Beach, such as portions of Pier Avenue, Valley Drive, Herondo Street, and Artesia Boulevard. When acutely toxic hazardous materials are transported, the California Highway Patrol must be notified. If City streets are used, the Hermosa Beach Police Department and Hermosa Beach Fire Department must also be notified.

The Hermosa Beach Fire Department would be the field incident commander for a hazardous materials incident. The Los Angeles County Fire Department manages potential hazardous materials situations and is the designated Certified Unified Program Agency for Hermosa Beach.

Police Protection

The Hermosa Beach Police Department (HBPD) is a full-service Police Department providing police protection services to preserve peace and prevent crime and disorder by enforcing state laws and city ordinances. Its primary mission is to maintain safety and protect the community through law enforcement, crime prevention and criminal apprehension. The HBPD responds to emergency situations and patrols neighborhoods, commercial areas, and the beach to promote a safe environment. The staff maintains official criminal records, investigates crime, and in an emergency, assesses the situation and dispatches appropriate responders. Police services provided include: (1) Detective Bureau (2) Honor Guard Detail (3) Mounted Enforcement Unit (4) Narcotics K9 Units (5) Patrol (6) Reserve Unit (7) Traffic Bureau (8) Volunteers in Policing (9) Community Service.

The HBPD operates one police station, located at 540 Pier Avenue. Officers are assigned to City and beach-related events including beach volleyball, concerts on the beach, the Surf Festival, Hermosa Arts Fair, and the Hermosa Triathlon. The two days of the year which draw the largest crowds are the Fourth of July and New Year's Eve, days in which the entire department is deployed.

Calls for Service

Regional communications and dispatch services are provided for the HBPD by the South Bay Regional Public Communications Authority (RCC). The RCC processes approximately 312,000 police and fire incidents annually in the cities of El Segundo, Gardena, Hawthorne, Hermosa Beach, and Manhattan Beach. Between July 1, 2014-June 30, 2015 HBPD officers handled 25,266 calls which included officer initiated calls. This averages approximately 69 calls per day. Of those calls, approximately 27 percent (6784 calls) were initiated by the police, and 73 percent or 18,482 calls were direct calls from the public. Approximately 19 percent of total calls for service (5015) were for traffic enforcement.

For HBPD response, a priority code of 1 to 4 is assigned to each call by the dispatch center, with 1 being the highest priority. Between July 2014-June 2015, the highest priority calls were responded to within 5.48 minutes from call initiation to on scene, or 3.67 minutes from time of dispatch to onscene.

Police + Fire Accomplishments of 2014-2015:

- Public Information Banners
- Automatic Aid Agreement with Manhattan Beach
- Opticom Traffic Pre-Emption System
- Accela Asset Management
- Electronic Patient Care Reporting (ePCR)
- Smart Classroom
- National Night Out
- Emergency Action Plans (EAPs)
- Fire Ground Survival (FGS)
- Sidewalk CPR
- Respiratory Protection Program
- Emergency Management Coordinator (EMC)
- Santa Sleigh Ride
- Pancake Breakfast/Open House
- Fire Station Traffic Signal
- New Fire Engine and Rescue Ambulance
- Deployment Study
- Community CPR/AED Training
- Annual Fire and Life Safety Inspections
- Emergency Operations Plan (EOP) Update
- Fireground Survival (FGS) Training
- CERT Training

HBPD patrol unit at Pier and Hermosa Avenue

Crime and Safety

The diversity of people and events within the City of Hermosa Beach challenges the HBPD to sustain the high quality of life within the City, while also ensuring both the safety of visitors and the enforcement of codes within the City's limits. HBPD maintains the highest levels of professionalism, honesty and fairness through engagement and enforcement strategies to create a safe and healthy environment for everyone that lives, works, or plays in Hermosa Beach.

Crime Rates

As defined by the FBI Uniform Crime Reporting Program, seven major Part I offenses are used to measure the extent, fluctuation, and distribution of serious crime. Part I crimes are split into violent crimes (murder, rape, robbery, and aggravated assault) and property crimes (burglary, larceny, and motor vehicle theft). In 2014, Hermosa Beach reported 37 crimes Part I violent crimes or 1.9 reported crimes per 1,000 residents, and 543 Part I property crimes or 27.3 reported crimes per 1,000 residents. The reported number of violent crimes was 53 percent lower than the statewide rate, and 49 percent lower than the national rate. Property crime rates were 12 percent higher than the state average, and 5 percent higher than the national average.

Crime Prevention Through Environmental Design

In addition to police protections, the City can reduce crime through smart environmental design. The concepts of Crime Prevention Through Environmental Design (CPTED) offer non-invasive measures to prevent crime in the city. The central tenets of CPTED include clearly demarcating property boundaries, designing buildings and spaces to face streets for natural surveillance purposes, controlling access to sites and buildings through pathways and bollards, supporting legitimate street level recreational activities, and maintaining public spaces. CPTED concepts enable developers and designers to incorporate crime prevention measures into building design and City staff to incorporate crime prevention intentions into maintenance and recreation program schedules.

Police Programs and Resources

To fulfill HBPD's commitment to a safe community, the City has prioritized communication and engagement strategies. The following is a list of HBPD's engagement programs and services. These act as excellent resources and maintain active communication between officers and the Hermosa Beach community.

Online Crime Reporting: The online crime reporting system gives residents another way to report concerns directly to HBPD. This system allows officers to quickly address issues or complaints, which allows them to better fulfill their mission.

Facebook: HBPD has an active Facebook page, providing residents with a news feed of safety and crime updates in the City. This informative page showcases the department's commitment to the city and strengthens community participation.

Hermosa Beach Neighborhood Watch (HBNW): HBNW partners with the Police Department to educate the community on crime prevention and awareness, observation skills training, and reporting. The program provides resources, training sessions, and activities that improve life of Hermosa Beach residents and brings unity to neighborhoods.

"You are Not Alone Program" (YANA): Family members can receive help from the Hermosa Beach Police Department to check on their senior citizen family members who live alone in Hermosa Beach. Hermosa Beach Police Department Volunteers (VIPS) and/or Police Officers, upon request, can conduct weekly visits with identified senior citizens. The Volunteer and/or Police Officer during the visit will document: medications taken by the senior, doctors contact information, physical condition of the senior, and general living conditions (available food, cleanliness, etc.).

"Homeward Bound Program": Seniors with Alzheimer's disease can provide (via family member) the Hermosa Beach Police Department with their personal information and family contact information. This information is vital in contacting family members in the event the senior is located away from their home/care facility.

"Home Check Program": Hermosa Beach residents who are leaving town for a period of time or are having their homes fumigated can have Hermosa Beach Police Department Volunteers (VIPS) and/or Police Officers conduct daily/weekly exterior checks of their homes. Residents can provide contact information while they are away in the event something is found abnormal.

Noise + Vibration

The City of Hermosa Beach is located in an urbanized and developed environment that is subject to numerous noise sources. The primary noise source in the city is currently vehicular traffic along local streets, especially Aviation Boulevard and Pacific Coast Highway. In addition, typical urban noise sources (e.g., hospitality businesses such as bars and restaurants, entertainment venues, community events, construction activities, landscape equipment, refuse collection, and emergency vehicle sirens) contribute to the overall noise environment. Because of the City's distance from airports - Los Angeles International Airport, Torrance Municipal Airport, and the Hawthorne Municipal Airport are each located approximately 5.5 miles from the City - noise from aircraft over-flights is not considered excessive.

Traffic Noise

In order to document the existing traffic noise environment in Hermosa Beach, measurements were obtained at 10 locations throughout the City during the month of August 2014. All of the measured ambient noise levels were well above the City's current Noise Element policy standards. This policy restricts maximum ambient noise to the following levels:

Table 6.1 Hermosa Beach Maximum Ambient Noise Levels

Zoning	Maximum Ambient Noise Levels
R-1	45 dBA or below (also schools, hospitals, nurseries and rest homes)
R-2	50 dBA or below (also parks and playgrounds)
R-3	55 dBA or below
C-1	55 dBA or below
C-2 / C-3	60 dBA or below
M	65 dBA or below

The results of the noise measurements, together with data provided in the Circulation Element, were used to analyze and calibrate the existing traffic noise environment in the City of Hermosa Beach. The results of the analysis are provided as a noise contour map in Figure 6.6. The map provides the existing CNEL contours ranging from 60 dB to 70 dB in 5 dB increments.

Using data provided in the Mobility Element, two future (Year 2040) traffic scenarios were also analyzed for the city. The first scenario assumes that the City continues to develop based on the policies identified in the current General Plan (October 1979), while the second scenario assumes that the city develops in the future based on the objectives, goals, and policies outlined in PLAN Hermosa. Figure 6.7 provides a noise contour map for the PLAN Hermosa scenario.

Table 6.2 summarizes the results of the analyses for the existing and future traffic scenarios. The results are presented in terms of an unmitigated CNEL at the distance of the nearest existing receptor from the centerline of the roadway segment. Referring to the table, there is anticipated to be relatively little change in traffic noise exposures in the future within the City of Hermosa Beach. The anticipated changes of up to ±2 dB from existing traffic noise levels will not be noticeable to the majority of residents. However, comparing the two future year scenarios that were analyzed, the adoption of PLAN Hermosa is expected to result in a slightly quieter future noise environment within the city.

The State of California's Building Code Standards require that all multi-family residential dwellings be designed to achieve a CNEL of 45 dB within the interior of all habitable spaces. The City of Hermosa Beach's current Noise Element extends this requirement to include all single-family residential dwellings as well. Typically, residential construction in California provides about 20 dB of noise reduction with all windows and doors closed. Therefore, it may be reasonably assumed that all residential dwellings located in an area where the exterior CNEL is 65 dB or less will be exposed to an interior CNEL of 45 dB or less, complying with both the State's standard and the City of Hermosa Beach's Noise Element policy. Referring to Table 2, the CNEL is estimated to be 65 dB or less at the exterior of all residential dwellings adjacent to the street segments analyzed for this study with the following exceptions: residences adjacent to Aviation Boulevard between Pacific Coast Highway and Prospect Avenue, and adjacent to Pacific Coast Highway between Artesia Boulevard and 2nd Street. This is the case for existing traffic volumes in the City as well as for both future year (2040) traffic scenarios (i.e., with and without the implementation of PLAN Hermosa).

Figure 6.6 Existing Noise Contours within the City of Hermosa Beach

Figure 6.7 Future (2040) Noise Contours in the City of Hermosa Beach with PLAN Hermosa

Table 6.2 Existing and Future Traffic Noise Levels at the Nearest Sensitive Receptors

Roadway/Segment	CNEL at Nearest Sensitive Receptor		
	Existing Year	Year 2040 with PLAN Hermosa	Year 2040 without PLAN Hermosa
8th Street			
Hermosa to Valley	57 dB	57 dB	57 dB
PCH to Prospect	47 dB	45 dB	45 dB
Ardmore Avenue			
16th to 11th	58 dB	58 dB	58 dB
8th to 2nd	57 dB	56 dB	57 dB
Artesia Boulevard			
PCH to Prospect	65 dB	65 dB	65 dB
Aviation Boulevard			
PCH to Prospect	70 dB	69 dB	69 dB
Gould Avenue			
Ardmore to PCH	64 dB	63 dB	64 dB
Hermosa Avenue			
27th to 22nd	62 dB	63 dB	63 dB
22nd to 16th	62 dB	62 dB	63 dB
16th to 8th	62 dB	62 dB	63 dB
8th to Herondo	62 dB	63 dB	63 dB
Herondo Street			
Hermosa to Valley	65 dB	65 dB	65 dB
Pacific Coast Highway			
Artesia to 16th	72 dB	71 dB	72 dB
16th to Aviation	67 dB	67 dB	67 dB
Aviation to 2nd	68 dB	67 dB	67 dB
Pier Avenue	62 dB	62 dB	62 dB
Hermosa to Valley	65 dB	64 dB	65 dB
Ardmore to PCH			
Prospect Avenue			
Artesia to Aviation	59 dB	60 dB	61 dB
Aviation to 2nd	63 dB	63 dB	64 dB
Valley Drive			
Gould to Pier	59 dB	58 dB	59 dB
Pier to 8th	60 dB	59 dB	60 dB

Bar and Restaurant Noise

Noise from bars and restaurants is a frequent source of complaints in beach communities, including Hermosa Beach. Often this is because the bars and restaurants have outdoor dining areas, operate late into the night, and/or provide live or recorded entertainment. Because bar and restaurant noise typically consists primarily of human speech or laughter, as well as music, it stands out from the background ambient "hum" produced by traffic and by waves crashing on the beach. This increases its potential to annoy nearby residents. The low frequency content of music (e.g., bass guitars and drums) easily propagates through walls and windows over large distances, increasing the area that is affected by the bar or restaurant.

The noise level produced by a bar or restaurant varies widely depending on a number of factors. Measurements indicate that average noise levels within the building can range from 75 dBA (with low background music or no music at all) to over 95 dBA (with entertainment). Maximum noise levels can be up to 20 dBA higher than these average levels. Typical building construction will reduce these noise levels by about 10 dB with windows and doors open, or by about 20 dB with windows and doors closed. Outdoor dining areas can produce average noise levels of 65 dBA to 70 dBA and maximum noise levels of 85 dBA to 90 dBA at a distance of 20 feet from the dining area.

The City of Hermosa Beach does not have quantitative standards by which to assess the impact of noise from bars and restaurants. Rather, the City's Municipal Code regulates it in the following manner:

- Prohibits "repeated or sustained noise from the premises of any commercial establishment which is adjacent to one or more residential dwelling units, including any outdoor area part of or under the control of the establishment, between the hours of 10:00 p.m. and 8:00 a.m. that is plainly audible from the residential dwelling unit's property line."

- Prohibits "sustained amplified music from the premises of any commercial establishment on Pier Plaza that is plainly audible eighty (80) feet from the property line of the establishment."

- Requires that "all exterior doors and windows of a business establishment located on Pier Plaza shall be closed while amplified music is being played in the establishment."

Event and Party Noise

Hermosa Beach plays host to a number of public and private events throughout the year. For the most part, these events take place at the beach or around the pier, with occasional events held downtown or in a park. Some of these events (for example, the summer concerts at the beach) can generate significant levels of noise that can be heard over large areas of the city. To identify typical noise levels that can be generated by these events, a measurement was obtained on The Strand in front of a residence during a summer concert being held at the pier. The results of the measurement indicated median noise levels of 73 dBA and maximum noise levels of 82 dBA.

The City of Hermosa Beach does not regulate the noise levels generated by public and private events held on public property other than to require that a permit be obtained prior to the use of sound amplification equipment. The permit application does not require the applicant to identify the noise levels that will be generated by the equipment. In general, the Chief of Police must approve the application unless, among other things, he or she determines that issuance of the permit would substantially interfere with the peace and quiet of the neighborhood or community.

Commercial/Industrial Activity Noise

Within Hermosa Beach, industrial properties are generally concentrated along Cypress Avenue between 8th Street and South Park. These properties are occupied by various light manufacturing facilities, warehouses, construction supply sites, a surfboard manufacturing use, auto shops, air conditioning and heating manufacturing uses, and the City's maintenance yard. Surrounding these industrial properties are various residential properties, commercial properties, and South Park. Another industrial property, occupied by a telecommunications company, is located on Valley Drive adjacent to a mobile home park and Hermosa Valley School.

Commercial properties are generally concentrated along Pacific Coast Highway, Pier Avenue, Hermosa Avenue, Aviation Boulevard, and Artesia Boulevard. They include retail stores and shopping centers, hotels and motels, restaurants, professional office spaces, auto-related uses, entertainment uses, and personal services. These commercial properties are typically backed by noise-sensitive residential properties.

The primary complaints associated with commercial/industrial properties are related to noise generated by trucks and heavy equipment, loading dock operations, trucks entering and leaving the area, and mechanical equipment located both inside and outside the buildings. Commercial/ industrial noise impacts primarily result when activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), or the activities occur in areas immediately adjoining noise-sensitive land uses. The City of Hermosa Beach Municipal Code provides no quantitative standards by which to identify and assess potential noise impacts resulting from commercial/ industrial operations. Rather, it limits the hours during which certain specific noise sources can occur. The City's General Plan identifies "noise tolerance standards" for various types of land uses within the City, ranging from 45 dBA or below for R-1 zones (including schools, hospitals, nurseries, and rest homes) to 65 dBA or below for M zones. It is likely that the City's General Plan "noise tolerance standards" are being exceeded at all residential properties located adjacent to commercial/industrial properties.

Refuse Collection Noise

Trash pickup and compacting vehicles typically use hydraulic equipment to raise and lower the trash bins and to compact their contents. Typical noise levels range from 80 to 85 dBA at 50 feet during the raising, lowering and compacting operations. A typical trash pickup takes approximately three minutes, with the higher noise levels occur during about one-half of the operation. Noises associated with refuse collection are disturbances that are necessary for the health and welfare of a community. They are not regulated by the City of Hermosa Beach.

Construction/Demolition Noise

Construction activities generate considerable amounts of noise, especially during the demolition phase and the construction of project infrastructure when heavy equipment is used. Noise levels resulting from construction depend on the number and types of construction equipment being used, the timing and duration of noise-generating activities, and the distance between construction noise sources and receptors.

The highest maximum noise levels generated by project construction typically range from about 90 to 105 dBA at a distance of 50 feet from the noise source. Typical hourly average construction-generated noise levels are about 81 dBA to 89 dBA measured at a distance of 50 feet from the center of the site during busy construction periods, such as when earth moving equipment and impact tools are being used. Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. Shielding by buildings or terrain often result in much lower construction noise levels at distant receptors.

Typically, small residential, commercial, or office construction projects do not generate significant noise impacts when standard construction noise control measures are enforced at the project site and when the duration of the noise-generating construction period is relatively short (typically one year or less). Construction noises associated with projects of this type are disturbances that are necessary for the construction or repair of buildings and structures in urban areas. Larger construction projects are typically built out over more than one year, and some construction methods, such as pile driving, generate higher noise levels and noise that would be considered impulsive.

Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction durations last over extended periods of time. The City of Hermosa Beach minimizes the potential for noise impacts by limiting the hours when construction can occur.

Construction/Demolition Vibration

The only significant vibration source within the City of Hermosa Beach is construction equipment. Construction of new projects on sites adjacent to existing developments could result in the generation of excessive ground-borne vibration on a temporary basis. Construction activities may include demolition of existing structures, site preparation work, excavation of below grade levels, foundation work, pile driving, and framing. Demolition activity at an individual site may last several weeks and at times may produce substantial vibration. Excavation for underground levels could also occur on some project sites and vibratory pile driving could be used to stabilize the walls of the excavated area. Piles or drilled caissons may also be used to support building foundations.

Pile driving has the potential to generate the highest ground vibration levels and is the greatest risk factor in causing structural damage, particularly when it occurs within 100 feet of structures. Vibration levels generated by pile driving activities would vary depending on project conditions including type, construction methods, and equipment used. Other construction activities, such as caisson drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may also generate substantial vibration in the immediate vicinity of the site.

Depending on the proximity of existing structures to each construction site, the structural soundness of the existing buildings, and the methods of construction used, vibration levels caused by pile driving or other impact work may be high enough to damage existing structures.

The City of Hermosa Beach has no regulations by which to assess the potential impacts associated with groundborne vibration levels.

Table 6.3 Interior and Exterior Noise Standards

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

Notes:

1. Outdoor environment limited to private yard of single-family residences; private patios of multi-family residences that are accessed by a means of exit from inside the unit; mobile home park; hospital patio; park picnic area; school playground; and hotel and motel recreation area.

2. Interior environment excludes bathrooms, toilets, closets, and corridors. Noise level requirement is with windows closed. Mechanical ventilation system or other means of natural ventilation shall be provided pursuant to the requirements of the Uniform Building Code (UBC).

Table 6.4 Land Use/Noise Compatibility Matrix

Uses	Community Noise Equivalent Level (CNEL)						
	<55 dB	55 dB	60 dB	65 dB	70 dB	75 dB	80+ dB
Single-, multi- family	A	A	B	B	C	D	D
Mobile home	A	A	B	C	C	D	D
Hotel, motel, transient lodging	A	A	B	B	C	C	D
Retail, bank, restaurant, movie theater	A	A	A	A	B	B	C
Office building, research & development, professional office	A	A	A	B	B	C	D
Amphitheater, concert hall, auditorium, meeting hall	B	B	C	C	D	D	D
Children's amusement park, miniature golf, go-cart track, health club, equestrian center	A	A	A	B	B	D	D
Service station, auto dealer, manufacturing, warehousing, wholesale, utilities	A	A	A	A	B	B	B
Hospital, church, library, school classrooms	A	A	B	C	C	D	D
Parks	A	A	A	B	C	D	D
Golf course, nature center, cemetery, wildlife reserve, wildlife habitat	A	A	A	A	B	C	C
Agriculture	A	A	A	A	A	A	A

Interpretation:

Zone A, Clearly Compatible	Specified land use is satisfactory, based upon the assumption that buildings are of normal conventional construction without any special noise insulation requirements.
Zone B, Normally Compatible	New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.
Zone C, Normally Incompatible	New construction or development should normally be discouraged. If new construction or development does proceed, a detailed analysis or noise reduction requirements must be made and needed noise insulation features must be included in the design.
Zone D, Clearly Incompatible	New construction or development should generally not be undertaken.

Goals and Policies

To address the risk of natural and manmade hazards, Public Safety approaches in Hermosa Beach are formed by the need for flexible and resilient options that will help the city thrive. Hermosa's approach to public safety will reduce potential risks or exposure to natural and manmade hazards, build community capacity and preparedness for unavoidable hazards, ensure efficient response to hazardous events, and enact recovery plans to build greater resiliency to future hazards.

Goal 1. Injuries and loss of life are prevented, and property loss and damage are minimized.

To protect the community from avoidable risk and harm by factoring natural hazards such as seismic hazards, flooding, landslides, severe weather events, and fires into community planning and outreach, maintenance and upgrades, and municipal operations.

Policies

1.1 Evaluate risks. New buildings and infrastructure will evaluate seismic, fire, flood, and coastal storm hazard risks and comply with California Building Code standards to minimize risk.

1.2 Prepare geotechnical reports. Geotechnical reports will be prepared for new development projects in areas with the potential for liquefaction or landslide.

1.3 Tsunami Playbook. Utilize the Los Angeles County Tsunami Playbook in the evaluation and response of tsunami risk.

1.4 Reduce fire hazards. Reduce fire hazards associated with older buildings, multi-story structures, and industrial facilities.

1.5 Minimize coastal flooding. Natural interventions, green infrastructure, and infiltration systems will be utilized to minimize damage from coastal flooding.

1.6 Minimize coastal hazards. Injuries and loss of life are prevented, and property loss and damage from coastal hazards are minimized.

1.7 Reduce flood vulnerability. Encourage existing structures, critical facilities, and infrastructure to reduce flood vulnerability.

1.8 Reduce stormwater runoff. Reduce stormwater runoff consistent with local stormwater permits.

1.9 Facilitate retrofits. Encourage and facilitate retrofits of seismically high-risk buildings.

1.10 Consider site-specific soil conditions. Require new structures to consider site-specific soil conditions.

1.11 Secure funds. Establish centralized internal procedures to coordinate efforts for securing funds that support risk reduction measures.

Goal 2. The anticipated effects of sea level rise are understood, prepared for, and successfully mitigated.

With the sandy beach considered one of Hermosa's greatest natural assets for aesthetic, safety, and recreational tourism purposes, the loss or erosion of the beach due to sea level rise would be catastrophic to the vitality of Hermosa Beach. By monitoring, evaluating, and enacting interventions to address changes in sea levels, and greater effects of storm events, Hermosa Beach will be well positioned to minimize infrastructure and private property vulnerabilities.

Policies

2.1 Integrate resilience. Integrate resilience to anticipated sea level rise impacts into project designs when repairing and replacing aging infrastructure.

2.2 Mitigate impacts. Require new development and redevelopment projects to consider and mitigate relevant sea level rise impacts.

2.3 Enhance awareness. Enhance local understanding of sea level rise and keep decision-makers and the community aware of potential impacts based on best available science.

2.4 Provide public information. Provide public information describing new flooding risks under a 55-inch sea level rise scenario in areas previously not affected by flooding.

2.5 Maintain beach widths. Maintain current beach widths under changing sea level conditions.

2.6 Consider sea level rise. Consider the combined effects of sea level rise when evaluating potential tsunami and storm surge impacts.

2.7 Support regional approaches. Support regional approaches to sediment management, beach replenishment, and adaptive shoreline protection to allow Hermosa Beach to voice its needs, allow for coordination with neighboring jurisdictions, and identify creative finance mechanisms to continue the replenishment program.

2.8 Identify erosion problems. Continue to monitor beach width and elevations to identify potential erosion problems

Goal 3. Hermosa Beach residents, businesses, and coastal resources are protected from hazardous materials.

Minimizing community exposure to hazardous and potentially hazardous materials, especially those that can reduce exposure to delayed, chronic and/or acute health effects.

Policies

3.1 Hazardous material setbacks. Restrict the storage and transport of hazardous materials only to areas where risks to residents are adequately minimized through setbacks or other measures.

3.2 Hazardous material incident response. Coordinate with allied agencies to prepare for and respond to hazardous materials incidents.

3.3 Use, storage and transport. Require businesses that use, store, or transport hazardous materials to ensure that adequate measures are taken to protect public health and safety.

3.4 Hazardous materials in Coastal Zone. Restrict the siting of new uses involving hazardous materials in the Coastal Zone to coastal-related industrial uses in the Cypress District.

3.5 Safe disposal practices. Maintain City's website and other outlets with information regarding the safe handling and disposal of household chemicals.

Goal 4. The community has the capacity and is prepared for unavoidable hazards.

The community's ability to react and respond during hazardous events is predicated on both an awareness of the potential risks, and an understanding of how to respond to hazardous events.

Policies

4.1 Public awareness. Increase public awareness of hazards, emergency response, and recovery through updated evacuation routes and informational signage.

4.2 Promote community-based programs. Promote community-based programs in fire safety and emergency preparedness, including neighborhood-level programs and programs with businesses.

4.3 SEMS and NIMS training. Increase City employee capacity through the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) compliant training and Emergency Operations Center (EOC) drills to identify hazards, and assist in emergency preparedness, response, and recovery.

4.4 Utilize City media resources. Establish communication protocols and utilize City media resources and emergency alert notification systems to provide information prior to, during, or after events posing risk to community health safety, and welfare.

4.5 Responsive neighborhood groups. Encourage neighborhood groups to identify, consider, and prepare for the needs of neighbors with access and functional needs to adequately respond to disasters.

4.6 Vulnerable populations. Establish an emergency plan to take care of vulnerable populations, such as children, the elderly, and tourists during hazardous events.

Goal 5. High quality police and fire protection services provided to residents and visitors.

Providing fire, police, and emergency medical response services are among the City's highest priorities. The City provides high quality police and fire protection services to residents and visitors and has set response standards to effectively and rapidly respond to emergencies. Ensuring law enforcement, fire protection/emergency medical services, and lifeguard services are being adequately provided by addressing core issues related to service provision, including law enforcement within the community, resource pooling with neighboring jurisdictions, and anticipation of community needs due to growth and development is one of the City's highest priorities.

Policies

5.1 High level of response. Achieve optimal utilization of allocated public safety resources and provide desired levels of response and protection within the community.

5.2 Use of technology. Provide and use up-to-date technology and communication systems to improve crime prevention and inform the community regarding actions to take in case of emergency.

5.3 Physical design standards. Reduce opportunities for criminal activity through physical design standards, youth programs, recreation opportunities, educational programs, and counseling services.

5.4 Adequate emergency access. Require new development to be designed to provide adequate emergency access and to maintain current levels of emergency services.

5.5 Collaborate with neighboring jurisdictions. Cooperate and collaborate with neighboring jurisdictions and social services to maximize public safety and emergency services.

5.6 Nuisance abatement. Encourage Police Department review of uses which may be characterized historically by high levels of nuisance (noise, nighttime patronage, and/or rates of criminal activity); providing for conditions of control of use to prevent adverse impacts on adjacent residences, schools, religious facilities, and similar "sensitive" uses.

Goal 6. Hermosa Beach is prepared for, responds to and recovers quickly from natural disasters.

Resiliency is the ability to overcome challenges of all kinds – trauma, tragedy, emergencies – and bounce back stronger, wiser, and more powerful. While natural disasters and hazardous events can cause damage and injury, by learning from those events, and using them to be better prepared for future events, Hermosa Beach can minimize the degree of damage and injury from future unavoidable events.

Policies

6.1 Regularly update plans. Regularly update disaster preparedness and emergency response plans.

6.2 Coastal incidents. Collaborate and maintain communication between the City, LA County Lifeguards, and the United States Coast Guard concerning incidents on or near the coast.

6.3 Invest in critical facilities. Invest in public and critical facilities to make them more resilient to the potential impacts of natural disasters.

6.4 Post-disaster evaluation. The Emergency Operations Center and Police/Fire Facilities shall be the top priority in conducting post-disaster building evaluations.

6.5 Optimize community benefits. Ensure that post-disaster recovery decisions optimize long-term community benefits.

6.6 Assist businesses. Assist local / small businesses in planning for continuity of operations and emergency preparedness.

Goal 7. Noise compatability is considered in the land use planning and design process.

Consideration of the effects of noise early in the land use planning and design process can minimize or avoid detrimental impacts, and create a community where noise compatibility between differing types of land uses is ensured.

Policies

7.1 Noise standards. Adopt, maintain, and enforce planning guidelines that establish the acceptable noise standards identified in Table 6.3.

7.2 Noise compatibility. Utilize the Land Use/Noise Compatibility Matrix shown in Table 6.4 as a guide for future planning and development decisions.

7.3 Noise analysis and mitigation. Require all proposed development projects and modifications to existing developments to be compatible with the existing and future noise levels by using the Land Use/Noise Compatibility matrix shown in Table 6.4. Where proposed projects are not located in an area that is "clearly compatible", the City will require that an acoustical study be prepared as a condition of building permit approval demonstrating compliance with the noise standards shown in Table 6.3.

7.4 Condominium conversions. Require conversion projects from existing apartments into condominiums submit an acoustical analysis demonstrating compliance with the State of California Noise Insulation Standards.

7.5 Noise ordinance. Establish a quantitative noise ordinance based on Chapter 12.08 of the Los Angeles County Code.

7.6 Vibration control. Groundborne vibration levels induced by construction and demolition activities can be controlled to minimize damage and annoyance within the community.

Goal 8. Transportation noise sources are minimized.

Transportation-related activities are primary sources of noise affecting the quality of life in Hermosa Beach. Effective reduction of noise associated with transportation is necessary to ensure protection from the detrimental effects of excessive noise.

Policies

7.4 Transportation facility compatibility. Periodically review County, regional, and local plans for transportation facilities and new developments to minimize or avoid land use/noise conflicts prior to project approval.

8.1 Alternative modes of transportation. Reduce noise impacts by encouraging the use of walking, biking, carpooling, use of public transit, and other alternative modes of transportation.

8.2 Traffic calming. Where roadway noise levels exceed the "normally compatible" range shown in the Land Use/Noise Compatibility Matrix (Table 6.4), consider the implementation of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels through reduced vehicle speeds and/or diversion of vehicular traffic.

8.3 Enforcement. Enforce the posted speed limit and the noise standards included in the State's Motor Vehicle Code to reduce noise impacts from vehicles, particularly in residential areas.

8.4 Public transit. Work with Beach Cities Transit and MTA to establish bus routes that meet public transportation needs and minimize noise impacts in residential areas.

7 infrastructure

A safe, healthy, and well maintained public infrastructure system is essential to the functioning of any community. The means by which water, energy, waste, and people are transported from one place to another must function well to ensure a high quality of life for residents, workers, and visitors to Hermosa Beach. These systems must also be resilient to changing environmental and economic conditions. Much of the City's infrastructure design and operation affects both the natural environment and local economy. The availability of low cost renewable energy is a prime example of infrastructure solutions that benefit everyone in the community, reinvest money in the local economy, while reducing impacts to the environment.

Upgrades to these infrastructure systems are costly and often happen on an as-needed repair basis rather than as comprehensive system upgrades. Hermosa Beach is committed to providing high quality and reliable infrastructure in a fiscally sustainable manner.

State Law

The State of California does not require that a city's general plan include a separate Infrastructure Element, but does require the topic of infrastructure to be addressed. Since the City of Hermosa Beach views infrastructure as a critical topic, it is included as an optional element and includes specific components related to infrastructure to comply with the California Coastal Act.

General Plan

As it relates to infrastructure and utility networks, California Planning law requires the City's General Plan to:

- Include the general location and extent of existing and proposed utilities and facilities.
- Correlate to the Land Use Element of the plan.
- Address urban water management and stormwater, recycled water use, and the integration of water and land use planning.

Coastal Land Use Plan

The California Coastal Act additionally identifies specific components related to infrastructure and water quality to be incorporated into the Coastal Land Use Plan to:

- Identify current and projected infrastructure capacity based on only those service improvements that are consistent with Coastal Act and LCP policies.
- Identify land use designations and intensities commensurate with the level of available infrastructure (e.g., sewer, water, and road or transit systems, with Highway 1 limited to two lanes in rural areas).
- Identify grading regulations to minimize alterations of natural landforms.

Context

In Hermosa Beach, much of the infrastructure was initially built early in the 20th century, and has not kept up with modern standards. The sewer system, storm drain system, and numerous public buildings are in need of replacement or upgrades that exceed $100 million in estimated cost, and the City has started to systematically address each of these needs. This section describes the infrastructure systems and capacity, as well as the standards of care for maintenance and repair of this infrastructure to ensure they continue to operate in an efficient and cost-effective manner.

Roads

The Public Works Department maintains public roads and sidewalks in Hermosa Beach, with the exception of Pacific Coast Highway (PCH) and Artesia Boulevard, which are owned and operated by the California Department of Transportation (Caltrans). Annual maintenance budgets ($1,000,000 in 2014) were adequate to improve the backlog of maintenance work, including preventive improvements that reduce future maintenance costs. For additional information on the roadway system, please refer to Streetscapes and Living Streets. Poor roadway conditions such as potholes, uneven pavement, or root damage can be hazardous to drivers, cyclists, and pedestrians. They also degrade the city's visual quality. As Hermosa Beach moves toward its carbon neutral goal, additional infrastructure will be needed for active and public transportation to provide the most convenient and positive experience for people moving throughout Hermosa Beach.

Sewer System

The sanitary sewer system network in Hermosa Beach comprises approximately 37 miles of sewer lines. Much of the sewer system is believed to have been installed in the late 1920s using concrete and clay pipe replacements. The system is primarily a gravity flow system, with the exception of one pump station. The effluent collected by sewer lines is discharged into the Los Angeles County Sanitation District trunk lines. The effluent collected by the sewer eventually flows to the Los Angeles County Sanitation District's Joint Water Pollution Control Plant, one of the largest wastewater treatment plants in the world. The facility serves a population of approximately 3.5 million people throughout Los Angeles County and provides both primary and secondary wastewater treatment. Treated discharge from the plant is transported to the Pacific Ocean through a network of outfalls, which extend 1.5 miles off the Palos Verdes Peninsula to a depth of 200 feet.

The City approved a sewer fee in June 2015 allowing City Council to impose a fee on properties within the city. Funds must go towards sewer construction, repair, operations, and maintenance.

Storm Drainage

Urban runoff (stormwater) flows from inland locations through Hermosa Beach to the Pacific Ocean through a network of drainage lines identified in Figure 7.1. The network is a mixture of County-owned and City-owned lines that generally run east to west along major roads, including 16th Street, Pier Avenue, and 2nd Street. The lines generally terminate at one of 11 outfalls located on the beach or in the Pacific Ocean.

In Hermosa Beach, paved surfaces prevent the absorption of rainfall into the ground, as would occur in a natural system. Instead, stormwater is ushered into storm drains, a system of pipes that carry rainfall directly to the ocean. Under a Municipal Separate Storm Sewer System (MS4) Permit, the City is responsible for the development, implementation, and enforcement of stormwater runoff and drainage requirements to protect water quality.

Stormwater that runs over streets and sidewalks can pick up debris and pollutants, which are carried, untreated, into the ocean. To help reduce the amount of pollution from contaminated stormwater, the City has adopted a Low Impact Development (LID) ordinance and a Green Streets Policy. LID uses landscape design to retain or filter stormwater runoff, using development techniques such as rain gardens, permeable pavers, and bioswales. As the Green Streets Policy is implemented, low impact development will add to the existing fabric of stormwater infrastructure.

Stormwater management facilities provided in private developments, such as retention basins, swales, or vegetation planted for stormwater filtering and containment operate independently of the storm drain system. These systems help to reduce drainage loads through the storm drain system and while encouraged, must be carefully sited and integrated into the design of a site to avoid breaking up the urban form and function.

Figure 7.1 Storm Drain Lines

Water Service + Hydrology

Hermosa Beach is located in the West Coast sub basin of the Coastal Plain of the Los Angeles watershed, one of 19 major watersheds in the South Coast Hydrologic Region. The South Coast Hydrologic Region covers 11,000 square miles (nearly seven percent) of the state's total land area and contains about 54% of the state's population. The West Coast sub basin is bounded on the north by the Ballona Escarpment, an abandoned channel from the Los Angeles River, on the east by the Newport-Inglewood fault zone, and on the south and west by the Pacific Ocean and consolidated rocks of the Palos Verdes Hills. All of the South Coast Hydrologic Region watersheds flow into the Pacific Ocean.

Marine waters offshore from Hermosa Beach are a part of the Santa Monica Bay, which extends south from Point Dume, in Malibu, to the Palos Verdes Peninsula. No freshwater waterways or surface water bodies are located in Hermosa Beach.

Water Quality

The Los Angeles Regional Water Quality Control Board and the United States Environmental Protection Agency developed four total maximum daily load (TMDL) standards that apply to Hermosa Beach. These establish the amount of bacteria that is acceptable in Santa Monica Bay around Hermosa Beach's outfalls.

1. Santa Monica Bay Bacteria Dry Weather TMDL (established 2002)
2. Santa Monica Bay Bacteria Wet Weather TMDL (established 2002)
3. Santa Monica Bay TMDL for polychlorinated biphenyls (PCBs) dichlorodiphenyltrichloroethanes (DDTs) (established 2012)
4. Santa Monica Bay Nearshore and Offshore Debris TMDL (established 2010)

The Santa Monica Bay Bacteria Dry Weather TMDL notes that elevated bacterial indicator densities were causing impairment of water

Pier Avenue Beautification Project

The City of Hermosa Beach used Federal stimulus funds, State grants and bond funds that could only be spent on improvements aimed towards streetscape and amenities to finance the $4.76 million Pier Avenue Beautification Project. As part of the project, the City installed an innovative infiltration/storm drain system that captures trash, stormwater and urban runoff from a 36- acre drainage area before it can pollute ocean waters. Once captured, the system treats the polluted water and infiltrates it for deep root irrigation and groundwater recharge along Pier Avenue. The system is unique because the storm drain component plays an auxiliary role in management of run-off and is only activated as the infiltration systems reach capacity.

Upper Pier Avenue streetscape enhancements.

"The City of Hermosa Beach is committed to protecting the environment, and the Pier Avenue Beautification Project is a shining example of how a city can create a cleaner and greener community for us all."

Hermosa Beach Mayor Peter Tucker

contact recreation beneficial uses at many Santa Monica Bay beaches. Dry weather bacteriological objectives identified in the Los Angeles Regional Water Quality Control Board Basin Plan include limits for total coliform density, fecal coliform density, and enterococcus density.

The Santa Monica Bay Bacteria Dry Weather TMDL sets the number of days that can be in exceedance of the limits identified in the Basin Plan. The Los Angeles Regional Water Quality Control Board has also established TMDL for the number of days exceeding bacteria count limits established in the Basin Plan during wet weather. As a co-permittee to the Los Angeles Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit, Hermosa Beach is responsible for meeting water quality–based effluent limitations that allow Santa Monica Bay to meet TMDL targets identified in the Santa Monica Bay Total Daily Maximum Loads for DDTs and PCBs and Santa Monica Bay Nearshore and Offshore Debris TMDL.

Electricity

Electricity is provided to Hermosa Beach by Southern California Edison (SCE) via a network of overhead and underground distribution lines. For additional information regarding electricity generation, renewable energy, and energy conservation, please refer to Green Building and Conservation and Energy.

Natural Gas

Natural gas is provided through Southern California Gas (SoCalGas), a subsidiary of Sempra Energy, via a network of underground distribution lines. Natural gas is predominantly used for heating and stove use in residences. For additional information regarding energy conservation, please refer to Green Building and Conservation and Energy.

Telecommunications

Telecommunications services in Hermosa Beach include cable television, high speed Internet, and wireless and ground-line telephone services. A variety of private companies provide these services and have infrastructure located throughout the city to provide consistent and reliable telecommunication services to the community. In August 2015, Hermosa Beach had a total of 13 Internet providers including 1 cable provider, 2 Copper providers, 3 DSL providers, 1 fiber provider, 1 fixed wireless provider, 5 mobile providers.

Fiber-Optic Infrastructure

Fiber-optic infrastructure is provided through submarine cables that provide international connectivity. The City of Hermosa Beach is the North American landing site of multiple transpacific submarine cables. In 2015, existing sites included APX-East, which connects to Sydney Australia, and SEA-US, which connects to Davao, Philippines, Manado, Indonesia, Piti, Guam, and Oahu Hawaii.

The City is additionally considering an application to develop an additional four transpacific submarine cables with the terrestrial components generally located within public street rights-of-way. This infrastructure includes a buried conduit system, directional bores, power feed equipment, and beach manhole landings. The project would bring an estimated $1.9 million at the beginning of construction, and $300,000 annually for hosting the cables.

Goals and Policies

The City recognizes and supports the need to maintain a high level of service to the community. It further recognizes the need to pursue and embed various technologies into developing and maintaining the City's infrastructure to increase the efficiency and cost of operating. The City is committed to providing high quality infrastructure and maintaining infrastructure in a way that reduces ongoing costs to the City.

Goal 1. Infrastructure systems are functional, safe, and well maintained.

Though often unnoticed and in the background, public infrastructure and services – utilities, water and wastewater services, stormwater treatment, and transportation infrastructure – are essential to the high quality of life afforded in Hermosa Beach. They require regular maintenance and upgrading both to meet the demands of a growing population and to improve their environmental performance.

Policies

1.1 Infrastructure systems plan. Establish and adopt an integrated, holistic systems approach to guide infrastructure development, improvement, maintenance, and resilience.

1.2 Priority investments. Use City Council established priorities and the Capital Improvement Program (CIP) to identify and allocate funding for projects identified in the infrastructure plan.

1.3 Right-of-way coordination. Ensure infrastructure maintenance and repair projects within the public right-of-way are coordinated to minimize additional roadway repaving or accelerated deterioration.

1.4 Fair share assessments. Require new development and redevelopment projects to pay their fair share of the cost of infrastructure improvements needed to serve the project, and ensure that needed infrastructure is available prior to or at the time of project completion.

1.5 New technologies. When feasible, utilize emerging technologies and funding strategies that improve infrastructure efficiency, sustainability, and resiliency.

1.6 Utility Infrastructure Siting. Ensure new infrastructure is sited in a manner to minimize negative impacts to the community and prioritize projects to address the greatest deficiencies.

1.7 Aesthetic and urban form. Require infrastructure and infrastructure improvements that are aesthetically pleasing and consistent with the scenic character of the surrounding area.

1.8 Minimize recurring repairs. Ensure that recurring repairs to City facilities are minimized by investing in low maintenance materials and performing preventive procedures where available.

1.9 Street slurry projects. Include street slurry projects and other preventive projects in the CIP each year, with sufficient funding.

Goal 2. Roadway infrastructure maintenance supports convenient, attractive, and complete streets and associated amenities.

Development of a safe and efficient multi-modal transportation network requires a commitment and investment in the street infrastructure of both roadways and sidewalks. Encouraging multimodal and attractive streets can provide for the needs of diverse members of the community, balance the different modes of transportation, promote physical activity, and support environmental sustainability.

Policies

2.1 Preventive street maintenance. Maintain streets, sidewalks and other public rights-of-way to provide a reliable network for circulation through a proactive preventive maintenance program.

2.2 Pavement rating system. Prioritize roadway repavement projects by regularly evaluating pavement ratings and identifying roadway segments with the greatest deficiencies.

2.3 Street and sidewalk standards. Require the use of standardized roadway, sidewalk, parkway, curb and gutter designs to ensure continuity and consistency as property redevelops over time.

2.4 Sidewalk improvements. Consider innovative funding strategies, such as cost-sharing, ADA accessibility grants, or sidewalk dedications, to improve the overall condition, safety, and accessibility of sidewalks.

2.5 Active transportation dedications. Require new development and redevelopment projects to provide land or infrastructure necessary to accommodate active transportation, such as sidewalks, bike racks, and bus stops.

2.6 Traffic signal coordination. Maintain and operate the traffic signal system with advanced technologies to manage traffic operations and maintain traffic signal infrastructure.

2.7 Restore to City standards. Require utility and other service providers working in the public right-of-way to restore or improve trench areas to return the site to conditions that comply with City standards and prevent roadway and sidewalk deterioration.

2.8 Timely repairs and maintenance. Ensure that repairs and maintenance are completed in a timely manner when reported.

Goal 3. Adequate water supplies from diverse sources provide for the needs of current and future residents, businesses, and visitors.

Water is fundamental to life and crucial to the health and well-being of Hermosa Beach residents, businesses, visitors, and marine and terrestrial biological communities. Hermosa Beach is located in a naturally dry region and contains no surface water bodies. However, the City's susceptibility to drought, climate change, and other conditions has created opportunities to reduce demand, respond to drought, and diversify the water supply to ensure the entire community, and region, has access to adequate water supplies.

Policies

3.1 Demand monitoring. Continue to evaluate and monitor the adequacy of available water supply and distribution systems relative to proposed development and redevelopment projects.

3.2 Alternative water supplies. Pursue expansion of recycled water infrastructure and other alternative water supplies to meet water demands of the community that cannot be offset through conservation measures.

3.3 Recycled water infrastructure. Require the use of recycled water in areas currently served by infrastructure, and encourage integration of recycled water into new buildings which may be served by appropriate infrastructure in the future.

3.4 Climate change impacts. Consider the impacts of climate change in projections used to establish which water supply and distribution facilities as well as conservation efforts are necessary to sustain future water demands.

3.5 Drought management. Ensure measures to respond to drought conditions are enforced through the City's 'Water Conservation and Drought Management Plan Ordinance.'

3.6 Water infrastructure. Support the development of water storage, recycling, greywater treatment, and necessary transmission facilities.

Goal 4. The sewer system infrastructure is modernized and resilient.

By modernizing the sewer system to better meets community needs, the City can reduce longer term infrastructure costs through efficiently managing, operating, and maintaining the system. In addition, the modernized sewer system will be less susceptible to additional stress from future floods and changing groundwater levels with anticipated sea level rise, which is beneficial to both the health and welfare of the residents and business community by minimizing overflows and improving beach water quality.

Policies

4.1 Sewer system master plan. Ensure that the Sanitary Sewer Master Plan contains an effective and proactive maintenance program that reduces future operation costs.

4.2 Priority improvements. Give priority to sewer system sections recommended for near-term replacement or rehabilitation in the Sanitary Sewer Master Plan, and pursue repairs aggressively.

4.3 Service fees. Ensure that allocation of the Sewer Service Charge is efficient and transparent to the public.

4.4 System capacity reviews. Require new development and redevelopment projects to demonstrate available sewer system capacity and resiliency.

4.5 Sewer system rehabilitation. Implement the rehabilitation projects recommended in the Sanitary Sewer Master Plan.

4.6 Sewer system resilience. Anticipate sea level rise impacts when planning, upgrading, and operating the sewer collection and treatment systems.

4.7 Sewer system operation. Continue to implement maintenance and operation measures established in the Sewer System Management Plan.

4.8 Holistic systems planning. Develop a comprehensive approach to water infrastructure that integrates sewer system planning with potable and recycled water systems, stormwater systems, and increased conservation awareness.

Goal 5. The stormwater management system is safe, sanitary, and environmentally and fiscally sustainable.

To reduce dangers from flooding, protect community safety and property, the City of Hermosa Beach is committed to providing well maintained stormwater infrastructure and reducing the negative environmental impacts of storm run off into the Santa Monica Bay.

Policies

5.1 Integration of stormwater best practices. Integrate stormwater infiltration best practices when initiating streetscape redevelopment or public facility improvement projects.

5.2 Green infrastructure. Naturalize flood channels that enhance flood protection capacity before employing other management solutions.

5.3 Natural features. Integrate natural features, such as topography, drainage, and trees, into the design of streets and rights-of-way.

5.4 Conservation behavior. Encourage community behavior changes to reduce urban runoff pollution.

5.5 Stormwater system maintenance. Maintain, fund, and regularly monitor the City's stormwater infrastructure.

5.6 Stormwater system repairs. Ensure that stormwater system repairs are included in maintenance plans for other City infrastructure and that repairs and maintenance are completed in a timely manner to prevent additional repair costs.

5.7 Stormwater permits. Strictly implement, enforce, and monitor MS4 NPDES Permit requirements through stormwater ordinances.

5.8 Low impact development. Require new development and redevelopment projects to incorporate low impact development (LID) techniques in project designs, including but not limited to on-site drainage improvements using native vegetation to capture and clean stormwater runoff.

Goal 6. Utility services are reliable, affordable, and renewable.

Citywide access to clean, dependable, and affordable energy positions the community for a sustainable energy future. By encouraging local production of renewable energy, the community can simultaneously benefit from the economic and environmental paybacks of renewable energy, and potentially attract new innovations and technology by committing to a renewable energy future.

Policies

6.1 Utility maintenance permitting. Allow efficient and streamlined permitting for the maintenance, repair, improvement, and expansion of utility facilities and infrastructure.

6.2 Below ground utilities. Phase out and replace overhead electric lines with subsurface lines to reduce visual obstructions and the need for utility poles which can impede sidewalk accessibility.

6.3 Environmental compatibility. Ensure that utility facilities and infrastructure cause minimal damage to the environment and that utility service providers are responsible for costs associated with damage caused to the environment and public right-of-way so that providers will seek to minimize those costs.

6.4 Innovative and renewable technology. Encourage the exploration and establishment of innovative and renewable utility service technologies. Allow the testing of new alternative energy sources that are consistent with the goals and policies of PLAN Hermosa and comply with all relevant regulations.

6.5 Renewable energy facilities. Unless a renewable energy facility would cause an unmitigatable impact to health or safety, allow them by right.

6.6 Community choice aggregation. Collaborate with nearby local and regional agencies to develop a community choice aggregation system that provides greater renewable energy choices to the community.

Goal 7. A reliable and efficient telecommunications network available to every resident, business, and institution.

Telecommunication systems support advanced and innovative communication methods between residents, businesses, visitors, and the City. Telecommunications infrastructure and services are critical to businesses for economic growth and job creation. Residents rely on telecommunications for quality of life, education, research, and access to health care and government services.

Policies

7.1 Accommodate future technologies. Encourage telecommunications providers and building developments to size infrastructure and facilities to accommodate future expansion and changes in the need for technology.

7.2 Appropriate siting of telecommunications infrastructure. Design and site all facilities to minimize their visibility, prevent visual clutter, and reduce conflicts with surrounding land uses while recognizing that the entire community can have access to communication infrastructure.

7.3 Co-location of facilities. Encourage telecommunications facilities located adjacent to, on, or incorporated into existing or proposed buildings, towers, or other structures.

7.4 Revenues from telecommunications. Require any revenue generated from the leasing of public space for telecommunications infrastructure to go toward specific projects or enhancements to benefit community spaces.

7.5 Emergency services technology. Prioritize telecommunications services used for the safety and well being of the community.

7.6 Access for all. Encourage the installation and availability of facilities that provide free telecommunication access at key activity and business centers throughout the community.

implementation

For some topics in this Plan, the new adopted policies are sufficient to realize certain goals. However, most goals will require additional implementation actions to help achieve our vision. This section ties together the goals and policies in the General Plan and Coastal Plan with such actions. Some of these are onetime actions, such as creating an ordinance or updating a master plan, while other actions will need to re-occur or be periodically evaluated. Actions have been organized and grouped based on a series of priority tasks and whether they are considered a physical improvement, program, or new process.

Public Review Draft

Community Collaboration

Hermosa Beach is a small city, with big ideas and a clear vision of its future. The City staff and elected officials welcome and encourage community organizations, the business community, other public agencies, neighborhood groups and passionate individuals to help implement many of these actions. While, some actions will be prioritized by the City, that should not preclude any partner organization or individual from making other actions a top priority in their own work in collaboration with the City.

Priority Implementation Tasks

The implementation section attempts to group the myriad of actions needed to achieve the vision, into a set of priority tasks to be programmed and completed as resources become available. While directly associated with PLAN Hermosa, it is important that the implementation matrix be adopted separate from the rest of this Plan so that it may be updated and kept current as council set priorities on an annual basis and conditions change over time. The implementation work program includes the following discrete tasks:

Local Implementation Plan (Coastal)

To implement the Coastal Land Use Plan components of PLAN Hermosa, the City must develop a series of implementing ordinances that articulate the intent of the California Coastal Act with consideration of local context and needs. The actions in this category will comprise the Implementation Plan to support certification of the Local Coastal Program.

Zoning Code Update

The Zoning Code regulates land use, form, and design and is the primary mechanism for implementing the land use strategies of PLAN Hermosa. The actions identified in the zoning code update category should be incorporated into the next update of the zoning code, to bring the development standards of the City of Hermosa Beach into alignment with PLAN Hermosa.

Municipal Code Amendments

Similar to the Zoning Code, the Hermosa Beach Municipal Code is a body of rules and regulations that govern everything from signs to sidewalks. The actions in this category comprise the new rules and regulatory updates necessary to implement various goals and policies of PLAN Hermosa.

Environmental Thresholds + Guidelines

The California Environmental Quality Act (CEQA) plays a critical role in shaping the built environment of Hermosa Beach and disclosing the environmental effects of projects. Every discretionary action undertaken by the City must be evaluated under CEQA. The development of thresholds and guidelines for evaluating projects subject to CEQA will offer greater transparency and consistency in how each project is evaluated. Actions to be incorporated in the creation of local CEQA procedures are included in this section.

Design Guidelines

Design guidelines are a tool to help direct the form and style of new buildings. These guidelines supplement zoning standards, articulating the City's preferences for new design. They are specified as design guidelines rather than regulatory standards to allow for variety and eclectic design while encouraging high quality and authentic building character. The actions identified in this grouping will be considered in the development of Design Guidelines.

Public Review Draft

Additional Implementation Tasks

Additional implementation actions have been categorized and included as a physical improvement, program, or process to be implemented on an ongoing basis in the future.

Physical Improvements

While much of this Plan is intended to direct private investment in a clear and deliberate way, the City plays a role in shaping the public realm through investment of resources in physical improvements on City-owned or operated land. Specific public investments that would result in physical changes to publicly owned spaces are listed below.

Programs

Programs are specific activities that are focused on the community or a subset of the community. These actions are meant to inform, enrich, or support the community. In many cases, these programs are support activities that are intended to complement more formal regulatory implementation actions. In other cases, these actions are intended to help achieve PLAN Hermosa outcomes through incentives.

Processes

Processes are those activities that the City undertakes as a municipal organization that pertain to organizational function. The items below are intended to improve the efficiency and/or effectiveness of the City's operations. Additionally, these items also relate to the coordination and consultation that the city undertakes as an official government agency.

Implementation Organization

Lead Department

The lead department responsible for implementing the priority task. Other departments will be involved in the successful implementation of specific actions within each task.

Timeframe

Priority tasks have an identified timeframe in which they should be implemented. Since many of these priority tasks influence subsequent actions, their implementation is critical within the first several years after adoption of PLAN Hermosa. Additional actions presented as a physical improvement, program, or process will be implemented on an ongoing basis.

Primary Funding Source

Potential funding sources that may be used in implementing each set of priority tasks have been identified. More specific funding resources may be identified for individual actions.

List of Relevant Actions

Within each priority task, there will be are a series of numbered actions. Each action is numbered to correspond to the following elements of PLAN Hermosa:

Governance (G)

Land Use + Design (LU)

Mobility (M)

Sustainability + Conservation (S)

Parks + Open Space (P)

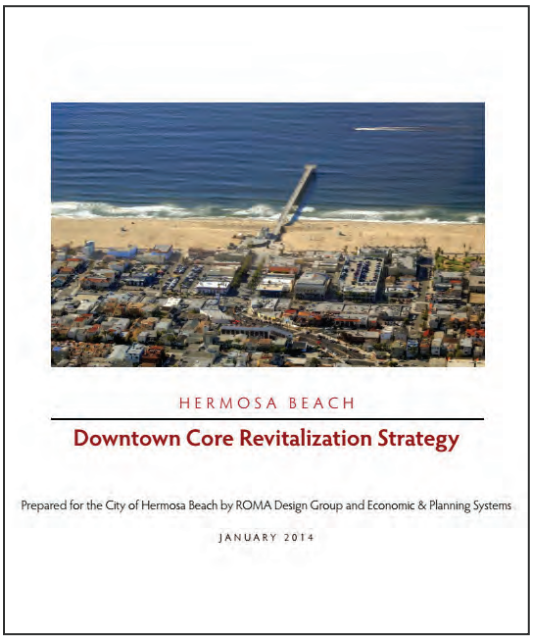
Public Safety (PS)

Infrastructure (INF)

referenced plans

Sustainability Plan

Created by Hermosa Beach's Green Task Force, the Sustainability Plan sets goals to reduce human impact on the environment. The Sustainability Plan includes topics on water, waste, transportation, buildings, energy, and marine/coastal issues, with goals to reduce manmade greenhouse gas emissions and protect the City's beach culture and coastal environment. Strategies to achieve these goals include providing transportation alternatives to reduce automobile travel, supporting beach and ocean-friendly initiatives to protect Beach culture and local economy, reducing water consumption and improve water quality consistent with State goals, integrating energy efficiency and renewable energy measures into the built environment, and achieving higher rates of recycling and decrease the volume of landfilled waste. The Green Task Force worked closely with community members, building citywide support throughout the process.



Downtown Core Revitalization Strategy

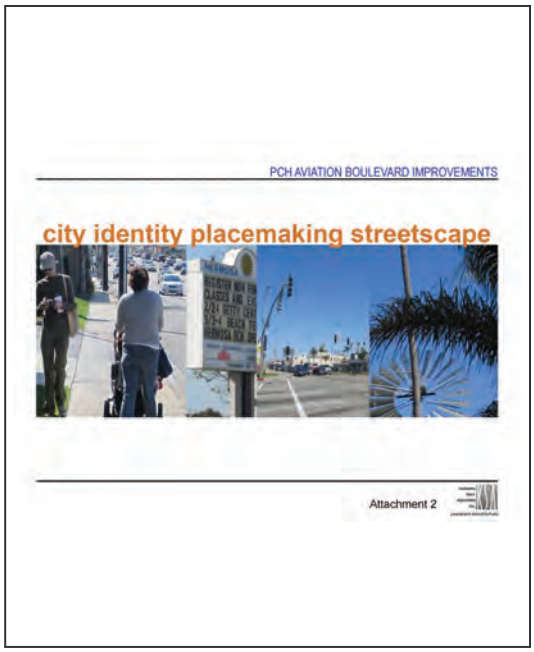
The Downtown Core Revitalization Strategy for Hermosa Beach is a comprehensive approach for increasing the vitality of the downtown including assessing the role of the key private sites and utilizing City assets to achieve City goals. The Downtown Core Revitalization Strategy and the Market and Economic Analysis were developed by Roma Design Group and Economic Planning Systems respectively, and reviewed by Council thereafter.

This Strategy is to utilize strategically located land resources to strengthen the economic vitality of the area and enhance the quality of life in the community as a whole. The Downtown Core will require both public and private initiatives including capital improvement projects, changes to parking and zoning, and parking requirements involving private development. Potential outcomes of the proposed Strategy are two catalyst hotel developments and improvements along Hermosa Avenue. Also, revising zoning will promote ground floor retail, reducing the parking requirements and providing consolidated publicly managed facilities at the civic center or community center. This will facilitate the much needed daytime occupancies and foot traffic by spurring additional second floor office and service uses.

Public Review Draft

Pacific Coast Highway Aviation Boulevard Streetscape Improvements

Adopted in 2013, the Pacific Coast Highway (PCH) Streetscape Master Plan is the City's strategy to improve economic development through revitalized Downtown and Entry Corridors along the Pacific Coast Highway. This corridor is vehicular-oriented, and lacks pedestrian safety, green open space, medians, street trees, and an overall sense of identity. To alleviate these challenges, Katherine Spitz Associates developed concept plans that include innovative design elements. In addition, design goals were created to revitalize the corridors. These include increasing pedestrian safety and accessibility, creating physical and visual connection across PCH, beautifying the street with sustainable, cohesive landscaping, creating a memorable identity for the area, designing walkable streets with access to retail, dining and entertainment, and encouraging pedestrian use through new lighting and crosswalks.

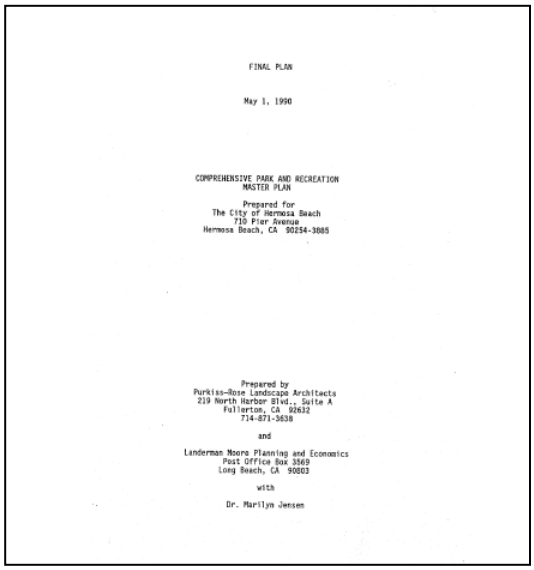


Aviation Boulevard Master Plan

The Aviation Boulevard Master Plan was created to transform Aviation Boulevard into a thriving corridor that will act as a gateway when entering the city of Hermosa Beach. The inconsistent zoning along Aviation Boulevard has contributed to the areas lack of activity. The plan will create a new identity for the area and includes individual toolkits to address the parking, traffic, pedestrians, maintenance, and land use and zoning issues in the area. Some solutions include planted medians, decreasing widths of traffic lanes, new sidewalk and landscape amenities, establishing a business improvement district and other incentives for new investment, new zoning or design guidelines, and implementing a street tree and beautification program.

Parks and Recreation Master Plan

The City's Parks and Recreation Master Plan fulfills the City's obligation to provide guidance for the orderly development of parks, recreation, and open space facilities and programs. The plan includes baseline data and provides clear recommendations on how to meet the demands for future recreational, programming, and maintenance needs. The last comprehensive plan was completed in1990, therefore needing an update to reflect the new demographic and open space changes.


FINAL PLAN

May 1, 1990

COMPREHENSIVE PARK AND RECREATION
MASTER PLAN

Prepared for
The City of Hermosa Beach
710 Pier Avenue
Hermosa Beach, CA 90254-3885

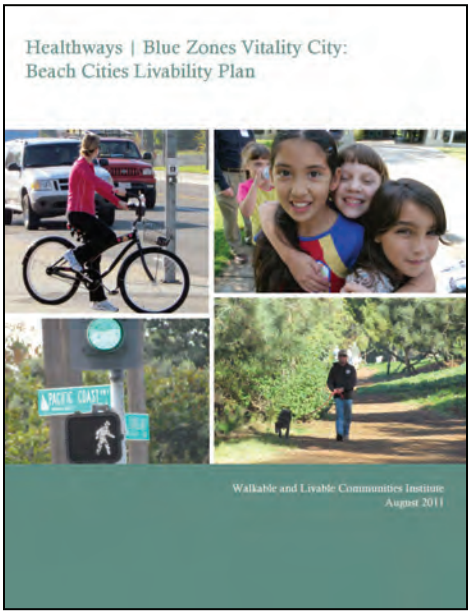
Prepared by
Purkiss-Rose Landscape Architects
219 North Harbor Blvd., Suite A
Fullerton, CA 92632
714-871-3638

and

Landerman Moore Planning and Economics
Post Office Box 3569
Long Beach, CA 90803

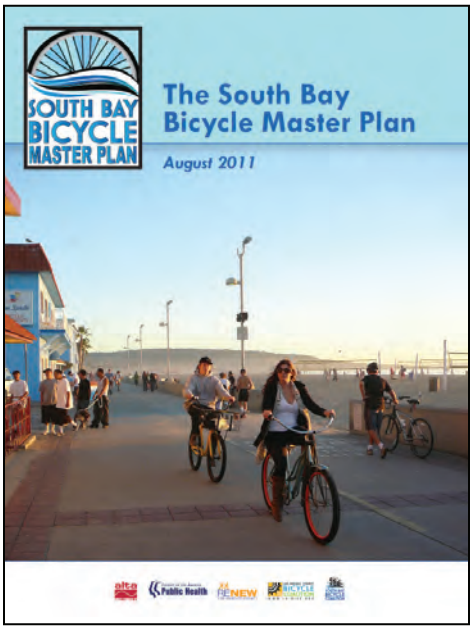
with

Dr. Marilyn Jensen



Beach Cities Livability Plan

The Beach Cities Livability Plan was developed to Improve livability and well being in Los Angeles County beach cities. The plan strives to support active living by enhancing both land use and transportation systems throughout the cities. In order to achieve this goal, the plan highlights ways that will encourage community members to become more active in their communities. This includes a complete network of streets and public spaces to support active living, Safe, natural and enjoyable walking and biking conditions, and sustainable transportation choices. Strategies to achieve this goal of healthier, happier people in the City includes adopting a Complete Streets policies and incorporate Complete Streets policy language into all beach cities planning documents, creating and adopting street design guidelines, developing a regional pedestrian master plan, increasing enforcement for pedestrian safety, and increasing enforcement for pedestrian safety.



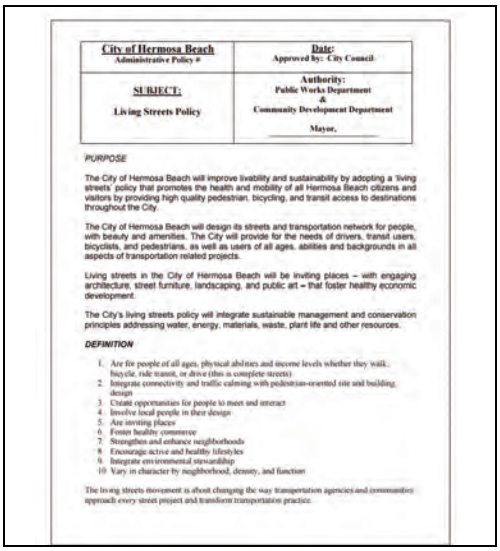
South Bay Cities Bicycle Master Plan

The South Bay Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the cities of El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance for the next 20 years. As the firstever multi-jurisdictional bike plan, it has a unique focus on crosscity consistency and connectivity that is often lacking in singular city bike plans. Upon plan adoption, each participating city will be eligible for grant funding sources which they are not currently receiving. The Bicycle Master Plan is the result of a unique partnership between long-standing bicycle advocacy non-profit, Los Angeles County Bicycle Coalition (LACBC), and local LACBC chapter – the South Bay Bicycle Coalition (SBBC). The two groups came together with the common goal of improving the safety and convenience of bicycling in Los Angeles County, and specifically in the South Bay Region. Goals in this plan include creating a bicycle-friendly South Bay and safer bicycling environment and ensuring an enduring bicycling culture. Strategies to achieve these goals include designing an expanded bikeway network, supporting consistent design and engineering for bicycles, increasing mobility through bicycle-transit integration, providing convenient and consistent parking facilities, increasing bicycle education, maintain roads for safe and consistent bikeability, and expanding enforcement for improved cycling safety.

Public Review Draft

Living Streets Policy

Hermosa Beach's Living Streets Policy reflects the City's commitment to creating streets that are safe, accessible, sustainable, and inviting. The policy was crafted in conjunction with the Blue Zoning Project and was recommended for approval by the Planning Commission in December, 207. The policy provides a checklist of issues to consider and procedures to evaluate street projects through a comprehensive 'sustainability' lens. It ensures that the various segments of the community are considered when determasining how to use and improve the public right-of-way. The policy includes policies on street network/connectivity, design, jurisdiction, exceptions, and context sensitivity.



City of Hermosa Beach Administrative Policy #	Date: Approved by: City Council
SUBJECT: Living Streets Policy	Authority: Public Works Department & Community Development Department Mayor,

PURPOSE

The City of Hermosa Beach will improve livability and sustainability by adopting a 'living streets' policy that promotes the health and mobility of all Hermosa Beach citizens and visitors by providing high quality pedestrian, bicycling, and transit access to destinations throughout the City.

The City of Hermosa Beach will design its streets and transportation network for people, with beauty and amenities. The City will provide for the needs of drivers, transit users, bicyclists, and pedestrians, as well as users of all ages, abilities and backgrounds in all aspects of transportation related projects.

Living streets in the City of Hermosa Beach will be inviting places – with engaging architecture, street furniture, landscaping, and public art – that foster healthy economic development.

The City's living streets policy will integrate sustainable management and conservation principles addressing water, energy, materials, waste, plant life and other resources.

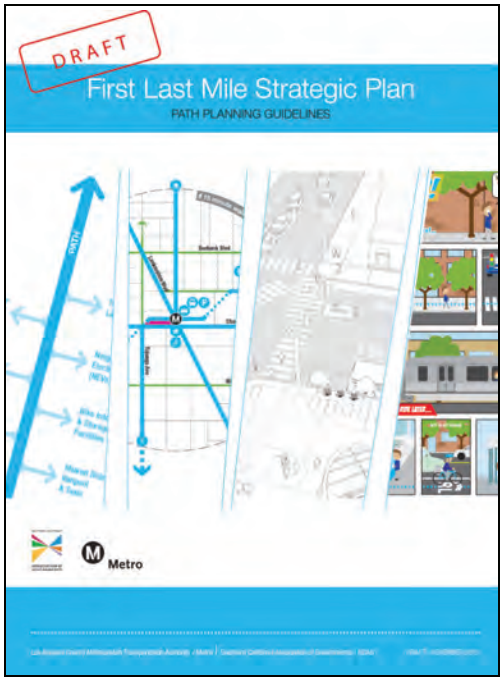
DEFINITION

1. Are for people of all ages, physical abilities and income levels whether they walk, bicycle, ride transit, or drive (this is complete streets)
2. Integrate connectivity and traffic calming with pedestrian-oriented site and building design
3. Create opportunities for people to meet and interact
4. Involve local people in their design
5. Are inviting places
6. Foster healthy commerce
7. Strengthen and enhance neighborhoods
8. Encourage active and healthy lifestyles
9. Integrate environmental stewardship
10. Vary in character by neighborhood, density, and function

The living streets movement is about changing the way transportation agencies and communities approach every street project and transform transportation practice.

LA Metro First Last Mile Strategic Plan

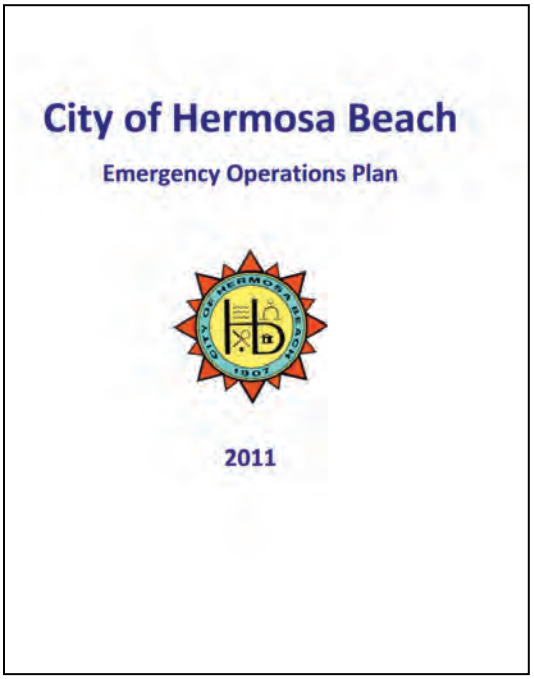
The goal of the LA Metro First Last Mile Strategic Plan is to better coordinate infrastructure investments in station areas to extend the reach of transit, with the ultimate goal of increasing ridership. The plan includes guidelines that begin outlining specific infrastructure improvement strategies to facilitate easy, safe, and efficient access to the Metro system. In addition, they introduce a concept herein referred to as 'the Path', and provide direction on the layout of Path networks and components within Metro Rail and fixed route Bus Rapid Transit (BRT) station areas. They serve as a resource for Metro and the many public and private organizations throughout the region working to update programs, land use plans, planning guidelines, business models, entitlement processes, and other tools that take advantage of LA County's significant investment in the public transportation network. Strategies will need to be organized to contend with widely varying environments throughout the county; yet will aim to improve the user experience by supporting intuitive, safe and recognizable routes to and from transit stations.



Natural Hazards Mitigation Plan

The City's Natural Hazards Mitigation Plan (NHMP) fulfills Hermosa Beach's obligation to prepare plans that identify community hazards and risks and create appropriate mitigation actions and projects pursuant to the Federal Disaster Mitigation Act of 2000 (DMA). With a Federal Emergency Management Agency (FEMA) certified mitigation plan in place, the City is eligible for federal and state hazard mitigation funds. Additional funds are available for jurisdictions whose hazard mitigation plans and general plan safety elements are integrated. Hazard mitigation plans must be updated every five years to remain eligible for funding.

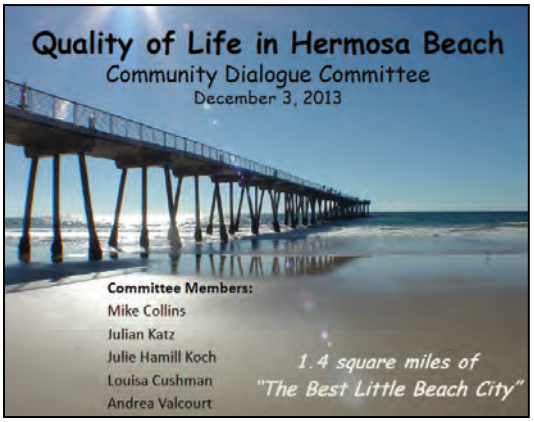
The NHMP fulfills requirements of Section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 United States Code (USC) 5165, as amended by the DMA. The NHMP is incorporated into the City's General Plan Public Safety Element by reference and should be consulted when addressing known hazards to ensure the public's general health, safety, and welfare within the planning area. The City's Public Safety Element goals, policies, and actions support and are consistent with the NHMP.



Emergency Operations Plan

The City of Hermosa Beach Emergency Operations Plan establishes a comprehensive, all hazards approach to natural, man-made, and technological disasters. The plan provides an overview of operational concepts, identifies components of the City's emergency management organization, and describes the overall responsibilities of federal, state, county, and local entities for protect life and property and ensure the overall well-being of the population. The plan establishes a system for coordinating the prevention, preparedness, response, recovery, and mitigation phases of emergency management in Hermosa Beach.

One function of the City of Hermosa Beach Emergency Operations Plan is to identify emergency evacuation protocol.. The City also has a tsunami evacuation plan and has posted permanent tsunami evacuation signage at appropriate locations in the city. The City's evacuation plan for all other hazards stresses operational flexibility. The City does not have a publicly accessible all-hazards evacuation plan, nor does it post permanent evacuation route signs for any hazard other than tsunami.



Community Dialogue

The City of Hermosa Beach recognizes the importance to include the community throughout the planning process. Community members and government officials worked together and voiced the following comments and visions for the City.

Hermosa Beach is a small-town friendly beach community. Hermosa is a health conscious city where people walk, jog, and bike to get from place to place, but also has a reputation for being a party town. The City government is accessible, with council meetings that are televised and open to the public, as well as City council members office hours for questions or suggestions. The crime rate in Hermosa is very low and the schools are in the top 10 percentile. The community participates in major fundraisers to offset state shortfalls in the education system. The City is a green city that is striving for a carbon neutral footprint. Some steps to achieve this goal include storm drain filtration systems, smoke-free zones, banned Styrofoam food containers, and the use of solar panels alternative energy source.

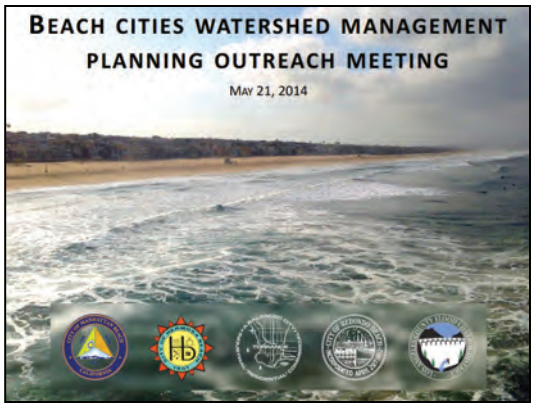
Hermosa wants to attempt to have colleges/universities invest in technology projects in the area, seek out movie/TV filming projects, encourage volunteerism for projects, and attract small businesses in order to maintain its unique character without any added costs. Hermosa Beach, with the help of its citizens, would like to continue its environmental friendly operation and promote an economically strong small business image over the next 20 years in order to live up to its slogan "the best little beach city."

Public Review Draft

Beach Cities Enhanced Watershed Management Program

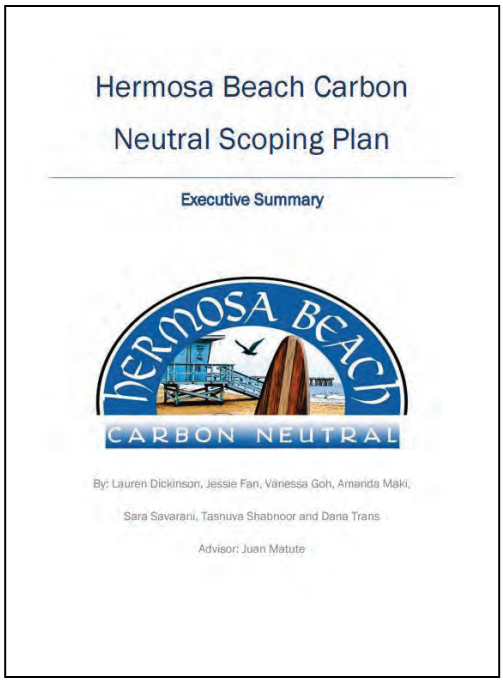
A Beach Cities Enhanced Watershed Management Program (EWMP) has been prepared for the Beach Cities Watershed Management Area, which covers the Santa Monica Bay and Dominguez Channel watersheds. The City of Hermosa Beach, along with the Cities of Redondo Beach, Manhattan Beach, and Torrance and the Los Angeles County Flood Control District, formed the Watershed Management Group and developed the plan. The plan summarizes watershed-specific water quality priorities; outlines a program plan consisting of specific strategies, control measures, and best management practices (BMPs) necessary to achieve water quality targets; and describes the quantitative analyses completed to support target achievement and permit compliance.

The EWMP also includes guidance for best management practices, specifically the development of policies related to low impact development and local green streets. Two structural BMPs have already been planned in Hermosa Beach, which will be used to meet the total Santa Monica Bay reduction goals for pollutant reductions. These projects include Hermosa Beach Greenbelt Infiltration and the Hermosa Beach Infiltration Trench.



Hermosa Beach Carbon Neutral Scoping Plan

Hermosa Beach's commitment to carbon neutrality is shown in the City's Carbon Neutral Scoping Plan. This plan sets carbon neutrality as a primary goal in the City and includes a pathway of achieving this goal. In addition to observing demographics, culture, and political background of Hermosa Beach, the plan includes a comprehensive model to determine emission levels in respective sectors based on different implementation measures. This model creates three potential outcomes to lead the city towards its goal. While the shift to carbon neutrality will not occur immediately, this plan includes recommendations and suggestions to help the City streamline the process.



glossary

Acceptable Risk

A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. The level of loss, injury or destruction below which no specific action by local government is deemed necessary other than making the risk known. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for farm structures and low-intensity warehouse uses.

Acre-Foot (AF)

The volume of water necessary to cover one acre to a depth of one foot. Equal to 43,560 cubic feet, 325,851 gallons or 1,233 cubic meters.

Acreage, Gross

The land area that exists prior to any dedications for public use, health and safety purposes.

Acreage, Net

- The portion of a site that can actually be built upon, which is the land area remaining after dedication of ultimate rights-of-way for:
- Exterior boundary streets
- Flood ways
- Public parks and other open space developed to meet minimum standards required by City ordinance
- Utility Easements and rights-of-way may not be counted as net acreage

Action

An action is a program, implementation measure, procedure or technique intended to help achieve a specified objective. (See "Objective")

Active Solar System

A system that uses a mechanical device, such as electric pumps or fans, in addition to solar energy to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System")

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Archaeological Resource

Material evidence of past human activity found below the surface of ground or water, portions of which may be visible above the surface.

Arterials

Major thoroughfares that carry large volumes of traffic at relatively high speeds. Arterials are designed to facilitate two or more lanes of moving vehicles in each direction and rarely contain on-street parking.

Average Dry Weather Flow (ADWF)

The amount of wastewater that flows into a system on an average day during the dry weather part of the year.

Base Flood (100-year flood)

In any given year, a flood that has a 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk. (See "Floodplain")

Below Normal Year Water Yield

A term used in planning for adequate water supplies, which represents the amount of water that can be expected to be available 90 percent of the time. (See also "normal year" and "dry year")

Bicycle Lane (Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to lanes for use by motorized vehicles.

Public Review Draft

Bicycle Path (Class I facility)

A paved route, not on a street or roadway, expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but are typically separated from them by landscaping.

Bicycle Route (Class III facility)

A roadway shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways

A term that encompasses "bicycle lanes," "bicycle paths" and "bicycle routes."

Boulevard

A broad roadway that functions as an arterial and where through-lanes are separated from local lands by a median.

Buffer Zone

An area established between potentially conflicting land uses, or agricultural and non-agricultural uses, which depending on the impact may utilize landscaping or structural barriers such as setbacks or roads.

Building Height

The vertical distance from the average contact ground level of a building to the highest point of the coping, whether a flat roof, the deck line of a mansard roof, or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Build-out

Development of land to its full potential, or theoretical capacity, as permitted under current or proposed planning or zoning designations.

California Environmental Quality Act (CEQA)

Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for projects anticipated to result in adverse impacts to the environment.

Capital Improvements Program

A program administered by a City and reviewed by its Planning Commission that schedules permanent improvements, usually for a minimum of five years in the future, that fits the projected fiscal capability of the jurisdiction. The CIP generally is reviewed on an annual basis for conformance to and consistency with the General Plan.

Carrying Capacity

Used in determining the potential of an area to absorb development: (1) The level of land use, human activity or development for a specific area that can be permanently accommodated without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Build-out")

City

City with a capital "C" generally refers to the City government or administration. City with a lower case "c" may mean any city or may refer to the geographical area.

City limits

The legal boundaries of the geographical area subject to the jurisdiction of the City of Hermosa Beach government. For example, development applications for properties located within the City limits must be reviewed by the City.

Cluster Development

Development in which dwelling units are placed on smaller parcels of land, in closer proximity to each other than usual, or are attached, with the purpose of retaining the additional land, that would have been allocated to individual lots, for common shared open space areas.

Collectors

Collectors are roadways that connect local streets to "arterials," usually provide two travel lanes for automobiles, and may also have bicycle lanes.

Commercial (C)

A land use designation that allows for a wide range of land use types, including retail, entertainment and professional offices, often serving

neighborhoods with services and retail goods of interest to residents.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park

A large park, generally 5 acres or more, that includes a mix of passive and active recreation areas that serve the entire city or a large portion of the city. A community park should include, but not be limited to, the facilities that are typically found at neighborhood and mini parks as well as specialized facilities such as amphitheaters and skate parks.

Conditional Use Permit

The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Conservation

The management of natural resources to prevent waste, destruction or neglect.

Crime prevention through environmental design (CPTED)

A multi-disciplinary approach to deterring criminal behavior through environmental design.

Cul-de-sac

A short street or alley with only a single means of ingress and egress at one end and with a turnaround at its other end.

Cultural Resources

Includes historic, archaeological and paleontological resources, as well as human remains.

Cumulative Impact

As used in CEQA, the total environmental impact resulting from the accumulated impacts of individual projects or programs over time.

Decibel (dB)

A unit used to express the relative intensity of a sound as it is heard by the human ear. The lowest volume a normal ear can detect under laboratory conditions is 0 dB, the threshold of human hearing. Since the decibel scale is logarithmic, 10 decibels are ten times more intense and 20 decibels are a hundred times more intense than 1 db.

dBA

The "A-weighted" scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites or other public uses are often required by a city or county as conditions for approval of a development. (See "in-lieu fee")

Density

The amount of development or people per unit of area or property. (See also "Density, residential" and "Floor Area Ratio")

Density, Residential (du/acre)

The number of permanent residential dwelling units (d.u.) per acre of land. Densities specified in the General Plan are expressed in dwelling units per net acreage (du/acre), minus any land dedications, and not per gross acre. (See "Acres, Gross" and "Acres, Net")

Density Transfer

The concentration of density on one part of a site to another part of a site. This technique is used to preserve historic, sensitive or hazardous areas and to accommodate public facilities, such as schools, parks or utility easements on an individual parcel or within a specific project.

Development Review; Design Review

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be

done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Development Review" usually refers to a system established in the Municipal Code, whereby projects are reviewed against certain standards and criteria by a specially established design review board or other body such as the Planning Commission.

Development

The physical extension and/or construction of non-farm land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities and other facilities; installation of septic systems; grading; deposit of refuse, debris or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). The construction of a single-family home on an existing lot, and routine repair and maintenance activities, are exempted.

Disabled

Persons determined to have a physical impairment or mental disorder, which is expected to be of long, continued or indefinite duration and is of such a nature that the person's ability to live independently could be improved by more suitable housing conditions.

Dry Year

A term used in planning for adequate water supplies. The dry year is the most infrequent drought year, when the minimum amount of water is available. Statistically, this level would occur only once in one-hundred years. This amount of water is less than or equal to what is available more than 99 percent of the time. (See also "Below Normal Year Water Yield" and "Normal Year")

Duplex

A free-standing house divided into two separate living units or residences, usually having separate entrances.

Dwelling Unit (d.u.)

The place of customary abode of a person or household, which is either considered to be real property under State law or cannot be easily moved.

Ecosystem

An interacting system formed by a biotic community and its physical environment.

Effluent

Liquid or partially solid waste such as is found in sewer systems or discharged from factories.

Emergency Management System (SEMS)

A structure for coordination between the government and local emergency response organizations providing the flow of emergency information and resources within and between the organizational levels of field response, local government, operational areas, regions and state management.

Environmental Impact Report (EIR)

A report required pursuant to the California Environmental Quality Act (CEQA) that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See "California Environmental Quality Act.")

Elderly

Persons 65 years of age or older.

Endemic Species

Species native to, and restricted to, a particular geographical region.

Entryway

Entrance to an urban area, or to an important part of a city, along a major roadway. It can also be a point along a roadway at which a motorist or cyclist gains a sense of having left the environs and of having entered the city.

Electric Vehicle (EV)

An electric vehicle is an alternative fuel automobile that uses electric motors and motor controllers for propulsion, in place of more common propulsion methods such as the internal combustion engine.

Fault

A fracture in the earth's cruse that forms a boundary between rock masses that have shifted.

Flood, 100-year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any give year.

Floodplain

The relatively level land area on either side of the banks of a stream regularly subject to flooding.

Floodway

The part of the floodplain capable of conveying the 100-year flood with no more than a one-foot rise in water. The floodway includes the river channel itself and adjacent land areas.

Floor Area Ratio (FAR)

The size of a building in square feet (gross floor area) divided by net land area, expressed as a decimal number. For example, a 60,000 square foot building on a 120,000 square-foot parcel would have a floor area ratio of 0.50. The FAR is used in calculating the building intensity of non-residential development.

General Plan

A compendium of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space and Public Safety) and may include any number of optional elements the City deems important.

Goal

A description of the general desired results that Hermosa Beach seeks to create through the implementation of the General Plan. Goals are included in each element and may include the key physical or community characteristics that the City and its residents wish to maintain or develop.

Gray water

The less contaminated portion of domestic wastewater, including wash water from clothes washers and laundry tubs.

Groundwater

Water that exists beneath the earth's surface, typically found between saturated soils and rock, and is used to supply wells and springs.

Growth Management

The use by a community of a wide range of techniques in combination to determine the amount, type and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through building permit caps, public facilities/infrastructure ordinances, urban limit lines, standards for levels of service, phasing, and other programs.

Greenhouse Effect

A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Greenhouse Gas Emissions

Atmospheric gases that contribute to the greenhouse effect by absorbing infrared radiation produced by solar warming of the Earth's surface.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

High Occupancy Vehicle (HOV)

Traffic lanes that are designated and reserved for vehicles with a minimum number of passengers during high-volume commute hours, in order to encourage carpooling through faster travel. They are enforced with fines and traffic tickets.

Household

All persons occupying a single dwelling unit.

Impact Fee

A fee charged to a developer by the City according to the proposed development project, typically by number of units, square footage or acreage. The fee is often used to offset costs incurred by the municipality for services and infrastructure such as schools, roads, police and fire services, and parks.

Impervious Surface

Surface through which water cannot penetrate, such as a roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

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Implementation

Actions, procedures, programs or techniques that carry out policies.

Infill Development

Development that occurs on vacant or underutilized land within areas that area already largely developed.

In-lieu fee

Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions. (See "dedication")

Land Use

The occupation or utilization of an area of land for any human activity or any purpose.

Land Use Designation

One particular category in a classification series of appropriate use of properties established by the General Plan Land Use Element.

Leadership in Energy and Environmental Design (LEED)

A voluntary, consensus-based national standard for developing and rating high-performance, sustainable "green" buildings. LEED provides a complete framework for assessing building performance and meeting sustainability goals, such as water savings, energy efficiency, materials selection and indoor environmental quality. LEED standards are currently available or under development for: new commercial construction and major renovation projects, existing building operations, commercial interiors projects, core and shell projects, and homes.

Level of Service (LOS) Standard

A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic)

A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction and delay.

Level of Service A

A relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B

Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C

Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D

Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one signal cycle during short peaks.

Level of Service E

Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues and blocked intersections.

Level of Service F

Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Local Agency Formation Commission (LAFCo)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street

Provides direct access to properties; generally they carry the lowest traffic volumes.

Mini-Park

Small sized park, less than 1 acre, that provide recreation activities for a specific neighborhood within a ½ mile radius.

Mitigation

Mitigation is the effort to reduce loss of life and property by lessening the impact of disasters.

Mixed Use

Any mixture of land uses on a single parcel, including mixtures of residences with commercial, offices with retail, or visitor accommodation with offices and retail. As distinguished from a single use land use designation or zone, mixed use refers to an authorized variety of uses for buildings and structures in a particular area.

Mix of Uses

Any mixture of uses, such as retail, office, residential or general commercial in close proximity spread over a small area.

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which: (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

Mobile Home Park

A parcel of land under one ownership that has been planned and improved for the placement of two or more mobile homes for rental purposes for nontransient use.

National Incident Management System (NIMS)

The National Incident Management System (NIMS) is a systematic, proactive approach to guide departments and agencies at all levels of government, nongovernmental organizations, and the private sector to work together seamlessly and manage incidents involving all threats and hazards—regardless of cause, size, location, or complexity—in order to reduce loss of life, property and harm to the environment.

Natural Habitat Area

An area that sustains animal and vegetative biotic resources that has not been improved or disturbed. Natural Habitat Areas can also be areas that were previously "disturbed" and have been reclaimed or rehabilitated.

Neighborhood Park

Medium sized park, usually 5 to 15 acres, that provide basic recreational activities for one or more neighborhoods within a ½ to ¾ mile radius.

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-Conforming Use

A use that was valid when brought into existence, but no longer permitted by later regulation. "Non-conforming use" is a generic term and includes: (1) non-conforming structures (because their size, type of construction, location on land, or proximity to other structures is no longer permitted); (2) non-conforming use of a conforming building; (3) non-conforming use of a non-conforming building; and (4) non- conforming use of land. Any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Normal Year

A term used in planning for adequate water supplies. Refers to those years when the City can expect to receive all of the water it has contracted to receive (entitlement). This is because supply conditions (e.g., the amount of rain and snow collected in reservoirs, groundwater availability) are normal. Based on historical experience, normal years occur 63 percent of the time. (See also "below normal year" and "dry year")

Objective

A specific statement of desired future condition toward which the City will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where

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possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective. Housing Law requires objectives contained in the Housing Element to be quantified.

Overlay

A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation or designations in some specific manner.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Passive Solar System

A system that uses direct heat transfer from the thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Pedestrian-Oriented Design

An approach to site and neighborhood design intended to facilitate movement on foot in an area, as opposed to design that primarily serves and encourages automobile movement. Examples of pedestrian-oriented design include pathways following the most direct route from sidewalk to front door, continuous building streetwalls with shop windows, outdoor cafes, street trees and benches.

Per Capita

A measure for each person; in relation to people taken individually.

Planned Unit Development (PUD)

A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the governing regulations, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Area

The Planning Area is the area inside or outside of the City Limits that bears a relation to the City's planning and policy direction. The Planning Area does not lead to regulatory powers outside of the City limits. Instead, it signals to the County and to other nearby local and regional authorities that City residents recognize that development within this area has an impact on the future of their community, and vice versa. (See also Sphere of Influence)

Policy

A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an implementing action or program. (See "Action")

Recreational Corridor

Typically linear pathways, bikeways or open space areas that weave in and around urban uses to provide recreational and transportation amenities to city residents.

Resilience

Resilient communities ensure that all residents are prepared and ready to withstand social or environmental challenges.

Semi-Public Space

An interior or exterior area that is owned and managed by a private entity but which is used by the public.

Sensitive Receptors

Uses sensitive to noise such as residential areas, hospitals, convalescent homes and facilities, and schools.

Specific Plan

Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s). (See also "Planned Unit Development")

Sphere of Influence (SOI)

The probably physical boundaries and service area of the city, as determined by the Local Agency Formation Commission (LAFCO) of the county

Steep Slope

An area with a greater than 5 percent slope.

Total Maximum Daily Load (TMDL) Compliance

A numerical target for a specific pollutant in a specific body of water.

Townhouse/Townhome

A series of residences, often two to three stories in height, that are connected side by side in a row with each having a separate street-level entrance.

Traffic Calming

Measures designed to reduce motor vehicle speeds and to encourage pedestrian use, including:narrow streets, tight turning radii, sidewalk bulbouts, parking bays, textured paving at intersections, parkways between sidewalks and streets.

Transfer of Development Rights (TDR)

Programs implemented by municipalities to preserve open space and direct development to urban centers. In order to develop in the City, a developer must purchase development rights from rural lands outside of the city for use within the urbanized area. Targeted preservation and conservation lands are established as "sending areas" from which land owners sell the development rights of their property to private developers for use in designated "receiving areas" (infill areas designated for development or density increases). Property owners retain the title to the land but the land cannot be built at urban intensities. If the land is sold, the deed restrictions transfer with the sale.

Triplex

A free-standing house divided into three separate living units or residences, usually having separate entrances.

Urban Center

A land use designation that allows for an intensive mix of retail, office, high-density residential, cultural and public-serving uses (such as post offices, libraries, places of worship, museums, art centers, parks, plazas or common space for gatherings, day care facilities, medical buildings, fire departments and police sub-stations) arranged in a manner that results in a strong sense of place for the city's residents, workers and visitors. Urban Centers generally range in size from 20 to 50 acres.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered and/or enlarged in accordance with the City zoning ordinance and General Plan land use designations.

Use, Non-conforming

(See "Non-conforming Use")

Utility Corridor

Rights-of-way or easements for utility lines on either publicly or privately owned property.

Wastewater

Water that has already been used for washing, flushing, or in a manufacturing process, and therefore contains waste products such as sewage or chemical by-products.

Wastewater Irrigation

The process by which wastewater, that has undergone appropriate treatment, is used to irrigate land.

Wetland

An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Zoning

The division of a city by ordinance or other legislative regulation into districts or zones, which specify allowable uses for real property and size restrictions for buildings constructed in these areas; a program that implements the land use policies of the General Plan.

Zoning District

A designated area of the City for which prescribed land use requirements and building and development standards are or will be established.

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