

August 10, 2006

Honorable Chairman and Members of the  
Hermosa Beach Planning Commission

Regular Meeting of  
August 15, 2006

CONTINUED FROM THE JUNE 20, 2006 MEETING

SUBJECT:           PRECISE DEVELOPMENT PLAN 06-4  
                      PARKING PLAN 06-1

LOCATION:           338 AND 400 PIER AVENUE

APPLICANT:        AL MARCO  
                      240 CENTER STREET  
                      EL SEGUNDO, CA 90254

REQUESTS:         PRECISE DEVELOPMENT PLAN FOR A COMMERCIAL BUILDING OF  
                      APPROXIMATELY 15,000 SQUARE FEET CONTAINING OFFICE AND  
                      RETAIL USES INCLUDING A SNACK SHOP

PARKING PLAN TO BASE THE PARKING REQUIREMENTS ON THE PEAK  
SHARED PARKING REQUIREMENTS OF THE PROPOSED USES.

**Recommendation**

To approve the project subject to the conditions in the attached resolution.

**Background**

At the meeting of June 20, 2006 the Planning Commission continued the hearing on the subject request and directed the applicant to either increase on site parking or modify the proposed uses in order to minimize the parking deficiency and the need for parking in-lieu fees.

ZONING:	C-2 Restricted Commercial
GENERAL PLAN:	General Commercial
LOT SIZE TOTAL:	16,830 Sq. Ft.
338 PIER AVE.	7,690 Sq. Ft.
400 PIER AVE.	9,140 Sq. Ft.
PROPOSED BUILDING SIZE TOTAL:	14,580 Gross Square Feet
338 PIER AVE.	11,237 Sq. Ft.
400 PIER AVE.	3,343 Sq. Ft.
FLOOR AREA RATIO:	0.87
REQUIRED PARKING (AGGREGATE):	41 Spaces
PARKING PROVIDED ON SITE:	37 Spaces (one additional in tandem)
ENVIRONMENTAL DETERMINATION:	Mitigated Negative Declaration (recommended)

\*Aggregate of each proposed use, assumes a parking requirement of 3 per 1,000 square feet for snack shop use<sup>1</sup>

Additional background information is contained in the June 20, 2006 staff report.

**Analysis**

In response to the direction of the Planning Commission, the applicant has been working on revisions to the project to provide required parking on site. Several alternatives were considered, including a three level parking structure, underground parking at 338 Pier, and different use allocation scenarios. As a result the applicant has chosen primarily to modify the uses and only slightly modify the buildings, and has also modified the parking structures to increase the total capacity from 34 to 37 spaces. The proposed combination of uses has changed, as follows, and no longer includes a restaurant use.

<b>Original Project (in square feet)</b>		<b>Revised Project (in square feet)</b>	
Retail	3,528	Retail	5,692
Office	6,398	Office	6,097
Snack Shop	2,097	Snack Shop	1,791
Restaurant	1,831	Restaurant	0
Storage	834	Storage	1,000
<b>Total</b>	<b>14,688</b>		<b>14,580</b>

This change in allocation of uses has significantly changed the parking requirements for the project. Based on the current parking ratio for the downtown district of 3 spaces per 1,000 square feet of office or retail space, and application of this same parking requirement for a snack shop use the proposed building requires 40 parking spaces pursuant to Section 17.44.040 pertaining to parking requirements for the downtown.<sup>2</sup> Also, the ancillary storage basement requires on additional space for a total requirement of 41 spaces. The applicant is proposing a supply of 37 parking spaces in two levels of parking (with one additional tandem space which the Zoning Ordinance does not recognize as parking space). The parking calculation is based on gross aggregate floor area for the, retail and office uses and assumes the use of the retail parking requirement for the snack shop use.

This aggregate calculation, however, does not take into account the peak parking requirements and hourly variation in parking demand for each individual use in a mixed-use project. Therefore, the applicant is proposing consideration of the shared parking demand pursuant to Section 17.44.210 of the Zoning Ordinance, which states that the Planning Commission may allow for a reduction in the number of spaces required, and allows the Commission to consider factors such as the peak hours of the proposed uses sharing the same parking facilities.<sup>3</sup> The applicant has submitted a revised shared parking analysis based on the methodology and hourly parking adjustment factors developed by the Urban Land Institute *Shared Parking, 2<sup>nd</sup> Edition*. The applicant has submitted a shared parking analysis prepared by Linscott, Law and Greenspan (attached) The parking rates used for the calculations in the shared parking analysis

for the office, and retail uses are based on the reduced parking requirements allowed in the downtown district (1 space per 333 square feet).

Parking Tabulation:

Proposed Use	Allocation	Current Code Requirement in Downtown	Total Required	Peak Shared Weekday 2:00 P.M.	Peak Shared Weekend 7:00 P.M.
Retail Shops	5,692 SF	3 per 1,000 sq. ft.	17	15	16
Office	6,097 SF	3 per 1,000 sq. ft.	18	18	0
Snack Shop	1,791 SF	3 per 1,000 sq. ft.	5	2	4
Storage	1,000 SF	1 per 1,000 sq. ft.	1	1	1
<b>Total</b>	<b>14,580 SF</b>		<b>41</b>	<b>36</b>	<b>21</b>

The conclusion of the shared parking analysis for the project is that the highest shared parking demand occurs weekdays at 2:00 P.M. for the combination of uses and is projected at 36 spaces. While the peak on weekends occurs at 7:00 P.M. Since the supply of parking is 37 spaces, there is no longer a deficiency on the peak time on weekdays eliminating the need for any in-lieu parking. This shared parking analysis assumes a "worst-case" that all customers will drive to the site, and does not consider the reality that a certain percentage of patrons will arrive at the building on foot or bicycle or in conjunction with other trips to the downtown. During the peak weekday time there is usually ample public on-street parking available to supplement the on-site parking. During peak weekend evenings, however, limited street and public parking is available.

The applicant also notes that the changes to the project site, including the elimination of a curb cut on Pier Avenue, will result in 3 new on-street metered spaces. These spaces cannot be included in the required off-street parking calculations, but will help mitigate the parking impacts of the project.

Nearby residents have expressed concern with the parking deficiency of the original version of this project, noting that the in-lieu fees only go into a fund for future parking. They are concerned that spillover parking will impact their neighborhood, and concerned that sufficient parking will not be provided in the near future. The residents also noted concerns with loading, and late night noise if a restaurant was included. The applicant has responded to these concerns by eliminating the restaurant use and increasing the supply of on site parking. While the project is 4 spaces short of required parking calculated as an aggregate of the proposed uses, adequate parking is provided to satisfy peak shared parking demands, and no spillover parking into the neighborhood is anticipated. Also the elimination of the restaurant will minimize the noise and loading issues.

Please refer to the June 20, 2006 staff report for the analysis of the project with respect to the Precise Development Plan approval, and with respect to traffic impacts. The project appearance is generally the same, with only minor modifications to the appearance including aligning the building facades with the angle of the sidewalk (rather than stepped) and the addition of a roof deck for the office tenants. Also, the applicant has refined their plans for off-site improvements to the satisfaction of the Public Works Director. Further, since the use allocation has changed the overall intensity of the traffic demand, the traffic impacts will actually be reduced as compared with the previous study, which found traffic impacts to be less than significant.

#### SUMMARY

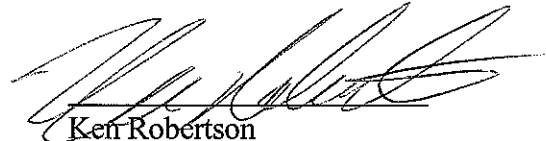
Staff believes that the use of the shared parking analysis is appropriate for the proposed mix of uses, because of differing peak demand times of retail and office uses and the snack shop. With adequate parking now provide on site, there is no need for in-lieu parking fees. Also, staff believes the project is consistent with the objectives the City Council to encourage more daytime uses in the downtown district, and compatible with existing uses on upper Pier Avenue. The project accomplishes these objectives without causing parking impacts, or any other significant impacts on nearby residential uses.

#### CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval in addition to standard conditions for commercial projects:


1. The allocation of uses cannot be modified unless approved by the Commission.
2. The reduced parking requirement for a snack shop use must be approved by the Planning Commission pursuant to Section 17,44,030(O) based on tenant improvement plans submitted for a Parking Plan review prior to issuance of permits for the snack shop interior improvements.
3. All available parking shall be free for customers and employees and shared amongst the occupants of the building to maximize use of the parking facilities (i.e. no parking spaces shall be assigned for exclusive use by any occupant, guests or tenants).
4. An affidavit shall be filed to preserve common ownership of two separate properties involved in this project.
5. The lots that make up each site shall be merged.
6. Final verification of compliance with the height limit requires submittal of revised roof plan with property corner elevations and finished roof heights, and maximum heights identified at the critical points.
7. Provision of a street trees and tree grates as approved by the Public Works Department in coordination with plans to improve upper Pier Avenue, or alternatively the owner shall deposit the necessary funds for the improvements to be constructed at a later date.
8. Decorative paving surfaces for the pedestrian entry, and entries into the parking areas.

9. Reconfigure on-street parking and parking meter locations to maximize on-street parking.
10. Pursuant to the recommendation of the applicant's traffic engineer, provide directional signs at the pedestrian exit locations of the parking structure to encourage use of the crosswalk at the Loma Drive / Pier Avenue intersection rather than crossing Loma Drive mid-block



Ken Robertson  
Senior Planner

CONCUR:

  
Sol Blumenfeld, Director  
Community Development Department

Attachments

1. Proposed Resolution
2. Location Map
3. Initial Study Checklist
4. Photos
5. Correspondence
6. Project Introduction/Revised Parking Study/Project Plans/Traffic Study/June 20 Staff Report – separate attachments

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<sup>1</sup> The City has often allowed a reduced parking requirement for snack shops (coffee houses, juice shops, bagel shops, etc), since it is consistent with the definition of snack shop pursuant to Section 17.44.030(O) of the Zoning Ordinance, and therefore has required parking based on retail parking requirements. The Commission needs to confirm it as a snack shop use based on detail interior floor plans and business description, which are not available at this time, and impose specific conditions on the operation.

<sup>2</sup> This is based on the Section 17.04.040 of the Zoning Ordinance, revised in February, 2004, that reduced the parking requirement in the downtown area for retail and office uses from 4 to 3 spaces per 1,000 square feet as approved by the Coastal Commission. Based on the Coastal Commission's approval, this reduced requirement is in effect for 3 years unless the City conducts further parking studies to justify this lower standard.

<sup>3</sup> Section 17.44.210 Parking Plans states "A parking plan may be approved by the planning commission to allow for a reduction in the number of spaces required. The applicant shall provide the information necessary to show that adequate parking will be provided for customers, clients, visitors and employees *or when located in a vehicle parking district, the applicant shall propose an in-lieu fee according to requirements of this chapter.*" Staff interprets this section to allow consideration of a reduced parking requirement *or* an in-lieu fee, and use of the in-lieu fee therefore does not preclude consideration of the reductions allowed for in this section. The factors the Commission can consider in reducing the parking requirement includes bicycle and foot traffic, common parking facilities, unique features of the proposed use, and peak hours of proposes uses with shared parking facilities. The applicant is focusing on the factor related to peak hour usage within the mixed use development, even though the location and other features might warrant consideration of some of the other factors.

P.C. RESOLUTION 06-

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HERMOSA BEACH, CALIFORNIA, APPROVING A PRECISE DEVELOPMENT PLAN FOR TWO COMMERCIAL BUILDINGS CONTAINING 14,580 SQUARE FOOT TO BE OCCUPIED BY A MIX OF OFFICE, RETAIL AND SNACK SHOP USES, AND A PARKING PLAN TO ALLOW REDUCED PARKING REQUIREMENTS FOR SHARED PARKING AND A MITIGATED ENVIRONMENTAL NEGATIVE DECLARATION AT 338 AND 400 PIER AVENUE LEGALLY DESCRIBED AS LOTS 1 AND 2 TRACT 1851 AND LOTS 1 AND 2, BLOCK 1, HISS' SECOND ADDITION TO HERMOSA BEACH**

The Planning Commission of the City of Hermosa Beach does hereby resolve and order as follows:

Section 1. An application was filed by Al Marco owner of property at 338 and 400 Pier Avenue seeking approval of a Precise Development Plan to construct two commercial buildings with shared parking, and a Parking Plan for reduced parking requirements based on the peak shared parking demand of the proposed uses.

Section 2. The Planning Commission conducted a duly noticed public hearing to consider the subject application on June 20, and August 15, 2006, and considered testimony and evidence both written and oral. Based on the testimony and evidence received the Planning Commission makes the following factual findings:

1. The subject sites are located on the south side of Pier Avenue at the east and west corners of its intersection with Loma Drive. The property slopes up from Pier Avenue with a grade change of approximately 6-10 feet from front to back. The property historically has been used a Mortuary/Funeral Home, with 338 Pier Avenue containing the building and 400 Pier Avenue a surface parking lot and garage.

2. The project involves the demolition of all existing improvements and the construction of two story buildings on each site, containing retail uses on the ground floor of the building at 338 Pier and a snack on the ground floor at 400 Pier, and offices on the second floor of each building, and includes a two level parking garage to the rear of the building at 400 Pier Avenue with 38 parking spaces. Each level of the garage will be accessed directly from Loma Drive using the slope condition of Loma Drive to access each level. The total allocation of uses for the project include approximately 5,692 square feet for retail use, 1,791 for snack shop, and 6,092 square fo second floor offices. The proposed development requires a Precise Development Plan pursuant to Chapter 17.58 of the Zoning Ordinance.

3. Since the project is located in the downtown district, the retail and office uses are subject to the parking requirements of Section 17.44.040 which require 3 parking spaces per 1,000 square feet of floor area, and the Snack Shop use may also be considered a retail use for the calculation of parking requirements subject to approval of a Parking Plan. This results in

1 total off-street parking requirement of 41 spaces. 37 spaces plus one tandem space are provided  
2 in the proposed parking structure.

3 4. The applicant is requesting consideration of a Parking Plan, pursuant to Section  
4 17.44. for a reduced parking requirement, based on the shared peak parking demand of the  
5 proposed combination of uses.

6 Section 3. Based on the foregoing factual findings the Planning Commission makes the  
7 following findings pertaining to the application for a Precise Development Plan, and Parking  
8 Plan:

9 1. The project is consistent with applicable general and specific plans and is in compliance  
10 with the use and development requirements of the Zoning Ordinance;

11 2. The site is zoned C-2 and is physically suitable for the type and density of proposed  
12 development and the project and proposed use comply with the development standards contained  
13 therein;

14 3. The project, as conditioned, will conform to all zoning laws and criteria and will be  
15 compatible with neighboring commercial and residential properties in the downtown district;

16 4. Pursuant to Section 17.44.210 of the Zoning Ordinance, which allows a reduction  
17 in parking spaces required based on factors including shared parking (i.e. consideration of the  
18 differing peak hours of the proposed uses in multi-tenant buildings) the applicant has provided all  
19 the information necessary to show that adequate off-street parking will be provided, based on the  
20 shared parking analysis submitted by Linscott, Law and Greenspan, which shows a peak parking  
21 demand for 2:00 P.M. on weekdays, of 36 spaces, and 37 spaces are provided in the parking  
22 structure.

23 5. The general criteria of Hermosa Beach Municipal Code Section 17.58.030 for  
24 granting or conditionally granting a Precise Development Plan have been considered. In making  
25 this finding, the Planning Commission has determined that:

26 a. The proximity of the project to existing commercial and residential uses in the  
27 downtown area will not result in negative effects with incorporation of the  
28 conditions below.

29 b. The project will not have a negative impact on ocean views from residential areas,  
as the building height will be lower than the existing building.

c. The amount of proposed off-street parking is sufficient for actual need and  
consistent with the parking requirements for the Downtown District. Further, the  
closure of an existing curb cut and other off-site improvement will result in up to 3  
additional on-street parking spaces..

d. The uses proposed are compatible with each other and with the area.

- e. The capacity and safety of the streets serving the area is adequate for the traffic volume estimated to be generated by the project as shown by the traffic impact analysis prepared by Linscott, Law and Greenspan, which demonstrates that traffic generation will not significantly increase as compared to the existing uses on the site, and the increase will not result in significant impacts on nearby intersections.
- f. The proposed exterior signs and decor are sufficiently compatible with existing establishments in the area with incorporation of the conditions below.
- g. Building and driveway orientation is appropriate to minimize noise and traffic impacts on nearby residential areas.
- h. The project will not result in adverse noise, odor, dust or vibration environmental impacts.
- i. The proposed use will not result in an adverse impact on the City's infrastructure and/or services.

9. The criteria of Hermosa Beach Municipal Code Section 17.58.030(C) for denial of a Precise Development Plan are not applicable. In making this finding, the Planning Commission has determined that:

- a. The project will not substantially depreciate property values in the vicinity, or interfere with the use or enjoyment of property in such area, because of excessive dissimilarity or inappropriateness of design in relation to the surrounding vicinity.
- a. The project will not have significant environmental adverse impacts

Section 4. Environmental Review.

1. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the Staff Environmental Review Committee prepared an Initial Study of the potential environmental effects of the proposed project as originally submitted, which included restaurant uses, and a greater deficiency in parking. Based upon the Initial Study, the Committee determined that there was no substantial evidence, in light of the whole record before the City, that the project would have a significant effect on the environment with mitigation measures incorporated, and this finding applies to the project as revised since it was reduced in intensity by the elimination of a proposed restaurant. City staff thereafter prepared a Mitigated Negative Declaration for the project and duly provided public notice of the public comment period and of the intent to adopt a mitigated Negative Declaration. A copy of the Initial Study and Mitigated Negative Declaration are attached hereto and incorporated herein by reference.

2. The Planning Commission has reviewed the Negative Declaration and mitigation measures and all comments received regarding the Negative Declaration. Based on the whole record, and in recognition that the potential parking impacts have been substantially reduced by



1 the elimination of the restaurant use, the Planning Commission finds that: (i) the Negative  
2 Declaration was prepared in compliance with CEQA; and (ii) there is no substantial evidence that  
3 the proposed project will have a significant effect on the environment. Based on these findings,  
4 the Planning Commission hereby adopts the Mitigated Negative Declaration prepared for the  
5 proposed project as modified to incorporate the following mitigation measure:

6  
7 Parking shall be provided for customers and employees free of charge and on a first come  
8 first serve basis (i.e. no assigned parking) to maximize the efficient use of the parking  
9 structure.

10 Section 5. Based on the foregoing, the Planning Commission hereby approves the subject  
11 Precise Development Plan, and Parking Plan subject to the following **Conditions of Approval:**

- 12 **1. The development and continued use of the property shall be substantially consistent**  
13 **with submitted plans as reviewed by the Planning Commission at their meeting of**  
14 **August 15, 2006, incorporating all revisions as required by the conditions below.**  
15 **Any major modification, including changes in the allocation of uses within the**  
16 **buildings, shall be subject to review and approval of the Planning Commission.**  
17 **Minor modifications may be approved by the Community Development Director but**  
18 **shall not be final until confirmed by the Planning Commission as a consent calendar**  
19 **item on the Commission agenda.**
- 20 **2. Final plans for building permit issuance shall be revised to incorporate the following.**
  - 21 **a. A five-foot setback, clear from ground to sky shall be provided along the south**  
22 **property line of both properties.**
  - 23 **b. The plan shall clearly depict parking lot lighting, and all light fixtures shall be**  
24 **located such that property line walls or building walls shield the light source**  
25 **from residences to the south, with light directed downward to minimize off-site**  
26 **glare in all directions.**
  - 27 **c. A decorative block wall (minimum 6-feet, maximum 8 feet) shall be provided**  
28 **along the southerly property line.**
- 29 **3. A revised detailed landscape plan for on-site, and off-site landscaping, consistent**  
with the conceptual plan shall be submitted for review and approval by the  
Community Development Director prior to issuance of building permits  
incorporating the revisions below:
  - a. Decorative paving surfaces shall be provided at driveway entry areas and at  
the pedestrian entry areas on Pier Avenue.
  - b. Street trees shall be provided as per the conceptual landscape plan with final  
tree location, type, and tree grates to be reviewed and approved by the Public  
Works Director.
  - c. Bicycle parking shall be provided in a convenient location, to the satisfaction of  
the Community Development Director.

- 1 4. All parking shall be available for free to customers and employees of the two  
2 buildings on site, and no parking spaces shall be assigned for exclusive use by any  
3 owner, occupant, or tenant.
- 4 5. A parking management plan shall be submitted for review and approval by the  
5 Community Development Director, setting forth a program to ensure free parking  
6 for the employees/customers of the building through the use of validation, or passes,  
7 or other method, and said plan shall include how the parking plan will be enforced  
8 including the signage to be posted in the parking facilities. The plan shall be  
9 implemented when the building(s) are occupied. The Commission shall review the  
10 operation and efficiency of parking facility 6 months after occupancy of the building,  
11 and at that time evaluate if any surplus parking may be available for other  
12 downtown users.
- 13 6. Architectural treatment of the building shall be as shown on building elevations and  
14 site and floor plans. Any modification shall require approval by the Community  
15 Development Director.
- 16 7. A detailed comprehensive sign plan shall be submitted for review and approval by  
17 the Community Development Director incorporating the following revisions:  
18 a. One free-standing sign is permitted, and shall be limited to a monument sign  
19 with a maximum height of ten (10) feet.  
20 b. A comprehensive sign program shall be submitted for review and all  
21 individual tenant or owner signs shall be consistent with that plan.
- 22 8. The uses of the building shall be as shown on the plan, with the following  
23 approximate allocation of uses and shall be limited to office and retail commercial  
24 uses (including snack shops) allowed in the C-2 zone, and shall not include any other  
25 uses subject to greater parking requirements.

Retail	5,692 SF
Office	6,097 SF
Snack Shop	1,791 SF
Storage	1,000 SF
<b>Total SF</b>	<b>14,580</b>

26 Any material change in the allocation of uses shall be reviewed and approved by the  
27 Planning Commission

- 28 9. The reduced parking requirement as applied to the snack shop is subject to approval  
29 by the Planning Commission, pursuant to Section 17,44,030(O) of the Zoning  
Ordinance, based on tenant improvement plans submitted for a Parking Plan review  
prior to issuance of permits for interior improvements.
10. An affidavit shall be filed to preserve common ownership of two separate properties  
involved in this project.

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- 11. The lots that make up each site shall be merged
- 12. Final verification of compliance with the height limit requires submittal of revised roof plan with property corner elevations and finished roof heights, and maximum heights identified at the critical points
- 13. A detailed drainage and (SUSMP) Standard Urban Stormwater Mitigation Plan is required for approval by the Public Works Department, prior to the issuance of building permits and implemented on site, demonstrating best management practices for stormwater pollution control, and for sediment control and erosion control during construction.
- 14. The applicant is responsible for all off-site right-of-way construction required by the Public Works Department, or alternatively, may deposit funds in amount to cover the cost for future right-of-way construction for the Pier Avenue frontage.
- 15. The applicant shall submit all required plans and reports to comply with the City's construction debris recycling program including manifests from both the recycler and County landfill
- 16. The project shall comply with the requirements of the Fire Department.
- 17. Final building plans/construction drawings including site, elevation, floor plan, sections, details, signage, landscaping and irrigation, submitted for building permit issuance shall be reviewed for consistency with the plans approved by the Planning Commission and the conditions of this resolution, and approved by the Community Development Director prior to the issuance of any Building Permit.
- 18. All roof equipment shall be located and designed to be screened from public view and any portion that exceeds the height limit shall not cover more than 5% of the roof area.
- 19. The project and operation of the business shall comply with all applicable requirements of the Municipal Code.
- 20. The Precise Development Plan and Parking Plan shall be recorded, and proof of recordation shall be submitted to the Community Development Department.
- 21. Each of the above Conditions of Approval is separately enforced, and if one of the Conditions of Approval is found to be invalid by a court of law, all the other conditions shall remain valid and enforceable.
- 22. Permittee shall defend, indemnify and hold harmless the City, it agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employee to attack, set aside, void or annul this permit approval, which

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action is brought within the applicable time period of the State Government Code. The City shall promptly notify the permittee of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the permittee of any claim, action or proceeding, or if the City fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

23. The permittee shall reimburse the City for any court and attorney's fees which the City may be required to pay as a result of any claim or action brought against the City because of this grant. Although the permittee is the real party in interest in an action, the City may, at its sole discretion, participate at its own expense in the defense of the action, but such participation shall not relieve the permittee of any obligation under this condition.

24. The subject property shall be developed, maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions.

Section 6. This grant shall not be effective for any purposes until the permittee and the owners of the property involved have filed at the office of the Planning Division of the Community Development Department their affidavits stating that they are aware of, and agree to accept, all of the conditions of this grant.

Section 7. Pursuant to the Code of Civil Procedure Section 1094.6, any legal challenge to the decision of the Planning Commission, after a formal appeal to the City Council, must be made within 90 days after the final decision by the City Council.

VOTE:           AYES:  
                      NOES:  
                      ABSTAIN:  
                      ABSENT:

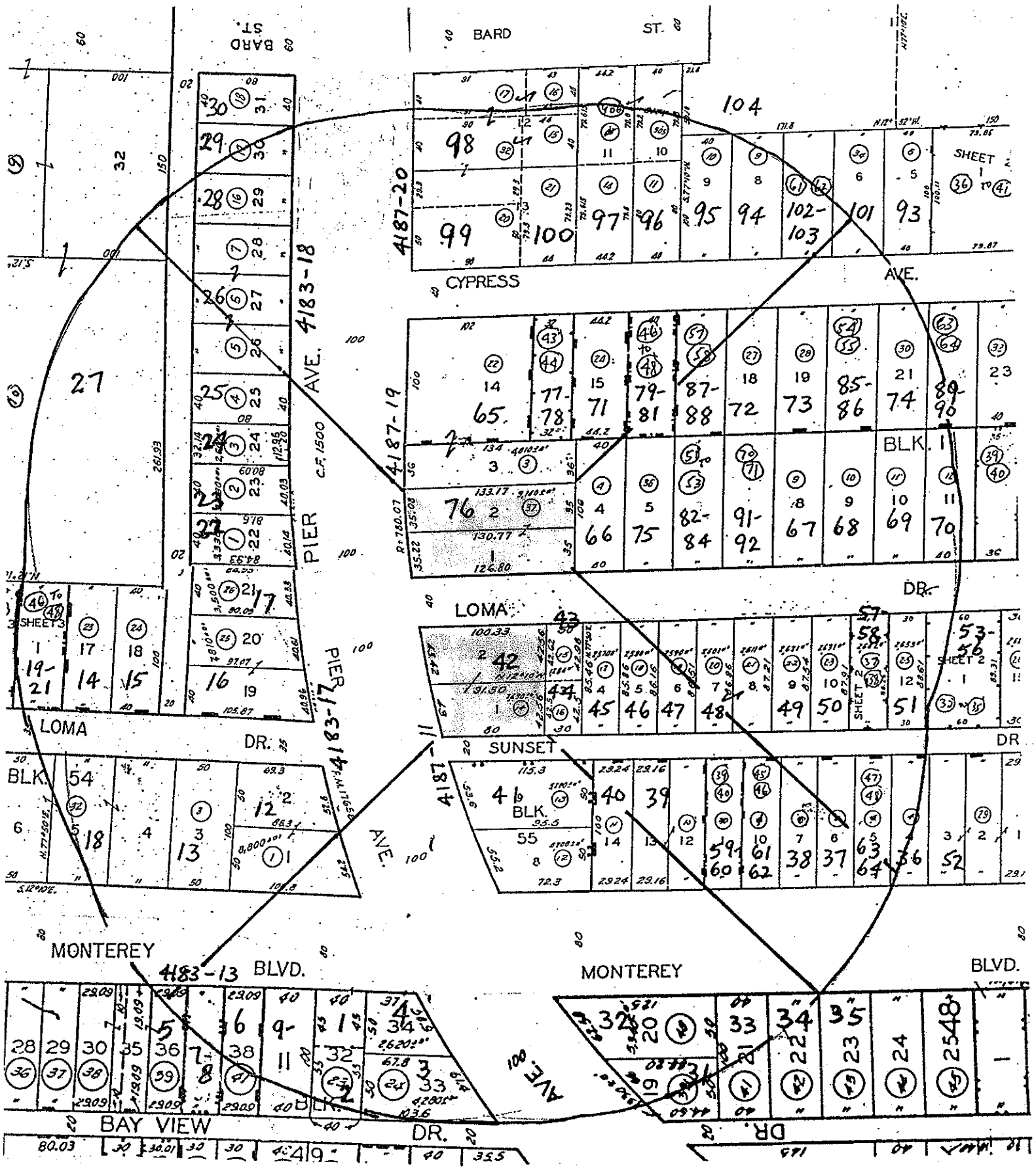
CERTIFICATION

I hereby certify the foregoing Resolution P.C. No. 06- is a true and complete record of the action taken by the Planning Commission of the City of Hermosa Beach, California at their regular meeting of August 15, 2006.

\_\_\_\_\_  
Peter Hoffman, Chairman

\_\_\_\_\_  
Sol Blumenfeld, Secretary

\_\_\_\_\_  
Date



338 & 400 PIER AVENUE

Issues (and Supporting Information Sources):

Potentially Significant Impact      Potentially Significant Unless mitigation Incorporated      Less Than Significant Impact      No Impact

**ENVIRONMENTAL CHECKLIST FORM**

Plan Revised 8/3/06  
as noted

1. **Project Title:** PDP 06-4, PARK 06-1

Construction of an approximately 15,000 square foot commercial development on two lots containing office, retail, and <sup>snack shop</sup> restaurant uses, and two-level parking structure with <sup>37</sup> parking parking spaces and Parking Plan for shared and in-lieu fees to compensate for less than required parking.

2. **Project Location:** 338-400 Pier Avenue

3. **Project Sponsor:** Al Marco  
240 Center Street  
El Segundo, CA

4. **Lead Agency :** City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254

5. **Contact Person:** Ken Robertson, Senior Planner - (310) 318-0242

6. **General Plan Designation:** General Commercial      7. **Zoning:** C-2

8. **Description of Project:**

To construct a commercial development in two separate buildings, with approximately 15,000 square feet with the buildings located on Pier Avenue, but across the alley (Sunset Drive) from each other. The property at 400 Pier will contain <sup>10,532</sup> 10,534 Square feet, and the property at 400 Pier will contain <sup>3,734</sup> 3,734 square feet of commercial space and a two level parking structure containing <sup>37</sup> 34 parking spaces. The site currently contains a mortuary building and a single residence at 338 Pier Avenue, and surface parking and parking garages at 400 Pier Avenue. All existing structures are proposed to be demolished.

9. **Surrounding Land Uses and Settings:** Commercial uses are located to the east and west, and across Pier Avenue to the north. High density residential uses are located to the south, containing a mix of multi-family projects. Pier Avenue is a downtown pedestrian-friendly commercial district located in an urban setting, consisting of restaurants, shops, and some offices.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Land Use and Planning   | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services               |
| <input type="checkbox"/> Population and Housing  | <input type="checkbox"/> Biological Resources                  | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geological Problems     | <input type="checkbox"/> Energy and Mineral Resources          | <input type="checkbox"/> Aesthetics                    |
| <input type="checkbox"/> Water and Water Quality | <input type="checkbox"/> Hazards                               | <input type="checkbox"/> Cultural Resources            |
| <input type="checkbox"/> Air Quality             | <input type="checkbox"/> Noise                                 | <input type="checkbox"/> Recreation                    |
|  | <input type="checkbox"/> Mandatory Findings of Significance    |  |

**DETERMINATION.**

(To be completed by the Lead Agency.)

On the basis of this initial evaluation:

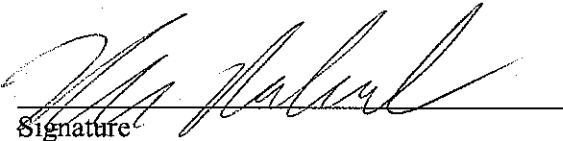
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, that there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environmental, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

  
Signature

5/18/06 Revised 8/9/06  
Date

Env Review Committee  
For

Printed Name

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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**I. LAND USE AND PLANNING.** *Would the proposal:*

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with general plan designation or zoning?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be incompatible with existing land use in vicinity?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Disrupt or divide the physical arrangement of an established community (including a low income or minority community)?    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*I-a thru e: The project site is designated General Commercial and zoned C-2 Restricted Commercial. The proposed use is a permitted use in the zone, consistent with the General Plan designation, and will be a compatible commercial use with other uses along Pier Avenue.*

**Sources:** City of Hermosa Beach General Plan, City of Hermosa Beach Municipal Code

**II. POPULATION AND HOUSING.** *Would the proposal:*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cumulatively exceed official regional or local population projections?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructures)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace existing housing, especially affordable housing?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*Ila-c The project will replace an existing commercial use with a slightly larger commercial use, thereby resulting in no impact on population and housing.*



Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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**III. GEOLOGIC PROBLEMS.**

Would the proposal result in or expose people to potential impacts involving:

a) Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Seismic ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Seiche, tsunami, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Landslides or mudflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Subsidence of the land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expansive soil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I) Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*III-a There are no known fault lines in the City and the locations of past epicenters do not indicate the presence of fault areas in Hermosa Beach..*

*III-b During the life of the project it may be subject to a major earthquake, which may cause damage to the proposed residential dwellings and present a hazard to residents. Existing Building regulations such as the UBC address these seismic hazards, and City review of construction plans for compliance with all applicable regulations is considered adequate to reduce risks to less-than-significant.*

*III-c The site has not been surveyed for susceptibility to seismically induce hazards such as liquefaction. Geotechnical studies required as part of the development review process will address these potential hazards. It is expected the such hazards will be adequately addressed through compliance with the UBC and through implementation of the recommendations set forth in required geotechnical studies.*

*III-d There is no potential for either seats or volcanic activity, or a tsunami at the subject site.*

*III-e The project site is in a developed area which is characterized by low topographic relief. Landslides and mudflows are thus not considered to be hazards in the project area.*

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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III-f The project will involve grading, excavation, and filling which could result in erosion or unstable soil conditions. Geotechnical studies required as part of the plan review process would address the potential for erosion or unstable soil conditions and would include measures to reduce or eliminate these hazards.

III g Subsidence as well as other potential geotechnical hazards will be evaluated and addressed by geotechnical studies required as part of the plan review process. It is expected that any such hazards can be addressed through routine engineering design employed in the area.

III-h The potential for encountering expansive soils at the project site is considered to be low, as sandy soils, such as those characterizing the project area, are not considered expansive.

III-i The project site contains no unique geologic or physical features.

**Sources:**

City of Hermosa Beach General Plan, Seismic Safety Element  
 U.S. Geological Service Map, Redondo Beach Quadrangle 7.5 Minute Series (Topography)

**IV. WATER AND WATER QUALITY. Would the proposal result in:**

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exposure of people or property to water related hazards such as flooding?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Changes in the amount of surface water in any water body?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Changes in currents, or the course or direction of water movements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Storm water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage delivery or loading docks, or other outdoor work areas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) A significantly harmful increase in the flow rate or volume of storm water runoff?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
h) A significantly harmful increase in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g. riparian corridors, wetland, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.) Harm to the biological integrity of drainage systems and water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Impacts to groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*IV-a The proposed project will cover a significant portion of the subject property with impervious surfaces, as is currently the situation with the existing use and only change the pattern and negligibly change the amount of runoff. The project, however, is considered a priority project as it is a redevelopment project with over 5,000 square feet of impervious surface, and therefore a SUSMP (Standard Urban Stormwater Mitigation Plan) will be required, and minimum best management practices for sediment control and erosion control will be required during construction. These requirements will further mitigate any potential impacts on water quality.*

*IV-b-n There are no impacts anticipated to these items*

**V. AIR QUALITY. Would the proposal:**

a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any chance in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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V-a The proposed will result in the generation of mobile source emissions from the traffic expected. Since the number of vehicle trips expected from the proposed use is expected to be only slightly greater than the existing trips from the site no impacts on air quality is expected.

V-b No impacts anticipated

V-c No potential exists to alter air movement, moisture or temperature, or cause any change in climate.

V-d The project is not expected to result in the generation of objectionable odors.

**VI. TRANSPORTATION/CIRCULATION.**

Would the proposal result in:

a) Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI-a The timing, volume, and pattern of vehicle trips will be altered, but pursuant to the attached study prepared by Linscott, Law and Greenspan shows that the projected increase in will not have any significant adverse impact on nearby streets and intersections.

VI-b No significant changes in traffic patterns are expected that would impact safety or create traffic hazards.

VI-c Emergency access would be available to the site..

VI-d Less the required parking is proposed as <sup>37</sup>34 parking spaces are provided, while based on the City parking requirements for the downtown <sup>4</sup>70 parking spaces would be required. The attached study from Linscott, Law and Greenspan provides a shared parking analysis, based on the standards adopted by the Urban Land Institute, which shows that peak parking demand will actually be <sup>30</sup>50 spaces on weekdays at 2:00 P.M. and significant less at another peak at 7:00 P.M. on weekends. This still results in a deficiency of 16 spaces. The applicant also notes that the revised locations for accessing the parking will create <sup>4</sup>4 additional on-street public spaces on Pier

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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~~Avenue. The parking deficiency is proposed to be mitigated by paying parking in lieu fees rather than providing the required parking on site. The use of parking in-lieu fees as a mitigation measure is permitted by the Hermosa Beach Municipal Code as well as the Coastal Commission Land Use Plan, but required Planning Commission approval. The fees are deposited into the City's parking improvement fund, which will be used to provide additional parking in the downtown district when the parking deficiency reaches 100 spaces.~~

VI-f The proposed project would be designed to comply with any applicable policies supporting alternative transportation.

VI-g The proposed project would not effect rail, waterborne, or air traffic.

**VII. BIOLOGICAL RESOURCES.**

*Would the proposal result in impacts to:*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Locally designated species (e.g. heritage trees) ?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Locally designed natural communities (e.g. oak forest, coastal habitat, etc.)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Wetland habitat (e.g. marsh, riparian and vernal pool)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Wildlife dispersal or migration corridors?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VII-a-e The project site is located in an urban setting, and contains negligible vegetation or habitats for any flora or fauna, and the proposed project would not cause any adverse impacts to biological resources.

**VIII. ENERGY AND MINERAL RESOURCES.**

*Would the proposal:*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with adopted energy conservation plans?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Use non-renewable resources in a wasteful an inefficient manner?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Results in the loss of availability of a known mineral resource that would be of future value to the and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VIII-a The proposed project would be required to be constructed to comply with energy conservation standards in the State's Uniform Building Code.

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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*VIII-b The size of the project and the nature of the use will involve significant or wasteful use of non-renewable resources. Application of the existing regulations are considered adequate to ensure that non-renewable resources would not be used in an inefficient or wasteful manner.*

*VIII-c There have been no significant amount of mineral deposits identified at this site, or in the City of Hermosa Beach. Should there be potential for encountering sub-surface oil deposits, development of the site with residential uses would not preclude or significantly effect future exploitation of these resources if it was desired.*

**Source:** City of Hermosa Beach General Plan, Conservation Element

**IX. HAZARDS.** *Would the proposal involve:*

- |    |   |                          |                          |                          |                                     |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) | A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Possible interference with an emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) | The creation of any health hazard or potential health hazard?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) | Exposure of people to existing sources of potential health hazards?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) | Increased fire hazard in areas with flammable brush, grass, or trees?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*IX-a Construction of the project may involve the use of diesel oil, and pesticides on landscaping. The use of these substances is typical of most construction projects and the risk of accidental explosion or release is considered negligible.*

*IX-b The size and location of the project would not interfere with City-wide emergency response and evacuation plans..*

*IX-c No anticipated impact.*

*IX-d The is no anticipated exposure to existing health hazards other than noted above..*

*IX-e The area is not characterized by existing flammable brush, grass, or trees, and the project would be constructed in compliance with fire safety standards.*

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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**X. NOISE.** *Would the proposal result in:*

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Increases in existing noise levels?        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exposure of people to severe noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

*X-a The proposed project is expected only to negligibly affect the pattern and volume of existing noise levels. Construction noise will temporarily impact noise levels, typical for a project of this size and scale which is not considered significant.*

*X-b No impact anticipated.*

**XI. PUBLIC SERVICES.** *Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:*

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Fire protection?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Police protection?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Schools?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Other governmental services?                       | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*XI-a-e The increase in commercial floor area will marginally change the need for all these services. This is considered to be less than significant, as most of these services are already necessary for the operation of the commercial business in the area, and the marginal changes, should be easily accommodated by existing resources and facilities that area already available in this highly urbanized area. These impacts are also partially mitigated by various City required fees imposed on new construction, and the taxes that will be generated from this project, which contribute towards the continued provision of these services.*

**XII. UTILITIES AND SERVICE SYSTEMS.** *Would the proposal result in a need for new systems or supplies, substantial alterations to the following utilities:*

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Power or natural gas?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Communications systems?                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
d) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*XII-a-g The increase in commercial square footage will marginally change the total demand and the pattern of demand of all these utilities and service systems. This is considered to be less than significant, as these utilities and service systems are already necessary for the operation of the commercial business in the surrounding area, and the marginal changes, such as need for more phone lines, possible increases in sewer use and solid waste generation should be accommodated by existing utility and service systems that are already available in this highly urbanized area. These impacts are also partially mitigated by various City required fees imposed on new construction, and the taxes that will be generated from this project which contribute towards maintenance and upgrading of these systems-*

**XIII. AESTHETICS.** *Would the proposal:*

a) Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*XIII-a-b No impacts anticipated.*

*XIII-c The development may introduce new sources of light in the area, and change the pattern of lighting. This is not expected to be significant.*

**XIV. CULTURAL RESOURCES.** *Would the proposal:*

a) Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Affect historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
e) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*XIV-a-e there are no known cultural resources associate with this project site.*

**XV. RECREATION.** *Would the proposal:*

a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect existing recreational opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*XV-a No increased demand anticipated given the proposed commercial use.*

*XV-b The proposed project will not impact any existing recreational opportunities.*

**XVI. MANDATORY FINDINGS OF SIGNIFICANCE.**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**XVII. SUPPORTING INFORMATION SOURCES.**

a) **Supporting Information Sources.** (The following are sources used and referred to in the initial study, and are incorporated herein by reference. All are available for review in the Community Development Department, Planning Division of the City of Hermosa Beach)

1. General Plan for the City of Hermosa Beach (Land Use Element revised 1994)
2. City of Hermosa Beach Municipal Code
3. Preliminary project plans and traffic/parking analysis submitted by the applicant

**XVIII. Proposed Mitigation Measures:**

~~To compensate for providing less parking than project with the shared parking demand analysis, parking in-lieu fees shall be provided to compensate for the deficiency of 16 parking spaces.~~

Parking shall be provided for customers and employees free of charge and on a first come first serve basis (i.e. no assigned parking) to maximize the efficient use of the parking structure.

c:cklt155pch