
The Waterfront Scoping Summary
City of Redondo Beach

Attachment B

Notice of Preparation/ Initial Study



The Waterfront

Notice of Preparation /Notice of Public Review Period and Circulation of the Initial Study

PROJECT SUMMARY

The Waterfront project (proposed project), located in the City of Redondo Beach's Coastal Zone south of Portofino Way, North of Torrance Boulevard, and west of Harbor Drive/Catalina Avenue, would revitalize approximately 35.6 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The proposed project also proposes substantial improvements in site connectivity, public access and public views to and along the waterfront. The proposed project is specifically designed as a new waterfront village to reconnect the Pier and Harbor area with resident and visitor serving uses. As such, the proposed project seeks to integrate the best of the public and private needs and interests in a revitalized village providing broad coastal access and enjoyment. The proposed project is designed to reconnect the public with the waterfront and to help resolve a long-standing separation of uses and disconnection from the community.

The main components include proposed demolition of approximately 221,347 square feet of existing structures, demolition/renovation of the existing pier parking structure, and construction/renovation of up to approximately 523,732 square feet (289,906 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel. The proposed project also includes public recreation enhancements such as a new small craft boat launch ramp, improvements to Seaside Lagoon, new parking facilities, and pedestrian and bicycle pathways. Site connectivity would be improved by the establishment of a new pedestrian bridge across the Redondo Beach Marina Basin 3 entrance and the reconnection of Pacific Avenue.

This Notice of Preparation (NOP) is to inform responsible and trustee agencies, public agencies, and the public that the City of Redondo Beach will be preparing an Environmental Impact Report (EIR) for the proposed project.

Based on the findings of the Initial Study prepared in conjunction with the NOP, the City has identified potential significant impacts for the following topics: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Noise, Public Services, Recreation, Transportation/Traffic and Utilities/Service Systems. A copy of the NOP/Initial Study can be obtained at:

- City Hall Community Development Department, 415 Diamond Street (documents referenced are also available at this location)
- City Clerk, 415 Diamond Street
- The Redondo Beach Public Library Main Branch, 303 N Pacific Coast Hwy.
- The Redondo Beach Public Library North Branch, 2000 Artesia Blvd.
- <http://www.redondo.org>

A public scoping meeting will be held: July 9, 2014 at 6:00 p.m. to 8:00 p.m.

The Redondo Beach Performing Arts Center
1935 Manhattan Beach Blvd, Redondo Beach, CA 90278

California Environmental Quality Act (CEQA)

Step 1: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)

- A NOP is the **first step** in the EIR process. It is a document stating that an EIR will be prepared for a particular Project.
- The NOP is released for review to solicit feedback. This feedback helps identify:
 - **Scope and environmental impacts** to be addressed in the EIR.
 - **Alternatives and mitigation measures** to be considered in the EIR process.

Step 2: Draft EIR

- The Draft EIR analyzes and discloses the environmental impacts of the proposed project, project alternatives, mitigation measures, and cumulative impacts.
- The Draft EIR will be released for review and comment, to obtain feedback on whether the project's environmental impacts were adequately analyzed.

Step 3: Final EIR

- The Final EIR presents written responses to public comment on the Draft EIR and any changes to the Draft EIR as a result of the comments.
- The Final EIR is presented to the decision-makers for certification that it meets CEQA requirements.

SCOPING MEETING/OPEN HOUSE

The City of Redondo Beach (City) will conduct a public scoping meeting/open house to present information on The Waterfront project (proposed project) and the EIR process, and receive public and agency comments regarding the appropriate scope and content to be addressed in the preparation of a Draft Environmental Impact Report (DEIR) for the proposed project. Participation in the meeting by federal, state, and local agencies and other interested organizations and persons is encouraged. The meeting time and location are as follows:

July 9, 2014
6:00 p.m. – 8:00 p.m.
The Redondo Beach Performing Arts Center
1935 Manhattan Beach Blvd, Redondo Beach, CA 90278

See Attachment 1 for a map of the meeting location. The scoping process is intended to provide the City with information that agencies and the public believe necessary to establish the appropriate scope and content of environmental information for the Draft EIR. During the public scoping meeting/open house, comment cards will be provided for anyone wishing to comment on potential environmental effects, reasonable alternatives, suggested mitigation measures, or other pertinent information that may enable the City in the preparation of a comprehensive and meaningful EIR for the proposed project. Written comments may be submitted directly to the City at the public scoping meeting/open house, or may be submitted as described below.

Written Comments (Notice of Preparation, Initial Study, and Scoping):

Responsible Agencies, Trustee Agencies, and interested parties may submit written comments related to the scope of environmental analysis, significant environmental issues, reasonable alternatives, and suggested mitigation measures, consistent with CEQA Guidelines Section 15082(b). Written and email comments to the City will be received until 5:30 pm (PDT) on **July 21, 2014** (Responsible and Trustee Agencies have 30 days from receipt of the NOP to submit their comments).

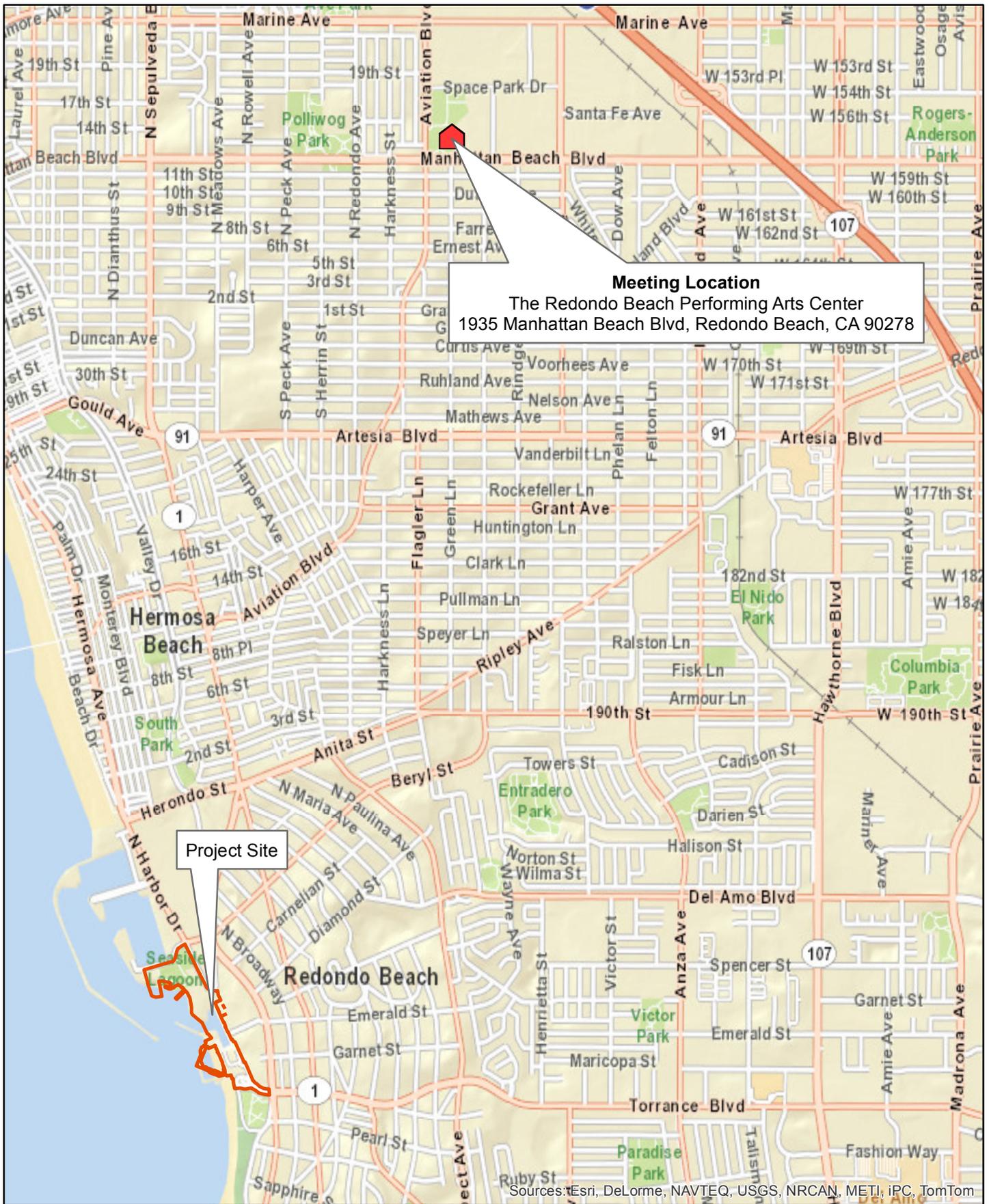
Written Comments: Please send written comments to the address below:

Katie Owston
Project Planner
Community Development Department
415 Diamond Street
Redondo Beach, CA 90277

Email Comments: Please send email comments to the email address below:

katie.owston@redondo.org

Comment letters sent via email should include the title of the proposed project ("The Waterfront") in the email subject line and the commenter's physical mailing address in the body of the email.



Basemap Source: ESRI, 2010 and PSOMAS, 2014



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The Waterfront Notice of Preparation

1.0 Introduction

This Notice of Preparation (NOP) is to inform responsible and trustee agencies, public agencies, and the public that the City of Redondo Beach (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has independently determined that there are potential significant environmental impacts associated with the proposed Waterfront project (the proposed project) and an Environmental Impact Report (EIR) is required. The City has prepared, as part of this NOP, an Environmental Checklist for the EIR determination in accordance with the State CEQA Guidelines (Title 14, California Code of Regulations) and the California Public Resources Code (Section 21000, et seq.). The Environmental Checklist is attached to this NOP for agency and public review and comment.

Completion of the CEQA review process, including preparation and public circulation of the Draft EIR followed by preparation and certification of the Final EIR, must occur prior to any discretionary approvals of the project by state and local agencies. Additionally, implementation of the proposed project will require certain approvals and permits from federal agencies such as the U.S. Army Corps of Engineers (USACE) and U.S. Coast Guard (USCG), which require environmental review under the National Environmental Policy Act (NEPA). Based on preliminary discussions with the USACE, as the federal Lead Agency involved in the federal approvals associated with the proposed project, it is anticipated that the NEPA analysis may be completed separate from the CEQA analysis.

2.0 Project Overview and Background

2.1 Project Overview

The proposed project is specifically designed as a new waterfront village which reconnects the waterfront with resident and visitor serving uses. As such, the project seeks to integrate the best of the public and private needs and interests in a revitalized village providing broad coastal access and enjoyment. The project is designed to reconnect the public with the waterfront and to help resolve a long-standing separation of uses and disconnection from the community.

The proposed project would revitalize approximately 35.6 acres of land and water by redeveloping and expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities and facilities, and improving the aging support infrastructure and parking facilities. The project also proposes substantial improvements in site connectivity, public access and public views to and along the waterfront. As described in greater detail in Section 4, the main components of the proposed project include the proposed demolition of approximately 221,347 square feet of existing structures, demolition/renovation of the existing pier parking structure, and construction/renovation of up to approximately 523,732 square feet (289,906 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, a market hall, and a boutique hotel. Enhancements to public recreation and

open space include a new small craft boat launch ramp, the opening of Seaside Lagoon to King Harbor as a protected beach (currently the lagoon is not directly connected to the ocean), new and expanded pedestrian and bicycle pathways, as well as new park and town green spaces. Site connectivity and coastal access would be increased by the establishment of a new pedestrian bridge across the Redondo Beach Marina Basin 3 entrance, a new pedestrian promenade along the water's edge from the base of the pier to Seaside Lagoon, and the Pacific Avenue reconnection. Project elements also include water quality benefits, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure. The proposed uses and square footages are consistent with those allowed under the Local Coastal Plan and the Coastal Zoning Ordinance.

The Draft EIR will evaluate the potential impacts of the demolition of some of the existing structures, and construction and operation of the aforementioned project, as described in greater detail in Section 4 below, as well as project alternatives, mitigation measures, and cumulative impacts.

2.2 Background

The City's waterfront area is comprised of approximately 150 acres of City-owned or managed land and water developed with a variety of commercial and recreational uses, including marinas, hotels, retail, restaurants, beaches, and bike paths. The waterfront is a valuable amenity and attraction for residents and visitors, as well as a key economic engine for the City. The waterfront was the location of one of the first ports in Los Angeles County and it has been a focal point for the City since incorporation in 1892.

The last major revitalization of the pier and waterfront was in the 1970s. The characteristics (e.g., design, layout, and functionality) of many properties within the ocean-side area still reflect that time period of over 30 years ago. Although a number of buildings have since been constructed or modernized, many properties are aging and in need of renovation or reconstruction, including the Pier Parking Structure which likely has only five to ten years of service life remaining. In 1988, a major storm and subsequent fire on the Horseshoe Pier destroyed most of the original pier as well as more than 22,000 square feet of leasehold commercial improvements. The damaged portions of the Pier were subsequently reconstructed; however, patronage patterns to the Pier and waterfront were significantly interrupted and have yet to fully recover (City of Redondo Beach, 2010).

More recent projects in the area include a remodel of the Redondo Landing building at the southern entrance to the Pier, a new boutique hotel (the Shade Hotel) and renovations of existing hotels, approval of a master plan for Moonstone Park (Mole B) including a new Harbor Patrol Facility (Fire Station 3), the Harbor/Herondo Gateway Improvements including the Harbor Drive Cycle Track bicycle path improvements, adding visitor mooring slips, and public improvements such as new landscaping, benches and lighting.

Throughout the first half of 2013, eight community meetings were held to accept input on the proposed project. Residents were first asked what specific uses they would like to see in the waterfront. Subsequent meetings refined the range of possibilities and then focused on the physical location of each potential use, which resulted in a "conceptual site plan." In July 2013, the Redondo Beach City Council gave direction for staff to initiate environmental review for the proposed project, based upon this conceptual site plan. In November 2013, the City Council approved the contract for preparation of the environmental analysis for the proposed project.

Input from the community meetings has and will continue to be considered in the proposed project.

Measure G

In approximately 2003 the City reinitiated planning for the Redondo Beach Harbor Area, including the project site. During this time the City proposed amendments to its Local Coastal Program (LCP); this included amendments to the City's Coastal Land Use Plan and the City's Coastal Zoning Ordinance (Redondo Beach Municipal Code ("RBMC"), Title 10, Chapter 5). This culminated in the approval of the LCP amendments by the City of Redondo Beach and certification of the LCP by the California Coastal Commission. In November 2010, these amendments to the City's LCP were also approved by the voters of Redondo Beach (Measure G). The LCP sets development standards for the Harbor Area, including the project site.

3.0 Environmental Setting

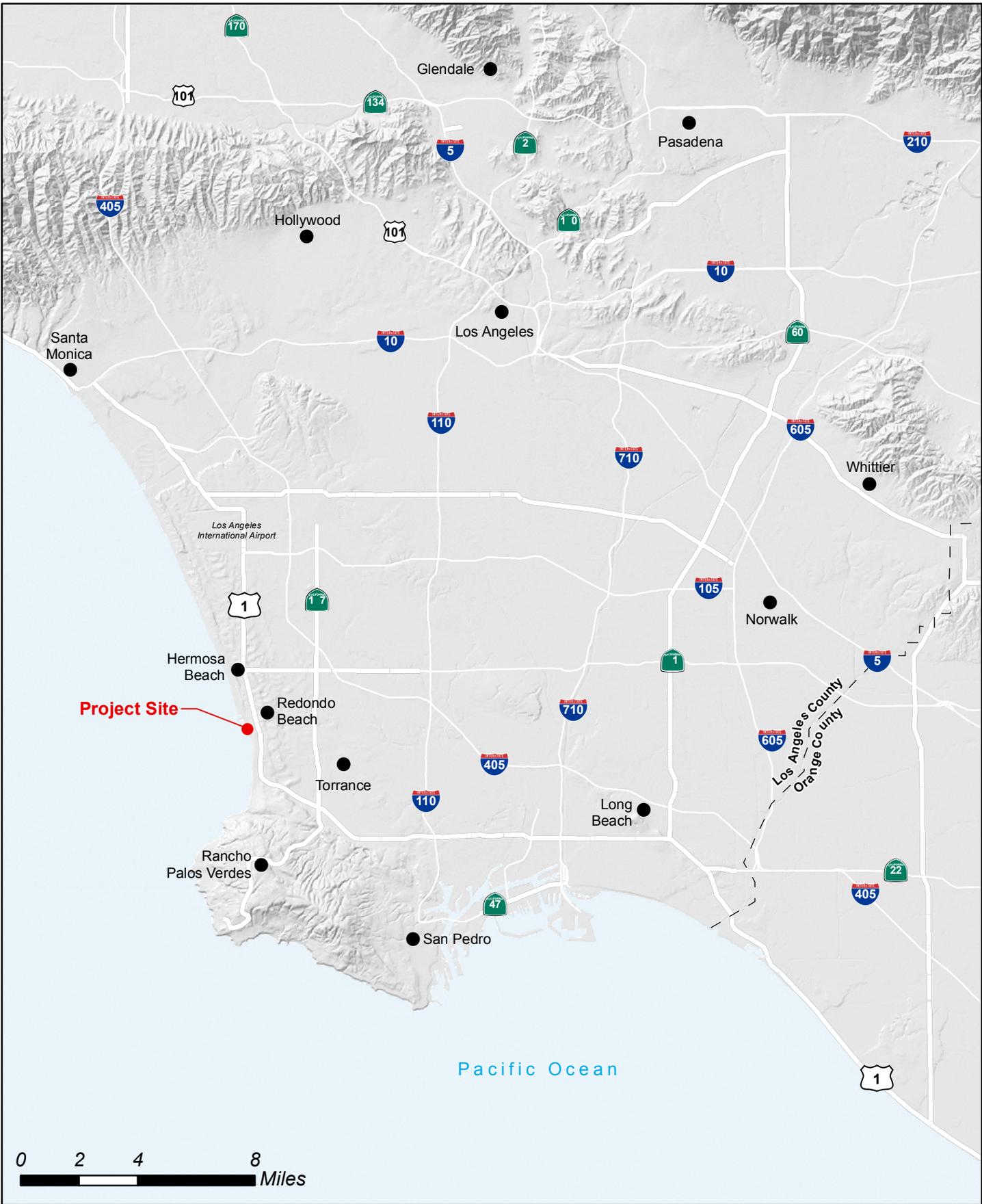
3.1 Regional Context

Redondo Beach is located in Los Angeles County along the Pacific Ocean, approximately 16 miles southwest of downtown Los Angeles (see Figure 1, Regional Location Map). Regional access is provided via the San Diego Freeway (I-405), the Harbor Freeway (I-105), State Route 1 (Pacific Coast Highway), and State Route 107 (Hawthorne Boulevard).

3.2 Local Setting and Surrounding Land Uses

The project site is located in the City's Coastal Zone, and certain portions are located westward of the mean high tide line. The project is located along the waterfront, west of Catalina Avenue and high density residential development commonly referred to as "The Village" or "Sea Scape." The project is located south of Portofino Way, and north of Torrance Boulevard. The Torrance Boulevard Traffic Circle is included in the project site. The northern portion of the project site is currently accessed from Harbor Drive including feeder arterials of Herondo Street and Pacific Avenue and the southern portion is accessed from Torrance Boulevard. See Figure 2, Local Vicinity and Existing Conditions Map.

The project site is an approximately 35.6-acre portion of the 150-acre waterfront area owned by the City. The project site is currently urbanized with approximately 233,826 square feet of existing development (not including the parking structures), including commercial, restaurant and office uses and an enclosed and contained public swimming and recreational facility known as the "Seaside Lagoon." Other existing uses include two parking structures (the Pier Parking Structure and the Plaza Parking Structure which collectively provide approximately 1,300 parking spaces), surface parking lots, retail and restaurant uses and Basin 3 of King Harbor which provides recreational and visitor serving uses such as water craft rentals, sightseeing, and slip rentals. As shown on Figure 3, Proposed Project Boundary, and described further below, the project site is defined in terms of three geographic areas, the northern portion (approximately 19.5 acres), the southern portion (approximately 11.9 acres), and the water area (approximately 3.2 acres). The International Boardwalk, portions of which are included in both the northern and southern portion of the project site is approximately one acre.



Basemap Source: U.S. Census Bureau, Geography Division, 2010



Figure 1
Regional Location Map
The Waterfront

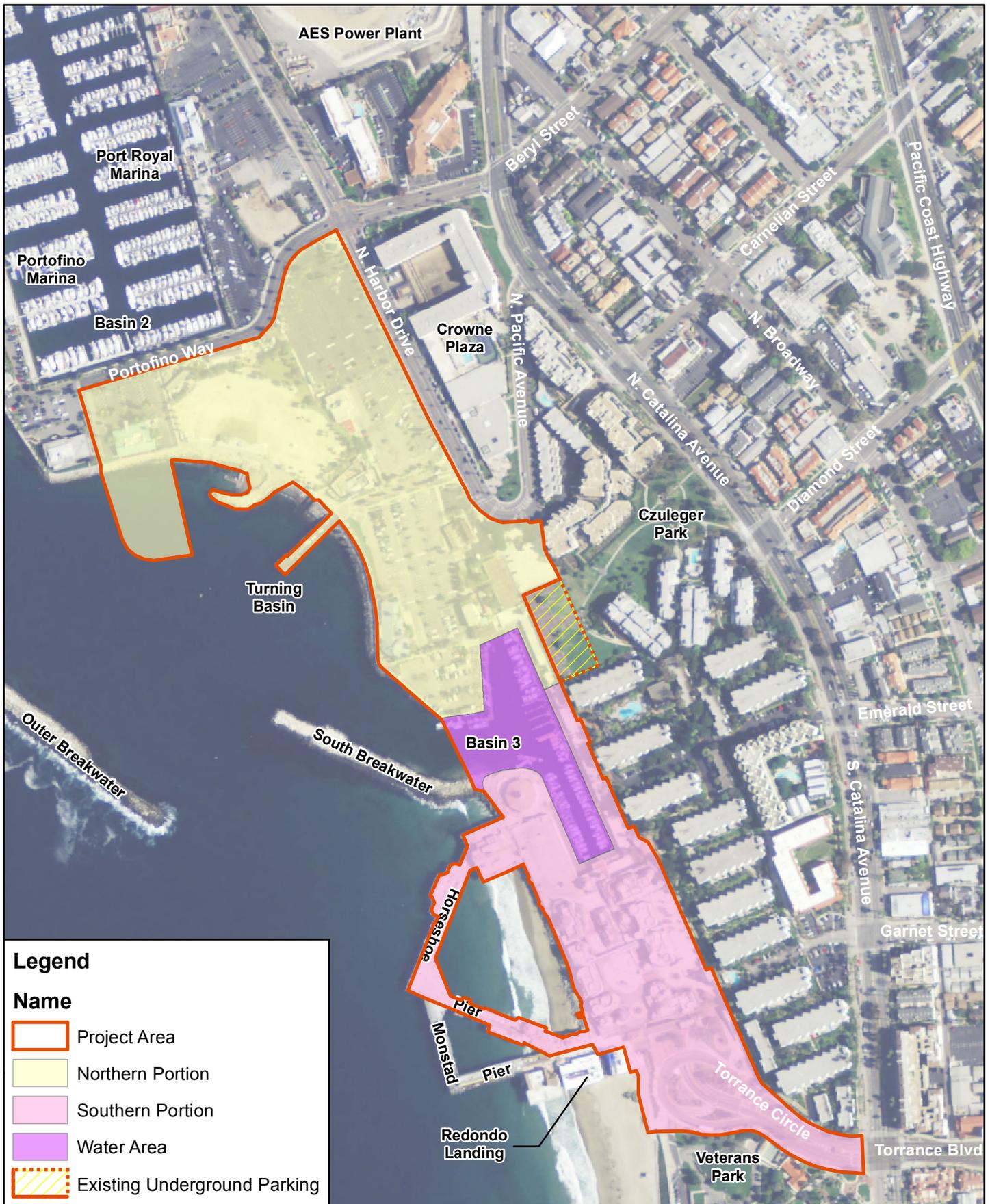


Basemap Source: ESRI, 2010 and PSOMAS, 2014

0 100 200 400 Feet



Figure 2
Local Vicinity and Existing Conditions Map
The Waterfront



Basemap Source: ESRI, 2010 and PSOMAS, 2014

0 100 200 400 Feet



Figure 3
Proposed Project Boundary
The Waterfront

As shown on Figure 3, Proposed Project Boundary, the northern portion of the project site is located adjacent to the Turning Basin, south of the Port Royal and Portofino Marinas in Basin 2 and along the northern half of Basin 3. It includes large surface parking lots with several building pads consisting of primarily restaurants. A sport fishing pier (also known as “Polly’s Pier”), small boat launch (hand carried boats only), an existing Galveston break wall, two boat hoists, the northern portion of the International Boardwalk and elevated walkway above, and public areas west of the Plaza Parking Structure are included in the project area.

The southern portion of the project site encompasses the Horseshoe Pier and retail and restaurant buildings located on the pier, the Pier Parking Structure, and the two-level commercial and office development on the upper level (Pier Plaza). It also includes the southern portion of the International Boardwalk and elevated walkway above, situated east of, and adjacent to, Basin 3. The Torrance Circle south of Catalina Avenue is also included in the southern portion of the project site.

The third area, the water area, consists of Basin 3, which has vessel slips utilized by recreational, commercial, fishing, tourism, and excursion vessels that range in size from 20 to 68 feet.

The southern and northern portions of the site are currently connected by a paved access road (not currently accessible for public vehicle use) and upper level bicycle and pedestrian corridors located along the International Boardwalk and Basin 3. Access is provided for pedestrians, bicycles, delivery, service, and emergency vehicles. The current access road generally follows the historic route of the primary waterfront streets that once served to provide public access and connectivity along the coastline. In contrast to past conditions, where public streets connected the public to the waterfront via Pacific Avenue, El Paseo, Harbor Drive and various other streets, there currently exists no public vehicle access between the north and south areas of the project site. Instead, public patrons to the waterfront must now use Catalina Avenue from Harbor Drive to Torrance Boulevard to travel from one end of the site to the other.

To the north of the project site, the surrounding uses are Basin 2 (including Basin 2 improvements such as a hotel, yacht club, apartments, fueling facility, conference facility and restaurant), marinas, and surface parking lots. The AES Redondo Beach Power Plant is located approximately 0.09 mile to the northeast. East of the project site are a hotel, commercial uses, Czuleger Park, and high density multi-family residential development. South of the project site are Veterans Park, the Redondo Landing commercial development, and the Monstad Pier. West of the project site are the King Harbor (Outer) Breakwater and Santa Monica Bay.

3.3 Land Use Designation and Zoning District

The City’s General Plan provides two land use designations for the project site including “CC Coastal Commercial” and “P Public or Institutional.” The Coastal Commercial designation references the City’s Local Coastal Program (LCP). The Public or Institutional designation is intended to allow government facilities, schools, parks, hospitals, utility easements, public cultural facilities, public open space, complimentary commercial, and other public uses.

Development on the project site is also controlled by the City’s LCP, which contains two main components, (1) the Coastal Land Use Plan (CLUP), and (2) the Coastal Zoning Ordinance (RBMC Title 10, Chapter 5).

The project site is designated as “CR Commercial Recreation” in the City’s Coastal Land Use Plan (including portions of Sub-Areas 1, 2, and 3), with the exception of the Seaside Lagoon which is designated “P-PRO Parks, Recreation and Open Space” (a subset of the City’s “Public or Institutional” designation). The Commercial Recreation land use designation is intended to allow for a wide range of public and commercial recreational facilities, including hotels, restaurants, retail, and public open spaces, recreational uses, boating facilities, entertainment clubs and amusement facilities. The P-PRO designation is generally intended to allow for a broad range of institutional and public facilities such as parks, open space and recreational facilities and accessory uses, such as rest rooms storage sheds, concession stands, recreational, rentals, public buildings, community centers, etc.

The site includes properties zoned CC-1, CC-2, CC-3, and CC-4 (Coastal Commercial) and P-PRO (Parks, Recreation, and Open Space). The Coastal Commercial zones are generally designed to provide for the development of coastal-dependent land uses and uses designed to enhance public opportunities for coastal recreation, including commercial retail and service facilities supporting recreational boating and fishing. Additional details regarding the Coastal Commercial zones are provided in RBMC, Title 10, Chapter 5, Article 2, Division 3. The P-PRO zone is generally designed to provide lands for park, recreation and open space areas, schools, civic center uses, cultural facilities, public safety facilities, accessory structures (e.g., including but not limited to recreation related facilities), and other public uses which are beneficial to the community and visitors to the coastal zone. Additional details regarding the P-PRO zone are provided in RBMC, Title 10, Chapter 5, Article 2, Division 6.

4.0 Description of the Proposed Project

4.1 Project Components

The proposed project involves redeveloping a portion of the waterfront area by expanding local and visitor serving commercial uses, enhancing public access and recreational opportunities, demolishing and replacing aging substandard facilities, and implementing water quality enhancements. This includes demolition of up to approximately 221,347 square feet of existing development, including restaurants, retail, and office development, demolition and reconstruction of the Pier Parking Structure, renovation of the Plaza Parking Structure, and construction/renovation of up to approximately 523,732 square feet of new development, resulting in approximately 289,906 square feet of net new development (the proposed project includes renovation of approximately 12,479 square feet of existing structures), to include retail, restaurant, and hotel uses, and construction/renovation of parking structures.

The components are described in greater detail below, although further refinement of the components may occur during the EIR preparation process. Figure 4 is a conceptual site plan of the proposed project.



Note: Plan depicts proposed uses and is for discussion purposes only. Actual development and placement details may vary.

Source: CenterCal, June 2014

Figure 4
Conceptual Site Plan
The Waterfront



Northern Portion of Project Site

- Proposed development would include restaurants, retail, office, cinema uses, and a market hall with fresh seafood and specialty merchants north of Basin 3. The building heights would vary from one to three stories, with a minimum of fifty percent of the buildings south of Seaside Lagoon being limited to one story.
- Replacement of existing surface parking with construction of a new approximately 919-stall parking structure at northeast corner of the site, approximately 68 surface parking stalls, and a parking lot for the proposed small craft boat launch ramp.
- Modifications to the Plaza Parking Structure to relocate the stairwell and elevator shaft within the parking structure to accommodate the Pacific Avenue reconnection. Bicycle and pedestrian paths would be enhanced to avoid navigation through parking structures.
- Opening of Seaside Lagoon to the waters of King Harbor in order to create a natural beach that is open year-round.
- Replacement of two boat hoists in Basin 3 with a small craft boat launch ramp and associated parking west of Seaside Lagoon (at the current site of Joe's Crab Shack). A break wall would also be constructed to provide protection from wave action.
- Construction of an expansive pedestrian promenade along the water's edge from the base of the pier to Seaside Lagoon.

Southern Portion of Project Site

- Proposed development includes replacement of some of the existing and former retail and restaurant buildings on the Horseshoe Pier and a new two-story boutique hotel with commercial uses on the ground floor. The building heights would vary from one to two stories, as measured from the top of the parking deck. The hotel would not exceed 30 feet from the grade at the current pier plaza office entry level.
- Demolition of the Pier Parking Structure, including the existing two level commercial and office Pier Plaza development, and replacement with a new approximately 1,012 stall parking structure.
- Should it be determined necessary, reinforcement of the Horseshoe Pier to support proposed development/redevelopment. Modifications to the Torrance Circle to facilitate the Pacific Avenue reconnection and access into the new parking structure.¹

¹ Construction activities in the vicinity of the Monstad Pier (e.g., demolition of the Pier Parking Structure, modifications to the Torrance Circle, and potential reinforcement of Horseshoe Pier) could result in limited modifications to portions of the Monstad Pier.

Water Area

- Improve public access between the northern and southern portions of the project site by providing a pedestrian bridge that spans the approximately 250-foot Basin 3 entrance. The bridge would allow small craft boat traffic to pass below; however, Basin 3 may no longer be accessible to larger sailboats.
- Retrofit of the existing Sportfishing Pier, including reconstruction of buildings.
- Replacement or refurbishment of the 53 existing boat slips in Basin 3.

Additional Improvements

- Demolition of the International Boardwalk and elevated walkway to accommodate the Pacific Avenue reconnection, which would provide vehicular, bicycle, and pedestrian traffic connectivity between the northern and southern portion of the project site.
- Introduction of new bicycle and pedestrian pathways throughout the project site, including a pedestrian promenade along the water's edge on rock breakwater and marina bulkheads.
- Updates to aging infrastructure, including construction of a new stormwater drainage system that incorporates Best Management Practices (BMPs) and Low Impact Development (LID) BMPs in order to address stormwater quality requirements prior to discharging on-site stormwater from the project site to the receiving waters.
- The proposed topography of the project site will be generally similar to the existing condition, sloping towards the Pacific Ocean. The northern portion of the site may receive fill material ranging in depth of approximately one to six feet, and contours around the perimeter of the south portion of the site will remain relatively similar to the existing condition although some modifications to topography will be required to eliminate current flooding conditions and to accommodate anticipated sea level rise.
- Provide new high-quality public open space throughout the project area.

4.2 Project Phasing and Construction Scheduling

Construction of the proposed project is anticipated to commence in 2016 and last for approximately two to three years depending upon phasing. Although a phasing plan for the overall project is still being formulated, it is anticipated that construction of the northern portion of the project site would occur first.

Based on preliminary calculations, it is estimated that the proposed project would require approximately 150,000 cubic yards of fill material on the landside. Some of this fill material is anticipated to be imported from off-site and some may come from demolition of the existing Pier Parking Structure and Seaside Lagoon modifications. Exact quantities of import material needed would vary based on the amount of usable fill material obtained through demolition of the existing parking structure. The proposed project may also include the excavation and removal of soils from the project site on the landside.

Waterside construction would follow industry standard practices and would take place from both land and barges. Construction activities associated with project elements such as the boat launch ramp, Seaside Lagoon, and pedestrian bridge, may include dredging, filling, rock placement, in-water concrete placement, sheetpile installation, pile driving, shoreline protection and other above and below water activities. Detailed quantities of dredge/fill, piles, and overwater structural coverage have not yet been determined.

4.3 Project Approvals

The proposed project is expected to require the following approvals:

- | | |
|----------------------------------------------|----------------------------------------------|
| ▪ Conditional Use Permit | City of Redondo Beach |
| ▪ Coastal Development Permit (non-tidelands) | City of Redondo Beach |
| ▪ Harbor Commission Design Review | City of Redondo Beach |
| ▪ Vesting Tentative Tract Map | City of Redondo Beach |
| ▪ Coastal Development Permit (tidelands) | Coastal Commission |
| ▪ Section 401 Water Quality Certification | Regional Water Quality Control Board |
| ▪ Section 404 Permit | USACE |
| ▪ Bridge Permit | USCG |
| ▪ Tidelands Exchange | State Lands Commission |
| ▪ Lease and related transactional documents | City of Redondo Beach/State Lands Commission |

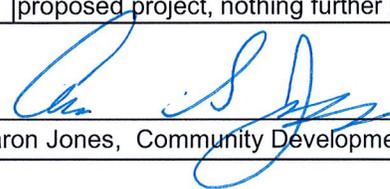
Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by this proposed project (i.e., the proposed project would involve at least one impact that is a “potentially significant impact”), as indicated by the checklist on the following pages. The environmental factors utilized in the Initial Study below are used for determining whether a project may have a potential impact and whether an EIR should be prepared. If these environmental factors are carried forward for further analysis, they may be further refined in the EIR or combined when they address overlapping environmental issues.

X	Aesthetics		Agriculture and Forest Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources	X	Geology/Soils
X	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials	X	Hydrology/Water Quality
	Land Use/Planning		Mineral Resources	X	Noise
	Population/Housing	X	Public Services	X	Recreation
X	Transportation/Traffic	X	Utilities/Service Systems	X	Mandatory Findings of Significance

Determination:

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, there will not be a significant effect in this case because revisions to the proposed project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
X	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have an impact on the environment that is “potentially significant” or “potentially significant unless mitigated” but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
	
Aaron Jones, Community Development Director	Date 6/19/14

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS.	Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	X			
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?				X
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?			X	

Discussion:

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

Potentially Significant Impact. There are no scenic vistas listed in the Redondo Beach General Plan; however, Czuleger Park, which is adjacent to the project site, is identified as a public view corridor in the General Plan, as it affords views of the Pacific Ocean and the Redondo Beach Harbor (King Harbor/Harbor). The Harbor is not designated as a highly scenic area in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation or by any local plan or ordinance (Department of Parks and Recreation, 1971). Nonetheless, the project site is located in a coastal setting with views of the Harbor (a portion of which is in the project site) and the Pacific Ocean. The project site is part of ocean and Harbor views available from a limited number of surrounding locations as well, including Veterans Park and Czuleger Park.

Therefore, the proposed project could have the potential to affect the public view corridor; as such, the potential effects on views are considered potentially significant and will be evaluated in the EIR.

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

No Impact. The California Department of Transportation (Caltrans) is responsible for the official nomination and designation of eligible scenic highways. The proposed project is not near a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System (Caltrans, 2013a; 2013b). State Highway 2, from approximately three miles north of Interstate (I)-210 in La Cañada to the San Bernardino County

line, is the closest officially designated state scenic highway to the project site, approximately 29 miles to the north (Caltrans, 2013). A segment of Pacific Coast Highway (State Highway 1) from Venice Boulevard (State Route 187) to State Route 101, approximately 10 miles to the north of the project site, is identified as an eligible state scenic highway. Another segment of Pacific Coast Highway from Lakewood Boulevard (State Highway 19) in Long Beach to I-5 in San Juan Capistrano, approximately 14 miles southeast of the project site, is also identified as an eligible state scenic highway. The project site is not visible from these locations. The General Plan does not designate any local scenic highways. The project site does not include any trees or rock outcroppings of scenic significance (Impacts associated with historic buildings are addressed in Section V of this Initial Study). Therefore, the proposed project would not affect scenic resources from a designated or eligible state scenic highway and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The project site is located within the Harbor area and the existing uses are primarily recreational and commercial, including retail and restaurants, the Horseshoe Pier, Seaside Lagoon, marina, bicycle and pedestrian pathways, and supporting facilities such as public parking. Implementation of the proposed project would replace these existing structures and would include new visual elements, including new commercial development, hotel, parking structures, pedestrian bridge, small craft boat launch ramp, a public roadway extension and a new street providing greater access to the water's edge, changes to Seaside Lagoon, and new and refigured bicycle and pedestrian paths. The new visual elements would be consistent with the existing commercial and recreational uses, and would incorporate elements such as a cohesive architectural design, public art, and enhanced landscaping, and are, thus, not expected to degrade the existing visual quality and character of the site and surroundings. While these changes are anticipated to be less than significant, the issue will be evaluated further in the EIR.

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

Less Than Significant Impact. The proposed project would replace existing on site lighting with new lighting sources. These new lighting sources would be for safety and security and visual and aesthetic enhancement associated with proposed elements such as building exteriors, parking structures, walkways, Pacific Avenue reconnection, and boat launch ramp. The new lighting would make use of modern fixtures and light shields that would direct lighting on-site and prevent spillover. Therefore, it is not anticipated that the proposed project would create a new source of substantial light that could adversely affect the quality of nighttime views. While lighting impacts are considered less than significant, they will be evaluated further in the EIR. The exterior surfaces associated with the new buildings could also cause glare depending on the types of materials used in building construction. In addition, glare can be caused from unshielded or misdirected lighting sources. However, as described above, the project would be replacing existing structures and existing light sources. While glare impacts are considered less than significant, they will be evaluated further in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	AGRICULTURE AND FOREST RESOURCES. In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				X
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				X

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion:

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

No Impact. The California Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) develops maps and statistical data to be used for analyzing impacts on California’s agricultural resources. The FMMP identifies categories of agricultural resources that are significant (in terms of soil quality and irrigation status) and therefore require special consideration. The best quality land is identified as Prime Farmland. According to the FMMP, the project site is an area designated as Urban and Built-Up Land, which is described as land occupied by structures that has a variety of uses, including industrial, commercial, or railroad or other transportation yards (California Department of Conservation, 2013). There is no Prime or Unique Farmland, or Farmland of Statewide or Local Importance or existing agricultural uses in the project site or vicinity (California Department of Conservation, 2010). Thus, no agricultural lands or uses would be converted to accommodate the proposed project. Therefore, no impact would occur and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

- b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?**

No Impact. The Williamson Act applies to farmed or open space parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland. No land within the project site is eligible for a Williamson Act contract. The project site is zoned CC-1, CC-2, CC-3, and CC-4 (Coastal Commercial), which does not permit agricultural uses, and P-PRO (Parks, Recreation, and Open Space). P-PRO allows agricultural and horticultural uses with approval of a conditional use permit. However, the site classified as P-PRO is currently used for public recreation and accessory uses (Seaside Lagoon) and this use would not change under the proposed project. Therefore, no impact would occur and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

- c. **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?**

No Impact. Public Resources Code Section 12220(g) identifies forest land as land that can support 10-percent native tree and cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Public Resources Code Section 4526 identifies timberland as land which is available for and capable of growing a crop of trees of a commercial species used to produce lumber and other forest products. Government Code Section 51105 (g) defines a Timberland production zone as an area that is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

The project site is developed as a public waterfront and zoned CC-1, CC-2, CC-3, and CC-4 (Coastal Commercial) and P-PRO (Parks, Recreation, and Open Space); it is not being managed or used for forest land. As such, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland; hence, there would be no impact and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

- d. **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. The project site consists of existing commercial and office development, recreational uses, and a marina. There is no forest land within the project site or surrounding area; thus, there would be no loss of forest land or conversion of forest land to non-forest use as a result of the proposed project. Therefore, there would be no impact and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

- e. **Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

No Impact. As discussed under Items III(a-d) above, no farmland or forest land is located within the surrounding area or at the project site. The proposed project would not involve the changes in the existing environment that would result in the loss of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, there would be no impact and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	AIR QUALITY. When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	X			
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	X			
d.	Expose sensitive receptors to substantial pollutant concentrations?	X			
e.	Create objectionable odors affecting a substantial number of people?			X	

Discussion:

a. Would the project conflict with or obstruct implementation of the applicable air quality plans?

Potentially Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which consists of the urbanized areas of Los Angeles, Riverside, San Bernardino, and Orange Counties. Due to the combined air pollution sources from over 15 million people and meteorological and geographical effects that limit the dispersion of these pollutants, the SCAB can experience high air pollutant concentrations. As a result, the region currently does not attain the national ambient air quality standards (NAAQS) for ozone (O₃), lead (Pb), and particulate matter less than 2.5 microns in diameter (PM_{2.5}), and is designated as a maintenance area for particulate matter less than 10 microns in diameter (PM₁₀), carbon

monoxide (CO), and nitrogen dioxide (NO₂). In addition, the SCAB does not attain the California ambient air quality standards (CAAQS) for O₃, Pb, PM_{2.5}, and NO₂.²

The South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG), in cooperation with the California Air Resource Board (CARB) and U.S. Environmental Protection Agency (USEPA), have developed air quality plans that are designed to bring the Basin into attainment of the national and state ambient air quality standards. Periodically, the SCAQMD prepares an overall air quality management plan (AQMP) update to meet the federal requirements and/or to incorporate the latest technical planning information. Each iteration of the plan is an update of the previous plan. Once the AQMP is approved by both the CARB and USEPA, it becomes part of the State Implementation Plan (SIP) for attaining and maintaining the ambient air quality standards. Through this attainment planning process, the SCAQMD develops the SCAQMD Rules and Regulations to regulate stationary sources of air pollution in the SCAB. The NAAQS as defined in the Clean Air Act identify six common air pollutants and set standards for their maximum allowable concentration in the atmosphere. If the standards are exceeded in any given area, then the pollutants are in “nonattainment” and the area in which the standards are exceeded is called a “nonattainment” area.

The latest AQMP was adopted by the AQMD Governing Board on December 7, 2012 (SCAQMD, 2012). The 2012 AQMP proposes emission reduction measures that are designed to bring the Basin into attainment of the national and state ambient air quality standards. These attainment strategies include emission control measures and clean fuel programs that are enforced at the federal and state level on engine manufacturers and petroleum refiners and retailers. The SCAQMD staff is initiating an early development process for the subsequent AQMP, which will be a comprehensive and integrated plan primarily focused on addressing the ozone standards. The subsequent AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

The proposed project is not expected to result in increased population, but it may result in construction and operational emissions; therefore, air quality impacts are considered potentially significant and will be evaluated in the EIR.

² In February 2014, the California Air Resources Board adopted regulations to redesignate Los Angeles County as an attainment area for the Pb CAAQS, and to redesignate the South Coast Air Basin as an attainment area for the NO₂ CAAQS. The State has taken a final action on these regulations and they will take effect on July 1, 2014.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. Construction of the proposed project (e.g., site clearing, grading, other site preparation activities, and construction of new structures) could result in fugitive dust and equipment emissions. Construction workers commuting to and from the project site would also result in temporary emissions. Pollutant emissions would vary from day to day depending on the level of activity, the specific construction phasing operations, and the prevailing weather conditions. Associated air emissions could adversely affect the regional ambient air quality in the Basin and locally within Redondo Beach.

Operation of the proposed project may result in increased emissions of air pollutants from new stationary sources and from vehicle trips accessing the project site.

Therefore, air emissions from the construction and operation of the proposed project may violate an air quality standard or contribute to an existing or projected air quality violation. Consequently, this impact is considered potentially significant and will be evaluated in the EIR.

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. As indicated under Item III(b), construction and/or operation may generate emissions that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. Due to the elevated concentrations of air pollutants that currently occur in the Basin, when combined with other past, present, or reasonably foreseeable future projects in the area, the violations could result from a net increase of "criteria pollutants." Criteria pollutants include O₃, CO, PM_{2.5} and PM₁₀, NO_x, and Pb. The generation of these compounds during and after construction could exceed the national and state standards/limits for such emissions (including quantitative thresholds for ozone precursors). This impact is considered potentially significant and will be evaluated in the EIR.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Examples of land uses that can be classified as sensitive receptors include residences, schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. These types of uses, several of which can be found within or near the project site (i.e., multi-family residential uses immediately to the east), may be affected by air pollution in the form of dust and equipment emissions during construction and operation. Therefore, the potential exposure of sensitive receptors to substantial pollutant concentrations is considered potentially significant and will be evaluated in the EIR.

e. Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The SCAQMD Air Quality Handbook identifies the following uses as having a potential odor issues: wastewater treatment plants, food processing plants, agricultural uses, chemical plants, composting, refineries, landfills, dairies, and fiberglass moldings.

Short-term odors could be produced during the construction of the proposed project from paving (i.e., laying of asphalt) and temporary storage/stockpiling of dredged materials. Odors from these sources would be temporary, localized, and generally confined to the immediate area of construction activities. The potential for the proposed project to create objectionable odors associated with such activities during construction is less than significant, but the stockpiling of dredged materials will be evaluated in the EIR once additional details are known about the storage location.

Odors produced during operation of the proposed project are not expected to substantially change and are not expected to affect a substantial number of people as the project site would remain developed with commercial and recreational uses. These types of uses are not associated with the creation of odors. While the site currently includes the temporary storage and removal of solid waste, the City would continue to require compliance with regulations related to maintenance of trash areas (including RBMC Section 10-2.1536), to ensure that the operation of the project does not create any objectionable odors associated with solid waste. There is the potential that a limited amount of composting could occur on-site associated with the proposed market hall. Should this occur, it would be small-scale for organic (non-animal) wastes and limited to the market hall. If composting occurs, it would take place in a designated area and in a manner that would control odors (e.g., covered bins). The designated compost area would be regularly maintained and as such is not anticipated to generate odors affecting a substantial number of people. Therefore, odor impacts associated with operation of the proposed project are considered less than significant and will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.	Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X			
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion:

- a. **Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

Potentially Significant Impact. Several sensitive species may be present in the Redondo Beach coastal area. This includes the Palos Verdes blue butterfly (*Glaucopteryx lygdamus palosverdesensis*), a federally listed endangered species, and the sandy beach tiger beetle (*Cicindela hirticollis gravida*), a candidate species for listing as federally endangered or threatened, and South Coast Saltscale (*Atriplex pacifica*), listed on the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants. Although these species may be present within the coastal area, they are not expected to occur at the project site because there is no suitable habitat.

While the project site is not likely a roosting or feeding area for any species of special concern there is the potential for sensitive species, such as the California brown pelican (*Pelecanus occidentalis californicus*), to forage in the Harbor. As the proposed project involves in-water activities (i.e., construction of the pedestrian bridge and boat launch ramp and the opening of Seaside Lagoon to the adjacent Harbor waters), the EIR will evaluate whether the proposed project would have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS), including the potential to affect protected marine mammals. Impacts are considered potentially significant and will be evaluated in the EIR.

- b. **Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

Potentially Significant Impact. The project site is in an urbanized area that is highly disturbed. The landside is largely built-out with existing development and recreational facilities and no sensitive habitats, including riparian areas, or natural community is present. The waterside is a busy small craft marina with existing piers and breakwaters. However, there is the potential for sensitive marine habitat (i.e., eelgrass) or natural communities (i.e., essential fish habitat) to occur in the project area. An in-water survey will be conducted to determine if any marine sensitive natural community would be affected by the proposed project. This impact is considered potentially significant and will be evaluated in the EIR.

- c. **Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?**

Less Than Significant Impact. The regulations implementing Section 404 of the Clean Water Act define wetlands as those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. (40 Code of Federal Regulations [CFR] 230.3[t]). No known federally protected wetlands exist in the project area; however, a biological resources survey will be conducted to determine if sensitive habitat

(including wetlands) is present within the project area. Although a less than significant impact is anticipated, this issue will be evaluated in the EIR as part of the biological resources analysis.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Potentially Significant Impact. The project site is in an urban area and according to the CDFW BIOS Viewer, there are no essential connectivity areas (or, areas essential for ecological connectivity [i.e., wildlife corridors]) within or adjacent to the project site (CDFW, 2014). Thus, the proposed project is not expected to interfere substantially with movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. However, areas within the Harbor could serve as a foraging site or nursery site. This impact is considered potentially significant and will be evaluated in the EIR.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The project site is within a highly urbanized setting and the landside is primarily developed with buildings, paving, and ornamental landscaping, including mature trees. Section 10-1.707 of the RBMC requires: 1) street trees be provided in all subdivisions, either within the street right-of-way or within a dedicated plating easement, and 2) maintenance and preservation of trees with a diameter of six inches or greater on private property unless the removal is proved to be necessary and removed trees are replaced. Section 10-5.1900 of the Coastal Land Use Plan Implementing Ordinance contains tree trimming and tree removal requirements for trees in the coastal zone. This includes prohibiting trimming or disturbance of trees that have been used for breeding and nesting by bird species listed pursuant to the Federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets) within the previous five years, as determined by a qualified biologist, unless a health and safety danger exists, and prohibiting tree trimming and removal during the breeding and nesting season (January through September) unless a tree is determined to be a danger to public health and safety. Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Any tree removal or trimming that would occur under the proposed project would occur in compliance with the Coastal Land Use Plan Implementing Ordinance. Therefore, it is anticipated that the proposed project would not conflict with any local policies or ordinances protecting trees, or other such biological resources. However, the policies and ordinances will be addressed further related to biological resources, and this issue will be evaluated in the EIR.

f. Would the project conflict with the provisions of an adopted habitat conservation plan, natural communities conservation plan, or any other approved local, regional, or state habitat conservation plan?

No Impact. The proposed project is not located within an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under California's Natural Community Conservation Planning Act, is administered by the CDFW and is a cooperative effort between resource agencies and developers that takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. HCPs are administered by the USFWS and are designed to identify how impacts would be mitigated when a project would impact endangered species or designated critical habitat. There are no HCPs in place for the project site, nor other local, regional, or state habitat conservation plan. Therefore, there would be no impact and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES.	Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	X			
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d.	Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion:

- a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines Section 15064.5?**

Potentially Significant Impact. The proposed project includes demolition of existing buildings within the project site. The project area could potentially contain buildings eligible for listing as a historical resource. A survey will be conducted for the EIR to determine if potentially historical resources would be affected by the proposed project. If historical resources are affected by the proposed project, significant impacts could result; therefore, this issue will be evaluated in the EIR.

- b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5?**

Less Than Significant Impact. The project site is located in an urbanized area that has been previously disturbed by construction and redevelopment activities and coastal processes (i.e., wave action and winter storms). Given that the project site has been substantially disturbed, any archeological resources that may have existed at one time have likely been previously unearthed, collected, and/or destroyed or lost their stratigraphic and geologic context and would no longer be considered an archaeological resource. While unlikely, should native soils be disturbed construction activities may still impact archeological resources. A cultural resources technical report will be prepared as part of the EIR to determine if the proposed project could potentially cause an adverse change in the significance of an archeological resource; therefore, this issue will be evaluated in the EIR.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The majority of the City was originally developed on the El Segundo Sand Hills, in which geologic deposits consist of sand, silty sand, and silt from the late Pleistocene to Holocene age (200,000 to 10,000 years before present). The geologic formation within the project area consists of Quaternary older alluvium, playa, terrace deposits, which have the potential to carry paleontological remains due to the age of the deposits. However, the site is within an urbanized area and has been disturbed by previous development and redevelopment activity and thus paleontological resources may have been lost or destroyed. However, a cultural resources technical report will be prepared as part of the EIR to determine if the proposed project could potentially disturb paleontological resources; therefore, this issue will be evaluated in the EIR.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The proposed locations for development are not within any known historical or modern cemeteries. However, in the unlikely event project improvements and redevelopment disturb any unanticipated human remains, California Health and Safety Code Section 7050.5 requires that in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbances must cease and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. Sections 5097.94 and 5907.98 of the Public Resources Code specify a protocol to be followed when the Native American Heritage Commission receives notification of a discovery of Native American human remains from a county coroner. If the Coroner determines that the remains are or appear to be of a Native American, he/she shall contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary in compliance with the requirements of Public Resources Code Section 5097.98. With compliance with these regulations, impacts would be less than significant. Therefore, this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS.	Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
	ii.) Strong seismic ground shaking?			X	
	iii.) Seismic-related ground failure, including liquefaction?	X			
	iv.) Landslides?				X
b.	Result in substantial soil erosion or the loss of topsoil?	X			
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	X			
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X			
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				X

Discussion:

- a. **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - (i.) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less Than Significant Impact. Southern California is one of the most seismically active areas in the United States. Numerous active faults and fault zones are located within the general region, including the active Palos Verdes Fault within 1.3 miles south of the project site. Although the project site is not located within an Alquist-Priolo Earthquake Fault Zone, potential hazards exist due to seismic activities associated with the Palos Verdes Fault Zone and the presence of man-made engineered fill. The proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible and thus impacts are anticipated to be less than significant; however, this issue will be evaluated in the EIR.

(ii.) **Strong seismic ground shaking?**

Less Than Significant Impact. As discussed above, the proposed project is located in a region of known seismic activity. Although the nearest fault (the Palos Verdes Fault) has not generated any major earthquakes in historical time (i.e., the past 200 years), geological relationships suggest that it is active and has a relatively rapid rate of slip compared to other faults in the Los Angeles Basin region. The risk of seismic hazards such as ground shaking cannot be avoided. The fault may be capable of generating a 7.25-magnitude (Richter) earthquake and surface displacements of about 2.7 meters (8.8 feet) (Port of Los Angeles, 2006). Incorporation of emergency planning and compliance with current building and construction design codes would minimize damage resulting from a seismic event; thus impacts are anticipated to be less than significant; however, this issue will be evaluated in the EIR.

(iii.) **Seismic-related ground failure, including liquefaction?**

Potentially Significant Impact. Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur. According to the California Geological Survey, the proposed project is within a liquefaction zone area, which is defined as an area where historic occurrences of liquefaction, or local geological, geotechnical, and groundwater conditions occur indicate a potential for permanent ground displacement such that mitigation would be required (California Department of Conservation, Division of Mines and Geology, 1999). Liquefaction could lead to ground settlement and lateral spreading; therefore, this issue is considered a potentially significant impact and will be evaluated in the EIR.

(iv.) **Landslides?**

No Impact. The project site is located in an urbanized coastal area that is relatively flat with a small engineered slope to the east. According to the State Seismic Hazards Zones map (Redondo Beach 7.5 Minute Quadrangle), the project site is not located within or near an area of previous occurrence of landslide movement (California Department of Conservation, Division of Mines and Geology, 1999). Further, construction work that occurs near the slope to the east

would conform with standard engineering requirements such as the California Building Code (CBC, Title 24, California Code of Regulations), which has been adopted by the City of Redondo Beach (RBMC Sections 9-1.00 and 9-1.01) and recommendations, as applicable, in site-specific geotechnical engineering report(s), and would not result in slope instability. No significant risk of loss, injury, or death associated with landslides is anticipated. Therefore, no impact relative to landslides is anticipated to occur and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

b. Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Although the project site is currently developed, the proposed project has the potential to expose surficial soils to wind and water erosion during construction phases. Construction activities would be required to comply with the General Construction Activities Stormwater Permit (GCASP) approved by the State Water Resources Control Board by Water Quality Order 99-08-DWQ, relative to satisfying National Pollutant Discharge Elimination System (NPDES) permit requirements (RBMC Section 5-7.216), as applicable to projects that disturb one-acre or more of surface area. Erosion and sediment controls would be incorporated into project construction plans, as delineated within a project-specific Stormwater Pollution Prevention Plan (SWPPP) required in conjunction with the GCASP. The SWPPP would identify provisions and practices that include implementation of BMPs for the installation, monitoring, and maintenance of control measures. The SWPPP would be prepared and submitted prior to the start of construction, and the BMP control measures would be installed prior to the occurrence of relevant construction activities, as specified in the SWPPP.

Adherence to SCAQMD Rule 403 (Fugitive Dust) would also help to minimize wind erosion through soil stabilization measures. Table 1 presented in SCAQMD Rule 403 provides measures for construction activities to reduce fugitive dust. This includes measures for the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to use, use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, hydroseed prior to rain, washing mud and soils from equipment at the conclusion of trenching activities (see SCAQMD Rule 403 Table 1 for additional details). Impacts are anticipated to be less than significant impacts with compliance with existing rules and regulations; however, this will be evaluated in the EIR as part of the geology and water quality analysis.

Operation of land uses under the proposed project would be similar to existing conditions and is not anticipated to result in soil erosion or loss of topsoil. However, the proposed project does include the opening of Seaside Lagoon to the adjacent Harbor waters, which could affect erosion during construction and operation of the lagoon. Thus, impacts associated with erosion and loss of topsoil are considered potentially significant and will be evaluated in the EIR.

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

Potentially Significant Impact. The proposed project is located within a liquefaction zone area. Liquefaction could lead to ground settlement and lateral spreading. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has

been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. A geotechnical engineering report would determine if the potential for ground failure exists as a result of liquefaction and to identify any special soil or foundation design requirements. Impacts associated with geologic stability could be potentially significant and will be evaluated in the EIR.

d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),³ creating substantial risks to life or property?

Potentially Significant Impact. Expansive soils generally result from specific clay minerals that expand when saturated and shrink in volume when dry. The project site has previously been developed and much of the existing on-site soils consist of artificial fill, with the exception of the area east of Basin 3 and the eastern portion of the existing Pier Plaza which consists of eolian and dune deposits (California Department of Conservation, Geological Survey, 2010). These geologic deposits within the project area and previously imported fill soils could be expansive. Impacts resulting from expansive soils would be controlled through incorporation of modern construction engineering and safety standards and compliance with current building regulations. Furthermore, soils would be sampled and analyzed in a project-specific geotechnical engineering report to determine site-specific conditions and determine if special design requirements are necessary. However, the potential presence of expansive soils is considered a potentially significant impact and will be evaluated in the EIR.

e. Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project does not involve the use of septic tanks or alternative waste water disposal systems. Therefore, there would be no impact and this issue will not be addressed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

³ The State of California provides minimum standards for building design through the California Building Code (CBC, Title 24, California Code of Regulations). The CBC has been adopted by the City of Redondo Beach (RBMC Sections 9-1.00 and 9-1.01). The CBC is based on the International Building Code (formerly known as the Uniform Building Code), established by the International Code Council (formerly known as the International Council of Building Officials), which is used widely throughout the U.S. (generally adopted on a state-by-state or agency-by-agency basis), and has been modified for conditions within California. Therefore, this Initial Study assumes compliance with the CBC.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	GREENHOUSE GAS EMISSIONS. Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b.	Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	X			

Discussion;

- a. **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b. **Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

Potentially Significant Impact (a and b). Greenhouse gases (GHGs) are gases that trap heat in the atmosphere. These emissions occur from natural processes and human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. Accumulating scientific evidence indicates a correlation between the worldwide proliferation of GHG emissions by mankind over the past century and increasing global temperatures (Intergovernmental Panel on Climate Change, 2007; U.S. Global Change Research Program, 2009; and California Energy Commission, 2009). The climate change associated with this global warming is predicted to produce negative economic and social consequences across the globe.

The most common GHGs emitted into the atmosphere from natural processes and human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases (hydrofluorocarbons and perfluorocarbons). Each GHG is assigned a global warming potential (GWP), which is the ability of a gas or aerosol to trap heat in the atmosphere. The GWP rating system is standardized to CO₂, which has a value of one. For example, CH₄ has a GWP of 21, which means that it has a global warming effect 21 times greater than CO₂ on an equal-mass basis. Total GHG emissions from a source are often reported as a CO₂ equivalent (CO₂e). The CO₂e is calculated by multiplying the emission of each GHG by its GWP and adding the results together to produce a single, combined emission rate representing all GHGs.

Assembly Bill (AB) 32, signed by Governor Arnold Schwarzenegger in 2006, directs the State of California to reduce statewide GHG emissions to 1990 levels by the year 2020. In accordance with AB 32, CARB developed the Climate Change Scoping Plan (Scoping Plan), which outlines how the state will achieve the necessary GHG emission reductions to achieve this goal (CARB, 2008; 2013).

GHG emissions would be released from a variety of fossil fuel-powered sources associated with the proposed project during construction and operation. Construction activities are short-term and cease to emit GHGs upon completion. Operation emissions associated with the proposed project would include GHG emissions from mobile sources (transportation), energy, water use and treatment, and waste disposal. GHG emissions from electricity use are indirect GHG emissions from the energy (purchased energy) that is produced off-site. These sources would have the potential to generate GHGs and result in a significant impact on the environment. Therefore, impacts associated with GHG emissions are potentially significant and will be evaluated in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?				X
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Discussion:

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Potential short-term hazards include construction activities involving the transport of fuels, lubricating fluids, solvents, and other potentially hazardous material. However, construction would not involve the handling of significant amounts of these substances. Additionally, all storage, handling, and disposal of hazardous materials is regulated by the agencies such as the USEPA, California Department of Toxic Substances Control (DTSC), Occupational Safety and Health Administration (OSHA), the City fire department, and the County fire department. All hazardous material used during construction of the proposed project would be used and stored and transported in compliance with applicable requirements.

It is unlikely that construction activities would involve the use of substantial quantities of hazardous materials and the most likely source of these materials would be from vehicles at the site. There could be small amounts of hazardous materials, including fuels and solvents and lubricants used to maintain equipment, however, these materials would be confined and located at the project site. Federal and state regulations that govern the storage of hazardous materials in containers (i.e., the types of materials and the size of packages containing hazardous materials), secondary confinement requirements, and the separation of containers holding hazardous materials, would limit potential contamination to a relatively small area and avoid a significant hazard. In compliance with the GCASP for stormwater discharges associated with construction activity and a project-specific SWPPP, appropriate BMPs would be used during construction activities to minimize runoff of contaminants and clean-up any spills. Applicable BMPs include, but are not limited to: vehicle and equipment fueling and maintenance; material delivery, storage, and use; spill prevention and control; solid and hazardous waste management; and contaminated soil management. Therefore, implementation of such construction provisions would minimize the potential for an accidental release of hazardous materials during construction activities.

Construction of the project would involve demolition and renovation of the existing onsite structures, which, due to their age, may contain asbestos and lead-based paints and materials. The removal of any asbestos-containing materials (ACM) would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities). SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM. This rule is designed to protect uses and persons adjacent to demolition or renovation activity

from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements, including High-efficiency particulate air (HEPA) filtration, the glovebag method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area).

In addition, the proposed project would be required to comply with California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based paints and materials. The California Code of Regulations, Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based paints and materials, such that exposure levels do not exceed CalOSHA standards. Compliance with applicable standards would ensure impacts related to hazardous materials are less than significant.

Operation of the proposed project is not anticipated to involve the transport, use, or disposal of substantial quantities of hazardous materials such as significant hazard to the public or environment would occur. Small quantities of hazardous materials may be used on-site and would generally include materials (i.e., commercial cleansers, lubricants, paints, etc.) associated with janitorial, maintenance, and repair activities. These materials are currently used on the project site under baseline conditions. Further, the transport, use, and disposal of hazardous materials would occur in compliance with applicable regulations as required by USEPA, California DTSC, OSHA, CalOSHA, the City fire department, and the County fire department.

Currently chlorine is used to treat water used in Seaside Lagoon. The water is subsequently dechlorinated before it is released into the Harbor. The chlorine and dechlorinator are stored in tanks located on-site. Under the proposed project, Seaside Lagoon would be opened to the adjacent Harbor waters, which would eliminate the use of chlorine and dechlorinator being transported, used and stored at the project site, and, in turn, would result in removal of the existing storage tanks. Therefore, impacts associated with routine transport, use, and disposal of hazardous materials would be less than significant and this issue will not be addressed in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

b. Would the project create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

Potentially Significant Impact. Some of the existing land uses that currently operate within and near the project site use or generate hazardous materials. According to the State Water Resources Control Board (SWRCB) GeoTracker data management system, two permitted underground storage tanks, one DTSC cleanup site, and two cases of leaking underground storage tanks (LUST) are found within the general vicinity of project site (SWRCB, 2013; DTSC, 2013). While there is no known soil or groundwater contamination, the project site may potentially contain unknown contamination related to existing and/or past uses on-site or surrounding properties. Therefore, there is the potential for soil or groundwater contamination associated with past or existing uses to be encountered during excavation which could create a hazard to the public or the environment and this will be evaluated in the EIR.

As discussed under Item VIII(a) above, construction activities would require the use and transport of hazardous materials such as asphalt, paints, and other solvents and the use of equipment that contains oil, gas, or hydraulic fluids that could be spilled during normal usage or during refueling. Quantities would be small and routine construction practices would include

measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials. In-water construction activities have a small potential for hazardous material releases into Harbor waters from accidents or upsets. Spill prevention and cleanup procedures for the proposed project would be addressed in a SWPPP that would be implemented by the construction contractor. The SWPPP would define actions to minimize potentials for spills (such as the proper storage of materials, perimeter control measures, and use of appropriate waste disposal practices, such as leak proof containment) and provide efficient responses to spill events (i.e., timely locate the release, prevent further releases, contain release, clean-up) to minimize the magnitude of the spill and extent of impacts. This would include compliance with California Water Code Section 13271 and 13272, which requires that the Office of Emergency Services (OES) be notified in the event of a discharge in or on any waters of the state. Implementation of such construction provisions would minimize the potential for an accidental release of hazardous materials during construction activities and ensure there would not be a significant hazard to the public or the environment. Therefore impacts are considered less than significant associated with construction activities and will not be evaluated further in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

As described under Item VIII(a) above, the potential exists for the existing buildings to contain lead-based paints/materials and/or ACM. Should such materials be found, abatement and disposal would occur in compliance with applicable regulations and thus the impact associated with lead-based paint/material and ACM would be less than significant and will not be discussed further in the EIR.

As discussed under Item VIII(a) above, small quantities of hazardous materials may be used or stored on-site during project operations. Similar storage occurs on-site under existing conditions. Furthermore, these materials would be handled in compliance with applicable rules and regulations and thus impacts would be less than significant and will not be discussed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

The potential for a significant hazard to the public or environment to occur through the reasonably foreseeable upset and accident conditions involving the likely release of existing hazardous materials into the environment during excavation activities will be further evaluated in the EIR.

c. Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?

No Impact. There are no schools located within one-quarter mile of the project site. The nearest schools to the project site include the South Bay Faith Academy and Redondo Beach High School located approximately 0.29-mile and 0.45-mile, respectively, east of the project site. As such, the proposed project would not emit hazardous emissions within 0.25-mile of an existing school and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

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

Potentially Significant Impact. As described under Item VIII(b) above, the SWRCB GeoTracker data management system lists one DTSC cleanup site, and two closed LUST sites

within the vicinity of the project site. This potential for a significant hazard to the public or the environment to occur will be evaluated in the EIR.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The proposed project is not located within an airport land use plan or within two miles of a public airport or a public use airport. The closest airport is the Torrance Municipal Airport, which is approximately four miles southeast from the project site. The Los Angeles International Airport (LAX) is approximately six miles from the project site. Therefore, there would be no impact and this issue will not be addressed further in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

- f. For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The proposed project is not within the vicinity of a private airstrip or heliport. Therefore, there would be no impact and this issue will not be addressed further in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

- g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. The Redondo Beach Fire Department currently provides emergency medical and fire protection support to the project site. The Redondo Beach Police Department is responsible for coordinating law enforcement and traffic control operations in emergency situations. The City of Redondo Beach has identified evacuation routes in case of earthquake, fire, flooding, landslides, hazardous spills, and tsunamis. In the project vicinity, evacuation routes include Pacific Coast Highway, Herondo Street, Beryl Street (immediately to the northeast of the project site), and Torrance Boulevard north of the Torrance Boulevard and Catalina Avenue intersection (southeast of the project site) (City of Redondo Beach, 2011). No identified evacuation routes are within the project boundaries, although the Torrance Circle connects with the evacuation route that begins on Torrance Boulevard at the Catalina intersection.

There could be a temporary interference with local emergency response should lane or roadway closures be required on roads within the project site. However, any on-street construction activities or closures would conform to traffic work plan and access standards, including coordination with emergency service providers in accordance and the California Fire Code (Title 24, California Code of Regulations, Section 9).

As part of the proposed project, a Pacific Avenue reconnection would be established. The Pacific Avenue reconnection would replace the existing fire lane and access road along the International Boardwalk. The Pacific Avenue reconnection would improve emergency access to the site and the immediately adjacent, high density residential area. However, this will be evaluated further in the EIR.

Per state fire and building codes, sufficient space would have to be provided around the new buildings for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing

and proposed structures so as not to interfere with emergency access to and evacuation from the project site.

Given compliance with fire code and other emergency access provisions, it is anticipated that no interference with an adopted emergency response plan or emergency evacuation plan would occur during construction or operation. However, this will be evaluated further in the EIR.

h. Would the project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. There are no wildlands at or near the project site, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps (California Department of Forestry and Fire Protection, 2007). Therefore, there would be no impact and this issue will not be addressed further in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	HYDROLOGY AND WATER QUALITY. Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	X			
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?			X	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site?	X			
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site?	X			
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	X			
f.	Otherwise substantially degrade water quality?	X			
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?				X

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	X			
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	X			
j.	Inundation by seiche, tsunami, or mudflow?	X			

Discussion:

a. Would the project violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Construction of the waterside improvements (e.g., a small craft boat launch ramp, pedestrian bridge, and the opening of Seaside Lagoon to adjacent Harbor waters) may result in erosion and temporary water quality impacts such as turbidity and re-suspension of sediments in the adjacent Harbor waters. In addition, landside construction could result in erosion, sedimentation, and other potential sources of surface water pollutants. Erosion and sedimentation would be reduced through compliance with Rule 403 (Fugitive Dust), which would also help to minimize wind erosion as discussed previously under Item VI(b); however, impacts associated with construction-related water quality are considered potentially significant and will be evaluated further in the EIR.

The proposed project would include a new on-site storm drain system, which would be similar to the existing drainage patterns and discharge locations. As part of the new on-site stormwater drainage system, LID BMPs would be incorporated in order to address water quality requirements prior to discharging to the receiving waters (RBMC Title 5, Chapter 7). Common post-construction BMPs include filtering stormwater through vegetated areas prior to discharge into the City’s storm drain system or retaining stormwater on-site to infiltrate into the ground. The proposed project would also have to comply with the Los Angeles Regional Water Quality Control Board MS4 Permit that discusses these BMPs in greater detail (Permit CAS004001) (California Regional Water Quality Control Board, 2007). It is anticipated that this will result in operational benefits to water quality. Additionally, the opening of the Seaside Lagoon to the King Harbor would eliminate the current need for chlorination of the lagoon water, which is also expected to benefit water quality. Uses under the proposed project would remain similar to existing uses; thus, a new source of waste discharge or water quality violation is not anticipated. However, the opening of Seaside Lagoon to the adjacent Harbor waters may result in erosion associated with operation. Therefore, further evaluation is required to determine if this could result in water quality impacts associated with turbidity and suspension of sediments. Operational impacts are considered potentially significant and will be evaluated further in the EIR.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The project site overlies the West Coast Basin but is within the saltwater intrusion area and thus no groundwater extraction occurs within or adjacent to the project site (Metropolitan Water District of Southern California, 2007; and U.S. Geological Survey, 2014). The proposed project would receive its water supply from the California Water Service Company (CWSC). Part of CWSC's water supply comes from groundwater, which comes from an adjudicated basin. The adjudicated basin limits groundwater pumping to safe yield amounts (safe yield based upon a calculation of rate of groundwater replenishment, see 2010 Urban Water Management Plan, Section 4.1, page 47). Furthermore, the project site is largely impervious under existing conditions with the exception of Seaside Lagoon and small areas of ornamental landscaping and thus does not make a substantial contribution to groundwater recharge. The amount of groundwater infiltration in the area would increase under the proposed project as a result of increased landscaped area and the implementation of LID BMPs (RBMC Title 5, Chapter 7), and the Los Angeles County NPDES Permit. As discussed under Item IX(a) above, common post-construction BMPs include filtering stormwater through vegetated areas prior to discharge into the City's storm drain system or retaining stormwater on-site to infiltrate into the ground, which would help recharge the underlying groundwater. Therefore, no impact to groundwater recharge or groundwater supplies would occur. The impact would be less than significant and this issue will not be evaluated in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site?

Potentially Significant Impact. The project site is currently developed and site runoff is captured and conveyed via a stormwater drainage system. There are no streams or rivers located on-site. However, the opening up of Seaside Lagoon to King Harbor has the potential to affect erosion or siltation.

The existing storm drain system would be replaced or upgraded under the proposed project to better to accommodate the runoff associated with the new site design. A site drainage plan, subject to review by the City Engineer, would minimize the potential for on- and off-site erosion or siltation to occur. The final grading and drainage plan would be approved by the City Engineer during plan check review.

There is the potential for erosion or siltation to occur during construction, particularly during demolition and grading activities; however construction would comply with the requirements in the NPDES Permit, which would minimize the amount of runoff from the site and potential for substantial erosion or siltation to occur. However, the potential for the existing drainage pattern of the site to be altered in a manner that would result in substantial erosion or siltation to occur on-site or off-site will be evaluated in the EIR.

- d. **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site?**

Potentially Significant Impact. No streams or rivers traverse the project site; thus, the proposed project would not result in the alteration of the course of a stream or river. However, under the proposed project, Seaside Lagoon would be opened to King Harbor, which could affect surface runoff. The remainder of the project site is currently developed with primarily impervious surfaces, in which the site runoff is captured and conveyed via a stormwater drainage system. The amount of impervious surface area would decrease under the proposed project as a result of increased landscaped area and the implementation of LID BMPs and the rate or amount of surface runoff is not expected to increase.

The proposed project would include the upgrade or replacement of the on-site storm drain system to accommodate the runoff associated with the new site design. The new stormwater drainage system is expected to result in similar drainage patterns and discharge locations. The new storm drain system would also comply with drainage and runoff guidelines pursuant to RBMC Section 5-7.218, which requires the preparation of the local SWPPP that meets all requirements of the SWPPP as required by the GCASP. It is anticipated that the runoff from the project site would not increase compared to the existing conditions and that the new or upgraded storm drain system would minimize the potential for flooding to occur on-site or off-site. However, potential impacts associated with alterations of the drainage pattern of the site, including modifications to Seaside Lagoon, will be evaluated in the EIR as part of the water quality analysis.

- e. **Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Potentially Significant Impact. The proposed project would include a new or upgraded on-site storm drain system designed to accommodate the projected runoff associated with the proposed project. The modifications to the on-site storm drain system would comply with drainage and runoff guidelines pursuant to Redondo Beach Stormwater and Urban Runoff Pollution Control Regulations (RBMC Section 5-7.101 et seq.). Therefore, it is anticipated that adequate storm drain capacity would be provided; however this will be evaluated in the EIR.

Uses under the proposed project would remain similar to existing uses and thus a new source of polluted runoff is not anticipated. Additionally, the proposed project is required to comply with regulations regarding surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Standard Urban Storm Water Mitigation Plan (SUSMP) to reduce potential post-construction water quality impacts. The proposed project is classified as a priority project per Los Angeles County SUSMP guidelines. A redevelopment project is classified as a priority project if it results in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site. As part of the SUSMP, the proposed project would comply with LID and hydro-modification requirements.

However, potential water quality impacts, including potential impacts associated with modifications to Seaside Lagoon will be evaluated in the EIR.

f. Would the project otherwise substantially degrade water quality?

Potentially Significant Impact. Waterside and in-water construction activities, including a small craft boat launch ramp, the opening of Seaside Lagoon, and pedestrian bridge could potentially affect the water quality of Harbor waters (i.e., turbidity and erosion). The EIR will evaluate if such impacts are significant. Operation of the proposed project is not expected to affect or otherwise degrade the water quality beyond the issues discussed in Item IX(a) above, and are considered less than significant. However, as described in Item IX(a) above, both construction and operation impacts on water quality will be further evaluated in the EIR.

g. Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not include the construction of housing. No impacts would occur. Therefore, this issue will not be addressed in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

h. Would the project place within a 100-year floodplain structures that would impede or redirect flood flows?

Potentially Significant Impact. According to the Federal Emergency Management Agency (FEMA) Digital Flood Insurance Rate Map (DFIRM) Community Panel Number 06037C1907F and 06037C1909F and the National Flood Hazard Layer (NFHL) database, the project site is located within numerous flood zones (FEMA, 2008). The Horseshoe Pier is within Zone VE which is subject to one percent or greater annual chance of flooding in any given year (i.e., 100-year flood zone) with additional hazards associated with velocity wave action. Basin 3 is within Zone AE which is identified as Special Flood Hazard Area subject to inundation by the one percent annual chance flood, also known as the base flood, which has a one percent chance of being equaled or exceeded in any given year. The landside portion of the project site is outside the 0.2 percent annual chance floodplain. The proposed project includes new development within flood zones and thus could involve construction of structures that may impede or redirect flows. Impacts are considered potentially significant and will be evaluated in the EIR.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Potentially Significant Impact. The project site is not within any potential dam or levee inundation area, but is located within the 100-year designated flood zone. New structures would be constructed above the flood plain and tidal elevation and thus are not expected to expose people to a significant risk of loss, injury or death involving flooding; however, this will be evaluated in the EIR.

The paved corridor along the International Boardwalk that connects the northern and southern portion of the project site is currently subject to periodic ocean flooding during high tides and storm events. The proposed project would enhance bulkheads and raise the finished elevation at this location, which is expected to greatly reduce the potential for flooding to occur on-site. However, this will be evaluated further in the EIR.

j. Would the project contribute to inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. A mudflow (or debris flow) is rapidly moving slurry of water, mud, rock, vegetation and debris. However, the project site is in an urbanized area and is not located on a slope or in a naturalized area that could cause debris to flow from or over the site. No mudflow impacts would occur.

Tsunamis are gravity waves of long wavelengths generated by seismic activities that cause vertical motions of the earth's crust. A vertical displacement of this nature leads to a corresponding displacement of the overlying water mass that can set off transoceanic waves of great lengths (up to hundreds of miles) containing large amounts of energy. Although such waves are usually hard to detect in relatively deep ocean waters, they amplify significantly as their lengths become shorter when propagating onto the continental shelf and toward the coast and can result in coastal inundation, damage of onshore structures/properties, loss of life disruption of natural and built environments, and Harbor surges.

The project site is located along the Pacific Ocean and is within a recommended evacuation area for its tsunami hazard risk, according to the California Geological Survey and the Tsunami Inundation Map for Emergency Planning (Redondo Beach Quadrangle) (California Emergency Management Agency, 2009). Impacts associated with tsunamis inundation is considered potentially significant and will be evaluated in the EIR.

Seiches are seismically induced water waves that surge back and forth in an enclosed basin and could occur in Basin 3 as a result of earthquakes. Effects from a seiche would be expected to be less detrimental than those of a tsunami; potential impacts associated with tsunamis will be evaluated in the EIR as a worst-case scenario.

Models suggest that sea levels along the California coast could rise substantially over the next century as a result of climate change. Risks associated with rising sea levels include inundation of low lying areas along the coast, exposure of new areas to flood risk, an increase in the intensity and risk in areas already susceptible to flooding, and an increase in coastal erosion in erosion prone areas. Potential impacts associated with inundation from tsunamis and sea level rise are considered potentially significant and will be evaluated in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	LAND USE AND PLANNING. Would the project:				
a.	Physically divide an established community?			X	
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion:

a. Would the project physically divide an established community?

Less Than Significant Impact. The proposed project involves revitalization of a site that is already developed and located at the western edge of the City, and thus the project would not physically divide the community. Currently, the northern and southern portions of the project site have limited vehicle and pedestrian connectivity. The proposed pedestrian bridge and promenade as well as the Pacific Avenue reconnection would improve the connectivity within the project site and Harbor area as a whole by providing a direct pedestrian and motor vehicle link between the northern and southern portions of the site. For public vehicles, it would eliminate the need to exit the Harbor area to Catalina Avenue for travel from one end of the Harbor to the other. The new pedestrian and vehicle connections would improve the connectivity of the waterfront and would not physically divide an established community. While implementation of the proposed project would remove physical divisions of the established community and would not physically divide an established community, the issue of pedestrian/bicycle/vehicle impacts will be further evaluated as part of the circulation analysis in the Transportation/Traffic Section in the EIR.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The project site has a zoning classification of CC-1, CC-2, CC-3 and CC-4 (Coastal Commercial) and P-PRO (Parks, Recreation, and Open Space) and Coastal Land Use Plan designations of CR Commercial Recreation and P-PRO Parks, Recreation and Open Space. Additional details regarding the City’s land use regulations for this site are included in Section 3.3 above. The proposed project would retain many existing coastal commercial and recreational uses and the amount of net new development would increase by

approximately 289,906 square feet, which is within the limits of new development established under the applicable land use plans and zoning code. The proposed uses (described in greater detail in Section 4 above) would be consistent with the City's LCP. As discussed in Redondo Beach Resolution No. 2011-09-HC-002 (Shade Hotel) there are approximately 371,638 remaining square feet of allowed development under the City's 400,000 square foot limit (RBMC Sections 10-5.813(a), 10-5.814(a), 100815(a), and 10-5.816(a)). Subsequent to the adoption of this resolution, there was an amendment to the Shade Hotel Project approval, which increased the square footage by 8,649 square feet (allowing for an additional 362,989 square feet under the City's Limits). Since the proposed increase in square footage is within allowable limits, it is anticipated that no conflict with the land use designation and zoning classification would occur; therefore impacts would be less than significant. However, any inconsistencies with applicable plans will be evaluated further in the EIR.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact. The proposed project site and surrounding areas are not part of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. The closest significant ecological area (SEA) is the Madrona Marsh, approximately three miles east of the project site (County of Los Angeles, 2013). Therefore, there would be no impact and this issue will not be addressed further in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES.	Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Discussion:

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site is located in an urbanized area. The Los Angeles County General Plan and Draft 2035 General Plan do not delineate any important mineral resources for Redondo Beach (County of Los Angeles, 1990 and 2014), and there are no mineral extraction or processing facilities on or near the site. However, the project site is within the Torrance oil field, where significant oil deposits and supplies are located (California Department of Conservation, 2001). The City has previously entered into long-term agreements whereby these petroleum deposits were safely extracted, transported, and used for commercial purposes. A number of small oil wells previously operated in the City and distributed petroleum within and outside the City through a series of underground pipelines. There are a number of abandoned wells located immediately to the north of the project site but no active wells are within the project site or immediate vicinity. The site is currently developed with commercial and recreational uses and not used for oil production and extraction. Likewise, the proposed project involves commercial and recreation uses with no oil production or extraction. Further, the proposed project would not change the accessibility of any mineral resources at or near the project site. Therefore, the proposed project would not result in the loss of availability of any mineral resource areas. No impact would occur and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The project site is located in an urbanized area with primarily commercial and recreational uses. As discussed above, no mineral resources are known to exist within the vicinity with the exception of oil. There are no active oil extraction facilities located within the project site and given that the site is developed with commercial and recreational uses, they are not likely to be established. No impacts to mineral resources would occur and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	NOISE. Would the project result in:				
a.	Exposure of persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	X			
b.	Exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?	X			
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion:

- a. **Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?**
- c. **Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- d. **Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact (a, c, and d). Construction could generate noise from construction equipment. Upon the completion of construction, the predominant source of noise in the project vicinity would be generated from traffic associated with vehicle trips to and from the project site and on-site activity within the project site. This may increase noise levels; therefore, a noise analysis will be prepared to determine if the proposed project would result in

significant impacts associated with noise. Noise impacts are considered potentially significant and will be evaluated in the EIR.

b. Expose persons to or generate excessive groundborne vibration or groundborne noise?

Potentially Significant Impact. The greatest groundborne vibration is generated during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities such as materials recycling. Jack hammering would be required to demolish the existing parking structure and site clearing and grading would require the use of heavy equipment (e.g., bulldozers, large trucks, etc.), which may result in a ground vibration that could be felt by surrounding land uses. Pile driving or alternative soil improvement methods may be required to support new buildings and boardwalks and to provide additional pier support if necessary. Therefore, impacts would be potentially significant and this issue will be evaluated in the EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is not located within two miles of a public airport. The closest airport, Torrance Municipal Airport, is located approximately four miles to the southeast of the project site. Therefore, the proposed project is not located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport. The proposed project would not expose people residing or working at the project site to excessive noise related to a public airport. Therefore, there would be no impact and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is not near a private airstrip or heliport. No impacts related to a private airstrip would occur. This issue will not be addressed in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	POPULATION AND HOUSING. Would the project:				
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?				X
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?				X

Discussion:

- a. Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?**

Less Than Significant Impact. The proposed project would not establish new residential uses, require extension of roads or other infrastructure sufficient to induce substantial population growth (i.e. the project would not introduce new roads or infrastructure into previously uninhabited areas), or result in the relocation of substantial numbers of people from outside of the region. The proposed project would involve an increase in employment but given the proposed project's location within a well-established urban community with a large population base and an existing housing stock, a large existing labor pool in the local area and region as a whole,⁴ and established infrastructure, it would not induce population growth in the area. Therefore, the proposed project would not induce substantial population growth either directly or indirectly which would result in significant environmental impacts. Therefore, the impact would be less than significant and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

- b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact. No existing housing would be removed as part of the proposed project. No replacement housing would be needed or required associated with the implementation of the proposed project. Therefore, there would be no impact and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

⁴ As of March 2014, the unemployment rate in Redondo Beach is 4.6 percent (2,100 workers) and 8.7 percent (435,000 workers) in the Los Angeles County (California Employment Development Department, 2014).

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. There is no housing within the project site that would be displaced as a result of the proposed project. The proposed project would not result in the displacement of any persons and the need for replacement housing. Therefore, there would be no impact and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	PUBLIC SERVICES. Would the project:				
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
	i.) Fire protection?			X	
	ii.) Police protection?	X			
	iii.) Schools?				X
	iv.) Parks?	X			
	v.) Other public facilities?			X	

Discussion:

- a. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

i.) Fire Protection

Less Than Significant Impact. The Redondo Beach Fire Department provides fire protection and emergency response services in the project site and surrounding area. Fire Stations #1 (401 South Broadway) and #3 (280 Marina Way) are the closest fire stations to the project site, each located within a half mile of the site.

The proposed project would be designed to meet modern fire safety codes, including access requirements and fire suppression and emergency response systems. In addition, the Redondo Beach Fire Department would check and review site design plans for compliance with appropriate safety codes prior to construction.

The proposed project is not expected to increase fire response times because it is located within the existing service area of the Fire Department and may actually decrease response times through improved connectivity and access. The proposed project is not expected to otherwise generate the need for new or expanded facilities; therefore impacts are considered less than

significant. However, the potential for a significant impact to occur relative to fire services will be evaluated in the EIR.

ii.) Police Protection

Potentially Significant Impact. The Redondo Beach Police Department provides police protection and emergency services in the project site and surrounding area. The Redondo Beach Police Main Station is located at 401 Diamond Street. The Pier Sub-Station is located within the project site (at 100 West Torrance Boulevard) and provides services to residents and businesses along the pier and adjacent areas. The substation may be replaced as part of the proposed project; however, the location has not yet been determined. Additional analysis is required to determine if the elimination of, or construction and operation of, the substation could have potentially significant impacts. Therefore, this impact is considered potentially significant and will be evaluated further in the EIR.

iii) Schools

No Impact. The demand for new schools is generally associated with increases in the school-aged population or decreases in the accessibility and availability of existing schools. The proposed project consists of coastal commercial and recreation uses, and would not include residential uses that could increase school-age population or modify school facilities in the area. The proposed project could result in an increase in the number of employees, but there is a large existing labor pool in the local area and region as a whole, thus, this is not expected to increase demand on schools beyond that which currently exists. While Redondo Beach Unified School District has a procedure under which a student residing outside of the district boundaries may apply to attend schools within the district, criteria to apply for an interdistrict permit does not include parental employment in Redondo Beach (Redondo Beach Unified School District, 2012). Thus, an increase in employment opportunities is not expected to increase school demand such that there is a need for new or physically altered school facilities. Therefore, the proposed project would not impact schools, and this issue will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

iv) Parks

Potentially Significant Impact. The project would result in reconfiguration and enhancement of existing parkland at the Seaside Lagoon, and would provide substantial new public open space and recreational areas. While no new construction of parks to maintain acceptable service ratios is required, potential impacts associated with construction and operation of recreational facilities and public open space will be evaluated further in the EIR as detailed under Item XV(a and b) (see below).

v) Other Public Facilities

Less Than Significant Impact. The proposed project would not increase population growth; thus, it would not require expansion of any public services such as libraries or hospitals. Therefore, this impact is considered less than significant and will not be addressed further in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	RECREATION. Would the project:				
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	X			

Discussion:

- a. **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b. **Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

Potentially Significant Impact (a and b). The demand for parks is generally associated with the increase of housing or population into an area. The proposed project does not include residential uses; therefore, no increased demand for recreational facilities associated with population growth would occur. However, the Redondo Beach waterfront attracts tourists from outside the local area who use the existing recreational facilities (i.e., public beaches, bicycle path, marinas, Seaside Lagoon, and Veterans Park). It is anticipated that the proposed project would increase visitors to the waterfront, and therefore, the use of recreational facilities within and near the project site may increase. Additional analysis is required to determine if this increase in visitors to the waterfront would result in substantial physical deterioration of recreational facilities. During construction, temporary closures of recreational facilities (water and land) may be required. The EIR will evaluate if the temporary closures would increase use of other facilities such that physical deterioration would occur. Further, the pedestrian bridge may preclude sail boats from using Basin 3. Therefore, the potential impacts associated with the use of recreational facilities are potentially significant and will be further evaluated in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC.	Would the project:				
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e.	Result in inadequate emergency access?			X	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Discussion:

- a. **Would the project exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Potentially Significant Impact. The proposed project would generate new vehicle trips to the area during construction and operation. A traffic impact analysis will be conducted to determine if the proposed project would exceed the capacity of the street system. This impact is considered potentially significant and will be evaluated in the EIR.

- b. **Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. Automobile and truck trips generated during construction and operation of the proposed project could increase traffic on area roadways and project access points. Such traffic increases may cause an exceedance of level of service standards for Los Angeles County Congestion Management Program (CMP) intersections, such as along Pacific Coast Highway, I-405, and I-110. Therefore, traffic increases that would occur because of the proposed project would be potentially significant and will be evaluated in the EIR.

- c. **Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. The project site is not located within an airport land use plan and does not include any structures that would change air traffic patterns or uses that would generate air traffic. Therefore, no impacts related to a change in air traffic patterns would occur and this issue will not be addressed in the EIR, consistent with CEQA Guidelines Section 15063(c)(3).

- d. **Would the project substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Less Than Significant Impact. While new development would occur, the uses would remain consistent with the existing coastal commercial and recreation land use designations and thus no establishment of incompatible uses would occur. The proposed project would include the Pacific Avenue reconnection to connect with Torrance Boulevard, new and modified parking structures, and modifications to bicycle paths. The reconnection of Pacific Avenue would provide an alternative to motorists entering and exiting the northern portion of the project site to the 180 degree turn connecting Pacific Avenue and Harbor Drive. It is anticipated that the modified intersection will not result in a significant impact; nevertheless, this issue will be evaluated further in the EIR.

e. Would the project result in inadequate emergency access?

Less Than Significant Impact. During construction, there could be a temporary interference with local emergency response should lane or roadway closures be required. Any on-street construction activities or closures would conform to traffic work plan and access standards, including coordination with emergency service providers in accordance with City temporary street closure requirements and the California Fire Code (Title 24, California Code of Regulations, Section 9).

As part of the proposed project, a Pacific Avenue reconnection would be established. The new roadway would be designed to improve emergency access to the site. As with the Pacific Avenue reconnection, all new development would be required to comply with emergency access requirements, including the California Fire Code, which has been adopted by the City of Redondo Beach, and provisions in the City's Fire Prevention Code pertaining specifically to the Harbor (RBMC Section 3-4.401). As part of the project approval process, the Redondo Beach Fire Department would review the design plans of the proposed project to ensure that emergency access to, from, and within the project site is adequate and complies with all applicable access requirements.

Given compliance with fire code and other emergency access provisions, it is anticipated that the proposed project would not result in inadequate emergency access. However, the potential for project construction and operation of the proposed project to interfere with emergency access will be evaluated in the EIR.

f. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. Public bus transit service in the project vicinity is currently provided by the Metropolitan Transportation Authority (Metro) and Beach Cities Transit bus lines. Metro operates one transit bus route between LAX and downtown Long Beach via Sepulveda Boulevard and Pacific Coast Highway. Beach Cities Transit operates one bus line in the vicinity of the proposed project: the Red line runs north-south along Catalina Avenue (heading north from Redondo Beach, Catalina Avenue becomes Harbor Drive, Hermosa Avenue, Manhattan Avenue, and Highland Avenue) between the LAX City Bus Center and Palos Verdes Boulevard. The proposed project would not result in the elimination of existing bus access to the project site. Additionally, the new and improved pedestrian and bicycle paths would be designed to encourage the local community to bike or walk to and around the waterfront and would complete a portion of the California Coastal Trail. Therefore, it is anticipated that the proposed project would not conflict with adopted policies supporting alternative transportation and impacts would be less than significant; however, this issue will be evaluated in the EIR as part of the Transportation/Traffic Section.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS.	Would the project:				
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	X			
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	X			
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	X			
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Discussion:

- a. Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?**
- b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
- e. Has the wastewater treatment provider that serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Potentially Significant Impact (a, b, and e). The proposed project would be required to conform to all applicable wastewater standards set forth by the Los Angeles Regional Water Quality Control Board. During construction, water would be required primarily for dust suppression, but would also be used for concrete washout and soil compaction. This water percolates into the ground after use or evaporates, requiring no wastewater treatment.

The quality of wastewater generated by the proposed project would be similar to that generated by other uses currently existing at the site. However, the proposed project would also replace older existing inefficient fixtures with modern more water efficient fixtures (e.g., low flow toilets) as required for new development under the California Plumbing Code (Title 24, Cal. Code Regs., Part 5, Chapter 4). Similarly, existing and future cumulative projects will also be required to reduce their wastewater generation pursuant to Senate Bill 407 [2009] (Civil Code Section 1101.1 et seq.). All wastewater generated by the interior plumbing system of the proposed project would be discharged into the local sewer main and conveyed for treatment at the Los Angeles County Sanitation Districts' Joint Water Pollution Control Plant (JWPCP), located in the City of Carson. The JWPCP has a capacity of treating 400 million gallons per day (mgd) and currently processes an average flow of 280 million gallons of wastewater per day (Sanitation Districts of Los Angeles County, 2014). The JWPCP is part of the Joint Outfall System, a regional interconnected system that provides wastewater conveyance and treatment, water reuse, and effluent disposal for residential, commercial, and industrial users within Los Angeles County. The Sanitation Districts conduct facilities planning efforts to ensure the ability to meet wastewater management needs associated with growing populations, changing regulatory requirements, and aging infrastructure. In November 2012, the Sanitation Districts prepared a Master Facilities Plan (MFP) that identifies near-term and long-term actions to ensure for the continuation of a wastewater collection, treatment, and management services throughout Los Angeles County through the year 2050 (Sanitation Districts of Los Angeles County, 2014). As described in Section 4.7.2 of the MFP, wastewater flows to the JWPCP have decreased slightly over approximately the last 15 years. Given that there is existing capacity at JWPCP and planning efforts underway to ensure future capacity, it is anticipated that sufficient capacity exists at the JWPCP to process wastewater associated with the proposed project. Therefore, the proposed project would not result in the construction of new treatment facilities and impacts would be less than significant. However, the capacity of associated local wastewater infrastructure (i.e., sewer main line) to accommodate potentially increased wastewater generation will be evaluated in the EIR.

- c. **Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Impact. The project site is currently served by an existing on-site storm drainage system. However, it is anticipated that upgrades to the existing system would be required to meet current standards and better accommodate stormwater runoff from the proposed project. Potentially significant impacts related to construction of new facilities or expansion of existing facilities will be evaluated in the EIR.

- d. **Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Potentially Significant Impact. The potable water supply for the proposed project would be delivered by the Hermosa-Redondo District of California Water Service Company (CWSC), which uses groundwater, imported surface water, and recycled supplies. Water demand in the Hermosa-Redondo District is anticipated to increase from 11,882 acre feet per year (AFY) to 14,838 AFY between 2010 and 2040. The projected water supply available is currently 12,516 AFY and is anticipated to be 15,311 AFY in 2040 (CWSC, Table 16, Hermosa-Redondo District Urban Water Management Plan). The Hermosa-Redondo District proactively maintains and upgrades its facilities to ensure a reliable, high-quality supply. Construction of the proposed project would use water for various purposes, such as dust suppression, mixing and pouring concrete, and other construction-related activities. Typically, the majority of water use during construction is associated with dust suppression during grading or trenching, which is generally performed by water trucks. Water usage during construction would be temporary and insubstantial and would not exceed the existing supply. However, operation of the proposed project would result in increased demand for water. A water supply assessment will be required to determine the level of increase in water demand and if sufficient supplies are available from existing entitlements and resources. This is a potentially significant impact and will be evaluated in the EIR.

- f. **Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
- g. **Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact (f and g). The proposed project would generate construction debris from demolition and site clearing. This material would be recycled to the degree feasible which would reduce the amount of material requiring landfill disposal. Additionally, there is currently sufficient inert (i.e., construction debris) waste disposal capacity available in Los Angeles County (County of Los Angeles Department of Public Works, 2013) and, therefore, no significant impacts relative to construction waste are anticipated; nevertheless, this issue will be further evaluated in the EIR.

Operation of the proposed project would likely generate increased amounts of solid waste as compared to the existing development. This increase is not anticipated to generate solid waste in an amount that would exceed permitted landfill capacity. Further, as described below, the project would be required to comply with waste reduction and diversion requirements which would reduce the amount of waste requiring disposal in a landfill. Therefore, less than significant impacts are anticipated; nevertheless, this issue will be further evaluated in the EIR.

The proposed project would be required to comply with all applicable federal, state, County, and City statutes and regulations pertaining to solid waste disposal. This includes compliance with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. Therefore, this impact is considered less than significant. However, the EIR will include a discussion of relevant solid waste regulations that the proposed project must comply with as part of the evaluation of potential solid waste impacts in the EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII.	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?	X			
b.	Does the project have impacts that are individually limited but cumulatively considerable?	X			
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Discussion:

- 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?**

Potentially Significant Impact. As described in this Initial Study, the proposed project could potentially result in significant impacts on the quality of the environment with regard to several resource areas including biological resources and cultural resources. These potential impacts will be evaluated in the EIR.

- b. **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.)**

Potentially Significant Impact. The proposed project, in conjunction with other past, present, and reasonably foreseeable future related projects, has the potential to result in significant cumulative impacts when the independent impacts of the proposed project and the impacts of related projects combine to create impacts greater than those of the proposed project alone. A

list of the related projects or growth projections will be developed for the EIR. The potential for the proposed project in conjunction with the related projects and their cumulative contributions to environmental impacts will be evaluated in the EIR. The cumulative impacts addressed in the EIR will be the same as the individual resource areas to be evaluated in the EIR, which include topics in the following issue areas: aesthetics, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use/planning, noise, public services, recreation, transportation/traffic, utilities and service systems.

The proposed project would not result in a cumulatively considerable contribution to the environmental factors which require no further analysis in the EIR. These factors were not carried forward for further analysis in the EIR (additional information is also provided in the analyses above):

Aesthetics (Criterion b)

The project site is not visible from any scenic highways, nor does it have any trees or rock outcroppings of scenic significance. Therefore, the proposed project would not contribute to a cumulatively considerable impact relative to scenic resources within a state scenic highway.

Agriculture and Forest Resources (Criteria a, b, c, d, e)

The project site is in an urbanized area with no agriculture and forest land or uses in the vicinity. The proposed project would not impact agricultural or forest resources and, thus, would not contribute to a cumulatively considerable impact relative to agriculture and forest resources.

Biological Resources (Criterion f)

The proposed project is not located within an adopted habitat conservation plan, natural community conservation plan, or any other approved local, regional, or state habitat conservation plan habitat and conservation plan or natural community conservation plan. The proposed project would have no impact and would not contribute to a cumulatively considerable impact relative to an adopted habitat conservation plan, natural community conservation plan, or any other approved local, regional, or state habitat conservation plan habitat and conservation plan or natural community conservation plan.

Cultural Resources (Criterion d)

The proposed project is a developed site and not within any known historical or modern cemetery. In the unlikely event that human remains are disturbed, the proposed project would be required to comply with applicable state laws. Past, present, and reasonably foreseeable projects would also be required to comply with the same regulations. The proposed project would not result in significant impacts relative to disturbing human remains and would not contribute to a cumulatively considerable impact.

Geology/Soils (Criteria a(iv),e)

The proposed project is a relatively flat site that is not located within a landslide hazard area. The proposed project would have no impact relative to landslides, nor would it contribute to a cumulatively considerable impact.

Likewise, the proposed project does not involve the use of septic tanks or alternative waste water disposal systems, nor would it contribute to a cumulatively considerable impact relative to septic tanks and alternative wastewater disposal systems.

Hazards and Hazardous Materials (Criteria a, c, e, f, h)

All past, present, and reasonably foreseeable projects that involve the handling of hazardous materials would be subject to the same regulations regarding waste handling, removal, transport, and storage as the proposed project. Implementation of these preventative measures would minimize the potential for risks associated with hazardous materials, including routine transport, use or disposal, such that no significant cumulative impacts would occur. The proposed project would not result in significant impacts relative to routine transport, use and disposal of hazardous materials and would not contribute to a cumulatively considerable impact.

The proposed project is not within 0.25 mile of an existing or proposed school. Therefore, the proposed project would have no impacts relative to handling hazards or hazardous materials in the vicinity or school and would not contribute to a cumulatively considerable impact.

Likewise, the proposed project is not in the vicinity of a public or private airport or airstrip. Therefore, the proposed project would have no impacts relative to being in proximity of an airport or airstrip and would not contribute to a cumulatively considerable impact.

Hydrology and Water Quality (Criteria b, g)

No groundwater extraction occurs within or adjacent to the project site and no substantial change in impervious surface area would occur that could affect groundwater recharge. Thus, the proposed project would not contribute to a cumulatively considerable impact regarding groundwater recharge. The proposed project, as with past, present, and reasonably foreseeable projects, receives part of the water supply from groundwater. The groundwater comes from an adjudicated basin which limits groundwater pumping to safe yield amounts. Therefore, the proposed project would not result in a significant impact and would not contribute to a cumulative considerable impact relative to groundwater use.

Land Use and Planning (Criterion c)

The proposed project is not located within a habitat and conservation plan or natural community conservation plan. The proposed project would have no impact and would not contribute to a cumulatively considerable impact relative to a habitat and conservation plan or natural community conservation plan.

Mineral Resources (Criteria a, b)

The project site is within the Torrance oil field where significant oil deposits and supplies are located. The project site is developed with existing commercial and recreational uses and no mineral resources or mineral resource extraction occurs on site or in the immediate vicinity. The proposed project would not affect the availability or accessibility of mineral resources. Likewise, past, present, and reasonably foreseeable projects would largely occur on previously disturbed land that is not appropriate or available for mineral extraction and thus no cumulative impacts would occur. The proposed project would not impact mineral resources or mineral resource extraction and would not contribute to a cumulative considerable impact relative to mineral resources.

Noise (Criteria e, f)

The proposed project is not located within an airport land use plan or within the vicinity of an airport or airstrip. The proposed project would have no impact and would not contribute to a cumulatively considerable impact relative to an airport land use plan, or being located in the vicinity of an airport or airstrip.

Population and Housing (Criteria a, b, c)

The proposed project would not establish new residential uses, require extension of roads or other infrastructure, or result in the relocation of substantial numbers of people from outside of the region. The proposed project would increase employment opportunities, as could past, present, and reasonably foreseeable projects. This growth in employment opportunities would occur within an existing urbanized area that has established infrastructure, well-developed transportation network, and existing public services. Given that the area is part of a well-established urban community connected by an existing transportation network and large labor pool and housing market, the combined related projects are not expected to significantly impact population growth, resulting in the need for new housing in the project vicinity or the region.

The proposed project would not remove housing or support new construction of housing. It would involve an increase in employment opportunities but given that it is located within a well-established urban community with an existing housing stock and established infrastructure, it would not result in the need for construction of new housing. The proposed project would not result in a significant impact and would not contribute to a cumulatively considerable impact on population and housing.

Public Services (Criteria a(iii),(v))

The proposed project would not increase school-age population or modify school facilities in the area. The proposed project would not result in a significant impact and would not contribute to a cumulatively considerable impact on schools.

The past, present, and reasonably foreseeable projects are all located in an urbanized area within a well-developed network of existing public facilities, such as libraries and hospitals. The past, present, and reasonably foreseeable projects could increase demand for public facilities. Service providers continuously evaluate levels of services and funding sources to meet demand, typically based on development and population growth projections. Service providers will continue to consider existing service requirements and reasonably

foreseeable development in their long-range planning in order to ensure that adequate service would be provided to all existing and future project sites within their service area. Therefore, the combined related projects are not expected to significantly impact other public facilities such as libraries and hospitals. The proposed project would not result in a significant impact and would not contribute to a cumulatively considerable impact on other public facilities.

Transportation/Traffic (Criterion c)

The proposed project is not located within the vicinity of an airport or airstrip and would not affect air traffic patterns. The proposed project would have no impact and would not contribute to a cumulatively considerable impact relative to air traffic patterns.

Therefore, cumulative impacts associated with these resource areas will not be addressed further in the EIR consistent with CEQA Guidelines Section 15063(c)(3).

c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed project could result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly; therefore, impacts from the proposed project will be evaluated in the EIR.

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