



CITY OF REDONDO BEACH
INTER-DEPARTMENTAL MEMORANDUM

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

Regular Meeting of the Planning Commission
March 19, 2015

VII. PUBLIC HEARINGS

8. A Public Hearing to consider an Exemption Declaration, Planning Commission Design Review, and Coastal Development Permit to allow tandem parking with valet services for office and restaurant uses within a new 3-story commercial building to be constructed on property located with a Mixed-Use (MU-3A) zone within the Coastal Zone.

APPLICANT:	Luis Skelton
PROPERTY OWNER:	Buena Vista Real Estate Holdings LLC
LOCATION:	221 Avenue I
CASE NO.:	2015-03-PC-004
RECOMMENDATION:	Pull item from agenda

- Withdrawal request from applicant

3-17-15



To Whom This May Concern:

I hereby withdraw the application for the building of 221 Avenue I from the process effective immediately. We will re-submit the plan design for review at a later date. Thank you so much for your consideration.

All the best,

A stylized handwritten signature consisting of a large loop and a vertical line.

Daniel F. Nguyen



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9. A Public Hearing to consider approval and certification of a Mitigated Negative Declaration/Initial Environmental Study (including responses to comments) and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Planning Commission Design Review including Landscape and Irrigation Plans, Sign Review, Minor Subdivision (Vesting Tentative Tract Map No. 72662) and a request for a Density Bonus under Government Code Section 65915-65918 of State Law, which includes a waiver (concession) of development standards (height, stories, and density) and parking standards for the construction of a mixed-use development to include 180 residential apartment units, approximately 37,600 square feet of commercial development, and renovation of the existing 100-room hotel with a total of 614 parking spaces on property located with a Mixed-Use (MU-3A) zone.
- Correspondence received at the Public Hearing

Memo

To: Redondo Beach Planning
From: Legado Company Outreach Team
Date: March 9, 2015
Re: 1700 S. Pacific Coast Hwy. Outreach Timeline



R&F at
PC meeting

Council Member Ginsburg holds monthly district meetings to provide 1st District constituents an opportunity to speak with him directly on issues which are important. As part of the initial outreach strategy, the Legado team attended two such meetings.

Council Member Ginsburg Community Meeting I August 9, 2014 – A mailer inviting residents from the condominiums directly behind the project were sent informing them about the meeting and inviting their attendance. We took this opportunity to meet the residents, discuss their vision on the project and answer any questions. There were about 35-40 residents in attendance.

Council Member Ginsberg Community Meeting II October 18, 2014 - A mailer inviting residents from the condominiums directly behind the project was sent informing them about the meeting and inviting their attendance. We took this opportunity to meet the residents, discuss their vision on the project and answer any questions. There were about 40-50 residents in attendance.

We updated the Redondo Beach Chamber of Commerce on the project on two separate occasions. As the leading voice of the city's business community, we made sure we have kept them abreast of the project and answered their questions.

Redondo Beach Chamber of Commerce Friday, October 24, 2014

Redondo Beach Chamber of Commerce Thursday, December 11, 2014

The Riviera Village Business Improvement District (BID) was formed in 2003 with the goal of working toward the improvement of the Village through BID programs of beautification, marketing and increased communication with the City and member businesses. The Legado team presented to the Riviera Village Business Improvement District on Wednesday, November 12, 2014 and secured their support of the project.

To broaden our outreach the Legado team undertook an Every Door Direct Mail (EDDM) campaign. EDDM is a way to mail to every home in a specific area or zip code. Attached you will find a map of the EDDM universe we used along with a sample mailer. We included a comment card with prepaid postage to make it easier for residents to get in contact and schedule meetings regarding the project.

- Fund a preliminary engineering study for extending the planned Palos Verdes Boulevard (PVB) Class II Bicycle lanes to the east, from PCH to Sepulveda Blvd. These Class II lanes are proposed in the South Bay Bicycle Master Plan, which has been adopted by Redondo Beach and Torrance, along with five other South Bay cities. This study should also include studying possible improvements for transforming PVB into a Complete/Living Street.

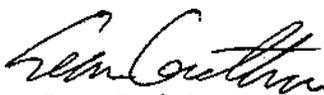
Transforming Palos Verdes Boulevard, east of the proposed development, into more of a Living Street by adding bike lanes to link with existing bike lanes on Palos Verdes Boulevard from Sepulveda Boulevard North and Torrance Boulevard East will greatly facilitate making the Beach Cities more livable. Living Streets improvements help mitigate traffic concerns and most importantly encourage people to actively transport themselves – walking, biking, skating, jogging, etc. – by creating the safe routes necessary to do so.

In closing, the Beach Cities Livability Committee will provide Legado with the City Council approved documents that are shaping all future projects in Redondo Beach. The South Bay Bicycle Master Plan, Beach Cities Livability Plan and City of Redondo Beach Living Streets Policy establish Redondo Beach as an innovative city that is committed to Living Streets and livability principles for all projects. We want to make sure these planning documents are taken into consideration and incorporated into the Legado project. Thank you for your consideration and partnership on making Redondo Beach a vibrant, safe and healthy city.

Sincerely,

Jim Hannon

Chair, Beach Cities Livability Committee



Sean Guthrie

City of Redondo Beach Liaison, Beach Cities Livability Committee

Cc: Joe Hoefgen, Redondo Beach City Manager; Heather Lee, Legado; Henry Rodgers, Pear Strategies

*A "Living Street" is an inviting place with engaging architecture, street furniture, landscaping and public art that reflect the diversity and cultures of the neighborhood. Living Streets bring streets alive in a safe, community-oriented way.



*RFF at
PC
meeting*

REBUTTAL TO LEGADO TRAFFIC ANALYSIS RESPONSE



Date: 19 March 2015
To: City of Redondo Beach
From: Michael Dube, 259 Paseo de Granada, Redondo Beach, CA
Subject: Bullet Point Rebuttal to Legado Response to Traffic Analysis
Reference: Legado Mixed-Use Project Initial Environmental Study and Mitigated Negative Declaration, Appendix J, Item #1, Legado Response to Caltrans Traffic Analysis

Rd Fat
PC meeting

- Caltrans "Traffic Impact Analysis" (TIA) interests/guidelines are not aligned with community, but with state budget cost minimization / tax revenue maximization. Overly simplified TIA seems to take no, or limited, account of intersection complexity and nearby Village/shopping center access points.
- 1.1 Intersection changes are largely cosmetic -- restriping, slight extension of turn lane. Unlikely to have any impact on current/increased traffic congestion.
- 1.2 TIA response flaw: PVB eastbound approach plan seems negated by Torrance plan for bike lane.
- 1.3 TIA response flaw: Revised PCH right-only entry/exit will result in even higher load in PCH(N)-PVB(W) left turn lane as drivers cross over. Proposed PVB exit will not be fully used. -- Also not mentioned are increased access load & parking stress into The Village.
- 1.4 Caltrans states "*project would add traffic to an already deficient intersection*" that is at maximum load per City guidelines. Legado seems to blow a lot of smoke here.
 - Why reference PCH/Torrance intersection which is far less congested? Improvements here sound like a quid pro quo to RB City Council to use PCH/PVB intersection as a traffic dumping ground.
 - Rather than using Redondo Bch or Torrance existing guidelines (Torrance guide already exceeded), Legado uses County CMP 2% traffic increase threshold that masks real impact and effectively allows for corrosive unlimited incremental increases, a developer/lobbyist dream. Congestion becomes highly nonlinear near maximum traffic load -- intersection quickly goes from congested to dysfunctional.
 - Reference to CEQA (Calif Environmental Quality Act) is extremely broad and likely irrelevant to this situation. City-specific circumstances can take legal precedence.
- **Solution:** Subdivision of this scale should lead to an underpass/overpass intersection. Costs a *lot* more than a bucket of paint for restriping.
- **Final comment:** Current overall plan is so outrageous, it seems Legado's strategy is to go 'over the top' and then make cosmetic cutbacks to still get approval for an objectively still-unreasonable development project.



Ref at
PC meeting

Subject: Support for Legado Project
From: Robert Dunne (robdunne33@yahoo.com)
To: anita.kroeger@redondo.org;
Date: Thursday, March 19, 2015 1:27 PM

Dear Ms. Kroeger,

As a local resident I wish to express my strong support for the Legado project in Redondo Beach. It will bring sorely needed housing to an area that is perfectly suited for this type of mixed-use development. I only wish the density was higher, as that would further increase the walkability of the area. Won't it be great to live in a place where one can actually walk to shops and restaurants instead of driving all the time?

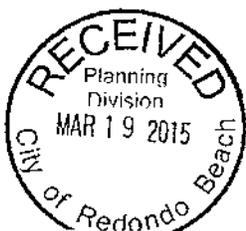
Please note my support for the Legado project and please approve more high density projects that promote pedestrian foot traffic such as this one.

Sincerely,
Robert Dunne

I'm a homeowner in the avenue G neighborhood and I have been a long time resident of Redondo Beach having been born at the nearby Little Company of Mary hospital. Los Angeles is a large metropolis composed of a wide variety of diverse communities so it's easy to find a community that appeals to almost anyone's needs-many years ago I decided that the Riviera Village was perfect for me. The Riviera Village is unique in that it isn't a busy, noisy commercialized neighborhood; instead it is a simple tranquil neighborhood "village" near the beach. Our neighborhood community wants to preserve that character. We don't want an overcrowded, noisy multi-use monstrosity that looks like it was intended to be located on the sunset strip.

One of the several architectural elements that we oppose is the ridiculously large ^{5,}4+ story structure (somehow marketed as a 4 story structure by the developer). PV Drive and its sidewalks are built on a "ramp" that connects PCH to Avenue G. The developer measured their elevations from the station height of the "ramp" that the street and sidewalk are built upon, not the natural existing grade as defined by the existing parking lots that currently service Bristol Farms (on the north) and Fatburger and Buca (on the south). The architects have exploited this elevation trick to further super-size the height of the structure to afford its developers the most lucrative of super-sized returns on their investment. Unfortunately the byproduct is a very tall building face (4+stories). This predominately flat structure results in sound reflection like the echo effect that you hear when you're in a canyon. This noise reflection is directed away from the structure toward the avenue G neighborhood. Further exacerbating the canyon effect and echoing of the noise toward the Avenue G community is the noisy access road that is designed to sit at the bottom of this "canyon". The access road will be used to provide service, including but not limited to garbage, laundry, mail and delivery. For a multi-use complex of such massive size this will mean frequent use of the access road. We're not talking about once a week garbage and delivery service; the noise pollution will be considerable. It's also similar to a canyon in that its tall structure casts long shadows over the neighborhood and especially the northwardly located Sunset Riviera townhomes. Lack of sunlight makes for a depressing quality of life. It's amazing and ironic that we'll be deprived of the warming sunlight synonymous with a beach community for the sake of super-sizing Legado profits.

Another critical element of this development that we oppose is the inadequate parking offered by this project. Again, in order to super-size their profits, the developer has consciously made a decision to ignore the parking needs of their own tenants and the surrounding community. To rationalize their proposal, they have craftily selected engineering design curves originally conceived and intended for metropolitan areas that assume highly developed mass transit systems like subway and rail. Obviously, the Riviera village isn't home to subway and train stations and very few bus lines run to this part of the city and the few that do run infrequently (about once every hour routes 109, 232). When people come to visit they drive. Parking isn't plentiful therefore the city installed a permit and enforcement system. Legado on one hand claims they have enough parking but on the other hand they are quick to stand behind the notion that the neighboring community can rest assured that the Legado tenants are ineligible for street permits and the city will enforce parking restrictions so that there will be additional burden to the parking congestion in the existing neighborhood. In fact, the burden has been raised,



Ed Fat for meeting

March 19, 2015

since the policing of parking on private property is not provided by the city police so private property owners will be burdened with providing the security systems/staff and painful enforcement.

What are the developers intentions regarding a proposal that provides insufficient parking? They haven't been very transparent but undoubtedly these developers will stop at nothing to exploit the situation to reap super-sized profits. Speculation is that by designing and creating a shortage of parking places they will create a market for parking. Will they charge their tenants a parking fee? Will guests of tenants be charged for parking? Will the restaurants and retail spaces charge their guests for parking? Will they charge hotel guests for parking? Is the hotel valet service free or will users be charged? If the answer is yes to any of these questions, this will undoubtedly drive more vehicle traffic to the surrounding neighborhood where they will seek out free access.

We oppose the developer's plans until they make modifications that are consistent with the character and needs of the Riviera Village community.

Sincerely, 
Louis Fermelia



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- Correspondence received after distribution of agenda packet
 - Letter from Joyce Neu dated October 30, 2014 (2 pages)
 - Email from Vicki and Eric Goldbach (1page)
 - Email from Jim Light (1 page)
 - Email from Linda Gallucci (1 page)
 - Email and letter from Pete and Jill Verenkoff (2 pages)
 - Email and backup material from Jan and Jeff Abrams (12 pages)
 - Letter from Virginia Gonzalez (1 page)
 - Email from Bridgette Ellis (1 page)
 - Email from Barbra (1 page)
 - Email from Robert Dunne (1 page)
 - Letter from Department of Transportation dated December 18, 2014 (1 page)
 - Letter from LA County Sanitation dated March 16, 2015 (3 pages)
 - Letter from Department of Fish and Wildlife dated March 18, 2015 (1 page)

Joyce Neu
201 Calle Miramar, Unit 14
Redondo Beach, CA 90277
joyceneu@gmail.com

October 30, 2014

Comments on the proposed Legado Project located at Pacific Coast Highway and Palos Verdes Blvd., Redondo Beach, California

I am writing to you as someone who grew up on the 200 block of Camino de las Colinas in the 1950s and 60s and as the daughter of Janet Neu, who has lived in that house for 61 years. The existing site (at Pacific Coast Highway and Palos Verdes Blvd.) has become an eyesore and the Palos Verdes Inn is a depressing shadow of what it once was. Therefore, were the Legado Project a reasonable proposal that met existing building codes and respected the density of the area, I would not object. But as a child of this community, I believe the proposed development is misconceived and inappropriate for this location. Therefore, I am strongly opposed to the recent planning application submitted to the City of Redondo Beach for this development. My reasons are outlined below.

1. The proposed site of the Legado Development is located in an already very busy area with moderate to high traffic levels around the intersection at Pacific Coast Highway (PCH) and Palos Verdes Blvd (PV Blvd). Camino de las Colinas, directly across from the proposed development, has already been heavily impacted by non-resident drivers in the Upper Riviera and Palos Verdes who use it as a shortcut to and from PCH. If this proposed development goes through, the residents on Colinas will be directly impacted by increased traffic, unless Colinas is closed off at the PCH end.
2. Those residents who live near the proposed development will lose privacy and views, and will have to contend with increased noise levels and traffic on surrounding streets.
3. The proposed development would change the look and feel of the Riviera. The development's massive structure, height, and density are inconsistent with the neighborhood. This will alter the nature of the area – an area that has generally managed to grow and accommodate more people over the years while maintaining its character (with the

notable exception of the housing development above the shops on PCH just east of PV Blvd).

4. Property values will be negatively impacted for those who live in close proximity to the proposed development.
5. The proposed development will impact already underfunded infrastructure such as roads, lights, schools, and sewers, and will affect public services such as the police, fire department, education, and health services. Is the city able to commit the necessary funds over the next couple of generations to absorb the impact of this development and maintain or improve the quality of life for all residents of the area?
 - a. If the city does not have funds to pay for the increased cost for infrastructure and services, then this will cause a decline in the quality of life for all citizens of Redondo Beach and those in the Hollywood Riviera/Torrance area.
 - b. If the city's plan to cover the additional burden on infrastructure and services is to raise property taxes, then this will shift the burden to all Redondo Beach homeowners, some of whom may not be able to afford a rise in property taxes and will have to sell their homes.

For these reasons, I urge the City of Redondo to dramatically scale back this development and/or select another option for this site that would not have such a negative impact on the area.

If you have any questions, I would be pleased to talk or email. Thank you in advance for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Joyce Neu". The signature is written in a cursive, flowing style.

Joyce Neu, Ph.D.

Anita Kroeger

From: [REDACTED]
Sent: Thursday, March 12, 2015 6:41 PM
To: Eleanor Manzano
Cc: Anita Kroeger; Steve Aspel
Subject: Agains the Legado project! PLease do not allow this

PLease stop this project.

We are agains the Legado project at Old Bristol Farms site!

Thank you
Vicki and Eric Goldbach
South Redondo Beach resident voters and tax payers



_____ Information from ESET Endpoint Antivirus, version of virus signature database 11315 (20150313)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

From: Light, Jim [REDACTED]
Sent: Thursday, March 12, 2015 5:03 PM
To: Eleanor Manzano
Subject: Comment on Legado Redondo Mixed Use Project Mitigated Negative Declaration

I hereby submit my comment and question to the Final "Initial Study – Mitigated Negative Declaration" for the Legado Redondo Mixed Use Project. I request these comments be addressed by the City/Consultant and be available for the Planning Commission and public at the Planning Commission Meeting where this will be covered. The agenda has not yet been available online so I cannot cite the Agenda item number.

The final MND includes an assessment for changes to the exits of the proposed project. It is unclear how or whether the impact of U turns was incorporated into this analysis. Due to the changes incorporated, any vehicles wishing to go South or East from the project will have to do a U-turn on PCH or on PV Boulevard. Due to the configuration of the roads in this area, any U turns in the immediate vicinity would certainly introduce new traffic impacts and just as importantly more safety impacts. Doing a U turn heading north on PV Blvd in the vicinity is dangerous due to the topography obscuring views of oncoming and u-turning traffic at a stop signed or uncontrolled intersection. Likewise a U turn on PCH in this area would be at a light after crossing multiple lanes in a short distance or at intersections that are on a curve with already overflowing turn queues during peak hours.

- 1) Did the analysis consider these traffic movements?
- 2) How did the traffic assessment incorporate these movements (which intersections, how many, etc)?
- 3) How did the traffic assessment estimate the volume of these movements?
- 4) Were the safety impacts of these movements considered?

VR,

Jim Light
310-540-8934
602B S Broadway
Redondo Beach, CA 90277



From: Linda Gallucci [REDACTED]
Sent: Saturday, March 14, 2015 10:45 AM
To: Anita Kroeger
Cc: [REDACTED]
Subject: Legado Project



Hello Ms. Kroeger,

My name is Linda Gallucci and I have owned a unit at 1800 S. PCH for the last nine years. I am not able to attend the meeting regarding the Legado Project but am sharing my feelings about this large scale project with you via e-mail.

I am opposed to this large project that will bring more density to the area and greatly impact traffic at an intersection that is normally very crowded. Congestion at the PCH and Palos Verdes Blvd. intersection has always been a problem not only during rush hour traffic but at all times of the day and it becomes especially congested during the summertime with all the beach traffic. Relying on carpooling to mitigate the traffic is not a viable solution.

I hope you will consider these comments when making your decision about the scope and size of the proposed Legado project.

Thank you for your consideration,
Linda Gallucci

From: Pete Verenkoff [REDACTED] On Behalf Of [REDACTED]
Sent: Sunday, March 15, 2015 8:08 PM
To: Anita Kroeger
Cc: [REDACTED]
Subject: Concerns Regarding and Opposition to the Proposed Legado Redondo Development

Dear Ms. Kroeger,

My wife and I attended a community residents meeting to discuss the proposed Legado Redondo Project. Councilman Bill Brand was in attendance and spoke with us. During the meeting he urged us to continue to submit our comments to you ahead of Thursday's City Planning Commission meeting. Please find our letter and detailed commentary on the most recent Traffic Analysis and Mitigation Plan submitted by Legado LLC.

My wife and I will be attending the meeting on Thursday. Many thanks accepting our comments.

Best regards,
Pete & Jill Verenkoff
Email: [REDACTED]



15 March 2015

Anita Kroeger, Associate Planner
City of Redondo Beach
425 Diamond Street
Redondo Beach, CA 90277

Subject: Concerns and Opposition to the Proposed Legado Redondo Development

Dear Ms. Kroeger:

After reviewing the Legado Redondo Mixed-Use Project Final IS-MND, we must join our neighbors in opposition to this project as currently planned. We find that virtually no progress has been made to address the many substantive concerns brought by residents of community affected by the proposed project

Three of our concerns we would like to highlight:

1. **Visual Impact:** Legado's visual impact study shows the project to be visually massive in nature. We believe the project's massiveness is inconsistent with other buildings visible from key vantage points in the neighborhood, when this project's buildings are included in the view. Legado justifies the project as "congruent and coherent" because the character of the project's vicinity is congruently urban. Visually, this would be true if the primary visual backdrop for the project was the commercial areas northwest of the project. However, the primary views of the project are from PVB eastbound and from PCH southbound. These views show the project to be set against a lower-density residential setting resulting in the project appearing "incongruent and therefore non-coherent" or in plain words "out of character."
2. **Project Density:** Legado has maximized the density of this project by taking advantage of every legal and zoning tool at its disposal. We are concerned that if this project is approved and built, Riviera Village will begin transforming as Westwood Village did years ago. Westwood Village was once much like the Riviera Village before large mixed-use developments and tall multi-story structures changed its character. Today, Westwood is never referred to as a village by anyone. We support maintaining the Riviera Village ambiance.
3. **Traffic Congestion and Safety:** The proposed project density promises considerably increased traffic, congestion, and safety concerns. When this project and its proposed density was brought to our attention last November, it was hard to believe an additional 2600+ cars per day could be accommodated by the current infrastructure. Pete made a short video of the Pacific Coast Hwy. traffic that can be viewed here: <http://www.vsdev.com/legado/PCH.htm>. He also made a video of the Palos Verdes Blvd: <http://www.vsdev.com/legado/PVB.htm>. The attached PDF (<http://www.vsdev.com/legado/traffic.pdf>) contains his commentary on Legado's Updated Traffic Analysis and Mitigation Plan. We understand we cannot argue with the ITC values used for ADT and peak AM & PM rates. However, the obvious errors in traffic flow distribution and the omission of key intersections in the analysis are extremely disturbing and raise doubts about the entire Final IS-MND. Also, the omission of any analysis or discussion regarding impacts resulting from the encouraged pedestrian and bicycle activity is very troubling.

We recognize the difficult job the Redondo Planning Commission and City Council has when dealing with wishes of the community and goals of the developer. We hope the concerns and materials provided are helpful and supportive. We favor an appropriate development of the site at 1700 S. Pacific Coast Hwy., not the proposed Redondo Legado Project

Respectfully submitted,

Peter & Jill Verenkoff
533 Via La Selva
Redondo Beach, CA 90277

From: [REDACTED]
Sent: Sunday, March 15, 2015 8:27 PM
To: Steve Aspel; jeff.ginsburg@redondo.org; Bill Brand; Pat Aust; Stephen Sammarco
Cc: Anita Kroeger; Aaron Jones
Subject:

Dear Mayor Aspel and all City Council members,

Please see links below for recent PCH and Palos Verdes Blvd. traffic information shared with our neighborhood. A Hollywood Riviera resident, who shares our concerns about the proposed Legado project, did his own investigation of the serious traffic issues and flaws in the traffic mitigation report for this development.

Here are the links:

Updated Traffic Analysis and Mitigation Plan
Assessments/Comments: <http://www.vsdev.com/legado/traffic.pdf>

PCH/PVB Intersection 2014 Traffic
Video: <http://www.vsdev.com/legado/PCH.htm>

Palos Verdes Blvd. 2014 Traffic
Video: <http://www.vsdev.com/legado/PVB.htm>

Thanks for your attention.
Best regards,
Jane and Jeff Abrams



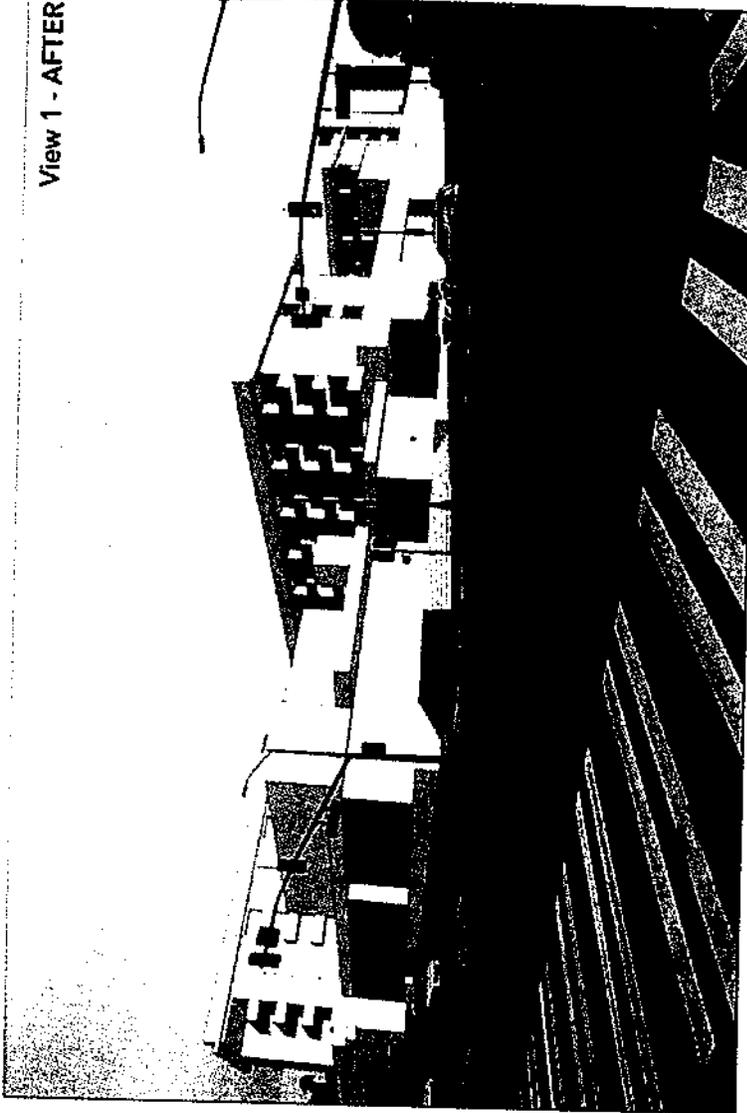
Legado Redondo

Mixed-Use Development Project

CALTRANS Estimates the Project Will

Already Very Busy Intersection (Video here)

View 1 - AFTER



M I G Pacific Coast Hwy. / Palos Verdes Blvd. Intersection
Exhibit 5b - Visual Impact Simulations
Legado Redondo
Palos Verdes, CA

www.savetheriviera.com

Citizens for Responsible Development

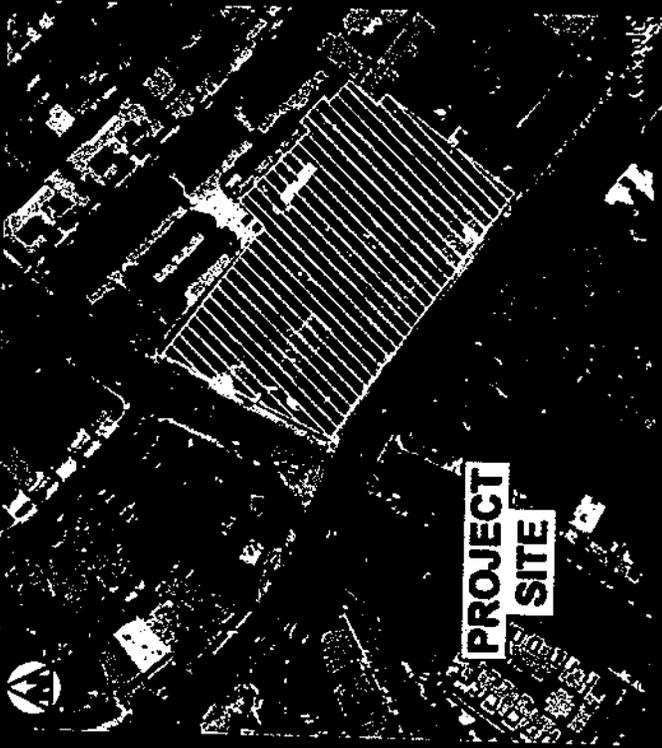
February 2015



The proposed Legado Redondo mixed use project will have two vehicular access points each along Pacific Coast Highway and Palos Verdes Boulevard. These driveways will be shared vehicular access points for the commercial and residential components of the project. A full access is proposed for the Palos Verdes Boulevard driveways. The existing driveway located south of the hotel on Pacific Coast Highway has a standard width and is to be enlarged to 30 feet. This driveway shall be built using City of Redondo Beach commercial driveway Type D-2 standard. This driveway is currently and will continue to be restricted to right turns in and out. The second driveway on Pacific Coast Highway will be restricted to right turns in and out. The roadway will be widened north and south of the driveway to accommodate an acceleration and deceleration lane for vehicles entering and exiting the northern Pacific Coast Highway Driveway. Redesign of the existing raised center median on Pacific Coast Highway will be conducted as part of the project to lengthen the northbound Pacific Coast Highway left turn lane to Palos Verdes Boulevard. In addition, the project will widen Pacific Coast Highway along the project frontage to install a northbound right turn lane to Palos Verdes Boulevard. The bike lane and Caltrans standard lane widths will be provided.

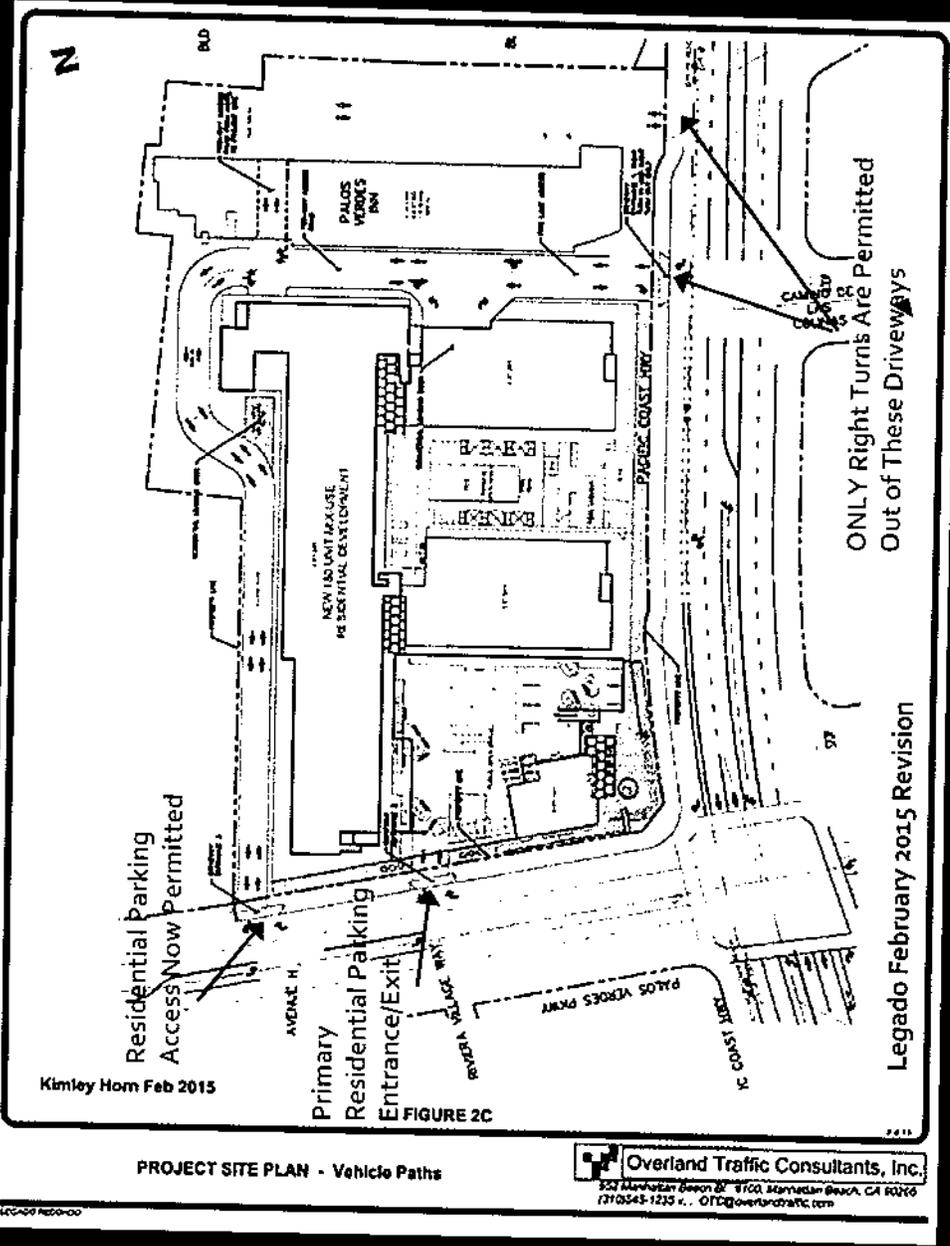
The residential and commercial parking areas will be separated by access gates on site. Commercial loading for the market will be provided from an internal roadway with access from the driveway off of Pacific Coast Highway north of the hotel.

The project location and schematic site plan with ground floor, basement ground floor and podium floor levels are shown in Figures 1 and 2 a, b & c.



Legado Redondo
Updated Traffic Plan -

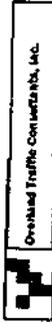
Mixed-Use Development Project



Comments showing 2016 02 16 10:22 AM. The final POH can be viewed here

www.savetheriviera.com

Citizens for Responsible Development
February 2015



Traffic conditions after completion of the project have been calculated by adding the project volume to the "without project" traffic volume. The traffic impact of the added project traffic at the study intersections is shown in Table 13 by the comparison of the "without project" and "with project" traffic conditions at the study intersection. As shown in Table 13, one significant traffic impact occurs at the study intersection of Pablos Verdes Boulevard and Pacific Coast Highway. Mitigation has been identified to reduce this impact to a level of insignificance. This mitigation is described in the mitigation section of the report. Future cumulative "with project" peak hour traffic volumes are shown in Figures 11 and 12 for the AM and PM, respectively.

- Updated Intersection Analysis Incomplete
- No PCH & Avenue G
- No PVB & Avenue H
- No Project Driveways & PCH
- No Project Driveways & PVB
- No Riviera Village Way & PVB
- No Vista Del Mar & PCH / PVB East
- PVB & Avenue G Projections Not Rational
- Avenues G & F Traffic North of PVB Shown as Unaffected by Project!!!
- How Many More Errors Exist in this Analysis?



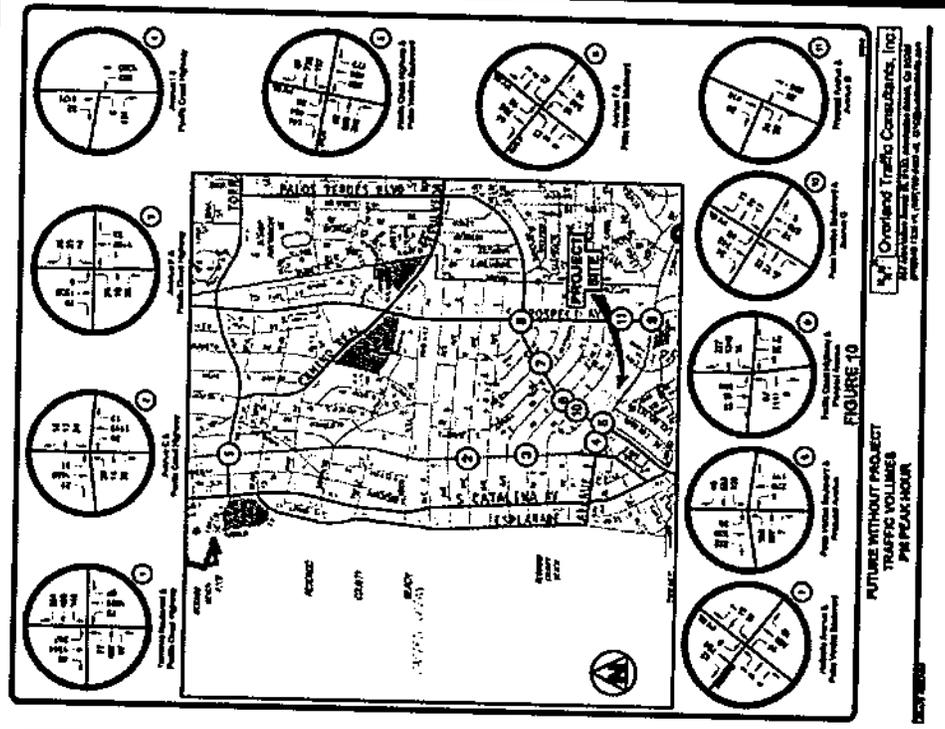
Table 13
Future (2017) Traffic Conditions
With Project

No.	Intersection	Peak Hour	Future (2017) Without Project		Future (2017) With Project		Significant Impact	
			ICU or Daily	LOS	ICU or Daily	LOS		
1	Pacific Coast Highway & Torrance Boulevard	AM	0.960	E	0.969	E	0.009	NO
2	Pacific Coast Highway & Avenue C	AM	0.613	D	0.623	D	0.011	NO
3	Pacific Coast Highway & Avenue F	AM	0.524	B	0.643	B	0.119	NO
4	Pacific Coast Highway & Avenue I	AM	0.773	C	0.771	C	0.013	NO
5	Pacific Coast Highway & Pablos Verdes Boulevard	PM	16.60	C	17.00	C	0.40	NO
6	Avenue F & Pablos Verdes Boulevard	PM	0.855	D	0.661	D	0.009	NO
7	Herberta Avenue & Pablos Verdes Boulevard	PM	13.73	B	14.29	B	0.56	NO
8	Prospect Avenue & Pablos Verdes Boulevard	PM	13.28	B	14.59	B	0.82	NO
9	Pacific Coast Highway & Prospect Avenue	PM	0.460	A	0.498	A	0.019	NO
10	Pablos Verdes Blvd & Avenue G	AM	0.606	B	0.646	B	0.029	NO
11	Prospect Bl & Avenue G	AM	0.712	C	0.729	C	0.017	NO
		PM	18.50	B	14.10	B	0.30	NO
		AM	9.77	A	10.16	B	0.39	NO
		PM	9.62	A	10.07	B	0.45	NO

ICU for significant intersections
17.358
2
Daily HCM Analysis for area controlled intersections 4.8.7.10.11
% impact level at controlled locations over LOS C is determined if the significance threshold is exceeded
4% impact is considered as significant at LOS C
Future With Project PM is 3.2% impact therefore not significant
Future With Project PM is 3.7% impact therefore not significant
Legado Redondo
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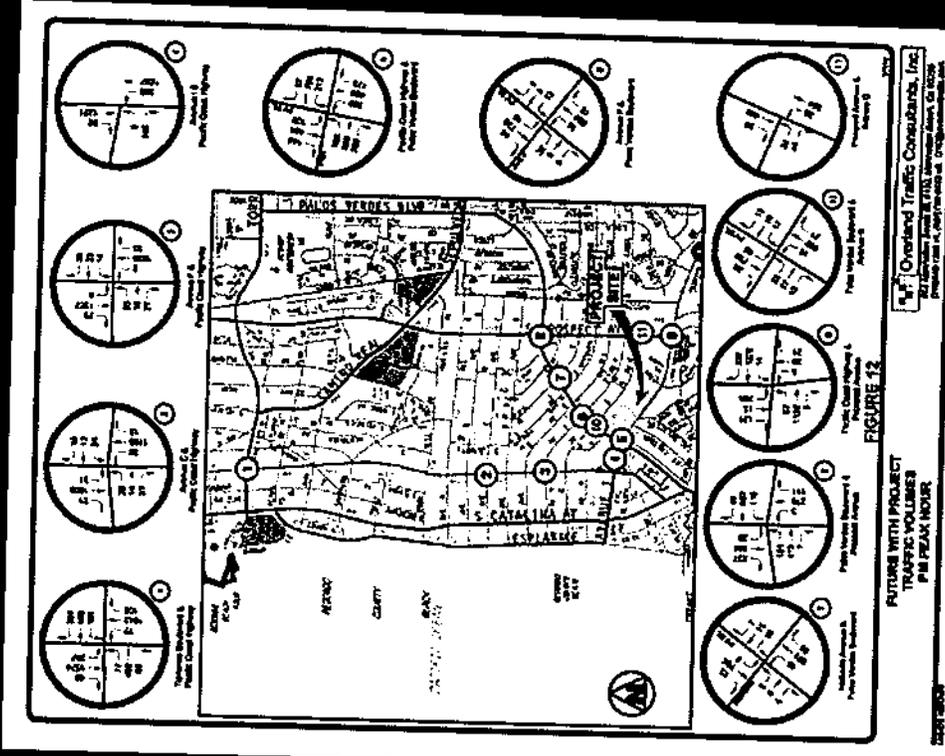
Legado Redondo

Updated Traffic Analysis



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Mixed-Use Development Project



Citizens for Responsible Development
 February 2015

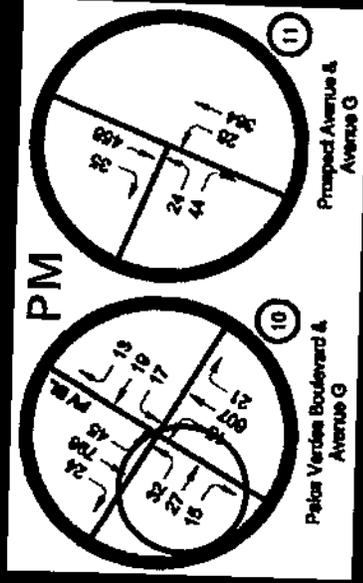
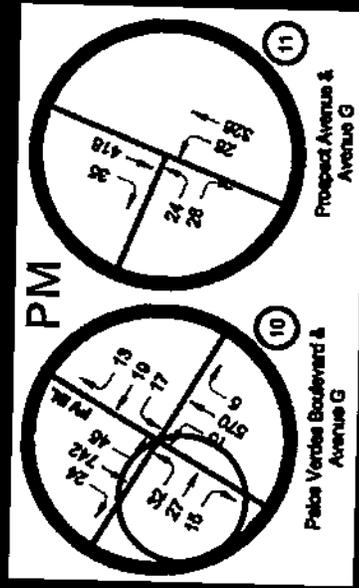
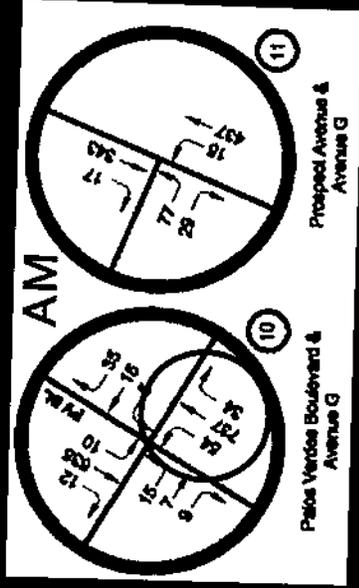
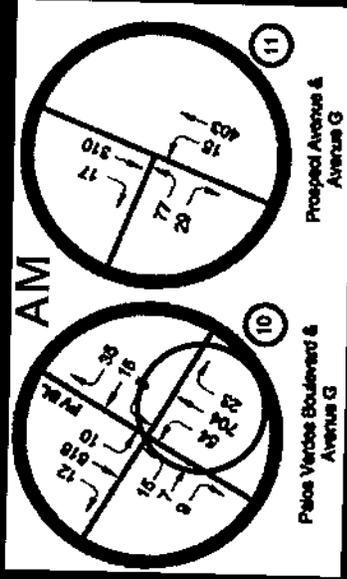
Legado Redondo

Mixed-Use Development Project

Updated Traffic Analysis –

2017 Without Project

2017 With Project



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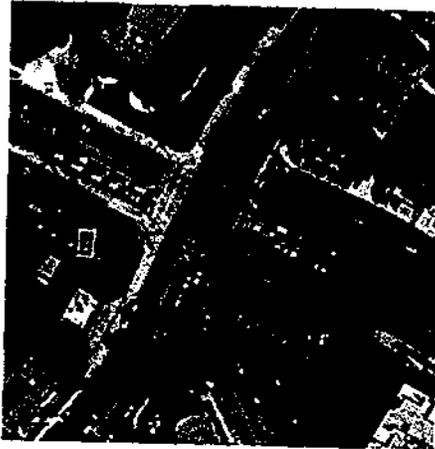
Citizens for Responsible Development

February 2015

Legado Redondo Traffic Mitigation –



Proposed Future Improvements at Pacific Coast Highway and Palos Verdes Boulevard
The existing lane configuration and directions are shown in the aerial photo below.



The Redondo Beach Council Element proposes future improvements to the intersection of Pacific Coast Highway and Palos Verdes Boulevard, including the following:

1. Reconfigure westbound Palos Verdes Boulevard approach from one left turn lane, one through lane and one shared through/right turn lane to one left turn lane, two through lanes and one right turn lane. (3 lanes from 1+1+1 lanes)
2. Reconfigure southbound Pacific Coast Highway approach from one left, one through and one shared through/right lane to one left, two through lanes and one right left-only lane. (3 lanes from 1+4 lanes)

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Mixed-Use Development Project



The first improvement of the westbound dedicated right turn lane has been fully funded and is in the design phase at the time of this report. The future improvements included in the "future without project" and "future with" project traffic evaluation (What is the plan for this 300 to 4 lanes? How? Why? Why not?)

The second improvement, the southbound dedicated right turn lane, is entirely within the jurisdiction of the City of Torrance. The City of Redondo Beach supports the construction of a right turn lane at this location.

The South Bay Council of Governments has published the Pacific Coast Highway (PCH) Study User Based Micro Analysis dated July 31, 2009. This report proposes changes to the intersection of Pacific Coast Highway and Palos Verdes Boulevard to include the addition of a second eastbound left turn lane on Palos Verdes Boulevard where there is a single lane now. The improvement for a second eastbound left turn lane on Palos Verdes Boulevard is no longer feasible. The City of Torrance is moving forward with plans to expand their multimodal projects to include a bike lane on Palos Verdes Boulevard. This improvement will encourage use of bicycles in the area. It will also reduce the available right-of-way for the second left turn lane.

A second improvement recommended by the PCH Study User Based Micro Analysis is to widen the west side of Pacific Coast Highway north of Palos Verdes Boulevard to provide a dedicated southbound left turn lane. This potential future improvement is not included in the future analysis of this intersection. Street parking east side of PCH north of PVB.

The Legado Project, in order to fully mitigate the impact of the intersection of PCH and Palos Verdes Boulevard, is required to design and construct the southbound right turn lane improvement. This will require meeting the standards of the City of Torrance, Caltrans and City of Redondo Beach. The developer is required to complete all studies required by Caltrans. The developer is required to obtain the Caltrans encroachment permit, City of Torrance encroachment permit, and other related permits as necessary, and pay any associated fees. The developer is required to finance the construction of the improvement to the satisfaction of the aforementioned agencies. (Accomplishment to be

Verified PRIOR to any
Permit Being Granted???)

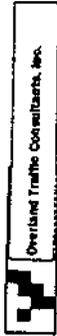
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Legado Redondo Traffic Mitigation –



CHAPTER 7

MITIGATION MEASURES

This study has determined that the added traffic volume generated by the mixed-use project will significantly impact the traffic flow at Palos Verdes Boulevard and Pacific Coast Highway in the Existing + Project Conditions and the Future With Project Conditions. This impact can be mitigated to a level of insignificance by implementing the following recommended improvement (Project Access Traffic Impacts east of PCH) (Project):

Palos Verdes Boulevard and Pacific Coast Highway

Reconfigure the southbound Pacific Coast Highway approach from a left, through and shared through/right lane to a left, two through and right turn only lane. The addition of the southbound right turn lane provides sufficient additional capacity at the intersection to fully mitigate the significant impact to a level of insignificance. The capacity increase is demonstrated below. (Reconfiguration at the expense of northbound street parking)

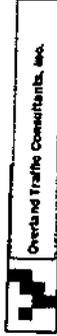
Intersection	Peak Hour	Existing + Project			Existing + Project With Mitigation			Significant Impact
		ICU	LOS	IMPACT	ICU	LOS	IMPACT	
Pacific Coast Hwy & AM	0.848	D	0.007	0.007	D	0.007	NO	
Palos Verdes Bl	0.221	E	0.010	0.843	D	-0.078	NO	

Intersection	Peak Hour	Future (2017) Without Project			Future (2017) With Project			Significant Impact
		ICU	LOS	IMPACT	ICU	LOS	IMPACT	
Pacific Coast Hwy & AM	0.855	D	0.006	0.561	D	0.008	NO	
Palos Verdes Bl	0.228	E	0.010	0.845	D	-0.004	NO	

Full improvements at this intersection will include, but not be limited to, a dedicated northbound left turn pocket, maintaining a dedicated bike lane with 12 foot sidewalks and landscaping on the east side of the street. The northbound left turn pocket will also be extended through removal of the median island. The existing 13 foot sidewalk and landscaping will be maintained on the west side of the Pacific Coast Highway south of

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Mixed-Use Development Project



Palos Verdes Boulevard In the southbound direction, in addition to the dedicated northbound right turn lane that mitigates the project impact, the existing median island on the north leg will be removed to provide an extended southbound left turn pocket. The project developer will work with the City of Redondo Beach, Cabrera and City of Torrance as necessary to obtain all permits, pay for permit fees, and pay for the construction of the improvement.

A visual presentation of these improvements excerpted from the South Bay Council of Governments (SBOCO) published Pacific Coast Highway (PCH) Study User Based Micro Analysis dated July 31, 2009 is provided at the end of the Mitigation Section. The project will be implementing the southbound improvement. Concept drawings for Pacific Coast Highway and Palos Verdes Boulevard full improvements at the intersection follow.

Note that the Palos Verdes Boulevard street improvement by the City of Torrance with the installation of bike lanes, the additional northbound left turn lane on Pacific Coast Highway to Palos Verdes Boulevard as recommended in the (SBOCO) study will no longer be considered by the City of Torrance for a future installation. (Why? Torrance issue)

In addition to the included comments, the following is worth noting:

The Mitigation measure proposed exacerbates an already challenging and controversial set of parking issues. The negative impact of the eliminated parking has not been addressed.

It is reasonable to assume PCH/PVB signal timing will be modified to accommodate the additional traffic/pedestrian/bicycle load associated with the project. It is not clear if/how this has been included in the QoS impact analysis.

Should the PCH/PVB signal timing change, not adding the second PVB to PCH Northbound left turn lane (by Torrance) will be problematic (further increasing PVB and Avenue G northbound traffic as Palos Verdes Peninsula traffic increases).

Citizens for Responsible Development
February 2015

*Legado Redondo
Updated Traffic Mitigation –*

Mixed-Use Development Project

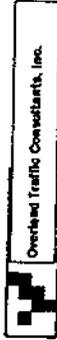


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Citizens for Responsible Development

February 2015

Legado Redondo Traffic Analysis and TDM Plan -



Transportation Demand Management

In order to reduce the number of vehicles to and from the site, the project has developed a Transportation Demand Management Plan (TDM) as required by the City of Redondo Beach Municipal Code 10-2-2406 Development Standards. The TDM requirements are based upon the square footage of the non-residential components of the project. This project will provide 37,600 square feet of retail and restaurant as part of the new components of the project. The TDM plan includes:

TDM PLAN

Placement of two bulletin boards (one at hotel, and one adjacent to the new commercial buildings) displaying transportation information located where the greatest number of employees and visitors are likely to see it. The board will include:

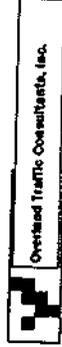
- a. Current maps, routes and schedules for public transit (buses serving the site).
- b. Telephone numbers for referrals on transportation information including numbers for Beach Cities Transit, Los Angeles County Metro, Los Angeles Department of Transportation Commuter Express and Torrance Transit.
- c. Reestablishing promotional material supplied by commuter-oriented organizations.
- d. A list of facilities available for carpools, vanpools, bicyclists, transit riders and pedestrians at the site. These will include priority parking for commercial employees who carpool or vanpool, easily accessible and secure bicycle facilities on site, transit service information, and a site that has been designed to accommodate and enhance the pedestrian enjoyment around the site, in and out of the site and on the interior of the site.
- e. Up to 19 of the parking spaces will be designated Low-E Fuel Efficient Carpool and Vanpool parking stalls and adaptable facilities provided on site. Not less than 3% of the parking will be stalls with 220-240 volt grounded outlets.
- f. As shown on the site plan, sidewalks and on-site pathways follow direct and safe routes from the external pedestrian sidewalk system to each area in the development. (Where a the increased pedestrian traffic analysis for PCI PVD?)

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Traffic Impact Study

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Mitigation Measures

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Overland Traffic Consultants, Inc.

Bicycle route and facility information, including regional-local bicycle maps and bicycle safety information.

Bicycle facilities will be provided for the commercial components of the project with 42 proposed secure bicycle rack spaces. The City does not currently have a bicycle requirement for residential uses. However, the project proposes a total 180 secure bicycle rack spaces for the residents (one per unit). A total of 222 bicycle spaces will be provided by the project within the vehicle parking area. (Where is the bicycle use impact analysis of PCI PVP should this level of bicycle utilization materialize?)

Project parking will be provided to meet SB1818 for the residential uses with the addition of guest parking and City of Redondo Beach code requirements for the commercial component. No parking impacts are anticipated with the project.

No transit, CMP or parking impacts are anticipated. (Reply?)

Summary Assessment: These analyses and plans look to have been prepared by someone who was just going through the motions with a predetermined outcome in mind (that the Legado Redondo project is feasible as currently planned)...

The Traffic Analysis performed is clearly flawed and unrealistic. The analysis is incomplete and attempts to justify and support a "band-aid" style (very limited) mitigation approach to addressing the additional traffic load caused by this VERY HIGH DENSITY project.

If this project is allowed to go forward, a reasonable person should expect that both Pacific Coast Hwy. and Palos Verdes Blvd. will require ACTUAL widening by 2017. This will be needed if the projected traffic, pedestrians, and bicycles are to be accommodated safely at current QoS standard levels.

Legado Redondo
Traffic Impact Study

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Mitigation Measures

Citizens for Responsible Development
February 2015

March 18, 2015

To the Mayor and Planning Commission:

I am contacting you today with regard to the Legado Mixed use Project.

I just read in the Daily Breeze (3/18/2015) Legado declined an interview but did provide a brief statement .
"Legado is committed to bringing a first-class project to Redondo Beach that the city can be proud of. We have done extensive outreach and worked tirelessly with the city to address the concerns of the citizens while preserving the spirit of the general zoning of the property. we are looking forward to the public hearing and continued efforts to listen to and understand the input of the residents and city."

I take exception to their statement as I have reached out to Legado since October 2014. Emails, their postcards (filled 2 of them out), attended a RB Community meeting where they were scheduled to show and did not, and posting on their FB Page. Possibly two months or even later they did appear at a RB Community meeting- they were late and when they got a rather rude and unwelcoming response they packed up and left. I continued to reach out to Legado . Mr. LaBar from Pear Strategies responded first week in March 2015 and one week later we met at the PV Inn. With 25 - 30 in attendance there were some intelligent questions directed to the Legado Consultants. Once it became apparent our questions were only going to be handwritten or copied by hand , then fielded to Legado the crowd became a bit bristled, understandably. Mr. LaBar assured us that all the questions would be addressed, answered and emailed to me 72 hours before the RB Thursday meeting (3/19/2015). His exact words to the residents were : I will email Gigi and she can forward the responses to all of you here this evening.
Guess What? I am still waiting. Would you call this "outreach" ?

I apologize for boring you with all of these details. However, I think they become important because there is nothing straightforward here.

I urge you to listen to your residents as well as your surrounding neighbors that frequent the Village as well as up and down the highway

My concern today is:

- Traffic Safety
- Traffic congestion
- Project too large and out of place for our community (which it is in our community)
- Sewage
- Request a work order & Quote for any and all work on Pacific Coast Highway- either for expansion or anything that will be maintained by Caltrans prior to approval, and I would request that copy from Caltrans.
- Who will monitor the low income housing units if this SB 1818 is approved, and how often
- SB 1818 does not fit , is not compatible in this immediate area
- Has Legado demonstrated the economic necessity of low income housing at this location
- Transparency ; ask Legado to meet with residents and be forth coming with accurate information
- Clear explanation of the parking ratio for the PV Inn , Apartments and stores

Thank you for your consideration. Having lived in Redondo Beach from 1974-1992+, and currently living adjacent to Legado Property I take exception to what goes in and out of my community.
I am asking for responsible building in the city and would hope that what goes in this space fits in with the character of both Redondo and Torrance.

Thank you for your time and assistance with the above,

Virginia (Gigi) Gonzalez
108 Palos Verdes Blvd.
#3
Redondo Beach CA 90277
310-540-2190



Anita Kroeger

From: Bridgette M. Ellis, CPA [REDACTED]
Sent: Wednesday, March 18, 2015 3:48 PM
To: Anita Kroeger
Subject: Legado Comments - City Planning Meeting



Hi Ms. Kroeger,

I am unable to attend the Planning Commission Public Hearing tomorrow night as I do not have child care. However, I was hoping to voice my opposition to the Legado development as it currently stands. While my family and I are not against developing the parcel and especially a revamp of the Palos Verdes Inn (my in-laws stay there when they are in town), we are EXTREMELY concerned about a few specifics of the current proposal:

- (1) **Density, Traffic & Safety:** my number one concern is for the safety of my family. We recently purchased a home on Camino de las Colinas and while we are in Torrance, we are directly affected by this development. Currently people going north on PCH turn left onto my street and cut-through to avoid the back up at the intersection of PCH & PV Blvd. Many fly down our street well above the speed limit. We do not have sidewalks and there has been more than one occasion in the past 1.5 years that my two small daughters and I have had to pull up onto neighbors' property to avoid potentially being hit by someone speeding down our street. I believe that the development will make this problem even worse. During the morning and evening hours (rush hour) we sometimes can't even back out of our driveway. In addition, the overflow of parking would also lead many people to park on our already congested street (no sidewalks and parking on one side only).
- (2) **Design & Height:** the current design as proposed doesn't seem to fit with the charming nature of the Village. It's too modern for the space and would stand out against the quaint feeling of the Village that we have grown to love. The four stories of this plan will be obtrusive to the feeling of the area.

Again...my number one concern is for the safety of my family and I feel that this development will jeopardize an already precarious situation.

Thank you for your consideration when choosing to approve/deny the project as planned.

Kind regards,

Bridgette M. Ellis, CPA
Ellis & Associates, Inc.

Orange County Office
16531 Bolsa Chica St, Suite 206
Huntington Beach, CA 92649
P: (714) 846-9800

South Bay Office
1815 Via El Prado, Ste. 303
Redondo Beach, CA 90277
P: (310) 293-2819
eMail: bridgette@eataxcpa.com
Website: www.eataxcpa.com

U.S. Treasury Department Circular 230 Disclosure

This written advice is not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer.

Disclaimer

Anita Kroeger

From: Barbara [REDACTED]
Sent: Thursday, March 19, 2015 8:15 AM
To: Anita Kroeger
Subject: Project at PCH & PV D



Brisol Farm project
NO

Sent from my iPhone

Information from ESET Endpoint Antivirus, version of virus signature database 11345 (20150319)

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

March 16, 2015

Ref File No.: 3246687

Ms. Anita Kroeger, Associate Planner
Planning Commission
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Dear Ms. Kroeger:



Legado Mixed-Use Project
Vesting Tentative Tract Map No. 72662

This is in reply to your notice, which was received by the County Sanitation Districts of Los Angeles County (Districts) on February 23, 2015. The proposed development is located within the jurisdictional boundaries of the South Bay Cities Sanitation District. We offer the following comments:

1. Previous comments submitted by the Districts in correspondence dated September 17, 2014 (copy enclosed) still apply to the subject project.
2. The Joint Water Pollution Control Plant currently processes an average flow of 263.4 million gallons per day.
3. All other information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

cc: M. Tremblay
J. Ganz

DOC: #3261719.D99SBC



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

September 17, 2014

Ref File No.: 3059347

Ms. Anita Kroeger, Associate Planner
Planning Commission
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Dear Ms. Kroeger:

Legado Mixed-Use Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Intent to Adopt a Negative Declaration for the subject project on August 14, 2014. The proposed development is located within the jurisdictional boundaries of the South Bay Cities Sanitation District. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' South Bay Cities Main Trunk Sewer, located in Catalina Avenue just south of Avenue I. This 18-inch diameter trunk sewer has a design capacity of 2.6 million gallons per day (mgd) and conveyed a peak flow of 1.3 mgd when last measured in 2010.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 264.1 mgd.
3. After the demolition of the 28,354 square feet of existing retail space, the expected increase in average wastewater flow from the proposed project, 180 residential apartments and approximately 37,600 square feet of commercial development, is 31,085 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to

September 17, 2014

www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: M. Tremblay
J. Ganz

**AGENDA – REGULAR MEETING
PLANNING COMMISSION
CITY OF REDONDO BEACH
THURSDAY MARCH 19, 2015 – 7:00 P.M.
CITY COUNCIL CHAMBERS
415 DIAMOND STREET**

I. OPENING SESSION

1. Call Meeting to Order
2. Roll Call
3. Salute to the Flag

II. APPROVAL OF ORDER OF AGENDA

RECOMMENDATION: Move Item #10 before Public Hearings.

III. CONSENT CALENDAR

Routine business items, except those formally noticed for public hearing (agendized as either a "Routine Public Hearing" or "Public Hearing"), or those items agendized as "Old Business" or "New Business" are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up immediately following approval of remaining Consent Calendar items. Remaining Consent Calendar items will be approved in one motion.

4. Approval of Affidavit of Posting for the Planning Commission meeting of March 19, 2015.
5. Approval of the following minutes: Regular Meeting of February 19, 2015.
6. Receive and file the Strategic Plan Update of February 17, 2015.
7. Receive and file written communications.

IV. AUDIENCE OATH

V. EX PARTE COMMUNICATIONS

This section is intended to allow all officials the opportunity to reveal any disclosure or ex parte communication about the following public hearings.

VI. EXCLUDED CONSENT CALENDAR ITEMS

VII. PUBLIC HEARINGS

8. A Public Hearing to consider an Exemption Declaration, Planning Commission Design Review, and Coastal Development Permit to allow tandem parking with valet services for office and restaurant uses within a new 3-story commercial building to be constructed on property located with a Mixed-Use (MU-3A) zone within the Coastal Zone.

APPLICANT:	Luis Skelton
PROPERTY OWNER:	Buena Vista Real Estate Holdings LLC
LOCATION:	221 Avenue I
CASE NO.:	2015-03-PC-004
RECOMMENDATION:	Pull item from agenda

9. A Public Hearing to consider approval and certification of a Mitigated Negative Declaration/Initial Environmental Study (including responses to comments) and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Planning Commission Design Review including Landscape and Irrigation Plans, Sign Review, Minor Subdivision (Vesting Tentative Tract Map No. 72662) and a request for a Density Bonus under Government Code Section 65915-65918 of State Law, which includes a waiver (concession) of development standards (height, stories, and density) and parking standards for the construction of a mixed-use development to include 180 residential apartment units, approximately 37,600 square feet of commercial development, and renovation of the existing 100-room hotel with a total of 614 parking spaces on property located with a Mixed-Use (MU-3A) zone.

APPLICANT: Legado Redondo, LLC
PROPERTY OWNER: Same as applicant
LOCATION: **1700 S. Pacific Coast Highway**
CASE NO.: 2015-03-PC-005
RECOMMENDATION:

- 1) Open the public hearing to discuss items 2 and 3 below; and
 - 2) Initiate a discussion on project design pursuant to Planning Commission Design Review Procedures, and if additional modifications are made, incorporate those changes into the proposed Conditions of Approval and then proceed to step 3 below. Staff recommends modifications to the project as follows:
 - a. Redesign the eastern four (4) story structure to break up the large, linear east/west mass;
 - b. Redesign of the project to incorporate an additional 1,300 square feet of open space.
 - 3) Request Staff to prepare resolutions for conditional approval of Project identified in the Final MND to incorporate the following actions and any other actions necessary:
 - a. CONSIDER the Final Mitigated Negative Declaration (Attachment #4, pg. 16) together with any comments received up to the close of the public hearing; and
 - b. FIND that the project that there is no substantial evidence that the project will have a significant effect on the environment with implementation of the mitigation measures and that the Final Mitigated Negative Declaration reflects the City of Redondo Beach's independent judgment and analysis; and
 - c. ADOPT the Final Mitigated Negative Declaration, including the Response to Comments and the revisions to the Draft MND and Appendices (Attachment #4); and
 - d. FIND that the revised version of Mitigation Measure U-1 is as equally effective as the original draft of Mitigation Measure U-1 in mitigating potentially significant effects and that it in itself will not cause any potentially significant effects on the environment; and
 - e. ADOPT the Mitigation Monitoring and Reporting Program contained in Attachment #4, Appendix K (including the revised Mitigation Measure U-1); and
 - f. ADOPT Findings for the Conditional Use Permit, Planning Commission Design Review (including the Landscape and Irrigation Plan and Sign Review), Vesting Tract Map, and the Density Bonus and related incentives (or concessions) and development waivers, and

- g. APPROVE (1) the Conditional Use Permit (subject to the Conditions of Approval), (2) Planning Commission Design Review, Landscape and Irrigation Plan, and Sign Review (subject to the Conditions of Approval), (3) the Density Bonus and concession/waivers described in the Final MND, (4) Vesting Tract Map No. 72662 (subject to the Conditions contained of Approval).

VIII. OLD BUSINESS

Items continued from previous agendas.

IX. NEW BUSINESS

Items for discussion prior to action.

- 10. Discussion and input to the City Manager for Fiscal Year 2015-2016 Budget.

RECOMMENDATION:

- 1) Consider this item before Item VII Public Hearings;
- 2) Provide input to the City Manager regarding the Fiscal Year 2015-2016 budget.

X. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Commission. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.

XI. COMMISSION ITEMS AND REFERRALS TO STAFF

Referrals to staff are service requests that will be entered in the City's Customer Service Center for action.

XII. ITEMS FROM STAFF

XIII. COUNCIL ACTION ON PLANNING COMMISSION MATTERS

XIV. ADJOURNMENT

The next meeting of the Planning Commission of the City of Redondo Beach will be a Regular Meeting to be held at 7:00 p.m. on Thursday, April 16, 2015 in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California.

Any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda will be made available for public inspection at the City Clerk's Counter at City Hall located at 415 Diamond Street, Door C, Redondo Beach, Ca. during normal business hours. In addition, such writings and documents will be posted, time permitting, on the City's website at www.redondo.org.

It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

An agenda packet is available 24 hours at www.redondo.org under the City Clerk and during City Hall hours, agenda items are also available for review in the Planning Department.

CONSENT CALENDAR

The Planning Commission has placed cases, which have been recommended for approval by the Planning Department staff, and which have no anticipated opposition, on the Consent Calendar section of the agenda. Any member of the Planning Commission may request that any item on the Consent Calendar be removed and heard, subject to a formal public hearing procedure, following the procedures adopted by the Planning Commission.

All cases remaining on the Consent Calendar will be approved by the Planning Commission by adopting the findings and conclusions in the staff report, adopting the Exemption Declaration or certifying the Negative Declaration, if applicable to that case, and granting the permit or entitlement requested, subject to the conditions contained within the staff report.

Cases which have been removed from the Consent Calendar will be heard immediately following approval of the remaining Consent items, in the ascending order of case number.

RULES PERTAINING TO ALL PUBLIC TESTIMONY

(Section 6.1, Article 6, Rules of Conduct)

1. No person shall address the Commission without first securing the permission of the Chairperson; provided, however, that permission shall not be refused except for a good cause.
2. Speakers may be sworn in by the Chairperson.
3. After a motion is passed or a hearing closed, no person shall address the Commission on the matter without first securing permission of the Chairperson.
4. Each person addressing the Commission shall step up to the lectern and clearly state his/her name and city for the record, the subject he/she wishes to discuss, and proceed with his/her remarks.
5. Unless otherwise designated, remarks shall be limited to three (3) minutes on any one agenda item. The time may be extended for a speaker(s) by the majority vote of the Commission.
6. In situations where an unusual number of people wish to speak on an item, the Chairperson may reasonably limit the aggregate time of hearing or discussion, and/or time for each individual speaker, and/or the number of speakers. Such time limits shall allow for full discussion of the item by interested parties or their representative(s). Groups are encouraged to designate a spokesperson who may be granted additional time to speak.
7. No person shall speak twice on the same agenda item unless permission is granted by a majority of the Commission.
8. Speakers are encouraged to present new evidence and points of view not previously considered, and avoid repetition of statements made by previous speakers.
9. All remarks shall be addressed to the Planning Commission as a whole and not to any member thereof. No questions shall be directed to a member of the Planning Commission or the City staff except through, and with the permission of, the Chairperson.
10. Speakers shall confine their remarks to those which are relevant to the subject of the hearing. Attacks against the character or motives of any person shall be out of order. The Chairperson, subject to appeal to the Commission, shall be the judge of relevancy and whether character or motives are being impugned.

11. The public participation portion of the agenda shall be reserved for the public to address the Planning Commission regarding problems, question, or complaints within the jurisdiction of the Planning Commission.
12. Any person making personal, impertinent, or slanderous remarks, or who shall become boisterous while addressing the Commission, shall be forthwith barred from future audience before the Commission, unless permission to continue be granted by the Chairperson.
13. The Chairperson, or majority of the members present, may at any time request that a police officer be present to enforce order and decorum. The Chairperson or such majority may request that the police officer eject from the place of meeting or place under arrest, any person who violates the order and decorum of the meeting.
14. In the event that any meeting is willfully interrupted so as to render the orderly conduct of such meeting unfeasible and order cannot be restored by the removal of individuals willfully interrupting the meeting, the Commission may order the meeting room cleared and continue its session in accordance with the provisions of Government Code subsection 54957.9 and any amendments.

APPEALS OF PLANNING COMMISSION DECISIONS:

All decisions of the Planning Commission may be appealed to the City Council. Appeals must be filed, in writing, with the City Clerk's Office within ten (10) days following the date of action of the Planning Commission. The appeal period commences on the day following the Commission's action and concludes on the tenth calendar day following that date. If the closing date for appeals falls on a weekend or holiday, the closing date shall be the following business day. All appeals must be accompanied by an appeal fee of 25% of original application fee up to a maximum of \$500.00 and must be received by the City Clerk's Office by 5:00 p.m. on the closing date.

Planning Commission decisions on applications which do not automatically require City Council review (e.g. Zoning Map Amendments and General Plan Amendments), become final following conclusion of the appeal period, if a written appeal has not been filed in accordance with the appeal procedure outline above.

No appeal fee shall be required for an appeal of a decision on a Coastal Development Permit application.

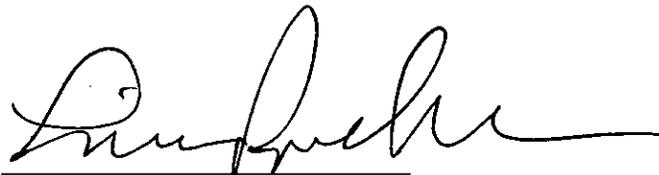
March 10, 2015

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

AFFIDAVIT OF POSTING

Pursuant to the requirements of Government Code Section 54955, agendas for a regular commission meeting must be posted at least seventy-two (72) hours in advance and in a location that is freely accessible to members of the public. As Planning Analyst of the City of Redondo Beach, I declare, under penalty of perjury, that in compliance with the requirements of Government Code Section 54955, I caused to have posted on Wednesday March 11, 2015, the agenda for the March 19, 2015 Regular Meeting of the City of Redondo Beach Planning Commission in the following locations:

City Hall, Door "A", 415 Diamond Street, Redondo Beach
City Clerk's Counter, Door "C", 415 Diamond Street, Redondo Beach



Lina Portolese
Planning Analyst



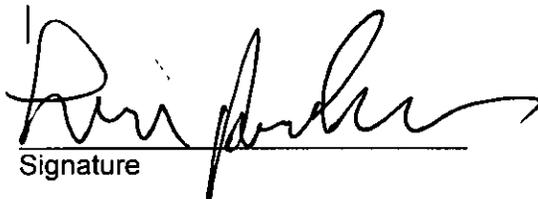
CITY OF REDONDO BEACH
PROOF OF POSTING
PLANNING COMMISSION MEETING AGENDA

I, Lina Portolese, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, and that the following document: Planning Commission Regular Meeting Agenda of March 19, 2015 was posted by me at the following location(s) on the date and hour noted below:

Posted on: 3/11/2015 at 3:30 pm
(date) (time)

Posted at: City Hall, Door "A", 415 Diamond Street, Redondo Beach

City Clerk's Counter, Door "C", 415 Diamond Street, Redondo Beach


Signature

3/11/15
Date

CALL TO ORDER

A Regular Meeting of the Planning Commission was called to order by Chair Biro at 7:00 p.m. in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

ROLL CALL

Commissioners Present: Biro, Gaian, Goodman, Mitchell, Rodriguez, Sanchez
Commissioners Absent: None
Officials Present: Marianne Gastelum, Assistant Planner
Aaron Jones, Community Development Director
Diane Cleary, Minutes Secretary

SALUTE TO THE FLAG

Commissioner Rodriguez led the Commissioners and audience in a Salute to the Flag.

APPROVAL OF ORDER OF AGENDA

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to approve the Order of the Agenda as presented. Motion carried unanimously.

CONSENT CALENDAR #4 THROUGH #7

Motion by Commissioner Rodriguez, seconded by Commissioner Sanchez, to approve the following Consent Calendar items, and by its concurrence, the Commission:

4. **APPROVED AFFIDAVIT OF POSTING FOR THE PLANNING COMMISSION MEETING OF February 19, 2015.**
5. **APPROVED THE FOLLOWING MINUTES: Regular Meeting of November 20, 2014.**
6. **RECEIVED AND FILED THE STRATEGIC PLAN UPDATE: January 20, 2015.**
7. **RECEIVED AND FILED WRITTEN COMMUNICATIONS**

Motion carried unanimously.

AUDIENCE OATH

Chair Biro asked that those people in the audience who wish to address the Commission on any of the hearing issues stand and take the following oath:

Do each of you swear or affirm that the testimony
you shall give shall be the truth, the whole truth,
and nothing but the truth?

People in the audience stood and answered, "I do."

EX PARTE COMMUNICATIONS – None

EXCLUDED CONSENT CALENDAR ITEMS – None

PUBLIC HEARINGS

8. APPROVE PERSONAL IMPROVEMENT SERVICE KICKBOXING FITNESS STUDIO 1262 BERYL STREET

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to open the Public Hearing and receive and file all documents at 7:04 p.m. regarding Case No. 2015-02-PC-001, the applicant being Larry Keller, to consider an Exemption Declaration and Conditional Use Permit, to allow the operation of a personal improvement service kickboxing fitness studio within an existing commercial building on property located within a Commercial (C-2) zone at 1262 Beryl Street. Hearing no objections, Chair Biro so ordered.

Assistant Planner Gastelum gave a staff report and discussed the following:

- Street view – location and tenant space
- Floor plan
- Noise – doors will be kept closed and air conditioning available – noise will be minimal due to its location
- Parking – 266 parking spaces on site – applicant is proposing maximum of 22 students and 2 instructors requiring 13 parking spaces – former tenant only required 14 parking spaces – no increase in parking demand
- Use will be complimentary to shopping center and hours
- Staff recommends approval

In response to Commissioner Sanchez, Community Development Director Aaron Jones referred to Condition 3 and stated the change in sprinklers will bring it up to code.

Larry Keller, applicant, believed there are no sprinklers currently and will not be required due to the use being Class B. He also said they will do what is required to make the facility safe and noted they will be doing fitness kickboxing lessons during the proposed hours.

Community Development Director Aaron Jones stated Condition 3 will determine if sprinklers are needed and up to code.

In response to Commissioner Sanchez, Mr. Keller stated they would like to have classes starting at 5 a.m. but believed in the beginning they will have one or two classes in the evening and as the demand and clientele grow, they will add classes.

In response to Commissioner Gaian, Mr. Keller stated the facility will be air conditioned and doors will remain closed during class time. He also said they will control the level of the music and noted that kickboxing training will not be noisy. He also said all classes will be conducted indoors and there will be a double door exit to the rear as well.

Christian Golfin, CG Building Design, supported the operation, and believed the business will bring more life to the center and will be good for the surrounding neighbors who benefit from the fitness class.

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to close the Public Participation Section of the Public Hearing at 7:12 p.m. Motion carried unanimously.

In response to Commissioner Sanchez, Assistant Planner Gastelum informed that adequate lighting and parking safety have all been addressed.

In response to Chair Biro, Community Development Director Aaron Jones stated the applicants will prepare

a lighting plan as part of their tenant improvement plan and will need to meet a minimum of a 1 foot candle in the parking areas, eliminating the shaded dark areas, especially around the side and rear of the building. He also said the side of the building faces a large vacant lot and the building backs up to the hillside, and it would not be an issue to add exterior lighting.

Commissioner Biro noted past concerns regarding exercising spilling out into the parking lot itself.

Community Development Director Aaron Jones suggested adding Condition #11 stating all activities be conducted within the existing building.

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to approve Case No. 2015-02-PC-001, an Exemption Declaration and Conditional Use Permit, to allow the operation of a personal improvement service kickboxing fitness studio within an existing commercial building on property located within a Commercial (C-2) zone at 1262 Beryl Street, subject to the 5 Findings and 11 Conditions in the staff report and attached resolution. Motion carried unanimously.

9. APPROVE REMODEL AND ADDITION TO AN EXISTING SINGLE-FAMILY DWELLING 2001 GRAHAM AVENUE

Motion by Commissioner Sanchez, seconded by Commissioner Goodman, to open the Public Hearing and receive and file all documents at 7:18 p.m. regarding Case No. 2015-02-PC-002, the applicant being Loera Designs, to consider an Exemption Declaration and Variance, to allow a remodel and addition to an existing single-family dwelling with reduced front, rear, and side yard setbacks on property located within a Single-Family Residential (R-1) zone at 2001 Graham Avenue. Hearing no objections, Chair Biro so ordered.

Assistant Planner Gastelum gave a staff report and discussed the following:

- Zoning Map – zoned R-1
- Aerial Photo – smaller in size than typical lot in the area
- Site plan & setbacks – reviewed requirements
- Portions of building sit 5 feet from rear property line
- Existing and proposed design
- Staff recommends approval

Community Development Director Aaron Jones pointed out that the applicant worked extensively with staff to minimize the need for a variance on the project.

In response to Commissioner Mitchell, Assistant Planner Gastelum stated the existing house sits 16 feet and 6 inches back already and the plans are to keep it within the same footprint, with no obstruction to drivers' views on the side or front.

Community Development Director Aaron Jones explained that the project does comply with the 15 x 15 corner cutoff site visibility standard and meets the City's requirement for corner site distance.

In response to Commissioner Gaian, Assistant Planner Gastelum stated there is no deck on the second floor and there will only be a porch on the first floor.

In response to Commissioner Goodman, Community Development Director Aaron Jones stated there will be a nice entry eave structure with no deck above.

In response to Commissioner Goodman, Community Development Director Aaron Jones explained that the variance runs with the land and is granted to this specific design and project as reviewed and approved

by the Commission. He explained that only construction within a required setback or exceeding a development standard comes to the Commission and anything that meets the code would not have to come back.

In response to Commissioner Goodman, Assistant Planner Gastelum referred to Condition #4, and explained that the 5-foot corner cutoff will be 5 feet along both street sides and will be dedicated to the City to allow an ADA new accessible ramp. Community Development Director Aaron Jones stated this would be required when there is a nexus between a project and the requirement to construct it and has to be paid by the applicant/developer.

In response to Commissioner Sanchez, Community Development Director Aaron Jones stated the basic requirement is that owners are responsible for maintenance of the property frontage and yet the City does retain permit authority and control over what can be done on the property. He also said there is a balancing test, and said each case is unique and reviewed on its individual basis and stand the test whether the improvement is warranted for the project. He said if the applicant chose not to move forward, the sidewalk would remain as it is.

In response to Commissioner Gaian, Community Development Director Aaron Jones stated there is no provision for ADA compliance unless development of the site is proposed. He also explained that the City has a maintenance of effort for ADA compliance and each year the City spends several hundred thousand dollars building or rebuilding to the new standard for ADA ramps in the City. He said block grant funds are also used for this purpose, and the City installing 50 to 100 ramps per year, some replacing existing ramps.

In response to Commissioner Rodriguez, Community Development Director Aaron Jones stated the City would handle the recording in the event the City were requiring the ramp.

Abe Witelles, Loera Designs, stated the lot is very small and a variance would be triggered for most changes.

Andrew Millar stated he lives across the street from the property and expressed concern with trees and the fence obstructing the corner view.

Community Development Director Aaron Jones stated the current tree is probably encroaching on the site distance area and the applicant will substantially trim it and open it up. He also said a fence higher than 36 inches would not be allowed at a corner lot in a 15-foot corner cutoff area.

Mr. Millar suggested installing a see-through fence for visibility purposes.

In response to Commissioner Rodriguez, Mr. Millar stated the stop is a 2-way stop but would support a 4-way stop.

Mr. Witelles stated they are planning to remove the existing tree and the proposed tree will be smaller and further back.

Rita Stevens, stated she lives across the street, and asked that the developer respect the footprint and move the tree for better visibility for drivers, improving the intersection.

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to close the Public Participation Section of the Public Hearing at 7:38 p.m. Motion carried unanimously.

In response to Commissioner Sanchez, Community Development Director Aaron Jones stated the applicant has stated the tree will be removed but a condition could be added. He also noted that the plans

call for the installation of at least two 24-inch box trees.

In response to Commissioner Mitchell, Community Development Director Aaron Jones stated the neighbors could go through a process requesting stop sign installations to bring before the Public Works Commission.

In response to Commissioner Gaian, Mr. Millar stated the proposed location is the only one in the area that doesn't have a 4-way stop and he also said there is a large dip and the area is not very well lit.

In response to Commissioner Biro, Community Development Director Aaron Jones said there will a full compliment of BMP's required from the project including all the construction BMP's which are standard as well as the new MS4 permit, but no permanent LID's would be triggered since the lot is under 5,000 square feet.

Assistant Planner Gastelum pointed out that the proposal is an addition above the existing footprint above the building and there is no ground square footage and no decrease in pervious surface.

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to approve Case No. 2015-02-PC-002, an Exemption Declaration and Variance, to allow a remodel and addition to an existing single-family dwelling with reduced front, rear, and side yard setbacks on property located within a Single-Family Residential (R-1) zone at 2001 Graham Avenue, subject to the 4 Findings and 17 Conditions in the staff report and attached resolution, and adding Condition 18 stating the removal of the tree in the front setback. Motion carried unanimously.

10. APPROVE WIRELESS TELECOMMUNICATION FACILITY (WTF) 730 S. PACIFIC COAST HIGHWAY

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to open the Public Hearing and receive and file all documents at 7:44 p.m. regarding Case No. 2015-02-PC-003, the applicant being AT&T Wireless, to consider an Exemption Declaration and Conditional Use Permit, to allow the installation and operation of a wireless telecommunication facility (WTF) on property located within a Commercial (C-2) zone at 730 S. Pacific Coast Highway. Hearing no objections, Chair Biro so ordered.

Assistant Planner Gastelum gave a staff report and discussed the following:

- Location
- Site previously approved for a cell site at the October 21, 2010 Planning Commission meeting
- Applicant – AT&T – proposing to add three cupolas
- Roof equipment plan
- Building elevations
- Will add approximately 4 feet in height to the roofing
- Street view

Jonathan L. Kramer, consultant, gave a report and discussed the following:

- 1996 Telecommunications Act
- Proposal comply with FCC rules?
- Presentation on the FCC rules
- Adopt new radiofrequency standards?
- Rules won't change – physics haven't changed
- Site comply – the WTF as planned will comply with the FCCs radio frequency emissions rules. There will be a controlled zone to a maximum distance of 42 feet from the face of each transmitting antenna. Other than on the roof of the building there is no publicly accessible area within 42 feet

of the antennas.

In response to Commissioner Gaian, Mr. Kramer explained that this is a cell phone antenna and stated there was a previous project by Clearwater Communications that came before the Commission which was the same type of design which was approved but never constructed due to Clearwater not moving forward with their business plan.

In response to Commissioner Gaian, Assistant Planner Gastelum stated the height is limited to 34 feet and screened from public view, and the top of the cupolas will not exceed 34 feet and is listed as a condition in the staff report.

In response to Commissioner Sanchez, Mr. Kramer stated that the site transmits in three main directions and provides nearly 360 degree coverage around the building and are directional antennas.

Judy Shaffer, stated she lives behind the property on Pacific Coast Highway, and believed the roof is lower than 9 feet with most of the equipment below the decorative tile when at street level. She said none of the equipment extends above the decorative tile when looking from the street. She said she will be able to see the new equipment but will be nicely designed.

In response to Ms. Shaffer, Mr. Kramer stated there would be no concerns when being closer than 42 feet, but noted the neighbors will not be this close anyway. He explained a 100% in phase reflection and this is taken into account when doing the calculations for distance, and the actual measured control zone will be less, taking the worst case possibility.

In response to Commissioner Sanchez, Mr. Kramer stated they have not written a condition of approval requiring taking measurements or a wandung task due to the nature of the site.

In response to Commissioner Goodman, Mr. Kramer stated conditions are put in by the City to facilitate and encourage calculations to allow a balance between a lot of coverage and a few number of sites.

In response to Commissioner Gaian, Assistant Planner Gastelum stated the project will require a height certificate.

Commissioner Gaian suggested checking the radio output from the building on a regular basis.

In response to Commissioner Gaian, Mr. Kramer stated in order to measure the control zone at this site, it would be required to get out 42 feet up three stories above ground level.

In response to Commissioner Rodriguez, Mr. Kramer stated wandings fail when pulled back in where people can walk directly in front of them. He also did not know of cities that routinely check them due to the control zones being within open air space.

In response to Commissioner Goodman, Mr. Kramer stated the sites would have to operate at 50 times the maximum permissible level before there would be any problems. He further said the equipment is manufactured and is not custom made and monitored 24/7 by a network operations center including the output power.

Ms. Shaffer noted no concerns from the neighbors.

Robert McCormick, AT&T, stated the site could be wanded if necessary. He also said this site is a relocation of a facility on PCH next to Buca Di Peppo, and noted there are problems in that location where PCH curves. He said this new location will make it shorter with seamless coverage.

In response to Commissioner Rodriguez, Mr. McCormick stated none of the wandings match and cannot be measured properly.

In response to Chair Biro, Mr. Kramer explained that the antennas used are not even rated for the power level of a 50 times failure.

In response to Commissioner Goodman, Community Development Director Aaron Jones referred to the Telecommunications and Pipeline Encroachment questionnaire and stated the project is not classified as telecommunications which is why all answers are marked no.

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to close the Public Participation Section of the Public Hearing at 8:22 p.m. Motion carried unanimously.

In response to Chair Biro, Mr. Kramer referred to the compliant conditions and statement, and Condition 9 requires maintenance of an RF notice sign at all rooftop access points, Condition 10 requires that the sign be place facing inwards towards the center of the roof area adjacent to each of the antennas, and Condition 11 requires a description of what the sign has to look like.

Community Development Director Aaron Jones stated the sign is standard and is not visible.

In response to Commissioner Sanchez, Mr. Kramer stated the site would be shut down only if someone is working directly in front of the antenna for a period of time, and exposure would be measured after 30 minutes.

In response to Chair Biro, Assistant Planner Gastelum referred to the roof top mounting certification of the height of the installation and stated this is a typical plan check correction that will be noted on the plans. Community Development Director Aaron Jones stated a standard condition of all construction within 2 feet of the allowable limit of 34 feet has to be accompanied with a height restriction.

Motion by Commissioner Rodriguez, seconded by Commissioner Mitchell, to approve Case No. 2015-02-PC-003, an Exemption Declaration and Conditional Use Permit, to allow the installation and operation of a wireless telecommunication facility (WTF) on property located within a Commercial (C-2) zone at 730 S. Pacific Coast Highway, subject to the 6 Findings and 11 Conditions in the staff report and attached resolution. Motion carried unanimously.

OLD BUSINESS – None

NEW BUSINESS - None

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Jeannie Song, asked about a notice regarding a condominium being built next door. Community Development Director Aaron Jones believed this is a notice of administrative permit and stated staff will review the project with her.

Marcie Guillermo, District 1, expressed concern with the City Attorney's impartial analysis regarding Measure B and misleading the public with false information. She said once the measure becomes a law, it will be part of the zoning, and she requested that the Commissioners become very familiar with it. She supported voting no on Measure B.

Motion by Commissioner Goodman, seconded by Commissioner Mitchell, to extend Ms. Guillermo's time. Motion carried unanimously.

Ms. Guillermo also supported addressing the safety for pedestrians and making the streets safer.

COMMISSION ITEMS AND REFERRALS TO STAFF

Commissioner Sanchez requested that staff review the corner of Graham and Green.

In response to Chair Biro, Community Development Director Aaron Jones stated the grading equipment has now been removed on the Artesia Blvd property, but said he will followup on their status.

ITEMS FROM STAFF

Community Development Director Aaron Jones introduced the City's new Special Projects Planner Stacey Kinsella, and stated the Legado MU development will be presented at the next meeting along with the City Manager requesting input from the Commission on budget priorities.

COUNCIL ACTION ON PLANNING COMMISSION MATTERS - NONE

ADJOURNMENT: 8:42 P.M.

There being no further business to come before the Commission, Commissioner Sanchez moved, seconded by Commissioner Goodman, to adjourn at 8:42 p.m. to a regular meeting to be held at 7:00 p.m. on Thursday, March 19, 2015 in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California. Motion carried unanimously.

Respectfully submitted,

Aaron Jones
Community Development Director



Administrative Report

Council Action Date: February 17, 2015

To: MAYOR AND CITY COUNCIL

From: JOE HOEFGEN, CITY MANAGER

Subject: STRATEGIC PLAN UPDATE ON SIX-MONTH OBJECTIVES

RECOMMENDATION

Receive and file the monthly updates to the six-month strategic objectives established at the Strategic Planning Retreat held on October 9, 2014.

EXECUTIVE SUMMARY

On October 9, 2014, the City Council held a Strategic Planning Workshop to establish six-month objectives. The objectives set were adopted by the City Council at the November 4, 2014 Council Meeting. Monthly updates are provided to the Mayor and Council to enable them to monitor the City's progress. This current update is the third of the October 9, 2014 Strategic Planning session's six-month objectives. The next Strategic Planning Retreat will be held on April 2, 2015.

BACKGROUND

The City Council's Strategic Plan directs the development of the City budget, program objectives, and performance measures. The goals provide the basis for improving services, and preserving a high quality of life in the City.

The City began strategic planning in 1998 with the creation of the first three-year strategic plan covering the period of 1998-2001. In October 2001, a second three-year plan was developed for 2001-2004. At the February 25, 2003 retreat, these Core Values were added: Openness and Honesty, Integrity and Ethics, Accountability, Outstanding Customer Service, Teamwork, Excellence, Environmental Responsibility, and Fiscal Responsibility. A third three-year plan was developed in March 2004, covering the period of 2004-2007, and including a vision statement. In September 2007, the fourth three-year plan was developed with new goals and objectives. A fifth three-year plan was developed on March 3, 2010. Finally, the sixth three-year strategic plan was developed on September 12, 2013. The following are the five strategic plan goals for 2013-2016. They are not in priority order:

- Vitalize the waterfront, Artesia Corridor, Riviera Village and Space Park
- Improve public infrastructure and facilities
- Increase organizational effectiveness and efficiency
- Build an economically vital and financially sustainable city
- Maintain a high level of public safety with public engagement

The City Manager provides monthly updates to the adopted six-month objectives to enable the Mayor and City Council to monitor the City's progress on the Strategic Plan.

COORDINATION

All departments participated in the development of the Strategic Plan and in providing the attached update.

FISCAL IMPACT

The total cost for this activity is included in the Mayor and City Council's portion of the FY 2014-2015 Adopted Annual Budget.

Submitted by:

Joe Hoefgen, City Manager

Attachment:

- Strategic Plan Update - Six-Month Objectives dated February 17, 2015

CITY OF REDONDO BEACH SIX-MONTH STRATEGIC OBJECTIVES

October 9, 2014 – April 1, 2015

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services

THREE-YEAR GOAL: **VITALIZE THE WATERFRONT, ARTESIA CORRIDOR, RIVIERA VILLAGE AND SPACE PARK**

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. December 1, 2014	WED Dir., working with the CD Dir. and PW Dir.	Present to the City Council for action engaging a consultant for engineering work require for boat ramp and Seaside Lagoon modifications.	X			
2. At the Dec. 2, 2014 City Council meeting	PW Dir. – lead, WED Dir., and CS Dir.	Present to the City Council for action the recommended option for the development of Moonstone Park.			X	On hold pending boat ramp study
3. At the Dec. 2, 2014 City Council meeting	Harbor Master and City Attorney	Present to the City Council for action guidelines for paddle sports in King Harbor.			X	Project delayed due to competing priorities. Revised target date is April 7, 2015
4. Feb. 1, 2015	PW Dir.	Present to the City Council for action the restoration of the name Redondo Beach Blvd. instead of Artesia Blvd. within the City of Redondo Beach.			X	Recruitment for Traffic Engineer in progress. Revised target date is Summer 2015.
5. Feb. 1, 2015	PW Dir.	Recommend to the City Council for action the renaming of Torrance Blvd. west of PCH to the water.			X	Recruitment for Traffic Engineer in progress. Revised target date Summer 2015.
6. March 1, 2015	CD Dir. and PW Dir.	Present to the City Council for action a policy and permit procedure to streamline outdoor dining, including dining decks in Riviera Village.			X	RVA and BID meeting held. Research underway. Revised target date to April 21, 2015
7. April 1, 2015	PW Dir., working with the CD Dir., City Manager and Councilmember Pat Aust	Assist with the formation of a BID (business improvement district) for Artesia Blvd.			X	Revised to Summer 2015 based on workload

8. April 1, 2015	PW Dir., working with the WED Dir.	Present to the City Council for action engaging a consultant for sea level rise analysis to plan and phase key infrastructure upgrades (e.g., walkways, railings, bulkheads).		X		Currently working with Regional Adapt LA Group. Kick-off meeting held 11-13-14.
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THREE-YEAR GOAL: IMPROVE PUBLIC INFRASTRUCTURE AND FACILITIES

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the Nov. 18, 2014 City Council meeting	CS Dir., working with the City Attorney and CD Dir.	Present to the City Council for action an ordinance for funding public arts projects in Redondo Beach.	X			Ordinance introduced on 11/18 and adopted on 12/2
2. January 1, 2015	PW Dir.	Request approval from Southern California Edison regarding the types of improvements that are allowed along the North Redondo Beach Bike Path and report results to the City Council.			X	Met w/SCE staff 11-19-14 to review improvement options. Meeting with new Edison representative scheduled for 01-21-15. Revise target date to March 1, 2015.
3. Feb. 15, 2015	Police Chief, working with the PW Dir.	Purchase and install replacement street parking meters in Riviera Village.		X		Purchase of meters approved at 1/20 Council Meeting. Waiting for delivery.
4. April 1, 2015	PW Dir. and City Attorney	Present to the City Council for action a Low Impact Development Ordinance for compliance with the municipal storm water permit requirements.		X		
5. FUTURE OBJECTIVE June 1, 2015	PW Dir.	Complete the Harbor Herando Project.				

THREE-YEAR GOAL: INCREASE ORGANIZATIONAL EFFECTIVENESS AND EFFICIENCY

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. Beginning January 2015 and through April 2015	City Manager	Appoint permanent department head positions: Public Works, Asst. City Manager, Police, Community Services Dir., Human Resources Dir.		X		
2. At the Jan. 20, 2015 City Council meeting	City Treasurer, working with the City Attorney and City Mgr.	Present to the City Council for action options to clean up and modernize the Transient Occupancy Tax (TOT).				
3. At the Jan. 20, 2015 City Council meeting	Finance Dir. and IT Dir., working with the City Treasurer	Review and present options to the City Council for direction for updating the business license process.			X	Revised date to April 21, 2015
4. At the Jan. 20, 2015 City Council meeting	City Attorney, working with the CD Dir.	Present to the City Council for direction options for the restructuring of the Redondo Beach Sister City Committee as a separate non-profit 501(c)(3) and/or an official city committee or commission.			X	Revised target date to April 1, 2015
5. At the Feb. 3, 2015 City Council meeting	IT Dir., working with the City Clerk	Present to the City Council for action a plan to update the city's website.			X	Revised target date to April 21, 2015
6. At the Feb. 17, 2015 City Council meeting	CS Dir. - lead, City Attorney, City Mgr., IT Dir.,	Present a report to the City Council for action on the feasibility and recommend to the City Council for action whether or not to implement a pilot program for the use of social media.			X	Revise date to April 21, 2015
7. April 1, 2015	Police Chief, working with the Finance Dir. and City Treasurer	Modernize the existing parking revenue collection and counting process and present a recommendation to the City Manager for action.		X		Continue to evaluate options.
8. April 1, 2015	City Attorney - lead, City Clerk and City Treasurer, City Manager, Mayor Aspel	Recommend to the City Council for direction a process for reviewing the City's Charter.				
9. April 1, 2015	IT Dir., working with the Department Heads	Conduct cybersecurity training for all full-time and part-time staff and City Council members that have access to city's computer resources.		X		Training has been initiated for staff.

THREE-YEAR GOAL: BUILD AN ECONOMICALLY VITAL AND FINANCIALLY SUSTAINABILITY CITY

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the March 17, 2015 City Council meeting	CD Dir.	Present to the City Council for direction options for allowing more flexibility in parking requirements for businesses citywide.			X	Research underway. Will report on options in April. Revised target date April 21, 2015

THREE-YEAR GOAL: MAINTAIN A HIGH LEVEL OF PUBLIC SAFETY WITH PUBLIC ENGAGEMENT

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. Dec. 1, 2014	Police Chief, working with the ACM	Provide training and fully implement the jail surveillance video camera system.			X	Delayed pending HR Director recruitment
2. Jan. 1, 2015	Police Chief, working with the HR Dir.	Hire and retain sworn police personnel to achieve the budgeted 93 positions.		X		Currently at 90
3. At the Feb. 3, 2015 City Council meeting	Police Chief and City Attorney	Present to the City Council for action an ordinance to regulate parking in municipal public parking lots.			X	Met with CA office 2/9, ordinance needs continued review, will look to put before Council at a March meeting.
4. April 1, 2015	PW Dir. and Police Chief	Develop plans and specifications for security fencing around the police station.		X		
5. April 1, 2015	Police Chief, working with the PW Dir.	Research and present to the City Council for direction options for construction of a canine training facility on an existing unused city parcel.		X		
6. April 1, 2015	Fire Chief, working with the Police Chief, Library Dir., IT Dir. and PW Dir.	Present to the City Council for action a concept for furnishing and equipping an emergency operations center (EOC) in the Main Library Meeting Room.		X		Meetings have been conducted, plan has been developed and equipment has been specified.
7. April 1, 2015	Police Chief, working with the IT Dir.	Present to the City Council for consideration the benefits, costs and potential sources of funding for body-worn video (cameras) for police officers.		X		Council approved the purchase of 30 body worn cameras at 1/20 meeting. PO to vendor, expect arrival of equipment 3/1.
8. February 9, 2015	City Attorney, working with CD Dir., Police Chief, and CIM	Present to the City Council options for an ordinance banning mobile vendors from within 500 to 1,000 feet from schools.			X	Current Ordinance prohibits vending from public right of way. Further discussions on enforcement required. Revised target date April 21, 2015

9 February 9, 2015	City Attorney, working with CD Dir., Police Chief, and CM	Present to the City Council a report on the feasibility of an ordinance on parking vehicles on City streets (e.g. Inglewood Ave. between MBB and Artesia Blvd.) for the purpose of the vehicle's sale.			X	To be completed no later than April 21, 2015
10. February 9, 2015	City Attorney, working with CD Director, Police Chief, and CM	Review current regulations and the feasibility of regulating amplified sound from mobile vendors.			X	To be completed no later than April 21, 2015



Administrative Report

Planning Commission Hearing Date: March 19, 2015

AGENDA ITEM: 8 (PUBLIC HEARING)

PROJECT LOCATION: 221 AVENUE I

APPLICATION TYPE: PLANNING COMMISSION DESIGN REVIEW,
COASTAL DEVELOPMENT PERMIT, AND AN
EXEMPTION DECLARATION

CASE NUMBER: 2015-03-PC-004

APPLICANT'S NAME: LOUIS SHELTON

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of an Exemption Declaration, Planning Commission Design Review, and Coastal Development Permit to allow tandem parking with valet services for office and restaurant uses within a new 3-story commercial building to be constructed on property located within a Mixed-Use (MU-3A) zone, within the Coastal Zone.

DEPARTMENT'S RECOMMENDATION:

The applicant and staff have been working since November 2014 on developing a complete application with all required information for Planning Commission consideration. The legal notice for this case was published in anticipation that the applicant would be able to supply all necessary information by a specified deadline. That deadline was not met. Therefore, staff recommends that this item be pulled from the Agenda. The case will be re-noticed at such time as the applicant has a complete submittal ready for Planning Commission consideration.

Submitted by:

Marianne Gastelum
Assistant Planner

Approved for forwarding by:

Aaron Jones
Community Development Director



Administrative Report

Planning Commission Hearing Date: March 19, 2015

AGENDA ITEM: 9 (PUBLIC HEARING)

PROJECT LOCATION: 1700 SOUTH PACIFIC COAST HIGHWAY

APPLICATION TYPE: MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW INCLUDING LANDSCAPE AND IRRIGATION PLANS, AND SIGN REVIEW WITH A DENSITY BONUS AND VESTING TENTATIVE TRACT MAP NO. 72662

CASE NUMBER: 2015-03-PC-005

APPLICANT'S NAME: LEGADO

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of the approval/certification of a Final Mitigated Negative Declaration/Initial Environmental Study¹ and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, a Minor Subdivision (Vesting Tentative Tract Map No. 72662) and a request for a Density Bonus under Government Code Section 65915-65918 of State Law, which includes an incentive (or concession) for the maximum building height, a waiver of development standards for the maximum number of building stories and a reduction in parking standards, to permit the construction of a project with 180 residential apartment units, approximately 37,600 square feet of commercial space, the renovation of an existing 110-room hotel, with a total of 614 parking spaces on property located within a Mixed Use (MU-3A) zone, located at 1700 South Pacific Coast Highway.

DEPARTMENT'S RECOMMENDATION:

The Community Development Department recommends that the Planning Commission open the public hearing, accept all testimony and:

- 1) OPEN a public hearing to discuss items 2 and 3 below; and

¹ The "Final Mitigated Negative Declaration" or "Final MND" as these terms are used in this Administrative Report include the Draft MND, the revisions to the Draft MND text and Appendices, and the response to comments (Attachment 4).

- 2) Initiate a discussion on project design pursuant to Planning Commission Design Review Procedures, and if additional modifications are made, incorporate those changes into the proposed Conditions of Approval and then proceed to step 3 below. Staff recommends modifications to the project as follows:
 - a. Redesign the eastern four (4) story structure to break up the large, linear east/west mass;
 - b. Redesign of the project to incorporate an additional 1,300 square feet of open space.
- 3) Request Staff to prepare resolutions for conditional approval of Project identified in the Final MND to incorporate the following actions and any other actions necessary:
 - a. CONSIDER the Final Mitigated Negative Declaration (Attachment #4, pg. 16) together with any comments received up to the close of the public hearing; and
 - b. FIND that the project that there is no substantial evidence that the project will have a significant effect on the environment with implementation of the mitigation measures and that the Final Mitigated Negative Declaration reflects the City of Redondo Beach's independent judgment and analysis; and
 - c. ADOPT the Final Mitigated Negative Declaration, including the Response to Comments and the revisions to the Draft MND and Appendices (Attachment #4); and
 - d. FIND that the revised version of Mitigation Measure U-1 is as equally effective as the original draft of Mitigation Measure U-1 in mitigating potentially significant effects and that it in itself will not cause any potentially significant effects on the environment; and
 - e. ADOPT the Mitigation Monitoring and Reporting Program contained in Attachment #4, Appendix K (including the revised Mitigation Measure U-1); and
 - f. ADOPT Findings for the Conditional Use Permit, Planning Commission Design Review (including the Landscape and Irrigation Plan and Sign Review), Vesting Tract Map, and the Density Bonus and related incentives (or concessions) and development waivers, and

- g. APPROVE (1) the Conditional Use Permit (subject to the Conditions of Approval), (2) Planning Commission Design Review, Landscape and Irrigation Plan, and Sign Review (subject to the Conditions of Approval), (3) the Density Bonus and concession/waivers described in the Final MND, (4) Vesting Tract Map No. 72662 (subject to the Conditions contained of Approval)

While not recommended by Staff at this time, if the Planning Commission is interested in denial of the Project, Staff recommends further study to support findings for denial. Unlike most types of projects, this project may require the City to make specific findings and perform additional studies prior to denial. Additional details on these procedures are provided at the end of this report in Section VIII.

I. EXECUTIVE SUMMARY

Project developer, Legado, Inc. is requesting the approval to construct a mixed-use project with 180 residential apartment units, approximately 37,600 square feet of commercial space, renovation of an existing 110-room hotel, with a total of 614 parking spaces on the 4.275 acre property at 1700 South Pacific Coast Highway. Included are requests for a density bonus, an incentive (or concession) for the maximum building height, a waiver of development standards for the maximum number of building stories and a reduction in parking standards pursuant to Government Code Section 65915-65918 of State Law.

Legado first applied to the City in December 2012 to construct the project. Staff's review of the proposed project led Legado to submit a revised project in September 2013. Staff has been working with the applicant, the architect, environmental and traffic consultants since that time to attempt to arrive at a project that can be recommended to the Planning Commission.

Architectural plans and drawings provide the basic parameters of the project. Supplemental information is provided in the form of the following background studies: a Traffic Study; Visual Impact Assessment; Sewer Flow Study; SUSMP/LID (on-site stormwater mitigation plan); Geotechnical Study; and Phase I Environmental Report. In addition, a Final Mitigated Negative Declaration/Initial Environmental Study (IS-MND) and Mitigation Monitoring and Reporting Program (MMRP) have been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA).

The CEQA environmental analysis concludes that the environmental impacts of the proposed project are "less than significant" with the implementation of specified mitigation measures. This includes, but is not limited to: 1) a Traffic Mitigation Measure to reconfigure the intersection at Pacific Coast Highway and Palos Verdes Boulevard to ensure that the Level of Service (LOS) is not degraded as a result of the proposed project; and 2) a Utility Mitigation Measure that requires the developer to upgrade the

wastewater infrastructure downstream of the project to increase the capacity of the existing facilities.

The applicant is requesting approval/certification of a Mitigated Negative Declaration/Initial Environmental Study, and Mitigation Monitoring and Reporting Program, and the approval of a Conditional Use Permit, Planning Commission Design Review, a Minor Subdivision (Vesting Tentative Tract Map No. 72662) and a request for a Density Bonus under Government Code Section 65915-65918 of State Law. It also provides a number of recommended "Conditions of Approval".

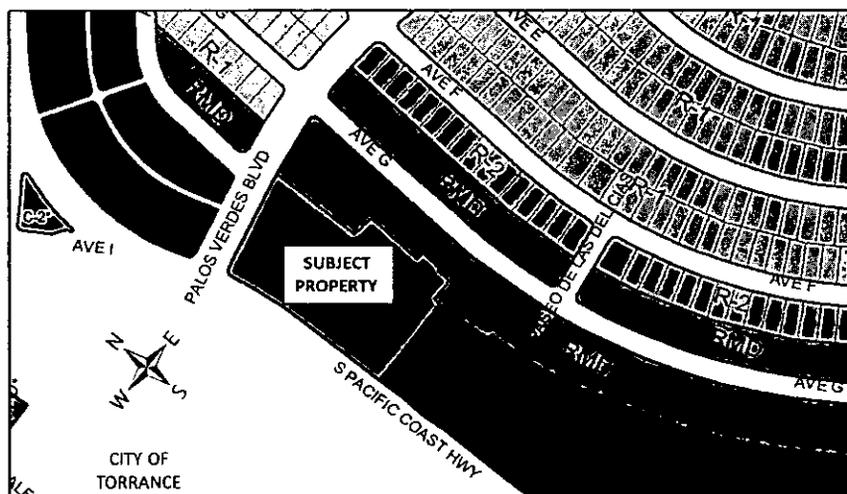
Staff recommends additional modifications to the project pursuant to the City's Design Review procedures. These modifications include (1) a redesign of the eastern four (4) story structure to break up the large, linear east/west mass, and (2) a redesign of the project to incorporate an additional 1,300 square feet of open space to comply with the City's open space requirements.

Should the Planning Commission elect to modify the design of the eastern residential structure pursuant to the City's Design Review Procedures, the Planning Commission may determine that it is appropriate to continue the public hearing and direct the applicant to revise the design and building scale of the eastern structure, in terms of height and bulk in relation to adjacent buildings and uses.

II. BACKGROUND INFORMATION

Site Description

The project site is an irregular-shaped lot with approximately 520 linear feet of street frontage on the east side of South Pacific Coast Highway and 300 linear feet of frontage on the south side Palos Verdes Boulevard for a total of approximately 4.275-acre or 186,226 square feet. The property is currently developed with 28,354 square feet of retail



space, including a 21,130 square foot former Bristol Farm grocery store and 7,224 square feet of other in-line retail spaces (a massage parlor, a salon, and a guitar school) and a 69,000 square foot, 110-room hotel (Palos Verdes Inn). The General Plan designation for the site is MU-3 and the zoning of the subject property is Mixed-Use

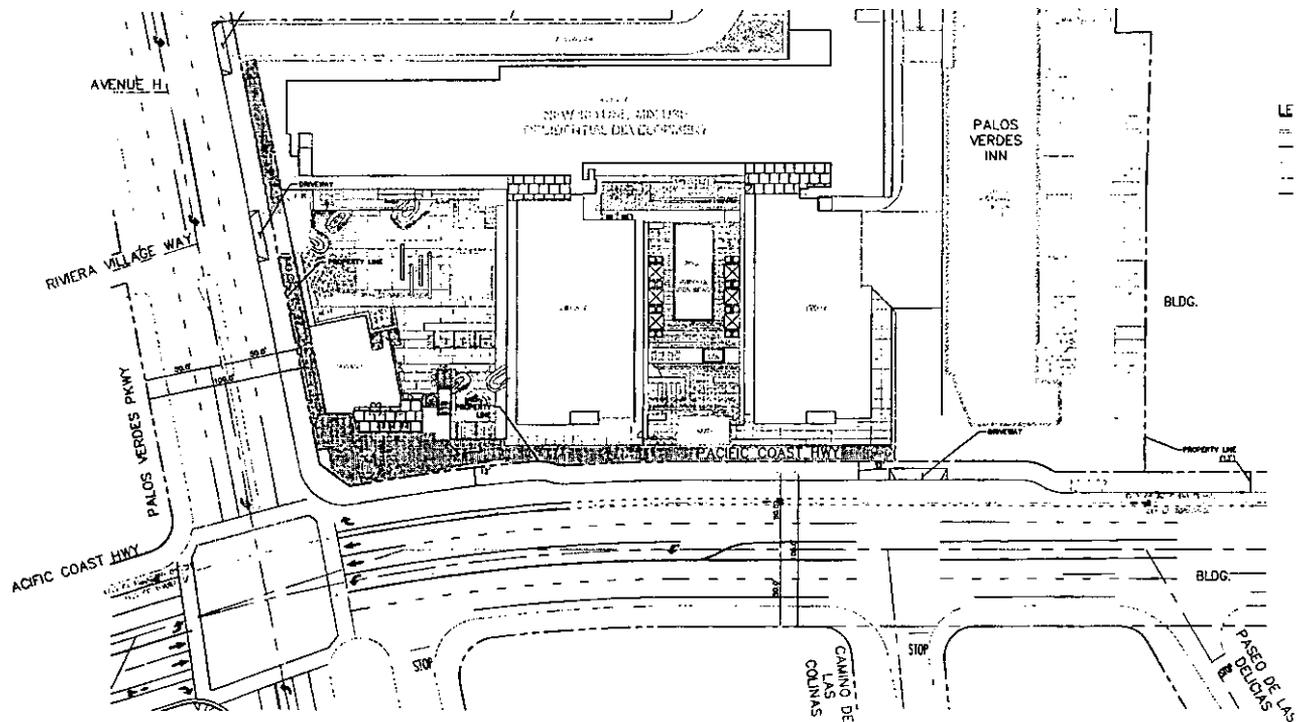
(MU-3A). (RBMC § 10-2.900 et seq.) One of the purposes behind this mixed use zone is to “encourage residential uses in conjunction with commercial activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic.” (RBMC § 10-2.900.)

Given that the subject property and the two adjacent roadways, South Pacific Coast Highway and Palos Verdes Boulevard, are situated at an angle to the four (4) cardinal compass points, an agreement was reached with the applicant, the architect and the traffic consultant that all references to Pacific Coast Highway would be north and south and all references to Palos Verdes Boulevard would be east and west. Therefore, references in the Admin Report to adjacent or neighboring properties are also based on this geographic orientation.

The site is surrounded by multi-family residential uses to the east on Avenue G and to the west on Palos Verdes Boulevard and Camino de las Colinas, which are located in the City of Torrance. A variety of commercial uses are located to the northeast in the City of Redondo Beach including a fast food restaurant, a sit-down restaurant and numerous retail establishments and office uses. A sit-down restaurant is located directly south of the subject property. Another sit-down restaurant is located northwest in the City of Torrance. The centerline of Pacific Coast Highway located directly in front of the subject property (west) serves as the boundary line between the City of Redondo Beach and the City of Torrance.

The property directly adjacent to the south is also zoned Mixed-use (MU-3) as are all the remaining properties on the east side of South Pacific Coast Highway leading up to the Torrance City boundary. The properties to the north across Palos Verdes Boulevard are zoned Commercial (C-4A). Properties adjacent to the east are zoned Multi-family Residential (RMD).

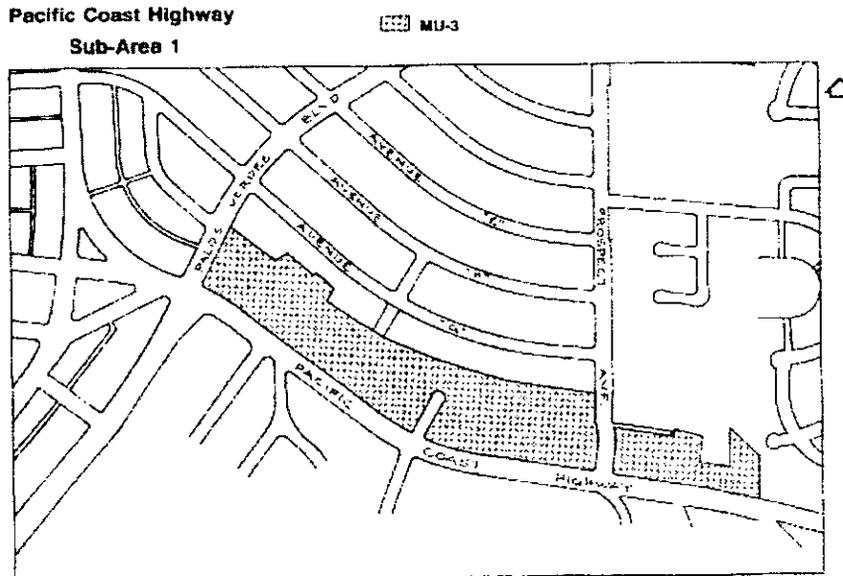
The properties across South Pacific Coast Highway to the west in the City of Torrance are zoned multi-family residential.



General Plan Designation Background

The General Plan Land Use Element identifies this portion of Pacific Coast Highway as Sub-Area 1. As stated in the General Plan:

“This area was designated for mixed use development (“MU-3”) primarily because of its physical suitability for development of this scale. In particular, this area features lot depths in excess of 300 feet and is adjoined to the rear by high density apartment complexes situated at a higher elevation. Because of these factors, this area is more capable of supporting larger scale, higher intensity development without creating undue impacts. This fairly large area also provides a significant opportunity for the production of new affordable multiple-family housing.”



General Plan Policy 1.21 indicates that the subject property is intended for the development of mixed-use projects integrating residential with commercial uses southeast of Palos Verdes Boulevard as a primary activity center of the City.

In addition to the potential land use benefits of locating mixed-use zones at nodes and along certain transit corridors, the mixed use zones also play a role in the City maintaining state certification of its Housing element without impacting existing residential neighborhoods.

Under State law, the General Plan is required to include a Housing Element to meet identified housing needs for all income groups. The State allocates housing growth needs to each region in the state and each regional agency (Southern California Association of Governments in this region) allocates the housing needs to each jurisdiction in the region. Each jurisdiction is required by State law to provide zoning capacity to meet its "fair share" of regional housing allocations. Under State Housing Element law, areas zoned to permit 30 or more units per acre may be counted by a community to show it has provided zoning opportunities to meet both its affordable housing needs and total housing unit production capacity.

Redondo Beach's 2013-2021 Housing Element of the General Plan was reviewed and certified for compliance with State Law by the Department of Housing and Community Development in April, 2014. The City does not have the capacity to meet its housing allocation requirement exclusively in existing residential zones. Mixed use-zones are essential in meeting future housing allocations without adversely impacting established neighborhoods.

As required by State law, the Housing element was updated in 2014 for the 2013-2021 planning cycle. The current allocation for the 2013-2021 Housing Element is 1,397 total

new units. The City must demonstrate in the Housing Element that it has adequate development capacity to accommodate the RHNA. The majority of the City's RHNA is being accommodated on mixed use/commercial sites.

III. DETAILED DESCRIPTION OF THE PROJECT:

Introduction

The proposed project includes the demolition of the 21,130 square-foot former Bristol Farm grocery store, the demolition of 7,224 square feet of in-line retail tenant spaces, the renovation of the existing 110-room hotel, and the construction of a new mixed-use development.

The mixed-use project consists of 180 residential units and approximately 37,600 square feet of neighborhood-serving commercial development. Commercial uses may include up to 24,000 square feet of market space, 4,800 square feet of ground floor restaurant space (one 1,500 square-foot restaurant and one 3,300 square-foot restaurant), 6,000 square feet of ground floor retail space, and a 2,800 square-foot podium level restaurant.

The combined total floor area of the proposed project is approximately 275,500 square feet, which is equivalent to a Floor Area Ratio (FAR) of 1.5. The project is four stories in height² and varies between 47'-4" to 56'-0" feet at some portions of the project. The project provides approximately 50,000 square feet of private open space including the required open space per residential unit and 25,800 square feet of public open space.

A total of 614 parking spaces are provided including 552 spaces in a subterranean structure and 62 spaces on a surface lot. One secure bicycle parking space per unit, (180) and 42 short-term bicycle parking spaces are also to be provided for a total of 222 bicycle racks.

Site Layout and Design

The primary project components include the existing four (4) story, 50'-0" foot high hotel, which is to be renovated, and the new mixed-use construction that can be broken down into: residential space; commercial space; public open space; and parking space. The existing hotel and a surface parking lot are located on the south end of the subject property with the new mixed-use construction occurring on the remainder of the site. The mixed-use space is organized both vertically and horizontally.

Starting at the bottom, the lowest levels of the project consist of a subterranean garage with two and half levels of parking. Above that at the street level is a corner plaza

² Height is defined in Redondo Beach Municipal Code 10-2.402(a)(29).

(public open space) and commercial tenant spaces facing Pacific Coast Highway and Palos Verdes Boulevard. Above that on the second level (podium) is another larger, public open space, a private open space, and three residential structures. Two of the residential structures are three (3) stories in height while the third structure is four (4) stories in height.

The spatial design organizes the structures on the basis of their functions placing the public uses around corner focal point and the private uses further to the side and rear away from the on-site public open spaces and the public right-of-ways. With that in mind, structures are also situated on the basis of building mass with the smaller and lower structures closest to northwest corner of the site the medium size structures in the middle of the site and the tallest structures along the east side and south of the site. The result is a semi-circular massing that tapers downward towards the Riviera Village, providing views both in to and out of the project.

Vehicular access to the site is provided by four (4) two-way driveways; two on each of the street frontages. The driveway nearest the east property line on Palos Verdes Boulevard leads to an access road that runs north/south adjacent along the periphery of the site and then turns east onto an internal east/west roadway. The second driveway on Palos Verdes Boulevard is located mid-way along that frontage and leads directly to the subterranean parking garage. The internal roadway provides two access points into the parking structure, and a north/south access to the hotel surface lot. The main driveway into the project from Pacific Coast Highway leads to the internal roadway with its various options. An additional driveway off of Pacific Coast Highway south of the hotel provides direct access to the hotel surface lot.

Residential Component

There are 180 residential units including 16 studios, 96 one-bedroom units, and 68 two-bedroom units. The units range in size from 478 square feet for the Studios, 656 – 751 square feet for the one-bedroom units, and 979 – 989 square feet for the two-bedroom units. Nine (9) of the units are designated for very low income families. Each unit has a private balcony and/or patio that meet the minimum required size equivalent of 200 square feet.

Amenities for the residential units include a 728 square-foot gym and a pool area approximately 11,000 square feet in size. Both are located centrally within the clusters of units with an open-facing west exposure.

Each studio and one-bedroom apartment is provided with one (1) parking space, while two bedroom apartments will be provided with two (2) spaces each. Another fifty (50) unassigned parking spaces area are available on the residential parking level. Additionally each unit has a private secured storage space for a bicycle. Additional details on parking are provided on pages 95-96 of the Final MND.

The residential units are located on the Second, Third and Fourth Floors of the project in three distinct buildings. Two of the residential buildings are located on either side of the private pool area. These structures are each three (3) stories in height and oriented east/west providing the units with views to the north and south. The third residential structure that runs along the east property line is four (4) stories in height. These units have views facing west and the east.

The units are accessible on foot from various locations on both South Pacific Coast Highway and Palos Verdes Boulevard. Three (3) elevators and five (5) sets of stairs provide access up from the subterranean parking garage.

Commercial Component

The proposed mixed-use project consists of approximately 37,600 square feet of neighborhood-serving commercial development. Commercial uses located at street level may include up to 24,000 square feet of market space, two (2) restaurant spaces occupying the equivalent to 4,800 square feet, and 6,000 square feet of retail space in three (3) different tenant locations.

The market space is located in the southwest corner of the mixed-use structure with its primary exposure onto Pacific Coast Highway. A pedestrian corridor that runs from the public sidewalk on Pacific Coast Highway to the commercial parking spaces in the subterranean garage is located between the market and the other commercial tenant spaces located to the north. The five (5) smaller tenant spaces are located at the northwest corner of the structure, three (3) of which will open up off of the public open space located at that corner. Public stairs and an elevator lead up to the 2,800 square foot restaurant space located on the second level at the northwest corner of the public open space located on the second level. This restaurant will also have outdoor dining facing west towards Pacific Coast Highway and northwest to the Riviera Village.

A small lobby is located at the northeast corner of the structure, on the mezzanine level (P1A) accessible off of Palos Verdes Boulevard. The lobby includes a 935 square-foot leasing office, a security desk, mail room, restrooms and lounge.

Hotel Component

The project also includes the renovation of the existing 110-room hotel, currently known as the Palos Verdes Inn. The proposed renovation of the hotel includes remodeling both on the interior and the exterior in terms of aesthetics and design. No specific plans for the hotel have been submitted since the applicant has not yet established a relationship with a hotel developer/operator who is prepared to take on the project. The only aspect of the hotel remodel project likely to be certain is the demolition of the front-facing addition that was previously occupied by a restaurant and ancillary culinary school. The addition needs to be removed to make way for the project related street and sidewalk widening.

Private Open Space

Each of the private units is provided with the minimum code required equivalent outdoor living space of 200 square feet in the form of a balcony or a patio. In addition, approximately 11,000 square feet of outdoor space on the podium level is organized around a pool. The pool is surrounded by a mix of furnishings including lounge chairs, tables and cabanas. Planters are interspersed throughout the space with a trellis and gym located at the west end.

Additionally, another 3,800 square feet are provided in a private dog park and small park area which are located east of the residential loading dock and west of the rear access road.

Public Open Space Component

The Cover Sheet A1.0 of Architectural Drawings (Attachment #1) indicates that a total of 28,870 square feet of public open space is provided, however, the actual amount is 26,241 square feet as reflected on Sheets OS1.0 and OS1.1 of Architectural Drawings (Attachment #1). Furthermore, the Cover Sheet indicates that 27,872 square feet of public open space is required. This, too, is incorrect as the site is required to have a total of 27,535 square feet (10% of F.A.R.). Based upon the revised quantities, the project provides approximately 1,300 square feet less than the required public open space. Should the project receive a positive vote, the applicant must provide the additional 1,300 square feet as a condition of approval.

The focus of the open space at the ground level, approximately 8,000 square feet at the northwest corner of the site, consists of a set of corner stairs that lead to an open plaza. The plaza design includes a variety of public amenities such as cast-in-place concrete benches, planters of various shapes and sizes, a public art location, decorative freestanding accent walls, areas designated for outdoor dining and a stylistic project identification sign. The plaza can also be accessed from a sloped pathway that runs along the storefronts facing Palos Verdes Boulevard. The public open space extends to the south along the market storefront that is designed with several recesses. The open spaces along the storefronts are furnished with custom fixed benches, bicycle racks and planters.

A larger, self-contained public open space, approximately 14,500 square feet in size, is located on the second level. It is accessible to the public by an open stairway and elevator off of the corner plaza. A 2,800 square-foot restaurant with a private outdoor dining area is situated at the northwest corner. This public space has both west and north-facing views. As currently designed, there are several smaller niche areas within the larger space. A small park-like space south of the stairway includes custom furnishings for west-facing views. The center of the space is designed with concrete

benches and a raised stage to the south. A grouping of lounge chairs is located in the more northerly space along with an overhead trellis. The entire area is interspersed with an eclectic mix of outdoor furnishings and landscape planters. Another set of stairs at the southeast corner provides residents' with access to their units and private amenities within the project.

Parking

The proposed project provides of 614 parking spaces including 552 parking spaces on three levels of subterranean parking and 62 parking spaces on a surface lot south of the hotel.

The residential parking spaces are provided on parking level (P2). One parking space is provided for each studio and one-bedroom unit, and two spaces are each two-bedroom unit. There are also an additional 60 residential spaces available for a total of 308 residential parking spaces. Each of the units is also provided with a secured bicycle storage area located on Level P1 and private, lockable storage areas located throughout the various subterranean parking levels.

Based on the proposed construction of approximately 30,000 square feet of the retail space and 7,600 square feet designated for sit-down restaurants, a total of 196 commercial parking spaces are required. The majority of these spaces (149) are provided on level P1, with 20 spaces available on Level P2 and 27 spaces on P1A. The renovated hotel requires 110 parking spaces which equates to one space per room. Of these, 62 spaces, including 15 tandem spaces, will be provided on the surface lot south of the hotel. The remaining 48 spaces are available on level P1A of the subterranean parking garage.

Of the parking provided, approximately 68% are standard spaces, 18% are compact, 11% are compact tandem, and 1.5% are standard tandem. Twelve (12) spaces are designated for handicap use and Nineteen (19) of the spaces are equipped for electric vehicles.

Both east and west bound traffic on Palos Verdes Boulevard can enter the project via two, 30'-0" wide two-way driveways, one located at the most easterly property line, and another located about mid-way along that street frontage. Vehicles travelling northbound on South Pacific Coast Highway can enter the project via a 30'-0" wide two-way driveway located just north of the hotel. These internal roadways provide access to the various subterranean parking levels. Access to the hotel surface parking lot on the south side of the site is available via a 30'-0" wide two-way driveway from northbound traffic on South Pacific Coast Highway. An internal roadway at the rear of the hotel will allow vehicles to travel between the mixed-use portion of the site and the hotel surface parking lot.

Architecture

The architecture of the building is best described as a sophisticated, eco-contemporary design that incorporates an aesthetic balance of cool materials such as glass, steel, concrete and other industrial-inspired materials, interspersed with warm, traditional materials such as wood and tiles. Contemporary design is characterized by the use of simple lines, 90-degree angles, flat roofs with overhangs, large expanses of windows, cantilevered spaces and a distinct lack of ornamentation. This design style seeks to create a close connection between the interior and exterior spaces giving nature an important role in the overall dynamic.

The street level, commercial areas and restaurant space above are distinguishable by their expansive floor to ceiling, glass storefronts that are organized into geometric shapes by minimal metal frames. The design is further informed by flat roof tops, stream-lined projecting canopies, cantilevered areas, and building alcoves. An all-glass elevator exudes contemporary design. A refined choice of exterior building materials include smooth finish stucco, tile, and wood accents, within a limited color palette, that contribute to the clean, but stylized appearance. The application of these materials along horizontal building lines and large surface areas minimizes the busy detailing found in many other building designs.

The residential components of the project also feature similar eco-contemporary ideas including the extensive use of glass, flat roof tops with and without overhangs, and projecting canopies. The massing of the structures, and the entire project for that matter, is organized around the strategic juxtaposition of geometric forms. The application of building colors and materials to large expanses further accentuates the play on the various building forms, setbacks and heights.

The outdoor areas also respect the principles of contemporary design in how the space is organized, the choice and color of the materials, and other details evident in the selection of the lighting fixtures, railings, furniture, and planters.

Landscaping

Landscaping concepts for the project are reflected on Sheets L1.0, L1.1, and L1.2 of the Architectural Drawings (Attachment #1) The plans consist of a diverse array of tree installations including Ginko Biloba (Maidenhair), Metrosideros (New Zealand Christmas tree) and Lagerstroemia Indica 'Natchez' (Crape Myrtle). Other trees around the periphery of the site include Washingtonia X Filibusta (Mexican Fan Palm Hybrid), Arbutus 'Marina' (Strawberry trees), and Platanus Racemosa (California Sycamore) trees. Ornamental grasses such as Dianella Tasmanica 'Variegata' (White Striped Tasman Flax Lilly), Lomandra Longifolia 'Breeze' (Dwarf Mat Rush), and shrub-like plants including Hydrangeas and Philodendrons (Xanadu) will serve as mid-level plantings. Interesting groundcovers such as Carissa Macrocaropa (Green Carpet Natal Plum) and areas of lawn will be interspersed among the other plantings.

Living walls covered in succulents and Ficus Pumila (Creeping Fig) provides additional greenery without sacrificing floor area. Clusters of decorative pots planted with a visually interesting mix of Otatea Acuminata Aztecormum (Mexican Weeping Bamboo) and succulents such as Senecio Rowleyanus (String of Pearls) provide additional plantings throughout the public spaces.

Many of the plantings are California natives and low water use plants.

Hardscape

The project includes a variety of hardscape areas such as the corner plaza, the public open space on the second level, the private residential pool area, and the ground-level pedestrian pathways and driveways. The hardscape materials at the plaza and ground-level pedestrian pathways include cast-in-place large concrete, off-set paving bands with an acid etch finish in three (3) muted gray tones. The public open space and pool area are finished with similar materials scaled down to smaller pavers arranged to delineate different uses within those areas. The driveway entrances leading into the development are finished with granite cobble pavers.

Furnishings

The furnishings throughout the open space areas reflect the contemporary design style of the project with low profile streamlined concrete or metal forms balanced by modest natural accents. The public open spaces are furnished with a variety of geometric cast-in-place concrete or metal-framed furnishings with wood surfaces. This includes benches and lounge chairs, picnic-style tables, and overhead trellises. While most pieces are a blend of materials, some are comprised of only one and these include the wood-like decking and metal park chairs, both located on the second level. Each of the open space areas include planters comprised of steel, concrete, or fiberglass. In spaces where railing is necessary, clear glass railing with metal hardware is utilized.

Items specific to the ground-level plaza include oval-shaped metal bicycle racks and large table umbrellas. Pieces only found in the second floor park include a wood-like raised stage, concrete audience seating, u-shaped built-in fire-pit seating, and iron and wood chess tables. Cabana structures and a free-standing tile shower wall are only located in the private pool area.

Most of the furnishings are dressed in muted gray tones while accent pieces in red provide pops of color throughout the site. These include large table umbrellas along the ground-level promenade, concrete accent walls framing the corner plaza steps, and strategically placed decorative pots.

Lighting

The lighting plans are conceptual in nature providing targeted lighting locations and an array of potential designs and fixtures. Much of the lighting is provided through innovative features that integrate and camouflage the light source. Other more visible options feature clean, unadorned lines, using sleek-looking, metal and glass materials. The lighting approach is not only functional but an artistic statement in keeping with contemporary flare of the project.

The corner plaza is lit with down-lighting in the handrails, up-lighting in the planters and along accent walls, and recessed lights in the undersides of the canopies and cantilevered spaces. Custom lighting highlights a public art installation, establishing a visual focal point of this public entrance to the project.

Lighting on the second level public open space includes light strips beneath built-in benches, and a creative variety of fixtures that highlight the landscape areas and the trellis. The open areas are lit by stylized, pole-mounted lights and/or other post lighting options. The private pool area uses many of same lighting concepts with the potential to create some artistic lighting effects around the pool and the cabanas.

The pedestrian corridor that connects the P1 commercial parking area to corner plaza is lit by suspended pendant lighting fixtures. Ground-mounted bollard lights are strategically located to light the rear access road and the east/west internal roadway. Lastly, the parking structure uses sophisticated surface-mounted fixtures designed to create a safe, well-lit environment with maximum visibility for vehicular and pedestrian circulation.

Signage

There are two (2) sets of sign plans for the project (Attachments #1a and #1b); one provides concepts for project identification, and the other provides locations and design guidelines for facility signage and retail signage.

The project identification signs consist of variations of the letter "R" by itself or in conjunction with the project name "Legado Redondo". The designs incorporate geometric shapes with clean lines or stand-alone lettering fabricated with stainless steel with blue painted accents. The plans do not specify if any of the signs are interior-illuminated, nor do they provide any dimensions.

The plans show the locations of seven (7) signs, including free-standing, wall-mounted and projecting signs. The main building identification signs are located at the corner plaza including one (Sign G) consisting of individual free-standing horizontal letters in a planter south of the entrance steps and (Sign F) a vertical monument sign on the north side of the plaza. A projecting sign (Sign B) similar in design to the monument sign is planned for corner of the residential structure facing Palos Verdes Boulevard. Three (3)

logo signs (Signs A, E and J) consisting only of the letter "R" are located on the street-facing elevations of the residential structure and the commercial structure on Palos Verdes Drive, and the more northerly residential structure on Pacific Coast Highway.

The proposed 'Uniform Sign Program' provides locations and guidelines for the commercial tenant spaces including acceptable sign treatments as well as the submission and review process. Written details of acceptable sign types, design, and placement criteria are reflected in the Sign Program along with examples of acceptable designs.

Green Building Features

The proposed project includes several green building design features. These include, but are not limited to:

- Double glazed and operable windows;
- Photo sensors and occupancy sensors on lighting;
- Energy-efficient lighting fixtures in all interiors;
- Use of renewable building materials;
- Solar photovoltaic paneling on the roof
- Electric charging stations for electrical cars;
- Bicycle parking to encourage less automobile use;
- Low water flow restroom fixtures to reduce water waste;
- Energy-efficient Energy Star appliances in apartment units; and
- Water-wise landscaping pallet.

Public Right-of-Way Dedication and Improvements

The project requires a public right-of-way dedication and improvements along the frontage of South Pacific Coast Highway for the purpose of providing a 12'-0" wide public sidewalk in keeping with the City's adopted Administrative Policy No. 12.2, Living Streets Guidelines and Policies for Redondo Beach (City Council Resolution No. 1310-095, October 1, 2013). An 11'-0 wide property dedication approximately 121 feet in length is required beginning at the northeast corner of the site which tapers down to a 7'-0" wide dedication for the remainder the frontage along South Pacific Coast Highway with the exception of the most southerly 58.79 feet that is located in front of the hotel surface parking lot.

IV. DEVELOPER COMMUNITY OUTREACH EFFORTS:

Legado enlisted the services of a bi-partisan public affairs and digital strategy firm, Pear Strategies, to assist them with their public outreach efforts.

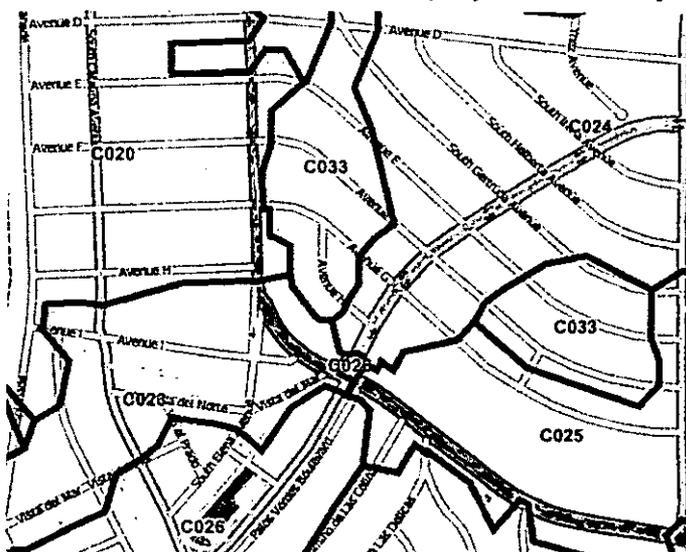
The following is a summary of the applicant/developer's community outreach efforts:

Legado representatives attended two (2) Community Meetings held by Council Member Ginsburg. A mailer inviting residents from the condominiums directly behind the project were sent informing them about the meeting on August 9, 2012, and inviting their attendance. There were 35-40 residents in attendance. A mailer inviting residents from the condominiums directly behind the project was sent informing them about the meeting on October 18, 2014 and inviting their attendance. There were about 40-50 residents in attendance.

Legado updated the Redondo Beach Chamber of Commerce on the project on Friday, October 24, 2014 and again on Thursday, December 11, 2014

A presentation was made to the Rivera Village Business Improvement District on Wednesday, November 12, 2014 by Legado.

Legado undertook an Every Door Direct Mail (EDDM) campaign. A direct mail item was sent to 3,300 households within the mail route indicated below; a comment card with prepaid postage was included to make it easier for residents to contact them. Thirty-seven (37) comments were returned (Return Rate of 1.12%.)



The Hollywood Riviera Home Owners Association reached out to Legado via their project Facebook page to schedule a meeting with them in regards to the project. A meeting was held on Thursday, March 5 at 6:00 p.m. in the Palos Verdes Inn meeting was attended by total 32 individuals.

V. EVALUATION OF THE PROJECT AND DISCUSSION OF DEVELOPMENT STANDARDS AND THE DENSITY BONUS PROVISIONS:

The proposed project requires the approval of a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, a Minor Subdivision (Vesting Tentative Tract Map No. 72662) and a request for a Density Bonus under Government Code Section 65915-65918 of State Law, which includes incentive (or concession) for the maximum building height, a waiver of development standards for the maximum number of building stories and a reduction in parking standards, and the approval/certification of a Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program.

DISCUSSION OF THE CALIFORNIA DENSITY BONUS LAW

The California Density Bonus Law was originally enacted by Senate Bill 1818 in 2004 and is implemented pursuant to Government Code Section 65915 – 65918 (see attached). It is one of several California statutes designed to promote the construction of low income housing and to remove any impediments to the development of said housing. The mechanics of the law are described in greater detail below.

a. Density Bonus Calculations:

Density bonus requirements are triggered when a residential developer sets aside a designated percentage of units (threshold):

- 10 percent of the total units as affordable to low income households; or
- 5 percent of the total units as affordable to very low income households; or
- senior housing pursuant to Section 798.76 or 799.5 of the Civil Code.

The density bonus for a residential project that provides housing for very low income units (Gov. Code § 65915(f)(2)) is calculated as follows:

Percentage Very Low Income Units	Percentage Density Bonus
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	34

The proposed project has proposed to include 6% of the residential units (9 units) as very low income units which would consequently allow a 22.5% density bonus, which is equivalent to an additional thirty-four (34) units (however the project has only proposed a 21% density bonus, which equates to 31 additional units).

b. Applicant Requested Incentives and Concessions: The Density Bonus law also provides for one applicant elected incentive/concession for projects that propose at least 5 percent of the units for very low income households. (Gov. Code § 65915(d)(2)(A).) A concession/incentive includes a reduction in site development standards. (Gov. Code § 65915(k).) Legado has requested a concession to increase the permissible height of the development to 56 ft. (a waiver of the height limits contained in RBMC § 10-2.916(d)).

- c. Development Standard Waivers: In addition to incentives/concessions a City must generally waive a development standard that physically prevents the proposed project from being constructed with the proposed density bonus and with the requested incentives. (Gov. Code § 65915(e)(1).) Legado has requested waiver of the City's development standards related to (1) number of stories (RBMC § 10-2.916(e)), and (2) maximum residential density (RBMC § 10-2.916(b)), under this provision of the Density Bonus law.
- d. Parking Standards: Upon the request of the developer, the City cannot normally require a vehicular parking ratio that exceeds the following: one onsite parking space for units with zero to one bedroom; two onsite parking spaces for units with two to three bedrooms; the total of which is inclusive of handicapped, guest, tandem and uncovered spaces. (Gov. Code § 65915(p).) The Legado applicant has requested the Density Bonus parking ratios for the residential component of the project.
- e. Housing Agreement: The statute requires that the applicant and the City enter into a housing agreement that ensures the continued affordability of the prescribed number of units for a minimum period of 30 years.

DEVELOPMENT STANDARDS

The proposed project meets the required development standards of the Mixed-Use (MU-3A) zone (with the exception of the public outdoor space) with the implementation of the State Density Bonus Law³ as follows:

- Maximum Floor Area Ratio (F.A.R.) for mixed-use projects: 1.5. The proposed size of the project not including the parking garage is approximately 275,000 square, which is equivalent to an F.A.R. of 1.5.
- Maximum permitted commercial F.A.R. is 0.7, while the minimum commercial F.A.R. is 0.3 multiplied by the lot area within 130 feet of the property line abutting Pacific Coast Highway. The maximum 0.7 F.A.R. for this project equals 130,358 square feet and the minimum equals 20,280 square feet. The proposed 37,600 square feet of commercial space meets this standard.
- Residential density of one unit for every 1,245 feet of lot area equals a maximum of 149 units. 180 units are being proposed based on provisions of the State Density Bonus Law described above in greater detail.
- The project meets the minimum lot size of 15,000 square feet.

³ "The granting of a density bonus shall not be interpreted, it and of itself, to require a general plan amendment, local coastal plan amendment, zoning change..." (Gov. Code § 65915(f)(5) and (j).)

- The maximum building height is thirty-eight (38) feet, except that building heights up to a maximum of forty-five (45) feet may be approved upon portions of the lot, subject to Planning Commission Design Review. The applicant has requested a concession under the Density Bonus law for this development standards because portions of the project are up to fifty-six (56) feet in height.
- A maximum of three (3) stories is permitted. The project includes four (4) stories and is relying upon provisions of the State Density Bonus Law. The project applicant has already utilized their one voluntary concession on waiving the City's height development standards. The applicant is relying upon the waiver of this development standard under the Density Bonus law for development standards that would physically preclude construction of the project.
- The project meets the required setbacks for the zone.
- The proposed private outdoor space meets the minimum requirement of 200 square feet per unit.
- The proposed total of public outdoor space is approximately 26,241 square feet, about 1,300 square feet less than the required 10% of the project F.A.R.
- The project provides parking as per the provisions of the State Density Bonus Law.

VI. Summary of the Environmental Analysis in the Final Initial Study/Mitigated Negative Declaration (Final IS MND)

The City prepared, noticed, and released a Draft Mitigated Negative Declaration 2014-08-IES-MND-001 ("Draft MND") for a 30-day public review period that began on August 7, 2014, and concluded on September 8, 2014. While the original notice proposed a Planning Commission hearing on November 20, 2014, the City issued a Notice of Postponement in November 2014. The Planning Commission hearing on the Legado Project scheduled for March 19, 2015 was re-noticed on February 15, 2015.

While there are no requirements to prepare response to comments on a Draft MND, the City prepared responses and incorporated them into the Final MND (Attachment #4). The Final MND also includes other revisions to the Draft MND which are marked in strikeout and underline. The Final MND determined that there would be potential impacts associated with the following resource areas (1) Air Quality (construction emissions associated with Reactive Organic Gas-Paint related emissions), (2) Biology (Bird nests), (3) Geology and Soils (unstable soils), (4) Transportation/Traffic (Intersection at Palos Verdes Blvd/Pacific Coast Highway), (5) Utilities and Services Systems (Local wastewater infrastructure). All of these impacts can be mitigated to less than significant with implementation of the mitigation measures provided in the Final

MND (and incorporated into the MMRP).⁴ These mitigation measures include AQ-1 (Low-VOC Paint), BIO-1 (Nesting/Breeding Native Bird Protection), GEO-1 (Geotechnical Design Considerations), T-1 (Palos Verdes Boulevard and Pacific Coast Highway), and U-1 (Wastewater Conveyance).

While impacts to the other resource areas were determined to be less than significant, the City has proposed several additional conditions of approval (COA) pursuant to the City's CUP/Design Review procedures, which include CR-1 (Unanticipated Discovery of Cultural Resources), N-1 (Construction Equipment Mufflers), N-2 (Stationary Construction Equipment placement requirements), N-3 (Construction Equipment Staging area requirements), N-4 (Construction Equipment Electric Tool Requirements), N-5 (Construction Equipment Sound Barriers), a COA for Security/Crime Prevention Plan, and a COA for signal crosswalk timing,

A total of 82, mailed and emailed, comments were received by the City. Sixty-three (63) comments were received within the 30-day public review period that ended on September 8, 2014. Another 19 responses were also received, recorded and responded to after the 30-day public review period ended. The majority of comments received from Redondo Beach and Torrance residents address concerns regarding: traffic congestion; parking; noise and air quality; density; height, compatibility; and impacts on public services and City infrastructure.

Three (3) public agencies including Caltrans, the Los Angeles County Metropolitan Transportation Authority (MTA), and County Sanitation Districts of Los Angeles County also provided comments. Comments from Caltrans regarding the proposed traffic mitigation measure resulted in the need to redesign the proposed reconfiguration of the traffic lanes. The impacts of this redesign on both on-site and off-site traffic circulation have subsequently been addressed and determined to be less than significant. The MTA's concern about protecting the existing bus transit stops during construction is also addressed. County Sanitation provided information about the wastewater conveyance system for the proposed project and the Joint Water Pollution Control Plant that is included in the environmental documents.

The following discussion provides an overview of some of the areas of concern raised by members of the public. These issues are addressed in greater detail in the Response to Comments, which are included in Final MND, Appendix J.

a. Transportation (Traffic Study Methodology and Geographic Scope)

Several commenters suggested that the traffic study was outdated, suggested inclusion of Avenue G in the traffic Analysis, and suggested that the project would lead to

⁴ Mitigation Measure U-1 proposes to construct additional wastewater conveyance infrastructure. Additional revisions to this measure have been made in the Final MND to clarify that it is the applicant's obligation to construct and fund these improvements.

diverted traffic down Avenue G. These issues were addressed in detail in Response 3.2, which explains that an updated traffic report was prepared, and includes updated traffic counts at the closest intersection, and adds in analysis of the intersections of Palos Verdes Blvd/Avenue G and Prospect Ave/Avenue G. Impacts at these intersections were determined to be less than significant. The updated traffic analysis is included in Final MND Section XVI and Final MND Appendix F. The Updated Traffic Study shows that there would be approximately 11 cars that would travel down Avenue G during the peak hour of the day and the project would not result in a significant impact on Avenue G. As explained in Response 6.3, a substantial number of vehicle diversions are not anticipated down Avenue G.

b. Transportation (Parking)

Several Commenters suggested that the project site does not have adequate parking. This issue was addressed through an updated analysis of parking which has been incorporated into Section XVI of the Final MND (pages 85-97), Final MND Appendix F (Chapter 5), and Response to Comments 3.5.

c. Access Road

Several commenters have raised concerns about the northern access road proposed on the project site. As discussed in Response 3.8, under existing conditions the parking lot directly abuts the northern wall in close proximity to the northern residential units...As shown in Table 19, the majority of noise in the vicinity of the project site is associated with traffic and parking lot activities. Many of these existing noise sources for current commercial operations would be diverted to the proposed underground parking structure. Furthermore, construction of the proposed four story structure will also block existing traffic noise. Based upon a comparison to existing conditions, impacts were determined to be less than significant.

Additionally, this northern access road would not be used on a frequent basis. As shown in Figure 5 of the Final MND, this "access road" travels along the northeastern boundary of the project site between the secondary (northern) driveway on PVB to the main driveway on PCH. The mezzanine parking level and main ground-level parking area can be accessed from this road; however the main access to these parking areas is from PCH. The mezzanine parking level is for overflow commercial guests, residential guest parking, leasing, and overflow hotel parking. In addition, this road would not provide access for heavy trucks. As shown in Table 4 of the project traffic study (see Appendix F of the Final IS-MND), approximately 14 heavy trucks and 5 articulated trucks per day are expected to enter and exit the project site. Additional detailed are provided in the Final MND and Response 3.8.

d. Aesthetics

Several commenters raised concerns associated with aesthetics and the density/height of the project.

Aesthetic Impacts were analyzed in detail in Final MND Section I and Appendix B ("Visual Impact Assessment" or "VIA"). The VIA was prepared by MIG / Hogle –Ireland, and includes a comprehensive analysis of the scenic and visual character of the project and vicinity for the purposes of the CEQA analysis. The analysis is based on modeling and simulating the proposed project and its impacts on the surrounding community and includes a photographic survey, visual simulations, a shade study and a review of potential light and glare impacts. The assessment provides the following conclusions:

- The project site is not part of a critical view.
- Though a few, limited private views will be blocked they are not protected by any local ordinances or other legislation.
- The project will be congruent with the existing character of the area as an urban mixed-use development similar in scale to the surrounding buildings.
- The architecture of the proposed project will update the visual character of the existing site with a contemporary aesthetic that will not conflict with the eclectic range of architectural styles in the vicinity.
- A maximum of eighteen (18) residential units north of the site will experience partial shading during portions of the day as a result of the project.
- The project will not produce light or glare that will adversely impact the neighboring development.

The proposed project introduces a mixed-use structure that is three (3) to (4) four stories in height (56 feet at the highest point as defined in the Redondo Beach Municipal Code "RBMC"). This is similar to that of surrounding properties including the existing hotel, which is (4) four stories tall, and buildings surrounding the project site range from one (1) to four (4) stories. Therefore, the project will not degrade background views to the Palos Verdes Hills to the south, nor would it adversely affect foreground views of the Pacific Ocean to the north.

Some windows and balconies of the existing three-story residential condominiums located east of the project on Ave G face the Pacific Ocean and upper floors of these units may have a view of the ocean. However, the views are limited because of topography and screening by the existing multi-story development in the Riviera Village. As designed, the proposed project may block the existing limited views from the condominiums. However, it is important to note that the views are not considered scenic vistas, nor are they protected because the City does not have a private view protection ordinance.

Land uses in the vicinity include multi-family residential units and commercial uses such as restaurants, markets, retail shops, and offices. In combination, they function as a high-intensity urban beach community providing local and tourist conveniences amidst medium to high-density housing in relative proximity to the beach. Since the proposed mixed-use project consists of the same variety of uses, it is compatible and will blend well with the existing vicinity.

**COMPARITIVE SCALE
OF DEVELOPMENT**

SCALE OF DEVELOPMENT FACTORS	N. Side Ave G	S. Side Ave G	Legado Project**
Zoning	RMD*	RMD*	MU-3A
Average Density Units/Acre	50.12 DU/AC (maximum of 66.67 DU/AC and minimum of 26.67 DU/AC)	57.71 DU/AC (maximum of 66.10 DU/AC and minimum of 45 DU/AC)	54.90 DU/AC
Average F.A.R.	0.99	1.15	1.5
No of Stories	3	3	2 – 4
Height***	40	-	56

*RMD = Medium Density Residential

** The existing Hotel within the Project Site currently includes 4 stories, has a FAR of 1.43, and is approximately 50 feet in height.

***Additional structures within 1,500 ft of the project site are up to 50 ft in height.

The architectural term “scale of development” means the degree to which a new development provides, maintains and promotes continuity in terms of height, bulk, intensity and density in relation to surrounding buildings and uses.

The table above provides a comparison of the densities, F.A.R.s (intensity) and building heights of the residential development on Ave G (directly east of the project) with that of the proposed project. These are all factors that contribute to the scale development. Surprisingly, the residential density of the proposed project is similar to the density of development on Avenue G, whereas the F.A.R. and building height, as measured in stories and feet, is higher. This is not surprising or unexpected given the zoning of the property with its own unique objectives and its location on a major roadway and a busy

intersection. This discussion only summarizes some of the factors relevant to the aesthetic analyses conclusions in the Final MND and VIA; additional details on this analysis are provided therein.

VII. PROJECT ENTITLEMENT CRITERIA AND FINDINGS

CONDITIONAL USE PERMIT

Pursuant to RBMC Section 10-2.910 of the Zoning Ordinance any new development on a site zoned Mixed-Use (MU-3A) including multi-family residential units, requires the approval of a Conditional Use Permit. Approval of a Conditional Use Permit must generally meet certain criteria specified in RBMC 10-2.2506. The City's past interpretation of these provisions allows a balancing of these factors, consistent with *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita* (2011) 197 Cal.App.4th 1042, 1059-1064.

These CUP Criteria include:

- The site for the proposed use shall be in conformity with the General Plan and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood. (RBMC § 10-2.2506(b)(1))
- The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use. (RBMC § 10-2.2506(b)(2))
- The proposed use shall have no adverse effect on abutting property or the permitted use thereof. (RBMC § 10-2.2506(b)(3))
- The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare. Such conditions may include, but shall not be limited to:..." (RBMC § 10-2.2506(b)(4))

Based on a comprehensive analysis, the proposed project complies with the City's goals, policies, development standards (with the exception of the open space requirements) and regulations as contained in the Zoning Ordinance, the General Plan Land Use Element, the General Plan Housing Element, and the Density Bonus Law. It also can be considered to meet the criteria for the approval of a Conditional Use Permit. However, as described in greater detail below, pursuant to the City's Design Review procedures staff recommends that the Planning Commission require the project applicant to redesign the eastern four (4) story structure to break up the large, linear east/west mass to provide some relief to the adjacent residential uses.

PLANNING COMMISSION DESIGN REVIEW

Pursuant to Section 10-2.2502 of the Zoning Ordinance, any new development on a site zoned Mixed-Use (MU-3) that is 10,000 square feet in size or more, requires Planning Commission Design Review. The purpose of the Design Review is to look at the compatibility, originality, variety and innovation within the architecture, design, landscaping, and site planning of the project. The purpose of the review is also to protect surrounding property values, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety and welfare of the City. The CEQA analysis differs from the City's Design Review/CUP procedures. CEQA's analysis focuses upon impacts to the public at large (and not specific individuals/structures) and CEQA is based upon adverse environmental changes in comparison to existing conditions. The City's Design Review and CUP procedures allow for broader considerations in issuing project modifications, such considerations can include conditions: "to protect the public health, safety, and general welfare" and can address abutting property.

Design Review criteria include:

- **"User impact and needs.** The design of the project shall consider the impact and the needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns" (RBMC § 10-2.2502(b)(1)),
- **"Relationship to physical features.** The location of buildings and structures shall respect the natural terrain of the site and shall be functionally integrated with any natural features of the landscape to include the preservation of existing trees, where feasible." (RBMC §10-2.2502(b)(2)),
- **"Consistency of architectural style.** The building or structure shall be harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment" (RBMC § 10-2.2502(b)(3)),
- **"Balance and integration with the neighborhood.** The overall design shall be integrated and compatible with the neighborhood and shall strive to be in harmony with the scale and bulk of surrounding properties" (RBMC § 10-2.2502(b)(4)),
- **"Building design.** The design of buildings and structures shall strive to provide innovation, variety, and creativity in the proposed design solution. All architectural elevations shall be designed to eliminate the appearance of flat façades or boxlike construction..." (RBMC § 10-2.2502(b)(5))

Additional criteria/conditions can include: (a) Changes to the design of buildings and structures (10-2.2502(b)(8)(a)), such other conditions as will make possible the

development of the City in an orderly and efficient manner..." (RBMC § 10-2.2502(b)(8)(k).)

User impacts and needs

The site is strategically organized with the placement of the public and commercial spaces closest to the public right-of-way and the location of the private living and open spaces to the middle and rear of the site. In this way, residential areas are further away from public spaces and activities. Both pedestrian and vehicular access is provided onto the site from several locations on Pacific Coast Highway and Palos Verdes Boulevard. Internal circulation routes allow the residents direct access to their on-site parking facilities and private amenities as well as the public spaces and commercial services at the street level. Circulation routes for visitors driving to the site provide easy and direct access between the parking lot, the commercial use at ground level, and the public open space on the podium level. Pedestrian visitors to the site have direct access to the commercial storefronts and the public open space on the podium level.

The proposed project provides 614 parking spaces including 552 parking spaces on three levels of subterranean parking and 62 parking spaces on a surface lot south of the hotel. One parking space is provided for each studio and one-bedroom unit, and two spaces for each two-bedroom unit. There are also an additional 60 residential spaces available for a total of 308 residential parking spaces. The number of parking spaces provided for the commercial tenants and the hotel meets City's requirements. The exception is that fifteen (15) of the required hotels parking spaces located on the hotel's surface parking lot are tandem spaces. The hotel will be required to provide a valet service on an on-going basis if those spaces are to be considered as providing the adequate number of spaces for the hotel.

A loading area just east of the four (4) story residential structure is available for use by the residential tenants. A commercial loading area is located in the P1 parking level directly rear of the proposed market space. This loading can be accessed from the main driveway entrance on Pacific Coast Highway and the rear access road off of the easterly driveway on Palos Verdes Boulevard. Trash facilities for the commercial tenants and the residential tenants are provided in the P1 Level of the parking garage. Trash shutes are located directly above the residential trash areas located on the P1 level.

The implementation of an approved Security / Crime Prevention System will address the safety needs of the residents, guests and the adjacent neighbors

Relationship to Physical Features

The predominant physical feature of the existing lot is the downward slope of the existing grade towards the northwest corner of the site. The organization of the project

around the semi-subterranean podium is the most efficient solution for this design challenge.

The existing landscaping on the site is very limited. The proposed plan removes the existing landscaping and provides. It will be removed and replaced with new, larger landscaping areas, and planted with a greater quantity and a more appropriate planting palette.

The existing finish grades along the west side of the adjacent residential property to the east on Avenue G are equivalent to the highest existing grades along the east property line of the subject property. Consequently, the residential development east of the proposed project is situated on higher ground than the project site.

Consistency of the Architectural Style & Building Design

The architecture and overall design of the proposed project can be described as an eco-contemporary style that incorporates an aesthetic balance between cool materials such as glass, steel, and concrete and warm, traditional materials such wood and tiles. The design is characterized by the use of clean lines, flat roofs with overhangs, large expanses of windows, cantilevered spaces and a distinct lack of ornamentation. These design elements are used consistently throughout the commercial component, public and private open spaces and residential structures. While the scale of the project is similar to some of the structures in the Riviera Village, there are concerns regarding the compatibility of the eastern residential structure with the adjacent residential uses

The ecological aspect of the architecture consists of the use of wood and recycled materials as well as other green building components not readily recognizable or visible such as solar photovoltaic paneling on the roof; electric charging stations for electrical cars; bicycle parking to encourage less automobile use; low water flow restroom fixtures to reduce water waste; energy-efficient Energy Star appliances in apartment units; and a water-wise landscaping pallet.

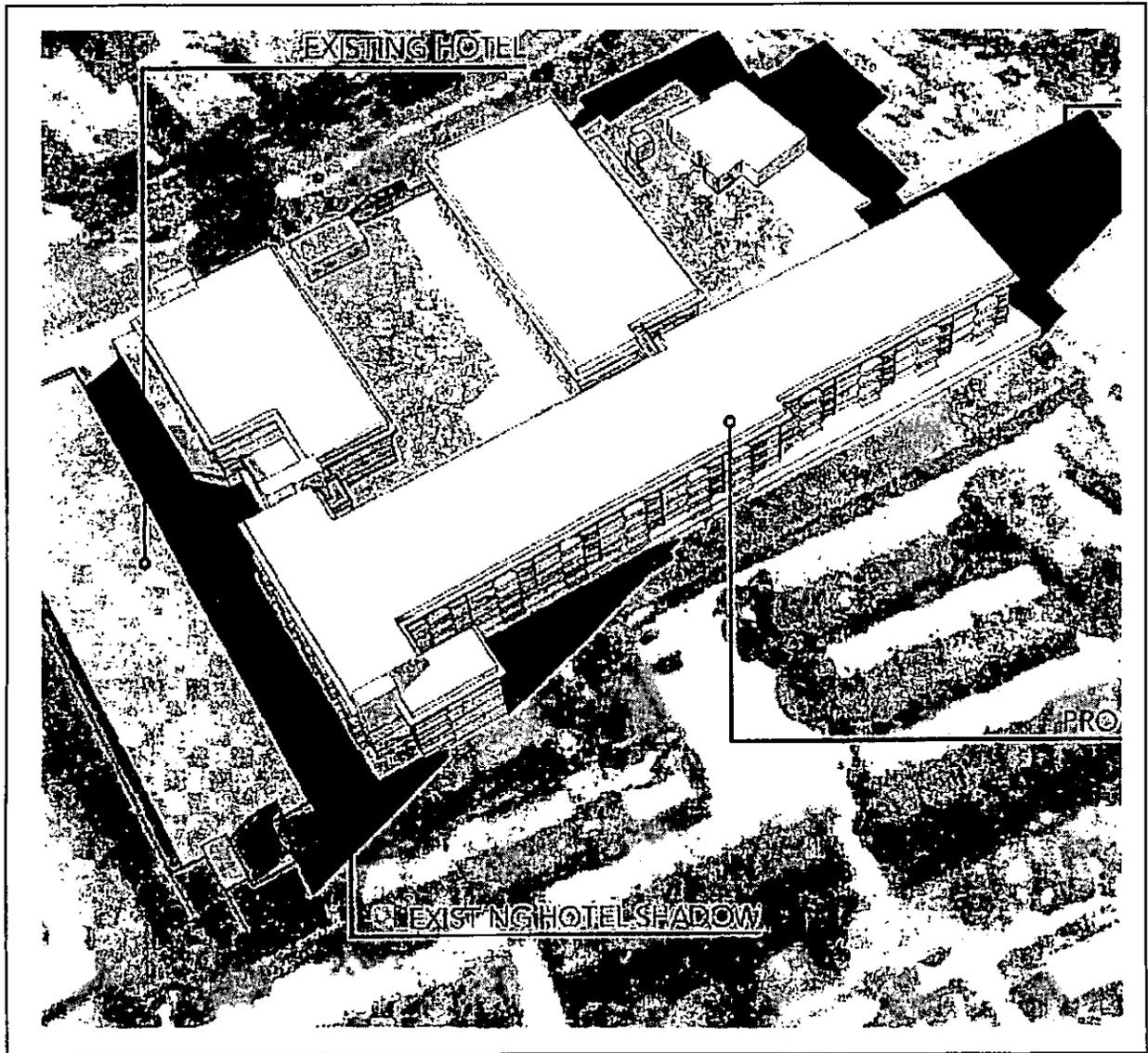
Planning staff will work with the project developer, the new hotel operator and their architectural team to ensure that the exterior modifications and signs for the hotel renovation are in keeping with the architectural design of the mixed-use component.

Balance and Integration with the Neighborhood

As noted above, this factor allows consideration of the overall design shall be integrated and compatible with the neighborhood and shall strive to be in harmony with the scale and bulk of surrounding properties. The term "massing" is related to bulk and refers to the shape and size of a building. But massing is more than just the width and height of a building or a description of the volume of space it occupies. It is more than the composition of a building or space; massing is something that we experience physically.

Achieving the right massing in design is a critical component in reaching the magical formula for a given building or project.

MASSING MODEL



SOURCE: Visual Impact Analysis, MIG Hogle-Ireland, March 2014

MASSING OF THE PROJECT

STRUCTURES / VARIABLE	Hotel	Podium	(N) One 3-Story	(S) One 3-Story	One 4-Story
No. of Stories	4	Semi-sub	3	3	4
Height (+ E.G.)	50'	AVG. 12'	Max. 50'	Max. 52'	Max.56'
Width / Depth	60' x 330'	375' x 270'	75' x150'	75' x 150'	65' x 390'
Lot Coverage	11%	54%	6%	6%	14%
Volume C.F.	990,000	1,215,000	560,000	585,000	1,420,000
Setbacks to PLs or Other Structures	E-15' S-70' W-25' N-10'	E-30' S-40' W-12' N-10'	E-120' S-45' W-28' N-150'	E-160' S-45' W-28' N-80'	E-30+ S-45' W-190' N-20'
Position N/S	South	Mid & North	Mid	Mid	Mid & North
Position E/W	East to West	East to West	West	West	East

NOTES:

1. These numbers are all averages and approximations since none of the structures are perfectly rectangular.
2. E.G.= Existing Grade
3. PL = Property Line

The massing variables and the positioning of the five structural elements are shown in the above Table. A brief discussion of the elements is provided below:

- On the south end of the site the existing four (4) story hotel creates a large, east/west, rectangular mass that provides the physical framework for the massing arrangement of the mixed-use components to the north. Its location 75 feet from the south property line diminishes the affect this mass has on the adjacent development to the south.
- The second element is the structural podium upon which the other three (s) structural elements are positioned. This structural element creates a horizontal plane across the site which intersects with the slope of the site; in other words, it provides a flat surface on a lot that slopes as much as 15 feet from east to west and 10 feet from north to south with the lowest point at the northwest corner of the site. The podium creates the outer physical edge of the project, where pedestrians on the public sidewalk interface with the physical mass of the project. The profile of this physical mass varies in height from 12 to 20 feet except for small areas where the height is closer to 30 feet from the sidewalk grade. This compares to walking along a commercial street lined with one (1) story and two (2) story buildings.

- Two (2) of the three (3) residential structures are medium in terms of their mass. Therefore, the location of these structures in a relatively central position on the site is appropriate.
- The four (4) story residential structure creates a large, north/south, rectangular mass. It is the tallest of the structures, has the most lot coverage (excluding the podium), and the highest volume of space. As such, its location along the east property line has the most effect on the existing abutting residential structures to the east.

In conclusion, the current massing of the project is appropriate with the exception of the four (4) story residential structure located along the east property line, which may feel overwhelming to the limited number of residences located immediately to the north. Staff recommends that the Planning Commission require the project applicant and architect develop some design solutions to break up that large, linear east/west mass.

Signs

There are two (2) sets of sign plans for the project; one provides concepts for project identification, and the other provides locations and design guidelines for facility signage and retail signage. The proposed project identification signs are appropriate in scale and design. However, they lack dimensions and other details. The design guidelines for the retail signage are appropriate and comprehensive with the exception of the details for the directional signs, which still need to be developed.

It is recommended that the applicant continue to work with the Planning staff to complete the signs plans with respect to missing dimensions, and other details such the design of the directional signs.

Conclusion of the Planning Commission Design Review

In conclusion, the proposed project can meet the criteria for the approval of a Planning Commission Design Review. However, staff recommends that additional modifications be made to (1) Redesign the eastern four (4) story structure to break up the large, linear east/west mass, and (2) Redesign of the project to incorporate an additional 1,300 square feet of open space, and (3) the project applicant be required to complete the proposed sign programs and that the sign programs be approved by the Planning department prior to issuance of Certificate of Occupancy.

VESTING TENTATIVE TRACT MAP

Vesting Tentative Tract Map No. 72662 consolidates the subject property for the purposes of developing it as a mixed-use project. The proposed Map meets the

requirements of Chapter 1, Subdivisions, Article 5 of the City's Zoning Ordinance, and the California State Subdivision Map.

FINDINGS FOR APPROVAL:

1. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:
 - a) The proposed use is permitted in the land use district in which the site is located, and the site is adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.
 - b) The site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed use provided that the project includes a street dedication and improvements for safe access to Pacific Coast Highway.
 - c) The proposed use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval with the exception of the eastern residential structure requires modifications.
 - d) The proposed project conforms to all of the requirements of the Zoning Ordinance.
 - e) The project is consistent with the Comprehensive General Plan of the City.

2. In accordance with Section 10-2.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:
 - a) The design of the project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
 - b) The location of the structure respects the natural terrain of the site and is functionally integrated with natural features of the landscape to include the preservation of existing trees, where feasible.

- c) The design of the project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.
 - d) [To be updated after project modifications] The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties with the exception of the eastern residential structure of the mixed-use project, which is not in scale in terms of its mass and bulk with the residential uses directly east of the subject property on Avenue G.
 - e) [To be updated after project modifications] The design of the project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction.
3. The requested density bonus, incentive (or concession) for the maximum building height, waiver of development standards for the maximum number of building stories and a reduction in parking standards are in compliance with Government Code Section 65915-65918 of State Law.
 4. The Vesting Tract Map 72662 is consistent with the Comprehensive General Plan of the City.
 5. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.
 6. The Planning Commission hereby finds that Mitigated Negative Declaration No. No. 2014-08-IES-MND-001 has been prepared and circulated in compliance with the provisions of the California Environmental Quality Act (CEQA), and the procedures set forth in the ordinances of the City of Redondo Beach.
 7. A Mitigation and Monitoring Reporting Program (MMRP) has been developed that includes a mitigation monitoring table listing the mitigation measures and identifies the timing and responsibility for monitoring each measure.
 8. The Planning Commission hereby finds that the proposed project will have no effect on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.
 9. The Planning Commission further finds that in reviewing the Mitigated Negative Declaration No. 2014-08-IES-MND-001 it has exercised its own independent judgment.

10. The Planning Commission hereby finds and determines that the proposed project will not have a significant effect on the environment, subject to the modifications of the design review, conditions of approval and mitigation measures.

CONDITIONS:

1. That the approval granted herein is for the demolition of the 21,130 square-foot former Bristol Farm grocery store, the demolition of 7,224 square feet of in-line retail tenant spaces, the renovation of the existing 110-room hotel, and the construction of a new mixed-use project that consists of 180 residential units and approximately 37,600 square feet of commercial development with the required private open space and public open space and 614 parking spaces in substantial compliance with the plans approved by Planning Commission on March 19, 2015.
2. [To be updated after project modifications] The proposed total amount of public outdoor space as shown in the plans is approximately 26,241 square feet, about 1,300 square feet less than the required 10% of the project F.A.R., which is equivalent to 27,535 square feet. The applicant shall work with the Planning Department to revise the plans appropriately.
3. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Planning Department approval prior to issuance of a building permit.
4. [To be updated after project modifications] The project applicant shall provide the Planning Commission with a revised design that better addresses the building scale in terms of height, bulk, density and intensity in relation to surrounding buildings and uses of the (4) story residential structure to be located along the east property of the four residential structure located along the east property.
5. The applicant shall continue to work with the Planning staff to complete the sign plans with respect to missing dimensions, and other details such the design of the directional signs. The sign programs shall be approved by the Planning Department prior to issuance of Certificate of Occupancy.
6. The hotel shall be required to provide valet parking services on an on-going basis to ensure that the fifteen (15) tandem parking spaces located on the surface parking lot are used to the maximum extent possible.
7. The applicant will be required to provide a detailed security / crime prevention plan for review and approval by the City's Police Department that considers as a minimum secured gates for access to residential living areas and private open spaces; appropriate lighting to deter criminal activities in hard-to see areas, and

camera surveillance as needed. The approval of a security / crime prevention plan by the Police Department shall be required prior to the issuance of a building permit for the project.

8. The applicant shall provide complete landscaping plans including planting details and irrigations plans pursuant to the requirements of the Assembly Bill (AB) 1881, the Water Conservation in Landscaping Act of 2006 (Laird).
9. That the applicant shall provide the Planning Commission with the proposed exterior modifications and signs for the hotel renovation at a future date. That the review and approval of the hotel renovations by the Planning Commission shall occur prior to the issuance of a building permit for the hotel, and the issuance of a Certificate of Occupancy for the mixed-use project.
10. The City's newly adopted Public Art Ordinance requires the project applicant to provide a zoning requirement contribution equivalent of one percent (1%) of the building valuation above \$250,000. This zoning requirement contribution can take the form of: 1) an installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) pay the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If the decision regarding the public art contribution is not finalized prior to the issuance of a building permit, the project developer will be required to deposit the required 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. If the art contribution for the subject property is not satisfied within a one (1) year period from the date of the issuance of a construction permit, the monetary public art deposit will revert to the John Parsons Public Art Fund for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program.
11. The project shall be prepared in accordance with the approved Standard Urban Storm Water Mitigation Plan (SUSMP) / Low Impact Development (LID), prepared for the subject site by Kimley-Horn & Associates. Inc., dated February 2014.
12. Color and material samples shall be submitted for review and approval of the Planning Department prior to the issuance of Building Permits.

13. The Vesting Tract Map shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law. If said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.
24. A Standard Urban Stormwater Mitigation Plan (SUSMP) shall be included on final plans and implemented during construction and the operation of the project.
25. The applicant shall comply with the following mitigation measures and the associated procedures listed in the MMRP.

AQ- 1 Low-VOC Paint. The applicant must use low-VOC paint on all interior and exterior surfaces. Paint should not exceed:

- 50 g/L for residential interior surfaces
- 100 g/L for residential exterior surfaces
- 150 g/L for non-residential interior and exterior surfaces

BIO- 1 Nesting/Breeding Native Bird Protection. To avoid impacts to nesting birds, including birds protected under the Migratory Bird Treaty Act, all initial ground disturbing activities, including tree removal, should be limited to the time period between August 16 and January 31 (i.e., outside the nesting season) if feasible. If initial site disturbance, grading, and vegetation removal cannot be conducted during this time period, a pre-construction survey for active nests within the project site shall be conducted by a qualified biologist at the site no more than two weeks prior to any construction activities. If active nests are identified, species specific exclusion buffers shall be determined by the biologist, and construction timing and location adjusted accordingly. The buffer shall be adhered to until the adults and young are no longer reliant on the nest site, as determined by the biologist. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area.

T-1 Palos Verdes Boulevard and Pacific Coast Highway. The following improvement identified in the Traffic Impact Study (Appendix F) shall be implemented:

Reconfigure the southbound Pacific Coast Highway approach from a left, through and shared through/right lane to a left, two through and right turn only lane.

The improvement shall be fully funded by the applicant and implemented prior to final inspection and the opening of the project. The Applicant shall

deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit.

- U-1 Wastewater Conveyance.** The applicant shall fully fund the construction of a new downstream 12-inch mainline wastewater conveyance system connection to an alternative sewershed by connecting manhole 3445 to manhole 3648 (approximately 300 linear feet). The applicant shall also fully fund an upgrade to the existing wastewater collection system between manhole 3447 and manhole 3446 (approximately 150 linear feet) to a 12-inch line. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit and shall apply for a Caltrans Encroachment Permit. Construction in rights of way will require a Caltrans Encroachment Permit, which includes a Traffic Control Plan in compliance with Manual on Uniform Traffic Control Devices (MUTCD) [Traffic Control Plans Part 6]. These improvements must be implemented prior to final inspection and the opening of the project.
26. The applicant shall be required to adhere to the adopted Mitigation Monitoring and Reporting Program prepared in conjunction with approved Initial Environmental Study No. 2014-08-IES-MND-001 and Mitigated Negative Declaration No. 2014-08-IES-MND-001.
 27. The project shall be designed to provide sound attenuation between the units and the uses and noise generated by the vehicular traffic on Pacific Coast Highway, including dual-glazing and supplemental insulation, as determined necessary by an acoustical analysis.
 28. Prior to the issuance of building permits for this project, the Developer shall enter into an Affordable Housing Agreement with the City to provide and deed restrict nine (9) dwelling units as affordable for very low-income households for a period of not less than 30 years in accordance with all applicable state and local laws. The recorded Affordable Housing Agreement shall be binding on all future owners and successors in interest.
 29. The nine (9) units set aside for very low income households must be comparable with the other units provided in the project.
 30. That the applicant shall make a dedication of the subject property fronting onto South Pacific Coast Highway for the purpose of providing a twelve (12) foot wide public sidewalk as per Exhibit C1.00 of the approved plans as prepared by Kimley-Horn and Associates, January 30, 2015. The applicant shall also be responsible providing the public improvements in keeping with the City's adopted

Administrative Policy No. 12.2, Living Streets Guidelines and Policies for Redondo Beach (City Council Resolution No. 1310-095, October 1, 2013).

31. The applicant shall work with the City and adhere to Caltrans requirements to determine the appropriate length for the PCH southbound left turn pocket. The applicant shall prepare a design that appropriately balances the southbound PCH left turn pocket and the northbound Avenue I left turn pocket. The applicant shall restripe the lanes as appropriate based on Caltrans criteria and shall obtain a Caltrans permit for this work.

32. The applicant shall pay a fair share contribution* for the following proposed improvements at Pacific Coast Highway and Torrance Boulevard which shall include both Northbound and Southbound Intersection Improvements as described below. These physical improvements do not need to be in place prior to the issuance of the certificate of occupancy for the proposed project; however the funds shall be submitted to Caltrans prior to the issuance of a certificate of occupancy for the proposed project.
 - a) Northbound: To provide a separate north bound right turn lane to reduce congestion and improve the levels of service at this intersection. The physical limits of the improvements extend to approximately 300 feet south of the intersection. (The improvements include removing/relocating sidewalk along with curb and gutter, relocating traffic signal poles, and constructing a new street section with ADA curb ramp improvements.)

 - b) Southbound: To provide a separate south bound right turn lane to reduce congestion and improve the levels of service at this intersection. The physical limits of the improvements extend to 120 feet north of the intersection. (The improvements include removing/relocating sidewalk along with curb and gutter and a driveway approach, relocating traffic signal poles and bus stop improvements, and constructing a new street section with ADA curb ramp improvements.)

(*Calculation of fair share contribution: Total intersection volumes with the project are 3,909 vehicles during the AM peak hour and 4,642 vehicles during the PM peak hour. The project contributes 46 and 585 vehicle trips respectively. This equates to 1.2% of the morning peak hour traffic and 1.8% of the evening peak traffic. The project will contribute 1.2% of the cost for the northbound improvement and 1.8% of the cost for the southbound improvement.)

33. In exchange for the City's issuance and/or adoption of the Project Approvals, the Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand made, including in particular but not limited to any claims brought

seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA") or other state or local law, including attorney's fees and costs, and any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In addition, Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every liability, loss, damage or expense of any nature whatsoever and all costs or expenses incurred in connection therewith, including attorneys' fees, which arise at any time, by reason of, or in any way related to the City's decision to grant the Project Approvals, or which arise out of the operation of the Applicant's business on the Property; provided, however, that in no case shall the Applicant be responsible for the active negligence of the City."

Construction Related Conditions:

34. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
35. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the Planning Commission.
36. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.
37. All on-site litter and debris shall be collected daily.
38. Construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays.
39. Material storage on public streets shall not exceed 48-hours per load.
40. The project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
41. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.

42. Streets and sidewalks adjacent to job sites shall be clean and free of debris.
43. **CR-1 Unanticipated Discovery of Cultural Resources.** If archaeological or paleontological resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) or a paleontologist meeting the Society of Vertebrate Paleontology standards for a Qualified Professional Paleontologist (SVP 2010) shall be contacted immediately to evaluate the find. If the discovery proves to be an archaeological or paleontological resource, additional work such as data recovery excavation may be warranted pursuant to CEQA Section 21083.2. After the find has been appropriately mitigated, work in the area may resume. A Native American representative should monitor any archaeological field work associated with Native American materials
44. **GEO-1 Geotechnical Design Considerations.** The recommendations included on pages 12 through 27 in the 2013 *Geotechnical Engineering Exploration Update* conducted by Irvine Geotechnical, Inc. (Appendix G) related to soil engineering must be incorporated into the proposed project grading and building plans. The recommendations are related to:
- Site preparation (general grading specifications),
 - Foundation design (general conditions, spread footings, foundation settlement),
 - Retaining walls (general design-static loading, seismic surcharge, surcharge loading, subdrain, backfill),
 - Temporary excavations (shoring, lateral design of shoring, lagging, earth anchors, anchor testing, internal bracing, deflection monitoring),
 - Floor slabs and concrete decking,
 - Corrosion,
 - Drainage (onsite surface water filtration), and
 - Waterproofing.
45. **N-1 Equipment Mufflers.** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.
46. **N-2 Stationary Equipment.** All stationary construction equipment shall be placed (at a minimum of 50 feet from the adjacent residential structures) so that emitted noise is directed away from the nearest sensitive receptors.
47. **N-3 Equipment Staging Areas.** Equipment staging shall be located in areas that will create the greatest feasible distance between construction-related noise

sources and noise-sensitive receptors (at a minimum of 50 feet from the adjacent residential structures).

48. **N-4 Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary equipment.
49. **N-5 Sound Barriers.** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and sensitive residential receptors (residential buildings to the north) as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 dBA of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed on or in front of the existing residential buildings to the north of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and adjacent sensitive land uses is blocked.
50. **Cross Walk Timing:** During construction associated with Mitigation Measure T-1 to widen Pacific Coast Highway, the signal timing on the roadway shall be adjusted with sufficient minimum crossing time for pedestrians to completely and safely cross the roadway surface. The flashing Don't Walk sign will be increased by 3.5 seconds on the south side of Pacific Coast Highway for a total of 18.5 seconds and by 1.3 seconds on the north side for a total of 19.3 seconds to accommodate the wider roadway width for crossing. Subsequent adjustments to pedestrian crossing sign timing may be made so long as they comply with the requirements of Caltrans or the California Department of Transportation.
51. The Planning Department shall be authorized to approve minor changes to any of the Conditions of Approval.

VIII. PROCEDURES FOR POTENTIAL DENIAL OF THE PROJECT

If the Planning Commission is interested in denial of the project, or a reduction in density, then Staff recommend following the procedures outlined below. These are preliminary conclusions on legal requirements that may be applicable to the project. However, this section should not be considered a waiver of the right to assert that these requirements are not applicable.

1. **Study of Denial** (Gov. Code § 65589.5(b)). The City should prepare "a thorough analysis of the economic, social, and environmental effects of [denial of the project]."

2. **Density Bonus Finding Requirements** (Gov. Code 65915(d)(1)). To deny a Density Bonus or the concession/incentives the city must make a written finding, based upon substantial evidence, of any of the following:
 - A. The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c); or
 - B. The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households; or
 - C. The concession or incentive would be contrary to state or federal law.
3. **Housing Development Project Finding Requirements** (Gov. Code § 65589.5(j)). To deny a “housing development project”⁵ or approve such a project at a reduced density the agency must find that both the following conditions exist:⁶
 - A. “The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a “specific, adverse impact” means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.”; and
 - B. “There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.”
4. **Regional Housing Needs Finding Requirements** (Gov. Code § 65863). No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other

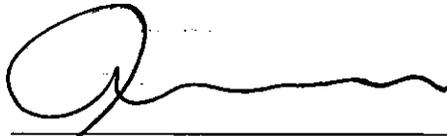
⁵ “Housing development project” includes “Mixed use development consistent of residential and nonresidential uses in which nonresidential uses are limited to neighborhood commercial uses and to the first floor of buildings that are two or more stories.” (Gov. Code 65589.5(h)(2).)

⁶ Staff do not believe the finding requirements under 65589.5(d) are applicable to the project because the project does not fall under the definition of “housing for very low, low-, or moderate-income households” which requires “at least 20 percent of the total unit shall be sold or rented to lower income households.” The project is only proposing 6% as very low income units.

action, reduce, or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g),⁷ unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:

- A. The reduction is consistent with the adopted general plan, including the housing element.
- B. The remaining sites identified in the housing element are adequate to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584.

Prepared by:



Anita Kroeger
Senior Planner

Approved by:



Aaron Jones
Community Development Director

cc.

HARD COPIES:

- 1. Full Scale Architectural Drawings (including Landscaping Plans L1.0 – L1.2)
 - a. Sign Program
 - b. Signage Concepts
 - c. Lighting Concepts
 - d. Replacement Sheet A5.1
 - e. Set of Renderings
- 2. Vesting Tentative Tract Map
- 3. Applications
- 4. Final Initial Study – Mitigated Negative Declaration (IS-MND)(specified Appendices only)
 - Appendix F - Traffic Impact Analysis (without the Appendices A-H)
 - Appendix J - Response to Comments (RTC)

⁷ "[L]ower residential density" means the following: (A) For sites on which the zoning designation permits residential use and that are identified in the local jurisdiction's housing element inventory described in paragraph (3) of subdivision (a) of Section 65583, fewer units on the site than were projected by the jurisdiction to be accommodated on the site pursuant to subdivision (c) of Section 65583.2. (B) For sites that have been or will be rezoned pursuant to the local jurisdiction's housing element program described in paragraph (1) of subdivision (c) of Section 65583, fewer units for the site than were projected to be developed on the site in the housing element program.

- Appendix K – Mitigation Measure Monitoring & Reporting (MMRP)
- 5. Public Art Funding Ordinance No.3127-14
- 6. State Density Bonus Law, Government Section 65915-65918

❖ **ELECTRONIC COPIES ON USB FLASHDRIVES**

- 1. Full Scale Architectural Drawings
 - a. Sign Program
 - b. Signage Concepts
 - c. Lighting Concepts
 - d. Replacement Sheet A5.1
 - e. Set of Renderings
- 2. Vesting Tentative Tract Map
- 3. Applications
- 4. Final IS-MND
 - Appendix A – Site Plans and Elevations
 - Appendix B – Visual Impact Assessment (VIA)
 - Appendix C – Lighting Plan
 - Appendix D- Air Quality and Greenhouse Gas Emissions Modeling Results
 - Appendix E – Noise Measurements, Operational Noise Modeling Results
 - Appendix F - Traffic Impact Analysis (with the Appendices A-H)
 - Appendix G – Geotechnical Engineering Study
 - Appendix H – Preliminary Standard Urban Stormwater Mitigation Plan (SUSMP) / Low Impact Development (LID)
 - Appendix I – Phase 1 Environmental Site Assessment
 - Appendix J - Response to Comments (RTC)
 - Appendix K - – Mitigation Measure Monitoring & Reporting (MMRP)
- 5. Public Art Funding Ordinance No.3127-14
- 6. State Density Bonus Law, Government Section 65915-65918



LEGADO REDONDO UNIFORM SIGN PROGRAM

13-000-17-1

AUGUST 8TH, 2013
SEPTEMBER 11TH, 2013
FEBRUARY 04TH, 2015

INDEX

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- G0.3 SIGN CRITERIA
- G0.4 SIGN CRITERIA
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- G1.1 SITE / LOCATION PLAN
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- G1.3 ELEVATIONS
- G1.4 ELEVATIONS
- G2.1 SIGNAGE LIGHTING SAMPLES
- G2.2 BLADE SIGNAGE



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REVISIONS

08.21.13
09.11.13

GRAPHICS CONCEPTS

Legado Redondo
JOB NUMBER: 13-000-17-1

G0.1

Landlord's Objective

The objective of the sign design guidelines is to provide standards and specifications that assure consistent quality, size, variety and placement for Tenant signs throughout the project. The guidelines are intended to stimulate creative invention and achieve the highest standard of excellence in environmental graphic communication. Such excellence can best be achieved through open and frequent dialogue between Tenant, Landlord, and the project's graphic design consultant. Signing at Legado Redondo is an integral part of the center's image and appeal, so signs must be carefully placed and proportioned to the individual architectural façade on which they are located. Care in the design and installation of store signs will enhance the customer's appreciation of individual Tenants and contribute to the project's overall success.

Tenant's Requirement

- Design, fabrication, permitting and installation of signs, including any structural support, time-clocks, connections to photo-cells, and electrical service from Tenant's panel and any special installation requiring addition or modification to the shell building approved by the Landlord;
- Signs shall be powered thru concealed conduit from Tenant's electrical panel;
- Maintenance of the sign;
- The Tenant shall employ sign fabricators and installers approved by the Landlord who are well qualified in the techniques and procedures required to implement the sign design concept.
- The Tenant shall abide by all provisions, guidelines and criteria contained within these Sign Criteria.
- Only those sign types provided for and specifically approved by the Landlord in Tenants' sign submission documents will be allowed. The Landlord may, at his discretion and at the Tenant's expense, correct, replace or remove any sign that is installed without the Landlord's written consent or that is not executed in conformance with the approved submission.
- The sign must be maintained in like-new condition. The Landlord may, at his discretion, and with two weeks written notification, replace, remove, or refurbish, at the Tenant's expense, any sign that has become deteriorated. The Landlord may, at his discretion, maintain a service contract for Tenant's sign subject to reimbursement by the Tenant.
- Tenant shall furnish the Landlord with a copy of all sign fabrication and installation permits prior to installation.
- Sign illumination shall be turned on and off by means of a time clock set to center hours of operation determined by the Landlord.

Submission and Review Process

The Landlord may engage the services of a sign consultant for the entire project that will assist in the review and approval of Tenant sign submissions and insure their conformance to the project's overall Sign Criteria.

Preliminary Design Submission

At least thirty (30) days prior to the Landlord's scheduled delivery of the Premises, Tenant shall have provided the following information to the Landlord for review. This information is separate from the sign approval submission (and may be in addition to store design and drawing submission), and will be used to begin the sign design process.

- Store name;
- Store logo (in color with colors identified);
- Store interior theme, including material and color palette.

Tenants may submit rendered elevations or photographs of similar interiors recently executed.

Final Design Submission

Allowing reasonable time for Landlord's review and Tenant's revision of submissions in advance of sign fabrication (but not less than 30 days), Tenant shall submit for Landlord approval three (3) sets of complete and fully dimensioned shop drawings of the Tenant's sign to the Landlord's sign design consultant.

Shop drawings shall include at least the following:

- Tenant's entire building façade elevation, showing the proposed sign, in color, drawn to scale.
- Storefront (partial building) elevation in scale, showing the location, size, color and construction and installation details (brackets, braces, etc.) of the Tenant's proposed sign.
- Typical section thru letter and/or sign panel showing the dimensioned projection of the letter or panel face and the illumination method. Specify neon or LED color and intensity (if applicable).
- Color and material samples together with a photograph (if possible) of similar installation.

Within fourteen (14) days of receipt of the final sign shop drawings, the Landlord will approve, approve as noted, or disapprove with comments the Tenant's sign design.

Tenant must respond to the Landlord's comments and re-submit within five (5) calendar days, repeating this process until all sign design, fabrication and installation issues are resolved to the Landlord's and Tenant's satisfaction.

Upon receipt of final sign approval, Tenant may submit the proposed sign to the City of Redondo Beach for the required fabrication and installation permits. Issues are resolved to the Landlord's and Tenant's satisfaction.

Upon receipt of final sign approval, Tenant may submit the proposed sign to the City of Redondo Beach for the required fabrication and installation permits.

Note: All Tenant signs must bear the UL or equivalent testing laboratory label, and must be fabricated by a qualified shop.



Sign Contractor Responsibilities

The Tenant must insure that his sign fabricator and installer understand their responsibilities before they begin sign fabrication. The Tenant's sign contractor(s) are responsible for the following:

- Prior to beginning installation, provide the Landlord with an original certificate of insurance naming the Landlord as an additional insured for liability coverage;
- Obtain all required sign permits from the City of Redondo Beach and deliver copies to the Landlord;
- Keep a Landlord approved set of sign shop drawings on site when installing the signs.

Sign Design and Placement Criteria

There are many acceptable sign treatments and a mixed media approach of several different elements and lighting techniques is allowed. Tenants are strongly encouraged to consider the architectural style of their façade, the overall concept of the project, the scale of the proposed sign and the critical viewing angles and sight lines when designing graphics and signs for the storefront.

Permitted Sign Types

NOTE: The reference to neon lighting also includes LED lighting except when specifically called out as "exposed neon".

Acceptable sign treatments include:

- Front and halo illuminated channel letters, approved colors of neon halo only. (Note: acrylic face, internally illuminated channel letter which are not also halo lit will not be permitted unless successfully used a part of an approved mixed media sign;)
- Mixed media, three-dimensional signs painted gold, silver or copper leaf.
- 3" deep halo illuminated letters, approved colors of neon halo only;
- 2" deep channel letter with exposed neon. Exposed neon will be approved at the sole discretion of the Landlord and should be proposed only if a part of the overall Tenant design concept;
- Dimensional, geometric shapes;
- Screen, grids, or mesh;
- Etched, polished, patina or abraded metals and materials;
- Sand blasted, textured, and/or burnished metal-leaf faced dimensional letters, pin mounted from façade.
- Prismatic face letter forms with full faceted strokes;
- Rounded face letter forms with radius faces and eased edges;
- Layered letterforms with face and liner. Letter face must be at least 1" thick, and the liner must be a minimum of 2" thick.
- Exposed neon as a graphic accent
- Signs mounted to hard canopies, eyebrows or other projecting architectural elements.
- Awning signs and logos.
- Signs mounted to canopies and marquees.

Note: Mixed media signs employ two or more illumination and fabrication methods (for example, halo lit reverse channel letters with fiber optic accents). Although simple rectangular cabinet signs are generally not allowed, mixed media signs may be composed of several elements, one of which may be a cabinet. However, this cabinet sign should not exceed 50% of the total sign area. With the Landlord's approval, complex shaped (i.e. polyhedron) sign cabinets may be used alone if they incorporate dimensional elements such as push-thru letters or exposed neon.

Prohibited Sign Types

- Unadorned rectangular cabinet signs with translucent or opaque faces;
- Temporary wall signs, pennants, banners, inflatable displays or sandwich boards unless specifically approved by the Landlord;
- Window signs unless approved by the Landlord (Note: box signs hanging in display windows are not allowed. Gold leaf treatments on windows and limited use of exposed neon in window displays will be allowed subject to Landlord approval);
- Exposed junction boxes, wires, transformers, lamps, tubing, conduits, raceways or neon crossovers of any type;
- Signs using trim-cap retainers that do not match the color of letter and logo returns (polished gold, silver or bronze trim caps are not permitted);
- Pre-manufactured signs, such as franchise signs, that have not been modified to meet these criteria;
- Paper, cardboard or Styrofoam signs, stickers, or decals hung around or behind storefronts;
- Exposed fasteners, unless decorative fasteners are essential to the sign design concept;
- Simulated materials such as wood grained plastic laminates or wall coverings;
- Flashing, oscillating, animated lights or other moving sign components, except as specifically approved by the Landlord;
- Rooftop signs or signs projecting above roof lines or parapets;
- Signs on mansard roofs or equipment screens;
- Advertising or promotional signs on parked vehicles.

Tenants are not permitted to post "Open" or "Closed" signs in storefront doors or window displays.



Primary Identification Sign

Legado Redondo sign criteria supercede all less restrictive Sign Codes by the City of Redondo Beach. If the Tenant can show good cause for a deviation from the size limitations outlined below, which does not violate any Redondo Beach written Sign Code or regulation regarding the size and placement or storefront signs, the Landlord will consider such requests.

- Tenant is allowed one primary identification sign located in the designated sign zone just above the primary store entrance.
- Specific suites with building elevations facing multiple exposures may incorporate one additional primary identification sign per exposure, subject to Landlord's approval.
- Signs may identify the business name and a minimum generic word description of the service. No product identity or specific service descriptions may be displayed.
- Unless treated as the primary identification sign, blade signs, flags, banners and window text signs shall not count against the Tenant's overall sign square footage allowance.
- Sign size is based upon the Tenant's Leased frontage, as measured in a straight line from Lease line to Lease line for each elevation. Tenants are allowed one square foot of primary sign area per lineal foot of store frontage. Sign square footage is measured by drawing a simple rectangular box around the entire sign, whether upper and/or lower case letters are used.
- The overall width of any sign shall not exceed 80% of any uninterrupted architectural treatment.

Note: Specific locations and surrounding architectural treatments can dictate the maximum sign height and length, which may differ from the general guidelines proposed above. The Landlord reserves the right to approve or reject any proposed sign on the basis of its size and placement.

Projecting Signs

The Landlord may require that the Tenant's primary identification sign be a projecting sign. The size and placement of these projecting signs will vary depending upon the store frontage and location, and will be determined at the sole discretion of the Landlord. Projecting signs will be sized to complement the architectural elements on which they are placed.

Projecting Sign Placement

Tenants may propose projecting signs if essential for visibility or to complement the building architectural style. The final size of the sign will be determined during the design and submission process and must complement the architectural style and scale of the area receiving the sign subject to the sole discretion of the Landlord.

Where a projecting sign becomes the Tenant's primary identification sign, the Landlord will permit a secondary storefront façade sign or marquee sign visible to pedestrians at the level of entry.

Blade Signs

Each Tenant is required to have one blade sign. The blade sign program has been established to work with each Tenant's graphic identity and transform it into a three dimensional double-faced sign. The Landlord encourages the Tenant to propose blade sign designs, which enrich the pedestrian environment with creative use of colors and materials combined with strong store name identification.

Blade signs may be illuminated or non-illuminated. Illuminated signs must have an internal light source, or a decorative external light source that is well integrated into the sign design.

Blade signs shall project no more than 3'-6" from the building face, and shall be not more than 3'0" in overall height, with a maximum of 12 square feet of area for each face. Blade signs are generally intended to have a horizontal proportion. Clearance from the underside of the blade sign to the finished common area paving shall be a minimum of 8'-6".

Proposals for blade sign design will be reviewed at the time of the Tenant's overall sign design submission. It is the responsibility of the Tenant to ensure that his fabrication and installation contractor includes adequate support for the blade sign and all required electrical services and connections.

The blade sign may not be the primary store identification sign and will not be included in the calculation for the overall sign area permitted.

Other Required Storefront Signs

Most Tenant suites will include the primary storefront entry doors as a legal means of egress from the interior. If required by code, Tenants shall provide a sign at storefront entrance doors identifying "these doors are to remain unlocked during business hours" in an upgraded surface mounted panel matching the storefront finish. Vinyl letters or tape will not be permitted.

If required by code, Tenants shall also provide an upgraded surface mounted accessibility plaque in a material compatible with the storefront finish. Vinyl letter will not be permitted.

Tenants shall provide a suite address number at a size, design and location designated by the Landlord.

Sign Lighting Recommendations

Tenant signs should be creatively illuminated using a variety of light techniques. One or more of the following are allowed:

- Internally illuminated acrylic faced channel letters, pin mounted, with halo illumination;
- Opaque faced reverse channel letter with silhouette illumination (neon or LED);
- Open channel with exposed neon;
- Fiber optics;
- Incandescent light bulbs;
- Front lighting (including custom decorative light fixtures approved by the Landlord);
- Internally illuminated signs with seamless opaque cabinets and push-thru lettering.

All front light fixtures and light sources must be baffled and/or obscured from direct visibility with recessed channels that fully integrated into the building façade elements. Alternatively, decorative shrouds or housings custom designed and fabricated to maintain or enhance the architectural integrity of the building may be used to conceal off-the-shelf standard fixtures subject to Landlord's approval. Visible standard (non-custom) gooseneck lamps and similar fixtures will not be approved. All housings and posts for exposed neon signs must be painted to match or complement the building façade color immediately behind and adjacent to the sign.

Type Styles and Logos

The use of logos and distinctive type styles is encouraged for all Tenants' signs. Sign lettering should be combined with other graphic and dimensional elements denoting the type of business. The Tenant may adapt established type styles, logos and/or images that are in use on similar buildings operated by the Tenant in California, provided that these images are architecturally compatible and approved by the Landlord. The typeface may be arranged in one or two lines or copy and may consist of upper and/or lower case letters. The Tenant should identify trademark protected type and marks in their sign submission to assist the Landlord in the review process.



Colors

The following guidelines are for selecting colors for Tenants' signing. The project and the individual building façade will consist of a variety of colors and materials. The Landlord encourages the Tenant to consider these colors when choosing his sign colors, and where feasible the Landlord will consider the Tenant's color scheme when making final building color and material choices. Tenants are requested to make early color submissions for review by the Landlord, although final determination of building colors will follow from on site mock-ups and draw downs reviewed and approved during construction of the base building shell.

- Signs may incorporate regionally and nationally recognized logo colors;
- Sign colors should be selected to provide sufficient contrast against building background colors;
- Sign colors should be compatible with and complement building background colors;
- Sign colors should provide variety, sophistication and excitement;
- Metal finishes such as stainless steel, bronze and copper are encouraged.
- Color of letter returns shall match the face of the letter or be a contrasting colors for good daytime readability (black returns are generally not permitted);
- Interior of open channel letters should be painted dark when placed against light backgrounds;
- Neon colors should complement related signing elements.

Fabrication Guidelines

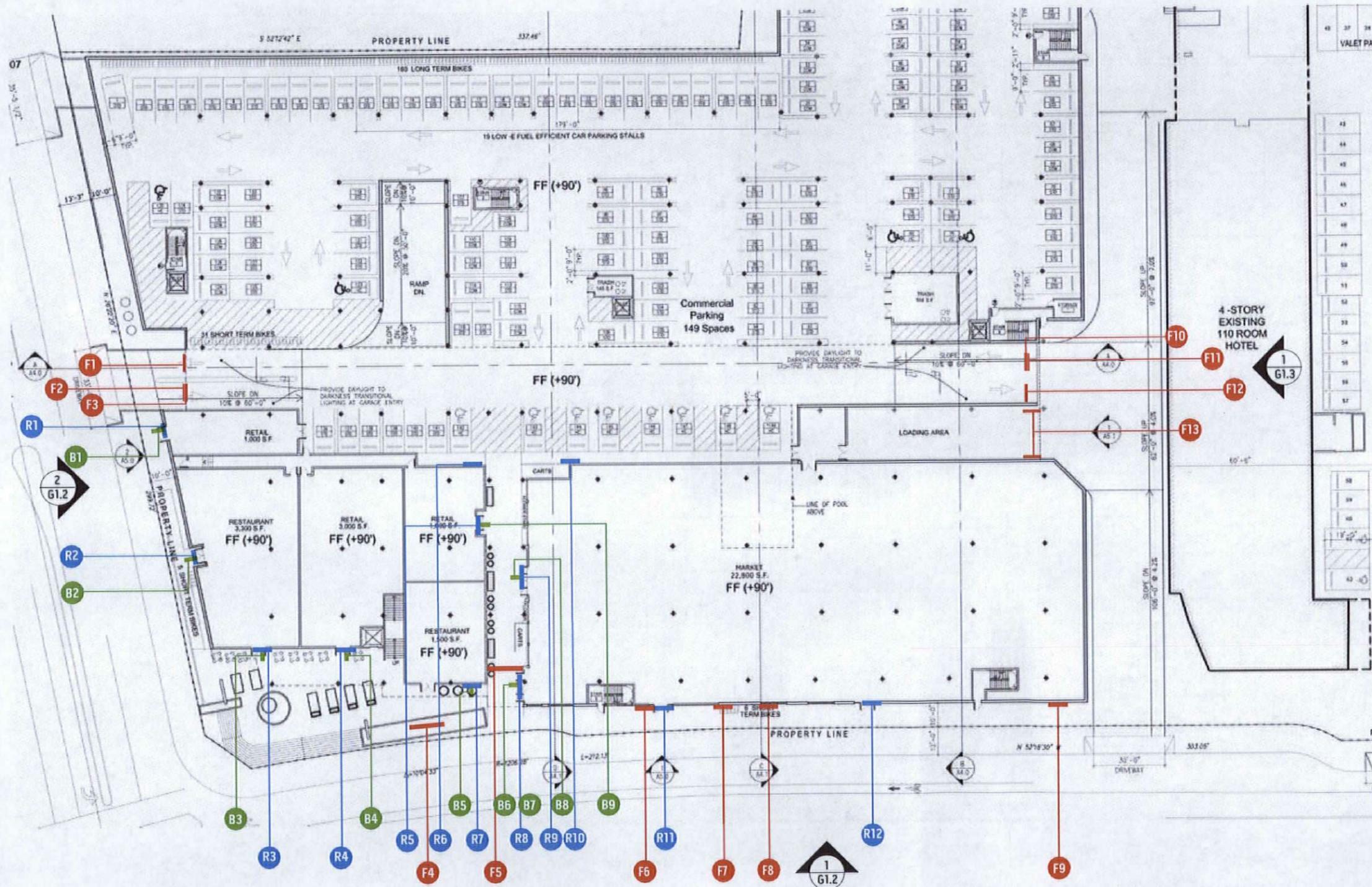
- Signs must be fabricated of durable appropriate weather resistant materials complementary to the base building materials;
- Dissimilar metals used in sign fabrication shall be separated with non-conductive gaskets to avoid electrolysis. Additionally, stainless steel fasteners shall be used to attach dissimilar metals;
- Threaded rods or anchor bolts shall be used to mount sign letters, which are held off the background panel. Angle clips attached to letter sides will not be permitted.
- Colors, materials and finishes shall exactly match those submitted to and approved by the Landlord;
- Visible welds and seams shall be ground smooth and filled with auto body compound before painting. No fasteners, rivets, screws or other attachment device shall be visible from any public vantage point;

- Finished metal surfaces shall be free from canning and warping. All sign finishes shall be free of dust, orange peel, drips and runs and shall have a uniform surface conforming to the highest industry standards;
- Reverse channel letters shall be pinned 1.5" off the wall. The letter return depth shall be 3", and letters shall have a clear Lexan backing.



GRAPHIC LEGEND

	FACILITY SIGNAGE		
	RETAIL SIGNAGE		
	BLADE SIGNAGE		
	PARKING DIRECTIONAL:	2' x 14'	28 sq. ft.
	PARKING BANG BAR:	2' x 6'	12 sq. ft.
	PARKING DIRECTIONAL:	2' x 14'	28 sq. ft.
	FACILITY MONUMENT:	5' x 8'	40 sq. ft.
	FACILITY ARCHWAY:	15' x 15'	220 sq. ft.
	FACILITY IDENTITY:	2' x 10'	20 sq. ft.
	FACILITY IDENTITY LOGO:	8' x 8'	64 sq. ft.
	FACILITY ADDRESS:	2' x 15'	30 sq. ft.
	FACILITY PARKING:	3' x 20'	60 sq. ft.
	PARKING DIRECTIONAL:	2' x 14'	28 sq. ft.
	PARKING BANG BAR:	2' x 6'	12 sq. ft.
	PARKING DIRECTIONAL:	2' x 14'	28 sq. ft.
	LOADING DIRECTIONAL (x2):	2' x 6'	21 sq. ft.
	RETAIL SIGNAGE:	2' x 10'	20 sq. ft.
	RETAIL SIGNAGE:	2' x 10'	20 sq. ft.
	RETAIL SIGNAGE:	2' x 10'	60 sq. ft.
	RETAIL SIGNAGE:	2' x 10'	60 sq. ft.
	RETAIL SIGNAGE:	2' x 10'	20 sq. ft.
	RETAIL SIGNAGE:	2' x 8'	20 sq. ft.
	RETAIL SIGNAGE:	2' x 10'	16 sq. ft.
	RETAIL SIGNAGE:	2' x 12'	20 sq. ft.
	RETAIL SIGNAGE:	2' x 12'	24 sq. ft.
	RETAIL SIGNAGE:	2' x 8'	24 sq. ft.
	RETAIL SIGNAGE:	3' x 15'	45 sq. ft.
	RETAIL SIGNAGE:	3' x 20'	60 sq. ft.
	B9		
	BLADE SIGN (x9):	2' x 3.5'	7 sq. ft.



SITE PLAN: GROUND LEVEL



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REVISIONS

08.21.13
09.11.13
02.04.15

GRAPHICS CONCEPTS

Legado Redondo

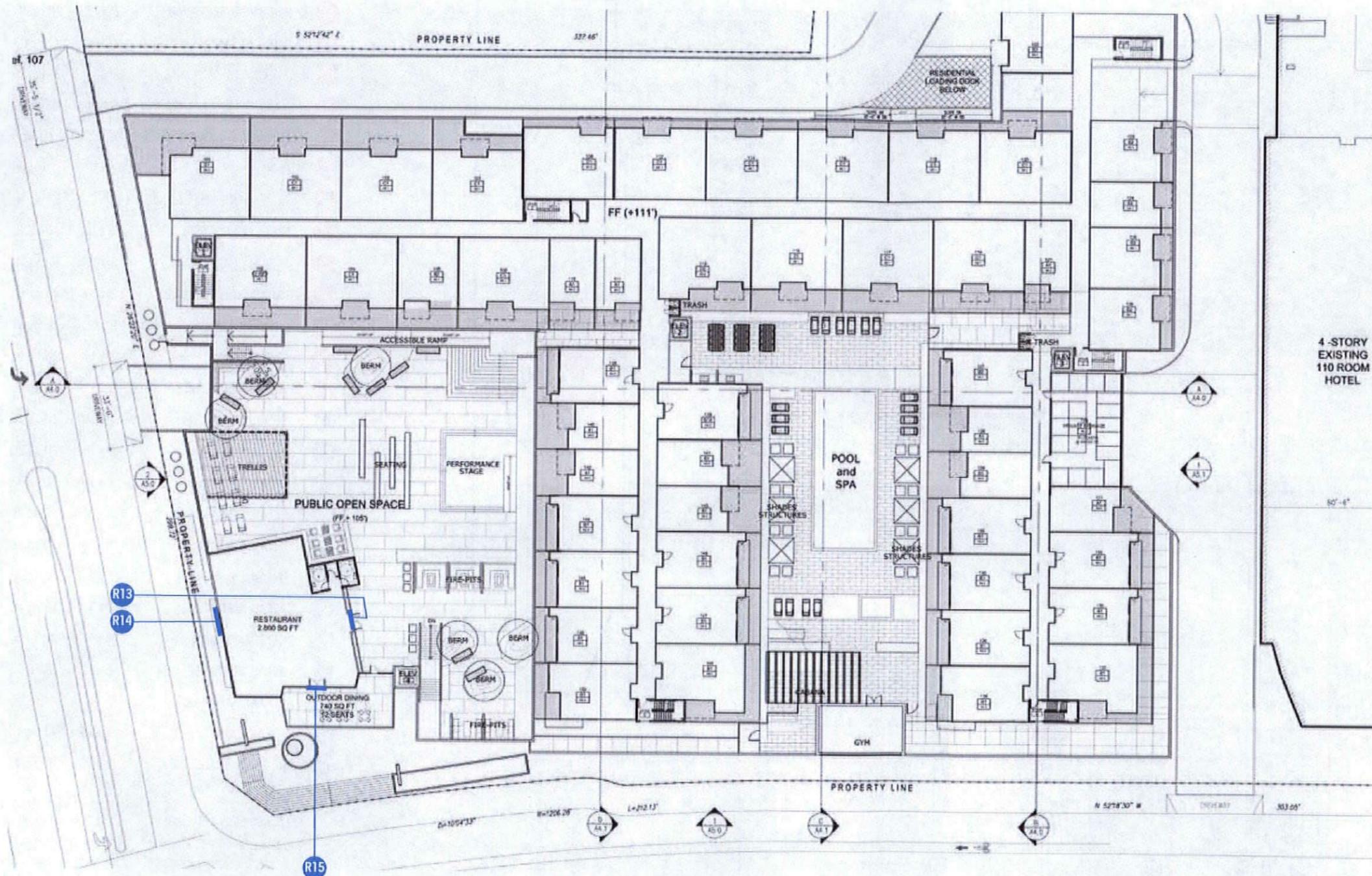
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G1.1

GRAPHIC LEGEND

- FACILITY SIGNAGE
- RETAIL SIGNAGE
- BLADE SIGNAGE

- R13 RETAIL SIGNAGE : 2' x 10' 20sq. ft.
- R14 RETAIL SIGNAGE : 2' x 30' 60 sq. ft.
- R15 RETAIL SIGNAGE : 2' x 10' 20sq. ft.



SITE PLAN: L1 LEVEL - PODIUM

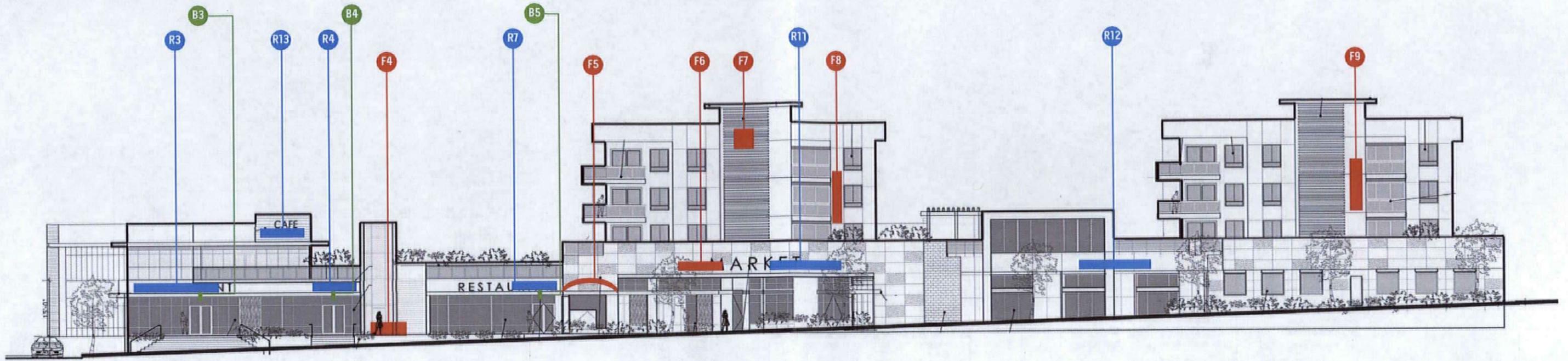


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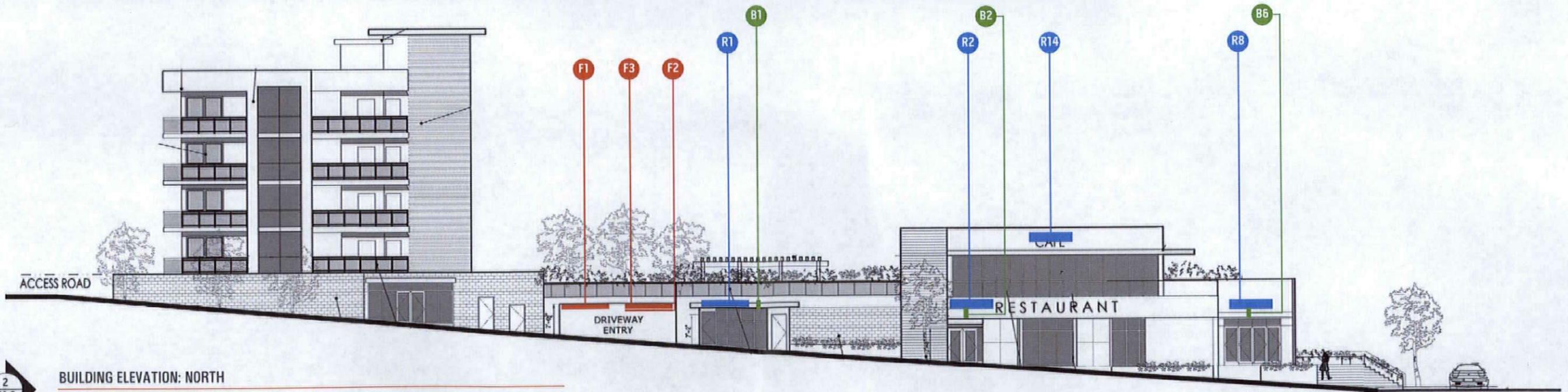
REVISIONS	DATE	DESCRIPTION
08.21.13	08.21.13	GRAPHICS CONCEPTS
09.11.13	09.11.13	
02.04.15	02.04.15	

Legado Redondo
 JOB NUMBER: 13-000-17-1

G1.2

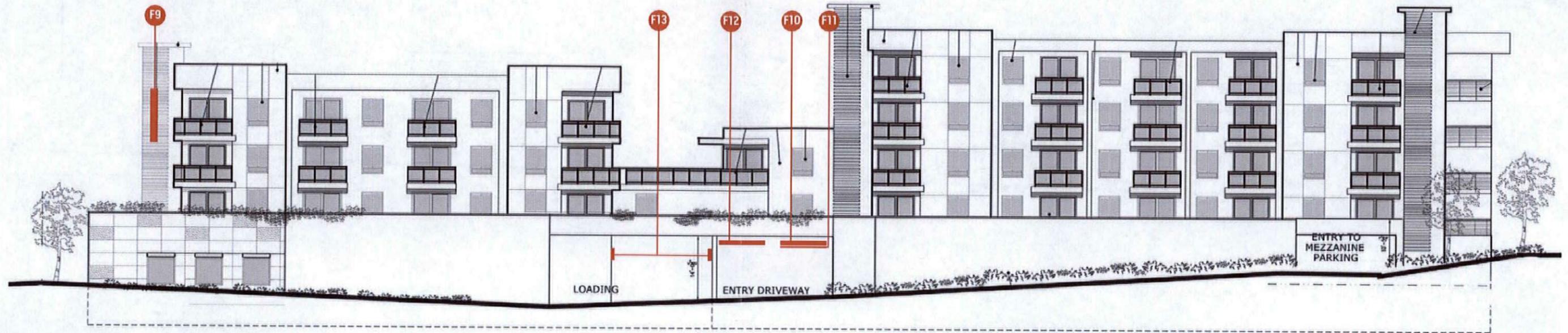


BUILDING ELEVATION: WEST
SCALE: NTS



BUILDING ELEVATION: NORTH
SCALE: NTS





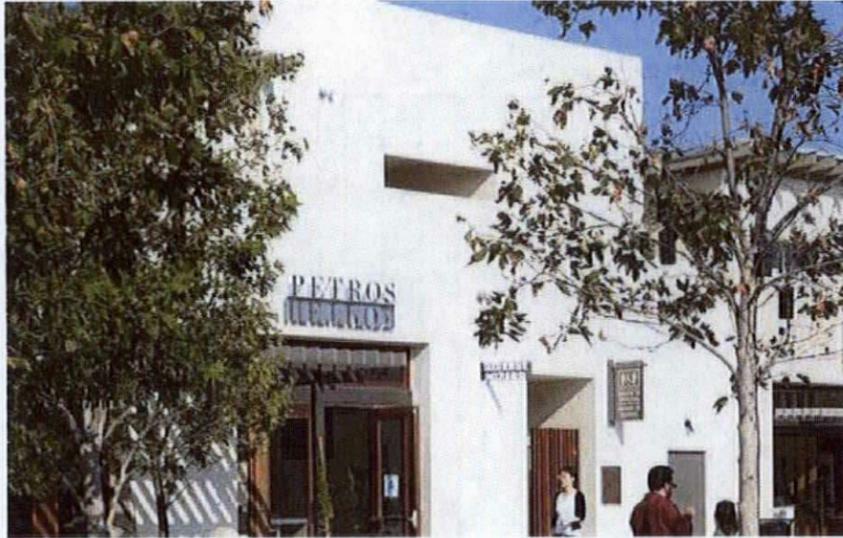
BUILDING ELEVATION: SOUTH
SCALE: NTS



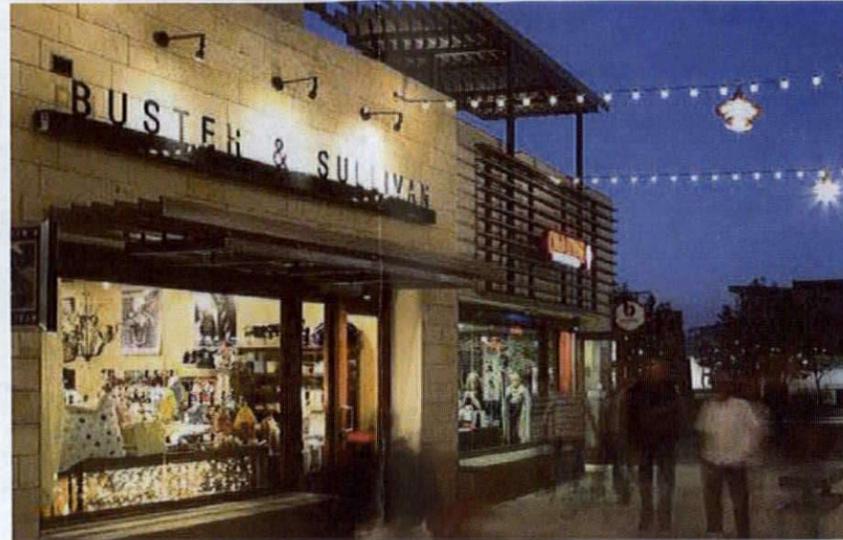
GRAPHIC LEGEND

This page shows examples of typical signage as would be allowed in this sign criteria.

- 1_Mixed Use Development - DAY
- 2_Mixed Use Development - NIGHT
- 3_Face Lit Illumination - DAY
- 4_Face Lit Illumination - NIGHT
- 5_Halo LED Illuminated Reverse Channel Letters
- 6_Front and Halo Illuminated Channel Letters
- 7_Exposed Neon inside Channel Letters
- 8_Fabricated Signage using custom materials



1



2



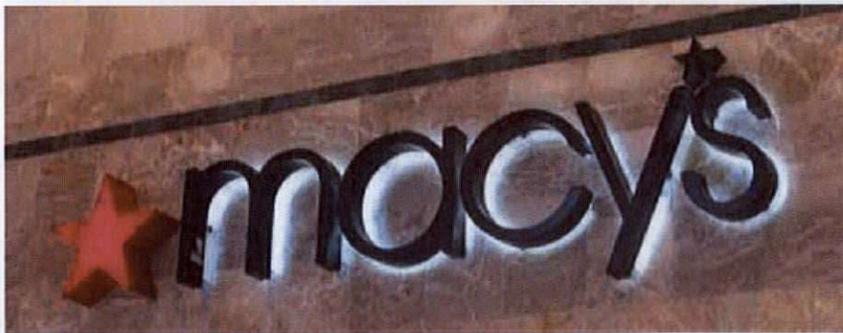
3



4



5



6



7



8



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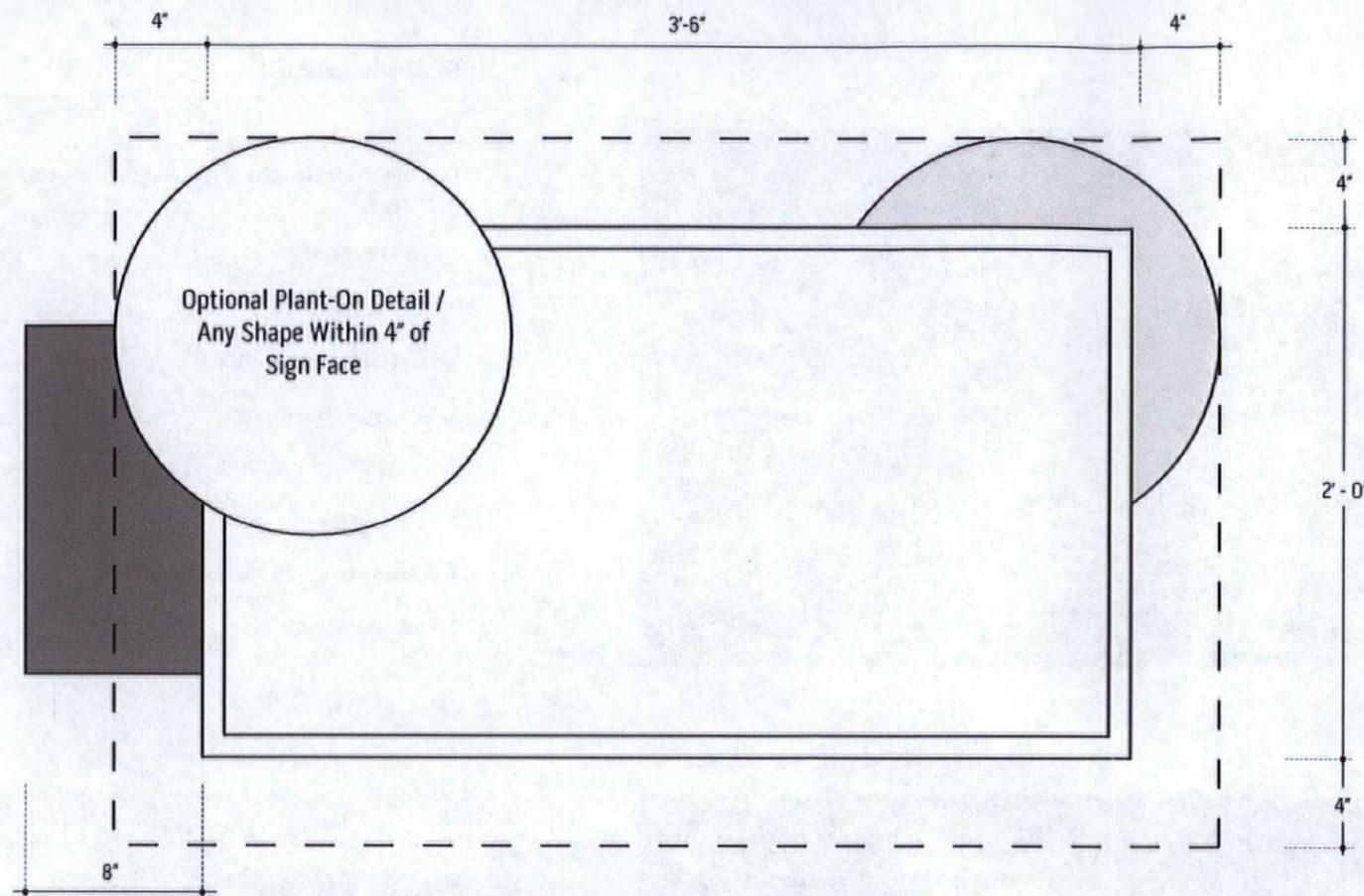
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GRAPHICS CONCEPTS

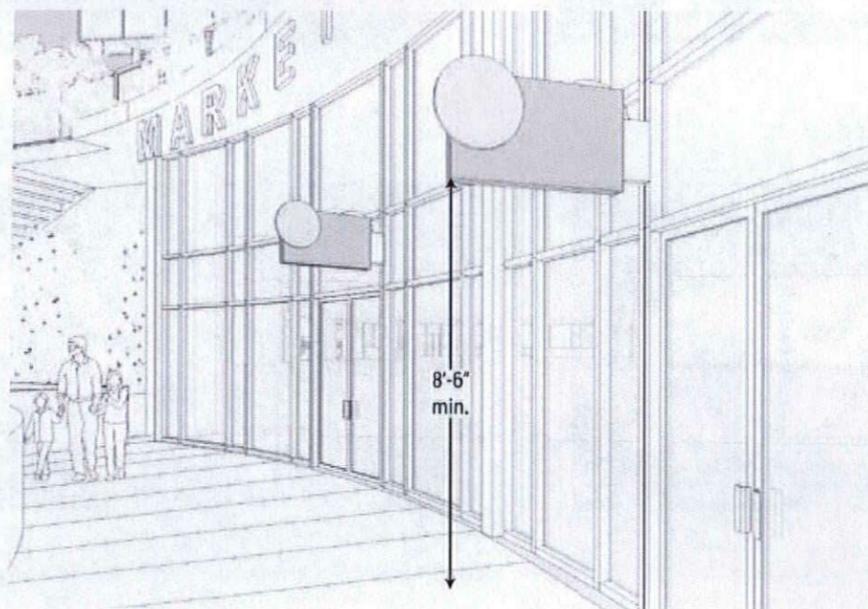
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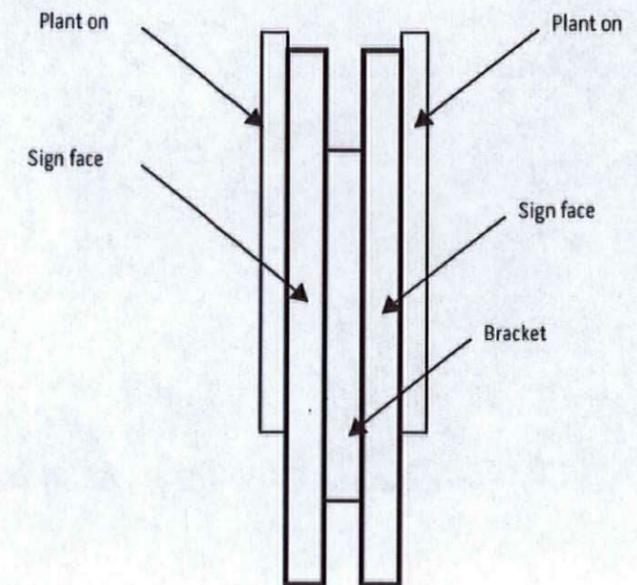
G2.1



1 ELEVATION: BLADE SIGN
SCALE: 1 1/2" = 1'



3 RENDER: BLADE SIGN
SCALE: NTS



2 SECTION: BLADE SIGN
SCALE: 1 1/2" = 1'

2' - 0" x 3' - 6" double faced blade signs

3/4" fabricated aluminum with digital print on face

Optional Plant-on (any shape) graphic 1/4" fabricated aluminum with digital print on face, not to exceed 4" off sign face in any direction

Aluminum bracket to be attached to facade / mullions & support sign

8'-6" minimum from bottom of sign to grade



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See shop drawings for appropriate fabrication details.

3859 Cardiff Avenue, Culver City, CA 90232 | 310.204.2290

REVISIONS

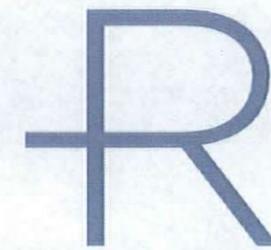
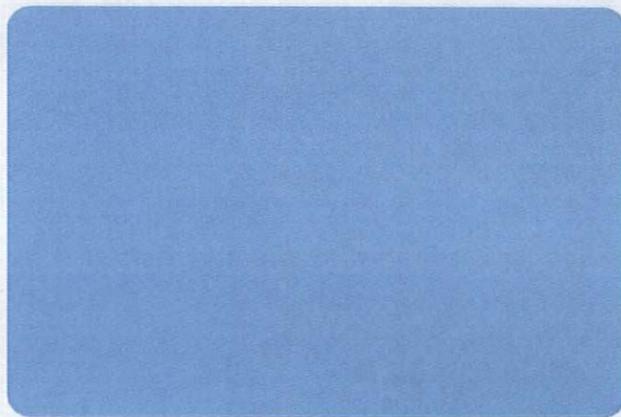
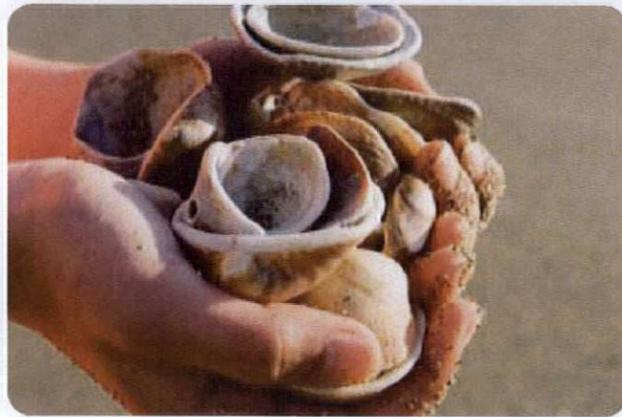
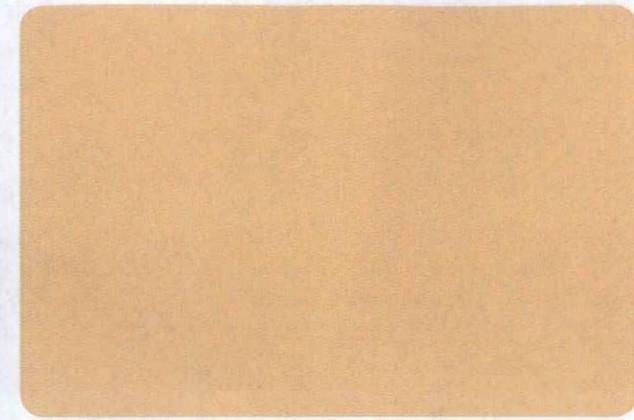
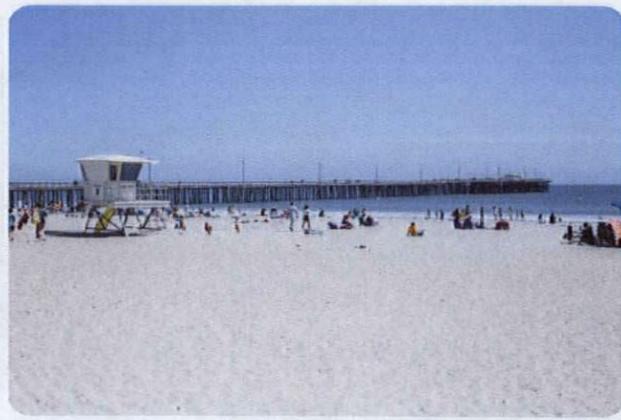
08.21.13
09.11.13

GRAPHICS CONCEPTS

Legado Redondo

JOB NUMBER: 13-000-17-1

G2.2



LEGADO REDONDO

LEGADO REDONDO SIGNAGE CONCEPTS

1700 PACIFIC COAST HIGHWAY

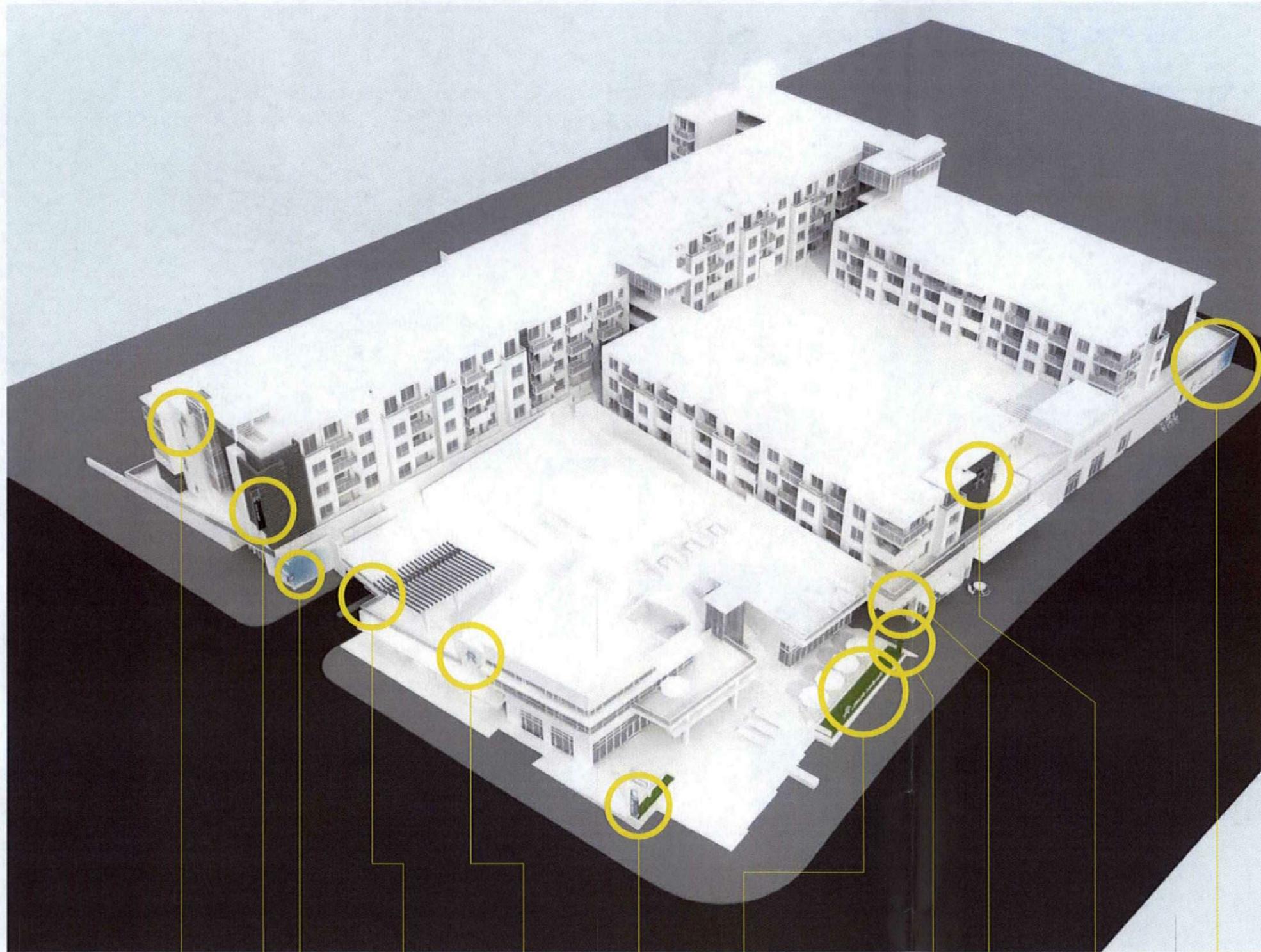
JOB #: 14-000-17-4
DATE: JUNE 17, 2014



PROJECT AXONOMETRIC



EXTERIOR SIGN LOCATIONS



SIGN A

SIGN B

SIGN C

SIGN D

SIGN E

SIGN F

SIGN G

SIGN H

SIGN I

SIGN J

SIGN K



PROJECT IDENTIFICATION SIGNAGE



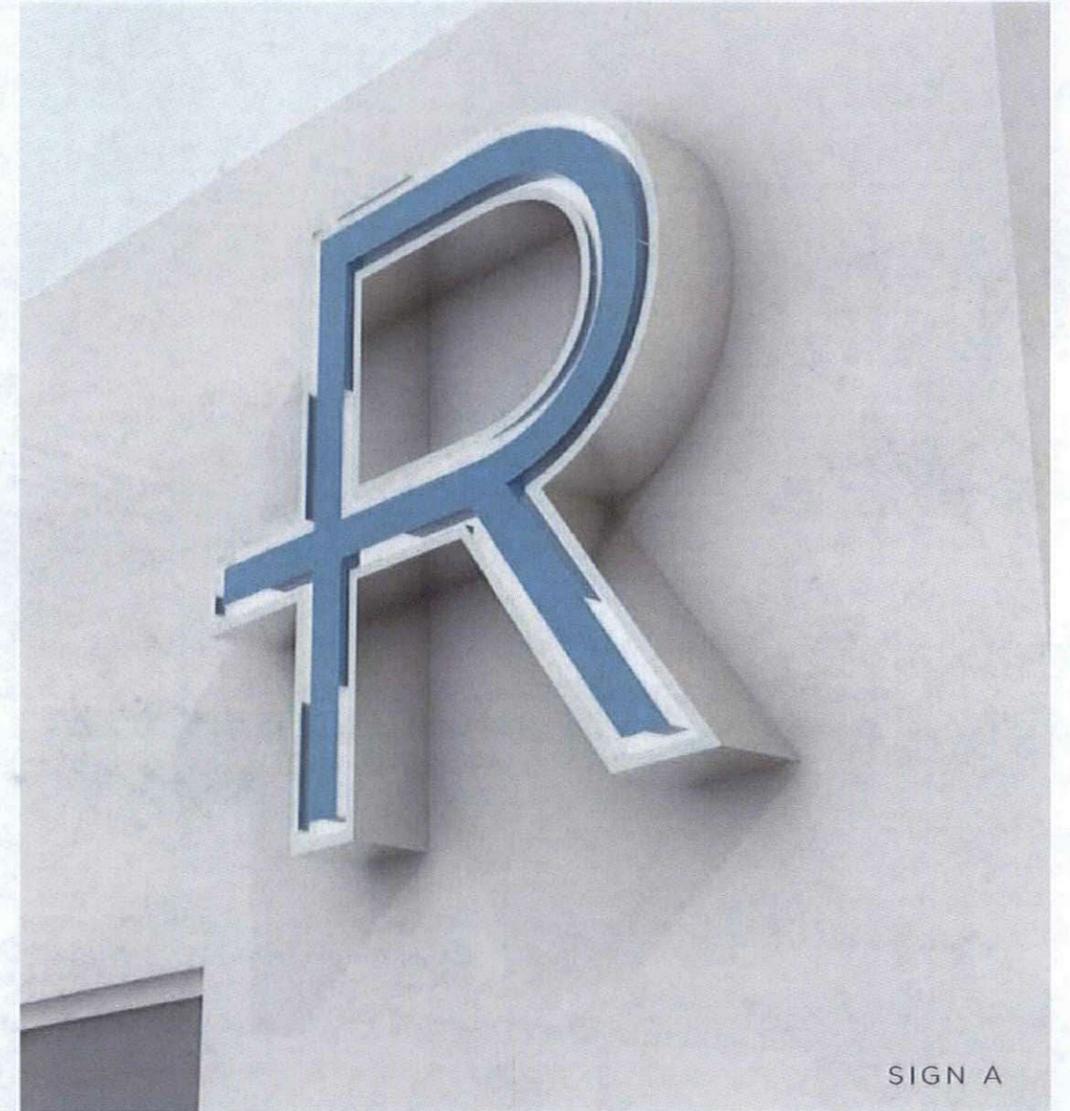
PARKING BLADE SIGN AND VEHICULAR DIRECTIONAL SIGNAGE / GRAPHICS



VEHICULAR PARKING DIRECTIONAL SIGNAGE



BUILDING IDENTIFICATION SIGNAGE / REDONDO "R" LOGO

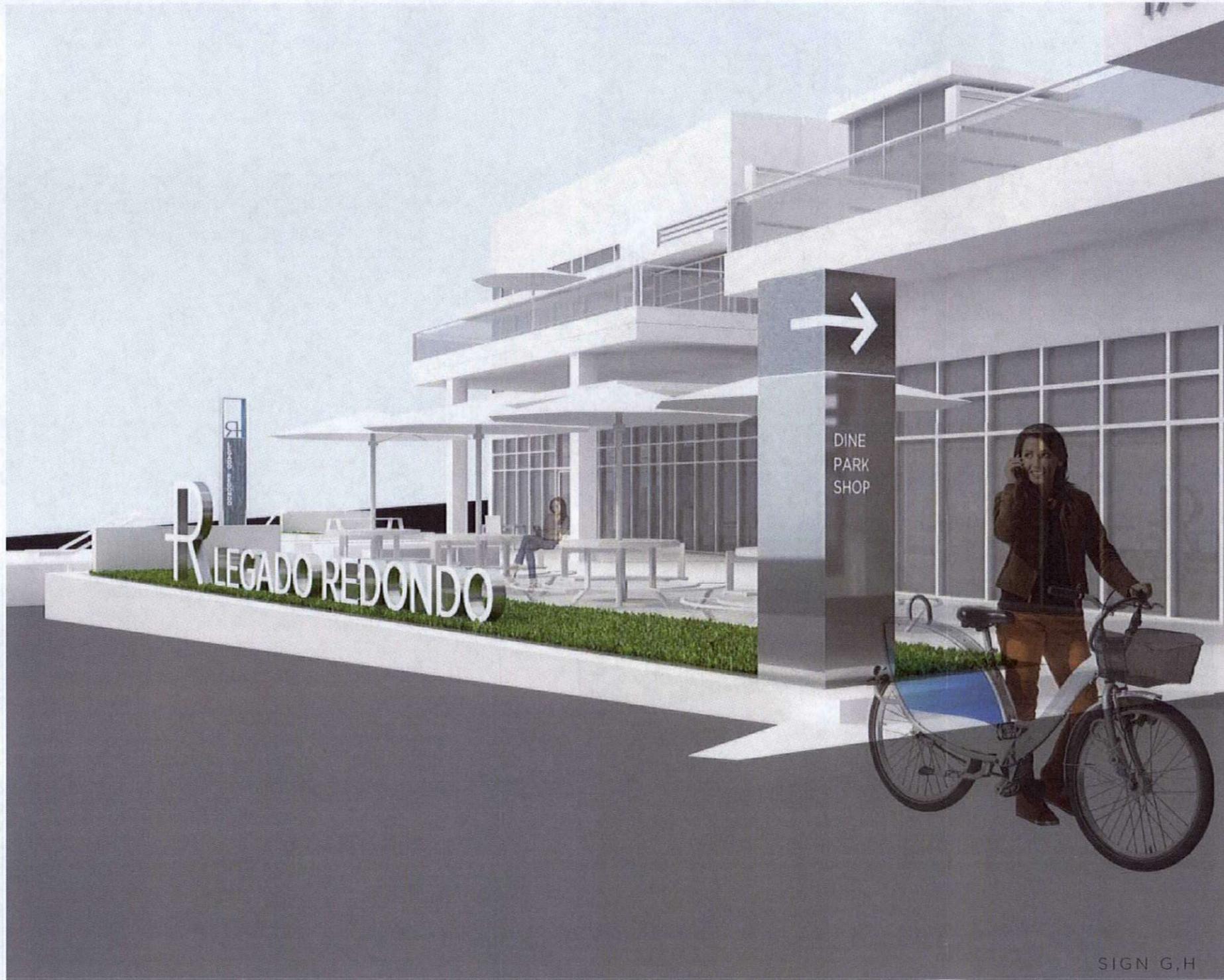


STAINLESS SIGN WITH PAINTED BLUE INLINE STROKE



SIGN G

BUILDING IDENTIFICATION SIGNAGE / PCH VEHICULAR SIGNAGE



BUILDING IDENTIFICATION SIGNAGE / REDONDO "R" LOGO



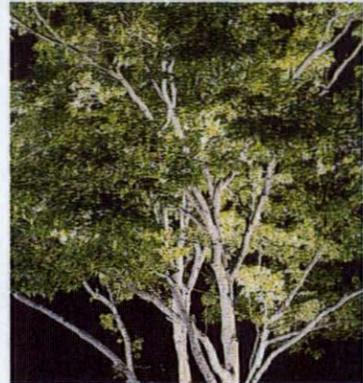
BUILDING IDENTITY AND ADDRESS ALONG PCH



BUILDING IDENTITY AND ADDRESS AT PCH LOADING DOCK



F3 - LED LIGHT STRIP
UNDER BENCHES

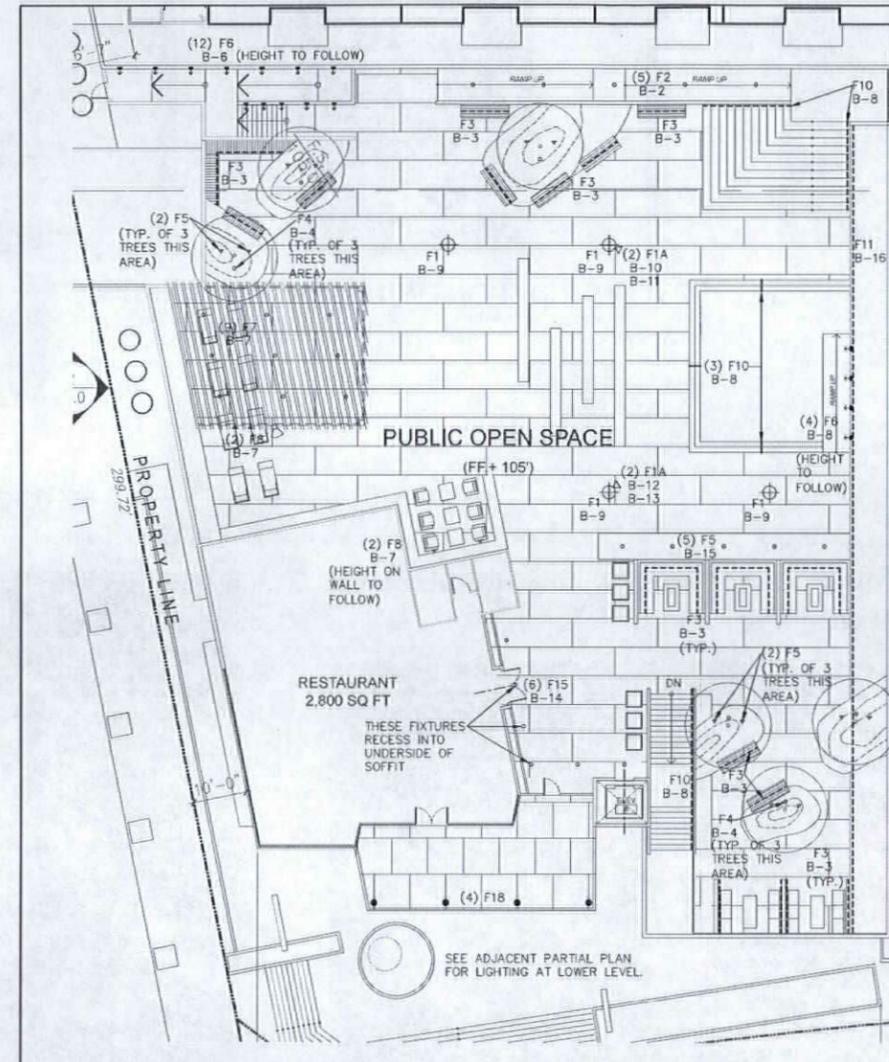


F4 - GROUND MTD LED
FIXTURES UPLIGHT TREES



F7 / F8 -LED FIXTURES
LIGHT FROM TRELLIS

NOTE:
MOST (IF NOT ALL) LANDSCAPE LIGHT FIXTURES WILL BE
HIGHLY EFFICIENT (4 TIMES THAT OF INCANDESCENT)
-THEY WILL BE SPECIFIED AS LED, METAL HALIDE AND/OR
COMPACT FLUORESCENT.



LIGHTING PLAN

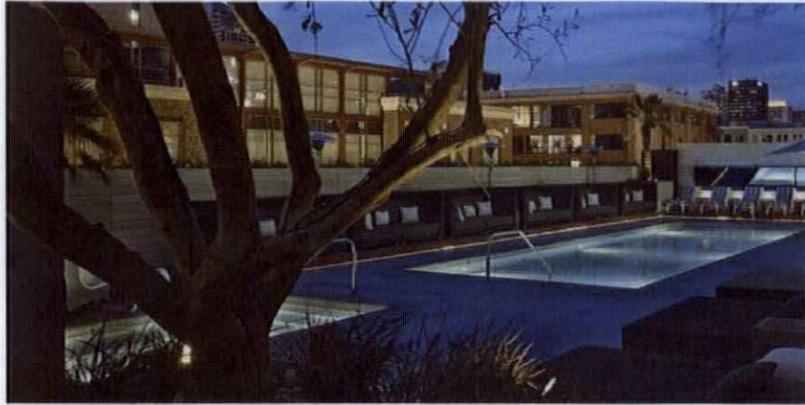
1

February 6 2015

LEGADO REDONDO

PODIUM LANDSCAPE LIGHTING CONCEPTS

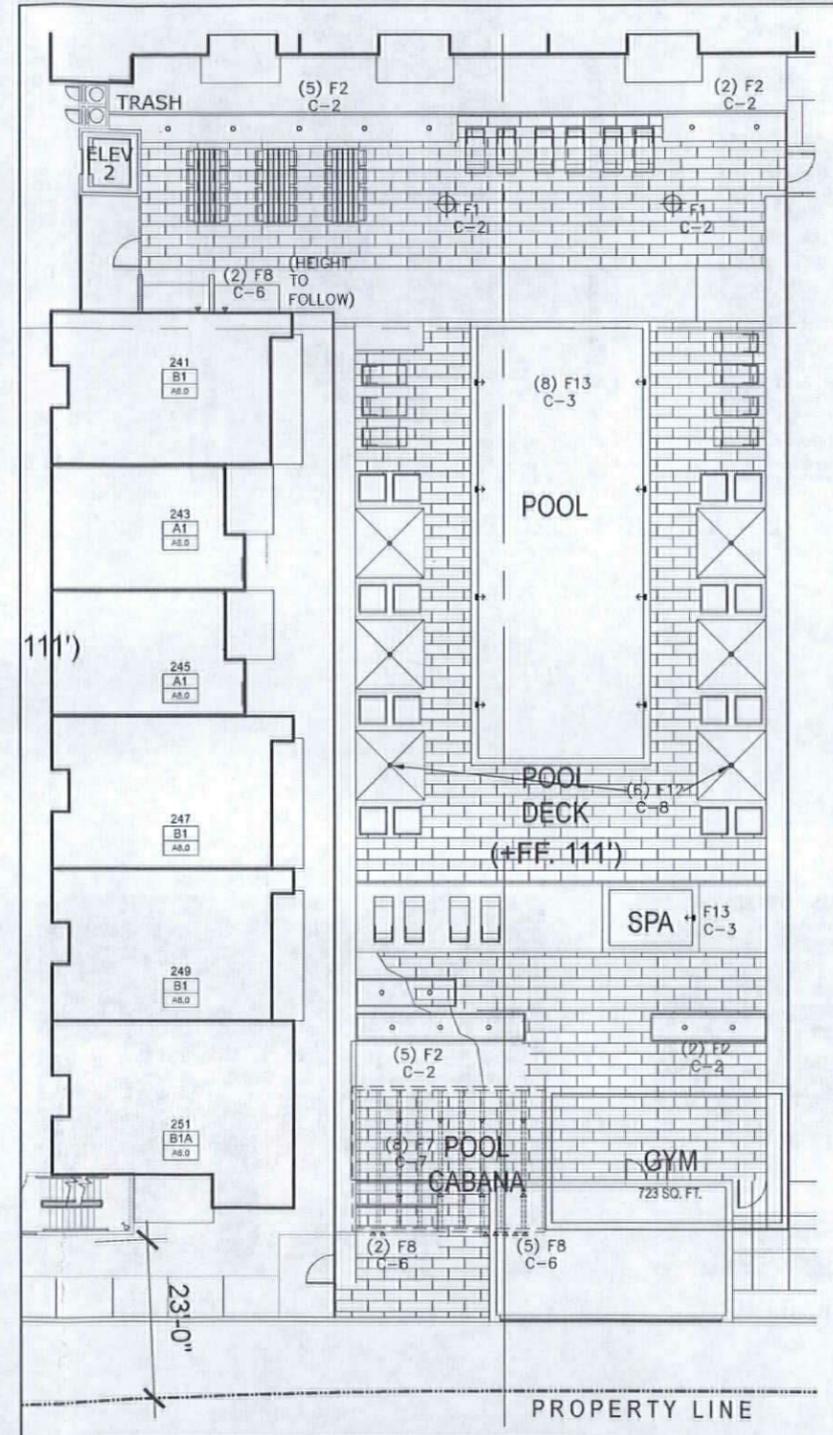
LIGHTVISION
ARCHITECTURAL LIGHTING DESIGN



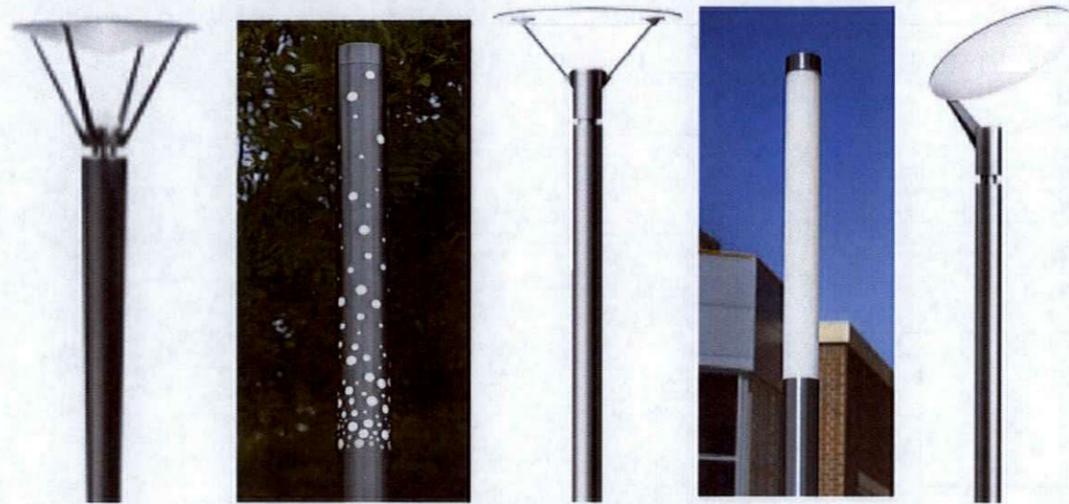
F13 – POOL IN WHITE OR COLORED LIGHT



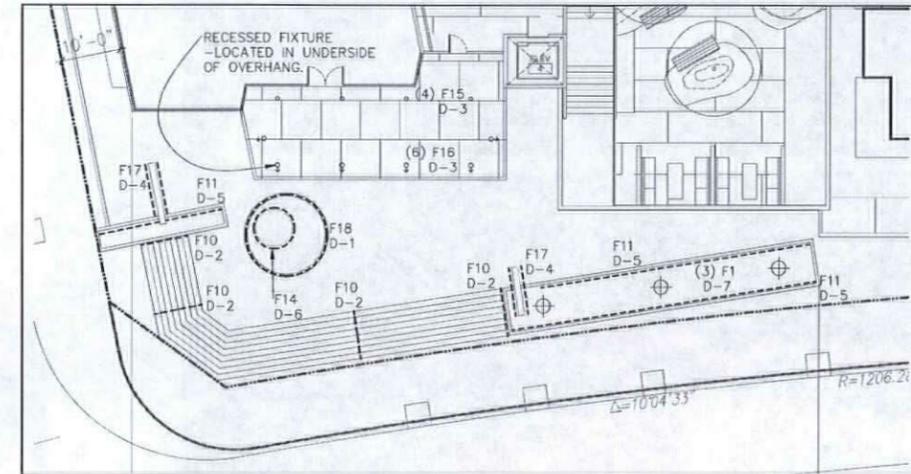
F12 – CABANAS or UMBRELLAS CAN PROVIDE AMBIANCE AND COLOR BY LIGHTING FROM ABOVE OR FROM WITHIN (BETTER IF UMBRELLAS ARE FIXED IN PLACE)



LIGHTING PLAN



F1 – POST LIGHT OPTIONS



LIGHTING PLAN



F10 – LED LIGHT FROM RAILING



F17 – UP LIT WALL GRAZING



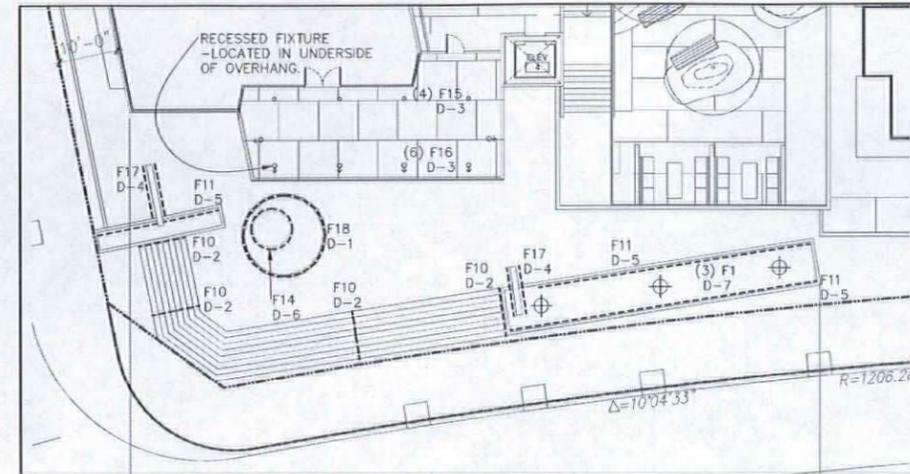
F11 - PLANTER LIGHT



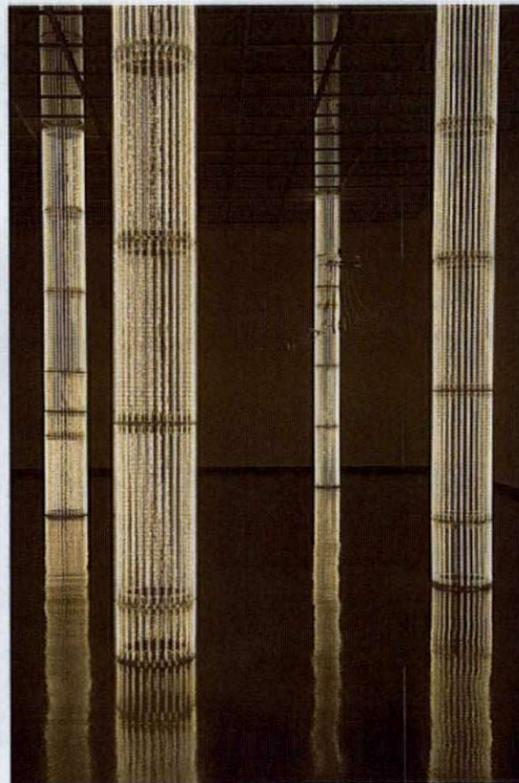
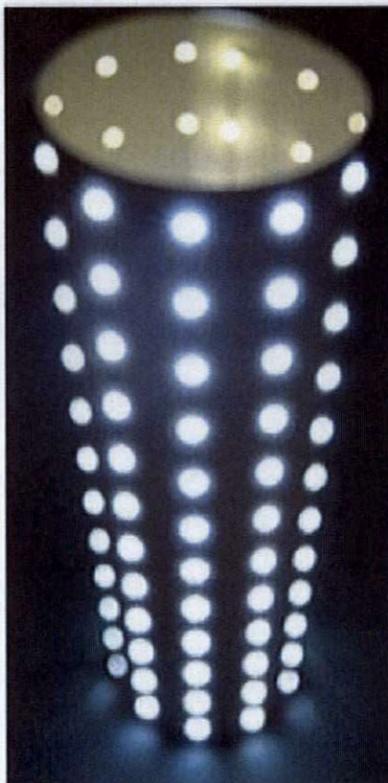
F14 - LIGHT COLUMNS WITH SILHOUETTED PATTERN



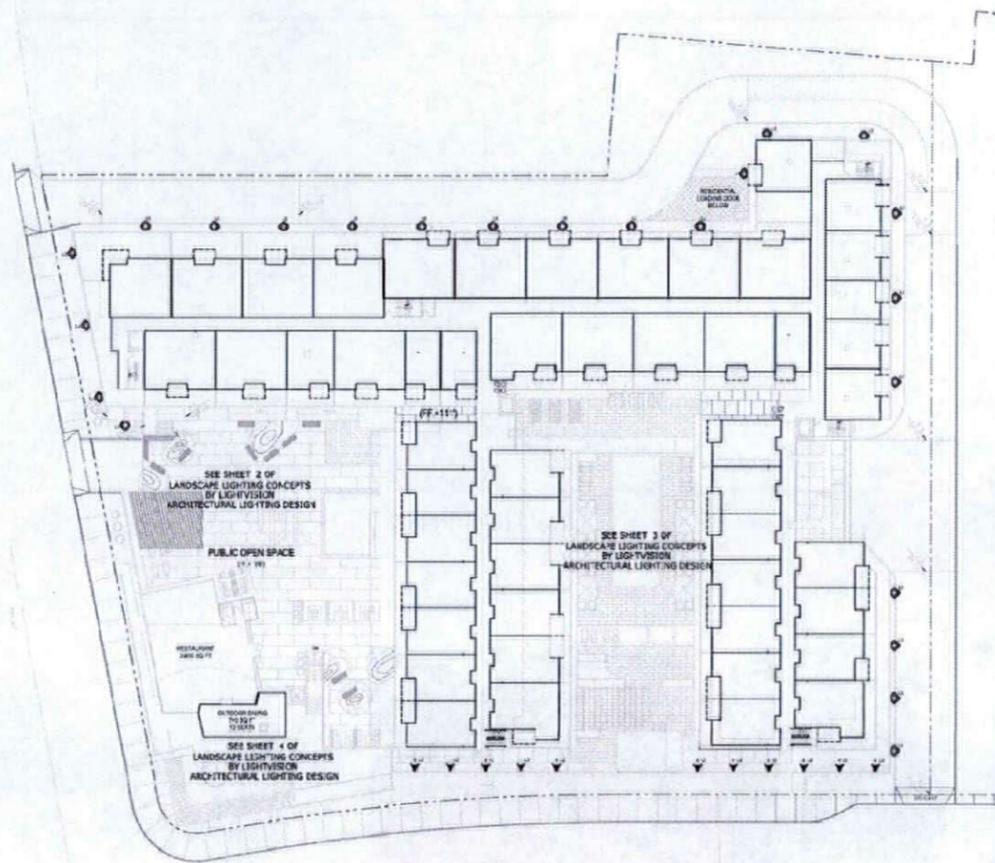
F14 - SCULPTURAL NEON COLUMNS



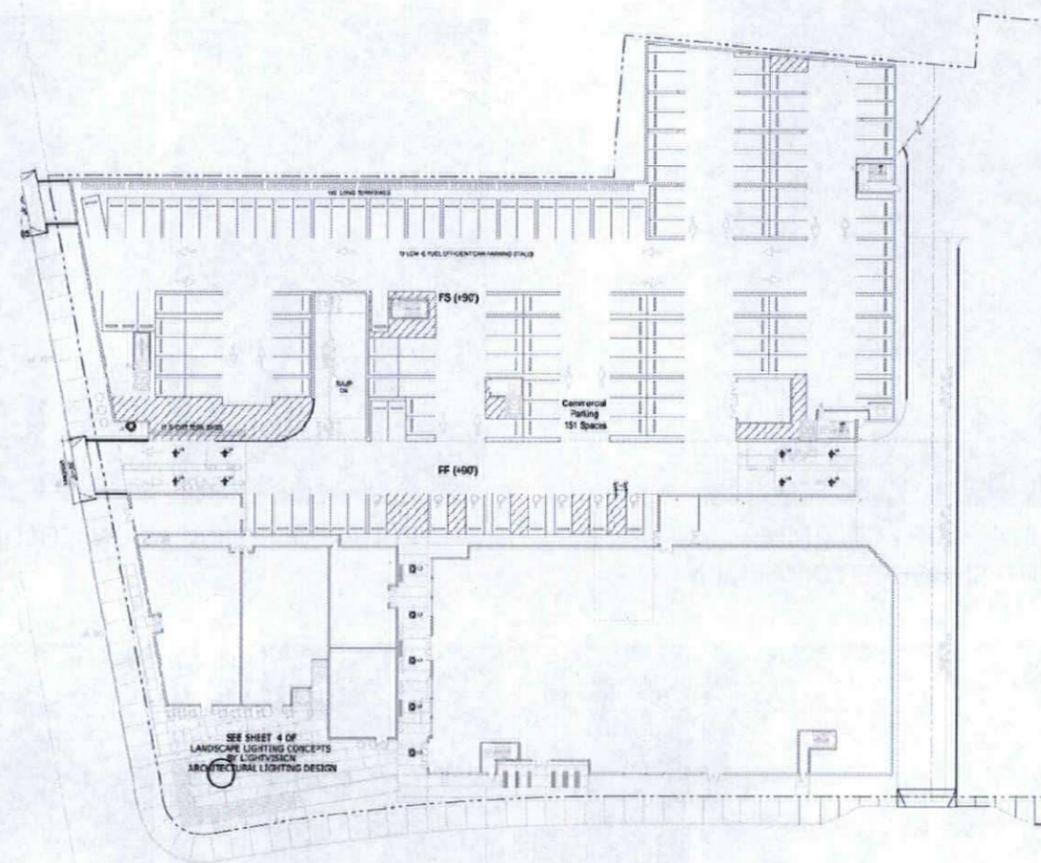
LIGHTING PLAN



F14 - LIGHT SCULPTURE TO FOLLOW - TO WALK AROUND / THROUGH - COLOR CHANGING



L1 LEVEL - PODIUM PUBLIC LIGHTING PLAN
SCALE 1/32" = 1'-0"



GROUND LEVEL - PUBLIC LIGHTING PLAN
SCALE 1/32" = 1'-0"



LEGEND

- BOLLARD LIGHTING
- LOW WALL MOUNTED DOWN LIGHT
- SUSPENDED PENDANT LIGHT
- SURFACE MOUNTED LIGHT FIXTURE - LED TRANSITIONAL LIGHT LEVEL ADJUSTMENT



L1



L2



L3

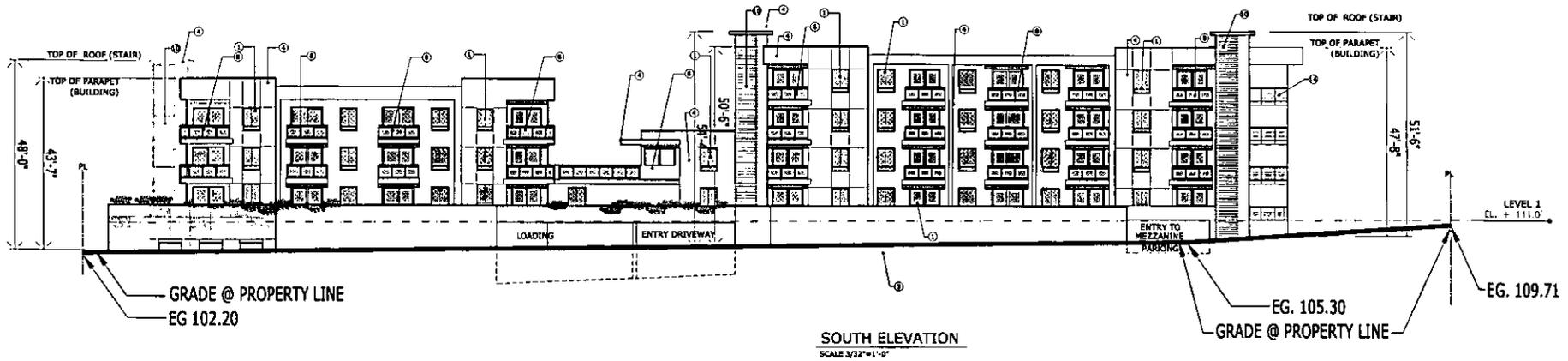


L4

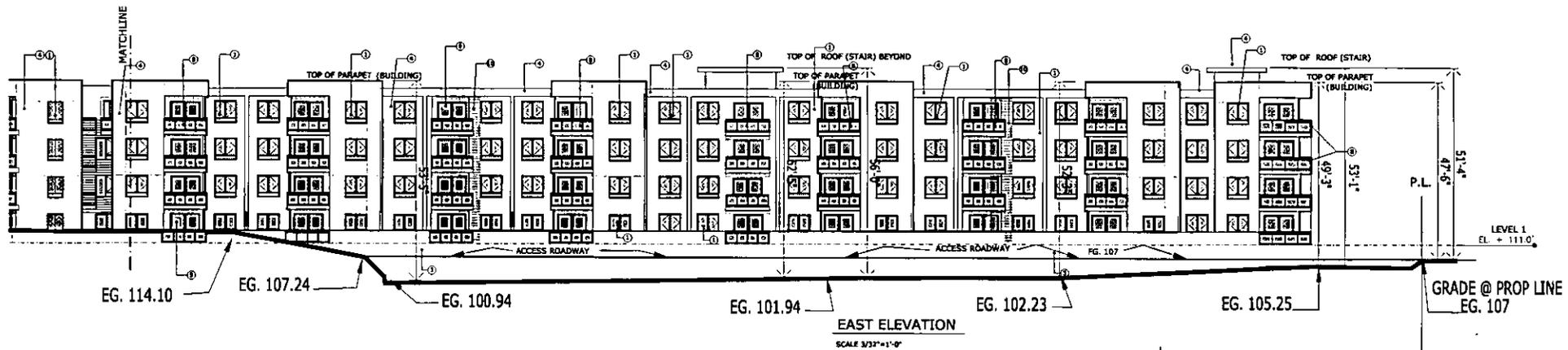
6

AUGUST 4 2014

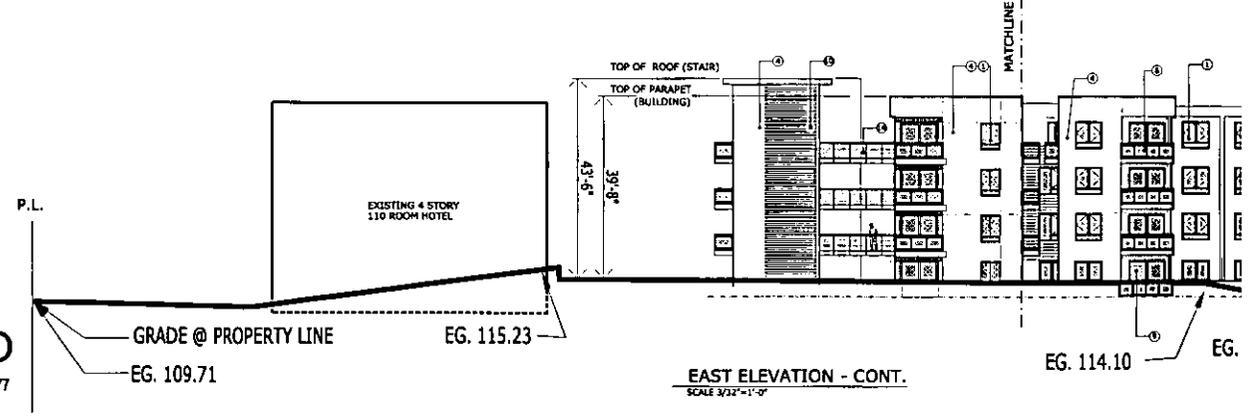
NOTE:
EG. = EXISTING GRADE
FG. = FINISH GRADE



SOUTH ELEVATION
SCALE 3/32"=1'-0"



EAST ELEVATION
SCALE 3/32"=1'-0"



EAST ELEVATION - CONT.
SCALE 3/32"=1'-0"

- ELEVATION KEYNOTES
- ① ALUMINUM WINDOWS
 - ② METAL CANOPY
 - ③ CAST-IN-PLACE CONCRETE
 - ④ SMOOTH STUCCO
 - ⑤ SCOFF
 - ⑥ 8" WIDE X 3/4" HORIZONTAL CEDAR SIDING (NOT USED)
 - ⑦ ALUMINUM / GLASS GUARDRAIL / HANDRAIL
 - ⑧ ALUMINUM STOREFRONT WITH LOW "E" GLAZING
 - ⑨ 1" X 6" CEDAR BOARD SCREEN ATTACHED TO METAL FRAME
 - ⑩ METAL METAL SIGNAGE - INDIVIDUAL LETTERS BACKLIT
 - ⑪ METAL AND WOOD TRELLIS, CEDAR STAIN
 - ⑫ PLASTER CONTROL JOINT
 - ⑬ ALUMINUM / CABLE / HANDRAIL / GUARDRAIL

LEGADO REDONDO
1700 S. PACIFIC COAST HIGHWAY REDONDO BEACH, CA 90277

oakes architects
A5.1

FEB., 25, 2015



R LEGADO REDONDO



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**CITY OF REDONDO BEACH
PLANNING DEPARTMENT**



APPLICATION FOR PLANNING COMMISSION DESIGN REVIEW

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Planning Commission Review, pursuant to Section 10-2.2502, of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A - APPLICANT INFORMATION

STREET ADDRESS OF PROPERTY: 1700 S. Pacific Coast Highway, Redondo Beach, CA 90277	
EXACT LEGAL DESCRIPTION OF THE PROPERTY: Parcel 2, as shown on Parcel Map No. 11291, in the City of Redondo Beach, in the County of Los Angeles, State of California, as per Map filed in Book 125, Page(s) 10 and 11 of Parcel Maps.	ZONING: MU-3A
FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)	
SITE SIZE (SQ. FT.): 186,463.8 GROSS FLOOR AREA (SQ. FT.) 278,727 FLOOR AREA RATIO: 1.5:1	
RECORDED OWNER'S NAME: Legado Redondo, LLC MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0800	AUTHORIZED AGENT'S NAME: Heather Lee MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0808
APPLICANT'S NAME: Legado Redondo, LLC MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0800	PROJECT ARCHITECT: Oakes Architects MAILING ADDRESS: 545 Cypress Avenue Hermosa Beach, CA 90254 TELEPHONE: (310) 374-9133 LICENSE NO. 18150

B - REQUEST

The applicant requests a Planning Commission Design Review to use the above described property for the following purposes:

A project consisting of 180 residential apartment units over 37,600 sq. ft. of commercial uses and maintaining existing hotel uses.

SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2-2514(C) of the Zoning Ordinance.

1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain.

This development will utilize a SB 1818 density bonus and thus is comprised of 180 residential apartment units, of which 9 units are designated Very Low Income. The project will also use a density bonus incentive for increased height up to 56-feet and use the parking standards in Government Code § 65915(p)(1). The development will comply with all other Redondo Beach Municipal Code development standards.

2. Indicate how the location of buildings and structures respects the natural terrain and is integrated with natural features of the landscape including the preservation of existing trees where feasible.

The property is mildly sloped without any significant topography. There are several existing trees on the property and one in the public right-of-way along Palos Verdes Boulevard. The trees are not endangered species and will be removed and replaced with new tree stock. The street tree in the public right-of-way may be maintained or replaced per the Department of Public Works. Native vegetation will be re-incorporated onto the site, as well as in the public right-of-way, to further reinforce the Community's character.

The project is intended to take advantage of its sighting at an axial point and will create access at the lowest elevation at Palos Verdes Boulevard and Pacific Coast Highway onto a public plaza. The plaza will lead up to a public open space above.

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

The site is bounded by Pacific Coast Highway on the West and Palos Verdes Boulevard on the South. Vehicular access to the development is from both streets. Pacific Coast Highway is a California State Highway (Highway 1) and designated as a Major Arterial by the City of Redondo Beach. Pacific Coast Highway currently provides 100 feet of right-of-way with approximately 74 – 76 foot wide roadway and two lanes in each direction along the project frontage. Palos Verdes Boulevard is designated as a Secondary Highway by the City of Redondo Beach. Palos Verdes Boulevard currently provides 100 feet of right-of-way with approximately 74 foot wide roadway and two lanes in each direction along the project frontage.

4. Describe how the overall design is compatible with the neighborhood and in harmony with the scale and bulk of surrounding properties.

The South Bay has become a hub of unique and innovative design with a young and active population. With this, the level of design innovation and experimentation is becoming a unique part of the South Bay Identity, whether in Redondo or Manhattan Beach. In addition to the standard go-to styles, such as Mediterranean, Cape Cod, and Craftsman, newer approaches to design are popping-up all over the South Bay. These new designs fit a young, upwardly mobile population, eager to engage with the outdoors, but also mindful of the high cost of living in the area. The Legado Redondo project is designed specifically for its South Bay location. Its campus is set-back into the hill and away from the highway, in a scale commensurate with the area, yet still providing a vast amount of open space for resident activity, as well as space for extensive interaction with the surrounding neighborhoods.

5. Describe how the design of buildings and structures avoids the appearance of flat facades or boxlike construction.

The building is broken into three components with setbacks on Pacific Coast Hwy. of 10 feet at Street Level and 2nd Floor Retail, and 18 feet at 2nd Floor Residential (Front); 10 feet at Street Level and 18 feet at Residential (Northside); and 20 feet at the Rear. The building breaks on the PCH side for the open space plaza and then mid block for a pool deck on the podium deck. On Palos Verdes Blvd., the building is set-back for the public open space plaza.

6. SIGNS: Indicate how the size, shape, color, materials, illumination, and placement of signs if harmonious and in scale with the building and surrounding area, and avoids needless repetition or proliferation of signs or any adverse impacts on surrounding properties.

See Master Sign Program attached.

The signage will be designed in a fashion to be harmonious with the architecture. Color will be considered an accent to the overall scheme of the building. The size and shape of the signage will work within the fascia panels or available wall areas, keeping scale in mind. Proliferation of unnecessary signage is not to anyone's advantage, and we are keen on using well designed signage rather than just "adding extra signage".

**CITY OF REDONDO BEACH
PLANNING DEPARTMENT**



APPLICATION FOR CONDITIONAL USE PERMIT

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Conditional Use Permit, pursuant to Section 10-2.2506 of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 1700 S. Pacific Coast Highway, Redondo Beach, CA 90277	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: Parcel 2, as shown on Parcel Map No. 11291, in the City of Redondo Beach, in the County of Los Angeles, State of California, as per Map filed in Book 125, Page(s) 10 and 11 of Parcel Maps.	ZONING: MU-3A
	FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE) SITE SIZE (SQ. FT.): 186,463.8 GROSS FLOOR AREA (SQ. FT.): 278,727 FLOOR AREA RATIO: 1.5:1	
RECORDED OWNER'S NAME: Legado Redondo, LLC	AUTHORIZED AGENT'S NAME: Heather Lee	
MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0800	MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0808	
APPLICANT'S NAME: Legado Redondo, LLC	PROJECT ARCHITECT: Oakes Architects	
MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0800	MAILING ADDRESS: 545 Cypress Avenue Hermosa Beach, CA 90254 TELEPHONE: (310) 374-9133 LICENSE NO. 18150	
B	REQUEST	
	<p>The applicant requests a Conditional Use Permit to use the above described property for the following purposes:</p> <p>To construct 180 multi-family units on the above referenced property in conjunction with 37,600 square feet of retail.</p>	

C

SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2-2506(B) of the Zoning Ordinance.

1. Describe existing site improvements and their present use. If vacant, please specify.

The property is currently improved with a 21,130 sq. ft. grocery store box (Bristol Farms) a 7,224 sq. ft. retail building, and a 110 unit hotel (The Palos Verdes Inn). The grocery store box is currently used for seasonal retail sales and the hotel is in operation.

2. Describe the site in terms of its ability to accommodate the proposed use and conform to the development standards of the Zoning Ordinance (i.e., setbacks, parking, landscaping, etc.)

The site is currently 4.275 acres, and consists of the above stated uses. The hotel will remain the same. The remainder of the property will consist of a new mixed use development, which will provide 9 affordable units pursuant to SB 1818 and meet the development standards in the zoning ordinance. However, the Project will use the parking standard provided in Government Code § 65915(p)(1) for density bonus projects. Height will also be increased to 56-feet as the Project's density bonus incentive.

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

The site is bounded by Pacific Coast Highway on the West and Palos Verdes Boulevard on the South. Vehicular access to the development is from both streets. Pacific Coast Highway is a California State Highway (Highway 1) and designated as a Major Arterial by the City of Redondo Beach. Pacific Coast Highway currently provides 100 feet of right-of-way with an approximately 74 – 76 foot wide roadway and two lanes in each direction along the project frontage. Palos Verdes Boulevard is designated as a Secondary Highway by the City of Redondo Beach. Palos Verdes Boulevard currently provides 100 feet of right-of-way with an approximately 74 foot wide roadway and two lanes in each direction along the project frontage.

4. Describe the expected impact of the proposed use on adjoining uses and activities and on future development of the neighborhood.

The property is currently underutilized, underperforming, as well as unattractive. The new development will bring a vibrant mixed use aspect to the Redondo Beach commercial area along Pacific Coast Highway. This new development will invigorate the neighborhood with a new attractive building, new grocery store, restaurants, and retail uses. Further, new rentable housing stock will be added to the City, including 9 designated affordable units under SB 1818.

Please see Attachment A regarding California State SB 1818.

5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.

The Conditional Use Permit will be in conformance with the intent and purpose of the General Plan because it will:

“a. retain existing residential neighborhoods and principal commercial districts, allowing for infill development and recycling for uses which are comparable in function and scale to existing development;”

The proposed mixed-use project would create a desirable retail/residential infill development opportunity at the present site of a shuttered grocery store and “strip retail” building, along a major regional thoroughfare through the City (PCH). The proposed new development would retain the grocery store use on site, and place residential units above.

The proposed mixed-use development is also consistent with Land Use Element Objective 1.21, which “(Provides) for the development of community-serving retail and office commercial and mixed-use projects integrating residential with commercial uses southeast of Palos Verdes Boulevard as a primary activity center of the City.” The development’s designated affordable units also meet Land Use Element Goal 1P to increase the supply of residential units, which are available and affordable for households of very low, low, and moderate household incomes.

“b. allow for the modest intensification of selected “key” sites which are economically underutilized or contain “marginal” uses, have the potential for achieving significant benefits to the City, and can be designed to be compatible with adjacent uses;”

The project increases the economic utilization of the site, which currently has seasonal commercial uses and hotel uses. The current uses severely underutilize this key site along Pacific Coast Highway. The project will bring a new grocery store, retail and restaurant uses to the site totaling 37,600 square feet. The project will continue to include the hotel use at the Palos Verdes Inn. The new development is projected to increase tax revenue for the City, while revitalizing the site and encouraging pedestrian oriented commercial activity. The surrounding area is commercial in nature along Pacific Coast Highway and therefore, this project is compatible with adjacent uses.

“c. allow for a change of use on selected sites to improve their economic viability and compatibility with adjacent uses.”

Redeveloping the site with mixed use commercial and residential uses would improve the economic viability of the site, which currently contains a shuttered grocery store and hotel. Local residents and the City could benefit from increased tax revenues from the commercial components of the proposed project. Also, implementation of the proposed project would improve the site’s economic viability with increased employment opportunities resulting from the construction phase of the proposed project, and operational activities of the grocery, restaurant, and hotel components. The proposed mixed-use commercial/retail-residential project would be compatible with existing adjacent residential and commercial uses.

Application for Conditional Use Permit

Attachment A

Legado Redondo, LLC's ("Legado") is dedicating 6 percent of the residential units at its mixed-use project as very low-income units. Under the state Density Bonus Law ("DBL"), the project is entitled to the requested density bonus of 21 percent, which must be granted, and to one additional incentive. Legado has requested one incentive of an increase in height up to 56 feet and will use the reduced parking standards in Government Code § 65915(p)(1).

Under the state Density Bonus Law ("DBL"), a project qualifies for a density bonus if it designates at least 10 percent of the total units as lower-income or 5 percent as very low-income. [Government Code § 65915(b)(1)(B)]. Applicants may also request specific incentives, such as a reduction in site development standards or a modification of zoning code requirements. (Government Code § 65915(k)). A city does not have discretion to deny a density bonus to a qualifying project. A request for a density bonus under the DBL **must** be granted "when an applicant for a housing development seeks and agrees to construct a housing development" that meets one or more of the statute's thresholds. [Government Code § 65915(k); *Wolmer v. City of Berkeley* (2011) 193 Cal. App. 4th 1329, 1339]. If a developer agrees to dedicate the required percentage of a development's overall units to lower-income or very low-income housing, the municipality is required to grant the developer a density bonus of at least 20 percent. The developer can increase this density bonus by providing more affordable-housing units beyond the minimum number necessary to qualify for a bonus. [*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App. 4th 807, 825].

Once a project meets one of the DBL's minimum thresholds, the size of the density bonus is determined by the number of affordable units the project provides. Here, Legado is dedicating 6 percent of its pre-bonus units as very low-income units and thus is entitled to a 22.5 percent density bonus. Legado has requested a smaller density bonus of only 20 percent, permitting the development of 180 units in the project, rather than the 149 units otherwise permitted. [Government Code § 65915 (f)]. Under the DBL, the City must grant Legado this density bonus.

Legado is also entitled to one incentive in addition to the density bonus and has requested increased height up to 56 feet. Under the DBL, a developer must receive one incentive for projects that include at least 5 percent of the total pre-density bonus units for very low-income households. [Government Code § 65915 (d)(2)]. Here, Legado has designated 6 percent of the project's total pre-density bonus residential units as very low-income and is thus entitled to the incentive it has requested. Under, the DBL, the City "shall grant the concession or incentive requested," unless it makes one of the following written findings, based upon substantial evidence:

- The concession or incentive is not required in order to provide for affordable housing costs;

- The concession or incentive would have a specific adverse impact upon public health and safety or the physical environment that cannot be feasibly mitigated without making the development unaffordable to low- and moderate-income households; or
- The concession or incentive would be contrary to state or federal law.

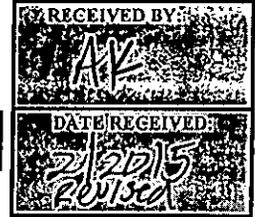
[Government Code § 65915 (d) (1)].

None of these findings can be made here. The increased height incentive requested by Legado is required in order to provide for affordable housing costs; it would not have a specific adverse impact on public health and safety or the physical environment; and it is consistent with state and federal law.

Legado is utilizing reduced parking standards. Under the DBL, Legado may request, and the City must provide, the following reduced parking standards for the project: 1 onsite space for a 0-1 bedroom unit; 2 onsite spaces for a 2-3 bedrooms unit; and 2.5 onsite spaces for a four or more bedrooms unit. [Government Code § 65915(p)(1)]. These reduced standards do not count as an incentive and must be provided to a developer upon request. Legado is explicitly permitted to request parking incentives beyond these reduced standards, but does not do so here. [Government Code § 65915(p)(3)].

In addition to a density bonus and one incentive, Legado may also request a waiver or reduction of any development standards that would have the effect of physically precluding the construction of the project at the densities or with the incentives permitted by the DBL. [Government Code § 65915 (e) (1)]. A waiver of development standards does not count as an incentive or concession under the DBL: A proposal for the waiver or reduction of development standards “shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled.” [Government Code § 65915 (e) (2)].

**CITY OF REDONDO BEACH
PLANNING DEPARTMENT**



APPLICATION FOR MINOR SUBDIVISION

Application is hereby made to the Planning Commission of the City of Redondo Beach, pursuant to the provisions of, Title 10 of the Redondo Beach Municipal Code, for a public hearing for a Minor Subdivision on the property described below.

PART I - GENERAL INFORMATION

A APPLICANT INFORMATION	
STREET ADDRESS OF PROPERTY: 1700 S. Pacific Coast Highway, Redondo Beach, CA 90277	
EXACT LEGAL DESCRIPTION OF THE PROPERTY: Parcel 2 , as shown on Parcel map No. 11291, in the City of Redondo Beach, in the County of Los Angeles, State of California, as per Map filed in Book 125, Page(s) 10 and 11 of Parcel Maps.	ZONING: MU-3A
RECORDED OWNER'S NAME: Legado Redondo, LLC	AUTHORIZED AGENT'S NAME: Heather Lee
MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0800	MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0808

B CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers:
<p>1. Indicate the present use of the property and buildings thereon (if any) and the expected future use of the parcels which would be created by the Minor Subdivision.</p> <p>The property consists of the Palos Verdes Inn and a commercial (previously Bristol Farms Supermarket) building. The Parcel Map would separate the one parcel into two parcels with the Palos Verdes Inn located on one parcel and the new mixed use development on the second parcel.</p> <p>The proposed future use is a 3 and 4-story mixed use residential/commercial project that would include 180 residential apartment units with two levels of subterranean parking. New construction on the site would also include 30,000 SF general retail space and 7,600 SF of proposed restaurant space. The existing, adjacent Palos Verdes Inn would remain.</p>

B CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give fill and complete answers:

2. Indicate how the proposed parcel(s) will front on or have adequate access to a public street (not alley) of adequate width to carry the quantity and kind of traffic generated by the uses allowed in the zone in which they are located.

Parcel 1 with the Palos Verdes Inn has access off of Pacific Coast Highway, where it takes access now. Parcel 2, with the future mixed use building, takes access off of Palos Verdes Drive on the south and Pacific Coast Highway on the west as it currently does now. These public streets are of adequate width to carry the traffic generated by the Inn and mixed use development. Please see Traffic Report.

3. Indicate how the proposed Minor Subdivision will not be detrimental to the surrounding lot pattern and will not create lots smaller than the prevailing lot size in the area where they would be located.

The Minor Subdivision will not be detrimental to the lot pattern, because the surrounding lots are smaller in size than the proposed parcels. Furthermore, due to the location of the current and proposed buildings on the proposed future lots, it would not be possible to create smaller lots.

4. Indicate how the proposed Minor Subdivision would be in conformance with the intent and purpose of the General Plan for the City of Redondo Beach.

The Minor Subdivision will be in conformance with the intent and purpose of the General Plan because it will:

“a. retain existing residential neighborhoods and principal commercial districts, allowing for infill development and recycling for uses which are comparable in function and scale to existing development;”

The proposed mixed-use project would create a desirable retail/residential infill development opportunity at the present site of a shuttered grocery store and “strip retail” building, along a major regional thoroughfare through the City (PCH). The proposed new development would retain the grocery store use on site, and place residential units above.

The proposed mixed-use development is also consistent with Land Use Element Objective 1.21, which “(Provides) for the development of community-serving retail and office commercial and mixed-use projects integrating residential with commercial uses southeast of Palos Verdes Boulevard as a primary activity center of the City.”

“b. allow for the modest intensification of selected “key” sites which are economically underutilized or contain “marginal” uses, have the potential for achieving significant benefits to the City, and can be designed to be compatible with adjacent uses;”

The project increases the economic utilization of the site, which currently has seasonal commercial uses and hotel uses. The current uses severely underutilize this key site along Pacific Coast Highway. The project will bring a new grocery store, retail and restaurant uses to the site totaling 37,600 square feet. The project will continue to include the hotel use at the Palos Verdes Inn. The new development is projected to increase tax revenue for the City, while revitalizing the site and encouraging pedestrian oriented commercial activity. The surrounding area is commercial in nature along Pacific Coast Highway and therefore, this project is compatible with adjacent uses.

B

CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers.

“c. allow for a change of use on selected sites to improve their economic viability and compatibility with adjacent uses.”

Redeveloping the site with mixed use commercial and residential uses would improve the economic viability of the site, which currently contains a shuttered grocery store and hotel. Local residents and the City could benefit from increased tax revenues from the commercial components of the proposed project. Also, implementation of the proposed project would improve the site’s economic viability with increased employment opportunities resulting from the construction phase of the proposed project, and operational activities of the grocery, restaurant, and hotel components. The proposed mixed-use commercial/retail-residential project would be compatible with existing adjacent residential and commercial uses.

APPLICATION FOR ENVIRONMENTAL ASSESSMENT



Negative Dec. \$1,125.00
Mit. Neg.Dec. \$1,250.00

INSTRUCTIONS FOR FILING:

Application Form

- 1) All information in this application shall be typed or legibly printed.
- 2) Give full and complete answers to all questions.
- 3) If necessary, attach extra sheets to answer questions fully.

A APPLICANT INFORMATION	
STREET ADDRESS OF PROPERTY: 1700 S. Pacific Coast Highway, Redondo Beach, CA 90277	
EXACT LEGAL DESCRIPTION OF THE PROPERTY: Parcel 2 , as shown on Parcel Map No. 11291, in the City of Redondo Beach, in the County of Los Angeles, State of California, as per Map filed in Book 125, Page(s) 10 and 11 of Parcel Maps.	LAND USE DISTRICT: MU-3A
ASSESSOR'S PARCEL NO.: 7510-030-064	
PROJECT SPONSOR NAME: Legado Redondo LLC	
MAILING ADDRESS: 121 S. Beverly Drive, Beverly Hills, CA 90212	
TELEPHONE: 310-432-0800	
PROJECT DESCRIPTION (include types of discretionary approvals sought): The Project is a mixed use development consisting of 180 apartment units with 37,600 square feet of commercial over a subterranean garage in a Type V over Type I construction. The Palos Verdes Inn will remain on site. The request for entitlements include: a. A Conditional Use Permit to build more than Four Residential Units; b. A Planning Commission Design Review; c. An Environmental Review; d. A request for increased density per SB1818 to increase density from 149 allowance units to 180 units, with a dedication of 6 percent or 9 very low income units; and e. A request for one incentive per SB1818 of increased project height up to 56 feet.	

B. DESCRIPTION OF EXISTING ENVIRONMENT

Describe the environment in the area of impact of the project as it exists before the commencement of the project. Include references to the project's compatibility with the General Plan, other policies and plans, and with related projects, both public and private, both existing and planned:

The project site contains a grocery store box and 7, 224 sq. ft. of general retail and a 110-key hotel. The retail buildings are surrounded by on-grade parking and the buildings are one story in height, 20-25 feet high. The existing uses do not meet the General Plan because they consist of undifferentiated and unfocused variety (or "hodge-podge") of existing development. The City endeavors to maintain a local-oriented, pedestrian scaled specialty, commercial centers and mixed use projects. The City's intent is to reduce vehicular trips, provide housing opportunities in proximity to jobs, establish active, pedestrian oriented districts, which enhance the quality of life and vitality of the City and increases the supply of moderately priced and affordable housing. The location of the project site is zoned MU-3A to encourage the development of the mixed use project on this segment of Pacific Coast Highway. (Land Use Policy 2.1.1)

Specifically, the General Plan states that the southern portion of Pacific Coast Highway was specifically zoned as multiple family residential to "create a better balance between the supply of land and the economic demand for commercial and residential uses." (Land Use Policy 1.19.4-1.20)

The proposed project will meet the General Plan's intent. Specifically, it will be a mixed use structure, (General Plan Section 1.21.5) and meet Section 1.21.7:

"Require that new development be sited and designed to convey a 'village' character, include the:

- a. siting of structures on common pedestrian walkways, courtyards, and other open spaces;
- b. incorporation of arcades and other setbacks along the street frontage;
- c. use of multiple building volumes and masses to reduce the "sense" of large scale "boxes" and create a visual fabric of multiple buildings;
- d. incorporation of extensive façade modulation and articulation and design details;
- e. use of roofline and height variations to break up massing and provide visual interest;
- f. use of unified architectural design styles;
- g. clear identification of building entrances;
- h. extensive use of landscape (planting beds, raised planters, containers, or window boxes) which provides a three-dimensional character;
- i. and use of pedestrian-oriented signage (e.g., projecting signs) (11.1, 11.7, 11.18)."

C POTENTIAL ENVIRONMENTAL IMPACTS OF PROJECT:

- | YES | NO | |
|--|-------------------------------------|--|
| 1. _____ | <input checked="" type="checkbox"/> | Is this project associated with any other existing or proposed project? |
| 2. _____ | <input checked="" type="checkbox"/> | Will this project involve any type of phased development? |
| 3. _____ | <input checked="" type="checkbox"/> | Will the project involve a substantial alteration of ground contours? |
| 4. <input checked="" type="checkbox"/> | _____ | Will the project alter existing surface drainage patterns? |
| 5. _____ | <input checked="" type="checkbox"/> | Will the project substantially change existing noise or vibration levels in the vicinity? |
| 6. _____ | <input checked="" type="checkbox"/> | Will the project substantially change demand for municipal services (police, fire, water, sewage, etc.)? |
| 7. <input checked="" type="checkbox"/> | _____ | Will the project require certification, authorization, or issuance of a permit by any county, estate or federal environmental control agency such as the California Coastal Commission, APCD, EPA, or the Regional Water Quality Control Board? (If so, please identify those agencies.) |
| 8. <input checked="" type="checkbox"/> | _____ | Is this project considered a "Priority Project" as defined by the City's NPDES Permit and will therefore require the submission of a SUSWMP? |

DISCUSSION OF "YES" AND "NO" RESPONSES FOR ITEMS 1 THROUGH 7 ABOVE: (Attach additional sheets as needed)

#4 – The project alters the drainage pattern only to the extent that the roof drains will collect and disperse rainwater and therefore we will be capturing and treating more water than before.

#7 – The Regional Water Quality Control Board will be involved, because over one acre of ground surface area is being disturbed and therefore they will be issuing an NPDES Permit.

#8 – This project is considered a “priority project” and will require a SUSMP due to the disturbance of ground surface area greater than one acre.

D SUPPLEMENT TO ENVIRONMENTAL ASSESSMENT APPLICATION

(Must accompany Environmental Assessment Application for any project which involves physical construction)

Please include the following with your submittal:

- A site plan showing topographic contours and location of proposed improvements.
- Floor plans of all levels.
- Elevations (4).
- A longitudinal and transverse section.

Please give the following data for the project:

- A. Type of project or land use: MU-3A
- B. Anticipated types of specific Activities: Residential apartment above, commercial activities on ground floor, continuing hotel uses.
- Size of project site in square feet: 186,463 square feet

- C. Number of employees: Unknown
- D. Improvements/modification in the public right-of-way: N/A
- E. Square footage of existing buildings on site: 98,282 sq. ft.
- F. Square footage of proposed buildings on site: 278,727
- G. Number of dwelling units: 180
- H. Number of parking spaces: 614
- I. Land Coverage: _____ %
- J. Landscaped area in square feet: _____
- K. Number of stories: 4
- L. Maximum height above existing grade: 56 feet
- M. Grading proposals and estimate of cut and/or fill: 70,635 cubic yards cut and 60 cubic yards of fill
- N. Unique topographical features: None
- O. Mature vegetation: None
- P. Historical structures: None

B

CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.



Sponsor's Signature

Date

Legado Redondo – Environmental Goals

LANDSCAPING

- Onsite Weather Station Controller- weather station collects data to accurately adjust the sprinkler controllers to irrigate based on climate
- Point Source Irrigation- designed to bring water directly to the plants, reduce runoff, and evapotranspiration
- Support local business- purchase landscape material within 25 mile radius
- Sustainable and Seaside Tolerant Plantings: palette of grasses, broad stroke ornamentals, California native plants
- Tree shaded streets for great walkability

BUILDING INTERIOR

- Low flow bathroom fixtures to reduce water waste
- High efficiency lighting fixtures for all interiors
- Eco-friendly shade devices
- High efficiency energy star equipment
- Use of rapidly renewable material and Low Volatile Organic Compounds (VOC)
- All Windows will be double glazed and operable to allow air circulation

BUILDING EXTERIOR

- High efficiency low 'E' glazing-transparent & translucent façade elements arranged to reduce heat gain but preserve views and daylight
- Carbon Neutral Building- Engineered to release no Green House Gas (GHG) or to balance the GHG emissions by using GHG trades
- Recessed Doorways designed to reduce moisture infiltration
- Lighting - Photo Sensors and Occupancy Sensors to minimize wasted energy

OTHER INITIATIVES

- 3% of Parking will have Charging Stations for Electric Cars
- 3% Carpool/Vanpool parking
- 208 bicycle stalls to encourage less automobile usage

OWNER'S AFFIDAVIT

Project address: 1700 Pacific Coast Highway, Redondo Beach, CA 90277

Project description: Proposed Mixed-Use project consisting of 180 Residential Units and 37,600 sq. ft. of commercial/retail uses.

I (We) Edward M. Czucker, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s): *Edward M. Czucker*

Address: 270 N. Canon Drive, 2nd Floor
Beverly Hills, CA 90210

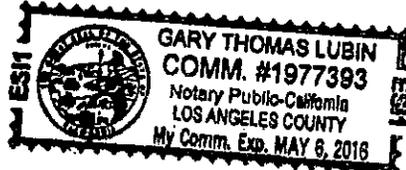
Phone No. (Res.) _____
(Bus.) (310) 432-0800

Subscribed and sworn to (or affirmed) before me this 11TH day of SEPTEMBER, 20 13 by EDWARD M. CZUKER, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

[Handwritten Signature]

FILING CLERK OR NOTARY PUBLIC
GARY LUBIN, NOTARY

State of California)
County of Los Angeles) ss



ORDINANCE NO. 3127-14

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
REDONDO BEACH, CALIFORNIA, ADDING CHAPTER 6
PUBLIC ART FUNDING MECHANISMS TO TITLE 10
PLANNING AND ZONING OF THE REDONDO BEACH
MUNICIPAL CODE**

WHEREAS, on August 20, 2013, the Redondo Beach City Council directed that an ordinance be created for funding mechanisms for public art; and

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on October 16th, 2014, at which time all interested parties were given an opportunity to be heard and to present evidence; and

WHEREAS the City of Redondo Beach has determined that public art is a critical element of providing a diverse and culturally rich environment to residents and visitors to Redondo Beach that promotes the general public welfare; and

WHEREAS, research has shown that the arts foster economic development, revitalize urban areas and improve the overall business environment. Additionally, a well-conceived work of art can increase the value of a development project, enhance the corporate image of the community, promote cultural tourism and enhance the Living Streets Policy of a more beautiful and vital city; and

WHEREAS, public art enriches and celebrates our community identity by developing a collection of artworks which have strong inherent aesthetic quality and represent diverse communities and a wide range of artistic styles and disciplines; and

WHEREAS, in order to ensure that public art is present throughout the community it is necessary to require that all new non-residential development in the City of Redondo Beach with a building valuation of at least two hundred fifty thousand dollars (\$250,000), include an element of public art equivalent to one percent (1%) of the building valuation or, where appropriate, contribute to a City fund for public art, in an amount equal to one percent (1%) of the building valuation of the project in lieu of providing said art; and

WHEREAS, in order to ensure that public art is present throughout the community it is necessary to require that all new residential development in the City of Redondo Beach of three (3) units or more and with a building valuation of at least two hundred fifty thousand dollars (\$250,000), include an element of public art equivalent to one percent (1%) of the of the building valuation or, where appropriate, contribute to a City fund for public art, in an amount equal to one percent (1%) of the building valuation (minimum two hundred fifty thousand dollars (\$250,000) of the project in lieu of providing said art; and

WHEREAS, in order to ensure that public art is present throughout the community it is necessary to require that certain eligible City Capital Improvement Projects include an element of public art at a cost equivalent to one percent (1%) of the of the building valuation; and

WHEREAS, in order to provide the City Council with advisory recommendations regarding public art proposals, whether funded by a developer or through in lieu contributions, all public art proposals shall be first received by the Public Art Commission; and

WHEREAS, the requirement that applicants for development projects provide either public art or an in lieu equivalent fee is a legitimate and valid land use regulation that has been analogized by California courts as akin to traditional land use regulations imposing minimal setbacks, parking and lighting conditions, landscaping requirements and other design conditions; and

WHEREAS, aesthetic regulations as set forth in the public art contribution is reasonably related to the public health, safety and welfare of the citizens of the City of Redondo Beach, and furthers the significant government interests of the promotion of visual and cultural interest in commercial and residential zoning, preservation of neighborhood character, communication of community values and cultural interests, promotion of tourism and stimulation of the local economy, and enhancement of the visual character and identity of the City; and

WHEREAS, the City Council hereby finds that the public art contribution is thus neither a "development fee" subject to the requirements of the California Mitigation Fee Act, California Government Code 66000 *et seq*, nor a development exaction subject to the scrutiny of relevant rules set forth in Nollan v. California Coastal Commission 483 U.S. 825 91987) and Dolan v. City of Tigard 512 U.S. 374 (1994), but rather, that the public art contribution is a zoning requirement that furthers aesthetic objectives under the authority of the City's general police power.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Redondo Beach Municipal Code Chapter 6, Title 10 is hereby added to read as follows:

Chapter 6

PUBLIC ART REQUIREMENTS

Sections:

10-6.01 Purpose

The purpose of this chapter is to authorize the establishment of guidelines, procedures and standards for the integration of public art into new, eligible private development projects and public capital improvement projects throughout the City of Redondo Beach.

Public art helps create a more livable and visually stimulating city. The presence of and access to public art enlivens the public areas of buildings and their grounds and makes them more welcoming. It creates a deeper interaction with the places where we live, work and visit. A city rich in art encourages cultural tourism which brings in visitor revenues.

The fostering of public art in the City and the establishment of a Public Art Program was due, in part, to the hard work of the late John Parsons, a former Planning Commissioner, Harbor Commissioner and Council Member who dedicated himself to this purpose.

The visual and aesthetic quality of development projects has a significant impact on property values, the local economy and vitality of the city. Public art illuminates the diversity and history of a community, and points to its aspirations for the future. A wealth of art and culture in the public realm will foster the economic development of the community.

To achieve these goals, public art should be integrated into development projects citywide. For best results, consideration of public art should be integrated into project planning at the earliest possible stage, and the selected artist(s) should become a member of the project's design team early in the design process.

10-6.02 Implementation by the Public Art Commission

The Public Art Commission, as established in Section 2-9.1401 of the Redondo Beach Municipal Code, shall implement the duties established in this Chapter.

10-6.03 Definitions

The following words and phrases, whenever used in this chapter, shall be construed as defined in this section:

- A. "Addition" means an extension or increase in floor area or height of a building or structure.
- B. "Alteration" means any construction or renovation to an existing structure other than repair or addition.
- C. "Artist" means a person who has a reputation among peers as a person of artistic excellence, through a record of exhibitions, public commissions, sale of works, or educational attainment as judged by the reviewing body with final design review authority for the development project.
- D. "Building Valuation" for an applicable project shall consist of the dollar amount of all construction permits using the latest Building Valuation Data as set forth by the International Code Council (ICC), unless in the opinion of the Building Official, a different valuation methodology is more appropriate for the particular project. It does not include the cost of the land acquisition and off-site improvement costs.
- E. "Developer" means the person or entity that is financially and legally responsible for the planning, development and construction of any development project covered by this chapter, who may, or may not, be the owner of the subject property.
- F. "Director" means the Community Development Director, or a designee of the Community Development Director or the City Manager.
- G. "Eligible Capital Improvement Project" shall mean any improvement to public property which the City Manager has approved for application of the requirements of this Resolution. This term shall not be interpreted to include any improvement for which the source of funding, or

any applicable law or regulation, prohibits or restricts the use of funds for the purposes of this ordinance.

- H. "Installation date" means the actual date on which the public art is installed on site.
- I. "Maintenance" means to keep in continuance or in a certain state, as of repair.
- J. "Private development project" means a project involving the construction of any new residential (three units or more), commercial building (including office and retail uses), industrial or light industrial uses, or any mixed-use project, the construction of new tenant improvements in any shell building, an addition to an existing building, or the rehabilitation, renovation, remodeling or tenant improvement of an existing building, and having a building valuation, as defined in this Chapter, of two hundred fifty thousand (\$250,000.00) or more. For the purposes of calculation of the public art contribution for a mixed-use project, the building valuation shall be calculated based on the nonresidential portion of the project only. To the extent that all or some portion of the new construction includes one or more of the six "exclusion items" identified below, those portions of the project shall be excluded from the definition of "Private development project"; thus, those portions of construction shall not be subject to the requirements of this chapter:
 - 1. Repair or reconstruction of structures which have been damaged by fire, flood, wind, earthquake or other calamity;
 - 2. Historic preservation or restoration;
 - 3. Seismic retrofit or flood protection projects work items;
 - 4. Fire sprinkler installation work items as defined by section 9-1.05 of the Redondo Beach Municipal Code.
 - 5. Any alteration, maintenance or repair of an existing structure, or equipment, that does not result in an addition (i.e. does not result in an extension, expansion or increase in the floor area or height of the existing structure). Notwithstanding this exclusion, construction of new tenant improvements in any shell building shall be within the definition of "development project";
 - 6. Solar (photo voltaic) system applications.
- K. "Public art" means an original work of a permanent nature in any variety of media produced by an artist which may include sculpture, murals, photography and original works of graphic art, water features, neon, glass, mosaics, or any combination of forms of media, furnishing or fixtures permanently affixed to the building or its grounds, or a combination thereof, and may include architectural features of the building such as decorative handrails, stained glass and other functional features which have been enhanced to be visually appealing. City commissioned public art may also include pieces as identified above which may be moved from time to time as a gallery collection and placed in public buildings such as City Hall, the libraries and other publicly accessible facilities.

Public art does not include the following:

1. Art objects that are mass produced of standard design such as playground equipment, benches, statuary objects or fountains;
 2. Decorative or functional elements or architectural details, which are designed solely by the building architect as opposed to an artist commissioned for this purpose working individually or in collaboration with the building architect;
 3. Landscape architecture and landscape gardening except where these elements are designed by the artist and are an integral part of the work of art by the artist;
 4. Directional elements such as super graphics, signage as defined in the Redondo Beach Municipal Code Section 10-2.1800, or color coding except where these elements are integral parts of the original work of art or executed by artists in unique or limited editions;
 5. Interpretive programs;
 6. Reproductions, by mechanical or other means, of original works of art, except in cases of film, video, photography, print making, or other media arts, specifically commissioned by the City;
 7. Services or utilities necessary to operate or maintain the artwork over time;
 8. Existing works of art offered for sale or donation to the City which do not have an established and recognized significance in the field of public art as determined by qualified arts professionals and art appraisers and ultimately as judged by the Public Art Commission or City Council;
 9. Works of art which are not visible to the public;
 10. Works of art which cannot be reasonably maintained within the resources allocated by the City of Redondo Beach;
 11. Logos or corporate identity.
- L. "Public art contribution" means the dollar amount equal to one percent (1%) of the building valuation of a development project with a building valuation of at least two hundred fifty thousand dollars (\$250,000), covered by this chapter. In the case of a mixed-use project, the dollar amount shall be equal to the cost of one percent (1%) of the building valuation of at least two hundred fifty thousand dollars (\$250,000) of the non-residential component of that development project.
- M. "Public art fund" means a fund established and maintained by the City of Redondo Beach for the purpose of funding public art and the maintenance of public art consistent with the public art master plan.
- N. "Public art master plan" means a plan developed by the City and approved by the City Council which identifies locations on public property such as public rights-of-way and public

parks which would be acceptable for the placement of public art pieces, and additionally identifies funding priorities and criteria for accounting and expenditures of the accumulated public art fund. The plan shall be developed in conjunction with the Public Art Commission.

- O. "Public Art Commission" means the City Commission established under Section 2-9.1401 of the Redondo Beach Municipal Code.
- P. "Public place" means any exterior area on public or private property which is clearly visible to the general public. If located on private property, the area must be clearly visible from adjacent public property such as a street or other public thoroughfare, sidewalk, or path.
- Q. "Remodel." See "Alteration."
- R. "Repair" means the reconstruction or renewal of any part of an existing building for the purpose of its maintenance.
- S. "Reviewing body" means a review in a public forum by official bodies of the City of Redondo Beach including, but not limited to, the Harbor, Public Art and Planning Commissions, as well as the City Council.
- T. "Solar photovoltaic system" means the total components and subsystems that, in combination, convert solar energy into electric energy suitable for connection to a utilization load.

10-6.03 Public art requirement

The requirements of this chapter shall apply to the following activities:

- A. Eligible Private Development Projects as defined above.
- B. Eligible Capital Improvement Projects as defined above.

10-6.04 Public art requirement for eligible private development projects

A. The developer of any eligible private development project subject to the requirements of this chapter shall install public art on the project site in a public place as approved by the reviewing body with the authority to approve the development project pursuant to the process identified in this chapter. The cost of the public art shall be equal at least to one percent (1%) of the building valuation. The creator of public art shall be an artist. Public art shall be displayed in a manner that will enhance its enjoyment by the general public. As an alternative to on-site installation of public art, the developer may:

1. Request that the reviewing body with the authority to approve the private development project consider placement of a developer-funded art piece in a public place nearby which is identified in the public art master plan; or
2. Pay a public art monetary contribution into the City Public Art Fund equal to one percent (1%) of the building valuation above two hundred fifty thousand dollars (\$250,000). The public art contribution shall be paid by the developer at the time of building permit issuance. Projects that would generate a 1% fee on amounts over \$75,000,000.00 and provide a significant benefit to the public may request that their 1% fee be capped at \$750,000.00 if the developer submits

evidence and documentation with the application to the satisfaction of the City Manager that payment of a 1% fee in excess of \$750,000.00 would be prohibitively expensive for project delivery; or

3 Subject to the approval of the reviewing body with the authority to approve the private development project, install public art on the development project site that has a value lower than the public art contribution amount and make an in-lieu monetary contribution for the balance of the public art contribution.

B. Prior to obtaining a building permit for construction of the private development project, the developer shall demonstrate compliance with the requirements of this chapter in one of the following ways:

1. Payment of the full amount of the public art monetary contribution; or
2. Written proof to the appropriate Director, designee of the Director, or City Manager of a contract to commission or purchase and install the required public art previously approved by the review body with authority to approve the development project on the subject development site. Such proof shall be accompanied by a performance security, in an amount determined by the Director, to be adequate to secure faithful performance of the commission and installation of the required public art. It shall be accompanied by a written acknowledgement by the project artist and the developer, in a form approved by the Director that the proposed public artwork complies with the criteria set forth below:
 - a. The public art shall be designed by an artist.
 - b. The public art shall require a low level of maintenance and the proposed maintenance provisions shall be adequate for the long-term integrity and enjoyment of the work. The owner shall enter into a maintenance agreement with the City to be recorded against the property to ensure that proper maintenance is performed as determined by the Director.
 - c. The public art shall be related in terms of scale, material, form and content to immediate and adjacent buildings and architecture, landscaping or other settings to complement the site and its surroundings and shall be consistent with any corresponding action of the reviewing body with final design review authority for the development project as it may relate to any development entitlements.
 - d. Public art shall be permanently affixed to the property.
 - e. The public art shall be maintained by the owner or his or her successor in interest in a manner acceptable to the City.
 - f. The public art shall meet all applicable building code requirements.

C. The developer shall provide the City with proof of installation of the required public art on the development site prior to the issuance of a certificate of occupancy

unless the developer has entered into an agreement and submitted a performance security consistent with subsection B2.

D. Title to all public art required by and installed pursuant to this chapter on private property shall be vested in the owner and pass to the successive owners of the development project. Each successive owner shall be responsible for the custody, protection and maintenance of such works of art. Public art installed on public property is owned by the City of Redondo Beach and maintenance, removal or protection is the responsibility of the City.

E. If, for any reason, the current owner or successor in interest shall choose to replace any public art installed pursuant to this chapter, the following requirements shall be met before the art is replaced:

1. The replacement public art must be reviewed and approved by the reviewing body with the authority to approve private the development project.
2. The cost of the replacement art shall be equal to, or greater than, the initial cost of the existing public art to be removed.
3. The location of the replacement public art shall meet the requirement for public visibility in effect at the time of the replacement.
4. The replacement public art shall conform, in every respect, to all standards in effect at the time of the replacement.
5. The replacement public art, location and installation shall violate no other ordinance.
6. The replacement public art shall be installed within 180 days of the removal of the existing public art piece, unless the period is extended by the Director.

10-6.05 Process for approval of the installation of a public art piece

The developer shall submit a narrative proposal and artistic rendering of the proposed public art in satisfaction of the requirements imposed by Section 10-6.04, in conjunction with the submittal of an eligible private development project to the Planning Department. The developer may also indicate an intention to pay an in-lieu public art monetary contribution into the City Public Art Fund The proposal for the public art shall be considered as an element of the design review permit review by the reviewing body with authority for the approval of the private development project.

10-6.06 Public art requirement for eligible capital improvement projects

As part of the City's annual budget process, the City Manager or a designee of the City Manager shall create a report identifying all capital improvement projects that could incorporate public art and which satisfy the following criteria:

1. Designation as an eligible capital improvement project would not result in detriment to the project.

2. The capital improvement project is a permanent public improvement project with a building valuation in excess of two hundred fifty thousand dollars (\$250,000).

3. The resulting public art would be publicly accessible on the capital improvement project site.

4. Eligible capital improvement projects would include the construction of public facilities such as a library, civic center, public safety facility, green/park space, recreational facility or transportation project. Ineligible capital projects include, but are not limited to, underground public works projects, street and/or sidewalk repair, tree planting, drainage and sewer projects, roof repairs, utility facilities, non-municipal government construction and emergency operations facilities and equipment.

If a project is determined to be an Eligible Capital Improvement Project, an amount equivalent to one percent (1%) of the building valuation of the project shall be allocated from the Eligible Capital Improvement Project funding towards public art as part of the Project. The City shall engage an artist for the Eligible Capital Improvement Project at the onset of the development process.

10-6.07 Administrative policies and program guidelines

The City Manager is authorized to establish and maintain written administrative policies as program guidelines, which shall implement the requirements of this chapter. A copy of the program guidelines shall be maintained in the office of the City Clerk. The program guidelines shall be approved by the City Manager, based on the recommendation of the Community Development Director, and subject to the review and approval as to form by the City Attorney. The program guidelines may include, but are not limited to, the following elements: consistency with General Plan Design policies and Specific Plan Design policies, consistency with applicable Design Guidelines adopted by the City Council, standards for eligible public art works, media and materials in public art, standards for placement and site selection of public art, standards for placement of public art on both public and private development sites, role and procedures of the Public Art Commission, art selection process, art selection standards and criteria, maintenance and conservation of public art works, staffing and administration of the public arts program, public art collection review and removal, and catalog and inventory procedures for the collection of art installed under this chapter.

10-6.08 City Public Art Master Plan

The City Council shall adopt a public art master plan to govern the acquisition, placement and installation of public art owned by the City using the City Public Art Fund. Prior to the adoption of the Public Art Master Plan, any use of the public art fund shall be subject to a determination by the City Council that the proposed use of revenue is for the acquisition, placement or installation of public art consistent with the purpose of this chapter.

10-6.09 City Public Art Fund

All fees collected under this chapter shall be held in a special fund known as the "John Parsons Public Art Fund," maintained, managed and reviewed by the City Treasurer. These funds shall be used solely for purpose of furthering the goals of the City's Public Art Program. The City shall use any unexpended public art monetary contributions for the advancement of the Public Art Master Plan and the ongoing maintenance and repair of all current and future public art in the City.

The City shall maintain a five percent (5%) set aside of the Public Art Fund for the maintenance, repair and potential removal or relocation of all current and future public art in the City. The five percent (5%) maintenance allocation shall be funded by all fees collected for the City Public Art Fund (10-6.04 and 10-6.06).

The City shall routinely solicit alternative public art funding sources, including but not limited to, public art grants, donations and sponsorships.

10-6.10 Fee adjustment

A developer subject to the requirements set forth in this chapter may apply to the City Council for a reduction or adjustment to the fees or waiver of the fees based upon the absence of any reasonable relationship or nexus between the impact of the new development and either the amount of the fees charged or the type of facility to be financed or the portion of the facility attributable to the new development. If appealing fees owed upon issuance of a building permit, the developer shall pay all required fees under protest and concurrently file a written application for a waiver or reduction as an appeal to City Council. Appeals filed under this section shall comply with the requirements set forth in Section 10-1.906 and shall be conducted in accordance with the procedures set forth in that chapter, except that all appeals shall be considered by the City Council. The decision of the City Council shall be final.

10-6.11 Authority for additional mitigation

Fees collected pursuant to this chapter do not replace existing development fees, except as the City Manager may specifically provide, or other charges or limit requirements or conditions to provide additional mitigation of impacts imposed upon development projects as part of normal development review process.

10-6.12 Annual review

The City Public Art Fund authorized by this chapter and the accumulated fee funds and their appropriation and supporting documents, shall be reviewed as part of the budget process.

SECTION 2. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 3. SEVERENCE. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court

of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 4. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the official newspaper of the City, and the same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

ORDINANCE NO. 2014-10-PCR-011

PASSED, APPROVED AND ADOPTED this _____ day of _____, 2014.

Steve Aspel, Mayor

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 2014-10-PCR-011 duly introduced at a regular meeting of the City Council held on the _____th day of _____, 2014, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the _____ day of _____, 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney



Code: Section: ⓘ

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GOVERNMENT CODE - GOV

TITLE 7. PLANNING AND LAND USE [65000 - 66499.58] (*Heading of Title 7 amended by Stats. 1974, Ch. 1536.*)

DIVISION 1. PLANNING AND ZONING [65000 - 66103] (*Heading of Division 1 added by Stats. 1974, Ch. 1536.*)

CHAPTER 4.3. Density Bonuses and Other Incentives [65915 - 65918] (*Chapter 4.3 added by Stats. 1979, Ch. 1207.*)

65915. (a) When an applicant seeks a density bonus for a housing development within, or for the donation of land for housing within, the jurisdiction of a city, county, or city and county, that local government shall provide the applicant with incentives or concessions for the production of housing units and child care facilities as prescribed in this section. All cities, counties, or cities and counties shall adopt an ordinance that specifies how compliance with this section will be implemented. Failure to adopt an ordinance shall not relieve a city, county, or city and county from complying with this section.

(b) (1) A city, county, or city and county shall grant one density bonus, the amount of which shall be as specified in subdivision (f), and incentives or concessions, as described in subdivision (d), when an applicant for a housing development seeks and agrees to construct a housing development, excluding any units permitted by the density bonus awarded pursuant to this section, that will contain at least any one of the following:

(A) Ten percent of the total units of a housing development for lower income households, as defined in Section 50079.5 of the Health and Safety Code.

(B) Five percent of the total units of a housing development for very low income households, as defined in Section 50105 of the Health and Safety Code.

(C) A senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code, or mobilehome park that limits residency based on age requirements for housing for older persons pursuant to Section 798.76 or 799.5 of the Civil Code.

(D) Ten percent of the total dwelling units in a common interest development as defined in Section 4100 of the Civil Code for persons and families of moderate income, as defined in Section 50093 of the Health and Safety Code, provided that all units in the development are offered to the public for purchase.

(2) For purposes of calculating the amount of the density bonus pursuant to subdivision (f), the applicant who requests a density bonus pursuant to this subdivision shall elect whether the bonus shall be awarded on the basis of subparagraph (A), (B), (C), or (D) of paragraph (1).

(3) For the purposes of this section, "total units" or "total dwelling units" does not include units added by a density bonus awarded pursuant to this section or any local law granting a greater density bonus.

(c) (1) An applicant shall agree to, and the city, county, or city and county shall ensure, continued affordability of all very low and low-income rental units that qualified the applicant for the award of the density bonus for 55 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program. Rents for the lower income density bonus units shall be set at an affordable rent as defined in Section 50053 of the Health and Safety Code.

(2) An applicant shall agree to, and the city, county, or city and county shall ensure that, the initial occupant of all for-sale units that qualified the applicant for the award of the density bonus are persons and families of very low, low, or moderate income, as required, and that the units are offered at an affordable housing cost, as that cost is defined in Section 50052.5 of the Health and Safety Code. The local government shall enforce an equity sharing agreement, unless it is in conflict with the requirements of another public funding source or law. The following apply to the equity sharing agreement:

(A) Upon resale, the seller of the unit shall retain the value of any improvements, the downpayment, and the seller's proportionate share of appreciation. The local government shall recapture any initial subsidy, as defined in subparagraph (B), and its proportionate share of appreciation, as defined in subparagraph (C), which amount shall be used within five years for any of the purposes described in subdivision (e) of Section 33334.2 of the Health and Safety Code that promote home ownership.

(B) For purposes of this subdivision, the local government's initial subsidy shall be equal to the fair market value of the home at the time of initial sale minus the initial sale price to the moderate-income household, plus the amount of any downpayment assistance or mortgage assistance. If upon resale the market value is lower than the initial market value, then the value at the time of the resale shall be used as the initial market value.

(C) For purposes of this subdivision, the local government's proportionate share of appreciation shall be equal to the ratio of the local government's initial subsidy to the fair market value of the home at the time of initial sale.

(3) (A) An applicant shall be ineligible for a density bonus or any other incentives or concessions under this section if the housing development is proposed on any property that includes a parcel or parcels on which rental dwelling units are or, if the dwelling units have been vacated or demolished in the five-year period preceding the application, have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control through a public entity's valid exercise of its police power; or occupied by lower or very low income households, unless the proposed housing development replaces those units, and either of the following applies:

(i) The proposed housing development, inclusive of the units replaced pursuant to this paragraph, contains affordable units at the percentages set forth in subdivision (b).

(ii) Each unit in the development, exclusive of a manager's unit or units, is affordable to, and occupied by, either a lower or very low income household.

(B) For the purposes of this paragraph, "replace" shall mean either of the following:

(i) If any dwelling units described in subparagraph (A) are occupied on the date of application, the proposed housing development shall provide at least the same number of units of equivalent size or type, or both, to be made available at affordable rent or affordable housing cost to, and occupied by, persons and families in the same or lower income category as those households in occupancy. For unoccupied dwelling units described in subparagraph (A) in a development with occupied units, the proposed housing development shall provide units of equivalent size or type, or both, to be made available at affordable rent or affordable housing cost to, and occupied by, persons and families in the same or lower income category in the same proportion of affordability as the occupied units. All replacement calculations resulting in fractional units shall be rounded up to the next whole number. If the replacement units will be rental dwelling units, these units shall be subject to a recorded affordability restriction for at least 55 years. If the proposed development is for-sale units, the units replaced shall be subject to paragraph (2).

(ii) If all dwelling units described in subparagraph (A) have been vacated or demolished within the five-year period preceding the application, the proposed housing development shall provide at least the same number of units of equivalent size or type, or both, as existed at the highpoint of those units in the five-year period preceding the application to be made available at affordable rent or affordable housing cost to, and occupied by, persons and families in the same or lower income category as those persons and families in occupancy at that time, if known. If the incomes of the persons and families in occupancy at the highpoint is not known, then one-half of the required units shall be made available at affordable rent or affordable housing cost to, and occupied by, very low income persons and families and one-half of the required units shall be made available for rent at affordable housing costs to, and occupied by, low-income persons and families. All replacement calculations resulting in fractional units shall be rounded up to the next whole number. If the replacement units will be rental dwelling units, these units shall be subject to a recorded affordability restriction for at least 55 years. If the proposed development is for-sale units, the units replaced shall be subject to paragraph (2).

(C) Paragraph (3) of subdivision (c) does not apply to an applicant seeking a density bonus for a proposed housing development if their application was submitted to, or processed by, a city, county, or city and county before January 1, 2015.

(d) (1) An applicant for a density bonus pursuant to subdivision (b) may submit to a city, county, or city and county a proposal for the specific incentives or concessions that the applicant requests pursuant to this section, and may request a meeting with the city, county, or city and county. The city, county, or city and county shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence, of any of the following:

(A) The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

(C) The concession or incentive would be contrary to state or federal law.

(2) The applicant shall receive the following number of incentives or concessions:

(A) One incentive or concession for projects that include at least 10 percent of the total units for lower income households, at least 5 percent for very low income households, or at least 10 percent for persons and families of moderate income in a common interest development.

(B) Two incentives or concessions for projects that include at least 20 percent of the total units for lower income households, at least 10 percent for very low income households, or at least 20 percent for persons and families of moderate income in a common interest development.

(C) Three incentives or concessions for projects that include at least 30 percent of the total units for lower income households, at least 15 percent for very low income households, or at least 30 percent for persons and families of moderate income in a common interest development.

(3) The applicant may initiate judicial proceedings if the city, county, or city and county refuses to grant a requested density bonus, incentive, or concession. If a court finds that the refusal to grant a requested density bonus, incentive, or concession is in violation of this section, the court shall award the plaintiff reasonable attorney's fees and costs of suit. Nothing in this subdivision shall be interpreted to require a local government to grant an incentive or concession that has a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. Nothing in this subdivision shall be interpreted to require a local government to grant an incentive or concession that would have an adverse impact on any real property that is listed in the California Register of Historical Resources. The city, county, or city and county shall establish procedures for carrying out this section, that shall include legislative body approval of the means of compliance with this section.

(e) (1) In no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section. An applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted under this section, and may request a meeting with the city, county, or city and county. If a court finds that the refusal to grant a waiver or reduction of development standards is in violation of this section, the court shall award the plaintiff reasonable attorney's fees and costs of suit. Nothing in this subdivision shall be interpreted to require a local government to waive or reduce development standards if the waiver or reduction would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. Nothing in this subdivision shall be interpreted to require a local government to waive or reduce development standards that would have an adverse impact on any real property that is listed in the California Register of Historical Resources, or to grant any waiver or reduction that would be contrary to state or federal law.

(2) A proposal for the waiver or reduction of development standards pursuant to this subdivision shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled pursuant to subdivision (d).

(f) For the purposes of this chapter, "density bonus" means a density increase over the otherwise maximum allowable residential density as of the date of application by the applicant to the city, county, or city and county. The applicant may elect to accept a lesser percentage of density bonus. The amount of density bonus to which the applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the percentage established in subdivision (b).

(1) For housing developments meeting the criteria of subparagraph (A) of paragraph (1) of subdivision (b), the density bonus shall be calculated as follows:

Percentage Low-Income Units	Percentage Density Bonus
10	20
11	21.5
12	23
13	24.5
14	26

15	27.5
17	30.5
18	32
19	33.5
20	35

(2) For housing developments meeting the criteria of subparagraph (B) of paragraph (1) of subdivision (b), the density bonus shall be calculated as follows:

Percentage Very Low Income Units	Percentage Density Bonus
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	35

(3) For housing developments meeting the criteria of subparagraph (C) of paragraph (1) of subdivision (b), the density bonus shall be 20 percent of the number of senior housing units.

(4) For housing developments meeting the criteria of subparagraph (D) of paragraph (1) of subdivision (b), the density bonus shall be calculated as follows:

Percentage Moderate-Income Units	Percentage Density Bonus
10	5
11	6
12	7
13	8
14	9
15	10
16	11
17	12
18	13
19	14
20	15
21	16
22	17
23	18
24	19
25	20
26	21
27	22
28	23
29	24
30	25

31	26
32	27
33	28
34	29
35	30
36	31
37	32
38	33
39	34
40	35

(5) All density calculations resulting in fractional units shall be rounded up to the next whole number. The granting of a density bonus shall not be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval.

(g) (1) When an applicant for a tentative subdivision map, parcel map, or other residential development approval donates land to a city, county, or city and county in accordance with this subdivision, the applicant shall be entitled to a 15-percent increase above the otherwise maximum allowable residential density for the entire development, as follows:

Percentage Very Low Income	Percentage Density Bonus
10	15
11	16
12	17
13	18
14	19
15	20
16	21
17	22
18	23
19	24
20	25
21	26
22	27
23	28
24	29
25	30
26	31
27	32
28	33
29	34
30	35

(2) This increase shall be in addition to any increase in density mandated by subdivision (b), up to a maximum combined mandated density increase of 35 percent if an applicant seeks an increase pursuant to both this subdivision and subdivision (b). All density calculations resulting in fractional units shall be rounded up to the next

whole number. Nothing in this subdivision shall be construed to enlarge or diminish the authority of a city, county, or city and county to require a developer to donate land as a condition of development. An applicant shall be eligible for the increased density bonus described in this subdivision if all of the following conditions are met:

(A) The applicant donates and transfers the land no later than the date of approval of the final subdivision map, parcel map, or residential development application.

(B) The developable acreage and zoning classification of the land being transferred are sufficient to permit construction of units affordable to very low income households in an amount not less than 10 percent of the number of residential units of the proposed development.

(C) The transferred land is at least one acre in size or of sufficient size to permit development of at least 40 units, has the appropriate general plan designation, is appropriately zoned with appropriate development standards for development at the density described in paragraph (3) of subdivision (c) of Section 65583.2, and is or will be served by adequate public facilities and infrastructure.

(D) The transferred land shall have all of the permits and approvals, other than building permits, necessary for the development of the very low income housing units on the transferred land, not later than the date of approval of the final subdivision map, parcel map, or residential development application, except that the local government may subject the proposed development to subsequent design review to the extent authorized by subdivision (i) of Section 65583.2 if the design is not reviewed by the local government prior to the time of transfer.

(E) The transferred land and the affordable units shall be subject to a deed restriction ensuring continued affordability of the units consistent with paragraphs (1) and (2) of subdivision (c), which shall be recorded on the property at the time of the transfer.

(F) The land is transferred to the local agency or to a housing developer approved by the local agency. The local agency may require the applicant to identify and transfer the land to the developer.

(G) The transferred land shall be within the boundary of the proposed development or, if the local agency agrees, within one-quarter mile of the boundary of the proposed development.

(H) A proposed source of funding for the very low income units shall be identified not later than the date of approval of the final subdivision map, parcel map, or residential development application.

(h) (1) When an applicant proposes to construct a housing development that conforms to the requirements of subdivision (b) and includes a child care facility that will be located on the premises of, as part of, or adjacent to, the project, the city, county, or city and county shall grant either of the following:

(A) An additional density bonus that is an amount of square feet of residential space that is equal to or greater than the amount of square feet in the child care facility.

(B) An additional concession or incentive that contributes significantly to the economic feasibility of the construction of the child care facility.

(2) The city, county, or city and county shall require, as a condition of approving the housing development, that the following occur:

(A) The child care facility shall remain in operation for a period of time that is as long as or longer than the period of time during which the density bonus units are required to remain affordable pursuant to subdivision (c).

(B) Of the children who attend the child care facility, the children of very low income households, lower income households, or families of moderate income shall equal a percentage that is equal to or greater than the percentage of dwelling units that are required for very low income households, lower income households, or families of moderate income pursuant to subdivision (b).

(3) Notwithstanding any requirement of this subdivision, a city, county, or city and county shall not be required to provide a density bonus or concession for a child care facility if it finds, based upon substantial evidence, that the community has adequate child care facilities.

(4) "Child care facility," as used in this section, means a child day care facility other than a family day care home, including, but not limited to, infant centers, preschools, extended day care facilities, and schoolage child care centers.

(i) "Housing development," as used in this section, means a development project for five or more residential units. For the purposes of this section, "housing development" also includes a subdivision or common interest development, as defined in Section 4100 of the Civil Code, approved by a city, county, or city and county and consists of residential units or unimproved residential lots and either a project to substantially rehabilitate and convert an existing commercial building to residential use or the substantial rehabilitation of an existing multifamily dwelling, as defined in subdivision (d) of Section 65863.4, where the result of the rehabilitation would be a net

increase in available residential units. For the purpose of calculating a density bonus, the residential units shall be on contiguous sites that are the subject of one development application, but do not have to be based upon individual subdivision maps or parcels. The density bonus shall be permitted in geographic areas of the housing development other than the areas where the units for the lower income households are located.

(j) (1) The granting of a concession or incentive shall not be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval. This provision is declaratory of existing law.

(2) Except as provided in subdivisions (d) and (e), the granting of a density bonus shall not be interpreted to require the waiver of a local ordinance or provisions of a local ordinance unrelated to development standards.

(k) For the purposes of this chapter, concession or incentive means any of the following:

(1) A reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable, financially sufficient, and actual cost reductions.

(2) Approval of mixed-use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located.

(3) Other regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable, financially sufficient, and actual cost reductions.

(l) Subdivision (k) does not limit or require the provision of direct financial incentives for the housing development, including the provision of publicly owned land, by the city, county, or city and county, or the waiver of fees or dedication requirements.

(m) This section shall not be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code).

(n) If permitted by local ordinance, nothing in this section shall be construed to prohibit a city, county, or city and county from granting a density bonus greater than what is described in this section for a development that meets the requirements of this section or from granting a proportionately lower density bonus than what is required by this section for developments that do not meet the requirements of this section.

(o) For purposes of this section, the following definitions shall apply:

(1) "Development standard" includes a site or construction condition, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation.

(2) "Maximum allowable residential density" means the density allowed under the zoning ordinance and land use element of the general plan, or if a range of density is permitted, means the maximum allowable density for the specific zoning range and land use element of the general plan applicable to the project. Where the density allowed under the zoning ordinance is inconsistent with the density allowed under the land use element of the general plan, the general plan density shall prevail.

(p) (1) Upon the request of the developer, no city, county, or city and county shall require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivision (b), that exceeds the following ratios:

(A) Zero to one bedroom: one onsite parking space.

(B) Two to three bedrooms: two onsite parking spaces.

(C) Four and more bedrooms: two and one-half parking spaces.

(2) If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number. For purposes of this subdivision, a development may provide "onsite parking" through tandem parking or uncovered parking, but not through onstreet parking.

(3) This subdivision shall apply to a development that meets the requirements of subdivision (b) but only at the request of the applicant. An applicant may request parking incentives or concessions beyond those provided in this subdivision pursuant to subdivision (d).

(Amended by Stats. 2014, Ch. 682, Sec. 1. Effective January 1, 2015.)

65915.5. (a) When an applicant for approval to convert apartments to a condominium project agrees to provide at least 33 percent of the total units of the proposed condominium project to persons and families of low or moderate income as defined in Section 50093 of the Health and Safety Code, or 15 percent of the total units of the proposed condominium project to lower income households as defined in Section 50079.5 of the Health and Safety Code, and agrees to pay for the reasonably necessary administrative costs incurred by a city, county, or city and county pursuant to this section, the city, county, or city and county shall either (1) grant a density bonus or (2) provide other incentives of equivalent financial value. A city, county, or city and county may place such reasonable conditions on the granting of a density bonus or other incentives of equivalent financial value as it finds appropriate, including, but not limited to, conditions which assure continued affordability of units to subsequent purchasers who are persons and families of low and moderate income or lower income households.

(b) For purposes of this section, "density bonus" means an increase in units of 25 percent over the number of apartments, to be provided within the existing structure or structures proposed for conversion.

(c) For purposes of this section, "other incentives of equivalent financial value" shall not be construed to require a city, county, or city and county to provide cash transfer payments or other monetary compensation but may include the reduction or waiver of requirements which the city, county, or city and county might otherwise apply as conditions of conversion approval.

(d) An applicant for approval to convert apartments to a condominium project may submit to a city, county, or city and county a preliminary proposal pursuant to this section prior to the submittal of any formal requests for subdivision map approvals. The city, county, or city and county shall, within 90 days of receipt of a written proposal, notify the applicant in writing of the manner in which it will comply with this section. The city, county, or city and county shall establish procedures for carrying out this section, which shall include legislative body approval of the means of compliance with this section.

(e) Nothing in this section shall be construed to require a city, county, or city and county to approve a proposal to convert apartments to condominiums.

(f) An applicant shall be ineligible for a density bonus or other incentives under this section if the apartments proposed for conversion constitute a housing development for which a density bonus or other incentives were provided under Section 65915.

(g) An applicant shall be ineligible for a density bonus or any other incentives or concessions under this section if the condominium project is proposed on any property that includes a parcel or parcels on which rental dwelling units are or, if the dwelling units have been vacated or demolished in the five-year period preceding the application, have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control through a public entity's valid exercise of its police power; or occupied by lower or very low income households, unless the proposed condominium project replaces those units, as defined in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65915, and either of the following applies:

(1) The proposed condominium project, inclusive of the units replaced pursuant to subparagraph (B) of paragraph (3) of subdivision (c) of Section 65915, contains affordable units at the percentages set forth in subdivision (a).

(2) Each unit in the development, exclusive of a manager's unit or units, is affordable to, and occupied by, either a lower or very low income household.

(h) Subdivision (g) does not apply to an applicant seeking a density bonus for a proposed housing development if their application was submitted to, or processed by, a city, county, or city and county before January 1, 2015.

(Amended by Stats. 2014, Ch. 682, Sec. 2. Effective January 1, 2015.)

65916. Where there is a direct financial contribution to a housing development pursuant to Section 65915 through participation in cost of infrastructure, write-down of land costs, or subsidizing the cost of construction, the city, county, or city and county shall assure continued availability for low- and moderate-income units for 30 years. When appropriate, the agreement provided for in Section 65915 shall specify the mechanisms and procedures necessary to carry out this section.

(Added by Stats. 1979, Ch. 1207.)

65917. In enacting this chapter it is the intent of the Legislature that the density bonus or other incentives offered by the city, county, or city and county pursuant to this chapter shall contribute significantly to the economic feasibility of lower income housing in proposed housing developments. In the absence of an agreement by a

developer in accordance with Section 65915, a locality shall not offer a density bonus or any other incentive that would undermine the intent of this chapter.

(Amended by Stats. 2001, Ch. 115, Sec. 14. Effective January 1, 2002.)

65917.5. (a) As used in this section, the following terms shall have the following meanings:

(1) "Child care facility" means a facility installed, operated, and maintained under this section for the nonresidential care of children as defined under applicable state licensing requirements for the facility.

(2) "Density bonus" means a floor area ratio bonus over the otherwise maximum allowable density permitted under the applicable zoning ordinance and land use elements of the general plan of a city, including a charter city, city and county, or county of:

(A) A maximum of five square feet of floor area for each one square foot of floor area contained in the child care facility for existing structures.

(B) A maximum of 10 square feet of floor area for each one square foot of floor area contained in the child care facility for new structures.

For purposes of calculating the density bonus under this section, both indoor and outdoor square footage requirements for the child care facility as set forth in applicable state child care licensing requirements shall be included in the floor area of the child care facility.

(3) "Developer" means the owner or other person, including a lessee, having the right under the applicable zoning ordinance of a city council, including a charter city council, city and county board of supervisors, or county board of supervisors to make an application for development approvals for the development or redevelopment of a commercial or industrial project.

(4) "Floor area" means as to a commercial or industrial project, the floor area as calculated under the applicable zoning ordinance of a city council, including a charter city council, city and county board of supervisors, or county board of supervisors and as to a child care facility, the total area contained within the exterior walls of the facility and all outdoor areas devoted to the use of the facility in accordance with applicable state child care licensing requirements.

(b) A city council, including a charter city council, city and county board of supervisors, or county board of supervisors may establish a procedure by ordinance to grant a developer of a commercial or industrial project, containing at least 50,000 square feet of floor area, a density bonus when that developer has set aside at least 2,000 square feet of floor area and 3,000 outdoor square feet to be used for a child care facility. The granting of a bonus shall not preclude a city council, including a charter city council, city and county board of supervisors, or county board of supervisors from imposing necessary conditions on the project or on the additional square footage. Projects constructed under this section shall conform to height, setback, lot coverage, architectural review, site plan review, fees, charges, and other health, safety, and zoning requirements generally applicable to construction in the zone in which the property is located. A consortium with more than one developer may be permitted to achieve the threshold amount for the available density bonus with each developer's density bonus equal to the percentage participation of the developer. This facility may be located on the project site or may be located offsite as agreed upon by the developer and local agency. If the child care facility is not located on the site of the project, the local agency shall determine whether the location of the child care facility is appropriate and whether it conforms with the intent of this section. The child care facility shall be of a size to comply with all state licensing requirements in order to accommodate at least 40 children.

(c) The developer may operate the child care facility itself or may contract with a licensed child care provider to operate the facility. In all cases, the developer shall show ongoing coordination with a local child care resource and referral network or local governmental child care coordinator in order to qualify for the density bonus.

(d) If the developer uses space allocated for child care facility purposes, in accordance with subdivision (b), for purposes other than for a child care facility, an assessment based on the square footage of the project may be levied and collected by the city council, including a charter city council, city and county board of supervisors, or county board of supervisors. The assessment shall be consistent with the market value of the space. If the developer fails to have the space allocated for the child care facility within three years, from the date upon which the first temporary certificate of occupancy is granted, an assessment based on the square footage of the project may be levied and collected by the city council, including a charter city council, city and county board of supervisors, or county board of supervisors in accordance with procedures to be developed by the legislative body of the city council, including a charter city council, city and county board of supervisors, or county board of supervisors. The assessment shall be consistent with the market value of the space. A penalty levied against a consortium of developers shall be charged to each developer in an amount equal to the developer's percentage

square feet participation. Funds collected pursuant to this subdivision shall be deposited by the city council, including a charter city council, city and county board of supervisors, or county board of supervisors into a special account to be used for child care services or child care facilities.

(e) Once the child care facility has been established, prior to the closure, change in use, or reduction in the physical size of, the facility, the city, city council, including a charter city council, city and county board of supervisors, or county board of supervisors shall be required to make a finding that the need for child care is no longer present, or is not present to the same degree as it was at the time the facility was established.

(f) The requirements of Chapter 5 (commencing with Section 66000) and of the amendments made to Sections 53077, 54997, and 54998 by Chapter 1002 of the Statutes of 1987 shall not apply to actions taken in accordance with this section.

(g) This section shall not apply to a voter-approved ordinance adopted by referendum or initiative.

(Amended by Stats. 2008, Ch. 179, Sec. 112. Effective January 1, 2009.)

65918. The provisions of this chapter shall apply to charter cities.

(Added by Stats. 1979, Ch. 1207.)