



CITY OF REDONDO BEACH
INTER-DEPARTMENTAL MEMORANDUM

BLUE FOLDER ITEMS

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
May 21, 2015

VII. PUBLIC HEARINGS

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.

1. Administrative Report, dated May 21, 2015, Errata Sheet
2. Correspondence received after the distribution of the Planning Commission Agenda (May 14, 2015)
3. Environmental Documents: Final IS-MND-RTC-MMRP
4. Traffic Analysis of Alley: Conducted by Overland Traffic Consultants, Inc., May 12 – 19, 2015.

1914-1926 S. Pacific Coast Highway
Proposed Mixed-Use Development

ADMINISTRATIVE REPORT (MAY 21, 2015)
ERRATA SHEET

Two (2) errors, neither of which are substantive, were discovered after the Administrative Report (dated May 21, 2015) was distributed to the Planning Commission. Additionally, Staff recommends the addition of Condition #24 be added to the recommendation.

1. On Page 2, 2nd paragraph, first sentence, it states that current development has an 'estimated 24,531 square feet of floor area'. That needs to be corrected to state an 'estimated 30,662 square feet of floor area'.
2. On Page 4, under the heading of Residential Component, it states that there are 'thirty-one (31) one and two-bedroom units and twenty-one (21) three bedroom units'. That needs to be corrected to state 'thirty (30) one and two-bedroom units and twenty-two (22) three bedroom units'.
3. Staff recommends an additional Condition, Condition #24 stating "That 20 feet of the curb on Prospect Avenue, directly north of the alley be painted red to improve the visibility of vehicles exiting the alley northbound onto Prospect Avenue.

ITEM 2

1914-1926 S. Pacific Coast Highway
Proposed Mixed-Use Development

CORRESPONDENCE RECEIVED AFTER THE DISTRIBUTION
OF THE PLANNING COMMISSION AGENDA (5.14.15)

ITEM 2: CORRESPONDENCE RECEIVED AFTER THE PLANNING COMMISSION AGENDA
PACKETS WERE DELIVERED ON 5.14.15

CORRESPONDENCE ITEM 1

Email Correspondence from Bruce Szeles, Friday, May 15, 2015, 2:23 PM (attached)

Comment 1.1

The commenter states that the staff report gives "voices 4 RB" (a pro development group) a link to their home page while "weR4Redondo" (a balanced growth group) was not given a link to their home page. I find this extremely biased and totally outrageous that this clear lack of balance was over looked by City staff.

Response 1.1:

At the request of the Planning Division, the applicant/developer provided a summary of the "Community Outreach Activities" that they have engaged in. The summary, which is located on Pages 8-10 of the Administrative Staff Report, states that the developer has met with various organizations including but not limited to:

- In the case of "weR4Redondo" the report refers to the group as 'weR4Redondo.org'.
- In the case of "voices4rb" the report refers to the group as 'www.voices4rb.org'.

The complete email address for 'weR4Redondo.org' is www.wer4redondo.org. The omission of the website preface of 'www' was unintentional on the part of the developer as well as Staff. Staff has no towards any community works and reports all correspondence as it received. Furthermore, frequent website users typically understand that 'www.' is a common preface.

From: Bruce Szeles [REDACTED]
Sent: Friday, May 15, 2015 2:23 PM
To: Anita Kroeger
Cc: [REDACTED]
Subject: Page 9 of the Administration report for the project at 1914 - 1926 S PCH



Anita,
I reviewed staffs report for the above mentioned project and came across a troubling detail. On page 9 there is mention of two groups that the developer reached out to and met with. Clearly the staff report gives "voices 4 RB" (a pro development group) a link to their home page while "weR4Redondo" (a balanced growth group) was not given a link to their home page. I find this extremely biased and totally outrageous that this clear lack of balance was over looked by City staff.
This needs to be corrected at once. Thank you.

Bruce Szeles

CORRESPONDENCE ITEM 2

Email Correspondence from RJL Consulting, Monday, May 18, 2015, 11:53 PM (attached)

Comment 2.1

The commenter states they are opposed to both Legado and the 1914-1926 PCH Mixed-Use projects including concerns about traffic, safety, and the impact on St. Lawrence Martry School.

Response 2.1:

Please see Response 1.1 (Cumulative Impacts), 2.1 (Traffic) and 2.2 (Alley Safety).

Comment 2.2

The commenter suggests that the item should be put up for public vote like the Hermosa Beach Oil Vote.

Response 2.2:

The City has codified rules and regulations as well as adopted policies contained in the City's General Plan Land Use Element, General Plan Housing Element, General Plan Land Use Element, and the Zoning Ordinance. The rules, regulations and policies provide the City's quasi-legislative body (the Planning Commission) and legislative body (the City Council) with the criteria and findings of fact necessary to either approve the proposed project with conditions after certifying / adopting the appropriate environmental documents (IS-MND-RTC-MMRP) pursuant to CEQA, or deny the proposed project with the necessary findings of fact.

Only proposed projects identified as a "Major Change in Allowable Land Use", pursuant to Article 27 of the City's Charter, require a formal vote of the people.

A "Major Change in Allowable Land Use" includes projects that require a proposed amendment, change, or replacement of the General Plan (including its local coastal element, as defined in Public Resources Code Section 30108.55), of the City's zoning ordinance (as defined and contained in Title 10, Chapter 2 of the Redondo Beach Municipal Code) or of the zoning ordinance for the coastal zone (as defined and contained in Title 10, Chapter 5 of the Redondo Beach Municipal Code) meeting any one or more of the following conditions:

- The proposed changed in allowable land use would significantly increase traffic, density or intensity of use above the as built condition in the neighborhood where the major change is proposed.
- The proposed change in allowable land use would change a public use to a private use.
- The proposed change in allowable land use would change a nonresidential use to residential or a mixed use resulting in a density of a greater than 8.8 dwelling units per acre whether or not any such unit is used exclusively for residential purposes.

This project does include proposed amendments, change or replacement of the General Plan or the City's Zoning Ordinance. Therefore, it is not subject to the requirement for a vote of the people.

2.

From: RJI Consulting [mailto:████████████████████@rji.com]
Sent: Monday, May 18, 2015 11:53 AM
To: Anita Kroeger
Subject: SAVE THE RIVIERA !!



I am **STRONGLY OPPOSED** to both LEGADO and the 1914-1926 PCH MIXED-USE projects.

Traffic & Safety are already at the breaking point on PCH! Either project can only add to a bad current situation, but with 2 MEGA-PROJECTS just 1 block apart, we are courting a VERY BAD result.

The St. Lawrence Martyr School will be severely impacted, with reduced safety for the young children crossing Prospect Ave. And the alley between the Church and the new development will further reduce the value & safety of the Church Property. I hope the Church wakes up and opposes this unnecessary development.

The voters are up in arms over these projects. Voters just do not want 2 new Mega-Projects forced upon them!

Why not put this to the voters directly?

Just like the Hermosa Beach Oil vote, current office holders are courting certain defeat at the polls if this project goes forward as planned.

RJI Consulting
Redondo Beach, Ca.

CORRESPONDENCE ITEM 3

Email Correspondence from RJL Consulting, Monday, May 18, 2015, 12:07 PM (attached)

Comment 3.1

The commenter asks what the impact on PCH with both Legado and the 1914-1926 PCH Mixed-Use.

Response 3.1:

Please see Response 1.1 (Cumulative Impacts).

From: RJI Consulting [mailto:████████████████████]
Sent: Monday, May 18, 2015 12:07 PM
To: Anita Kroeger
Subject: SAVE THE RIVIERA !!



Another point to consider:

The Planning Commission has evaluated the LEGADO and 1914-1926 PCH MIXED-USE projects INDEPENDENTLY from each other.

What will be the impact on PCH, Prospect Ave. & Palos Verde Blvd with **BOTH Projects** built simultaneously? This was IGNORED by the study done for the Redondo Beach Planning Commission.

I am **STRONGLY OPPOSED** to both LEGADO and the 1914-1926 PCH MIXED-USE projects.

RJI Consulting
Redondo Beach, Ca.

CORRESPONDENCE ITEM 4

Email Correspondence from Robert Long / RJI Consulting, Monday, May 18, 2015, 12:41 PM (attached)

This email is identical to the email received from RJI Consulting, Monday, May 18, 2015, 11:53 PM (attached). Therefore, please refer back to **CORRESPONDENCE ITEM 2**.

From: Robert Long [mailto:████████████████████]
Sent: Monday, May 18, 2015 12:41 PM
To: Anita Kroeger
Subject: SAVE THE RIVIERA !



I am **STRONGLY OPPOSED** to both LEGADO and the 1914-1926 PCH MIXED-USE projects.

Traffic & Safety are already at the breaking point on PCH! Either project can only add to a bad current situation, but with 2 MEGA-PROJECTS just 1 block apart, we are courting a VERY BAD result.

The St. Lawrence Martyr School will be severely impacted, with reduced safety for the young children crossing Prospect Ave. And the alley between the Church and the new development will further reduce the value & safety of the Church Property. I hope the Church wakes up and opposes this unnecessary development.

The voters are up in arms over these projects. Voters just do not want 2 new Mega-Projects forced upon them!

Why not put this to the voters directly?

Just like the Hermosa Beach Oil vote, current office holders are courting certain defeat at the polls if this project goes forward as planned.

RJL Consulting
Redondo Beach, Ca.

CORRESPONDENCE ITEM 5

Letter from County Sanitation Districts of Los Angeles County, dated May 11, 2015, received May 18, 2015 (attached)

Comments 5.1, 5.2, 5.3, 5.5 and 5.6

The commenter provides information regarding the existing wastewater discharge system, the need for permits, the maintenance responsibility of a local sewer line, fees, and Federal requirements.

Response 5.1, 5.2, 5.3:

No responses required as they are informational items only.

Comment 5.4

The commenter states that the proposed project will increase the average daily wastewater flow by 5,597 gallons per day. This projected increase is within the capacity of the system given the proposed strategies for the discharge of wastewater into the existing systems.



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

5.

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

GRACE ROBINSON HYDE
Chief Engineer and General Manager



May 11, 2015

Ref File No.: 3287081

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

Dear Ms. Kroeger:

1914 South Pacific Coast Highway Mixed-Use Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration for the subject project on April 13, 2015. 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 directly to the Districts' Clifton Pumping Plant Force Main Gravity Trunk Sewer, located in Pacific Coast Highway on the southerly border of the project site. The Districts' Clifton Pumping Plant Force Main Gravity Trunk Sewer transfers wastewater 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 at Avenue G. 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. A 6-inch diameter or smaller direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, issued by the Districts. An 8-inch diameter or larger direct connection to a Districts' trunk sewer requires submittal of Sewer Plans for review and approval by the Districts. For additional information, please contact the Districts' Engineering Counter at extension 1205.
2. 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'.
3. 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 263.7 mgd.
4. The expected increase in average wastewater flow from the proposed project, 52 condominium residential units and 10,552 square feet of professional commercial space, is 5,597 gallons per day, after all structures on the project site are demolished. 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.

5. 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 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.

6. 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

ITEM 3

1914-1926 S. Pacific Coast Highway
Proposed Mixed-Use Development

ENVIRONMENTAL DOCUMENTS: FINAL IS-MND-MMRP-RTC

ITEM 3: Final Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, Response to Comments (IS-MND -MMRP-RTC)

The Planning Commission is required to approve/certify a Final Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program (IS-MND –MMRP), in conjunction with the approval of the requested land use entitlements including a Conditional Use Permit, Design Review, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 73195) to permit the construction of a mixed-use development including fifty-two (52) residential condominium units and approximately 10,552 square feet of ground floor commercial space in the MU-3A zone located at 1914-1926 Pacific Coast Highway. As discussed

The agenda packet provided to the Planning Commission on May 12, 2015 included the Draft IS-MND-MMRP, but did not include the Response to Comments (RTC) document, which was still in final preparation as was the Final MMRP. The attached environmental documents in conjunction with the content contained in the Draft IS-MND-MMRP constitute the Final IS-MND -MMRP-RTC.

Attachments:

- An Erratum Sheet that provides two (2) text changes in the Final Document that appear on Pages 1 and 26. In both cases the estimated square footage of the existing development of the subject property has been changed from 24,531 square feet to 30,622 square feet. The total square footage of existing floor area on the site is 30,622 square feet, whereas 24,531 square feet is equivalent to the current occupancy rate of 80%.
- New “Cover Pages” with the word “Final” instead of “Draft” and a date of “May 2015” instead of April 2015 on them.
- Appendix G, RTC
- Appendix H, the Final MMRP.

The RTC document addresses the twenty-four letters (including emails) received during the 30-day public review period of the Draft IS-MND that ended on May 12, 2015. It should be noted that the City provided a 30-day public review period for the Draft IS-MND, which is 10 days longer than the CEQA minimum requirement for a 20-day public review period. Furthermore, CEQA does not require the preparation of a formal “Response to Comments” document for an IS-MND. The decisions to extend the required public review period by 10 additional days and to provide a formal RTC were made so as to give the public adequate opportunity to provide input on the environmental documents and for the City to provide formal written responses to that input.

City of Redondo Beach

1914-1926 South PCH Mixed Use Project

Final Initial Study - Mitigated Negative Declaration



May 2015

1914-1926 South PCH Mixed Use Project

Final

Initial Study – Mitigated Negative Declaration

Prepared by:

City of Redondo Beach
415 Diamond Street
Redondo Beach, California 90277
Contact: Anita Kroeger, Planning Department
(310) 318-0637

Prepared with the assistance of:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

May 2015

This report is printed on 50% recycled paper.

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Appendix B	Air Quality / Greenhouse Gas Emissions Modeling Results
Appendix C	Preliminary Geotechnical Investigation
Appendix D	Phase I Environmental Site Assessment
Appendix E	Noise Measurement Data Sheets
Appendix F	Traffic Impact Analysis
Appendix G	Response to Comments
Appendix H	Mitigation Monitoring and Reporting Program



INITIAL STUDY

Project Title	1914-1926 South PCH Mixed Use Project
Lead Agency	City of Redondo Beach 415 Diamond Street Redondo Beach, CA 90277
Contact Person	Anita Kroeger, Planning Department (310) 318-0637
Project Location	The project site is located at 1914-1926 South Pacific Coast Highway (PCH) in the City of Redondo Beach, Los Angeles County. Figure 1 shows the location of the project site within the region and Figure 2 shows the project site and its vicinity.
Project Sponsor	EHOFF Redondo Beach LLC
General Plan Designations	MU-3 (Mixed Use)
Zoning	MU-3A (Mixed Use)
Project Description	<p>The project site is currently comprised of three, two-story commercial retail and office buildings (1914, 1924, and 1926 South Pacific Coast Highway) with an estimated 30,622 24,531 square feet (sf) of interior space and an asphalt paved parking lot. The 1914 South Pacific Coast Highway building is occupied by various office tenants on both floors. The 1924 South Pacific Coast Highway building is occupied by boutique retail stores and offices. The 1926 building has commercial tenants (including a kitchen and bathroom store, several salons and spas, boutiques, and a learning center) on the first floor and office tenants (including financial consultants, psychologists, and real estate offices) on the second floor. The buildings on site were constructed between 1960 and 1984.</p> <p>The proposed project would involve demolition of the existing onsite structures and construction and development of a mixed use structure with approximately 10,552 sf of commercial space and 52 condominiums on the 1.49-acre site. The proposed site density is 34.8 dwelling units per acre with a floor area ratio (FAR) of 1.43 (FAR is the ratio of building floor area to site size). The commercial portion of the project would be on the first floor facing PCH. The types of retail uses are anticipated to include a coffee shop (approximately 1,750 sf), two pedestrian oriented restaurants (approximately 1,950 sf and 1,350 sf), a bank (approximately 2,235 sf), and offices (approximately 3,267 sf). There would be 31 one and two bedroom units, and 21 three bedroom units. The one and two bedroom units would be stacked over the retail and parking garage,</p>



along PCH. Three bedroom units are attached structures located behind the retail portion of the project. The three bedroom units would feature roof decks and would be lined up along two sides of a paseo / courtyard. The proposed buildings would be highly articulated, rectilinear structures. The overall height of the project is within the maximum height limit of 38 feet with portions of the structures equivalent to 14.5% of the lot area within the range of 38 to 45 feet in height. The project would also provide 9,534 sf of public open space in a central courtyard. Table 1 provides a breakdown of the project characteristics. Figure 3 provides the proposed site plans and Figure 4 provides the project's elevations.

Parking for the project would be provided through one level of at grade parking and one level of partially below grade parking. The parking area would include a total of 182 parking stalls with 132 parking stalls dedicated to residents and guests and 42 stalls would be dedicated to retail customers. Bicycle storage would also be provided in the subterranean garage level.

Commercial access to the site would be provided via a single driveway on Pacific Coast Highway. Residential access to the site would be provided via the alley along the northern boundary of the site. The alley connects South Prospect Avenue and South PCH. A portion of the alleyway is within the northeastern boundary of the project site. This portion is proposed to be dedicated to the City.

Table 1 Project Characteristics

Project Site Size	1.49 acres
Parking Provided	Residential Garage – Standard: 104 Residential Garage – Tandem: 11 Guest: 17 Commercial: 42 Total: 182 spaces
Unit Summary	Condominiums: One bedroom: 14 units Two bedroom: 16 units Three bedroom: 22 units 10,552 sf of commercial space.
Floor Area Ratio (FAR)	1.43
Building Height	45 feet above grade
Utilities	Water: California Water Service Company Electricity: Southern California Edison Gas: Southern California Gas Wastewater: City of Redondo Beach and LA County Department of Public Works



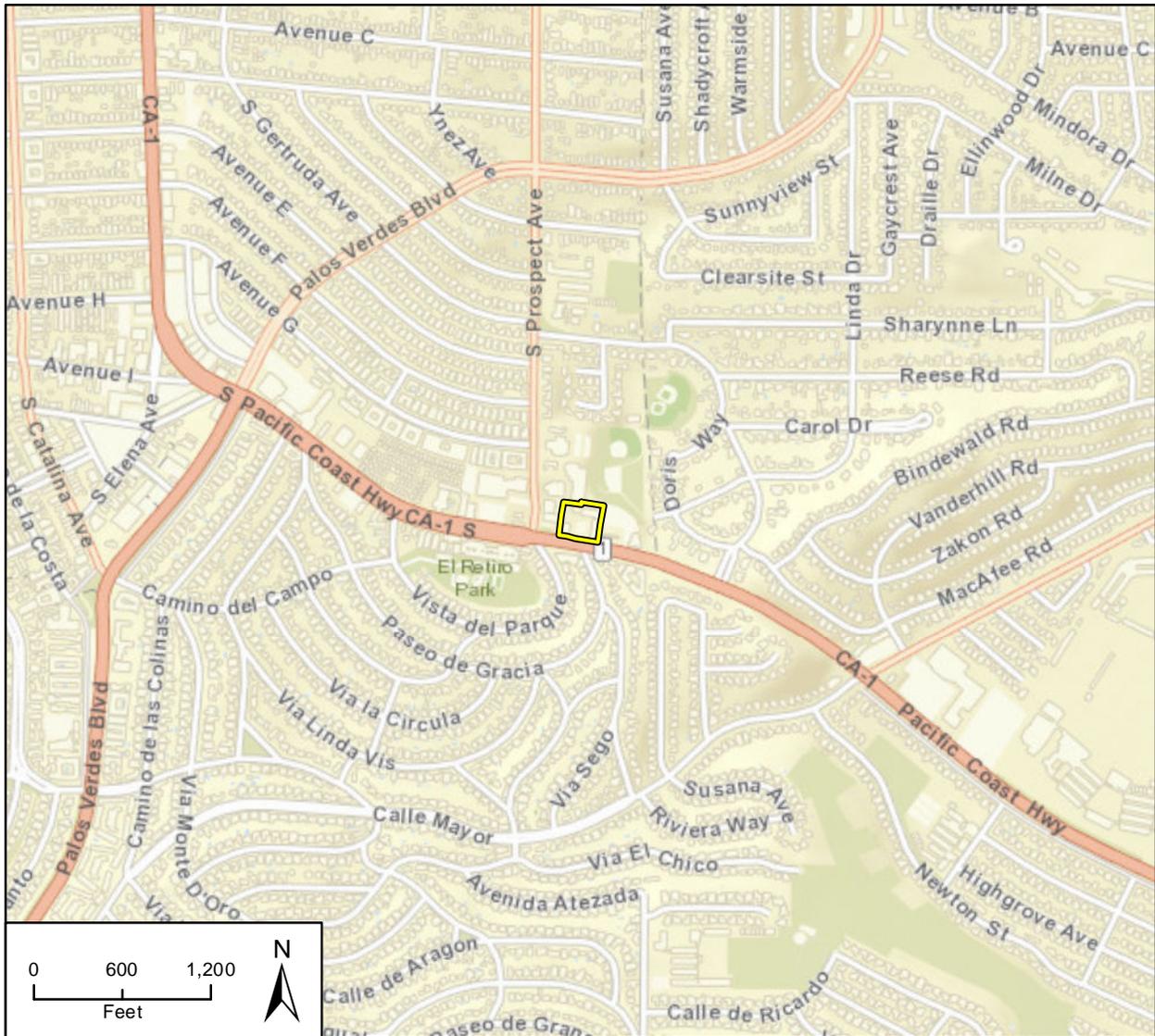
Surrounding Land Uses and Setting: The Saint Lawrence Martyr School and the Martyr School Catholic Church are located directly north of the project site. To the east of the site is a commercially zoned property with a pet hospital. To the west of the site are a retail strip mall and a medical office building. South of the site across Pacific Coast Highway are single- and multi-family residences.

Required Entitlements: The project requires the following discretionary approvals (entitlements) from the City of Redondo Beach:

- Conditional Use Permit (CUP);
- Tentative Tract Map;
- Conceptual Site Plan Review;
- Demolition, building and grading permits.

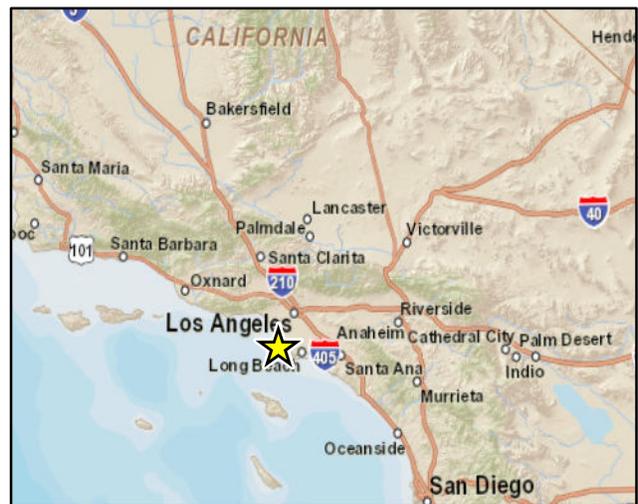
Other Public Agencies Whose Approval is Required: The City of Redondo Beach is the lead agency for this project and no approvals are required from any other agency.





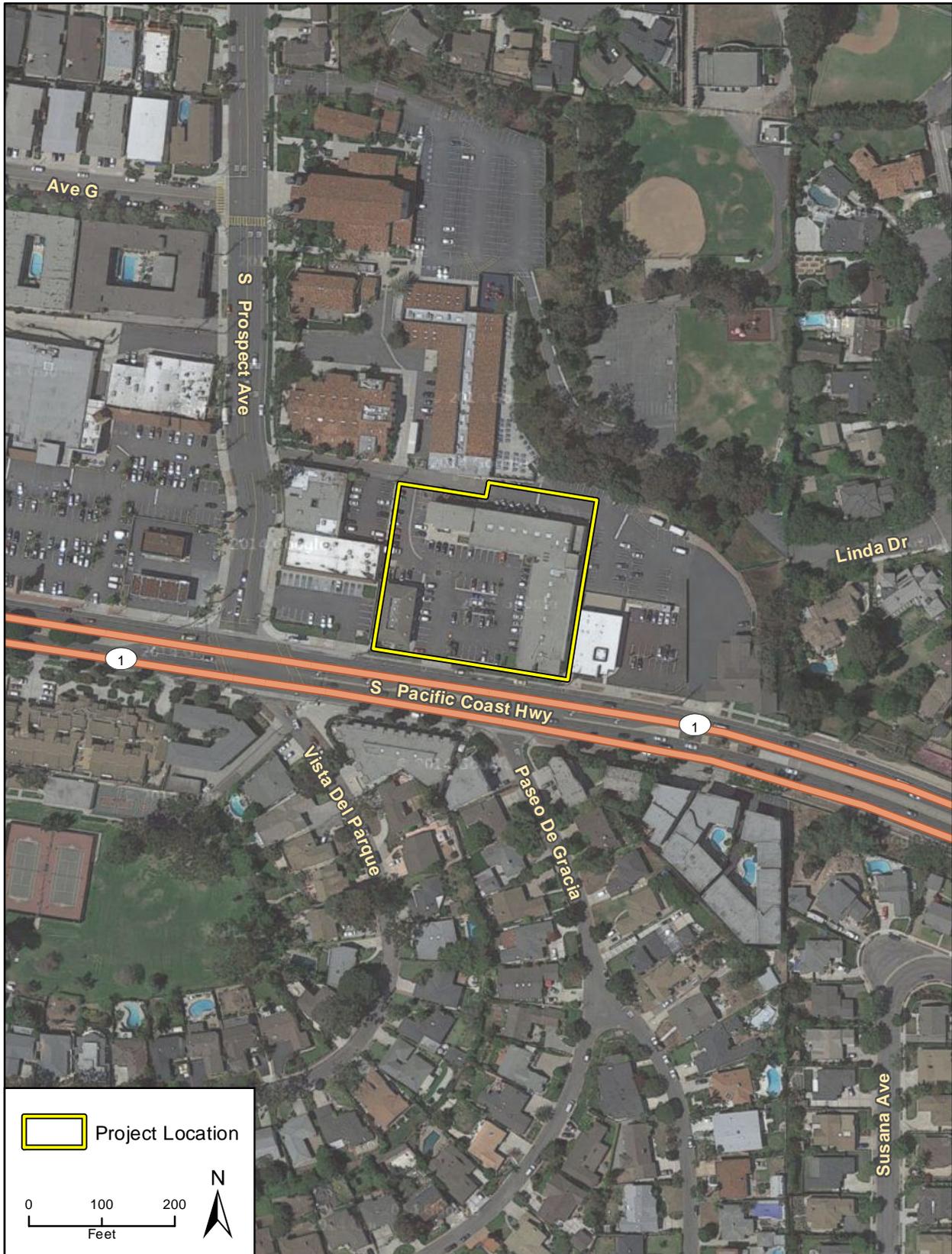
Imagery provided by National Geographic Society, ESRI and its licensors © 2015. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

 Project Location



Regional Location

Figure 1



Imagery provided by ESRI and Google and their licensors ©2015.

Project Location

Figure 2

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Not to Scale

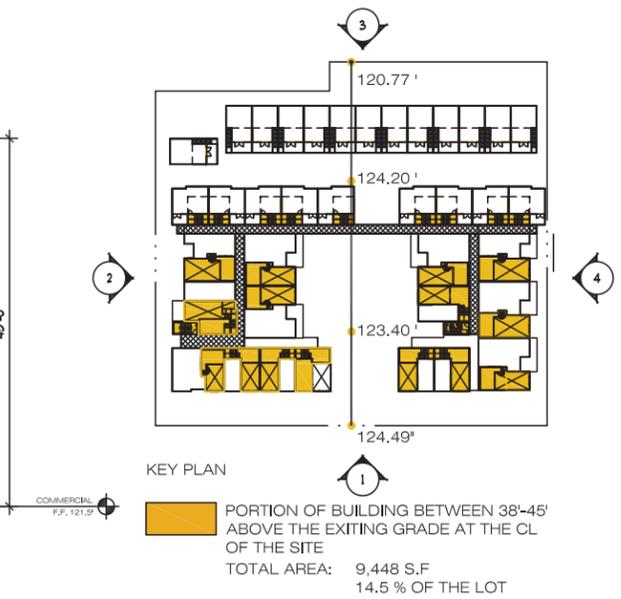
Site Plan



1. SOUTH ELEVATION



2. WEST ELEVATION



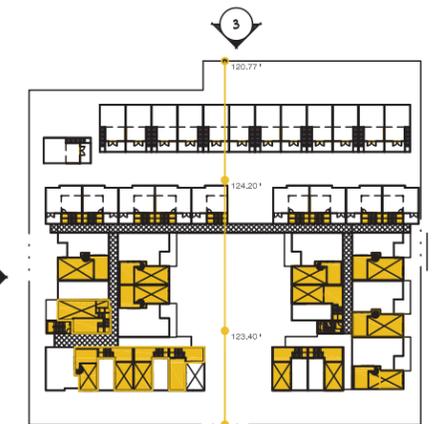
Project Elevations



3. NORTH ELEVATION



4. EAST ELEVATION



KEY PLAN

PORTION OF BUILDING BETWEEN 38'-45'
 ABOVE THE EXISTING GRADE AT THE CL
 OF THE SITE
 TOTAL AREA: 9,448 S.F.
 14.5 % OF THE LOT

Project Elevations

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



DETERMINATION

On the basis of this initial evaluation:

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

Signature

Date

Printed Name



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. Aesthetics				
Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The project site is not part of a scenic vista, is not located on a scenic turnout or other visual access point, and is not visible from the beach or harbor areas of Redondo Beach. Like the existing structures, the project would be visible from Pacific Coast Highway and the surrounding residential and commercial areas. The proposed project would replace existing commercial buildings (photos 1 through 4 on Figure 5) with a commercial and residential mixed use building. The existing structures are two stories in height (approximately 25 - 30 feet tall). The proposed project would be 45 feet tall¹ (three stories). Photo 5 shows the Saint Lawrence Martyr School directly north of the project site. The school is approximately 30 feet tall at its tallest point.

The proposed project would continue a level of urban development similar to that of surrounding properties. Due to the existing multi-story urban development surrounding the project site, the introduction of structures up to three stories in height would not degrade background views, nor would it adversely affect foreground views. As shown on Figure 5, the views in the area consist of the typical residential neighborhoods, commercial areas, and a school. There are no unique or scenic views in the area. Therefore, the proposed project would not significantly obstruct any scenic vistas. The proposed project would have a **less than significant** impact with respect to scenic vistas.

¹ Height is defined in Redondo Beach Municipal Code 10-2.402(a)(29).





Photo 1: 1914 S PCH.



Photo 2: 1924 S PCH.





Photo 3: 1926 S PCH.



Photo 4: 1926 S PCH.





Photo 5: St. Francis Martyr School.



Photo 6: Alleyway behind Site.





Photo 7: South Across PCH.



Photo 8: South Across PCH.



b) The project site currently contains three two-story commercial/office buildings and a parking lot. Field surveys completed by Rincon Consultants, Inc. verified that the site does not contain any scenic resources such as natural habitats or rock outcroppings. The project site is not on or near any National Register of Historic Places, California State Historical Landmarks, or California Historical Resources or Points of Interest (California State Parks, 2015). The project site is not on or within view of any California Scenic Highways (California Department of Transportation, 2013) and does not have any Local Landmarks designated by the City of Redondo Beach (City of Redondo Beach website, 2015). While PCH is designated as an eligible scenic highway in other areas, the portion of PCH adjacent to the project site is not an eligible or designated scenic highway. Figure 5 shows photos of the site and surrounding area. Photos 1 through 4 on Figure 5 show the existing commercial buildings on the site. Photos 7 and 8 on Figure 5 show the views south of the site. These consist of multi-family residential buildings and ornamental landscaping. The ground level begins to climb south of the project site. Therefore there are no views of the ocean from the project site. The project would be visible from PCH and from the surrounding commercial and residential areas; however the proposed project would be consistent with the development of the area. Additionally, the project would not block any scenic views from the surrounding area. Therefore, the project would not substantially degrade views of mature trees, rock outcroppings, or any other scenic resources within the project area or those visible from a scenic highway. The proposed project would have **no impact** with respect to scenic resources.

c) The proposed project involves the construction of a residential and commercial mixed use building on an existing commercial site. Therefore the project would change the site from commercial only use to mixed use, however the visual character would remain urbanized. The existing buildings are two stories tall and the proposed building would be three stories tall. The proposed project would be similar in visual character and height to the existing buildings in the vicinity. The project would not substantially degrade the basic visual character or quality of the project site. Also, the project would provide landscaping that would comply with the City's landscaping requirements (see RBMC Section 10-2.1900(c)). Impacts related to visual character would be **less than significant**.

d) The proposed project involves the construction of a residential and commercial mixed use building on an existing commercial site. The adjacent school, commercial, and office uses generate light and glare along all sides of the property. The proposed project would not result in any shading of adjacent structures.

The proposed project would incorporate exterior lighting, in the form of parking lot lighting, pedestrian walkway lighting, building mounted lighting, and other safety related lighting. These light sources would not have a significant impact on the night sky, as they would only incrementally add to the existing background light levels already present as a result of surrounding urban development. The windows proposed on the exterior elevations could increase the reflected sunlight during certain times of the day. However, glare generated by the project would be similar to that already experienced during the normal operation of existing onsite development, the adjacent school, and commercial and office buildings in the area.

Furthermore, the project site is currently zoned MU-3A (Mixed-Use). In the MU-3A zone, City of Redondo Beach Municipal code Section 10-2.912 requires that "all outdoor lighting associated



with commercial uses shall be designed so as to not adversely impact surrounding residential uses, while also providing a sufficient level of illumination for access and security purposes. Such lighting shall not blink, flash, oscillate, or be of unusually high intensity or brightness.” Similarly, Redondo Beach Municipal Code Section 10-2.1706(c)(10)(c) prohibits parking lot light sources from being visible from the street or surrounding residential properties. Implementation of the City’s municipal code requirements would further ensure that light and glare impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:

a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. Agriculture and Forest Resources				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) The proposed project would involve the replacement of three existing commercial buildings with a residential and commercial mixed use project. The project site is located in an urbanized area and is not located on or near farmland, forest land, or timberland, and would involve no other changes in the existing environment that would result in the conversion of farmland to non-agricultural use. The project would have **no impact** on agriculture or forest resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. Air Quality				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.



Depending on whether or not the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.” The part of the Basin within which the project site is located is in nonattainment for both the federal and state standards for ozone and PM_{2.5}, as well as the state standard for PM_{2.5} (California Air Resources Board, Area Designations Maps/State and National, June 2013). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. The health effects associated with criteria pollutants are described in Table 2.

Table 2
Health Effects Associated with Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	(1) Aggravation of angina pectoris and other aspects of coronary heart disease; (2) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (3) impairment of central nervous system functions; and (4) possible increased risk to fetuses.
Nitrogen dioxide (NO ₂)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO ₂)	(1) Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ^a
Suspended particulate matter (PM _{2.5})	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma. ^a

Source: EPA 2008c.

^a More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: Office of Environmental Health Hazard Assessment, *Particulate Matter Health Effects and Standard Recommendations*, www.oehha.ca.gov/air/toxic_contaminants/PM10notice.html#may, May 9, 2002; and EPA, *Air Quality Criteria for Particulate Matter*, October 2004.

Despite the current non-attainment status, air quality within the Basin has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly due to lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the SCAQMD. This trend towards



cleaner air has occurred in spite of continued population growth. As discussed in the 2012 Air Quality Management Plan (AQMP) for the SCAB as a whole:

Despite this growth, air quality has improved significantly over the years, primarily due to the impacts of the region's air quality control program...PM10 levels have declined almost 50% since 1990, and PM2.5 levels have also declined 50% since measurements began in 1999. As shown in Chapters 2 and 5, the only air monitoring station that is currently exceeding or projected to exceed the 24-hour PM2.5 standard from 2011 forward is the Mira Loma station in Western Riverside County. Similar improvements are observed with ozone, although the rate of ozone decline has slowed in recent years. (2012 Air Quality Management Plan for the South Coast Air Basin. (Introduction, pages 1-5; Available at: [http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-\(february-2013\)/main-document-final-2012.pdf](http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/main-document-final-2012.pdf)).

These trends are projected to continue into the future, as described in Chapter 5 of the 2012 AQMP for the South Coast Air Basin.

The SCAQMD thresholds for temporary construction-related pollutant emissions and project operations are shown in Table 3. These thresholds are utilized for the project specific analysis as well as determining whether the project would contribute a cumulatively considerable increase to emissions.

Table 3
SCAQMD Air Quality Significance Thresholds

Pollutant	Mass Daily Thresholds	
	Operation Thresholds	Construction Thresholds
NO _x	55 lbs/day	100 lbs/day
ROG ¹	55 lbs/day	75 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

¹ Reactive Organic Gases (ROG) are formed during combustion and evaporation of organic solvents. ROG are also referred to as Volatile Organic Compounds (VOC).
 Source: SCAQMD, <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>, March 2011.

In addition to the thresholds shown in Table 3, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook*. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will



not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. Idling emissions for construction would be produced by gasoline powered equipment and construction vehicles used on the project site. LSTs have been developed for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs do not apply to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to onsite development as the majority of emissions would be generated by cars on the roadways. LSTs for construction are shown in Table 4.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project site is located in Source Receptor Area 3 (SRA-3, Southwest Coastal LA County). SCAQMD's *Sample Construction Scenarios for Projects Less than 5 Acres in Size* contains methodology for determining the thresholds for projects that are not exactly 1, 2, or 5 acres in size. This methodology was implemented to determine the thresholds for the proposed project. Additionally, the thresholds are different depending on the distance to the nearest sensitive receptor. The sensitive receptors closest to the project site is the school located approximately 25 feet north of the site, so the 82 feet (25 meter) thresholds have been used. According to the SCAQMD's publication *Final Localized Significant (LST) Thresholds Methodology*, the use of LSTs is voluntary, to be implemented at the discretion of local agencies.

Table 4
SCAQMD LSTs for Construction

Pollutant	Allowable emissions as a function of receptor distance in feet from a 1.49 acre site (lbs/day)				
	82 Feet	164 Feet	328 Feet	656 Feet	1,640 Feet
Gradual conversion of NO _x to NO ₂	111	110	123	152	225
CO	812	968	1,372	2,500	7,700
PM ₁₀	7	20	34	62	145
PM _{2.5}	4	7	10	23	78

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009.

a) Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP. According to Southern California Association of Governments (SCAG) growth forecasts, Redondo Beach will have a population of 69,700 in 2020, an increase of 1,983 over the current City population of 67,717 (California Department of Finance, May 2014). Development



of the proposed mixed use project would cause a direct population increase through the construction of the 52 condominium units and may cause an indirect increase through the construction of the 10,552 sf of commercial space. The California Department of Finance data shows that in 2014 the City of Redondo Beach had an average of 2.32 persons per household. Therefore the project would result in a direct increase of 121 residents. SCAG's *Employee Density Study* (2001) states that in Los Angeles County, retail generates one employee per 730 sf. Based on this rate, the retail portion of the project would indirectly generate an estimated 15 employees. Most of these employees would likely be drawn from the local work force, however, conservatively assuming that the 15 employees would move to Redondo Beach, the project would generate a total of 136 residents. This would cause the population of Redondo Beach to increase to 67,853. This is less than the SCAG population forecast. Therefore, the project would not conflict with the AQMP. Impacts would be **less than significant**.

b-d) Emissions generated by the proposed project would include temporary construction emissions and long-term operational emissions. Construction-related and operational emissions associated with development of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) v.2013.2.2 and are shown in Appendix B.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles (NO_x and CO), in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings. Construction would generally consist of demolition, grading, building construction, paving and architectural coating.² No soil import would be required for this project. However, in order to construct the semi-subterranean parking level approximately 19,300 cubic yards of soil would need to be exported from the site. The truck trips needed to export this soil have been included in the model. The emissions calculations also account for the demolition of the existing ~~30,622~~ 24,531 sf of building space on site.

The grading phase would involve the greatest amount of heavy equipment and the greatest generation of fugitive dust. For the purposes of modeling, it was assumed that the project would comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, it was assumed that the project would include the following components in order to reduce fugitive dust and comply with SCAQMD Rule 403.

1. Minimization of Disturbance. Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

² CalEEMod worker trip assumptions: all construction phases (except building construction and architectural coating) - 1.25 workers per equipment (one roundtrip per worker); building construction phase multi-family - 0.72 worker trips and 0.1069 vendor trips per multi-family dwelling unit; building construction phase commercial - 0.32 worker trips and 0.1639 vendor trips per 1,000 square feet of commercial or retail; Architectural coating - 20% of building construction phase trips. Vendor trips are only associated with the building construction phase. CalEEMod User Guide, Version 2013.2, July 2013. Available at: <http://www.aqmd.gov/docs/default-source/caleemod/usersguide.pdf?sfvrsn=2>



2. Soil Treatment. Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.

3. Soil Stabilization. Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. No Grading During High Winds. Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

5. Street Sweeping. Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Furthermore, the project would also have to comply with SCAQMD Rule 1113 regarding the use of low-volatile organic compound (VOC or ROG) architectural coatings. Construction was assumed to occur over about 12 months between January 2016 and December 2016.

Table 5 summarizes the estimated maximum daily emissions of pollutants. Table 5 also shows the maximum daily on-site emissions (as mentioned previously, LSTs only apply to on-site emissions and not to mobile emissions or off-site emissions).

As shown in Table 5, construction emissions would not exceed SCAQMD regional thresholds or LSTs for ROG, NO_x, CO, PM₁₀ or PM_{2.5}. Impacts would be **less than significant**.

Overall, the project's regional short-term construction and long-term operational air quality impacts under thresholds b), c), and d) would be **less than significant**.

Long-term Emissions

Long-term emissions associated with project operation, as shown in Table 6, would include emissions from vehicle trips, natural gas and electricity use, landscape maintenance equipment, and consumer products and architectural coating associated with onsite development.³ The emissions from the existing onsite businesses have been estimated using CalEEMod using the

³ In addition, the CalEEMod program and user's guide as well as the input files for the proposed project are available for review upon request at the City of Redondo Beach, 415 Diamond Street, Redondo Beach, CA 90277.



**Table 5
 Estimated Construction Maximum Daily Air Pollutant Emissions**

	Maximum Daily Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions ^a	68.1	80.5	56.4	7.9	4.0
SCAQMD Thresholds	75	100	550	150	55
Threshold Exceeded?	No	No	No	No	No
Maximum On-Site Emissions ^b	63.0	28.3	14.7	3.3	2.2
Local Significance Thresholds (LSTs) ^c	n/a	111	812	7	4
Threshold Exceeded?	n/a	No	No	No	No

a All calculations were made using CalEEMod. See Appendix B for calculations. Calculations assume adherence to the conditions listed previously that are required by SCAQMD Rule 403 to reduce fugitive dust and Rule 1113 to reduce ROG.
b LSTs only apply to on-site emissions and do not apply to mobile emissions (the majority of operational emissions). Therefore, only on-site construction emissions are compared to LSTs.
c LSTs are for a 1.49 acre project in SRA-3 within a distance of 82 feet from the site boundary. See Appendix B for CalEEMod output

current land uses (0.93 acres of parking and 24,530 sf of commercial space). The result was then subtracted from the emissions from the proposed project, which were also estimated using CalEEMod, to determine the net increase that would be caused by the project. Overall emissions would not exceed SCAQMD thresholds for any criteria pollutants. Therefore, long-term operational emissions would be **less than significant**.

**Table 6
 Estimated Project Operational Emissions**

	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project Operational Emissions	6.9	7.3	33.7	0.1	4.7	1.4
Existing Onsite Operational Emissions	4.6	6.9	29.4	0.1	4.3	1.2
Net Increase in Operational Emissions (Proposed – Existing)	2.3	0.4	4.3	0.0	0.4	0.2
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

See Appendix B for CalEEMod output.



e) The proposed project would involve construction of a 52-unit condominium and 10,552 sf commercial mixed use project. This type of use would not be expected to generate objectionable odors that would affect a substantial number of people because residential and commercial uses are not included on Figure 5-5, *Land Uses Associated with Odor Complaints*, of the 1993 SCAQMD CEQA Air Quality Handbook. Additionally, the project would comply with City requirements applicable to maintenance of trash areas to minimize potential odors. Therefore, the proposed project would not generate objectionable odors and impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. Biological Resources

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a) The project site is currently developed with three commercial/office buildings and a parking lot. The proposed project would involve the demolition of the existing structures and the construction of a new residential and commercial mixed use project. The project site is within an urbanized area and does not contain native biological habitat. The site currently contains no vegetation except for some ornamental plants and nonnative grass areas. Moreover, the site lacks native vegetation that might otherwise provide habitat for any sensitive or special status species identified in any regulations. Therefore, **no impact** to candidate, sensitive or special status species would occur.

b) As described above, the project site is a commercially developed lot. Vegetation is limited to ornamental bushes and grasses and no native habitats are present. Therefore, the project would not result in the removal of any riparian habitat or other sensitive natural community. In addition, no federal-or-state-listed endangered, threatened, rare, or otherwise sensitive flora or fauna were observed at the project site (Rincon Consultants, Inc., Site Visit, 2014). **No impact would occur.**

c) The project site is not located on or in the vicinity of a federally protected wetland. Therefore, **no impact** would occur.

d) As described above, the project site is a commercially developed lot and there is no native biological habitat on-site. The site does not contain any trees that would be removed or impacted. Additionally the site is surrounded by urban development and is therefore not within a County of Los Angeles Regional Wildlife Linkage or a CDFW Essential Habitat Connectivity Area. Therefore the project would not interfere with the movement of any wildlife species. **No impact** would occur.

e) No local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, apply to the project site. **No impact** would occur.

f) The project site is not located within an area that is subject to an adopted conservation plan. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. Cultural Resources

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. Cultural Resources

Would the Project:

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The project site is currently a commercially developed lot surrounded by urban development. The site contains no resources listed in the California Register of Historical Resources or identified as historic resources by the City of Redondo Beach (California State Parks, 2014; City of Redondo Beach website, 2014), nor does the site contain any historic resources as defined in CEQA Guidelines § 15064.5(a). The project would have **no impact** in this regard.

b-d) Construction of the project would involve demolition, grading, disturbance of the soil, and removal of soil in order to construct the semi-subterranean parking level. The project site is highly disturbed and has been previously graded. Disturbed soils typically eliminate the original stratigraphic/geologic context for resources, which are therefore not considered “significant” or “unique.” The proposed construction site contains no known or recorded archaeological resources, paleontological resources, unique geologic features, or human remains. The likelihood for unknown archaeological resources, paleontological resources, human remains, or unique geologic resources to be present within the area of proposed disturbance is low. In the unlikely event that human remains are discovered during construction of the project, the project applicant and their contractor would be required to comply with standard procedures for assessment and preservation of such resources compliant with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which regulate disturbance and disposition of cultural resources and human remains.

Section 7050.5 requires that, if human remains are discovered during construction-related activities, all work must halt and the County Coroner must be notified. Section 5097.98 requires that if the Coroner, with the aid of the supervising archaeologist, determines that any human remains discovered during construction-related activities are prehistoric, the coroner must contact the Native American Heritage Commission (NAHC). The NAHC is responsible for designating the most likely descendant (MLD), who is then responsible for the ultimate disposition of the remains. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include (A) the nondestructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment.



In the unlikely event unanticipated paleontological or archaeological resources are encountered the City has imposed the following Condition of Approval.

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.

Compliance with the above-discussed requirements and Mitigation Measure CR-1 would reduce impacts to a **less than significant** level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. Geology and Soils				
Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. Geology and Soils

Would the Project:

d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i) Construction Testing and Engineering Inc. completed a Preliminary Geotechnical Investigation was completed for the project site (Appendix C). The study found that the project site is not located within an Alquist-Priolo Earthquake Hazard Zone, nor is it located over or in close proximity to a known fault. Therefore, **no impact** related to surface rupture would occur.

a.ii) While no faults have been mapped across the project site, seismic events caused by active and potentially active faults in the region could result in seismic ground shaking on-site. Redondo Beach, along with all of Southern California, is within Seismic Zone 4 and subject to seismic ground shaking from faults in the region. The Palos Verdes Fault Zone is located approximately two miles west of the project site. Therefore, seismic hazards cannot be completely avoided. However, its effect can be minimized by implementing seismic requirements specified by the City of Redondo Beach Building Code, which adopts the California Building Code (CBC) by reference in Title 9, Chapter 1, Section 9-1.00 of the Redondo Beach Municipal Code (RBMC).

The CBC requires various measures of all construction in California to account for hazards from seismic shaking, and contains seismic safety provisions that aim to prevent building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. Therefore, the project would replace the existing older buildings with new, more durable structures that adhere to the regulatory mandates. The project buildings would adhere to the mandates of the RBMC. Impacts related to seismically-induced surface rupture or ground shaking would therefore be **less than significant**.

a.iii) Liquefaction describes the phenomenon in which groundshaking works cohesionless soil particles into a tighter packing, which induces excess pore pressure. These soils may acquire a high degree of mobility and lead to structurally damaging deformations. Liquefaction begins



below the water table, but after liquefaction has developed, the groundwater table rises and causes the overlying soil to mobilize. Liquefaction typically occurs in areas where groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand.

The Geotechnical Investigation completed for the project (Appendix C) found that the site is underlain at relatively shallow depths by dense Older Surficial Sediments (dune sands) with groundwater located greater than 51.5 feet below grade. In addition, the site is not located in a liquefaction zone designated in the Seismic Hazard Zone Report 031 (1998). The thin layer of relatively loose materials near the ground surface is recommended herein to be overexcavated and replaced with properly compacted fill in areas where distress sensitive improvements are to be constructed. Therefore, the potential for liquefaction or seismic settlement at the site is considered to be low. Therefore liquefaction impacts would be **less than significant**.

a.iv) The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation; and, shaking of marginally stable slopes during earthquakes. The project site and surrounding area are developed with urban uses and paved, generally flat and do not contain any steep or unstable slopes. The Geotechnical Investigation completed for the project (Appendix C) found that according to the Seismic Hazard Zone Report 031 (1998), no landslides were mapped at or near the project site. In addition, landslides were not encountered during the recent field exploration. **No impact** related to landslides would occur.

b) The proposed project would involve demolition of existing commercial/office buildings and the construction of a residential and commercial mixed use project. As noted in the Air Quality discussion above, the proposed project would have to comply with SCAQMD Rule 403 regarding incorporation of measures to reduce fugitive dust, which would also help reduce the potential for construction related erosion (SCAQMD Rule 403(d)(2)). SCAQMD Rule 403, Table 1, provides measures for construction activities to reduce fugitive dust. This includes measures for the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to use, use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, hydroseed prior to rain, washing mud and soils from equipment at the conclusion of trenching activities. (See SCAQMD Rule 403, Table 1, for additional details.) The project site was previously graded, paved, developed with commercial structures, and is relatively flat (reducing the potential for high speed stormwater flows during construction). The project site would not add any exposed soil to the site and the overall slope of the site would remain relatively flat similar to current conditions. In addition, the project would comply with SCAQMD Rule 403, which requires projects to use best available control measures to reduce the fugitive dust generated by activities on the site. Therefore, project development would not have the potential to cause substantial erosion or the loss of topsoil. Impacts related to erosion and loss of topsoil would be **less than significant**.



c, d) Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Although subsidence generally occurs slowly enough that its effects are not dangerous to inhabitants, it can cause substantial building damage over time. In addition, the presence of expansive soils would require proper engineering controls to ensure the safety of structures and inhabitants.

The Geotechnical Investigation completed for the project (Appendix C) found that the soils on the site did not have the potential for expansion, were not unstable, would not result in onsite or offsite landslides, did not have the potential for lateral spreading, subsidence, liquefaction, or collapse. The report concludes that construction of the proposed project is feasible from a geoenvironmental standpoint provided the recommendations and advice contained in the report are implemented. Therefore, Mitigation Measure GEO-1 is required to reduce impacts related to unstable soils.

GEO-1 Geotechnical Design Considerations. The recommendations included on pages 9 through 27 in the 2014 *Preliminary Geotechnical Investigation* conducted by Construction Testing & Engineering, Inc. (Appendix C) 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),*
- *Site excavation,*
- *Fill placement and compaction,*
- *Fill materials,*
- *Temporary construction slopes,*
- *Temporary shoring,*
- *Foundations and slab recommendations,*
- *Seismic design criteria,*
- *Lateral resistance and earth pressures,*
- *Exterior flatwork*
- *Vehicular pavements,*
- *Drainage, and*
- *Slopes.*

With implementation of Mitigation Measure GEO-1, impacts would be less than significant.

In addition to Mitigation Measure GEO-1, the project must comply with the California Building Code (CBC) requirements related to these areas (Section 1610 for lateral soil loads and Section 1613 for earthquake loads). Compliance with CBC requirements and the RBMC, which would include requirements for deep foundations and specific foundations materials, would further ensure impacts associated with lateral spreading, subsidence, collapse, and expansive soils would be less than significant.



e) The proposed project would be served by the City’s wastewater disposal system. The project is not proposing a septic system; therefore, there is no potential for adverse effects due to soil incompatibility. There would be **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. Greenhouse Gas Emissions

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate change is the distinct change in measures of climate for a long period of time. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth’s orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHGs) and changes to the planet’s surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

GHGs differ from other emissions in that they contribute to the “greenhouse effect.” The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature. GHGs occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.



According to the California Energy Commission's (CEC) Draft Climate Action Team Biennial Report, potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.

Project construction and operation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels, electricity consumption, and other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change.

The following summarizes global climate change, GHG emissions and the regulatory framework related to climate change.

Regulatory Framework

The project would be required to comply with the California Energy Code (Tit. 24, Cal. Code Reg., Part 6). The nonresidential component of the proposed project would be required to install photosensors. The residential portion of the proposed project would be required to install energy efficient lighting fixtures consistent with the requirements of the 42 U.S.C. § 17001 et seq. California also implements the Renewable Portfolio Standard (Pub. Utilities Code § 399.11 et seq.). As a result of this requirement, the electricity provider for the project, Southern California Edison, (SCE) currently procures 21.6% of its electricity from renewable sources. Pursuant to SBX1 [2011] SCE will be required to provide 33% of their electricity with renewable sources by the year 2020.

CEQA Requirements

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold, considers emissions of over 10,000 metric tons carbon dioxide equivalent (CO₂E) per year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not yet adopted, the SCAQMD has a recommended quantitative Tier 3 threshold of 3,000 metric tons CO₂E /year for all land use types (SCAQMD, September 2010). Because the SCAQMD has not yet adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency, the proposed project is evaluated based on the SCAQMD's recommended/preferred Tier 3 threshold for all land use types of 3,000 metric tons CO₂E per year.

Methodology

The analysis focuses on CO₂, N₂O, and CH₄ as these are the GHG emissions that onsite development would generate in the largest quantities. Because the development would only involve residential and commercial uses, fluorinated gases such as HFCs, PFCs, and SF₆, were not included in this analysis. Fluorinated gases are primarily associated with industrial processes and the quantity of fluorinated gases associated with the proposed project would not be significant.



Construction Emissions Methodology

Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment on-site and worker, vendor, and export truck trips to and from the project site (see discussion in Section II, *Air Quality*). For this analysis, it was assumed that construction would occur over approximately 12 months. Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2, based on the projected maximum amount of equipment that would be used onsite at one time. Air districts such as the SCAQMD (2011) have suggested amortizing construction-related emissions over a 30-year period in conjunction with the proposed project's operational emissions. Complete CalEEMod results and assumptions can be viewed in Appendix B.

Operational Emissions Methodology

CalEEMod provides operational emissions of CO₂, N₂O and CH₄. Emissions from energy use include emissions from electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42, (*Compilation of Air Pollutant Emissions Factors*) and CCAR. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CalEEMod User Guide, 2013). Southern California Edison (SCE) is the electricity provider the project site and as of 2013 procures 21.6% of its electricity from renewable sources (CPUC, 2014). The default electricity consumption values in CalEEMod include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies.

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, U.S. EPA, and district supplied emission factor values (CalEEMod User Guide, 2013).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide, 2013). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

For mobile sources, CO₂ and CH₄ emissions from vehicle trips to and from the project site were quantified using in CalEEMod. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (see Appendix B for calculations). The estimate of total daily trips associated with the proposed project was based on the project traffic study and was calculated and extrapolated to derive total annual mileage in CalEEMod. Emission rates for N₂O emissions were based on the vehicle fleet mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.



A limitation of the quantitative analysis of emissions from mobile combustion is that emission models, such as CalEEMod, evaluate aggregate emissions, meaning that all vehicle trips and related emissions assigned to a project are assumed to be new trips and emissions generated by the project itself. Such models do not demonstrate, with respect to a regional air quality impact, what proportion of these emissions are actually “new” emissions, specifically attributable to the project in question. For most projects, the main contributor to regional air quality emissions is from motor vehicles; however, the quantity of vehicle trips appropriately characterized as “new” is usually uncertain as traffic associated with a project may be relocated trips from other locales. In other words, vehicle trips associated with the project may include trips relocated from other existing locations, as people begin to use the proposed project instead of similar existing retail and commercial uses. Therefore, because the proportion of “new” versus relocated trips is unknown, the VMT estimate generated by CalEEMod is used as a conservative, “worst-case” estimate.

a) GHG emissions associated with construction emissions and operational emissions are discussed below.

Existing Conditions

Existing GHG emissions from the project site were calculated in CalEEMod. Table 7 shows the existing emissions. As noted above, CalEEMod does not calculate N₂O emissions related to mobile sources. As such, N₂O emissions were calculated based on the existing uses VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009).

**Table 7
 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions
Existing Operational	
<i>Area</i>	<0.01 metric tons CO ₂ E
<i>Energy</i>	103 metric tons CO ₂ E
<i>Solid Waste</i>	12 metric tons CO ₂ E
<i>Water</i>	13 metric tons CO ₂ E
Existing Mobile	
<i>CO₂ and CH₄</i>	829 metric tons CO ₂ E
<i>N₂O</i>	40 metric tons CO ₂ E
Existing GHG Emissions	997 metric tons CO₂E

Sources: See Appendix B for calculations and for GHG emission factor assumptions.

Construction Emissions Analysis

Based on CalEEMod results, construction activity for the project would generate an estimated 422 metric tons of carbon dioxide equivalent (CO₂E) units (as shown in Table 8). Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate about 14 metric tons of CO₂E per year.



Table 8
Estimated Construction Emissions of Greenhouse Gases

Year	Annual Emissions (Carbon Dioxide Equivalent (CO ₂ E))
Total	422 metric tons
Amortized over 30 years	14 metric tons per year

See Appendix D for CalEEMod Results.

Operational Indirect and Stationary Direct Emissions

Operational Emissions include area source, energy use, solid waste, water use, and transportation emissions. Operational emissions were calculated using CalEEMod. These features were incorporated into CalEEMod. Full results are shown in Appendix B.

Area Source Emissions. CalEEMod was used to calculate direct sources of air emissions located at the project site. This includes consumer product use and landscape maintenance equipment. Area sources would generate approximately 1 metric ton CO₂E per year (see Table 9).

Energy Use. Operation of onsite development would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO₂, and to a smaller extent, N₂O and CH₄. As discussed above, annual electricity and natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies, which are built into CalEEMod. Overall energy use at the project site would generate approximately 265 metric tons CO₂E per year.

Solid Waste Emissions. In accordance with AB 939, it was assumed that the project would achieve at least a 50% diversion rate. As shown in Table 9, based on this estimate, solid waste associated with the project would generate approximately 16 metric tons of CO₂E per year.

Water Use Emissions. The proposed project would use approximately 7 million gallons of water per year. Based on the amount of electricity needed to supply this amount of water, the project would generate approximately 29 metric tons of CO₂E per year (see Table 9).

Transportation Emissions. Mobile source GHG emissions were estimated using trip rates published in the Institute of Transportation Engineers *Trip Generation, 9th Edition* (2012). Total annual VMT was calculated in CalEEMod. The proposed project would generate approximately about 2 million gross annual VMT (this does not account for demolition of existing uses, which are included in Table 9). Table 9 shows the estimated mobile emissions of GHGs for the project based on the estimated annual VMT. As noted above, CalEEMod does not calculate N₂O emissions related to mobile sources. As such, N₂O emissions were calculated based on the project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009). The project would generate an estimated 43 metric tons of CO₂E units associated with mobile emissions.



Combined Construction, Stationary and Mobile Source Emissions. As shown in Table 9, existing conditions include the emission of 997 metric tons of CO₂E annually. Table 9 combines the construction, operational and mobile GHG emissions associated with onsite development for the proposed project. Construction emissions associated with construction activity (approximately 420 metric tons CO₂E) are amortized over 30 years (the anticipated life of the project). As shown in Table 9, the proposed project would only result in an increase of 256 metric tons of CO₂E. Although development facilitated by proposed project would generate additional GHG emissions beyond existing conditions, because the total amount of net GHG emissions would be lower than the threshold of 3,000 metric tons per year, impacts from GHG emissions would be **less than significant**.

**Table 9
 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions
Project Construction	14 metric tons CO ₂ E
Project Operational	1 metric tons CO ₂ E 265 metric tons CO ₂ E 16 metric tons CO ₂ E 29 metric tons CO ₂ E
Project Mobile	885 metric tons CO ₂ E 43 metric tons CO ₂ E
Project Subtotal	1,253 metric tons CO₂E
Existing Conditions Subtotal¹	(997 metric tons CO₂E)
Total Emissions from Proposed Project (Project - Existing)	256 metric tons CO₂E

¹ See Table 7
 () denotes subtraction
 Sources: See Appendix B for calculations and for GHG emission factor assumptions.

b) Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the South Coast Association of Government (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development in order to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure." The proposed project would be infill development that would also be located within walking distance to public transportation, commercial and recreation activities in the City of Redondo Beach, thereby reducing vehicle trips. Further, the project would reduce trips compared to existing conditions with commercial uses at the site. Therefore, it would be consistent with this goal. Another goal of the SCS is to "create more compact neighborhoods and plac[e] everyday destinations closer to homes and closer to one another." The proposed project would place retail adjacent to residences, thereby meeting this SCS goal.



Assembly Bill 32, the “California Global Warming Solutions Act of 2006,” was signed into law in the fall of 2006. This bill also requires achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020 (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

CalEPA created the Climate Action Team (CAT), which in March 2006, published the Climate Action Team Report (CAT Report) (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/ infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. In addition, in 2008 the California Attorney General published *The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level* (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project.

Tables 10 and 11 illustrate that the proposed project would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report as well as the 2008 Attorney General’s Greenhouse Gas Reduction Measures.

As indicated in Table 10 and Table 11, the proposed project would be consistent with CAT strategies and the 2008 Attorney General Greenhouse Gas Reduction Measures.

According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (May 2009), climate change has the potential to induce substantial sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. However, the project is approximately 0.8 miles from the coastline and is not at risk for inundation from sea level rise (California Energy Commission, “Cal-Adapt website”, 2014).

The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would be consistent with the objectives of the RTP/SCS, AB 32, SB 97, and SB 375. Impacts would be **less than significant**.



**Table 10
 Project Consistency with Applicable Climate Action Team
 Greenhouse Gas Emission Reduction Strategies**

<i>Strategy</i>	<i>Project Consistency</i>
California Air Resources Board	
<p><i>Diesel Anti-Idling</i> The ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.</p>	<p>Consistent Current State law restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation.</p>
<p><i>Achieve 50% Statewide Recycling Goal</i> Achieving the State’s 50% waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.</p>	<p>Consistent The City of Redondo Beach’s Solid Waste Division is responsible for complying with AB 939. The City has enacted numerous programs to achieve the mandated 50% diversion. The programs include residential curbside recycling, multi-family centralized recycling and commercial recycling as well as school recycling programs in all elementary and middle schools, backyard and worm composting (including bins sold at reduced prices) (City of Redondo Beach, Solid Waste and Recycling Division website, February 2014).</p> <p>The proposed project would participate in the City’s waste diversion programs and would similarly divert at least 50% of its solid waste. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.</p>
Department of Forestry	
<p><i>Urban Forestry</i> A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.</p>	<p>Consistent Landscaping for the proposed project would result in additional planted trees throughout the project site.</p>
Department of Water Resources	
<p><i>Water Use Efficiency</i> Approximately 19% of all electricity, 30% of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.</p>	<p>Consistent The proposed project would include drought-tolerant plants where feasible in accordance with City of Redondo Beach Municipal Code Section 10-2.1900.</p>
Energy Commission (CEC)	
<p><i>Building Energy Efficiency Standards in Place and in Progress</i> Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).</p>	<p>Consistent The proposed project would be required comply with the standards of Title 24, including the California Energy Code (part 6 of Title 24), that are in effect at the time of development.</p>
<p><i>Appliance Energy Efficiency Standards in Place and in Progress</i> Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).</p>	<p>Consistent Under State law, appliances that are purchased for the project - both pre- and post-development – would be consistent with energy efficiency standards that are in effect at the time of manufacture.</p>



**Table 10
 Project Consistency with Applicable Climate Action Team
 Greenhouse Gas Emission Reduction Strategies**

<i>Strategy</i>	<i>Project Consistency</i>
<p>Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20% by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20% target.</p>	<p>Consistent As discussed previously, the project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.</p>
Business, Transportation and Housing	
<p>Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.</p>	<p>Consistent The proposed project places residential uses near job centers, retail, and commercial uses. Residents of the project would have adequate access to and from the site via public transportation and pedestrian corridors.</p>

**Table 11
 Project Consistency with Applicable Attorney General
 Greenhouse Gas Reduction Measures**

<i>Strategy</i>	<i>Project Consistency</i>
Transportation-Related Emissions	
<p>Diesel Anti-Idling Set specific limits on idling time for commercial vehicles, including delivery vehicles.</p>	<p>Consistent Currently, the California Air Resources Board's Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation.</p>
<p>Transportation Emissions Reduction Provide shuttle service to public transportation.</p>	<p>Consistent Shuttle service to public transportation would be unnecessary as the project site is located within walking distance to several Metro bus lines.</p>
Solid Waste and Energy Emissions	
<p>Solid Waste Reduction Strategy Project construction shall require reuse and recycling of construction and demolition waste.</p>	<p>Consistent It is anticipated that the proposed project would participate in the City's waste diversion programs and would similarly divert at least 50% of its solid waste from construction. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.</p>
<p>Water Use Efficiency Require measures that reduce the amount of water sent to the sewer system – see examples in CAT standard above. (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.</p>	<p>Consistent As described above, the proposed project would include water saving features such as a landscape palette that includes drought tolerant/ low water use species.</p>



**Table 11
 Project Consistency with Applicable Attorney General
 Greenhouse Gas Reduction Measures**

<i>Strategy</i>	<i>Project Consistency</i>
Land Use Measures, Smart Growth Strategies and Carbon Offsets	
<i>Smart Land Use and Intelligent Transportation Systems</i> Require pedestrian-only streets and plazas within the project site and destinations that may be reached conveniently by public transportation, walking or bicycling.	Consistent The project site is located within walking distance to public transportation. In addition, the project is within walking distance to commercial and recreation activities in Redondo Beach.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. Hazards and Hazardous Materials

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. Hazards and Hazardous Materials

Would the Project:

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b) Advantage Environmental Consultants, LLC completed a Phase I Environmental Site Assessment (ESA) for the proposed project in March, 2014 (Appendix D). According to the ESA, there is no evidence of a hazardous environmental condition on the project site (for a complete list of federal, state, local, tribal, and proprietary databases searched by Advantage Environmental Consultants, LLC, see Appendix D). The project site is not listed on the Cortese list or listed in the Site Mitigation and Brownfields Reuse Program Database, as maintained by the Department of Toxic Substances Control (DTSC) Envirostor database. Furthermore, the project site is not listed on the lists of Leaking Underground Storage Tanks (LUST) Geotracker database, as maintained by the State Water Resources Control Board (SWRCB, 2013). Based on the absence of existing recognized environmental conditions or hazardous materials, the proposed project would not create a significant hazard to the public or the environment during grading or construction.

The proposed project would involve the demolition of three existing commercial/office buildings. Demolition of the buildings is not expected to use or involve storage of large quantities of hazardous materials. Potentially hazardous materials such as fuels, lubricants, and solvents could be used during grading and demolition of the proposed project. However, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22.

Construction of the project would involve demolition of the existing onsite structures, which, due to their age, may contain asbestos and lead-based paints and materials (A/E West, 2006). The removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities). SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from



building demolition and renovation activities, including the removal and disturbance of ACM.⁴ This rule is designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements, including HEPA filtration, the glovebag method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area).

The proposed project would be required to comply with California Division of Occupational Safety and Health (CALOSHA) regulations regarding lead-based materials. Under the regulations, all workers must be properly protected when working with materials containing any level of lead in accordance with Title 8 CCR Section 1532.1. Current federal and state regulations (SCAQMD Rule 1403) require that only contractors who have been properly trained in the correct handling of asbestos containing materials may conduct removal and demolition activities, if the activities would disturb 100 square feet or more of asbestos containing building materials.

If it is determined the existing structures contain either lead or asbestos, compliance with applicable laws and regulations during demolition and construction of the proposed project in accordance with all applicable state and federal laws would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials.

Compliance with applicable standards would ensure impacts related to hazardous materials would be **less than significant**.

c) The school nearest to the project site is Saint Lawrence Martyr School, which is immediately north of the site, approximately 25 feet away. While construction of the project would involve removal of demolition materials which may contain lead or asbestos, the removal and disposal of these materials would occur in compliance with existing regulations described in the previous section. Therefore, impacts related to hazardous emissions or materials affecting school sites are less than significant.

d) According to the Advantage Environmental Consultants, LLC Phase I ESA (Appendix D), the project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Eight listed sites were found within a one-mile radius, including two gas stations, three dry cleaners, a pharmacy, a pool cleaning site, and one site with limited details. The gas station cases are closed. The dry cleaner cases did not involve any release of hazardous materials. The pharmacy was listed as a large quantity waste generator, but did not have any hazardous waste releases listed. The pool cleaning site involved an incident where a service employee cleaned filters on the street but no ongoing cleanup was required. The last site has no records on release. The ESA determined that none of these facilities would represent an environmental concern to the site. This is based on several factors including the nature of the regulatory database listings, distance of the off-site listed properties

⁴ SCAQMD Rule 1403 available online at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf?sfvrsn=4>



from the site, orientation of the listed properties relative to the site, interpreted direction of groundwater flow and/or regulatory case status information for the various properties as described in the databases. As a result, the Phase I ESA completed for the project site concluded that no additional action is required. Thus, impacts related to hazardous materials would be **less than significant**.

e, f) The project site is not within an airport land use plan. The nearest airport is Torrance Airport, located approximately 1.5 miles northwest of the site. The project would be a maximum of 45 feet tall. Since the project would be of similar height to the surrounding buildings in the area and to those structures along Pacific Coast Highway, it would not create a hazard for the people living or working in the building. Therefore, the project would not result in safety hazards related to airports for people living or working at the project site and its vicinity, and the project would have **no impact** in this regard.

g) The proposed project would include the development of a residential and commercial mixed use project within an urbanized area. The proposed project would not conflict with an adopted emergency response plan or emergency evacuation plan. The impact would be **less than significant**.

h) The project site is located within an urbanized area of Redondo Beach. The project site and surrounding area are entirely urbanized. The proposed project would not expose persons or structures to wildfire hazard risks. There would be **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. Hydrology and Water Quality

Would the Project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. Hydrology and Water Quality				
Would the Project:				
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, e, f) As described above, the existing site is currently developed and paved. Drainage generally flows towards the south (towards South PCH) and is collected in the existing paved parking lot and at downspouts on the existing structures. Stormwater is then directed to the City's existing stormwater system. Upon completion, the proposed project will not affect existing stormwater flows off the site or water quality. Furthermore, operational activities will have to comply with numerous modern regulatory requirements which will result in a reduction stormwater flows offsite. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control both construction and operation (occupancy) storm water discharges. In California, the State Water Quality Control Board administers the NPDES permitting program and is responsible for developing permitting requirements. The project would be required to comply with the NPDES permitting system. Under the conditions of the permit, the project applicant would be required to eliminate or



reduce non-storm water discharges to waters of the nation, develop and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project construction activities, and perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. The state permit prohibits the discharge of materials other than storm water discharges, and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4. The state permit also specifies that construction activities must meet all applicable provisions of Sections 30 and 402 of the Clean Water Act (CWA). Conformance with Section 402 of the CWA would ensure that the proposed project does not violate any water quality standards or waste discharge requirements.

The developer of the project would also be required to comply with various sections of the Redondo Beach Municipal Code (RBMC) that regulate water quality. Title 5, Chapter 7, *Stormwater and Urban Runoff Pollution Control Regulations*, includes the following requirements:

- *Section 5-7.105, Storm Drain Impact Fees.* The project would be required to pay storm drain impact fees.
- *Section 5-7.211, Urban Stormwater Mitigation Plan (USMP).* The project would be required to prepare a USMP and to incorporate provisions of the appropriate standard urban stormwater management plan (SUSMP) as approved by the California Regional Water Quality Control Board.
- *Section 5-7.217, Minimum Stormwater Quality Protection.* This section states that “all construction projects except exempt projects are required to implement BMPs necessary to retain sediments, construction-related materials, wastes, spills or residuals onsite to the maximum extent practicable.” Because the project would qualify as a priority project, not an exempt project, according to Section 5-7.216 of the RBMC, this requirement would apply.
- *Section 5-7.218, Local Stormwater Pollution Prevention Plan (LSWPPP).* All priority projects are required to prepare a LSWPPP identifying BMPs that would be used during the construction of the project to reduce the impacts to stormwater quality relating to material and waste management according to, and this requirement would also apply to the project. The BMPs would be reviewed by the City’s Engineer and will be added as Conditions of Approval for the project.

The proposed project would involve the demolition of three existing office/commercial buildings and the construction of a residential and commercial mixed use building. During the construction period, any activities on the project site would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of construction. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the RWQCB.

Once fully operational, the project would include planter boxes that would capture and filter stormwater runoff from the roof. New engineered biofiltration planters will be provided and sized to treat the 85th percentile storm in accordance with Los Angeles County Low Impact Development guidelines to remove pollutants commonly found in stormwater. These biofilters will be equipped with subdrains and overflow devices that discharge to the proposed curb culverts at Pacific Coast Highway.



The proposed project includes design features to capture and filter stormwater runoff. Therefore, impacts from stormwater runoff would be less than significant. In addition, adherence to City requirements described above would further ensure impacts would be **less than significant** with respect to water quality standards and waste discharge requirements.

b) The proposed project would receive its water supply from the California Water Service Company (CWSC). Part of CWSC's water supply comes from groundwater, which comes from an adjudicated basin. The adjudicated basin limits groundwater pumping to safe yield amounts (safe yield based upon a calculation of rate of groundwater replenishment, see CWSC's 2010 Urban Water Management Plan, Section 4.1). As discussed under Section XVII(d), *Utilities and Service Systems*, the project would result in a net increase in water demand of about 9,026 gallons per day or 10 acre-feet per year (AFY)⁵ of water, but could be served by available water supply. Therefore, the proposed project would therefore not result in an exceedance of safe yield or a significant depletion of groundwater supplies. The proposed project would cover the site with impervious surface; however, the site is currently developed with impervious surfaces and also current stormwater requirements require the stormwater to be contained onsite which would aid recharge similar to the existing conditions on the site. Impacts related to groundwater would be **less than significant**.

c-d) The project would not alter the course of any stream or other drainage and would not increase the potential for flooding. The project site is currently developed with commercial buildings and associated parking lot, with small island planters. It is almost entirely (95%) impervious and drains northerly to an existing alley by means of on-grade concrete gutters. As discussed above, adherence to the City's urban runoff programs and implementation of design features to capture and treat stormwater runoff would reduce the quantity and level of pollutants within runoff leaving the site. The design features would include planter boxes and a dry well system. Therefore, impacts related to erosion, siltation, and flooding would be **less than significant**.

g, h) According to the Federal Emergency Management Agency (FEMA), the project site is located in Zone X, which is characterized by a minimal risk of flooding and located outside the 100-year flood hazard area (FEMA FIRM #06037C1790F, 2008). Therefore, development of the proposed project would not expose people or structures to significant flood hazards and would not impede or redirect flood flows. **No impact** would occur.

i, j) No dams or levees are located in the vicinity of the project site; thus, the potential for flooding due to dam failure is low. The project site is not located near any major bodies of surface water; therefore, impacts from seiches are not expected. The project site is located approximately 0.9 miles from the Pacific Ocean and would not be inundated by a tsunami (California Department of Conservation, March 2009). **No impact** would occur.

⁵ See Section XVII, *Utilities and Service Systems*, for a discussion of methodology on water use and demand calculations.



Potentially Significant Impact
 Potentially Significant Unless Mitigation Incorporated
 Less than Significant Impact
 No Impact

X. Land Use and Planning

Would the proposal:

- a) Physically divide an established community?
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c) Conflict with an applicable habitat conservation plan or natural community conservation plan?

a) The project site is located within an urbanized area in Redondo Beach. No new streets or other facilities that would divide an established community are proposed. **No impact** would occur.

b) The project site has a General Plan land use designation of MU-3 (Mixed Use) and is zoned MU-3A (Mixed Use). The purpose of the Mixed Use zone, as stated in the Zoning Ordinance (Section 10-2.900) 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.” The proposed project consists of a mixed use building with 52 condominiums and 10,552 sf of commercial space. The proposed project is an allowed use under this General Plan designation and zoning and is consistent with the purpose of the mixed-use zone. Table 12 shows the applicable Zoning Ordinance requirements for the MU-3A zone and the proposed project’s consistency with the requirements. As shown in Table 12, the project would be consistent with the purpose of the Mixed Use zone.

**Table 12
 Consistency with Zoning Ordinance Requirements***

Requirement	Allowed by Zoning Ordinance	Actual Provided by Proposed Project	Consistent?
<i>Floor Area Ratio (FAR)</i>	1.5:1 (RBM § 10-2.916(a))	1.43:1	Yes
<i>Floor Area</i>	97,650 sf	93,133 sf	Yes
<i>Maximum Number of Residential Units</i>	52.2 (RBM § 10-2.916(b))	52	Yes
<i>Number of Stories</i>	3 stories (RBM § 10-2.916(e))	3 stories	Yes



**Table 12
 Consistency with Zoning Ordinance Requirements***

Requirement	Allowed by Zoning Ordinance	Actual Provided by Proposed Project	Consistent?
<i>Building Height</i>	38' maximum, or up to 45' with Planning Commission Design Review (RBMC § 10-2.916(d))	45'	Yes
<i>Public Open Space</i>	9,313 sf (minimum)	9,534 sf	Yes
<i>Private Outdoor Living Space</i>	10,400 sf (minimum)	13,746 sf Private + 3,672 sf Common	Yes
<i>Parking Required</i>	<u>Residential</u> Residences: 2 spaces per unit (104 spaces) Guest: 1 space per 3 units (17 spaces) Total: 121 spaces (RBMC § 10-2.1704) <u>Commercial: 1 space per 205 sf</u> Total: 42 spaces (RBMC § 10-2.1706)	<u>Residential</u> Condos: 115 spaces Guest: 17 spaces Total: 132 spaces <u>Commercial Total:</u> 50 spaces <u>Total Parking Provided:</u> 182 spaces	Yes

*Pursuant to the Redondo Beach Municipal Code Section 10-2.916, Development standards: MU-3A mixed-use zone

Final design plans would undergo further design review by the Redondo Beach Planning Division and the Building & Safety Division to ensure that all applicable requirements of the General Plan and Municipal Code are met. The impact with respect to land use would be **less than significant** and no mitigation is required.

c) The project site is located within an entirely urbanized area of Redondo Beach. There are no natural communities or habitats at the project site and no habitat conservation or natural community plans apply to the site. Therefore, the proposed project would not conflict with any habitat/natural community conservation plans. There would be **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. Mineral Resources

Would the Project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. Mineral Resources

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

a-b) The proposed project would involve the demolition of three office/commercial buildings the construction of a residential and commercial mixed use building in an urbanized area. The project would have **no impact** related to the loss of availability of a known mineral resource.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. Noise

Would the Project result in:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels above levels existing without the Project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels are not added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level. For example, 60 dB plus 60 dB equals 63 dB, 80 dB plus 80 dB equals 83 dB. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, 70 dB ambient noise levels are combined with a 60 dB noise source the resulting noise level equals 70.4 dB. In general, humans find a change in sound level of 3 dB is just noticeable.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction.

The City of Redondo Beach has adopted a Noise Ordinance as Chapter 24 of Title 4 of the RBMC. For construction noise, Section 4-24.503 of the RBMC states that all construction activity shall be prohibited except between the hours of 7:00 AM and 6:00 PM on weekdays, and between the hours of 9:00 AM and 5:00 PM on Saturdays. It also states that no construction activity shall be permitted on Sundays, or on the observed days of the following holidays: Memorial Day, the Fourth of July, Labor Day, Thanksgiving Day, Christmas Day, and New Year's Day. Construction of the project would be subject to these restrictions. Construction of the project would be subject to these restrictions.

For operational interior noise, Section 4-24.401 of the RBMC states that the allowable interior noise level (dBA) for residential properties is 40 dBA from 10:00 PM to 7:00 AM and 45 dBA from 7:00 AM to 10:00 PM (these regulations are not applicable to construction noise). For operational exterior noise, Section 4-24.301 of the RBMC states that no person may operate, or cause to be operated, any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level when measured on any other property to exceed the presumed or actual ambient noise levels (the higher of the two) for the various land use categories shown in Table 13 in the following manner:



1. *The noise standard of the receiving land use district for a cumulative period of more than thirty (30) minutes in any hour; or*
2. *The noise standard of the receiving land use district plus five (5) dB for a cumulative period of more than fifteen (15) minutes in any hour; or*
3. *The noise standard of the receiving land use district plus ten (10) dB for a cumulative period of more than five (5) minutes in any hour; or*
4. *The noise standard of the receiving land use district plus fifteen (15) dB for a cumulative period of more than one minute in any hour; or*
5. *The noise standard of the receiving land use district plus twenty (20) dB for any period of time.*

Medium density residential noise levels under the City’s exterior noise level limits are typically set at 55 dBA from 7 AM to 10 PM and 50 dBA from 10 PM to 7:00 AM except where they are on the border of another land use category. However, where actual ambient noise levels exceed the presumed ambient noise levels in the City’s Municipal Code, the allowable noise exposure standard shall be increased in five (5) dB increments as appropriate to encompass or reflect such ambient noise level.

Motor vehicles can also generate noise as a result of engine, exhaust, tires, and wind shear. The exterior and interior noise level requirements discussed in the previous paragraph are not applicable to motor vehicles (RBMC §4-24.603). For the purposes of thresholds (a) and (c), traffic noise would have a significant impact if noise level increases shown in Table 13 occur.

The City has not adopted any standards or regulations addressing vibration. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

**Table 13
 City of Redondo Beach Sound Level Limits**

Receiving Land Use District Category	Time Period	Presumed Ambient Level (dBA)
Low Density Residential (R-1-A, R-1, R-2, P-D-R, P-U-D Overlay)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	45 dBA 50 dBA
Medium Density Residential (R-3, R-4, P-D-R, P-U-D Overlay)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	50 dBA 55 dBA
High Density Residential (R-5, R-6, P-D-R, P-U-D Overlay, C-I)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	55 dBA 60 dBA
Commercial (NSC, CSC, GC, P-D-C)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	60 dBA 65 dBA
Industrial (P-D-I)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	60 dBA 65 dBA
Industrial (P-I)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	70 dBA 70 dBA

Source: Redondo Beach Municipal Code, Section 4-24.301



The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). The thresholds for the proposed project include 75 VdB for the school and 72 VdB for the multifamily residences, as these are the only sensitive receptors in the vicinity of the site. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

The sensitive receptors nearest to the project site are, Saint Lawrence Martyr School 25 feet north of the site and the multi-family residences located approximately 100 feet south of the project site (across the PCH) (see Figure 6).

Existing Setting

The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles traveling on the Pacific Coast Highway. Motor vehicle noise is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. On January 6, 2015, Rincon Consultants, Inc. performed 15-minute weekday noise measurements using a calibrated and certified ANSI Type II integrating sound level meter. The noise monitoring results are summarized on Table 14. Noise measurement locations are shown on Figure 6. These measurements reflect noise at various times ranging from 10:30 AM to 11:00 AM.

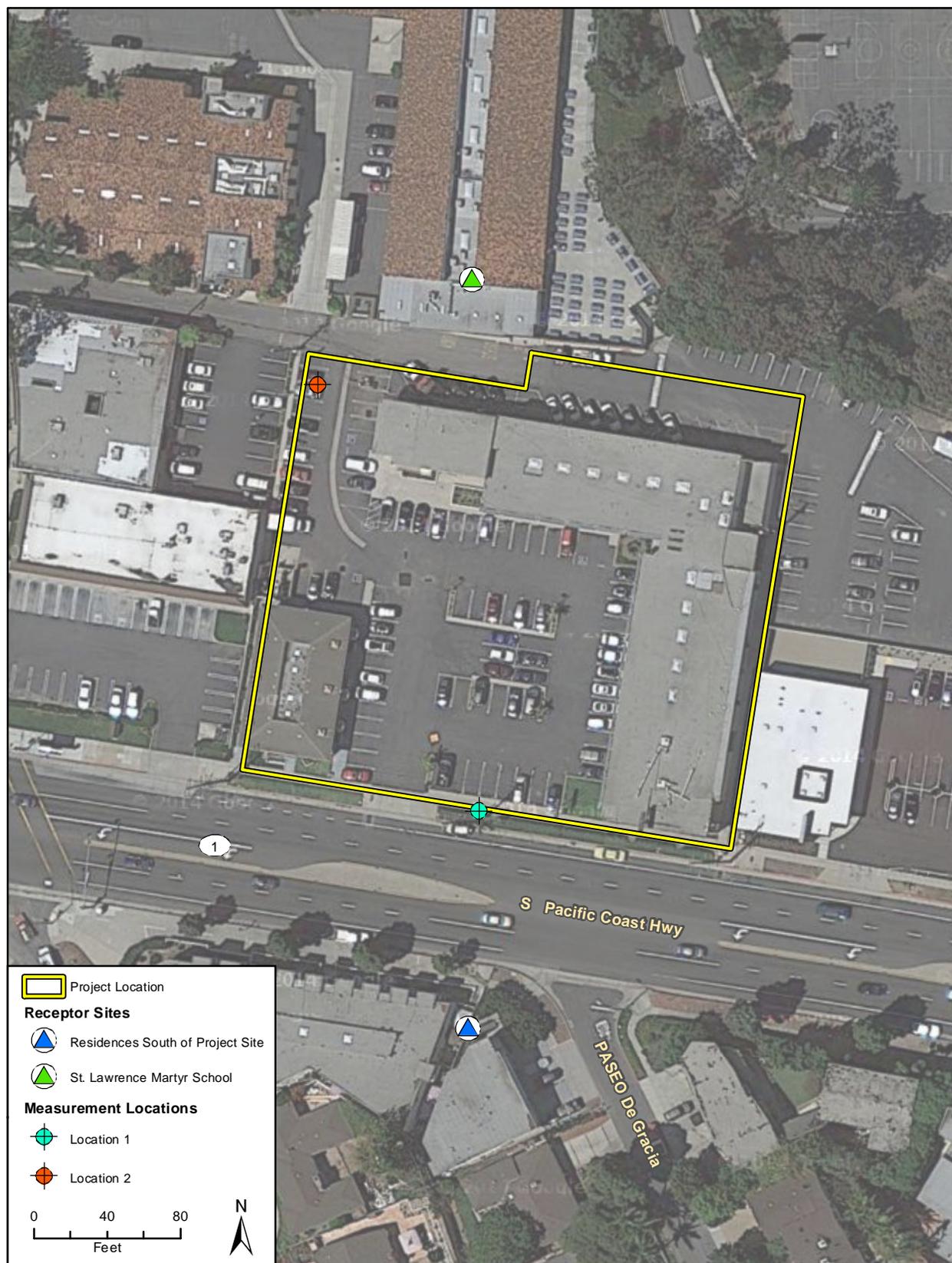
Table 14
Noise Measurement Results

Measurement Number	Measurement Location	Primary Noise Source	Leq (dBA)
1	South Pacific Coast Highway	Traffic	66.9
2	Northwest Corner of the site along the alleyway	Parking Lot and Traffic	56.1

Source: Rincon Consultants, Inc. Recorded during field visit using ANSI Type II Integrating sound level meter. January 2015

a, c) As described above, the existing site includes commercial retail uses. As shown in Table 14, the majority of noise in the vicinity of the project site is associated with traffic and parking lot activities. Residential units are located to the north. The existing noise levels at these locations are generally represented by noise measurement shown in Table 14. Noise events that are typical of residential and commercial buildings include traffic, conversations, and children playing. General noise that would be associated with the proposed parking lot and structure includes the movement of vehicles the south of the project site and a school is located to through the lot, the slamming of doors, conversations, and similar activities. On-site operations





Noise Measurement Locations
and Sensitive Receptors

Figure 6

are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling. However, noise levels associated with operation of the proposed project would be expected to decrease ambient noise levels when compared to the existing onsite commercial development and surrounding commercial uses. Additionally, the project is proposed to be 45 feet tall, which is taller than the existing structures. The project would shield the adjacent school from traffic noise on PCH.

Permanent project-related changes in noise would be primarily due to increases in traffic volumes on nearby street segments. For traffic-related noise, impacts would be significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. The FTA recommendations in the May 2006 Transit Noise and Vibration Impact Assessment were used to determine whether or not increases in roadway noise would be significant. The allowable noise exposure increase changes with increasing noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase. Table 15 shows the significance thresholds for increases in traffic related noise levels caused by the project.

The project site currently contains three active commercial and office buildings. As shown in the traffic generation estimates completed by Overland Traffic Consultants, Inc. (Appendix F), the proposed project would reduce the number of trips to and from the site by 255 trips. Therefore, the project would reduce the amount of traffic noise in the area.

Therefore development of the proposed project would not create a substantial permanent increase in ambient noise levels above levels existing without the project, would not expose people to noise levels in excess of threshold, and impacts would be **less than significant**.

Table 15
Significance of Changes in Operational
Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	Allowable Noise Exposure Increase
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Source: Federal Transit Administration (FTA), May 2006

b) Operation of the proposed project would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions because the proposed condominiums and commercial businesses would not involve vibration creating activities. However, construction of the proposed project could temporarily increase groundborne vibration or noise on the project site.



The vibration levels at the Saint Lawrence Martyr School 25 feet north of the project site would be a maximum of 87 VdB. Therefore, the vibration levels could exceed the groundborne velocity threshold level of 75 VdB established by the FTA for institutional uses. The threshold for residential uses is 72 VdB. The vibration level at the multi-family residences 100 feet south of the project site would be a maximum of 75 VdB for residences. The estimates listed on Table 16 represent the vibration levels at the edge of the school site if equipment is being used at the edge of the project site. While equipment may be used on the edge of the project site temporarily, the equipment would be moved around. Additionally the equipment that generates the highest vibration levels (bulldozers, loaded trucks) would not be constantly used on the site. Thus, the maximum vibration levels presented herein would only be experienced sporadically. Additionally, in accordance with RBMC, construction activity is prohibited between 6:00 PM and 7:00 AM on weekdays, between 5:00 PM and 9:00 AM on Saturdays, and on Sundays and holidays. Therefore, residences would not be exposed to vibration during hours when people normally sleep. The Saint Lawrence Martyr School and students and/or teachers or employees of the school may experience periodic vibration exceeding the 75 VdB threshold that could disturb school activities; therefore, vibration-related impacts would be **potentially significant unless mitigation is incorporated.**

Table 16
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998.

The following mitigation measure would be required in order to reduce impacts related to vibration to a less than significant level.

- N-1 Coordination of Vibration Activities.** Prior to commencement of demolition, grading, or construction on site, the applicant shall coordinate with Saint Lawrence Martyr School to determine the time(s) when vibration causing activities would be the least disruptive to the school, and shall develop a schedule for construction activities consistent with such coordination which sets forth the times during which vibration causing activities may occur. For the purposes of this measure, “vibration causing activities” include activities within 100 feet of the school that would include large bulldozers, loaded trucks, jackhammers, or small bulldozers. A copy of the proposed schedule for construction activities, including the times during which vibration



causing activities shall not be conducted pursuant to the applicant’s agreement with the School, shall be submitted to the City for review and approval prior to issuance of demolition, grading, and construction permits.

d) Noise generated by construction of the project would come from power equipment such as air compressors, concrete mixers, backhoes, and trucks. The noise-sensitive receptor closest to the project site is the Saint Lawrence Martyr School located 25 feet north of the project site, which is zoned R-1.

Typical noise levels for construction activities are listed in Table 17.

Table 17
Typical Noise Levels at Construction Sites

Construction Phase	Type of Equipment	Average Noise Level at 25 Feet*	Average Noise Level at 100 Feet
Clearing	Rubber tired dozers Tractors/Loaders/Backhoes Water Trucks	89 dBA	77 dBA
Excavation and Grading	Graders Excavators Compactors Rubber tired dozers Tractors/Loaders/Backhoes Water Trucks	91 dBA	79 dBA
Foundation/Conditioning	Graders Rubber tired dozers Tractors/Loaders/Backhoes Water Trucks	91 dBA	79 dBA
Laying Subbase, Paving	Cement and Mortar Mixers Pavers Rollers Tractors/Loaders/Backhoes	87 dBA	75 dBA
Finishing and Cleanup	Forklifts Tractors/Loaders/Backhoes	90 dBA	78 dBA

* Based on a 6 dBA per doubling of distance attenuation rate
 Source: FHWA Highway Construction Noise Handbook, 2010.

Table 17 also estimates the noise level at the sensitive receptors closest to the project site (the school approximately 25 feet north and the multi-family residences approximately 100 feet south) that would result from construction on the site. Maximum noise levels at the nearest sensitive receptors would normally range from about 75 to 91 dBA. Construction noise from the project would be subject to the provisions of the City’s Noise Ordinance. As discussed above, Section 4-24.503 of the RBMC prohibits construction activity except between the hours of 7:00 AM and 6:00 PM on weekdays, and between the hours of 9:00 AM and 5:00 PM on Saturdays. It also states that no construction activity shall be permitted on Sundays, or on the observed days of the following holidays: Memorial Day, the Fourth of July, Labor Day, Thanksgiving Day, Christmas Day, and New Year’s Day. Construction of the project would be subject to these restrictions. Therefore impacts related to construction noise would be **less than significant**.



Nonetheless, the City will impose the following Conditions of Approval in order to ensure construction noise impacts would remain less than significant.

- N-2** **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.
- N-3** **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.
- N-4** **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 school).
- N-5** **Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary equipment.
- N-6** **Sound Barriers.** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and sensitive receptors 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.

e, f) The project site is not within an airport land use plan or located within two miles of a private airport. The site is located approximately 1.7 miles from the Torrance Airport but is outside the area of the airport land use plan. Therefore, the proposed project would not expose people to excessive noise levels related to airports for people living or working at the project site and its vicinity, and the project would have **no impact** in this regard.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. Population and Housing

Would the Project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Development of the proposed residential and commercial mixed use project would directly and indirectly increase the population of Redondo Beach. According to Southern California Association of Governments (SCAG) growth forecasts, Redondo Beach will have a population of 69,700 in 2020, an increase of 1,983 over the current City population of 67,717 (California Department of Finance, May 2014). Development of the proposed mixed use project would cause a direct population increase through the construction of the 52 condominium units and would potentially cause an indirect population increase due to the jobs associated with the 10,552 sf of commercial space. The California Department of Finance data shows that in 2014 the City of Redondo Beach had an average of 2.32 persons per household. Therefore the project would result in a direct increase of about 121 residents. SCAG's *Employee Density Study* (2001) states that in Los Angeles County, retail generates one employee per 730 sf. Based on this rate, the retail portion of the project would indirectly generate an estimated 15 employees. Using the same employee generation factor, the existing shopping center employs approximately 34 people. Therefore the project would reduce the number of employees by 21. The project would generate a total of 115 residents. This would cause the population of Redondo Beach to increase to 67,832. The level of population increase associated with the proposed project is within the population forecast and the physical environmental impacts associated with this increased population growth have been addressed in the individual resources sections of this Initial Study. Impacts relating to population growth would be **less than significant**.

b-c) The proposed project would not involve the demolition of any residential units. Thus, the project would not displace housing units or people, or necessitate the construction of replacement housing. **No impact** related to the displacement of people and housing would occur.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. Public Services

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

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a(i) The City of Redondo Beach Fire Department provides fire protection services in the City of Redondo Beach and maintains a Mutual Aid Agreement with other fire departments in the region. The site would be served by Fire Station #2, located at 2400 Grant Avenue, approximately 2.5 miles south of the site (Redondo Beach Fire Department Homepage, Accessed January 2015). Other stations would respond to emergencies at the project site as needed.

The demand for fire protection would remain similar to existing conditions since the project is replacing existing commercial/office buildings with the proposed 52 condominiums and 10,552 sf of commercial space. The Fire Department would review site plans, site construction, and the actual structure prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Development with modern materials and in accordance with current standards, inclusive of fire resistant materials, fire alarms and detection systems, automatic fire sprinklers, would enhance safety from fire and would support fire protection services (Title 24, Cal. Code Regs. Part 9). The project site is located in an urbanized area that is already served by the Fire Department. No new or expanded fire stations would be required and impacts would be **less than significant**.

a(ii) The City of Redondo Beach Police Department provides police protection services in the City and maintains mutual assistance programs with the Los Angeles County Sheriff's Department. The Police Department is located at 401 Diamond Street. The Police Department already serves the existing commercial/office development on the site. Project security is addressed through a number of methods including; secured gates for access to residential living areas and private open spaces; appropriate lighting to deter criminal activities in hard-to see



areas (RBMC §§ 10-2.912(a)(3) and 10-2.1706(c)(10) [security regulations, including lighting for outdoor and parking areas, separate residential access, hallways, and balconies]; see also RBMC 9-15.01 [requiring compliance with Uniform Building Security Code]). The project involves demolition of existing onsite commercial buildings and construction of 52 condominiums and 10,552 sf of commercial space. The project would not result in the construction of new or physically altered police protection facilities that could have an environmental impact. Therefore, impacts would be **less than significant**.

a(iii) The Redondo Beach Unified School District (RBUSD) provides primary and secondary public education services to students living in the local area. In the District, there are currently eight elementary schools, two middle schools, two high schools, one alternative education school, and one adult school (RBUSD website, 2015). The proposed project is within the boundaries for Tulita Elementary School, Parras Middle School, and Redondo Union High School.

The proposed project would involve the development of 52 new residential units potentially suitable for families with children. The State of California School Facility Program has standard student yield factors for new development. The student yield factor for a unified school district is 0.7 students. Therefore the proposed project could generate approximately 37 students in the RBUSD. For the 2013-2014 school year, the enrollment for Tulita Elementary School was 494 students, Parras Middle School was 1,075 students, and Redondo High School was 2,614 students. The addition of 37 students would increase the combined enrollment at the schools in the district by 0.8 percent.

The existing mixed-use project at 1800 S. Pacific Coast Highway includes 98 stand-alone units averaging 1,400 square feet in size. The current occupants include seven (7) students, which equates to a student yield factor of 0.07 students per unit. This may be the result of the fact that the demographics of mixed-use projects tend to consist primarily of empty-nesters and childless, young professionals. Given that the average size of the proposed 52 new residential units is also approximately 1,400 square feet, a student yield factor of 0.07 students per unit would equate to a total of 4 students.

While the school district does not estimate a maximum capacity for schools within the district, it is expected that an increase in the range of 4 to 37 new students, depending on which student yield factor is more accurate, would not require the construction of any new school facilities or have any other indirect impact related to schools on the environment, and therefore impacts would be less than significant. Nevertheless, in accordance with State law the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees would ensure the proposed project's impacts would be less than significant.

a.iv) Impacts would be **less than significant**. See Recreation XV subsections a and b.



a.v) The proposed project would contribute incrementally toward impacts to City Public Services and facilities such as storm drain usage (discussed in Section IX, *Hydrology and Water Quality*), public parks (discussed above in this section), solid waste disposal (discussed in Section XVII, *Utilities and Service Systems*), water usage and wastewater disposal (discussed in more detail in Section XVII, *Utilities and Service Systems*). The project’s contribution would be offset through payment of fees that are used to fund storm drain improvements and school facility expansions, as well as by the project specific features described in the individual resource section analyses described in this Initial Study. The proposed project would not result in impacts aside from those analyzed in the other resource areas of this Initial Study and listed above. Impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. Recreation				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) The City of Redondo Beach operates a total of 35 public parks, open space areas, and recreation sites occupying approximately 155 acres of land. Redondo Beach uses a parkland standard of three acres per 1,000 residents (City of Redondo Beach, Parks and Recreation Element, 2004). El Retiro Park is located approximately 300 feet southwest of the project site in the City of Torrance. The closest City of Redondo park is Hopkins Wilderness Park, 0.8 miles north of the site.

The City’s current population is 67,717 (California Department of Finance, May 2014). Using the standard of three acres per 1,000 residents, for 67,717 residents the City’s parkland goal is 203 acres. Therefore, the current 155 acres (2.3 acres per 1,000 residents) does not meet the Parks and Recreation Element goal.

The proposed project would include the development of a 52 condominium and 10,552 sf commercial space mixed use building. The condominium component would increase the population of Redondo Beach by an estimated 136 residents. This would increase the overall population of Redondo Beach to 67,853 and the ratio of parkland to residents would incrementally decline. The project would include residential courtyards and approximately 9,500 sf of new high quality public open space that residents, visitors and neighbors would be able to utilize. The public open space would include bike parking, seating areas, water features, and fire pits. Therefore, although the project would incrementally increase demand for parks,



the increase would not be expected to cause substantial physical deterioration of existing parks or create the direct need for new park facilities to accommodate the demand. Further, the applicant is required to pay park and recreation facilities mitigation fees to fund parks and park improvements (Redondo Beach Municipal Code Section 10-1.1400 et seq). Impacts would be **less than significant**.

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



a, b)

Construction Traffic

On-site retail operations would cease during construction due to the demolition of existing retail structures. Therefore, trips to and from the project site related to retail uses would cease during construction. Overland Traffic Consultants, Inc. prepared trip generation estimates (July 2014, see Appendix F) for the existing onsite operations and estimated there are approximately 942 average daily existing trips to and from the project site. Table 18 shows the traffic that would be generated during construction of the project.

Table 18
Construction Trips

Construction Phase	Worker Trips (ADT)	Vendor Trips (ADT)	Hauling Trips (ADT)
Demolition	13	0	6
Grading	8	0	212
Building Construction	71	19	0
Architectural Coating	14	0	0
Paving	13	0	0

As shown on Table 18, the project would result in the most worker and vendor trips during the construction phase and the most hauling trips during the grading phase. The worker trips would mostly occur during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 7:00 PM) peak hours. The hauling trips would occur throughout the work day. Section 4-24.503 of the RBMC states that all construction activity shall be prohibited except between the hours of 7:00 AM and 6:00 PM on weekdays, and between the hours of 9:00 AM and 5:00 PM on Saturdays. CalEEMod calculates construction worker, hauling, and vendor trips (see Appendix B). According to CalEEMod, the phase with the highest number of trips would be grading which would involve 8 worker trips, no vendor trips, and 212 hauling trips for a total of 220 trips. Therefore the hauling trips would occur for approximately 11 hours on the weekdays, which equates to approximately 19 trips per hour, or one trip every three minutes. These trips would be temporary in nature and would cease once the project is constructed. Further, because existing retail operations and the associated traffic (estimated 942 trips per day, 22 AM peak hour trips and 82 PM peak hour trips) would cease prior to demolition and construction of the proposed project, project construction traffic (estimated to be a max of 220 trips per day) would be less than current conditions and would thus reduce traffic on area roadways and not increase level of service (LOS) on area surrounding roadways or intersections. Construction traffic impacts would be **less than significant**.

Operational Traffic

Overland Traffic Consultants, Inc. prepared trip generation estimates for the existing onsite operations and operation of the proposed project (July 2014, see Appendix F). Table 19 shows these estimates for the trip generation for the existing facilities and for the proposed project.



**Table 19
 Project Traffic Generation**

Description	Size	ITE Trip Generation Rate	Daily Traffic	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Project									
Shopping Center	10,552 sf	42.7	453	11	7	4	39	18	21
Internal Trips	5%	-	(23)	(1)	(0)	(0)	(2)	(1)	(1)
Pass-By	10%	-	(45)	(1)	(1)	(0)	(4)	(2)	(2)
Subtotal Commercial			385	9	6	4	32	15	18
Condominium	52 Units	5.81	302	23	4	19	27	18	9
Total Proposed			687	32	10	23	59	33	27
Existing Trip Generation - To Be Removed with Implementation of the Proposed Project									
Shopping Center (occupied)	24,531 sf	42.7	1,047	24	15	9	91	12	79
Pass-By	10%	-	(105)	(2)	(1)	(1)	(9)	(1)	(8)
Total Existing			942	22	14	8	82	11	71
Net Total Trips (Total Proposed – Total Existing)			(255)	10	(4)	15	(23)	22	(44)

Source: Overland Traffic Consultants, Appendix F

The trip generation forecast was prepared for a typical weekday on a 24-hour daily basis, as well as for the AM and PM commuter peak hours. As shown in Table 19, the proposed project would reduce the average daily trips (ADT) to the site by an estimated 255 trips and would also reduce PM peak hour trips by 23 trips. The project would increase AM peak hour trips by 10 trips compared to existing conditions. However, this minor increase in AM peak hour traffic would not substantially increase traffic volumes on South PCH or any other area roadway or intersection such that LOS conditions would degrade. Further, the decrease in overall daily trips and PM peak hour trips would generally improve LOS conditions on area roadways and intersections in the vicinity of the project site. Therefore the project would reduce overall traffic levels in the area and impacts would be **less than significant**.

Parking

As stated in Section X, *Land Use and Planning*, parking provided by the proposed project would be consistent with the City’s Zoning Ordinance and Government Code § 65915(p). According to RBMC Section 10-2.1700, a purpose of parking regulations is to “alleviate or prevent traffic congestion and shortages of on-street parking spaces.”

An analysis was performed using ITE’s *Parking Generation* handbook (4th Edition, 2010). ITE includes an average peak parking demand for multiple uses which was developed from nationwide surveys of similar sites to determine peak demand based on use and intensity. The ITE handbook indicates a peak parking demand for the commercial uses and the condominium uses as indicated in Table 20.



Table 20
Peak Parking Demand

Land Use	Size	ITE Parking Rate (per ksf)	Peak Parking Demand
		Per Day	Per Day
<i>Commercial</i>			
Shopping Center	10.552 ksf	2.94	31
<i>Residential</i>			
Condominium	52 units	1.38*	72
Total			103

ksf = thousand square feet

**Peak occurs between 11:00 PM and 6:00 AM*

Source: ITE Parking Generation, 4th Edition, 2010 .

As shown in Table 20, based on ITE rates, the peak parking demand for the project would occur with a demand for 103 spaces. The proposed project would provide 182 total parking spaces, including 115 residential spaces, 17 guest spaces and 50 commercial spaces. This exceeds the ITE estimated residential and commercial peak parking demand. In addition, when the parking demand at the project's commercial components close for the evening and prior to opening the next day, parking demand associated with the commercial uses would cease, and the surplus parking supply allocated for these will be available to residents guests should the need arise during non-business hours, substantially adding to the surplus of parking for residents and their guests that would exist independent of the commercial spaces. Further, parking for employees of the commercial businesses will be provided on-site and are included in the ITE rates provided above. Therefore, the project would not cause any significant parking impacts, including any secondary impacts⁶ associated with drivers searching for off-site parking since the project will provide substantially more parking on-site than it will need during peak demand periods.

As the proposed project is consistent with regulatory requirements and provides parking in excess of ITE parking rates, there would be adequate parking on-site. Therefore, there would not be any secondary trips of vehicles looking for parking on nearby streets.

c) As discussed in Section VIII, *Hazards and Hazardous Materials*, and Section XII, *Noise*, given the fact that the project site is located approximately 1.7 miles from the nearest airport (Torrance Airport) and that the building height would be consistent with the surrounding buildings, the project would not present any impediments to air traffic, and would not affect air traffic patterns. Therefore, **no impact** would occur.

⁶ As discussed in Sections III and XII, the proposed project is not close to triggering either the operational air quality thresholds or the traffic noise thresholds. Consequently, in the unlikely event that an individual searches for parking elsewhere, there would be no significant secondary environmental impacts.



d, e) The proposed project would not introduce any design features such as sharp curves or dangerous intersections, or incompatible uses to the project site that would substantially increase hazards at the site. The proposed project would be subject to evaluation for consistency with City standards for provision of access and the impact with respect to traffic hazards (Redondo Beach Municipal Code Title 3, Chapter 7). In addition, the project would not result in inadequate emergency access because it would be subject to Fire Department review of site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. The impact would be **less than significant**.

f) The proposed project includes the replacement of three commercial/office buildings with 52 condominiums and 10,552 sf of commercial space. The project includes 52 private storage lockers that can be used for bike parking by residents of the building and a separate bike parking area for retail customers and guests of the residential units. Bike parking for approximately 36 bikes will be provided in the lower garage for visitors and guests of the residents and 9 additional bike parking spaces would be available on the plaza for commercial visitors for a total of 45 public bike spaces. Thus the project would encourage bike access to/from the site.

The project site is served by the Metro Local Line 232, the Beach Cities Transit route 109, and the Palos Verdes Peninsula 225 and 226 routes. Ridership of these public transit lines may decrease with the proposed project since the overall daily traffic would decrease by approximately 255 trips per day (see Table 19) compared to existing conditions onsite. Nevertheless, for a conservative estimate, using the Congestion Management Program (CMP) 2008 guidelines, the anticipated transit trip ridership for the project is displayed below in Table 21. As shown, overall transit ridership for the project would be approximately 33 trips per day, 2 AM and 3 PM peak hour trips. This amount of public transit ridership would not exceed capacity of existing transit services as the project would be well served by existing transit located in close proximity to the site.

**Table 21
 Transit Trips**

	Daily	AM Peak Hour	PM Peak Hour
Project Trips	672	31	59
Person Trips (trips X 1.4)	941	43	83
Transit Trips (person trips x 3.5%)	33	2	3

Congestion Management Program (CMP) Guidelines, 2008; also Legado Redondo Mixed-Use Project Final Initial Study –Mitigated Negative Declaration February 2015.

Pedestrian facilities are provided around the project site with 12 foot sidewalks with landscape enhancements along Pacific Coast Highway. There is an existing traffic signal with pedestrian buttons at the corners on Pacific Coast Highway. The proposed project would not be expected to generate a level of pedestrian activity at the signalized crossings on Pacific Coast Highway at Prospect Avenue such that there would be insufficient capacity to accommodate the added pedestrian volumes. The proposed project would add vehicular traffic to this intersection, but



the added traffic would not be expected to affect the safety of this pedestrian crossing, nor would it be expected to add significant delay for pedestrians due to the addition of project traffic. The improvements associated with the proposed project would not reduce the sidewalk width along PCH. Thus, the proposed project would not be expected to significantly impact pedestrian access.

The project would not substantially decrease the performance or safety of bicycle or pedestrian facilities, conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities. Therefore, the proposed project would have a **less than significant impact** in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. Utilities and Service Systems				
Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. Utilities and Service Systems

Would the Project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

a, b, e) The local sewer collection system is owned by the City of Redondo Beach and is managed, operated, and maintained by the City’s Public Works Department. The City maintains 113 miles of sewer line and 15 pump stations (City of Redondo Beach Sewer/Storm Drain Maintenance Website, Accessed January 2015). The system connects all buildings throughout the City with Los Angeles County Sanitation District (LACSD) interceptors, which carry the sewage to a regional treatment facility for disposal. Wastewater in the City is conveyed to the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. This wastewater treatment plant provides both primary and secondary treatment for approximately 3.5 million people throughout Los Angeles County. The JWPCP has a capacity of 400 million gallons per day and currently average daily flows are approximately 264.1 million gallons per day (LACSD Legado Comment Letter, September 17, 2014). Thus, the plant has a remaining daily capacity of approximately 136 million gallons per day.

The Sanitation Districts conduct facilities planning efforts to ensure the ability to meet wastewater management needs associated with growing populations, changing regulatory requirements, and aging infrastructure. In November 2012, the Sanitation Districts prepared a Master Facilities Plan (MFP) that identifies near-term and long-term actions to ensure for the continuation of a wastewater collection, treatment, and management services throughout Los Angeles County through the year 2050 (Sanitation Districts of Los Angeles County, 2014). As described in Section 4.7.2 of the MFP, wastewater flows to the JWPCP have decreased slightly over approximately the last 15 years. As shown in Table 22, based generation factors in the City of Los Angeles CEQA Threshold Guidelines, the proposed project would generate an increase of approximately 7,522 gallons of wastewater per day. Therefore, the proposed project would not require the construction of new or expanded treatment facilities and impacts would be **less than significant**.



**Table 22
 Estimated of Wastewater Generation**

Type of Use	Quantity	Generation Factor*	Amount (gpd)
Proposed Project			
Condominium – 1 Bedroom	14 Units	120 gallons / unit / day	1,680
Condominium – 2 Bedroom	16 Units	160 gallons / unit / day	2,560
Condominium – 3 Bedroom	22 Units	200 gallons / unit / day	4,400
Commercial	10,552 sf	80 gallons / 1000 sf / day	844
Proposed Wastewater Demand			9,484
Existing Uses			
Commercial	24,531 sf	80 gallons / 1000 sf / day	1,962
Net Increase (Proposed – Existing)			7,522

*City of Los Angeles CEQA Thresholds Guidelines, 2006.
 Notes: gpd = gallons per day*

c) The proposed project would replace three existing commercial/office buildings with 52 condominiums and 52,550 sf of commercial space. As discussed in Section IX, *Hydrology and Water Quality*, the project site is currently paved and does not contain permeable surfaces. Stormwater drainage in the City is provided by a network of regional drainage channels and local drainage facilities. The project would be required to comply with the area’s MS4 permit, which requires that the amount of runoff from the site must be the same before and after construction of a project.

The onsite storm drain system, including planters and a dry well system, would be designed, installed, and maintained per City of Redondo Beach Public Works Division standards. In addition, the project developer would be required to pay storm drain impact fees according to Section 5-7.105 of the Redondo Beach Municipal Code. The proposed project would not increase the amount of impervious surface on the site. Storm water runoff from the proposed project would be similar to the existing use. Impacts to storm water conveyance facilities would be **less than significant**.

d) The Hermosa-Redondo District of the California Water Service Company (CWSC) is the local purveyor of domestic water and would provide potable water to the proposed project (CWSC website, 2015). The District uses local groundwater pumped from the West Coast Groundwater Basin’s Silverado aquifer (approximately 10-15 percent of supply), and purchased imported surface water and recycled water from the West Basin Municipal Water District (approximately 85 percent to 90 percent of supply) (UWMP, 2011). Table 23 shows actual and projected water supply and demand in the District through 2035 according to the Urban Water Management Plan.⁷ The Governor of California recently declared a drought state of emergency (CA.gov,

⁷ The 2010 Urban Water Management Plan is incorporated by reference and available at: <http://www.water.ca.gov/urbanwatermanagement/2010uwmps/West%20Basin%20Municipal%20Water%20District/West%20Basin%202010%20complete-final-draft.for-web.pdf>. The project is located within the geographic boundaries of the UWMP, which provides Water Supply System Description, Water Supply System Demands, Water Supply



2014). Despite the drought emergency, CWSC has declared that districts are prepared to continue meeting customer demand (CWSC, 2014).

As discussed on page 23 of the UWMP, the population is within the UWMP service area is expected to increase from 96,340 in 2010 to 113,200 in 2040. The population increases in the UWMP are based upon SCAG data (See UWMP, page 24). Furthermore, as discussed in the UWMP, there are sufficient supplies to meet demand during “Normal Year,” “Single Dry-Year,” “Multiple Dry-Year” Scenarios (see UWMP Sections 5.2.1, 5.2.2, and 5.2.3). As discussed above, in Sections III(a) and XIII(a) this project would not exceed to the SCAG projected growth rates.

Table 23
Water Supply and Demand

	2010 (Actual)	2015 (Projected)	2020 (Projected)	2025 (Projected)	2030 (Projected)	2035 (Projected)
Water Supply (AFY)	12,516	14,138	13,763	14,136	14,518	14,909
Water Demand (AFY)	11,882	13,323	13,333	13,695	14,066	14,447
Remaining Supply (AFY) (Supply – Demand)	634	815	430	441	452	462

Sources: Tables 4-7 and Table 16, CWSC, 2010 Urban Water Management Plan (UWMP), Hermosa-Redondo District, June 2011

Using the standard assumption that water use would be approximately 120 percent of wastewater generated by a project due to landscape use, drinking water, and evaporation, the project would require 11,381 gpd (12.7 AFY) of water, which would result in a net increase in required water supply of 9,026 gpd or 10 AFY. This level of demand would be within the available CWSC supplies for each forecast, which range from 430 to 815 AFY. Impacts related to water supply would therefore be **less than significant**.

f, g) In Redondo Beach, Athens Services is the City's exclusive franchise waste hauler that services all residential and commercial waste and recycling programs (City of Redondo Beach website, 2015). Solid waste from Redondo Beach is collected by Athens Services and taken to their recycling facility, the City of Industry Materials Recovery Facility (MRF) (Athens Services webpage, 2015). Food waste is processed and delivered to their compost facility, American Organics, in Victorville. Waste that cannot be recycled is disposed at the following facilities on a regular basis: Sunshine Canyon Landfill, Simi Valley Landfill, and City of Commerce’s Waste to Energy Incinerator. Table 24 summarizes the permitted daily throughput, estimated average waste quantities disposed, and remaining capacity for these facilities. Landfills that may serve Redondo Beach have a remaining capacity of over 30,000 tons per day.

System Supplies, Water Supply Reliability and Water Shortage Contingency Plan (i.e. planning for drought conditions), Demand Management Measures, and a discussion of Climate Change related to water supply. The Appendices to the UWMP are available at: <http://www.westbasin.org/files/uwmp/appendices.pdf>. A hard copy of the UWMP is available for public review at: City of Redondo Beach, 415 Diamond Street, Redondo Beach, CA 90277.



The original 2011 agreement between City of Redondo Beach and Athens Services regarding waste disposal services approved the following designated disposal sites/facilities: the Chiquita Canyon Landfill, Sunshine Canyon Landfill, El Sobrante Landfill, Puente Hills Landfill, Commerce Refuse-to Energy Facility, American Waste Transfer Station, Allan Company, and California Waste Systems (City of Redondo Beach Contract with Athens Services, 2011). Following the closure of the Puente Hills landfill in 2013, Athens Services approached the City of Redondo Beach with a fee hike in order to transport solid waste to the San Bernardino County landfill system. Thus, solid waste from Redondo Beach may be delivered to the Sunshine Canyon City/County Landfill, Chiquita Canyon Landfill, or the El Sobrante Landfill, and also may be delivered to San Bernardino County landfills, including Mid-Valley Landfill, San Timoteo Landfill, Victorville Landfill, Barstow Landfill, or Landers Landfill.

**Table 24
Solid Waste Disposal Facilities**

Facility	Permitted Daily Throughput (tons/day)	Average Daily Waste Quantities Disposed (tons/day)	Estimated Remaining Daily Capacity (tons/day)	Estimated Closure Date
City of Industry MRF (Athens Services Facility)	5,000	2,539	2,461	N/A
Sunshine Canyon City/County Landfill	12,100	7,221	4,879	2037
Chiquita Canyon Landfill	6,000	2,970	3,030	2019
El Sobrante Landfill	16,054	6,179	9,875	2045
Commerce Refuse-to-Energy Facility	1,000	363	637	N/A
Mid-Valley Landfill	7,500	2,976	4,524	2033
San Timoteo Landfill	2,000	1,045	955	2043
Victorville Landfill	3,000	957	2,043	2047
Barstow Landfill	1,200	206	994	2071
Landers Landfill	1,200	157	1,043	2018
TOTAL	55,054	24,613	30,441	--

Sources: Los Angeles County Countywide Integrated Waste Management Plan, 2012 Annual Report; Summer Cervenka, County of San Bernardino, email communication, May 19, 2014; CalRecycle, Solid Waste Information System Facility/Site Search: <http://www.calrecycle.ca.gov/SWFacilities/Directory/search.aspx>.

N/A = not available

The City has enacted numerous waste reduction and recycling programs in order to comply with AB 939, which required every city in California to divert at least 50 percent of its annual waste by the year 2000 and be consistent with AB 341, which sets a 75 percent recycling goal for California by 2020. Redondo Beach is a member city of the Los Angeles Regional Agency (LARA) which has achieved an over 50percent diversion rate since 2003. As of 2010, LARA’s diversion rate was 70percent (Los Angeles Solid Waste Franchise Assessment, 2012). Athens is committed to helping Redondo Beach divert 75 percent of its waste from the landfill through expanded recycling programs and a new Curbside Compost Collection Program.

AB 939 also requires each county to prepare and administer a Countywide Integrated Waste Management Plan. For Los Angeles County, the County’s Department of Public Works is



responsible for preparing and administering the Los Angeles County Countywide Integrated Waste Management Summary Plan (Summary Plan) and the Countywide Siting Element (CSE). These documents were approved by the County, a majority of the cities within the County containing a majority of the cities' population, the County Board of Supervisors, and CalRecycle. The Summary Plan, approved by CalRecycle on June 23, 1999, describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion goal by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The CSE, approved by CalRecycle on June 24, 1998, identifies how, for a 15-year planning period, the county and the cities within would address their long-term disposal capacity demand to safely handle solid waste generated in the county that cannot be reduced, recycled, or composted (County of Los Angeles, 2011). The CSE is in the process of being updated.

Construction of the proposed project would generate solid waste, including construction debris. This construction debris would include wood and concrete material from the existing commercial buildings onsite. The material to be removed would be disposed of at a local recycling facility equipped to handle construction debris (i.e., Carson Transfer Station approximately five miles southeast of the site or Chandler's Sand & Gravel Landfill approximately eight miles southeast of the site) in a timely manner and in accordance with all applicable laws and regulations. The removal of demolition materials would be temporary, limited only to the construction period. In addition, the project would be required to submit a Waste Management Plan for demolition activities in accordance with RBMC Section 5-2.704. Because the majority of the demolition materials would be recyclable and because demolition activities would be temporary in nature, construction of the proposed project would not exceed the permitted capacity of any local landfill.

As shown in Table 25, project development would result in a net increase of approximately 206 pounds (0.1 tons) of solid waste per day or 120,085 pounds (60 tons) of solid waste per year. Assuming a 50 percent diversion rate (a conservative estimate, as the City achieved a 68 percent diversion rate in 2006), an estimated 103 pounds per day (0.05 tons) or 37,595 pounds per year (18.8 tons) would go to a landfill. This would not exceed the existing daily capacity of any of the landfills identified in Table 24.

Table 25
Estimated Solid Waste Generation

Land Use	Size	Generation Rate*	Total (lbs/day)	Total (lbs/year)
Condominiums	52 units	5.31 lbs / unit / day	276	100,740
Commercial	10,552 sf	5 lbs / 1,000 sf / day	53	19,345
Total Solid Waste Generation			329	120,085
Existing Commercial (occupied)	24,531 sf	5 lbs / 1,000 sf / day	123	44,895
Net Increase in Solid Waste Generation (Proposed – Existing)			206	75,190
Total Solid Waste Generation Assuming 50% Diversion			103	37,595

Notes: SF = square feet, lbs= pounds

* CalRecycle Waste Generation Rates, available at: <http://www.calrecycle.ca.gov/wastechar/WasteGenRates/default.htm>



The proposed project would comply with federal, state, and local statutes and regulations related to solid waste, such as AB 939, the County Integrated Waste Management Summary Plan, and the City’s recycling program. Further, the proposed project would be served by landfills with sufficient capacity. Therefore, impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. Mandatory Findings of Significance

a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) As noted under Section V, *Cultural Resources*, implementation of the proposed project would have a less than significant impact on known cultural resources (including resources related to California history or prehistory). As noted in Section IV, *Biological Resources*, impacts related to fish or wildlife species, rare or endangered plant or animal species or any habitat of such species would be less than significant since the site does not contain any suitable habitat. Impacts would be less than significant.

b) As described in the discussion of environmental checklist Sections I through XVII, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. The project would be consistent with the current General Plan land use designation for the site as well as with ongoing changes in the land use pattern in the project site vicinity. The proposed development would incrementally reduce traffic generation as compared to the existing onsite commercial use, which would incrementally reduce traffic-generated noise and localized air pollutant emissions from mobile sources. As noted in Section V, *Cultural Resources*, impacts related to undiscovered cultural and



paleontological resources are considered potentially significant, however incorporation of Mitigation Measure CR-1 would reduce this impact to a less than significant level. Cultural resources impacts are typically site specific in nature and no significant cumulative impacts would result from development of the site. As described in Section VI, *Geology and Soils*, Mitigation Measure GEO-1 is required to reduce impacts related to unstable soils to a less than significant level. Geology and soils impacts are typically site specific in nature and no significant cumulative impacts would be associated with development of the site. As described in Section XII, *Noise*, noise and vibration impacts from construction are considered to be potentially significant, however incorporation of Mitigation Measure N-1 to N-6 would reduce the impact to a less than significant level. The potential impacts from noise are construction related and therefore would be temporary. Additionally it is not anticipated that other projects would be built at the same time as the project, therefore, no cumulative impact would occur. There are no other known projects currently proposed, in development or under consideration within the vicinity of the project that would affect the other resource areas. Thus, the project's contribution to any cumulative impacts would not be cumulatively considerable.

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in the preceding responses, the proposed project would not result, either directly or indirectly, in adverse hazards related to hazardous materials, noise, or air quality impacts.



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Appendix G

Responses to Comments

RESPONSES to COMMENTS on the DRAFT IS-MND

This section includes the comments received during circulation of the Draft Initial Study and Mitigated Negative Declaration (IS-MND) prepared for the 1914-1926 South Pacific Coast Highway (PCH) Mixed Use project and responses to those comments. Corrections or additional text to the Draft IS-MND text discussed in the responses to comments are also shown in the text of the Final IS-MND in ~~strike through~~ (for deleted text) and underline (for added text) format. (Additional minor clarifications and corrections to typographical errors not based on responses to comments may also be shown in ~~strikeout~~/underline format in the Final IS-MND.

Under the California Environmental Quality Act (“CEQA”) there is no requirement to prepare response to comments for a Mitigated Negative Declaration. (CEQA Guidelines § 15074(b).) Even in the context of an EIR, response to comments “...need only respond to significant environmental issues...” (CEQA Guidelines § 15204(a).) Nevertheless, the City addresses some of the issues raised in the comment letters submitted to the City below.

None of these changes introduce significant new information or affect the conclusions of the IS-MND.) The Final IS-MND is not complete until it has been approved by a Redondo Beach decision-making body, consequently, additional revisions or changes may be made to this document prior to that time.

The IS-MND was circulated for a 30-day public review period that began on April 9, 2015 and concluded on May 11, 2015. The City received 24 comment letters on the Draft IS-MND. The commenter and the page number on which each commenter’s letter appears are listed below.

Letter No. and Commenter	Page No.
1. Mike Dube, April 11, 2015	3
2. Evan Wright, April 16, 2015	5
3. Evan Wright, April 20, 2015	11
4. Jane Abrams, Verbal Comment, April 22, 2015	14
5. Jim Light, April 27, 2015	16
6. Jeff Mirosovich, April 29, 2015	21
7. William and Patricia McKaig, May 5, 2015	24
8. Suzanne Lenz, May 9, 2015	26
9. Dan and Ellen Margetich, May 9, 2015	28
10. Gabrielle Sanchez, May 10, 2015	33
11. Andy and Arinna Shelby, May 10, 2015	35
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13. Trish Jones, May 11, 2015	41
14. Ana Battung, May 11, 2015	43
15. Julie Moore, May 11, 2015	45
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17. Bruce Szeles, May 11, 2015	52



Letter No. and Commenter	Page No.
18. David and Christine Suter, May 11, 2015	54
19. Elisa Reynolds, May 11, 2015	57
20. Amy Josefek, May 11, 2015	60
21. Rhonda Cress, May 11, 2015	62
22. Gigi Gonzalez, May 11, 2015	64
23. *Joyce Neu, May 11, 2015	66
24. *Christine Norris, May 11, 2015	68

* Received after the close of the comment period [the comment period "end[ed] on May 11, 2015 at 5:30 PM"]

The comment letters and responses follow. Each comment letter has been numbered sequentially and each separate issue raised by the commenter has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).



Letter 1

Dear Ms Kroeger

I would like to register my strong objection to the high density mixed-use project proposed at the corner of PCH and Prospect

(ref

<http://www.redondo.org/news/displaynews.asp?NewsID=2513&TargetID=1,2,3,7,8,6,11,12,13,14,5,15,16,4,17,18,19>). Coming at a time when there is massive community outrage at the

Legado Redondo proposal makes objective consideration of the PCH & Prospect project virtually impossible. The developers' impact analysis does not and cannot possibly account at this time for ANY future development at the Legado site, even if the Legado proposal is scaled back.

Therefore I urge the RB Planning Commission to table any consideration of the referenced proposal for PCH & Prospect until the Legado Redondo debacle has been fully revised and resolved.

Mike Dube
Paseo de Granada
Redondo Beach, CA

April 11, 2015

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Letter 1

COMMENTER: Mike Dube

DATE: April 11, 2015

Response 1.1

The commenter states an objection to the project and suggests that the impact analysis does not account for the future development of the Legado site. The commenter requests postponement of the project until the Legado project is resolved.

The issue raised by the commenter relates to cumulative impacts to which the project may contribute. Cumulative impacts of the proposed project are discussed on pages 78 and 79 of the Draft IS-MND as well as some of the individual resource sections of the Draft IS-MND (e.g. the SCAQMD thresholds utilized Section III are utilized for both project and cumulative analyses). The project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. Under CEQA the purpose of the impact analysis is to analyze changes to the environment caused by the project in comparison to the *existing physical conditions*. (CEQA Guidelines Section 15125(a) and 15126.2(a). As also noted in CEQA case law, it is not the purpose of a CEQA analysis to fix existing environmental problems. (*Watsonville Pilots Association v. City of Watsonville* (2010) 183 Cal.App.4th 1059, 1094 [“The FEIR was not required to resolve the [existing] overdraft problem, a feat that was far beyond its scope”].)

As noted on page 1 of the Draft IS-MND “the project site is currently comprised of three, two-story commercial retail and office buildings (1914, 1924, and 1926 South Pacific Coast Highway) with an estimated 30,622 square feet (sf) of interior space and an asphalt paved parking lot...The proposed project would involve demolition of the existing onsite structures and construction and development of a mixed use structure with approximately 10,552 sf of commercial space and 52 condominiums on the 1.49-acre site.” Consequently, the impact analysis is based upon a comparison of the proposed project to the operation of the existing facilities. The commenter does not comment upon any specific part of the IS-MND’s impact analysis that he believes has not been adequately addressed. Consequently, it is not possible to respond to this comment in greater detail related to any specific resource area.

Furthermore, an EIR was adopted/certified in conjunction with adoption of the General Plan in 1992 that addressed the cumulative impacts of the “complete buildout” of the City based on all the land use designations contained therein. (State Clearinghouse No 91071080; Certified in Redondo Beach Resolution 7478;¹ CEQA Guidelines Section 15183.) Since the proposed project is consistent with the General Plan land use designation for the site the cumulative impacts of the project have already been considered and addressed.

¹ Redondo Beach Resolution 7478 is available online at:
<http://laserweb.redondo.org/weblink/0/doc/2141/Page1.aspx>



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

Letter 2

RE: 1914 South Pacific Coast Highway Mixed Use Project

To the Planning Commission:

I am a citizen of Redondo Beach writing to express several concerns with regard to **omissions** of traffic and geological analyses offered as a part of the draft IES/MND. I strongly feel that additional analysis is **required** in order to obtain a real world assessment of the impact of the proposed construction.

As written, current City Staff analysis indicates there will be little impact on traffic (and corresponding safety) on the adjacent city streets, with little cost to the city for additional traffic control. As a person familiar with this area, there is already an issue with traffic control and pedestrian safety which will be exacerbated by the approval of this project. **There will likely be a cost to the city.**

Traffic Analysis-Alley & Prospect intersection

Today, I spoke to Liz Culhane, author of Appendix 7 of the draft IES/MND. She explained to me that her findings are based strictly on statistical analysis *and not on personal observation* . She reaffirmed her conclusion that the 1914 project would actually decrease trips. I had asked her why she did not include trip statistics from the adjacent Catholic Church and school, as this property is a major traffic generator and user of "the alley", and she had told me it was not included in her scope of work as ordered by the developer. **THIS IS A HUGE PROBLEM.**

"The alley," located between the church property and the medical building is used regularly by church members as well as parents and their kids going to and from school. **These trips at least 400 daily when school and/or church is in session** are not accounted for in the current traffic analysis.

Secondly, the entrance of the alley, which the developer proposes to be used as the main "resident driveway" **is already a danger zone to vehicles and pedestrians alike.** The immediate entryway to the alley, particularly when approaching northbound, **is a dangerous blind alley with very limited visibility to both cars exiting the alley and those travelling northbound on Prospect.** This is not revealed in any of the City Staff's findings, nor, of course, any proposal to mitigate this very dangerous intersection.

Thirdly, this same alley entrance is directly opposite the driveway entrance to the CVS shopping center, effectively making this an unmarked intersection. Pedestrians routinely cross the street here (rather than the controlled crosswalk just south at PCH/Prospect). I have personally witnessed two separate car accidents as well as innumerable near misses in the past 12 months at this intersection. Adding traffic from the proposed 1917 project will further impact

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the safety of this intersection. The city will be creating a more extreme liability issue without addressing these traffic control issues as well as the creation of a the blind corner driveway the developer wishes to build.

I urge the city to conduct further study in this area, specifically including personal observation and monitoring over a period of time, in an effort to bring a more *truthful* assessment to the possible liabilities that the city will be taking on, concerning the impact of traffic in this area. **This is a major omission that could risk lives.**

Traffic Analysis - Parking

There is no mention in the draft IES/MND concerning **nontenant parking**. The current owner (who I assume is also the developer of 1914 PCH) has allowed nontenants from the Catholic Church to park on their property during church or school business hours. Once developed, these people will have to park on Prospect (already impacted). **Where will these people park?**

The current owner of 1914 PCH also allows tenants from adjacent apartment buildings to park in his parking lot overnight. **Where will these people park?**

The City needs to research these practices and to include their impact on traffic and parking and the impact of the surrounding properties. **This is a major omission.**

Appendix C - Preliminary Geotechnical Investigation

Please refer to the *Exploration Location Map* of the draft IES/MND for the following comments.

Having personal experience working in surface mines, I found it curious that a sample bore was not conducted at the most potentially unstable section of the property, **specifically at the Northeast corner.**

A casual observer will note that the area (in the photo from the white painted speed hump to the corner of the existing 1926 building) is actually near the edge of a steep approximately 50 degree incline. As the geologists' associated report describes the project's overall geological location as a "covered sand dune," it seems that a sample should be taken from this area as a matter of common sense. Its near the edge of "the dune," isn't it?

Thank you for your attention in addressing these important quality of life matters.

Very truly yours,

C. Evan Wright
211 Yacht Club Way, #314
Redondo Beach, CA 90277

Letter 2

COMMENTER: Evan Wright

DATE: April 16, 2015

Response 2.1

The commenter first states that “As a person familiar with this area, there is already an issue with traffic control and pedestrian safety which will be exacerbated by the approval of this project.”

Under CEQA the purpose of the impact analysis is to analyze changes to the environment caused by the project in comparison to the *existing physical conditions*. (CEQA Guidelines Section 15125(a) and 15126.2(a). As also noted in CEQA case law, it is not the purpose of a CEQA analysis to fix existing environmental problems. (*Watsonville Pilots Association v. City of Watsonville* (2010) 183 Cal.App.4th 1059, 1094 [“The FEIR was not required to resolve the [existing] overdraft problem, a feat that was far beyond its scope”].)

As noted on page 1 of the Draft IS-MND “the project site is currently comprised of three, two-story commercial retail and office buildings (1914, 1924, and 1926 South Pacific Coast Highway) with an estimated 30,622 square feet (sf) of interior space and an asphalt paved parking lot...The proposed project would involve demolition of the existing onsite structures and construction and development of a mixed use structure with approximately 10,552 sf of commercial space and 52 condominiums on the 1.49-acre site.” Consequently, the impact analysis is based upon a comparison to the proposed project to operation of the existing facilities.

The commenter further states that the traffic analysis completed for the project was based on statistical analysis and not on personal observation. The commenter states that the alley located between the church and the medical building is regularly used by church members and children going to and from the school. The commenter requests that the trips for the church be accounted for in the traffic analysis.

The traffic analysis completed by Overland Traffic Consultants, Inc. (Appendix F of the IS-MND) consisted of a trip generation analysis for the project. Trips for the current uses on the site and the proposed project were estimated based upon the Institute of Transportation Engineers, Trip Generation Handbook, 9th Edition. The trip generation rates provided in the ITE Handbook are generated by studying traffic counts for uses in different areas and then extrapolating average trip generation rates. This ITE Handbook has been routinely used by the City of Redondo Beach for its environmental analyses, and has been historically utilized by nearly every municipality in California. CEQA allows for the use of reasonable assumptions, such as those contained in the ITE Manual. (Pub. Res. Code Section 21080(e).)



As discussed on Draft IS-MND page 69, “The trip generation forecast was prepared for a typical weekday on a 24-hour daily basis, as well as for the AM and PM commuter peak hours.² As shown in Table 19 of the Draft IS-MND, the proposed project would reduce average daily traffic (ADT) to the site by an estimated 255 trips and would also reduce PM peak hour traffic by 23 trips. The project would increase AM peak hour trips by 10 trips compared to existing conditions. However, this minor increase in AM peak hour traffic would not substantially increase traffic volumes on South PCH or any other area roadway or intersection such that LOS conditions would degrade. Further, the reduction in overall daily trips and PM peak hour trips would generally improve LOS conditions on area roadways and intersections in the vicinity of the project site.” The assumptions underlying this analysis were highly conservative because (1) for the purposes of calculating existing trip generation, only the currently occupied portions (80 percent) of the existing building square footage were used (Appendix F, page 1), and (2) the City only utilized an internal trip capture rate of 10 percent (Appendix F, page 2). The slight increase of 10 trips during the AM peak hour would be an insufficient number of vehicles to trigger the City’s traffic significance criteria³ under existing or cumulative conditions.

CEQA Guidelines Section 15125(a) notes that “the description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives.” Similarly, CEQA Guidelines Section 15130(a)(1) also states that “An EIR should not discuss impacts which do not result in part from the project...” The level of detail requested by the commenter (i.e., the current trip generation for the neighboring Catholic Church and school) was not necessary to determine that the project would not have a significant impact on the environment under existing or cumulative conditions. Consequently, the level of detail provided in the IS-MND is appropriate.

Project residents would access the site via the alley behind the project. The trips generated by the condominium component of the project during the AM peak hour (which occurs between about 7:00 AM to 9:00 AM) would be 23 trips. This equates to one about trip every two and one half minutes. This number of trips would not significantly affect traffic conditions in the alley and would not exacerbate existing conditions related to traffic safety.

A portion of the alley, 150 feet in length, is currently private property that is part of the project site. The current use of the private property for vehicular access from Prospect Avenue to the lower church parking lot is not guaranteed by right. A project condition of approval would require the project developer to dedicate that portion of private property to the City for specific use as an alley. That property dedication would ensure vehicular access from Prospect Avenue to the lower church parking lot in perpetuity.

² Peak traffic hours occur when the most people are on the road and traffic congestion is at its worst. The AM peak hour occurs between 7:00 AM and 9:00 AM. The PM Peak hour occurs between 4:00 PM and 6:00 PM.

³ “A Significant traffic impact will result if one of the following three conditions is met: 1) 4% increase in the volume to capacity ratio at an intersection when the baseline intersection condition is LOS C, 2) 2% increase in the volume to capacity ratio at an intersection when the baseline intersection condition is LOS D, 3) 1% increase in the volume to capacity ratio at an intersection when the baseline intersection condition is LOS E or worse.”] When applying these thresholds to cumulative analyses, the “baseline” LOS Value is substituted for the cumulative without project value, and the project’s contribution is compared to the thresholds described in the policy (e.g. 4%, 2%, or 1%). Redondo Beach General Plan Circulation Element (Policy 10, page 21), available online at: <http://www.redondo.org/civica/filebank/blobload.asp?BlobID=24771>.



Response 2.2

The commenter states that the entrance of the alley is a danger zone for vehicles and pedestrians since it is a blind alley with limited visibility.

The alley behind the project site currently provides vehicular access to the project site from Prospect Avenue. The alley is proposed to provide vehicular access to the residential garage for project residents. The project site currently takes access from PCH and from the alley and the proposed residential driveway is in the roughly same location as the current site driveway from the alley. There is no evidence that the existing project site driveway has visibility issues or otherwise creates a safety hazard.

The distance between the curb face and the inside of the sidewalk, which lines up with the exterior wall of the medical building on the south side of the alley, is approximately fourteen (14) feet. This clearance distance is adequate and compares with the optimal standard for visibility clearance of fifteen (15) feet. Based on several field observations there is clear visibility in both directions when exiting the alley in a car.

The alley is 20'-0" wide in comparison with most alleys in the City that are either 12'-0" or 15'-0" wide. Where possible, it is preferable to provide vehicular access off of an alley or to split the vehicular access between the front (street) and the rear (alley) so as minimize traffic congestion and the number of potential conflicts on the street. This is especially true in this case, where it is preferable to minimize traffic impacts on Pacific Coast Highway, the City's most heavily travelled arterial roadway.

As stated in Response 2.1, the project would reduce overall daily traffic to and from the site (reduction of 255 daily trips) including the traffic on the alley. The residential component of the project would generate 302 daily trips, which is 32% of the overall number of trips generated by existing onsite development. A reduction in overall traffic would have a positive effect on traffic and associated safety conditions. (See also *Watsonville Pilots Association v. City of Watsonville* (2010) 183 Cal.App.4th 1059, 1094 ["The FEIR was not required to resolve the [existing] overdraft problem, a feat that was far beyond its scope"].) Moreover, the neighboring school instructs parents that "students are not to be dropped off or picked up in the alley."⁴ Finally, with respect to visibility of the driveway, the driveway location and design have been reviewed and approved by the City Public Works Department and the Fire Department to ensure that it meets applicable City requirements.

Response 2.3

The commenter states that the alley entrance is directly opposite the driveway entrance for the CVS across Prospect Avenue, making it an unmarked intersection. The commenter states that adding traffic from the project would further impact the safety of the intersection.

⁴ St. Lawrence Martyr School Parent Handbook available online at:
http://www.stlmschool.org/ourpages/auto/2012/8/22/47094863/St_%20Lawrence%20Martyr%20Parent%20Handbook%202013-2014.pdf.



Current traffic in the alley is generated by patrons of the existing onsite commercial uses. Traffic in the alley is also currently generated by the adjacent land uses, including the elementary school (K-8) and the church. The project would not move or alter the alleyway or where it intersects Prospect Avenue. As discussed in the Draft IS-MND and in Response 2.1, the project would reduce daily trips as compared to the existing uses on the site. A reduction in the overall traffic would have a positive effect on traffic and associated safety conditions.

Response 2.4

The commenter states that the congregants and students attending the school and church, as well as tenants from the apartments across the street, utilize the parking lot on the site. The commenter asks where these people would park if they are no longer allowed to park on the project site.

Parking is discussed on pages 69 to 70 of the Draft IS-MND. The project is required to provide parking for the proposed uses on the site. The project would provide 182 parking spaces, in accordance with City requirements. Congregants and students attending the school and church, as well as tenants from the apartments across the street who park on the project site previously do so illegally since that parking lot is intended for use by the patrons of the existing commercial development. The project would provide 182 parking spaces, including 115 residential spaces, 17 guest spaces and 50 commercial spaces, in accordance with City requirements. This exceeds the ITE estimated residential and commercial peak parking demand of 103 for the project. Therefore there would be excess parking available on the site.

Response 2.5

The commenter states that the geotechnical consultant should have taken a sample bore at the northeast corner of the property since it appears to be the most unstable. The commenter states that this area is unstable since it is near the edge of a steep incline.

The incline that is referred to by the commenter is a steep vegetated incline approximately 80 feet away from the northeast property line of the project site. The slope of the site is an average of 2.6 percent from east to west and 1.3 percent from south to north. There is no evidence in the record to show that this area is unstable.

Geology and soils are discussed on pages 32 to 36 of the Draft IS-MND. The Geotechnical Investigation completed for the project (Appendix C of the Draft IS-MND) found that the soils on the site did not have the potential for expansion, were not unstable, would not result in onsite or offsite landslides, did not have the potential for lateral spreading, subsidence, liquefaction, or collapse. The report concludes that construction of the proposed project is feasible from a geoen지니어ing standpoint provided that the recommendations and advice contained in the report are implemented. Therefore, Mitigation Measure GEO-1 was required to reduce any potential impacts related to unstable soils. In addition to Mitigation Measure GEO-1, the project must comply with the California Building Code (CBC) requirements related to these areas (Section 1610 for lateral soil loads and Section 1613 for earthquake loads). Compliance with CBC requirements and the RBMC, which would include requirements for deep foundations and specific foundations materials, would further ensure impacts associated with lateral spreading, subsidence, collapse, and expansive soils would be less than significant.



From: Evan Wright [mailto:evan.w@me.com]

Letter 3

Sent: Monday, April 20, 2015 4:54 PM

To: Anita Kroeger

Subject: Re: COMMENTS for 1914 South Pacific Coast Highway IES/MND

Thanks Anita. I'm not asking you for specific responses, I know that will be part of the upcoming public hearing.

Regardless if I misunderstood Ms. Culhane's comment concerning which party was responsible for retaining her services, the fact remains that her report is specific to the subject property ONLY. Her findings suggest there would be a decrease in trips if the project is built and SPECIFICALLY omits any data or calculation of traffic (known as trips) caused by the neighboring church property. There is no mention in any of the public documents that describe the present day use of the traffic as it impacts the alley.

She did say that these additional trips would indeed affect her calculation, but she said that including such data was **outside her scope of work**. It really is irrelevant which party defined her scope of work. What is important is that her report-- in its current state-- contains a major omission of traffic calculations that gives the reader the impression that the church generates NO TRAFFIC TRIPS THAT IMPACT THE ALLEY EGRESS. This is my whole reason for my correspondence with you.

By omitting the impact of-- let's say-- 400 additional trips generated DAILY by the adjacent church property, traffic, parking, noise and safety are all impacted. Ms. Culhane's report LACKS this data. **All I am suggesting is that Ms. Culhane should, perhaps, be given an opportunity to amend her report in order to include this missing data so that the City and interested parties have a more accurate picture of the church's traffic impact on the subject alley.**

I understand that her work is limited by the legal thresholds you described. That's all fine. Given the fact-- stated by her-- that she made no personal or physical observations in preparing her report (pursuant to the CEQA case law and related guidelines), is a bit alarming. I am NOT questioning her qualifications or credentials.

I am questioning why her report is being rubber stamped as "an accurate depiction" when there is no inclusion of the number of trips generated by the church in her calculations and/or personal observations.

Given that the project proposes to use the alley as its main point of egress for residents of the proposed 1917 project (plus eliminating parking spaces currently used by church visitors and others) is my main cause for communicating concern to the City's powers-that-be. By casual observation, one can see that the church/school is the heaviest user of that alley, particularly when school or church is in session.

Your entire report, as currently written, contains no data to support or refute my claim. All I am trying to say is that THIS IMPORTANT DATA IS MISSING and that THIS NEEDS TO BE ADDRESSED somewhere along the process.

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Thanks again for allowing me to offer my comments in generating this dialogue.

↑ 1
cont'd

Evan

505-252-2299 cell/text
www.wrightpost.com

Letter 3

COMMENTER: Evan Wright

DATE: April 20, 2015

The commenter states that the traffic analysis completed for the project omits any mention of the trips generated by the church and school located north of the project site. The commenter states that the church and school are the main traffic generators for the alley behind the project site. The commenter requests that the traffic study be revised to include trips from the church and school.

Please see Responses 2.1 through 2.4 which address comments related to traffic.



Letter 4

Jane Abrams, April 22, 2015: "Since I see no detailed Traffic studies of Prospect Avenue and nearby streets at this time, will the developer be required to provide any new studies?"

Letter 4

COMMENTER: Jane Abrams

DATE: April 22, 2015

The commenter asks if the developer would be required to provide additional traffic studies at a later date.

Traffic from the proposed project is discussed on pages 67 to 72 of the Draft IS-MND. Please also see Response 2.1. There is no requirement for additional future traffic studies.



From: jim.light1@verizon.net [<mailto:jim.light1@verizon.net>]

Sent: Sunday, April 26, 2015 10:34 PM

To: Eleanor Manzano

Subject: Comments to Initial Mitigated Negative Declaration Assessment for 1914-1926 South PCH Mixed Use Project

I wish to submit comments for the public record on the Initial Mitigated Negative Declaration Assessment for 1914-1926 South PCH Mixed Use Project:

1) The assessment does not account for cumulative impacts of projects currently in process in the City. Those include the Legado project and the CenterCal Project amongst others. The cumulative impacts of other known and foreseeable projects is required by CEQA. The cumulative impacts will impact traffic and recreational resources as a minimum, but should be assessed across all areas.

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2) The noise assessment does not assess the 5dB detriment of sustained noises. The close proximity of the air conditioning and handling units to residential and school uses should be assessed in light of the 5dB detriment required by current noise ordinances.

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3) The traffic analysis assesses no significant impact and concludes the rush hour traffic will decrease primarily due to the shopping center use being decreased. First the analysis should consider the cumulative impact of other projects currently being processed by the City of Redondo. Secondly, while the decrease in supermarket uses at the site may decrease the ingress and egress from the site itself, those trips from the current supermarket uses will still have to occur and will likely occur in the area as the uses are largely local serving uses. So while it is appropriate to assess the lesser impact of ingress and egress on the site during peak PM hour, it is ludicrous to imply traffic on PCH in the vicinity of this development will decrease with the addition of 52 residential uses. The fact of the matter is, these are 52 new residences and over 130 new residents which will add new drivers to the area and at peak hours. The current uses merely attract existing resident traffic - the project will not eliminate the need for existing residents to drive for the services/products originally supplied on this site, so the traffic will happen anyway. The traffic assessment understates traffic due to the lack of assessment of known projects in process right now and because it inappropriately assumes decreased traffic on PCH due to the decrease in super market uses on the site.

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4) Recreational uses are merely pencil whipped. As the assessment states, the project will further decrease the ratio of residents to parkland. The assessment fails to take into account the cumulative impacts of other projects in the city. The recent census has shown that Redondo's population continues to grow from infill development. Numerous project across the city are continuing to increase residential density through infill development under existing zoning. The Legado project will add 180 units just down the street in the immediate proximity to this project. The close proximity means nearby recreational uses will be further saturated forcing more residents to drive farther for recreation in the City or in neighboring cities; increasing traffic on our roads. The CenterCal project decreases park space in the project area and it negatively impacts access to recreational uses in the harbor area. The limited public open space in this project does not provide adequate recreational opportunities to offset the continuing decrease in recreational space per capita in Redondo Beach. The City has set the

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standard at 3 acres per 1000 residents. The city has not achieved this goal. Any residential use that decreases the ratio of parkland per capita is a significant impact. Certainly with all the cumulative impacts occurring throughout the city, this project represents a significant impact to recreational resources and the small public open space element of the project to be shared with retail/restaurant customers does not offset this increased demand on our limited recreational resources.

The assessment as written has significant flaws that understate the actual impact of the development. The assessment should be reaccomplished to assess the items highlighted in this submission.

VR,

Jim Light
jim.light1@verizon.net

↑
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cont 'd

Letter 5

COMMENTER: Jim Light

DATE: April 27, 2015

Response 5.1

The commenter states that the Draft IS-MND does not account for the cumulative impacts of projects currently in process in the City, including the Legado project and Center Cal project.

Please see Response 1.1 for a discussion of cumulative impacts. CEQA Guidelines Section 15130(a)(1) (which addresses cumulative impacts), states that a CEQA document “should not discuss impacts which do not result in part from the project.” Similarly 15130(b) states “the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence.”

As noted on page 1 of the Draft IS-MND “the project site is currently comprised of three, two-story commercial retail and office buildings (1914, 1924, and 1926 South Pacific Coast Highway) with an estimated 24,531 square feet (sf) of interior space and an asphalt paved parking lot...The proposed project would involve demolition of the existing onsite structures and construction and development of a mixed use structure with approximately 10,552 sf of commercial space and 52 condominiums on the 1.49-acre site.” Consequently, the impact analysis is based upon a comparison of the proposed project to operation of existing onsite facilities.

As discussed on Draft IS-MND page 69, “The trip generation forecast was prepared for a typical weekday on a 24-hour daily basis, as well as for the AM and PM commuter peak hours.⁵ As shown in Table 19, the proposed project would reduce the average daily trips (ADT) to the site by an estimated 255 trips and would also reduce PM peak hour trips by 23 trips. The project would increase AM peak hour trips by 10 trips compared to existing conditions. However, this minor increase in AM peak hour traffic would not substantially increase traffic volumes on South PCH or any other area roadway or intersection such that LOS conditions would degrade. Further, the reduction in overall daily trips and PM peak hour trips would generally improve LOS conditions on area roadways and intersections in the vicinity of the project site.” The assumptions underlying this analysis were highly conservative because (1) for the purposes of calculating existing trip generation, only the currently occupied portions (80 percent) of the existing building square footage were used (Appendix F, page 1), and (2) the City only utilized an internal trip capture rate of 10 percent (Appendix F, page 2). The slight increase of 10 vehicle trips during the AM peak hour would be insufficient to trigger the City’s traffic significance thresholds⁶ under existing or cumulative conditions. This trip generation rate is also

⁵ Peak traffic hours occur when the most people are on the road and traffic congestion is at its worst. The AM peak hour occurs between 7:00 AM and 9:00 AM. The PM Peak hour occurs between 4:00 PM and 6:00 PM.

⁶ “A Significant traffic impact will result if one of the following three conditions is met: 1) 4% increase in the volume to capacity ratio at an intersection when the baseline intersection condition is LOS C, 2) 2% increase in the volume to capacity ratio at an intersection when the baseline intersection condition is LOS D, 3) 1% increase in the volume to capacity ratio at an intersection when the baseline intersection condition is LOS E or worse.”] When applying these



significantly less than the screening criteria under the LA County 2010 Congestion Management Program Traffic Impact Analysis (“TIA”) Guidelines (which requires at least “50 or more trips during either the AM or PM weekday peak hours” before incorporating an intersection into a TIA). (Please also see Response 2.1 for further details.

Response 5.2

The commenter states that the noise assessment does not account for the 5 dB detriment of sustained noises, which would include air conditioning units for the project. The commenter requests that this be analyzed due to the proximity to schools and residences.

CEQA analyses are based upon a comparison to existing conditions. (CEQA Guidelines Sections 15125(a) and 15126.2(a).) As noted on page 1 of the Draft IS-MND “the project site is currently comprised of three, two-story commercial retail and office buildings (1914, 1924, and 1926 South Pacific Coast Highway), with an estimate 30,622 square (sf) of interior space and an asphalt paved parking lot.” These structures currently include air conditioning units under baseline conditions, which are located approximately 65 feet south of the school structure as shown in Figure 2 (the white squares on the rooftop).

Draft IS-MND Section XII, noted that the project would involve noise associated with rooftop ventilation [air conditioning], heating systems, and trash hauling.” However, due to the existing on-site uses, the project is expected to result in a reduction in noise because the increase height of the structure would provide additional shielding for the school and other structures to the north from traffic noise on PCH.

The project’s air conditioning units would be located approximately 65 feet from the school structures. These air conditioning units would be located behind walled rooftop structures shown in Figure 4b [Please modify if insulation is installed]. While these units can create noise levels of 77 dBA at 10 feet without any attenuation, noise levels would be reduced by the walled rooftop structures and the buildings themselves (which break the line of sight to the school [approximately a 10 dBA reduction), and attenuated by distance (approximately a 16 dBA reduction). Noise levels from the air condition units would be reduced to 51 dBA, which would be within ambient noise levels in the area. Consequently, noise impacts would be less than significant.

Response 5.3

The commenter requests that the traffic analysis take into account cumulative projects in the area. The commenter further states that the residences would add drivers to the area at peak hours.

Please see responses 2.1 and 5.1.

thresholds to cumulative analyses, the “baseline” LOS Value is substituted for the cumulative without project value, and the project’s contribution (trip generation) is compared to the thresholds described in the policy (e.g. 4%, 2%, or 1%). Redondo Beach General Plan Circulation Element (Policy 10, page 21), available online at: <http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=24771>.



Response 5.4

The commenter states that “the project will further decrease the ratio of residents to parkland...The limited public open space in this project does not provide adequate recreational opportunities to offset the continuing decrease in recreation space per capita in Redondo Beach. The City has set the standard at 3 acres per 1,000 residents.”

The significance thresholds in Draft IS-MND Section XV ask: (1) “Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities *such that substantial physical deterioration of the facility would occur or be accelerated,*” and (2) “Does the Project include recreational facilities or require the construction or expansion of recreational facilities *which might have an adverse physical effect on the environment.*” As described in detail on pages 66 and 67 of the Draft IS-MND, the project would not result in a substantial physical deterioration of a park/recreational facility and would not require the construction of any new off-site recreational facilities.

The project would include residential courtyards and approximately 9,500 sf of new high quality public open space that residents, visitors and neighbors would be able to utilize (the impacts of the construction and operation of this open space has been analyzed in the individual resource sections of the MND as part of the proposed project). The public open space would include bike parking, seating areas, water features, and fire pits. Furthermore, as discussed in the Draft IS-MND, the applicant is required to pay park and recreation facilities mitigation fees to fund parks and park improvements (Redondo Beach Municipal Code Section 10-1.1400 et seq).

The commenter also suggests that the City has set a standard of 3 acres of park space per 1,000 residents. The commenter appears to be referencing language from the Recreation Element related to the “list of the community’s recreation-related needs.” This language, however, must be read in context with the rest of the Recreation Element which states “The City is approaching build-out, and there are few available vacant parcels remaining to develop new parkland or recreational facilities. It will be necessary to supplement the existing inventory with other types of recreational resources.” As discussed above, the project is incorporating 9,500 square feet of public open space, which include seating areas, water features, and fire pits.

Furthermore, a given project need not be in perfect conformity with each and every General Plan or Coastal Land Use Plan policy nor does state law require precise conformity of a proposed project with every policy or land use designation for a site. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490; see also *San Franciscans Upholding the Downtown Plan v. City & County of San Francisco* (2002) 102 Cal.App.4th 656; *Sequoiah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.) While not every policy in the General Plan has been discussed in detail in the MND, the City has considered the policies in the General Plan as a whole and determined that the project would be consistent with the General Plan.



Letter 6

From: kilgore66@verizon.net [<mailto:kilgore66@verizon.net>]
Sent: Wednesday, April 29, 2015 10:10 AM
To: Anita Kroeger
Subject: 1914-1926 Mixed Use Project

To the Redondo Beach City Council and Planning Commission:

I have a few concerns about this project.

- 1. SAFETY The alley that is mentioned as a driveway for residents is a bad idea. It empties at Prospect very close to PCH. This part of Prospect is busy throughout the day, especially the left turn lane. It is normal to see 12-15 cars lined up. There is also traffic turning in and out of the strip mall and gas station. If cars turn right out of the alley, they will be adding traffic to a pedestrian area--the church and elementary school. The problem with the retail traffic is that there is only right turns in and out. This will lead to u-turns. | 1
- 2. There is a lot of empty retail along PCH. Why add more? | 2
- 3. Keep in mind the Legado project, if approved, will also add traffic to this area. | 3
- 4. WATER!!! Redondo Beach should not approve new residential developments with the current water shortage. We are already facing 25% reduction. Why add new housing? The only approved developments now should replace existing housing. The construction site will use lots of water. | 4

Thank you,

Jeff Mirosavich
404 Avenue G Unit 29
Redondo Beach, CA 90277

Letter 6

COMMENTER: Jeff Mirosavich

DATE: April 29, 2015

Response 6.1

The commenter states that the alley behind the project is not a safe entry point for residents of the proposed project.

Traffic from the proposed project is discussed on pages 67 to 72 of the Draft IS-MND. As discussed in responses 2.1 to 2.3, the project would reduce overall trips to and from the project site. The project would generate 23 residential trips during the AM peak hour, or about one trip every two and one half minutes during the AM peak hour period. Please see Response 2.2 for a discussion of the alley.

Response 6.2

The commenter asks why additional retail should be added to PCH when there is empty retail already.

The proposed project would reduce the amount of commercial space by 13,979 square feet on the project site and introduce 52 multi-family residences to the site. A breakdown of uses on the site and the uses proposed for the site is included on pages 1 and 2 of the Draft IS-MND. The Redondo Beach Zoning Ordinances requires mixed-use projects to provide a minimum of commercial F.A.R. that is equivalent to 0.3 multiplied by the lot area within 130 feet of the property line abutting Pacific Coast Highway. The minimum for this project equals 10,530 square feet. The project provides 10,552 square feet of commercial space, which meets the standard.

Response 6.3

The commenter requests that the Draft IS-MND include the Legado project in the cumulative traffic discussion.

Please see responses 1.1 and 5.1.

Response 6.4

The commenter states that the City should not approve new residential developments with the current water shortage.

Water use is discussed on pages 74 to 75 of the Draft IS-MND. The Hermosa-Redondo District of the California Water Service Company (CWSC) is the local purveyor of domestic water and would provide potable water to the proposed project (<https://www.calwater.com/>, 2015). The Governor of California recently declared a drought state of emergency (CA.gov, 2014). Despite



the drought emergency, CWSC has declared that districts are prepared to continue meeting customer demand (CWSC, 2014). As discussed in the CWSC Urban Water Management Plan (UWMP), there are sufficient supplies to meet demand during “Normal Year,” “Single Dry-Year,” “Multiple Dry-Year” Scenarios (see UWMP Sections 5.2.1, 5.2.2, and 5.2.3). Furthermore, regardless of whether this project is constructed the potential residents would likely live in another location within the State of California. Operation of multi-family developments, such as the proposed project use significantly less water per capita than other types of residential development, such as single family homes, in part due to less per capita landscaping.⁷ Consequently, the implication that the project should not be constructed would not result in a reduction in water use, and would likely result in increased water use for other more water intensive types of residential development.

The comment also suggests that construction of the facility “will use lots of water.” Current potable water usage on the project site would cease during construction activities. As discussed in Table 22, current water usage is approximately 1,962 gallons per day. Furthermore, the primary water use on site during construction activities would be associated with dust suppression. As stated in Section III, Air Quality, the proposed project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust. This includes soil treatment for exposed soil areas. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. As indicated in SCAQMD’s latest guidance they are “increasing reliance on non-toxic chemical dust suppressants to stabilize soils.”⁸ Therefore, it is likely that the construction contractor will choose alternate methods of soil stabilization to reduce fugitive dust. Even if the project site utilizes water as a dust suppressant, the City utilizes non-potable water for its projects, impacts to water supply during construction are considered less than significant for all the reasons discussed above.

⁷ City of Los Angeles, *CEQA Thresholds Guide*, 2006

⁸ SCAQMD Drought Management and Water Conservation Plan (adopted as Agenda Item 26 on June 6, 2014) available online at: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2014/2014-jun6-026.pdf?sfvrsn=2>. The Minutes for this meeting are also available online at: <http://www.aqmd.gov/docs/defaultsource/Agendas/Governing-Board/2014/2014-jul11-001.pdf?sfvrsn=2>



Letter 7

From: pjm1833@sbcglobal.net [<mailto:pjm1833@sbcglobal.net>]
Sent: Tuesday, May 05, 2015 1:25 PM
To: Anita Kroeger
Subject: Prospect and PCH and Legado Development

To the Planning Commission

We live in the Hollywood Riviera and regularly travel both by car, on foot and by bicycle the PV Blvd, PCH and Prospect roads area.

We use the businesses in Riviera Village and in the shopping center where CVS is located on Prospect as well as in the triangle where the Redondo Post office and Bull Pen are located.

We are greatly concerned about the impact these developments will have on traffic and safety on these roads and streets.

1

1. Prospect Development: already it can be extremely difficult to get out onto Prospect from the CVS center to turn right towards PCH so we can turn south onto PCH. Often I am unable to get into the southbound turn lane due to backed up traffic waiting for the signal to change.

WHAT WILL HAPPEN HERE ONCE THE PROSPECT DEVELOPMENT GOES AHEAD?

2. Legado Development: I have huge reservations about the impact of traffic and pedestrian and cycle safety on the intersection and surrounds of PCH and PV Blvd. Already this intersection is so dangerous due to existing congestion at certain times of the day. PV Blvd On both sides of PCH is dangerous for pedestrians and cyclists alike.

Both my husband and myself use this road to walk and to cycle as well as drive. We have experienced near misses by turning cars on more than one occasion.

2

WHAT IMPACT WILL THE LEGADO DEVELOPMENT HAVE ON AN ALREADY OVERTAXED AND CONGESTED ROAD AND INTERSECTION?

Please as planning commissioners look very closely at residents concerns as we are the homeowners who will be most affected by these over developmental.

William and Patricia McKaig
[Sent from Yahoo Mail on Android](#)

Letter 7

COMMENTER: William and Patricia McKaig

DATE: May 5, 2015

Response 7.1

The commenter states that it is already difficult to get out onto Prospect Avenue from the CVS center west of the project site. The commenter asks what the traffic from the project would do to the traffic on the street.

The proposed project would reduce the overall number of vehicle trips to and from the site. Please see pages 67 to 72 of the Draft IS-MND, responses 1.1 and 5.1 (for discussion of trip generation and cumulative impacts), and Response 2.3 for a discussion of the alley.

Response 7.2

The commenter states reservations about impacts related to traffic and pedestrian and cycle safety in the vicinity of the Legado Development.

The comment is about a different project currently being proposed in the City of Redondo Beach. Please see pages 78 and 79 of the Draft IS-MND and responses 1.1 and 5.1 for a discussion of cumulative impacts.



Letter 8

From: Suzanne Lenz [<mailto:lenzphd@yahoo.com>]
Sent: Saturday, May 09, 2015 12:47 PM
To: Anita Kroeger
Subject: 1914-1926 S PCH Mixed Use Project

To Anita Kroeger:

I am a local homeowner who takes this route to work everyday.

I oppose this project because the traffic study is incomplete.

I experience near miss collisions in this area on a daily basis due to congestion, sudden lane changes and poor visibility coming out of the alley. The blind alley is a major public safety issue now. Currently, the alley poses a great danger to drivers and pedestrians.

I can not even imagine the problems that we will experience in the future if this project is built.

Suzanne Lenz

1

Letter 8

COMMENTER: Suzanne Lenz

DATE: May 9, 2015

Response 8.1

The commenter states that the traffic study is incomplete and that the blind alley is a public safety hazard. The commenter states that the project would exacerbate problems with the alley.

Traffic impacts of the proposed project are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. The project would reduce daily trips to and from the project site as compared to current conditions. The project would generate 23 residential trips during the AM peak hour period or about one trip every two and one half minutes during the AM peak hour period. Because the project would reduce overall vehicle trips, it would have no adverse impact upon traffic levels of service regardless of how much traffic is currently generated by the adjacent church and school.



Letter 9

From: Dan & Ellen Margetich [<mailto:demargetich@verizon.net>]
Sent: Saturday, May 09, 2015 1:51 PM
To: Anita Kroeger
Subject: Comments for the Planning Commission on 1914-1926 Proposed Cape Point 52 Condominiums

Last week household on Avenue E, received a post card from the San Clemete developer of the Cape Point project proposing to build 52 condominiums at 1914-1926 PCH. In response to the developers post card and after reviewing the projects site map and Overland's traffic mitigation report and other information posted on the Redondo Beach city website, we respectfully submit the following.

In our opinion the entrance to the Cape Point condo project presents an extreme safety hazard for our neighborhood, the parishioners, parents and students of St. Lawrence and Tulita schools. The alley that developer has identified as the only entrance and exit to the 52 condominiums already presents a major traffic hazard. Overland Traffic Consultants analysis completely ignores the impact of the traffic flow on Prospect and by default on PCH, from more than 100 additional cars exiting and entering the condominium parking facilities using the alley next to St. Lawrence school.

The alleyway is a blind alley that is very narrow and has three major electric power poles, one with transformers located on it. The power lines poles are in the alley on the right side of it making it even more narrow than it may appear. There is not sufficient width for two vehicles to safely pass each other or for pedestrians or bicyclist to utilize the alleyway with even one car utilizing the alley.

The alley exits onto Prospect only a short distance from PCH and the crosswalk at Avenue G in front of St. Lawrence Martyr Catholic church. It does not take much of an imagination to see the potential dangers of directing more traffic to use this alley. Head-on collisions with other cars entering and exiting the alley, the traffic speeding down Prospect and with those exiting the CVS/Handel Ice Cream shopping center across from it, the power poles being hit and causing major power outages and potential fire in adjacent building, including St. Lawrence Martyr school, pedestrians and cyclist being injured or possibly killed, etc. There is no street light over the alley driveway so it is even more dangerous at night and the alley itself has very little lighting.

The school entrance off this alleyway is currently used by many of the St. Lawrence visitors and parents as they drop and pick-up their children from school and SRE classes and other St. Lawrence activities. The alley also by patients visiting the medical offices on Prospect which has its own parking area behind the medical office buildings. This is certainly not an ideal situation but the number of cars and pedestrians using the alley is minor compared to those that will be using the alley if the Cape Point project goes forward as planned. The cars exiting the blind alley visibility is further blocked by the overflow of cars from the church, the permitted parking streets, Avenues G and F. Many of the cars that currently utilize the alley already create traffic jams on Prospect as they attempt to turn left onto Prospect (which many do) or speed out in front of cars when making right hand turns. Currently cars that wisely chose not to risk exiting onto Prospect do have the option of exiting onto PCH via the exit on PCH.

1

The alley will only become more congested and the Prospect traffic situation dangerous by adding 100-150 more cars daily to an already overused alley and by eliminating the option for the residents and visitors to have use the PCH exit. Cars exiting the alley create congestion not only on Prospect, but on the all the streets nearby. Cars that cannot exit left onto Prospect will turn right onto Avenues G, F or E as their alternative routes to try and get to PCH via Palos Verdes Blvd or make will dangerous U-turns.

1
cont'd

It is estimated that the proposed Legado project will add nearly 2,700 cars daily to the intersection of the already congested and pedestrian dangerous corner of PCH and Palos Verdes. Many of those same cars will be joining the congestion created by Cape Point project at PCH and Prospect intersection. Is that really what any of us want for our community?

2

Adding more distracted and speeding drivers where cyclist, children and other pedestrians cross Prospect for shopping, church and school and cross PCH is asking for another pedestrian tragedy similar to the one last December outside of St. James. We all should strive for a community where one can safely attend Mass and other events at St. Lawrence, walk to the shopping and restaurants in the CVS and shopping center on the corner of PCH and Prospect. Parents and their children and other residents in the area are entitled to safely walk to El Retro Park across PCH without endangering our lives. PCH and Prospect is already an extremely busy intersection with limited visibility due to the bus stops on PCH.

3

Even if the developer changes the alley access to the 52 condos, we do not need more condos and apartments and all the traffic, pollution they will create not to mention the additional water needs in the middle of a drought. These projects will not enhance our property values or make our neighbor safer. Both Legado and the Cape Point projects are too large and do not fit with the character of the surrounding neighborhoods. The Cape Point project will build 52 condos and commercial stores on 1.5 acres in an already congested area; this is ludicrous. Combine that with the enormous 181 unit apartment buildings and commercial buildings in the Legado project will be the perfect storm for major traffic gridlock with Avenue E right in the middle of it.

4

There is a Community meeting being held this week on **Thursday, May 7th at 7:00 PM at the Rivera United Methodist Church Fellowship Hall, 375 Palos Verdes Blvd, Redondo Beach.** The purpose of the meeting is to discuss not only the proposed Cape Point 52 condo units negative impact and safety issues the on St. Lawrence and the Tulita school children, but it is also to discuss the Legado project's status. **Both these projects are up for approval by the Redondo Beach Planning Commission on May 21st at 7:00PM.**

Please attend this Community meeting this week. We need concerned parents and others to speak out and to write letters to the Redondo Beach planning commission urging them to

reject the Cape Point project as currently designed. There has to be a safer traffic solution than is currently designated for the 52 condos entrance. We do not need more density in South Redondo. Letters to the planning commission are due by May 11th.

Please do not be complacent about either projects. The Palos Verdes Inn has been in its location for more than 60 years, the Legado and Cape Point projects will be here equally long if they are approved. We all need to act now to avoid having South Redondo over built with apartments and condominiums, this is not the legacy that any of us want our children and grandchildren to live with.

Please encourage your co-workers, friends, families, Tulita school parents and other neighbors to become informed about the proposed Cape Point project and make their opinions known to the Redondo Beach Planning Commission.

Thank you,

Respectfully,

Dan and Ellen Margetich



4
cont 'd

Letter 9

COMMENTER: Dan and Ellen Margetich

DATE: May 9, 2015

Response 9.1

The commenter states that the traffic study ignores the impact of the traffic on Prospect and PCH. The commenter also states that the project would cause safety issues by using the alley for access.

Contrary to the statement in the comment, the project would not create “100 additional cars existing and entering” the project site. Traffic impacts of the proposed project are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. The project would reduce daily trips to and from the project site as compared to current conditions. The project would generate 23 residential trips during the AM peak hour period or about one trip every two and one half minutes during the AM peak hour period. Because the project would reduce overall vehicle trips, it would have no impact upon traffic levels of service regardless of how much traffic is currently generated by the adjacent church and school. Furthermore, the neighboring school instructs parents that “students are not to be dropped off or picked up in the alley.” (St. Lawrence Martyr School Parent Handbook available online at: http://www.stlmschool.org/ourpages/auto/2012/8/22/47094863/St_%20Lawrence%20Martyr%20Parent%20Handbook%202013-2014.pdf).

The “Tulita” school referenced in the comment is located approximately 1,150 north of the Project site (with an intervening residential development) and would not utilize the alley adjacent to the project site.

Response 9.2

The commenter states that the project and the Legado project would have a cumulative traffic impact on the streets in the project area.

Cumulative impacts are discussed on pages 78 and 79 of the Draft IS-MND and in Response 5.1.

Response 9.3

The commenter states that the project would have a significant traffic impact on the intersection of PCH and Prospect Avenue.

Traffic impacts are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. The project would reduce trips to and from the project site; therefore, it would have no adverse impact on traffic levels of service, nor would it contribute to any cumulative increases in traffic.



Response 9.4

The commenter states that the City does not need more condominiums or apartments with the associated pollution and traffic impacts and the water use during the drought.

Air quality impacts are discussed on pages 22 to 29 of the Draft IS-MND. Neither construction emissions nor operational emissions would exceed applicable thresholds. The proposed project would not cause any significant air quality impacts.

Traffic from the proposed project is discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. The project would reduce daily vehicle trips to and from the project site and no significant traffic impacts would occur as a result of the proposed project.

Water use is discussed on pages 74 to 75 of the Draft IS-MND. The Hermosa-Redondo District has sufficient water to supply the proposed project. Also, please see Response 6.4 for a discussion of water use.



Letter 10

From: gabrielle sanchez [<mailto:gsanchez098@gmail.com>]

Sent: Sunday, May 10, 2015 11:59 AM

To: Anita Kroeger

Subject:

We are very opposed to this development near our childrens school St Lawrence Martyrs. There are many safety concerns .

1

We are also opposed to the additional development near the village . This will take our ocean view .

2

Gabrielle Sanchez

Letter 10

COMMENTER: Gabrielle Sanchez

DATE: May 10, 2015

Response 10.1

The commenter states that there are safety concerns from placing the project next to Saint Lawrence Martyr School.

Traffic from the proposed project is discussed on pages 67 to 72 of the IS/MND and in responses 2.1 to 2.3. The project would reduce daily trips to and from the project site and would not be expected to create any significant traffic safety impacts.

Hazards and Hazardous Materials are discussed on pages 40 to 45 of the Draft IS-MND. The project would not involve the use of large quantities of hazardous materials and, therefore, would not create any significant impacts regarding hazards or hazardous materials.

Response 10.2

The commenter states that the development would take away her ocean view.

Aesthetics are discussed on pages 15 to 21 of the Draft IS-MND. Views south of the site, toward the ocean, consist of multi-family residential buildings and ornamental landscaping. The ground level begins to climb south of the project site. Therefore, there are no views of the ocean from the project site. The project would be visible from PCH and from the surrounding commercial and residential areas; however the proposed project would be similar to the size and scale of existing development of the area.

The proposed height of the project meets the height standards for the zoning of the subject property (MU-3A), which is thirty-eight (38) feet, with a maximum height of forty-five (45) feet for portions of the building as approved by the Planning Commission. The City of Redondo Beach does not have a private view protection ordinance.



From: Arinna Shelby [mailto:ravleahshira@gmail.com]

Sent: Sunday, May 10, 2015 7:43 PM

To: Anita Kroeger

Subject: Sea Breeze comments

Dear Anita,

We are writing with our comments on the proposed project at Sea Breeze Plaza, 1914-1926 S PCH.

We are happy to see a new development take the place of the old and outdated current structures. Building condos instead of apartments is a huge plus – it provides incentives for owners to care for the property and its upkeep and gives greater stability and longevity. The design of the units is inviting and well-laid out. Selling them will not be a problem.

Several issues however, are either not clear or problematic and need to be addressed. The first is the alley access for homeowners. Given that the alley is sandwiched between two buildings, it is “blind” i.e., a pedestrian or vehicle on Prospect cannot easily see a car coming out of the alley, and vice versa, a car coming out of the alley needs to pull out dangerously far in order to see a pedestrian or car before turning onto the street. This is particularly hazardous for the numerous children who attend the church school. If a vehicle is attempting to make a left turn when pulling out of the alley onto Prospect, it is nearly impossible as the view down Prospect (to the right) is completely blocked by parked cars. (We tried this.) The alley is used by pedestrians from the church – a dangerous combination with cars going in and out all day long. This Sunday we drove past the alley as the church was letting out and there were people pouring into the alley from the church to get to their cars which were parked where the new buildings are planned. (It is not clear where all these cars will park once this space is no longer available. Since the CVS lot is already full on Sundays, perhaps the church-goers will use the commercial spaces in the proposed building.) The alley itself is barely wide enough for two small cars to pass each other. It certainly is not wide enough for two SUVs, let alone anything bigger. The alley is used by the garbage truck picking up trash from the church which will completely block the alley during those times. Getting emergency vehicles in and out will also be problematic. One, the alley isn’t large enough, and two there is nowhere for them to turn around, which will force them to back out of the alley – not safe. It is not clear how commercial vehicles serving the residents (moving vans, delivery trucks, etc.) will be able to load and unload cargo. We strongly urge that the whole issue of alley access be redesigned.

Traffic will be problematic. First of all, there is no reasonable way for cars to turn south on PCH. If they are exiting the commercial space they will have to turn right on PCH and then either turn around in the CVS parking lot or turn right on Prospect, causing innumerable problems with the tight situation in the lot and with the alley exit. If cars are leaving the alley, they can’t turn left safely (see above paragraph) so they will be forced to turn right. This leaves them no easy way to get back to PCH other than blocking traffic on Prospect to turn left into the CVS lot or going down Avenue G. Secondly, the added number of cars using the complex will put further pressure on the intersection of PCH and Palos Verdes, which is already a dangerous corner. It is our recommendation that the traffic situation should be reconsidered at the complex and that the number of cars impacting the flow of traffic on PCH be considered in tandem with the proposed Legado project and not just considered on a site by site basis.

Another issue that isn’t addressed is whether the two proposed restaurants are actual planned commercial tenants, or just a suggested potential use of the space. Given the number

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of vacant commercial spaces on this stretch of PCH, it appears to be difficult to attract and maintain businesses. Hopefully, this developer has some solid leads. If in fact there will be restaurants going in, the fifty-eight commercial parking spaces will be woefully inadequate to accommodate those customers, let alone for all the other businesses in the complex. There also is no parking designated for employees. As there is absolutely no available space in the surrounding neighborhood, we recommend that additional parking be allocated for commercial tenants.

The proposal addresses the potential impact of the number of school age children on local schools. It uses data from 1800 S PCH as a basis for comparison, and claims there are only seven school age children in a complex of ninety-eight houses. This information is incorrect. As residents of 1800, we estimate there are over twenty school age children and many more younger than that who will be going to school in a few years. The proposal also uses a figure of 1400 sq ft as the average size of a house at 1800 S PCH. In fact, the smallest house is 1435 sq ft and the largest is 1807 sq ft, therefore the average is higher than stated. The developer needs to do better research.

We look forward to working with the developer and hope he/she will be willing to partner with the community and address our concerns so that it is beneficial to all parties. Thank you.

Andy and Arinna Shelby

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Letter 11

COMMENTER: Arinna Shelby

DATE: May 10, 2015

Response 11.1

The commenter states that the alley is a blind alley and the use of the alley by the project would cause safety concerns for people in the area.

Please see responses 2.1 to 2.3 for a discussion of the project's traffic and impacts on the alley.

Response 11.2

The commenter states that the parking lot on the site is used by church parishioners. The commenter asks where these people would park if the project were built.

Parking is discussed on pages 69 to 70 of the Draft IS-MND and in Response 2.4.

Response 11.3

The commenter states that the alley is not large enough to allow for emergency vehicle access or for commercial vehicles serving the residences to be able to load and unload cargo.

Appendix A of the Draft IS-MND includes the site plans and elevations for the proposed project. Page SD-04 of Appendix A shows the proposed layout of the residential parking level. Emergency vehicles would be able to turn around in the alley, as shown in the northeast corner of the lot, in an easement provided by the church. The project would be required to comply with the access requirements of the RBMC. Any commercial vehicles that may serve residents, such as moving vehicles, would be able to use the parking lot provided for the residents.

Response 11.4

The commenter states that traffic in the area would be an issue because there is no reasonable way for cars to turn south on PCH from the commercial parking area or left onto Prospect from the residential parking area. Additionally, the commenter states that the project would put further pressure on the intersection of Palos Verdes and PCH.

Traffic from the proposed project is discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. The project would result in a net reduction in traffic to and from the site. Consequently, it would not significantly affect traffic levels of service relative to current conditions.



Response 11.5

The commenter asks if the proposed restaurants are actual planned tenants or suggested potential uses. The commenter also asks that additional parking be provided for the commercial tenants.

No tenants have currently been confirmed for the commercial space. The Draft IS-MND analyzes the project as commercial space and does not specify restaurant uses. Parking is discussed on pages 69 to 70 of the Draft IS-MND. The project would provide 182 parking spaces, including 50 commercial spaces. This meets City Code requirements and exceeds the ITE peak congestion calculation by 31 parking spaces.

Response 11.6

The commenter states that the Draft IS-MND uses data from the development at 1800 South PCH as a basis for estimating the number of school children that would be generated by the project. The commenter states that the information is incorrect and that there are over 20 school age children in the development and many more that would be going to school in a few years. The commenter also states that the average house size listed for the development is incorrect and should be higher.

Impacts to schools are discussed on page 65 of the Draft IS-MND. The student generation rates provided in the analysis are for the development at 1800 South PCH and were gathered by the City of Redondo Beach. As stated in the Draft IS-MND, in accordance with State law the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees would ensure the proposed project's impacts would be less than significant. The average house size listed in the Draft IS-MND is provided as a reference for the student generation rate.



Letter 12

From: gabrielle sanchez [<mailto:gsanchez098@gmail.com>]

Sent: Monday, May 11, 2015 8:58 AM

To: Anita Kroeger

Subject: Re:

Please also note that we feel the new condo construction is going to create major traffics
congestion in the Riviera

1

Thank you
Gabrielle Sanchez
359 paseo de gracia

Letter 12

COMMENTER: Gabrielle Sanchez

DATE: May 11, 2015

The commenter states that the project would create traffic congestion in the area.

Traffic impacts are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. The project would result in a net reduction in daily traffic to and from the project site.



Letter 13

From: Trish Jones [<mailto:trishrennisonjones@gmail.com>]
Sent: Monday, May 11, 2015 9:20 AM
To: Anita Kroeger
Subject: Proposed Development south of St Lawrence Martyr School

Dear Ms. Kroeger,

As a parent of two children that attend St. Lawrence Martyr School, I am very concerned about the proposed development that is planned for the property adjacent to St. Lawrence. There is already enough traffic through the ally and all of our SLM parents and students use this ally to get to the school parking lot located behind the school. I understand that the housing portion of the proposed development will use this same ally to exit form their parking area. This is unacceptable! We already have too many issues in that ally due to all of the SLM parents and students using this ally to access the school grounds. I would ask the city to think about how much more traffic and congestion that will be produced by this development right next door to our school!

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We do not need another multi use development only to see it half filled with useless stores. We certainly do not need any more homes built in our community!!!

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My biggest concern is the safety of our students and parents and how disruptive this development will be to our school. I hope the city will reconsider this project and deem it inappropriate for the area and put our children's safety first...not MONEY!

3

Trish Jones

Letter 13

COMMENTER: Trish Jones

DATE: May 11, 2015

Response 13.1

The commenter states that the alley behind the project site is used by Saint Lawrence Martyr School parents and students and that the use of this alley by the project is unacceptable.

Traffic impacts are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. Furthermore, the neighboring school instructs parents that “students are not to be dropped off or picked up in the alley.” (St. Lawrence Martyr School Parent Handbook available online at: http://www.stlmschool.org/ourpages/auto/2012/8/22/47094863/St_%20Lawrence%20Martyr%20Parent%20Handbook%202013-2014.pdf.)

Response 13.2

The commenter states that the City does not need another multi-use development if the stores cannot be filled.

The project would remove existing commercial space on the site and replace it with two commercial areas that would front South PCH. The project would reduce the amount commercial space on the project site by 13,979 square feet. It is not the IS-MND’s purpose to determine the reasoning behind the applicant’s proposal. Rather, the purpose is to assess the environmental impacts of the project as proposed and, as necessary, to mitigate any significant environmental impacts.

Response 13.3

The commenter states that they are concerned for the safety of the parents and students who attend the adjacent school.

Traffic impacts are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3.



Letter 14

From: Ann Battung [mailto:ann_cuevas@yahoo.com]
Sent: Monday, May 11, 2015 12:01 PM
To: Anita Kroeger
Subject: 1914 S. Pacific Coast Highway Mixed-Use Project

Dear Anita,

I am writing as a concerned parent of two children attending Saint Lawrence Martyr. I understand that the city is looking to expand business in the area; however, as a parent, I know that this business/traffic will affect many children and parishioners of the Saint Lawrence Martyr community. With that being said, I am writing in hopes of the city reconsidering approving this Mixed Use project and moving it elsewhere.

Thank you for your time and consideration,
Ana Battung

Letter 14

COMMENTER: Ann Battung

DATE: May 11, 2015

Response 14.1

The commenter states that the project would affect the children and parishioners of the Saint Lawrence Martyr church and school and requests that the project be moved elsewhere.

These concerns are noted. It is unclear what negative effects the commenter believes the project would have on the children and parishioners of the church. Absent this information, further analysis cannot be provided.



Letter 15

To Whom it May Concern:

We live in the townhomes (Sunset Riviera) on Avenue G directly behind Bristol Farms. After attending the March 19th planning meeting and speaking and hearing everyone voice numerous concerns I was happy to hear that Legado has put their original proposed project on hold while they develop a revised plan for a lightly smaller project. A slightly smaller project is still not the answer for this area until the many concerns – especially traffic and safety issues can be fully addressed and implemented.

We have attended Legado’s two “community outreach” meetings and have been more than disappointed as hopefully you are aware of (very short notice, lack of organization, no chairs, not even water for at 9:00 a.m. meeting) The only outreach has been to the list of people who spoke at the planning hearing. Many of my neighbors have still not received a notice from them and the one generic letter they mailed out to the same select group was more than insulting: No Letterhead; No Signature; No Phone Number; No email contact information, etc. For a project that has been in the planning stages this long, it is frustrating to us that there has been no communication from Legado to the board of Sunset Riviera, the main group of private homeowners to be impacted by this overdevelopment. And that this communication is just now being initiated is only as a direct result of us telling them this fact at the April 25th meeting. This is yet another example of Legado’s lack of outreach and caring about listening to the community that live here, among the many other issues as cited by the planning commission on March 19th.

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And now there is another overdeveloped project 2 blocks up – The Cape Point project -where again increased traffic, safety, etc will be a major concern. We are now to be surrounded by overdevelopment and cars – this piecemeal approval of projects without a master plan has got to stop! Traffic and safety concerns are serious. It seems at the very least the traffic issues should be resolved and fully implemented before any building begins.

2

With a serious drought that is here for the long term, and water rationing going into effect, how can building high density projects even be considered? This should be a major concern and is another issue that impacts quality of life for everyone. I would like to respectfully request a moratorium on building until the City of Redondo Beach has a plan for the city and addresses the zoning issues.

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Again – we live here, shop here, vote here and drive these streets daily. We pay high property taxes and support the schools. Having this many apartments/condos and generating such a high volume of traffic etc. will make living here a nightmare.

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Please vote NO on both of these projects!

Sincerely,
Julie Moore
416 Avenue G Unit 5

Letter 15

COMMENTER: Julie Moore

DATE: May 11, 2015

Response 15.1

The commenter states concerns regarding the proposed Legado project.

The comment is about a different project currently being proposed in the City of Redondo Beach. This project has been taken into consideration in the cumulative discussion completed for the proposed project. Please see 78 and 79 of the Draft IS-MND and responses 1.1, 2.1, and 5.1 for a discussion of cumulative impacts.

Response 15.2

The commenter states that the proposed project is overdeveloped and that traffic issues should be resolved prior to construction.

The proposed project complies with the allowed number of units and commercial space on the site as allowed by the Redondo Beach General Plan and RBMC. Traffic impacts are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. The project would result in a net reduction in daily traffic to and from the project site.

Response 15.3

The commenter asks whether the project should be allowed with the serious drought that the area is in.

Water use is discussed on pages 74 to 75 of the Draft IS-MND and in Response 6.4. The Hermosa-Redondo District has sufficient water to supply the proposed project.



Jeff Abrams
416 Avenue G Unit 1
Redondo Beach, CA 90277

Letter 16

May 11, 2015

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

Dear Anita,

I live at 416 Avenue G and have been living in Redondo Beach since 1997. I have watched the city become overgrown with condo/townhouse/apartment developments in recent years. These developments have resulted in increased traffic, higher density and has taken away from the "beach" feeling that Redondo of years past had.

I would like to talk about the proposed condo development at 1914 S. PCH. There are some key issues that the MND and Traffic reports did not touch upon, or was stated that there was no issues found.

The MND stated that there was no need for traffic mitigation, as there were no issues found on PCH and Prospect, and that the new development would remove 225 trips per day from PCH at this location. What was NOT addressed is the added traffic on Prospect from the alley between the church school and the medical building. Whatever was lost in trips on PCH was just transferred to the alley on Prospect, but no mention of this was made in the traffic report. Nor was any mention of what the extra 110 cars/day leaving and arriving at the alley would do to traffic on Avenue G, F, and E as drivers use these streets to get to Palos Verdes Blvd and PCH because they won't be able to turn left out of the ally due to lack of space between the alley and the intersection of Prospect and PCH. It also does not take into consideration the increased traffic on Prospect in front of Tulita School. It also did not take into consideration the existing traffic using the CVS strip mall, and the USA Gasoline gas station on the corner all trying to make right turns from those driveways exiting/entering the gas station and strip mall to access Prospect and PCH. The 1914 development will turn the Prospect/PCH intersection into the same major traffic issues at PCH and PVB.

Another issue is the safety of the children attending the church school less than 25 feet from the proposed development. My concern is that during the building process the students will be exposed to excess noise, dirt and possible toxic exposure to asbestos and lead paint during the removal of the current buildings on the site. Along with continued noise after the project is completed. How does the developer plan to mitigate this issue? Let's not forget that this alley was never build to handle the amount of traffic that will be added from this development. It is not really wide enough to support two -way traffic and there is no way to widen the alley due to the church, the medical building and the power poles that cannot be moved. Parents already use the alley to drop off and pick up children from the school and the driveway to the church

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school is directly opposite the owner's entrance to the project. This is an accident waiting to happen.

To add to the issue, the top of the alley, which is an uphill approach to Prospect, has a blind spot to the left when exiting the alley, making it almost impossible to see any approaching pedestrians from the left when stopped on the alley side of the sidewalk. There is also insufficient lighting at the exit to Prospect, adding to potential accidents to pedestrians using the sidewalk in the dark.

Since the alley will be the only approach to the residents parking area, how does the developer plan to get construction vehicles on to the site after the subterranean parking lot is completed? The only other access is from PCH, which will back up traffic going north on PCH. Also, how will the alley be able to support rescue/fire /ambulance/police vehicles in an emergency, when the owners are trying to evacuate the building by trying to exit the project via the alley when emergency vehicles are trying to get down the alley at the same time....not good.

I respectfully request that a new traffic study be conducted that takes the above issues into consideration and looks at a different design to access the residents parking area and to abandon the alley as the only entrance/exit.

I would also like to address the density of this project. It is zoned MU3A, and while the developer is compliant with the amount of units that can be built, the result will be a very dense and bulky design that does not fit in with the surrounding neighborhood. Sometimes it makes more sense to scale back the project to make it more compatible with the surrounding neighborhood, Instead of trying to get the maximum return on the investor's interest. We need to think of the city and its residents when approving such projects. I respectfully request that the Planning Commission asks the developer to come up with a new plan that is less dense, more consistent with current neighborhood designs, and come up with another way to access the parking garage that does not use the alley on Prospect

Thank you for your time,

Jeff Abrams.



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Letter 16

COMMENTER: Jeff Abrams

DATE: May 11, 2015

Response 16.1

The commenter states that the Draft IS-MND does not address the added traffic on Prospect Avenue and the alley or existing traffic in the area.

Traffic impacts are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1, 2.2, 2.3, and 5.1. The project would result in a net reduction in daily traffic to and from the project site.

Response 16.2

The commenter states that during construction of the proposed project the students at the adjacent school would be exposed to noise, dirt, and asbestos and lead paint.

Noise from construction is discussed on pages 61 to 62 of the Draft IS-MND. Maximum noise levels at the school would normally range from about 75 to 91 dBA. Construction noise from the project would be subject to the provisions of the City's Noise Ordinance. As discussed above, Section 4-24.503 of the RBMC prohibits construction activity except between the hours of 7:00 AM and 6:00 PM on weekdays, and between the hours of 9:00 AM and 5:00 PM on Saturdays. The Draft IS-MND also includes Conditions of Approval N-2 to N-6, which require equipment mufflers, placement of stationary equipment and staging areas away from sensitive receptors, use of electrically powered tools and facilities, and placement of sound barriers. These measures would reduce noise at the neighboring school facility.

Impacts from dust are discussed in the Air Quality section on pages 22 to 29 of the IS/MND. Construction of the proposed project would not exceed any thresholds for the emission of PM₁₀ and PM_{2.5} (particulate matter or dust). Hazardous materials such as asbestos and lead paint are discussed on pages 45 to 48 of the Draft IS-MND. Construction of the project would involve demolition of the existing onsite structures, which, due to their age, may contain asbestos and lead-based paints and materials (A/E West, 2006). Removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities). SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM. The proposed project would be required to comply with California Division of Occupational Safety and Health (CALOSHA) regulations regarding lead-based materials. If it is determined the existing structures contain either lead or asbestos, compliance with applicable laws and regulations during demolition and construction of the proposed project in accordance with all applicable state and federal laws would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials.



Response 16.3

The commenter asks how noise from operation of the proposed project would be mitigated.

Noise from operation of the project is discussed on pages 57 to 59 of the Draft IS-MND. General noise that would be associated with the proposed parking lot and structure includes the movement of vehicles the south of the project site and a school is located to through the lot, the slamming of doors, conversations, and similar activities. On-site operations are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling. However, noise levels associated with operation of the proposed project would be expected to incrementally reduce ambient noise levels when compared to the existing onsite commercial development and surrounding commercial uses. Additionally, the project is proposed to be 45 feet tall, which is taller than the existing structures. As such, the project would serve to shield the adjacent school from traffic noise on PCH.

The project site currently contains three active commercial and office buildings. The proposed project would reduce traffic to and from the site by 255 trips. Therefore, the project would incrementally reduce the amount of traffic noise in the area.

Response 16.4

The commenter states that the alley is not wide enough to provide access to the site and the other uses in the area. The commenter asks how construction vehicles would be onto the site after the parking lot is completed and how emergency vehicles would be able to access the site.

Please see Response 2.2 for a discussion of the alley. Appendix A of the Draft IS-MND includes the site plans and elevations for the proposed project. Page SD-04 of Appendix A shows the proposed layout of the residential parking level. Emergency vehicles would be able to turn around in the alley, as shown in the northeast corner of the lot, in an easement provided by the church.

Response 16.5

The commenter states that the project is too dense and would not fit with the surrounding neighborhood.

In the last decade there has been a shift in land use and planning with the goal of reducing traffic, greenhouse gas emissions, and air quality emissions. Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In response to this Bill, the Southern California Association of Governments (SCAG) adopted an RTP/SCS which includes a commitment to reduce emissions from transportation sources by promoting compact and infill development in order to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options..." The project involves the type of mixed use development contemplated in the RTP/SCS.



Land use and compliance with the requirements of the Redondo Beach General Plan and RBMC are discussed on pages 52 to 53 of the Draft IS-MND. The proposed project complies with the density requirements of the Redondo Beach General Plan and RBMC designations for the site.



Letter 17

From: Bruce Szeles [<mailto:Bruce.Szeles@fox.com>]
Sent: Monday, May 11, 2015 1:24 PM
To: Anita Kroeger
Subject: 1914 S. P.C.H. proposed project public comment

Hi Anita,

I met with the developer and reviewed his site plans. The residential access and exit through the ally needs to be rethought. I understand his plan to keep the residential and commercial parking in totally separate areas which is good but the ally is so narrow with no room to widen it. This will cause potential safety issues for Prospect Blvd. If the project is reduced and a ally can be created on the east side of the project for the condo folks going in or out of the project or both residential and commercial need to be on P.C.H. Allowing right turn only on to P.C.H. I would also like to see more commercial and less residential units for a better balanced mix use. Thank you.

Bruce Szeles
5326 Linda Drive
Torrance CA 90505

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Letter 17

COMMENTER: Bruce Szeles

DATE: May 11, 2015

Response 17.1

The commenter states that residential ingress and egress through the alley needs to be reconsidered. The commenter also requests that the project includes more commercial and less residential.

Please see Response 2.2 for a discussion of the alley. Traffic is discussed on pages 67 to 72 of the IS/MND and in responses 2.1 to 2.3. The project would reduce trips to and from the project site. The project would generate 23 AM peak hour trips or one trip every two and one half minutes during the AM peak hour in the alley. No significant traffic impacts are anticipated as a result of the proposed alley access. Land use and compliance with the requirements of the Redondo Beach General Plan and RBMC are discussed on pages 52 to 53 of the Draft IS-MND. The mix of uses proposed on the site complies with the Redondo Beach General Plan and the RBMC.



From: Christine Suter [mailto:c_suter2003@yahoo.com]

Sent: Monday, May 11, 2015 2:18 PM

To: Anita Kroeger

Subject: 1914 S. PCH Highway Mixed Use Project

As a resident of Redondo Beach for 15+ years and a mother of 2 young children, I am extremely concerned over the proposed plans for the 1914 S. PCH Highway Mixed Use Project:

Transportation/Traffic:

The Overland Traffic Consultants comments in the NMD on Construction and Operational Traffic (refer to P 67 - 69) are incomplete for this project. This project does not show complete traffic studies of Northbound and Southbound PCH and the major intersection of PCH and Prospect Ave. Additionally, the impacts to Avenues G, F and E are not studied. There will be significantly more drivers on Prospect seeking short cuts through the Avenues to avoid these major intersections during construction and permanently thereafter. This would be detrimental to the residents who live on or around these streets. This added traffic to these main arteries are not in this study. Why? The busy CVS shopping center at the intersection already generates a steady traffic volume throughout the day and evening and especially weekends. Drivers taking dangerous left hand turns out of that shopping area to go Northbound on Prospect or right turns to travel South on Prospect to the traffic signals at PCH have to compete with drivers turning left out of the alley. As a resident of Avenue E, I travel this intersection all the time to head for shopping at Calle Mayor in Torrance. The left hand turn lane at PCH and Prospect going South on PCH gets backed up to the Ave G intersection if there are weekend and church events. If drivers are coming out of the blind alley, they will add to the back up. Do we want to add more impact to an area that has safety issues now? Again, as a mother of two young children the answer is NO.

The developer has proposed the parking garage for the 52 condos be located off the alley to avoid CalTrans involvement with this project. Therefore, the residential garage traffic and any other associated traffic to service the condos including delivery vehicles, trash trucks, public service vehicles will never get counted. The City of Redondo Beach, who has current responsibility for part of the alley now, will also take on complete responsibility of this alley if the City accepts the developer's proposed dedication of his portion of the alley that is now private land. I ask that the Planning Commission reject this part of the plan and not accept this dedication of land that belongs to the site at 1914 - 1926 S PCH. Dedication of private land is usually for a park, school or facility that all City residents will benefit from. This dedication is only to make the construction of a private parking garage more feasible.

Use of this alley for main access for the residences is unacceptable and presents a major public safety risk for pedestrians and drivers going to the church and church school and medical offices. Adding traffic to an already unsafe alley over burdens this access road. This blind alley is off of Prospect just north of a already very busy and dangerous intersection and can not be widened. There are utility poles along the alley that prevent changes to the entrance. Other parking areas are off this alley- the medical offices parking and school parking will have a less safe access with more traffic at peak times in the morning and evening when new residents will be traveling in and out. Lighting is poor is the area now at night. The City of Redondo Beach would have to install a street light at the entrance of the alley and other safety lights to prevent accidents. Where is the City budget for these infrastructure changes? I oppose using tax payers'

funds to support this project. That is what basically will be required to correct the safety deficiencies of this alley.

Please protect our city from greedy developers that want to pack in as many people/cars/noise as they can with no consideration of the impact it has in regards to safety, traffic, air quality, and community aesthetics. This is a beautiful community that I am proud to call home. I am in full support of improving this city assuming it keeps us all happy, healthy, and safe. This proposal accomplishes none of that.

David and Christine Suter
435 Avenue E
Redondo Beach
310-699-9963



Letter 18

COMMENTER: Christine Suter

DATE: May 11, 2015

The commenter states that access to the project for the residents should not be taken from the alley. The commenter states that the traffic in the area is congested and cannot handle more trips.

Please see responses 2.1 to 2.3 for a discussion of the proposed alley access for the project residents.



Letter 19

From: Elisa Reynolds [<mailto:embreynolds@gmail.com>]
Sent: Monday, May 11, 2015 4:04 PM
To: Anita Kroeger
Subject: MND Comments, 1914 S. PCH Mixed Use Project

Anita,

I am writing in regards to the MND for the 1914 S. PCH Mixed Use Project (Project). I am a parishioner of St. Lawrence Martyr Parish and a parent of a student at St. Lawrence Martyr School (SLM), the property just north of the proposed Project. I am not a representative of the school, just a concerned parishioner and parent.

I have concerns regarding the permanent increased traffic along the alleyway between SLM and the Project. I am aware there was a traffic impact analysis done on the Project as a whole. The TIA shows that the anticipated traffic will actually decrease with this proposed Project. However, I believe the majority of the traffic currently comes from PCH into the existing shopping center. Per the MND, *all* residential traffic, which accounts for 45% of the Project's traffic flow, will be routed through the alleyway. I highly doubt the alleyway sees that kind of traffic now and I believe there will be a significant increase to traffic in that area with the current proposal. The alleyway has a significant amount of pedestrian traffic during the morning, afternoons and weekends - that probably coincides closely with the times for the Project's residential flows. Kids enter and exit the school from a gate just north of the alley, directly across from the proposed parking garage entrance. During the weekends, parishioners use the same gate to enter the property for mass and activities. Having such a significant increase in vehicular traffic will pose a huge threat to the safety of our students, parents and parishioners. And once the Developer builds the Project and leaves, they won't care about our safety or the speed of the residents driving through the alley. This is something that needs to be addressed now - and passive measures like posting speed limit and children crossing signs aren't enough.

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Aside from the increased flow and safety concerns for pedestrians, this is a very narrow alleyway. The entrance and exit on Prospect to the alleyways is very tight. I've never actually seen a car enter the alleyway while a car is exiting - it's usually limited to 1 car at a time because the right turn from Prospect is so tight. Parents will be coming into this alleyway while residents are trying to exit and parents will be leaving in the afternoon as residents are trying to return home. Has an analysis been done on just this alleyway - looking at traffic flow in/out and looking to see if it's actually reasonable to allow this increased traffic without causing a backup on Prospect or in the alleyway? This isn't a temporary concern during construction. This proposal will have a *permanent* effect on the flow around the alleyway during mornings, afternoons and weekends.

I really think this is just a huge design flaw to rely so heavily on this alleyway - it's a bad idea to have the parking garage entrance located where it is and to use the alleyway as the way to get to it.

Aside from my concerns with the alley and traffic issues, a number of parents have voiced concerns over having so many residential units overlooking the school and are concerned with



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their children's safety. Yes, there are offices currently there but those are limited in number. You are proposing a total of 52 units and many parents are concerned with those units looking directly into the school. Is anything being proposed to limit the Project's direct view of the school?

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Also, I'm not sure what the proposed construction schedule is, but I want to encourage the Developer to do the work during the summer to minimize the noise and air quality impact to our school children. If that is not possible, what does the Developer plan to do to keep parents and parishioners informed of construction impacts to the area?

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Can you let me know when the date is finalized for the Public Hearing?

Thank you,
Elisa

Letter 19

COMMENTER: Elisa Reynolds

DATE: May 11, 2015

Response 19.1

The commenter states that the alley behind the project site does not see the amount of traffic that it would if the project were constructed. The commenter also states that the alley is too narrow to allow access.

Traffic is discussed on pages 67 to 72 of the IS/MND and in responses 2.1 to 2.3. The project would result in a net reduction in traffic to and from the project site. The project would generate 23 AM peak hour residential trips or about one trip every two and one half minutes during the AM peak hour.⁹ Please see Response 2.2 for further discussion of traffic and the alley behind the project site.

Response 19.2

The commenter states concerns regarding the residential units overlooking the school and potential safety concerns for the students as a result.

The project includes windows along the northern portion of the building that would face the school. However, it is not clear what safety hazard the commenter believes this would create. It is not uncommon for residences to be in close proximity to schools and have open views of schools.

Response 19.3

The commenter requests that the construction work be completed during the summer to minimize the noise and air quality impact to students.

Please see Response 16.3 for a discussion of noise and air quality impacts from construction. Mitigation Measure N-1 requires that the applicant coordinate with the school to schedule vibration causing activities so that the impact to the students is minimized.

⁹The neighboring school instructs parents that "students are not to be dropped off or picked up in the alley." (St. Lawrence Martyr School Parent Handbook available online at: http://www.stlmschool.org/ourpages/auto/2012/8/22/47094863/St_%20Lawrence%20Martyr%20Parent%20Handbook%202013-2014.pdf).



From: Amy Josefek [<mailto:amy@josefekassoc.com>]

Sent: Monday, May 11, 2015 2:29 PM

To: Anita Kroeger

Subject: 1914-1926 PCH

To RB City Planners:

I am writing to express my opposition to yet another proposed mixed-use project, this one at 1914 - 1926 PCH, just a few blocks away from the Legado property. While undoubtedly less offensive than the Legado plan, this proposal is also attempting to cram too much building into too little space, without much (if any) consideration for some of the same issues of traffic mitigation (including insufficient egress via rear alley), public safety (proximity to school) and aesthetics (this is out of character with the surrounding neighborhoods) that will most certainly further compromise the quality of life that sets Redondo Beach apart from the likes of Marina del Rey, Santa Monica, and frankly, far too many other beach cities up and down the Southern California coast.

We again request that you put the brakes on this type of construction, showing these (non-resident) developers that, while we are open to their presence for improvement in our community, they cannot shoehorn in unreasonable and unnecessary square feet of either residential or commercial footage, even if it is allowed under current RB laws.

Just because it's legal doesn't make it right!

Thank you,
Amy Josefek

Letter 20

COMMENTER: Amy Josefek

DATE: May 11, 2015

Response 20.1

The commenter states that the project would cause traffic impacts and compromise the quality of life for the city.

Traffic impacts are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. The project would result in a net reduction in traffic to and from the project site.



Letter 21

From: Rhonda [<mailto:rhonda@dennis-group.com>]
Sent: Monday, May 11, 2015 4:30 PM
To: Anita Kroeger
Subject: 1914 PCH

Hi, Anita I'm sure your tired of hearing our complaints about the project from Legado.

On another note we do not have a problem with the purposed 52 unit project on PCH. That developer reached out to the Board members on Sun Set Rivera HOA, even though we are past his required circle that needs to be notified. It appears he stayed in line with what his property is zoned for. We realize he only has two choices of how cars can get in and out of that site. We on the board agreed that impacting the traffic on Prospect would be better then PCH. Please be aware that even though we don't want Legado, we are not against all development in Redondo. We want there to be a new study to change the zoning, that is for another day.

Thank you,

--

Rhonda Cress
Dennis Group, Inc.
Phone: 310.516.7381

Letter 21

COMMENTER: Rhonda Cress

DATE: May 11, 2015

Response 21.1

The commenter states support for the project.

These comments are noted and will be forwarded to City decision makers.



From: Gigi Gonzalez [<mailto:ggonzalez310@me.com>]
Sent: Monday, May 11, 2015 5:00 PM
To: Anita Kroeger
Subject: 1924-1926 PCH Project

May 11th, 2015

Attention: Anita Kroeger

Dear Anita:

I am contacting you today in reference to a new project , Cape Point Development , LLC.

I am not sure where to start. As a result of spending long hours studying the Legado Project at 1700, Mixed-Use and currently having to study the above with fresh eyes!!

Tough to do especially when the three mixed use projects within walking distance to my home have suffered from day 1.

- Krikorian Project (the old Pat's Ski Shop) , sits partially filled. Their tenants are complaining to management over the carry over noise from the businesses. I know that the on-site manager has addressed these issues for years. (City of Torrance)
- The other project is in the middle of the block on Avenue I; retail is more than 50% empty and the apartments are often for rent- more than the usual.
- 1800 PCH; An eye sore for anyone walking or driving by. They have been unable to fill the retail/commercial from day one, the townhouse/condos are constantly listed- the For Sale signs are visible from the street. And I have often heard that the residents complain often about the noise from below.

I am bringing this to your attention due to the fact that the Planning Dept is to approve more Mixed Use- it clearly does not work in this area of Redondo Beach.

1924-1926 PCH needs to be studied further. A. The traffic flow from the project onto the streets. B. parking issues with the school next door, I saw four vehicles from that property using the project property C. Too High and Too many condo/townhomes. D. Do we need more ? Is it possible to approve Commercial/Retail-condos

After attending the 2015 Strategic Planning Retreat at the Library I was surprised to see that nothing was mentioned about the Riviera Village or the surrounding areas: Legado and Cape Point. These projects have a huge impact on traffic, safety and neither fit in our beach community. Absolutely out of character

Why allow mixed use? It doesn't work , that much we know.

I would encourage the planning dept to work on a future vision and stand by their vision statement : *Redondo Beach will be the most livable, friendly, and attractive California beach city.* Work on infrastructure , provide better streets, parking! And ask yourselves , why are we approving these very large, bulky boxes to be built in our beautiful beach community.

I urge the planning dept to deny this project.

~Gigi

310-540-2190

Letter 22

COMMENTER: Gigi Gonzalez

DATE: May 11, 2015

Response 22.1

The commenter discusses previous mixed use projects that are not fully occupied and states that the City should not approve additional mixed use projects. The commenter also states that the traffic flow from the site needs to be more fully studied.

This opinion is noted. However, it is not the IS-MNDs purpose to determine what use would be most appropriate for the site. Rather, the purpose is to assess the environmental impacts of the project as proposed and, as necessary, to mitigate any significant environmental impacts. Please see responses 2.1 and 2.2 for a discussion of the traffic analysis completed for the project.



From: Joyce Neu
To: Anita Kroeger
Date: May 11, 2015
Subject: Proposed development by Cape Point at 1924-1926 PCH (Sea Breeze Plaza)

Dear Anita,

I am concerned that the Planning Commission and the City Council have not articulated a vision for Redondo Beach. I have not found a "Redondo 2030" plan for the city on the website and in asking if there is such a vision, I've been told that a long-term vision/strategy does not exist. Whatever developments get approved will be around for generations. Until such time as there can be an agreed vision and strategy for what we want to leave to our children and grandchildren, I would urge a moratorium on approving more development. I was born and raised in South Redondo and would like for this community to grow, be vibrant, and provide a healthy and safe environment for its residents, as it intended to do in becoming one of the Blue Zones cities several years ago. I am in favor of development, but only for smart and sustainable development. As part a Blue Zones city, we need to continue along these lines and create a vision of the Redondo we want and a plan for how we will get there.

1

The mixed-use developments immediately around where I live appear to have been utter failures (1800 PCH, Krikorian on PV Drive near PCH, and Ave I between Catalina and Elena). Retail space remains empty and apartments remain unleased. Yet, the Planning Commission is reviewing two mixed-use development proposals currently -- at the former Bristol Farms site (Legado) and at 1924-1926 PCH. We need to review mixed-use for this beach community -- it may work well in higher density areas, but we are living with the sad evidence (empty storefronts) that it doesn't work here. Just because it's legal doesn't make it right for our city.

On the specific 1924-1926 project, there are serious issues with respect to the safety of children at St. Lawrence, traffic congestion (with both the Cape Point development and Legado. California is experiencing the worst drought in our history: what steps will the planning commission take to ensure that Legado and Cape Point (and any other development) minimize their water use in construction and in building water-wise structures?

2

I would urge the Planning Commission and the City Council to uphold their responsibility to their constituents by first agreeing on a vision for Redondo under which all developments would be vetted. Until then, there should be no approvals of developments that we will have to live with for generations. Redondo Beach is one of the very few family friendly beach communities in the Los Angeles area. Let's keep it that way so that Redondo 2030 is better, safer, healthier.

Thank you,

Joyce Neu
424-247-8050

Letter 23

COMMENTER: Joyce Neu

DATE: May 11, 2015

Response 23.1

The commenter states that the mixed use developments in the City are not fully occupied and that mixed use developments should not be approved in the City.

This opinion is noted. However, it is not the IS-MND's purpose to determine what use would be most appropriate for the site. Rather, the purpose is to assess the environmental impacts of the project as proposed and, as necessary, to mitigate any significant environmental impacts.

Response 23.2

The commenter states concerns regarding traffic caused by the project and water use.

Traffic impacts are discussed on pages 67 to 72 of the Draft IS-MND and in responses 2.1 to 2.3. The project would result in a net reduction in traffic to and from the project site. Water use is discussed on pages 74 to 75 of the Draft IS-MND. The Hermosa-Redondo District has indicated that it has sufficient water to supply the proposed project. Please see Response 6.4 for a discussion of water use.



Letter 24

From: dicknor@juno.com [<mailto:dicknor@juno.com>]

Sent: Monday, May 11, 2015 6:40 PM

To: Anita Kroeger

Subject: 1914-1926 PCH

Dear Ms Kroeger,

I would like to put on record my disapproval of the proposed development at 1914-1926PCH.

What with Legado's proposal causing so much animosity and TRAFFIC CHAOS ,how on earth can we entertain a similar proposal just a block away?

I hope the planning commission will deny this proposal.

Sincerely

Christine Norris

110 Camino de las Colinas

Redondo Beach

310-378-5445

1

Letter 24

COMMENTER: Christine Norris

DATE: May 11, 2015

Response 24.1

The commenter states disapproval of the project and asks how the project can be proposed a block from the Legado project.

Cumulative impacts are discussed 78 and 79 of the Draft IS/MND and in responses 1.1, 2.1, and 5.1.



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Appendix H

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

The Final Initial Study/Mitigated Negative Declaration identifies the mitigation measures that will be implemented to reduce the impacts associated with the 1914-1926 South PCH Mixed-Use project. The California Environmental Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code:

... the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.

Section 21081.6 also provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined as part of adopting a mitigated negative declaration.

The mitigation monitoring table lists those mitigation measures that may be included as conditions of approval for the project. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing¹ and responsibility for monitoring each measure. The project applicant will have the responsibility for implementing the measures, and the various City of Redondo Beach departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

¹ In the event of an appeal to City Council of any project approvals (including land use entitlements or the IS-MND), the time periods contained in this MMRP shall be based upon the actions by City Council.



1914-1926 South PCH Mixed-Use Project Final Initial Study-Mitigated Negative Declaration Mitigation Monitoring and Reporting Plan						
Mitigation Measure	Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
				Initial	Date	Comments
CULTURAL RESOURCES						
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.	Applicant: Halt work and bring in an archaeologist or paleontologist to recover any finds.	During construction.	On-site construction manager, Redondo Beach Planning Division.		
GEOLOGY AND SOILS						
GEO-1	Geotechnical Design Considerations. The recommendations included on pages 9 through 27 in the 2014 <i>Preliminary Geotechnical Investigation</i> conducted by Construction Testing & Engineering, Inc. (Appendix C) related to soil	Applicant: Incorporate soil engineering recommendations in to grading and building plans.	Prior to issuance of any building or grading permits for the site	The Redondo Beach Planning Division.		



1914-1926 South PCH Mixed-Use Project Final Initial Study-Mitigated Negative Declaration Mitigation Monitoring and Reporting Plan						
Mitigation Measure	Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
				Initial	Date	Comments
<p>engineering must be incorporated into the proposed project grading and building plans. The recommendations are related to:</p> <ul style="list-style-type: none"> • <i>Site preparation (general grading specifications),</i> • <i>Site excavation,</i> • <i>Fill placement and compaction,</i> • <i>Fill materials,</i> • <i>Temporary construction slopes,</i> • <i>Temporary shoring,</i> • <i>Foundations and slab recommendations,</i> • <i>Seismic design criteria,</i> • <i>Lateral resistance and earth pressures,</i> • <i>Exterior flatwork</i> • <i>Vehicular pavements,</i> • <i>Drainage, and</i> • <i>Slopes.</i> 	<p>City: Verify that soil engineering recommendations are incorporated into grading and building plans.</p>					
NOISE						
N-1	<p>Coordination of Vibration Activities. Prior to commencement of demolition, grading, or construction on site, the applicant shall coordinate with Saint Lawrence Martyr School to determine the time(s) when vibration causing activities would be the least disruptive to the school, and shall develop a schedule for construction activities consistent with such coordination which sets forth the times during which vibration causing activities may occur. For the purposes of this measure, "vibration</p>	<p>Applicant: Coordinate with Saint Lawrence Martyr School to determine when vibration causing activities should occur.</p> <p>City: Verify that coordination with Saint Lawrence Martyr School has occurred.</p>	<p>Prior to issuance of building or grading permits.</p>	<p>The Redondo Beach Planning Division and Building and Safety Division.</p>		



1914-1926 South PCH Mixed-Use Project Final Initial Study-Mitigated Negative Declaration Mitigation Monitoring and Reporting Plan						
Mitigation Measure	Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
				Initial	Date	Comments
causing activities” include activities within 100 feet of the school that would include large bulldozers, loaded trucks, jackhammers, or small bulldozers. A copy of the proposed schedule for construction activities, including the times during which vibration causing activities shall not be conducted pursuant to the applicant’s agreement with the School, shall be submitted to the City for review and approval prior to issuance of demolition, grading, and construction permits.						



ITEM 4

1914-1926 S. Pacific Coast Highway
Proposed Mixed-Use Development

TRAFFIC ANALYSIS OF ALLEY: CONDUCTED BY OVERLAND
TRAFFIC CONSULTANTS, INC., MAY 12 – 19, 2015.

Traffic Evaluation Report of Alley

Between 1914-1926 Pacific Coast Highway & 1900 Prospect Avenue

The proposed project intends to provide the residents of 52 condominiums with access to a residential garage via an existing 20-wide alley off of Prospect Avenue. The commercial garage for the proposed project is accessible from Pacific Coast Highway. There are distinct advantages to a project design/layout that splits the vehicular access into two (2) distinct locations, one of which is an alley as follows:

- It reduces the number of potential vehicular conflicts on westbound Pacific Coast Highway that may occur with right-turns into the project.
- It distributes the traffic flow associated with the project onto both Pacific Coast Highway and Prospect Avenue, thereby minimizing any potential impacts.

It is not uncommon to put multi-family traffic onto an alley, as this project does. One example, is the existing mixed-use project at 215 Avenue that also has commercial vehicular access from the street and residential vehicular access from the alley, which for the most part is only 15 feet in width. There have not been any reported problems resulting from this particular design for vehicular access to the project.

However, given the number of concerns expressed about the vehicular traffic volume and safety of the alley Planning Staff engaged the Overland Traffic Consultants to conduct an evaluation of the alley that runs parallel with Pacific Coast Highway between the commercial property at 1914-1926 Pacific Coast Highway (Project Site) and St. Lawrence Martyr Catholic Church and School at 1900 Prospect Avenue (attached).

The alley activity was evaluated for current conditions and estimated future traffic conditions with the proposed project. This evaluation was conducted over a period of time from Tuesday, May 12, 2015 to Monday, May 18, 2015.

The specific purpose of the traffic evaluation of the alley was as follows:

- To document the existing traffic patterns (number of vehicle trips) on the alley, during five (5) identified peak periods including:
 - Weekday (School in Session) AM Peak, 7:00-9:00 AM;
 - Weekday (School in Session) Mid-Day Peak, 2:30 – 3:30 PM;
 - Weekday (School in Session) PM Peak, 5:00-6:00 PM;
 - Saturday (No School or Church Services) Mid-Day Peak, 12 Noon – 2:00 PM; and
 - Sunday (Church Services) Mid-Day Peak, 10:30 AM – 12:30 PM,

And to identify which of the three (3) adjacent land uses including; a) the church and church school; b) the medical center; and c) the commercial businesses located on the subject

property, are the source (trip generators) of the vehicle trips on the alley during those peak periods.

- To provide a comparison between:

Existing vehicle trips on the alley (during the five (5) peak periods) that are generated by the existing commercial land uses on the subject property; and

Proposed (future) vehicle trips (during the five (5) peak periods) that would be generated by the proposed fifty-two (52) condominium units on the subject property since the alley would be the only vehicular access for their residential parking garage.

- To assess the safety of vehicular traffic in the alley.

The findings of the analysis are as follows:

1. The proposed project with alley access for 52 condominium units would impact traffic volumes in the alley resulting in:
 - a. 12 more vehicles during the weekday AM Peak Hour;
 - b. 20 fewer vehicles during the weekday afternoon Mid-Day Peak;
 - c. 13 fewer vehicles during the weekday PM Peak Hour;
 - d. 6 fewer vehicles during the Mid-Day Saturday Peak; and
 - e. 12 more vehicles during the Mid-Day Sunday Peak.
2. The proposed project would likely reduce the volume of pedestrians crossing the alley to access the church school because parking on the subject property would no longer be available to the church school student caretakers.
3. Visibility when exiting the alley northbound onto Prospect would be improved with the installation of 20 feet of red curb on Prospect Avenue, directly north of the alley.

In conclusion, the analysis indicates that the proposed Project would improve the overall existing conditions in the alley.



Overland Traffic Consultants
952 Manhattan Beach Bl, #100
Manhattan Beach, CA 90266
Phone (310) 545-1235
E-mail: liz@overlandtraffic.com

May 20, 2015

City of Redondo Beach
Attention: Ms. Anita Kroeger
415 N Diamond Street
Redondo Beach, CA 90277

RE: Traffic Evaluation of Alley between 1914-1926 Pacific Coast Highway & 1900
Prospect Avenue

Dear Ms. Kroeger,

As requested, Overland Traffic Consultants has conducted an evaluation of the alley that runs parallel with Pacific Coast Highway between the commercial property at 1914-1926 Pacific Coast Highway and St Lawrence Martyr Catholic Church and School at 1900 Prospect Avenue. The evaluation is attached.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Liz Culhane", is written over the typed name.

Liz Culhane

Traffic Evaluation Report of Alley
Between 1914-1926 Pacific Coast Highway & 1900 Prospect Avenue

At the request of the City of Redondo Beach, Planning Division, Overland Traffic Consultants conducted an evaluation of the alley that runs parallel with Pacific Coast Highway between the commercial property at 1914-1926 Pacific Coast Highway (Project Site) and St. Lawrence Martyr Catholic Church and School at 1900 Prospect Avenue.

The alley activity was evaluated for current conditions and estimated future traffic conditions with the demolition of the existing land uses at 1914-1926 Pacific Coast Highway and construction of a new mixed- use project consisting of development of a 10,108 square foot commercial space with vehicular access from Pacific Coast Highway and 52 condominium units with access off of the alley.

This evaluation was conducted over a period of time from Tuesday, May 12, 2015 to Monday, May 18, 2015.

The specific purpose of the traffic evaluation of the alley was as follows:

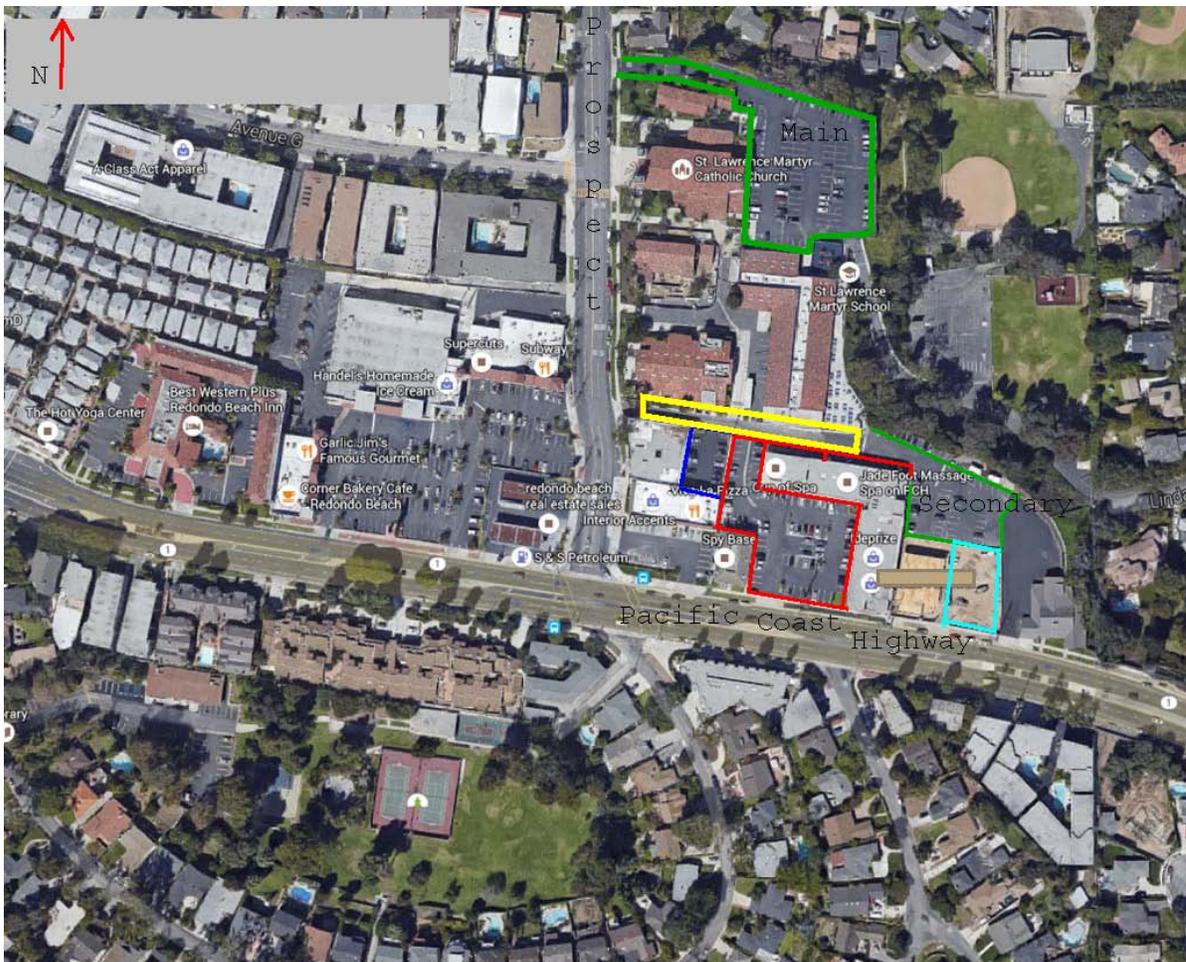
- To document the existing traffic patterns (number of vehicle trips) on the alley, during five (5) identified peak periods including:
 - Weekday (School in Session) AM Peak, 7:00-9:00 AM;
 - Weekday (School in Session) Mid-Day Peak, 2:30 – 3:30 PM;
 - Weekday (School in Session) PM Peak, 5:00-6:00 PM;
 - Saturday (No School or Church Services) Mid-Day Peak, 12 Noon – 2:00 PM; and
 - Sunday (Church Services) Mid-Day Peak, 10:30 AM – 12:30 PM,

And to identify which of the three (3) adjacent land uses including; a) the church and church school; b) the medical center; and c) the commercial businesses located on the subject property, are the source (trip generators) of the vehicle trips on the alley during those peak periods.

- To provide a comparison between:
 - Existing vehicle trips on the alley (during the five (5) peak periods) that are generated by the existing commercial land uses on the subject property; and
 - Proposed (future) vehicle trips (during the five (5) peak periods) that would be generated by the proposed fifty-two (52) condominium units on the subject property since the alley would be the only vehicular access for their residential parking garage.
- To assess the safety of vehicular traffic in the alley.

Map 1 below indicates the location of the alley (marked in yellow), the main parking lot (largest, northerly, marked in green) for the St. Lawrence Martyr Catholic Church and School campus, and the secondary (smaller, southerly, marked in green) Church campus parking lot, the existing parking lot on the subject property (marked in red), and the parking lot for the adjacent medical center (marked in dark blue). The Church has a recorded easement that allows them to use a portion of the property on Pacific Coast Highway developed as a veterinary business/pet hospital (marked in light blue) for vehicular ingress and egress to the secondary church parking lot.

Map 1



- Existing Site Parking
- Medical center
- Church/School Main & Secondary
- Alley
- Lot with easement area

Map 2 illustrates the existing traffic circulation patterns, and ingress and egress for the various parking lots for the church campus, the medical center and the commercial development on the subject property.

Map 2



General Field Observations

The following are observations that were made in the field during the traffic evaluation period of the Tuesday, May 12, 2015 to Monday, May 18, 2015:

- The majority of church and school-related vehicles parking in the main parking lot accessible off of Prospect Avenue, approximately 400 feet north of the alley.
- During the Weekday AM Peak the church/school student caretakers parked in order to drop off the students in either: the secondary parking lot, the parking lot at the medical center, or in the parking lot of the commercial center on the Project Site, which is across the alley from the school's entry gate. This also occurred during the afternoon pick-up activity (Weekday Mid-day Peak) but to a lesser degree.
- Vehicles were observed making right and left turns in and out of the alley to/from Prospect Avenue. The longest queue that developed on a weekday during the three (3) Peak periods was (3) three vehicles long which, occurred for a total of 11 seconds during the AM peak.

Existing Traffic Patterns in the Alley

Traffic counts were conducted on Tuesday May 12, 2015 from 7 to 9 AM, from 2:30 to 3:30 PM and from 5 to 6 PM. These time periods incorporate school start, the AM Peak Traffic Hour, the afternoon time period when school lets out, and the PM Peak Traffic Hour. Traffic counts were also conducted on Saturday May 16, 2015 from 12 noon to 2 PM to coincide with the mid-day peak and on Sunday from 10 AM to 12:30 in the afternoon to capture the start of two service time periods and end of one service. The raw data is provided in Attachment A. A summary of the results of the existing alley vehicle trips is provided below in Table 1.

Table 1
Existing Alley Trips

	Time Period	School/ Church Trips	Existing 1914-1926 PCH Trips	Medical Facility Trips	Total Alley Trips
Tuesday May 12 School Day	AM Peak	65	13	0	78
	Mid-Day Peak	18	34	9	61
	PM Peak	4	40	5	49
Saturday May 16 Non- School Day	Mid-Day Peak	0	27	0	27
Sunday May 17 Services Day	Mid-Day Peak	89	4	0	93

PCH = Pacific Coast Highway

The activity displayed in Table 1 indicates that the majority (82%) of the weekday AM Peak Hour traffic in the alley was generated by the St. Lawrence Martyr Catholic School. The majority of the traffic during the weekday mid-day and PM Peak Hours (70% and 92% respectively) was generated by the existing commercial development on the subject property and the medical center. All the alley traffic on Saturday was generated by the existing commercial development on the subject property. The majority (96%) of the alley traffic on Sunday was generated by the church.

Pedestrian movements in the alley on the week day (school in session) day consisted of a peak of approximately 30 groups of caretakers with one to five children each that crossed the alley from the medical center or commercial center (subject property) parking lots over to the school. These groups created a peak of 95 pedestrians in one hour, with 55 of them during a 15-minute time period, during the morning peak hour, that crossed the alley. Fewer pedestrians, who parked in the secondary parking lot, travelled on the north side of the alley without the need to cross the alley.

On Saturday, a peak of 3 pedestrians an hour were observed walking in the alley, but they did not cross the alley. On Sunday, a peak of approximately 51 groups of people with singles and groups of up to 5 travelled and crossed the alley. These groups equate to a peak of 204 persons in one hour, with 96 of them during a 15-minute interval. Some of the church-going pedestrians parked in the parking lot at the existing commercial business (on the subject property).

Impacts of the Proposed Mixed-Use Project on the Existing Traffic Patterns in the Alley

The proposed project consists of the demolition of the existing 30,662 square feet of commercial uses on the subject property. The existing on-site parking lots have access from both Pacific Coast Highway and the alley. The proposed construction consists of

the 52 condominium units and 10,108 square feet of commercial space. The parking area for the commercial uses will be accessed from Pacific Coast Highway. The parking area for the 52 condominium units will be access from the alley.

Based on the Institute of Transportation Engineers (ITE) Trip Generation Hand Book, 9th Edition, there is an anticipated reduction of 273 daily vehicle trips, with an increase of nine (9) trips during the AM Peak Hour, and a reduction of 23 trips during the PM Peak Hour (as detailed in the August 6, 2014 trip generation evaluation conducted by Overland Traffic Consultants). The data provided in Table 2, below, is exclusively for the traffic in the alley. It expands the trip generation data over the five (5) peak periods.

As shown in Table 2, the existing development on the subject property generates 13 weekday AM peak hour trips, 34 weekday mid-day peak hour trips, and 40 weekday PM peak hour trips, 27 Saturday mid-day peak hour trips and 4 Sunday mid-day peak hour trips. The proposed 52 condominium units are projected to generate 23 weekday AM peak hour trips, 14 weekday mid-day trips, 27 weekday PM peak hour trips, 21 Saturday mid-day peak hour trips and 16 Sunday mid-day peak hour trips.

Therefore, in comparison to the existing condition, the proposed project will generate 10 additional weekday AM peak hour trips, 20 fewer weekday mid-day peak hour trips, 13 fewer weekday PM Peak Hour trips, 6 fewer Saturday mid-day peak hour trips and 12 more trips Sunday mid-day peak hour trips in the alley..

Table 2

Alley Trip Generation, Existing and Proposed Uses on the Subject Property

<u>Trip Generation Rates</u>		AM Peak	Mid-Day Peak	PM Peak	SAT Peak	SUN Peak
<u>Description</u>	<u>Code</u>	<u>Total</u>	<u>Total*</u>	<u>Total</u>	<u>Total</u>	<u>Total</u>
Condominium	230	0.44	0.26	0.52	0.40	0.31
Trip Generation						
<u>Proposed Project</u>						
Condominium	52 units	23	14	27	21	16
<u>Existing to be Removed</u>						
1914-1926 Trips In Alley		13	34	40	27	4
NET Volume Change - Trips in Alley		10	(20)	(13)	(6)	12
% Change – Trips in the Alley		11.4%	-32.7%	-26.5%	-22.2%	11.4%

*Mid-day peak data not available, one-half PM Peak Rate used to simulate mid-day activity

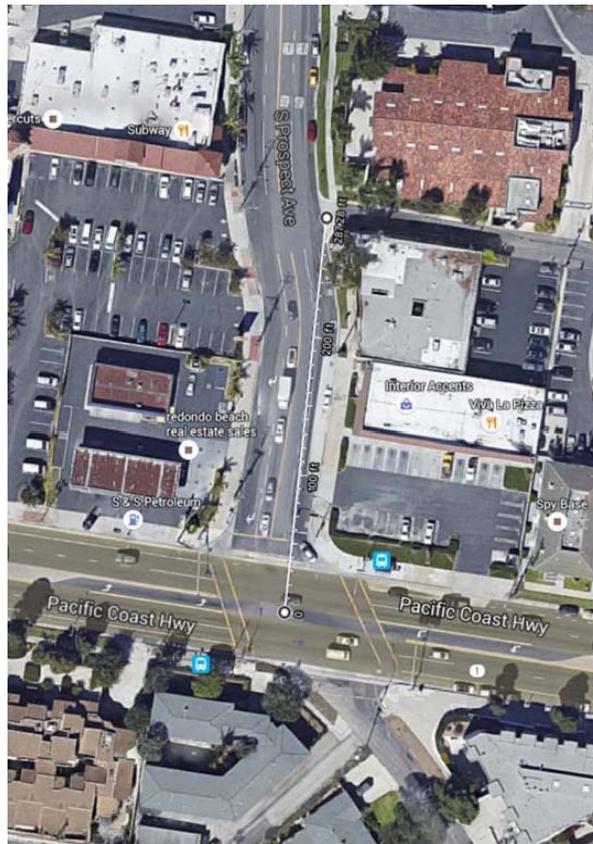
The Safety of Vehicular Traffic on the alley.

A driveway visibility analysis was conducted to address any traffic safety considerations involving driveway visibility.

The existing condition consists of the medical center building on Prospect Avenue that has a wall that extends along the alley to the public right-of-way. This wall does not block visibility of the sidewalk and parkway.

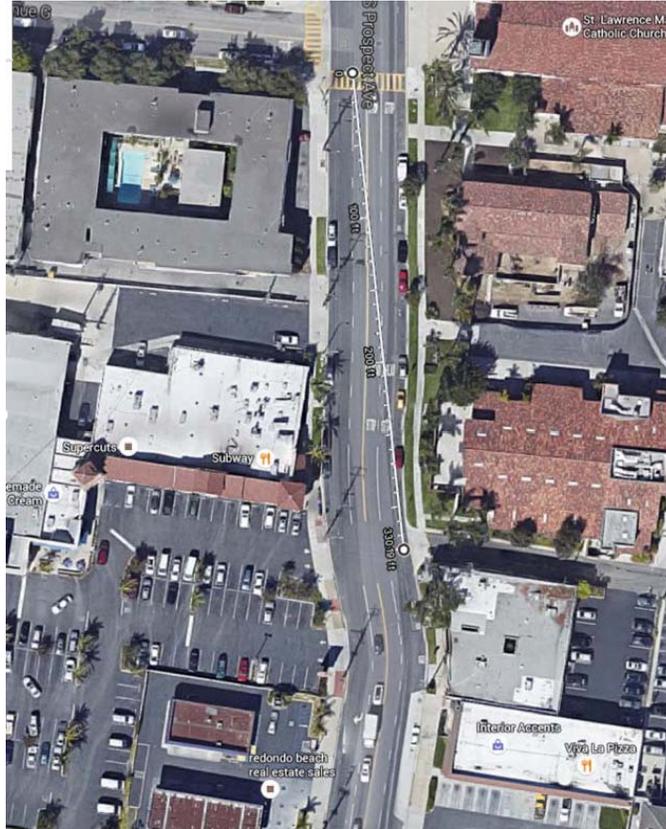
The posted speed limit on this section of Prospect Avenue is 30 miles per hour. The American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets Manual indicates that the minimum safe stopping distance for a left turn movement out of the driveway should be 330 feet and the minimum safe stopping distance for a right turn movement out of the driveway should be 290 feet. Attachment B provides the relevant pages from the Manual.

As demonstrated in the graphic below, vehicles have a clear view to the Pacific Coast Highway when turning southbound on Prospect, which is a distance 285 feet to the south centerline.



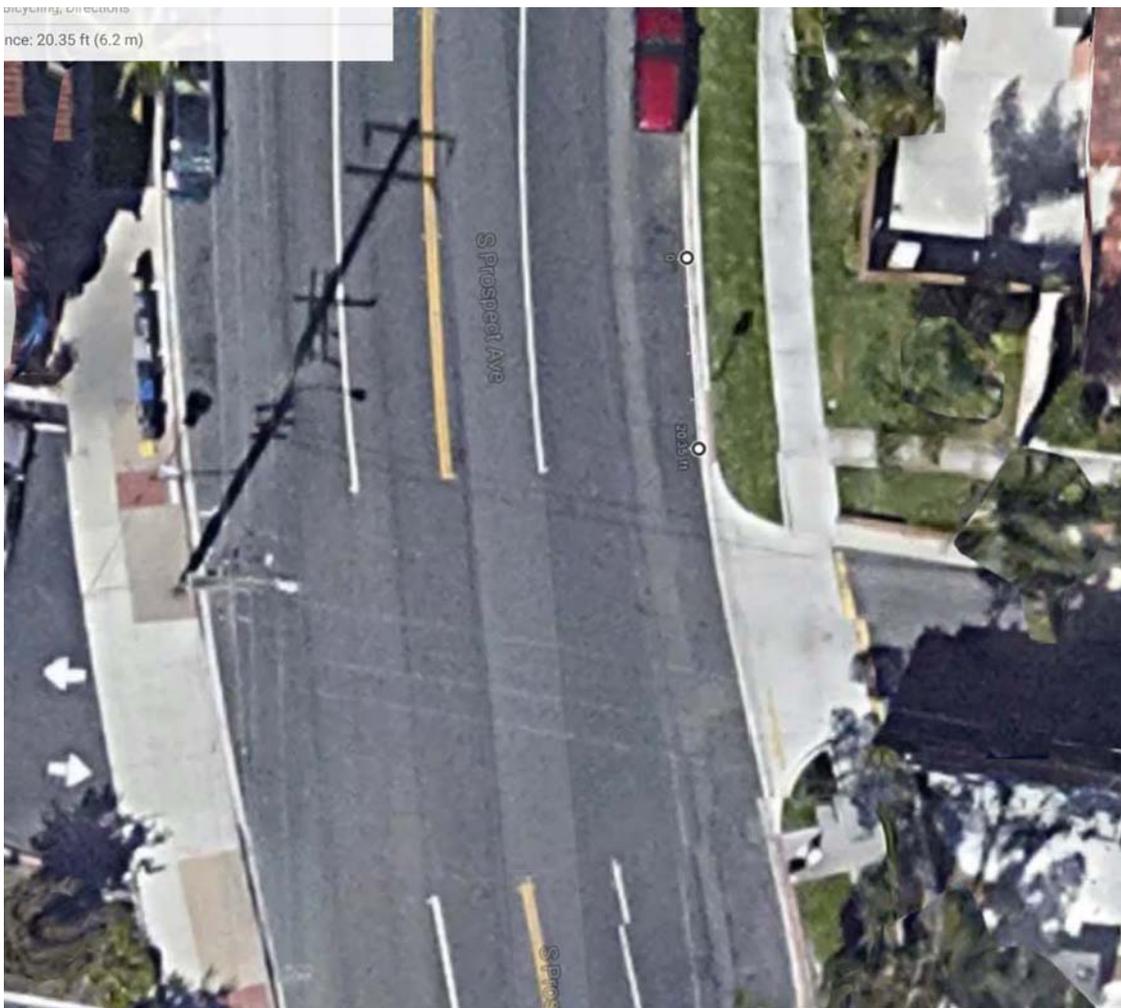
Visibility to Pacific Coast Highway 290 feet

However, vehicles turning northbound on Prospect must enter the street surface into the parking lane for visibility to Avenue G which is approximately 330 feet away.



Visibility to Avenue G 330 feet

The of the traffic movement would be improved with installation of red curb on the east side of Prospect Avenue from the Alley to 20 feet northerly (loss of one parking space).



Extension of Red Curb to 20 feet to enhance visibility.

Summary

Analysis indicates that the construction of 52 condominium units with access from the alley would impact traffic volumes in the alley with 12 more vehicles during the weekday AM Peak Hour, 20 fewer vehicles during the weekday afternoon Mid-Day Peak, 13 fewer vehicles during the weekday PM Peak Hour, 6 fewer vehicles during the Mid-Day Saturday Peak, and 12 more vehicles during the Mid-Day Sunday Peak.

The proposed project would likely reduce the pedestrian volumes crossing the alley to access the church school will be reduced because parking on the subject property would no longer be available.

Visibility upon exiting the alley northbound onto Prospect would be enhanced with the installation of 20 feet of red curb on Prospect Avenue north of the alley.

In conclusion, the analysis indicates that the proposed Project would improve the existing conditions in the alley.

ATTACHMENT 1

COUNT AND OBSERVATION DATA

Time Period	Alley & Prospect																		PEDESTRIANS IN ALLEY	
	IN									OUT										
	Left				Right				TOTAL	Left				Right				TOTAL		TOTAL
School	1914 PCH	Med Ctr	SubTotal	School	1914 PCH	Med Ctr	SubTotal	IN	School	1914 PCH	Med Ctr	SubTotal	School	1914 PCH	Med Ctr	SubTotal	OUT	TOTAL		
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0
7:15 AM - 7:30 AM	0	0	0	0	1	2	0	3	3	0	1	0	1	0	1	0	1	2	5	10
7:30 AM - 7:45 AM	2	0	0	2	4	0	0	4	6	0	1	0	1	3	0	0	3	4	10	26
7:45 AM - 8:00 AM	7	0	0	7	11	1	0	12	19	6	0	0	6	9	0	0	9	15	34	55
8:00 AM - 8:15 AM	1	4	0	5	2	0	0	2	7	3	0	0	3	11	2	0	13	16	23	10
8:15 AM - 8:30 AM	0	4	0	4	0	0	0	0	4	5	0	0	5	1	1	0	2	7	11	4
8:30 AM - 8:45 AM	0	0	0	0	1	0	0	1	1	2	0	0	2	0	0	0	0	2	3	1
8:45 AM - 9:00 AM	0	0	0	0	1	6	0	7	7	0	3	0	3	1	1	0	2	5	12	5
AM PEAK HOUR 7:30 am - 8:30 am	10	8	0	18	17	1	0	18	36	14	1	0	15	24	3	0	27	42	78	95
2:30 PM - 2:45 PM	0	2	0	2	1	3	3	7	9	0	2	0	2	0	0	0	0	2	11	9
2:45 PM - 3:00 PM	0	1	0	1	4	2	3	9	10	0	4	0	4	0	2	1	3	7	17	28
3:00 PM - 3:15 PM	0	0	0	0	1	3	0	4	4	5	1	0	6	4	4	0	8	14	18	1
3:15 PM - 3:30 PM	0	1	0	1	1	3	2	6	7	2	2	0	4	0	4	0	4	8	15	0
AFTERSCHOOL HOUR	0	4	0	4	7	11	8	26	30	7	9	0	16	4	10	1	15	31	61	38
5:00 PM - 5:15 PM	0	1	0	1	0	1	0	1	2	0	4	2	6	1	1	1	3	9	11	1
5:15 PM - 5:30 PM	0	4	0	4	1	4	0	5	9	0	2	0	2	0	1	1	2	4	13	0
5:30 PM - 5:45 PM	0	2	0	2	0	4	0	4	6	0	3	1	4	0	8	0	8	12	18	0
5:45 PM - 6:00 PM	1	1	0	2	0	2	0	2	4	0	1	0	1	1	1	0	2	3	7	1
PM PEAK HOUR	1	8	0	9	1	11	0	12	21	0	10	3	13	2	11	2	15	28	49	2

NOTES

- Bulk of activity AM activity from AM for 20 minutes from 7:45-8:05
- Parking in non-school lots of medical center and 914 PCH across from school entry gate prevalent
- Pedestrian activity incorporates adult and school children bulk of which is parents crossing alley with students
- Three vehicles dropped off students in alley - all others parked
- AM dropoff showed ridesharing among students
- Max 3 vehicles queued at exit during AM Peak (11 seconds time)
- Slow school crossing paint markings and speed bumps evident in the alley

VEHICLE TRACKING

Location: Alley between 1914-1926 PCH & 1950 S Prospect
 City: Redondo Beach

Day: Saturday
 Date: 5/16/2015

Day: Sunday
 Date: 5/17/2015

SEA BREEZE MAIN LOT			SEA BREEZE BACK LOT			MEDICAL LOT		
Time	Church/ School	Elsewhere	Time	Church/ School	Elsewhere	Time	Church/ School	Elsewhere
12:09 PM		1	12:20 PM		1			
12:13 PM		1						
12:24 PM		3						
12:25 PM		1						
12:31 PM		1						
12:39 PM		1						
12:49 PM		2						
12:43 PM		1						
12:44 PM		1						
12:45 PM		1						
1:02 PM		1						
1:21 PM		1						
1:28 PM		2						
1:30 PM		1						
1:36 PM		1						
1:38 PM		1						
1:40 PM		1						
1:46 PM		1						
1:49 PM		1						
1:50 PM		1						
1:53 PM		1						
1:57 PM		1						
TOTALS	0	26	TOTALS	0	1	TOTALS	0	0

SEA BREEZE MAIN LOT			SEA BREEZE BACK LOT			MEDICAL LOT		
Time	Church/ School	Elsewhere	Time	Church/ School	Elsewhere	Time	Church/ School	Elsewhere
10:00 AM		1	10:09 AM	4		10:10 AM	1	
10:03 AM	1		10:19 AM	1		10:14 AM	1	
10:09 AM	2		10:20 AM	1		10:19 AM	1	
10:11 AM	2		10:21 AM	1		10:20 AM	2	
10:12 AM	1		10:22 AM	2		10:23 AM	1	
10:13 AM	1		10:25 AM	1		10:27 AM	1	
10:15 AM	1		10:28 AM	2		10:30 AM	1	
10:19 AM	1		10:30 AM	1		12:01 PM	1	
10:22 AM	2		10:33 AM	1		12:03 PM	1	
10:25 AM	3		10:35 AM	2		12:16 PM	1	
10:26 AM	1		10:38 AM	2				
10:28 AM	2		10:51 AM	1				
10:33 AM	3							
10:35 AM	1							
10:36 AM	2							
10:42 AM		1						
10:50 AM	1							
10:56 AM	1							
11:29 AM		1						
11:59 AM		2						
TOTALS	25	5	TOTALS	19	0	TOTALS	11	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5318-001 SAT

Day: Saturday

City: Redondo Beach

Date: 5/16/2015

NOON

NS/EW Streets:	Prospect Ave		Prospect Ave			Alley between 1914-1926 PCH & 1950 S Prospect			Alley between 1914-1926 PCH & 1950 S Prospect			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 PM	0	0	2	1	0	0	0	0	0	2	0	3	8
12:15 PM	0	0	3	1	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	2	3	0	0	0	0	0	1	0	2	8
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	2
1:00 PM	0	0	0	1	0	0	0	0	0	1	0	1	3
1:15 PM	0	0	2	1	0	0	0	0	0	0	0	1	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	3
1:45 PM	0	0	4	3	0	0	0	0	0	1	0	2	10
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	13	10	0	0	0	0	0	6	1	12	42
	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	31.58%	5.26%	63.16%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	7	5	0	0	0	0	0	4	0	6	22
PEAK HR FACTOR :	0.583			0.417			0.000			0.500			0.688

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (WB)

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

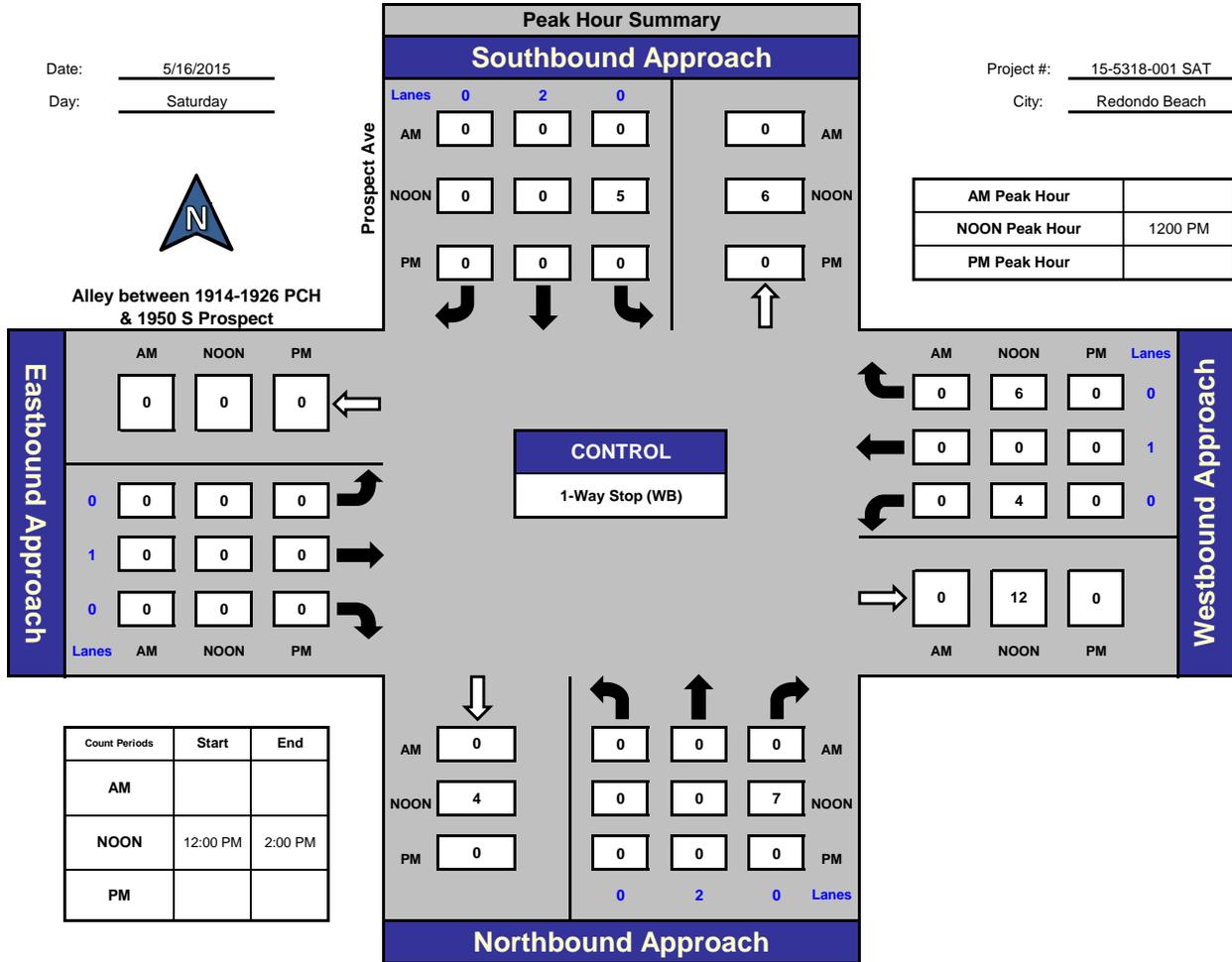
Prospect Ave and Alley between 1914-1926 PCH & 1950 S Prospect, Redondo Beach

Date: 5/16/2015
Day: Saturday

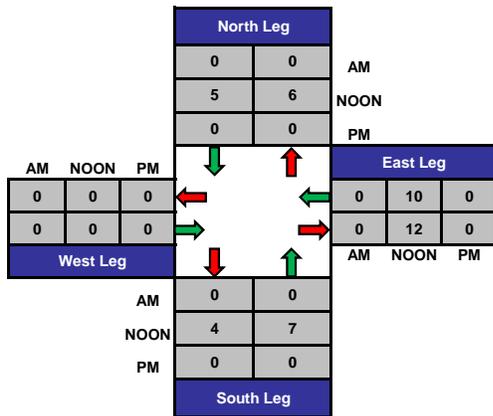
Project #: 15-5318-001 SAT
City: Redondo Beach



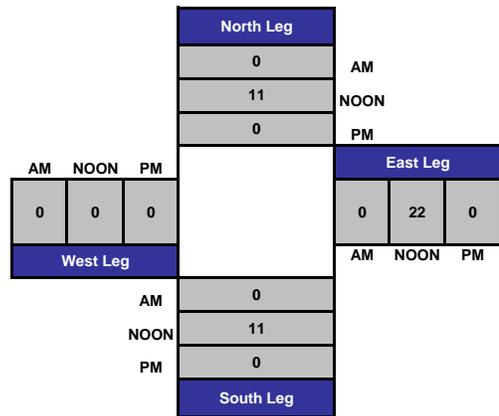
Alley between 1914-1926 PCH & 1950 S Prospect



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5318-001 SUN

Day: Sunday

City: Redondo Beach

Date: 5/17/2015

NOON

NS/EW Streets:	Prospect Ave		Prospect Ave			Alley between 1914-1926 PCH & 1950 S Prospect			Alley between 1914-1926 PCH & 1950 S Prospect			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM	0	0	7	1	0	0	0	0	0	3	1	5	17
10:15 AM	0	0	9	17	0	0	0	0	0	2	0	0	28
10:30 AM	0	0	4	13	0	0	0	0	0	8	0	4	29
10:45 AM	0	0	2	4	0	0	0	0	0	1	0	3	10
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	2	3
11:15 AM	0	0	1	1	0	0	0	0	0	3	0	2	7
11:30 AM	0	0	1	1	0	0	0	0	0	3	0	5	10
11:45 AM	0	0	4	0	0	0	0	0	0	16	0	6	26
12:00 PM	0	0	4	3	0	0	0	0	0	15	0	3	25
12:15 PM	0	0	4	5	0	0	0	0	0	7	0	16	32
TOTAL VOLUMES :	0	0	36	45	0	0	0	0	0	59	1	46	187
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	55.66%	0.94%	43.40%	
PEAK HR START TIME :	1130 AM												TOTAL
PEAK HR VOL :	0	0	13	9	0	0	0	0	0	41	0	30	93
PEAK HR FACTOR :	0.813			0.450			0.000			0.772			0.727

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (WB)

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

Prospect Ave and Alley between 1914-1926 PCH & 1950 S Prospect, Redondo Beach

Date: 5/17/2015

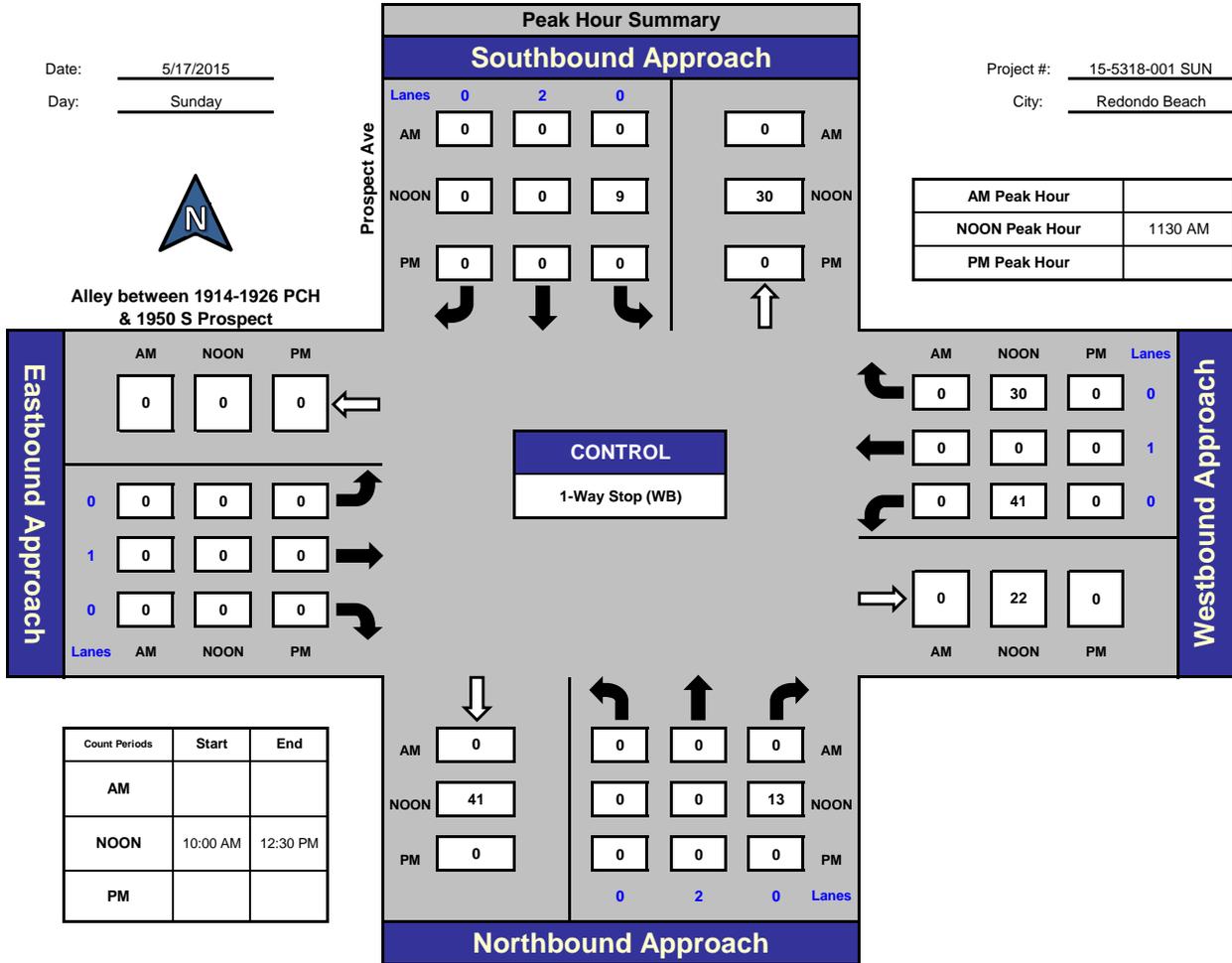
Day: Sunday

Project #: 15-5318-001 SUN

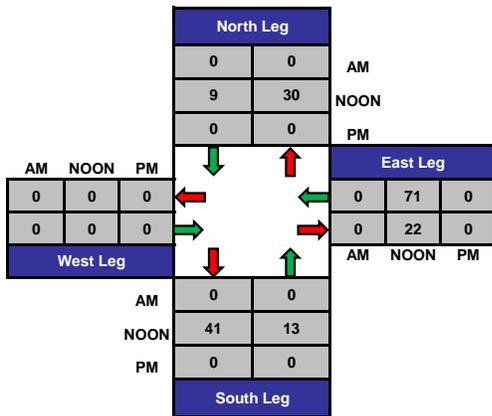
City: Redondo Beach



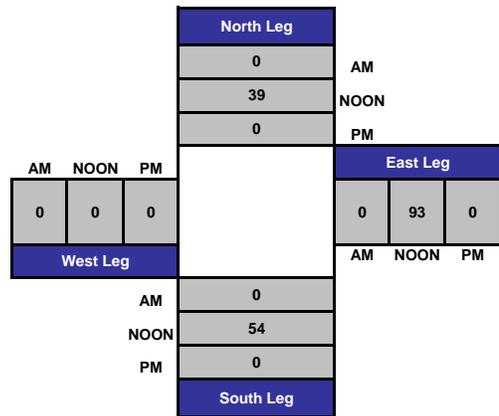
Alley between 1914-1926 PCH & 1950 S Prospect



Total Ins & Outs



Total Volume Per Leg



PEDESTRIAN COUNT

Location: Alley between 1914-1926 PCH & 1950 S Prospect

City: Redondo Beach

Day: Saturday
Date: 5/16/2015

Day: Sunday
Date: 5/17/2015

Time	PEDESTRIAN COUNT				TOTALS
	NT	ST	ET	WT	
12:00 PM					0
12:05 PM					0
12:10 PM					0
12:15 PM				1	1
12:20 PM			1		1
12:25 PM					0
12:30 PM					0
12:35 PM					0
12:40 PM					0
12:45 PM					0
12:50 PM					0
12:55 PM			1		1
1:00 PM			1		1
1:05 PM					0
1:10 PM					0
1:15 PM					0
1:20 PM					0
1:25 PM					0
1:30 PM					0
1:35 PM					0
1:40 PM					0
1:45 PM			1		1
1:50 PM					0
1:55 PM					0
TOTALS	0	0	4	1	5

Time	PEDESTRIAN COUNT				TOTALS
	NT	ST	ET	WT	
10:00 AM	5		2	3	10
10:05 AM	4	9		15	28
10:10 AM	12				12
10:15 AM	5	3			8
10:20 AM	5			4	9
10:25 AM	14			17	31
10:30 AM	10	6		9	25
10:35 AM	10	4		26	40
10:40 AM	10	1	1	11	23
10:45 AM		5	3	12	20
10:50 AM	2	1		3	6
10:55 AM		1			1
11:00 AM		1			1
11:05 AM		1			1
11:10 AM		2			2
11:15 AM					0
11:20 AM					0
11:25 AM	1		1		2
11:30 AM		4	14		18
11:35 AM					0
11:40 AM					0
11:45 AM	3	7	11		21
11:50 AM		9	16		25
11:55 AM		4	14		18
12:00 PM	4	12	13		29
12:05 PM	2	7	5	2	16
12:10 PM	2	10	4	2	18
12:15 PM	7	11	5	1	24
12:20 PM	3	3	9	1	16
12:25 PM		3	7	4	14
TOTALS	99	104	105	110	418

ATTACHMENT 2

EXCERPT FROM AASHTO
GEOMETRIC DESIGN OF HIGHWAYS AND STREETS MANUAL

Metric				US Customary			
Design speed (km/h)	Stopping sight distance (m)	Intersection sight distance for passenger cars		Design speed (mph)	Stopping sight distance (ft)	Intersection sight distance for passenger cars	
		Calculated (m)	Design (m)			Calculated (ft)	Design (ft)
20	20	41.7	45	15	80	165.4	170
30	35	62.6	65	20	115	220.5	225
40	50	83.4	85	25	155	275.6	280
50	65	104.3	105	30	200	330.8	335
60	85	125.1	130	35	250	385.9	390
70	105	146.0	150	40	305	441.0	445
80	130	166.8	170	45	360	496.1	500
90	160	187.7	190	50	425	551.3	555
100	185	208.5	210	55	495	606.4	610
110	220	229.4	230	60	570	661.5	665
120	250	250.2	255	65	645	716.6	720
130	285	271.1	275	70	730	771.8	775
				75	820	826.9	830
				80	910	882.0	885

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap must be adjusted and required sight distance recalculated.

Exhibit 9-55. Design Intersection Sight Distance—Case B1—Left Turn From Stop

Sight distance design for left turns at divided-highway intersections should consider multiple design vehicles and median width. If the design vehicle used to determine sight distance for a divided-highway intersection is larger than a passenger car, then sight distance for left turns will need to be checked for that selected design vehicle and for smaller design vehicles as well. If the divided-highway median is wide enough to store the design vehicle with a clearance to the through lanes of approximately 1 m [3 ft] at both ends of the vehicle, no separate analysis for the departure sight triangle for left turns is needed on the minor-road approach for the near roadway to the left. In most cases, the departure sight triangle for right turns (Case B2) will provide sufficient sight distance for a passenger car to cross the near roadway to reach the median. Possible exceptions are addressed in the discussion of Case B3.

If the design vehicle can be stored in the median with adequate clearance to the through lanes, a departure sight triangle to the right for left turns should be provided for that design vehicle turning left from the median roadway. Where the median is not wide enough to store the design vehicle, a departure sight triangle should be provided for that design vehicle to turn left from the minor-road approach.

The median width should be considered in determining the number of lanes to be crossed. The median width should be converted to equivalent lanes. For example, a 7.2-m [24-ft] median should be considered as two additional lanes to be crossed in applying the multilane highway adjustment for time gaps in Exhibit 9-54. Furthermore, a departure sight triangle for left turns from the median roadway should be provided for the largest design vehicle that can be stored on

Design vehicle	Time gap (s) at design speed of major road (t_g)
Passenger car	6.5
Single-unit truck	8.5
Combination truck	10.5

Note: Time gaps are for a stopped vehicle to turn right onto or cross a two-lane highway with no median and grades 3 percent or less. The table values require adjustment as follows:

For multilane highways:

For crossing a major road with more than two lanes, add 0.5 seconds for passenger cars and 0.7 seconds for trucks for each additional lane to be crossed and for narrow medians that cannot store the design vehicle.

For minor road approach grades:

If the approach grade is an upgrade that exceeds 3 percent, add 0.1 seconds for each percent grade.

Exhibit 9-57. Time Gap for Case B2—Right Turn from Stop and Case B3—Crossing Maneuver

Metric				US Customary			
Design speed (km/h)	Stopping sight distance (m)	Intersection sight distance for passenger cars		Design speed (mph)	Stopping sight distance (ft)	Intersection sight distance for passenger cars	
		Calculated (m)	Design (m)			Calculated (ft)	Design (ft)
20	20	36.1	40	15	80	143.3	145
30	35	54.2	55	20	115	191.1	195
40	50	72.3	75	25	155	238.9	240
50	65	90.4	95	30	200	286.7	290
60	85	108.4	110	35	250	334.4	335
70	105	126.5	130	40	305	382.2	385
80	130	144.6	145	45	360	430.0	430
90	160	162.6	165	50	425	477.8	480
100	185	180.7	185	55	495	525.5	530
110	220	198.8	200	60	570	573.3	575
120	250	216.8	220	65	645	621.1	625
130	285	234.9	235	70	730	668.9	670
				75	820	716.6	720
				80	910	764.4	765

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or cross a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap must be adjusted and required sight distance recalculated.

Exhibit 9-58. Design Intersection Sight Distance—Case B2—Right Turn from Stop and Case B3—Crossing Maneuver

**REVISED AGENDA – REGULAR MEETING
PLANNING COMMISSION
CITY OF REDONDO BEACH
THURSDAY MAY 21, 2015 – 7:00 P.M.
CITY COUNCIL CHAMBERS
415 DIAMOND STREET
(Revised 5/18/15)**

I. OPENING SESSION

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

II. APPROVAL OF ORDER OF AGENDA

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 Revised Agenda of the Planning Commission meeting of May 21, 2015.
5. Approval of the following minutes: Regular Meeting of April 16, 2015.
6. Receive and file the Strategic Plan Update of April 21, 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 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, and Minor Subdivision (Vesting Tentative Tract Map No. 73195) for the construction of a mixed-use development to include 52 residential condominium units and approximately 10,552 square feet of ground floor retail and office space with a total of 182 parking spaces on a 1.49 acre property located with a Mixed-Use (MU-3A) zone.

APPLICANT:	EHOFF II Redondo Beach LLC
PROPERTY OWNER:	Same as applicant
LOCATION:	1914 – 1926 S. Pacific Coast Highway
CASE NO.:	2015-05-PC-008

RECOMMENDATION: Make the findings as set forth in the staff report and the attached Draft Resolution, approve/certify the Final Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, a Design Review, the Landscape and Irrigation Plan, the Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 73195) subject to the findings and conditions as contained in the staff report.

VIII. OLD BUSINESS

Items continued from previous agendas.

9. Planning Commission Hearing to Consider Recommendations to City Council on Modifications to Zoning (Title 10, Chapter 2), Harbor/Civic Center Specific Plan, the Local Coastal Program, the Coastal Land Use Plan ("CLUP"), the CLUP Implementing Ordinance (contained in Title 10, Chapter 5), and Adding Title 10, Chapter 7 to Place Further Restrictions on Uses Related to Electricity Generating Facilities and Electricity Storage/Battery Storage Facilities, and to Review and Consider California Environmental Quality Act Categorical/Statutory Exemptions Contained in Sections 15061(b)(3) and 15265 and an Addendum to the Previously Adopted Negative Declaration.

APPLICANT: City of Redondo Beach

PROPERTY OWNER: N/A

LOCATION: **City-wide**

CASE NO.: 2015-05-PC-007

RECOMMENDATION:

- 1) Open the public hearing and accept all testimony;
- 2) Close the public participation section of the public hearing; and
- 3) Adopt:
 - a. Resolution 1 recommending that City Council prohibit specified types of Electricity Generating Facilities City-wide by modifying provisions to Title 10, Chapters 2 and adding Title 10, Chapter 7 of the Municipal Code entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO TITLE 10, CHAPTERS 2 OF THE REDONDO BEACH MUNICIPAL CODE & ADDING TITLE 10, CHAPTER 7 RELATED TO ELECTRICITY GENERATING FACILITIES."
 - b. Resolution 2 recommending that City Council modify the Harbor/Civic Center Specific Plan to ensure consistency with the City's Municipal Code entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO THE HARBOR/CIVIC CENTER SPECIFIC PLAN RELATED TO ELECTRICITY GENERATING FACILITIES."
 - c. Resolution 3 recommending that City Council eliminate certain types of Electricity Storage as a Public Utility use, eliminate Electrical Generating Plants 50 megawatts or more, or facilities that are subject to the CEC's jurisdiction from the definition of "Public Utility Facility," by modifying Title 10, Chapter 5 of the Municipal Code and the CLUP entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO THE COASTAL LAND USE PLAN ("CLUP") AND THE CLUP IMPLEMENTING ORDINANCE (TITLE 10, CHAPTER 5 OF THE REDONDO BEACH

MUNICIPAL CODE) RELATED TO ELECTRICITY GENERATING FACILITIES & ELECTRICITY STORAGE FACILITIES.”

- 4) Recommend that City Council act on the modifications contained in Resolution 1 first, and subsequently act on the modifications contained in Resolutions 2 and 3.
- 5) Forward the attached Administrative Report and Resolutions to City Council.

IX. NEW BUSINESS

Items for discussion prior to action.

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, June 18, 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.

May 18, 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 Monday May 18, 2015, the revised agenda for the May 21, 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
INTER-DEPARTMENTAL MEMORANDUM

BLUE FOLDER ITEMS

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
May 21, 2015

III. CONSENT CALENDAR

5. Approval of the following minutes: Regular Meeting of April 16, 2015
 - Corrected copy of the minutes from April 16, 2015 meeting

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, Goodman, Mitchell, Rodriguez, Sanchez, Ung
Commissioners Absent: Gaian
Officials Present: Joe Hoefgen, City Manager
Aaron Jones, Community Development Director
Alex Plascencia, Assistant Planner
Diane Cleary, Minutes Secretary

SALUTE TO THE FLAG

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

APPROVAL OF ORDER OF AGENDA

Recommendation: Move Item #9 before Public Hearings.

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to approve the Order of Agenda and to move Item #9 prior to Public Hearings. Motion carried unanimously.

CONSENT CALENDAR #4 THROUGH #7

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

4. **APPROVED AFFIDAVIT OF POSTING FOR THE PLANNING COMMISSION MEETING OF** April 16, 2015.
5. **APPROVED THE FOLLOWING MINUTES:** Regular Meeting of March 19, 2015.
6. **RECEIVED AND FILED THE STRATEGIC PLAN UPDATE:** March 17, 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

Commissioner Rodriguez disclosed speaking to a neighbor regarding Item 8.

EXCLUDED CONSENT CALENDAR ITEMS – None

NEW BUSINESS

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

City Manager Joe Hoefgen gave a report and update on the budget process and discussed the following:

- Background
- City operates on a July 1 FY
- Deadline May 16 – proposed budget has to be made public
- Series of hearings in June
- Very public process
- City is service organization
- City provides services through the employees – 70% personnel costing
- 430 FT, 400 PT employees
- Restored the concessions made by the employees
- Labor agreements in place with all six employee groups
- Looked at revenues midyear – economy showing signs of recovery
- Adjust revenues – provide additional funding
- Property taxes – increased 2%
- Sales tax shows signs of improvement
- Signs of recovery are taking place
- New hotels on Marine Avenue – Two hotels - \$2 million a year additional revenue to the City eventually – currently set aside in a fund – third hotel in design review process
- Transit Center at the Galleria – funds available – located on Kingsdale Avenue – construction to begin in a year
- Public Hearings for the budget to take place on June 2 and June 16

In response to Commissioner Goodman, City Manager Hoefgen referred to the new hotels and stated the City should start receiving revenue three to four years from now, once the fund reaches \$8.5 million. He said the monies help pay for the operational costs and after an extended period of time, the monies are returned to the City all at one time.

In response to Commissioner Rodriguez, City Manager Hoefgen stated the hotel tax revenue is being set aside and will ultimately go to the General Fund at \$2 million a year. He also said that property tax increases are General Fund monies. He stated some funds at year-end were set aside for capital and PERS reserve, and the midyear budget revenue is just a minor adjustment to the budget.

In response to Commissioner Sanchez, City Manager Hoefgen stated there is alternative fuel vehicles and fueling contracts in place with the cost being significantly cheaper. He also said very few employees take vehicles home, and the City buys in bulk, receiving a significant discount. He said there is an annual contract in place with some fluctuation. He stated the bond rating is driven by debt levels, reserves and financial practices, and the City has a very high bond rating. He also said the need for the future is being considered for City Hall, a new Police Station, etc., setting aside funds and looking towards bond measures and other financing mechanisms. He noted there is limited funding set aside for the public safety facilities, and surveys and public outreach will be considered next year. He also said other infrastructure could be considered with public/private partnership funding such as with CenterCal for the parking structure and other multimillion dollar investments.

In response to Commissioner Ung, City Manager Hoefgen referred to the PERS set aside and stated the City created a separate reserve to pay for PERS increased costs at \$3.9 million. He also referred to the PERS rates at a 2% increase and 5% for safety employees, which is \$1 million in additional costs next year. He also pointed out that the City has no control over the rates presented by PERS which is a large impact on the budget.

In response to Commissioner Ung, City Manager Hoefgen stated that the state did pass pension reform and the same levels of pension benefits are not being provided to new employees as they are to existing employees. He said this will generate some savings as employees turnover and transition into retirement. He also said the City has lobbyists both at the state and federal level and are a member of the League of California Cities. He further said there is opportunity to provide input on the legislation and bills that go through the process. He pointed out also that the pension system is governed by a separate pension board.

In response to Commissioner Ung, City Manager Hoefgen stated the City has a one-month reserve of the General Fund at 8.3% reserve of approximately \$6 million, consistent with the City's financial principals. He also announced that Redondo Beach was rated first in LA County for financial practices and would have received a perfect score except for not having a two-month reserve, and stated City Council may want to pursue to increase the reserve in the future.

In response to Commissioner Mitchell, City Manager Hoefgen said the cost with maintaining the sewer system is included in a separate sewer fund. He also said there are fees in place assessed to property owners to cover maintenance of the system which is important to avoid liability and sewer backups. He believed the City does better than most cities in terms of the capital program.

In response to Commissioner Mitchell, Community Development Director Aaron Jones explained that the Harbor Herondo project is moving ahead and a grand opening is being scheduled with all major work completed by Memorial Day.

In response to Commissioner Mitchell, City Manager Hoefgen stated the review of the Charter was included in the Strategic Plan as a follow up memorandum, and modernizing the TOT tax will also have a follow up memo.

In response to Chair Biro, City Manager Hoefgen stated there are limitations in terms of how the City collects and sets fees, and there has to be a nexus between the cost of providing the service, fee and revenues that come in. He said there are other areas where the City is intentionally not recovering the full cost of service such as an appeal and not making the appeal fee burdensome. He also said there are certain fees requiring voter approval in order to change or increase them. He stated the most direct benefit to the General Fund is hotel tax which comes directly to the City versus the property tax and sales tax. He stated that the City is limited in terms of raising fees and maximizing what is available. He also said Kingsdale Avenue will get repaved once the Transit Center is constructed.

In response to Chair Biro, Community Development Director Aaron Jones stated the General Fund maintenance fee was enacted in 1991 which from 2006 through 2009 added almost nothing to the General Plan fees. He anticipated four to five years before having necessary funding accumulated for that work.

Chair Biro suggested the Commission receive more background and further information in order to provide more feedback.

PUBLIC HEARINGS

8. APPROVE AN INDOOR AQUATIC FACILITY 2012 ARTESIA BOULEVARD Case No. 2015-04-PC-006

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to open the Public Hearing and receive and file all documents at 7:36 p.m. regarding Case No. 2015-04-PC-006, the applicant being South Bay Aquatics, to consider an Exemption Declaration and Conditional Use Permit to allow the operation of an indoor aquatic facility within a 16,900-square foot existing commercial building on property located in a Mixed-Use (MU-1) zone at 2012 Artesia Boulevard. Motion carried unanimously.

Assistant Planner Alex Plascencia gave a presentation and discussed the following:

- Background and Request - Personal improvement Service – indoor swimming facility – former Stats store
- Site Plan – ADA improvements – parking restriping – improvements to landscape and planters
- Floor Plan – most of work inside the building
- Five pools proposed for different needs
- New showers, restrooms, employee lounge, reception, and mechanical room
- All equipment will be inside the building
- Evaluation – 70 onsite parking spaces – 40 total spaces required: 21 for students & 19 for staff
- Indoor exercise only
- Doors remain closed
- Proposed hours – Mon-Fri – 8 am to 9 pm., Sat-Sun: 8 am to 6 pm
- Hours consistent with Artesia businesses
- Trip generation equal to proposed use and retail use
- Site photos
- Findings
- Recommendation

In response to Commissioner Sanchez, Assistant Planner Alex Plascencia stated the doors will stay in the same location.

John Wolf, president and owner of South Bay Aquatics, stated the aerobics are in the pool. He said he currently has a location at 2610 Artesia which opened in March 2008m and he supported an indoor pool which provides year-long use rather than just summertime use. He said indoor facilities are more costly but could be turned into a lifesaving skill year round. He said they opened another facility in October 2011 in Torrance which is much bigger and has done very well. He stated they are looking for the longevity of the business and the customers are requesting classes, noting the wait list is over a year-long such as for Baby and Me classes.

In response to Commissioner Goodman, Community Development Director Aaron Jones explained that the design is structurally engineered that works well and the pools are in-ground. He also said there is humidity and temperature control and the facility is very energy efficient. He further noted no complaints and staff supports the project.

In response to Commissioner Ung, Mr. Wolf explained there is trust and history regarding the number of 42 students, and stated they studied ratios of the students/instructors and made sure they had the best ratio at 3 students per instructor. He also said it was noted he has a finite amount of business but stated they want to accommodate the demand based on the demographics.

In response to Commissioner Ung, Mr. Wolf stated they tried free swim time which didn't work and became out of control.

In response to Commissioner Sanchez, Mr. Wolf stated the facility near Inglewood will remain the same and stated their method is based on survival first and then strokes. He also stated the Baby and Me classes graduate to the private lessons which will be used primarily at the existing facility.

In response to Commissioner Sanchez, Mr. Wolf stated everything is broken down in 15 minute increments which helps spread traffic out. He also said siblings are very common at 40% with multiple students arriving in the same vehicle.

In response to Commissioner Sanchez, Assistant Planner Alex Plascencia stated the parking requirements for Stats was 1 parking space for every 250 square feet of gross floor area.

In response to Commissioner Sanchez, Community Development Director Aaron Jones stated that Stats used portions of their parking lot that weren't required parking for merchandise display, and Stats required 68 parking stalls for the building and parked to code. He said the trip generation and parking for this proposed use is well within the site's capabilities.

In response to Commissioner Sanchez, Mr. Wolf stated the average time at the facility ranges from 45 minutes to an hour.

In response to Commissioner Rodriguez, Community Development Director Aaron Jones stated the traffic flow works extremely well with the one-way street and dual driveways and the parking lot circulation is very clear and will be well-striped and well-landscaped when completed. He also said that Traffic Engineer has looked at these concerns and fully supports the proposed business.

In response to Commissioner Sanchez, Community Development Director Aaron Jones stated the Fire Department does utilize the through access and has a fire lane to service the property. He said if the driveway were restricted, a number of parking spots would have to be removed for Fire Department turnaround. He also said the current configuration is the best setup and has been in operation for many decades.

In response to Chair Biro, Community Development Director Aaron Jones stated Station No. 2 is at the corner of Mackay and Grant which will review the plans for occupancy, exiting and fire sprinkler requirements.

In response to Chair Biro, Assistant Planner Alex Plascencia referred to Condition #8 which should state "overall hours of operation".

Chair Biro noted when driving down Artesia Boulevard, people will be able to see in the facility which will be lit up, and he suggested more emphasis on closed doors.

In response to Chair Biro, Mr. Wolf said there will be no music.

Motion by Commissioner Sanchez, seconded by Commissioner Goodman, to close the Public Participation Section at 8:12 p.m. Motion carried unanimously.

Motion by Commissioner Mitchell, seconded by Commissioner Goodman, to approve Case No. 2015-04-PC-006, an Exemption Declaration and Conditional Use Permit, to allow the operation of an indoor aquatic facility within a 16,900-square foot existing commercial building on property located in a Mixed-Use (MU-1) zone at 2012 Artesia Boulevard, subject to the 5 Findings and 9 Conditions in the staff report with

condition No. 8 amended replacing the language “instruction activity” with “during overall hours of operation.” Motion carried unanimously.

OLD BUSINESS – None

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

COMMISSION ITEMS AND REFERRALS TO STAFF - None

ITEMS FROM STAFF

Community Development Director Aaron Jones stated there is a need for the Commission to consider holding a special meeting on May 14 regarding land use amendments for coastal power generation and battery storage.

Commissioners Goodman, Biro, Sanchez, Rodriguez, and Ung can attend. Commissioner Mitchell stated he will be out of the country.

Community Development Director Aaron Jones stated the Legado Project will be brought back on May 21, 2015. He also said Legado has conducted at least one public outreach meeting and has prepared six revised designs of the project.

COUNCIL ACTION ON PLANNING COMMISSION MATTERS - NONE

ADJOURNMENT: 8:18 P.M.

There being no further business to come before the Commission, Commissioner Biro moved, seconded by Commissioner Mitchell, to adjourn at 8:18 p.m. to a special meeting to be held at 7:00 p.m. on Thursday, May 14, 2015 in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California. Motion carried unanimously.

Respectfully submitted,

Aaron Jones
Community Development Director



Memorandum

Action Date: April 21, 2015

To: CITY COUNCIL

From: STEVE ASPEL, MAYOR

Subject: ADOPTION OF STRATEGIC PLAN

RECOMMENDATION

1. Adopt the 2013-2016 City of Redondo Beach Strategic Plan six-month objectives established at the April 2, 2015 Strategic Planning Workshop
2. Set October 14, 2015 for the next Strategic Planning Workshop.

EXECUTIVE SUMMARY

At its April 2, 2015 workshop, the City Council reviewed the city's Strategic Plan goals for 2013-2016(not in priority order):

- Vitalize the Waterfront, Artesia Corridor, Riviera Village and North Redondo Industrial Complex
- Improve public infrastructure and facilities in an environmentally responsible manner
- 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 Council established six-month objectives attached to this report and scheduled the next workshop for October 14, 2015.

BACKGROUND

The Strategic Planning workshop was facilitated by Marilyn Snider and Associates, and attended by the Mayor, City Council Members and executive staff. It featured City Council review of the 2013-2016 Strategic Plan goals; a listing of strengths and weaknesses; and development of the new six-month objectives for each of the Strategic Plan goals. The process involved less small group interaction and more interaction by the City Council and attendees as a whole.

Councilmembers will recall that certain items were described in general terms with the understanding that the City Manager and staff would follow up and include the needed detail and milestones for the new objectives. The most substantive addition to the Strategic Plan are the milestones associated with our review of the AES Site and the

surrounding properties east of Harbor Boulevard. The City Council should review the work plan and the listed milestones which are recommended for inclusion in the Plan. Additionally, staff has reviewed the target dates for other objectives and made minor modifications to help ensure that they can be realistically achieved in the stated time frames.

Should the City Council adopt the updated Strategic Plan, the Mayor and City Manager will report progress on the six-month objectives every month as a City Council discussion item.

COORDINATION

Each department responsible for specific objectives within the Strategic Plan has reviewed the document and provided support for this recommendation.

FISCAL IMPACT

Funds for activities related to Strategic Planning are included in the Mayor and City Council FY 2014-15 Budget.

Attachment:

- 2013-2016 Strategic Plan and Six Month Objectives, April 21, 2015

CITY OF REDONDO BEACH SIX-MONTH STRATEGIC OBJECTIVES

April 2, 2015 – October 1, 2015

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

THREE-YEAR GOAL: <i>VITALIZE THE WATERFRONT, ARTESIA CORRIDOR, RIVIERA VILLAGE AND NORTH REDONDO INDUSTRIAL COMPLEX</i>							
WHEN	WHO	WHAT	STATUS			COMMENTS	
			DONE	ON TARGET	REVISED		
1. At the May 19, 2015 City Council meeting	City Attorney	Develop and present to the City Council for action consideration of a resolution in support of the formation of a BID for Artesia Boulevard.					
2. By September 1, 2015	PW Director	Recommend to the City Council for action the renaming of Torrance Blvd. west of PCH to the water.					
3. By September 15, 2015	CD Director and PW Director working with Riviera BID	Present to the City Council for action a site-specific pilot project for an outdoor dining deck in Riviera Village.					
4. By October 1, 2015	Assistant City Manager	Present options for alternative locations for installation of a new boat ramp to the City Council for action.					
5. By October 1, 2015	PW Director	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.					
6. By October 1, 2015	WED Director, working with regional agencies	Report on the status of the analysis of sea level rise and its potential impact on the Redondo Beach waterfront.					
7. Future objective	PW Director (lead), WED Director, and CS Director	Present to the City Council for action the recommended option for the development of Moonstone Park.					

BRAINSTORMED STRATEGIES TO ADDRESS IN THE NEXT 6 MONTHS:

- Rezoning or reuse of the AES property and surrounding properties east of Harbor Drive (shown as #8 below)
- Report on Manhattan Beach Boulevard landscaping and bike-ability (shown as #9 below)

8. At the June 16, 2015 City Council Meeting	PW Director	Present to the City Council a Budget Response Report on Manhattan Beach Boulevard landscaping and bike-ability.				
9. May 2015 to _____	City Council, Task Force, City Staff, Consultants	COMPREHENSIVE REZONING AND LAND USE PLAN AMENDMENTS FOR THE AES SITE AND SURROUNDING PROPERTIES EAST OF HARBOR DRIVE				
a. At the May 5, 2015 City Council Meeting	City Attorney working with the City Manager	Agendize for City Council direction on whether to continue to serve as an Intervenor before the California Energy Commission, the Public Utilities Commission, the Air Quality Management District and other agencies pertinent to AES Southland's efforts to seek approval of a new Power Plant. (The City's Intervenor Activities were temporarily suspended pending the outcome of Measure B which appeared on the March 3, 2015 ballot.)				
b. Prior to May 30, 2015	CD Director working with City Attorney	Present an ordinance to the Planning Commission to consider amending the Zoning Ordinance to clarify and further define "Electricity Generating Facility" and "Electricity Storage Facility" uses and specify that such facilities are not permitted uses in any zone in the City unless the California Energy Commission makes certain specified findings. (The existing moratorium on development of the AES site was enacted on December 3, 2013, extended on January 14, 2014 for 22 months and 15 days and expires on November 28, 2015).				
c. At the May 5, 2015 City Council Meeting	City Manager working with the City Attorney and CD Director	Provide a report to the City Council providing a recommended process for a City Council appointed task force and stakeholders to identify a recommended comprehensive rezoning and Land Use Plan amendments for the re-use of the AES property and surrounding properties east of Harbor Drive.				
d. At the June 2, 2015 City Council Meeting	City Manager working with City Attorney and CD Director	Present to the City Council for action, a scope of work and an RFP process to retain a facilitator and other consulting services needed to support the work of the Task Force.				
e. At the June 16, 2015 City Council Meeting	City Attorney working with City Manager	City Council to consider allocating funding in the FY 2015-2016 operating budget for continued Intervenor status.				
f. At the June 16, 2015 City Council Meeting	City Manager working with City Attorney	City Council to consider allocating funding in the FY 2015-2016 operating budget for facilitator/consulting services needed to support the work of the Task Force.				
g. At the August 4th City Council Meeting	City Manager with City Attorney and CD Director	City Council to select consulting services firms needed to support the Task Force following the RFP Process.				
h. Future date _____	Task Force, working with Consultants	Task Force/Consultants present findings and recommendations to the City Council.				

THREE-YEAR GOAL: **IMPROVE PUBLIC INFRASTRUCTURE AND FACILITIES IN AN ENVIRONMENTALLY RESPONSIBLE MANNER**

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the June 2, 2015 Council Meeting	PW Director	Report the status of Bike Path improvements and connectivity.				

BRAINSTORMED STRATEGIES TO ADDRESS IN THE NEXT 6 MONTHS:

- Options to the City Council for a new or upgraded police station (shown as #2 below)
- Alternative financing options for the pier parking structure and other harbor public infrastructure (shown as #3 below)

2. By October 1, 2015	ACM working with Police Chief and PW Director	Present to the City Council a Report on the process for renovating or building a new Police Station.				
3. At the May 19, 2015 City Council Meeting	WED Director working with PW Director	Present to the City Council for review, options for financing the construction of a replacement Pier Parking Structure and other Harbor area public infrastructure.				

THREE-YEAR GOAL: ***INCREASE ORGANIZATIONAL EFFECTIVENESS AND EFFICIENCY***

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the April 21, 2015 City Council meeting	CS Director (lead), City Attorney, City Manager and IT Director	Recommend to the City Council for action a pilot program for the use of social media.				
2. By July 15, 2015	IT Director, working with the City Clerk	Present to the City Council for action a plan to update the city's website.				
3. At the July 21, 2015 City Council meeting	City Attorney, working with the CD Director	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.				
4. By August 1, 2015	City Treasurer, working with the City Attorney and City Manager	Present a status report on the Transient Occupancy Tax (TOT) to the City Council for direction.				
FUTURE: By December 31, 2015	City Manager	Appoint permanent department head positions: Public Works, Waterfront and Economic Development, Police Chief, Community Services, and Human Resources Director.				
FUTURE: By Sept. 1, 2016	Finance Director, working with the IT Director	Recommend to the City Council for action update to the business license process, including printing of a certificate.				

BRAINSTORMED STRATEGIES TO ADDRESS IN THE NEXT 6 MONTHS:

- Report to the City Council how the City complies with and enforces the Historic Preservation Act (shown as #5 below)
- Need for an internal audit process on revenue and expenditure side (shown as #6 below)
- Expand opportunities for public outreach (shown as #7 below)

5. At the June 16, 2015 City Council meeting	CD Director	Provide a Budget Response Report describing how the City complies with and enforces the Historic Preservation Act.				
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6. At the June 2, 2015 City Council meeting	City Treasurer working with the City Manager and Finance Director	Present to the City Council for action an internal audit process for enhanced review of City revenues and expenditures.				
7. At the August 18, 2015 City Council Meeting	City Manager	Present to the City Council an informational report on possible methods for expanded public outreach.				

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

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the May 5, 2015 City Council meeting	Finance Director	Present to the City Council for direction a proposal to update the City's purchasing ordinance.				
2. At the June 16, 2015 City Council meeting	CD Director	Report to the City Council a Budget Response Report on what has been done to ease parking restrictions for businesses citywide.				

BRAINSTORMED STRATEGIES TO ADDRESS IN THE NEXT 6 MONTHS:

- Improve the passport process (e.g., take passport photos) as a revenue source (shown as #3 below)

3. At the June 2, 2015 City Council Meeting	City Clerk	Provide a Budget Response Report describing 1) the existing Passport Program, and 2) options for program improvement for enhanced revenue (e.g. take passport photos).				
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THREE-YEAR GOAL: <i>MAINTAIN A HIGH LEVEL OF PUBLIC SAFETY WITH PUBLIC ENGAGEMENT</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the April 7, 2015 City Council meeting	City Attorney, working with the CD Director, Police Chief and City Manager	Present to the City Council options for an ordinance banning mobile vendors from within 500 to 1000 feet from schools.				
2. At the April 7, 2015 City Council meeting	City Attorney, working with the CD Director, Police Chief and City Manager	Review current regulations and the feasibility of regulating amplified sound from mobile vendors.				
3. At the May 19, 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.				
4. By July 1, 2015	Police Chief, working with the ACM	Provide training and fully implement the jail surveillance video camera system.				
5. At the August 4, 2015 City Council Meeting	Fire Chief, working with the PW Director, IT Director and Library	Report on the status of implementing an EOC on the Main Library Meeting Room.				
6. By September 1, 2015	PW Director and Police Chief	Develop plans and specifications for security fencing around the police station.				
7. By August 1, 2015	Police Chief, working with the HR Director	Report on the number of sworn police personnel in place to achieve the budgeted 93 positions.				
8. By October 1, 2015	Police Chief, working with the PW Director and CS Director	Research and present to the City Council for direction options for construction of a canine training facility on an existing unused city parcel.				

BRAINSTORMED STRATEGIES TO ADDRESS IN THE NEXT 6 MONTHS:

No suggestions

C I T Y O F R E D O N D O B E A C H

STRATEGIC PLANNING RETREAT

April 2, 2015 * Redondo Beach Library

Marilyn Snider, Facilitator – Snider and Associates (510) 531-2904
Michelle Snider Luna, Graphic Recorder – Snider Education & Communication (510) 610-8242

MISSION STATEMENT

*The City of Redondo Beach is committed to providing the finest services
to enhance the quality of life for those who live, work, visit and play in our community.*

VISION STATEMENT

Redondo Beach will be the most livable, friendly and attractive California beach city.

CORE VALUES

not in priority order

The City of Redondo Beach values . . .

Openness and honesty

Integrity and ethics

Accountability

Outstanding customer service

Teamwork

Excellence

Fiscal responsibility

Environmental responsibility

THREE YEAR GOALS

2013-2016 * not in priority order

*Vitalize the waterfront, Artesia Corridor, Riviera Village and North Redondo
Industrial Complex*

Improve public infrastructure and facilities in an environmentally responsible manner

Increase organizational effectiveness and efficiency

Build an economically vital and financially sustainable city

Maintain a high level of public safety with public engagement

S.W.O.T. ANALYSIS

Strengths – Weaknesses - Opportunities - Threats

WHAT ARE THE STRENGTHS AND ACCOMPLISHMENTS OF THE CITY OF REDONDO BEACH SINCE THE OCTOBER 2014 STRATEGIC PLANNING RETREAT?

Brainstormed List of Perceptions

- March 3, 2015 election
- Passage of Measure CT
- Hiring of additional Fire and Police
- Completed desktop computer refresh
- Published digital City newsletter
- Strong waterfront leasing efforts
- Completed financial system upgrades
- Hired 3 Associate Civil Engineers
- Initiated recruitment for the HR Director and Waterfront and Economic Development Director positions
- Hired Joe as City Manager full-time
- Completed citywide Curb Ramp Program
- Agreed to the Shade Hotel completion date
- Completed 9-1-1 dispatch console upgrades
- Updated a number of job specifications
- Instituted a Crime Analyst position job specification
- Recruited and hired new Payroll and Finance Manager
- Saved \$100,000 in Treasurer operations
- Appointed Mike as Assistant City Manager
- Issued employee stipend in recognition of compensation reduction over the past 5 years
- Became a host city for the International Special Olympics
- Recruitment process underway for filling vacancies in IT
- Improved security around Fire Station 3
- Initiated the bid process for the Residential Road Resurfacing Project
- Redondo Beach was recognized as a Bike Friendly City by the South Bay Bicycle Coalition
- Successful season at the Redondo Beach Performing Arts Center
- Completed research on outdoor dining ordinance project
- Participated in region-wide homeless count
- Purchased 30 new Police body cameras
- Completed virtual server infrastructure upgrades
- Awarded environmental contracts for South Bay Galleria and Marine Hotel III
- New citywide identification card system
- Completed renovation of offices of Engineering, Finance and the Police Department, as well as the restrooms at Door E
- Adopted CEQA cleanup ordinance and appeals process
- Completed Portofino Pump Station control panel
- Completed new service agreement with the Chamber of Commerce
- Hired a consultant to study installation of a new public boat launch in the harbor

- Awarded a contract for the resurface of the Avenida del Norte and the Riviera Village Triangle parking lot
- Improved the parking meter revenue collection process
- Initiated cyber security training
- Agreement with all labor associations on successor MOUs
- Adopted the public art ordinance
- New parking meters for Riviera Village
- Began construction of Harbor Park Bike Path
- Received award for Excellence in Financial Reporting
- Formed a Homeless Task Force
- Accepted art mosaic from Sister City, Ensenada
- IT Department received their tenth annual award for Excellence in Technology Practices
- Purchased over 20 vehicle replacements citywide
- Held a Power of Art show in the library
- Awarded a contract for a new entrance sign for Riviera Village
- Completed action guidelines for paddle sports in King Harbor
- Very favorable independent market study completed for the waterfront
- Completed all work and inspections on the Redondo Hotel
- Enhanced the Police Body Worn Camera Program
- Completed CCTV (video TV of sewer lines) and cleaning of City sewer lines
- Installed transient vessel moorings in the harbor
- Completed Catalina Avenue street lights, poles and repainting
- Completed pier deck and pier piling inspections
- Awarded Beach City Transit operator
- Approved a cost sharing agreement with the City of Torrance for Palos Verdes Reconstruction Project
- Completed replacement of 3 police patrol vehicles
- Purchased new park furniture for Veterans Park, in partnership with the Chamber's Leadership Redondo
- Recruitment process underway for filling vacancies in Engineering
- Hired a Recreation Supervisor for Senior and Family Services

WHAT ARE THE CITY'S CURRENT INTERNAL WEAKNESSES/CHALLENGES?

Brainstormed List of Perceptions

- Lack of internal auditor
- Crumbling Police facility
- Lack of adequate staffing
- Problems with library elevator
- Overly restrictive purchasing policies and procedures
- Sending all contracts to Council for approval
- Low number of permanent employee appointments
- Lack of funding for replacement of public infrastructure in harbor
- Loss of institutional knowledge due to retirements
- Contract approval limit too low
- Perception of lack of interdepartmental cooperation
- Loss of Waterfront and Economic Development Director
- Contract approval process too long
- Lack of marketing of the City's accomplishments

- Increasing workload while understaffed
- Not enough full-time staff
- Outdated procedures and ordinances
- Poor management of long-term employee absences
- Lack of streamlined hiring process
- Lack of succession planning
- Esplanade resurfacing not started
- Managing part-time staff with limited hours
- Not enough public outreach
- Website sucks
- Jail surveillance cameras not in use
- Too many interim positions
- Failure to address sea lion problem
- Large number of vacancies
- Lack speed surveys to ensure enforcement
- Plans/permit approval process too long
- Pedestrian and traffic safety concerns
- Lack of campaign contribution limits

NEXT STEPS/FOLLOW-UP PROCESS

WHEN	WHO	WHAT
April 3, 2015	City Manager	Distribute the retreat record to those who were unable to attend.
Within 48 hours of receipt	All recipients	Read the retreat record.
By April 15, 2015	Management Team (City Manager – lead)	Review the Current Internal Weaknesses/Challenges List for possible action items.
By April 17, 2015	Department Heads	Present the Strategic Plan to staff.
At the April 21, 2015 City Council meeting	City Council (Mayor – lead)	Present the updated Strategic Plan to the public.
By April 24, 2015	Renee	Place the Strengths and Accomplishments on the website.
At the May 5, 2015 City Council meeting	City Manager & Management Team	Develop objectives and present to the City Council for action and amend, if needed, timelines for objectives.
Monthly	Mayor, City Council, City Manager	Monitor progress on the goals and objectives and revise objectives (add, amend and/or delete), as needed.
Monthly	City Manager	Prepare and distribute the updated Strategic Plan Objective Monitoring Matrix to the City Council and Department Heads for distribution to their staff and on the website.
Wednesday, October 14, 2015 8:00/8:30-3:00	Mayor, City Council, City Manager and Management Team	Strategic Planning Retreat to: <ul style="list-style-type: none"> - assess progress on the Strategic Plan - develop strategic objectives for the next 6 months - identify elements of the City’s vision.

STRATEGIC PLAN ELEMENTS

Marilyn Snider, Strategic Planning Facilitator * Snider and Associates (510) 531-2904

“SWOT” ANALYSIS

Assess the organization's:

- Internal **S**trengths - Internal **W**eaknesses
- External **O**pportunities - External **T**hreats

MISSION/PURPOSE STATEMENT

States **WHY** the organization exists and **WHOM** it serves

VISION STATEMENT

A vivid, descriptive image of the future—what the organization will **BECOME**

CORE VALUES

What the organization values, recognizes and rewards—strongly held beliefs that are freely chosen, publicly affirmed, and acted upon with consistency and repetition

THREE YEAR GOALS

WHAT the organization needs to accomplish (consistent with the Mission and moving the organization towards its Vision) – usually limited to 4 or 5 key areas

KEY PERFORMANCE MEASURES

What success will look like upon achievement of the goal

SIX MONTH STRATEGIC OBJECTIVES

HOW the Goals will be addressed: By when, who is accountable to do what for each of the Goals

FOLLOW-UP PROCESS

Regular, timely monitoring of progress on the goals and objectives; includes setting new objectives every six months



Administrative Report

Planning Commission Hearing Date:

May 21, 2015

AGENDA ITEM: 8 (PUBLIC HEARING)

PROJECT LOCATION: 1914-1926 PACIFIC COAST HIGHWAY

APPLICATION TYPE: MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, SIGN REVIEW AND VESTING TENTATIVE TRACT MAP NO. 73195

CASE NUMBER: 2015-05-PC-008

APPLICANT'S NAME: NICK BUCHANAN, EHOFF II REDONDO BEACH, LLC

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of the approval/certification of a Final Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Design Review, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 73195) to permit the construction of a mixed-use development including fifty-two (52) residential condominium units and approximately 10,552 square feet of ground floor commercial space in the MU-3A zone located at 1914-1926 Pacific Coast Highway.

DEPARTMENT'S RECOMMENDATION:

The Community Development Department recommends that the Planning Commission make the findings as set forth in the staff report and the attached Draft Resolution, approve/certify the Final Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, a Planning Commission Design Review, the Landscape and Irrigation Plan, the Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 73195) subject to the findings and conditions as contained in the staff report.

I. BACKGROUND INFORMATION

Site Description

The project site is currently comprised of three (3) legal lots, with two (2) Assessor Parcel Map Numbers. The site is irregular in shape with frontage on Pacific Coast

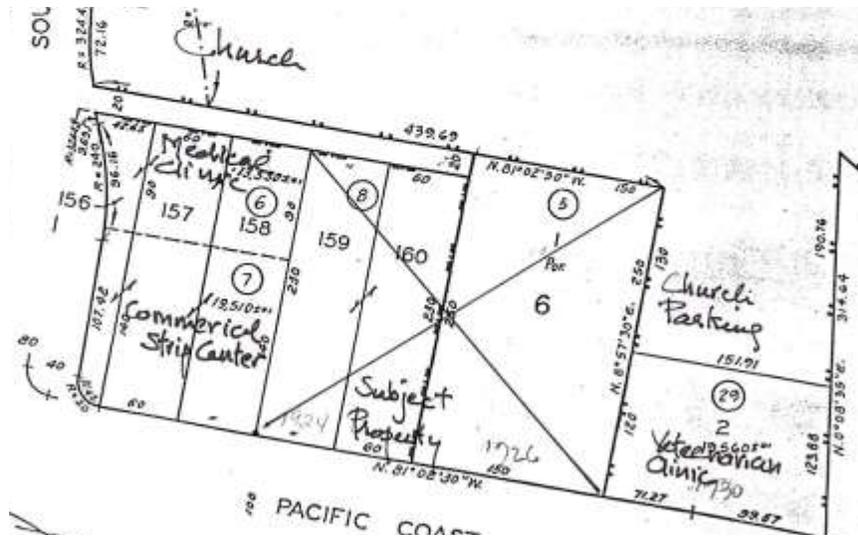
Administrative Report

Case 2015-05-PC-008

Page 2

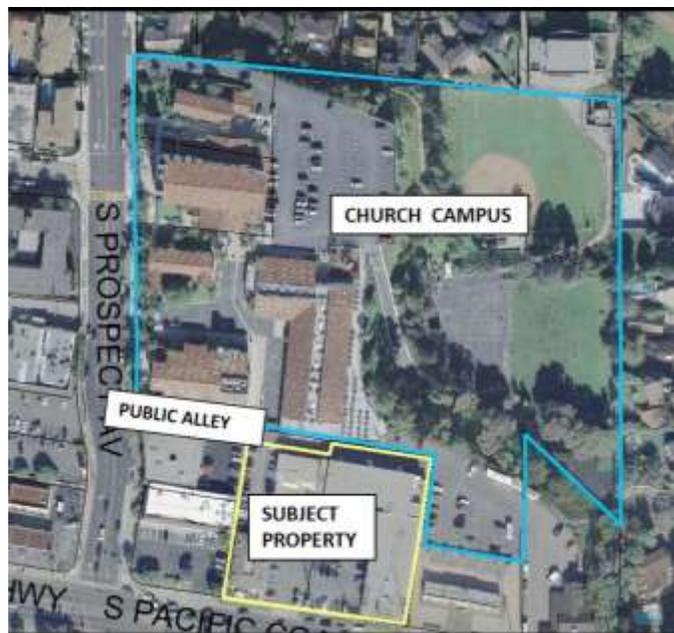
May 21, 2015

Highway of 270 feet, a depth of 230 feet along the westerly property line, and 250 feet along the easterly property line. The total area of the site is 65,100 square feet (1.49 acres.) There is a public alley 20 feet in width located to the rear along the westerly portion of the site. The property slopes downward from the east to west on average by 7'-0" (or 2.6%.) and from the south to north on average by 3'-0" (or 1.3%.) The zoning of the site is Mixed-Use (MU-3A.)



The project site is currently developed with three, two-story commercial retail and office buildings that are approximately 24'-0" in height (1914, 1924, and 1926 Pacific Coast Highway) with an estimated total of 24,531 square feet (SF) of floor area. The 1914 Pacific Coast Highway building is occupied by various office tenants on both floors. The 1924 Pacific Coast Highway building is occupied by boutique retail stores and offices. The 1926 building has a variety of retail and personal convenience tenants on the first floor and office tenants on the second floor. These structures were constructed between 1960 and 1984.

The Saint Lawrence Martyr School and Church are located directly north (to the rear of the project site, on Prospect Avenue) on residentially (R-1) zoned property. A recently constructed veterinary clinic on Pacific Coast Highway is located directly east of the site and is also zoned Mixed-use (MU-3A.). A retail strip mall facing Pacific Coast Highway and a medical office building facing Prospect Avenue are located west of the site. Located south of the site across Pacific Coast Highway are single and multi-family residences that are in the City of Torrance.



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.....”

General Plan Policy 1.21 indicates that the subject property is intended for the development of mixed-use projects integrating residential with commercial uses. This land use designation for mixed-use starts east of Palos Verdes Boulevard and continues all the way to the most easterly border, designating this area a primary activity center for the City and, thus, appropriate for higher-intensity uses.

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 zoning 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 Regional Housing Needs Allocation (RHNA). The majority of the City’s RHNA is being accommodated on mixed-use/commercial sites.

II. DETAILED DESCRIPTION OF THE REQUEST

Introduction

The proposed project involves the demolition of the existing on-site structures and the development of a three-story mixed-use structure over one semi-subterranean level of parking. It consists of approximately 10,552 square feet (SF) of commercial space, fifty-two (52) condominium units and a total of 180 parking spaces on a 1.49-acre site 65,100 SF. The proposed site density is 34.8 dwelling units per acre with a floor area ratio (FAR: the ratio of building floor area to site size) of 1.43.

Commercial Component

The commercial portion of the project is located at street level facing Pacific Coast Highway. The storefront is broken into two main sections (7,285 SF on the west side and 3,267 SF on the east side) located on either side of a public plaza that leads to a larger public open space on the second floor. The anticipated types of retail uses include a coffee shop, possibly a pedestrian-oriented restaurant, a bank, and offices.

Residential Component

The residential portion of the project consists of thirty-one (31) one and two-bedroom units, and twenty-one (21) three bedroom units. The one and two-bedrooms are one-story stacked units, located over the commercial tenant spaces and commercial parking garage on the southerly portion of the site. The three-bedroom, three-story units are located behind the commercial portion of the project on the southerly portion of the site. The three-story units with roof decks line up on either side of an open paseo. This is best illustrated in the Cross Sections provided on Sheet SD-12.

Vehicle and Bicycle Parking

Fifty (50) parking spaces for the commercial uses, (eight (8) more than required by Code) and eight (8) residential guest spaces are available at street level (to the rear of the commercial spaces - covered by a podium deck above) via a driveway off of Pacific Coast Highway. Residential parking spaces are provided in a separate, subterranean garage accessible off of the rear alley that connects with Prospect Avenue. The project provides two (2) parking spaces per residential unit, plus seventeen (17) guest spaces for a total of 121 spaces. In addition, there are eleven (11) tandem spaces available for use by some of the residents.

One bicycle rack accommodating nine (9) bicycles is provided for the commercial uses. It is located in front of the most westerly storefront. A residential bicycle storage area accommodating thirty-six (36) bicycles is available in the residential subterranean

garage. Lockable individual storage areas (one per unit) are also located in the residential garage.

Private and Public Open Space

Each of the private units is provided with the minimum required equivalent of 200 SF of outdoor living space in the form of patios, balconies and roof decks. In addition, there is a private paseo that runs east/west between the rear units where another 3,670 SF of common private open space is provided.

Public Open Space is provided in three (3) locations as illustrated on Sheet L-4. An area 10'-0" in depth that runs the length of the project between the sidewalk and the commercial storefront provides approximately 2,130 SF of public open space. This area, includes three (3) set of steps to accommodate the transition down to the commercial tenant spaces that are approximately 1'-6" lower than the sidewalk. This area also includes five (5) bio-filtration planters. A second public area is the semi-enclosed plaza located at the ground level between the two commercial areas. The plaza consists of hardscape with built-in benches and planters. Stairs and an elevator in the plaza provide access to the larger public open space on the second floor/podium. The podium level public open space is roughly 80'-0" wide, 70'-0" deep, and approximately 5,580 SF in size. It is furnished with a variety of seating arrangements, a fire pit, and BBQ area, as well as numerous landscape areas.

Architecture

The architectural style of the project can best be described as an eco-contemporary design that incorporates an aesthetic balance between the use of cool materials such as glass and metal (railings and canopies) and warmer materials such as stucco, cementitious siding, lpe wood and pavers. It embodies contemporary design features such as the use of simple lines, 90-degree angles, flat roofs



with overhangs, large expanses of windows, and a distinct lack of ornamentation. This design style accommodates a close connection between the interior and exterior spaces; appropriate for a mild climate and outdoor lifestyle.

The street level, commercial spaces are distinguishable through the intermittent use of Ipe (Brazilian) wood and a light-colored stucco finish, along with projecting metal canopies designed to accommodate the commercial signage. The residential units are finished with stucco in two colors (dark grey and a warm off-white) and cementitious siding in yet another third color (taupe). The units are provided with expansive, vertical areas of glazing that contrast well against more solid walls with horizontal clerestory lighting.

The design of the outdoor areas is also contemporary in terms of the shapes and placement as well as the choice of colors, materials, lighting fixtures, and railings.

Landscaping

Landscaping concepts for the project are reflected on Sheets L-1, L-2, and L-3 of the Architectural Drawings. The plans consist of three (3) types of trees to be installed in the upper public open space including *Cercis Occidentalis* (eastern Redbud), *Platanus Racemosa* (California Sycamore), and *Arbutus Unedo* (Strawberry Tree). The *Tabebuia* (Trumpet Tree) is to be planted in the ground level public plaza. *Ginkgo Biloba* (Maidenhair) trees are recommended as street trees. Additionally, vines including a mix of *Campsis radicans* (Red Trumpet) and *Wisterias*, ornamental grasses and shrub-like plants such as *Phormium* (New Zealand Flax), *Nandina Domestica 'Compacta'* (Dwarf Heavenly Bamboo) and a variety of succulents are provided. The bio-filtration planters that line portions of the public sidewalk will be planted with a mixture of sedges and rushes.

The plans include standard planting and irrigation details.

Hardscape

The public and common private areas are all finished with a variety of design concepts with varying shapes, sizes, finishes, and colors. The public open space at the front of the project will be finished with 'poured in place concrete' scored in a large grid pattern with alternating finishes in natural colors. Narrow, rectangular precast concrete pavers with a single finish and color will be used in the ground level plaza. A combination of narrow and wide, rectangular pavers with one color and two (2) finishes will be installed in the upper level public open space.

Furnishings

Some of the proposed furnishings for the open space areas such as the low profile concrete benches and lounge seating reflect the contemporary design style of the project. Other pieces such as the umbrella tables, chairs, and the bicycle racks are more conventional in style. No designs have been submitted for the planters.

Lighting

The lighting plans are conceptual at this time providing targeted lighting locations and potential fixture designs as illustrated on Sheets LTG 1, LTG 2 and LTG 3. The plans address surface-mounted lighting as well as free-standing lighting fixtures and landscaping lighting. The designs of the selected lighting fixtures are very functional and could be improved from an esthetic design perspective.

Signage

The proposed sign plans are presented on Sheets SGN1 and SGN 2. Please note that the information provided on Sheet SGN1 references the City's sign regulations; they are not intended to serve as the project's sign program.

The plans provide a 'Key' for the locations of the various sign types as well as detailed and dimensioned sign specifications. One (1) wall-mounted project identity sign (Sea Breeze) is located on the most easterly structure at a height of approximately 24'-0" above the sidewalk grade. The 32 SF sign (2'-8" x 12'-0") consists of individual pin-mounted, laser cut metal letters. Two (2) types of commercial tenant signs are proposed including canopy-mounted signs and blade signs. The canopy-mounted signs consist of individual, free-standing, laser cut metal letters, 1'-0" in height, mounted to the tops of the projecting canopies over each of the commercial tenant spaces. The canopies have a vertical clearance of 8'-0".

Sustainable Project Features

The proposed project addresses the principles of sustainability as follows:

- 1) **Site Selection:** re-use of a developed site with access to existing utilities and infrastructure;
- 2) **Landscaping:** use of native plants and water-wise garden techniques; placement and selection of deciduous shade trees that reduce the heat island effect, remove air pollutants, and reduce the need for air conditioning and heating while enhancing the site aesthetically;
- 3) **Water quality and efficiency:** "Low Impact Design" including bio-filtration planters that filter and moderate the impacts of stormwater runoff; energy efficient indoor fixtures and tank less water heaters;
- 4) **Energy and Atmosphere:** passive solar heat from large windows, renewable energy from photovoltaic panels, energy star appliances and energy-efficient lighting systems;
- 5) **Materials and Resources:** use of environmentally preferable materials such as concrete containing fly ash, sustainable wood products; use of locally manufactured materials to reduce transportation, where possible; and

- 6) **Indoor Environmental Quality:** use of low emitting paint, carpet, sealant, engineered wood, use of natural light and ventilation, air filtering and radon protection.

Public Right-of-Way Dedication and Improvements

An existing alley, 20'-0" in width, with access off of Prospect Avenue runs behind the Medical Center and the Sea Breeze Plaza. The alley provides access to the church parking area north of the Pet Hospital. Currently, only the westerly 283 feet of the alley is a public right-of-way. The easterly 150 feet (hatch area) encroaches over the rear portion of the subject property. In order to ensure the continued use of that portion of the property as an alley, the applicant has agreed to dedicate it to the City. Although the area to be dedicated appears to be in better condition than the existing public portion of the alley, the condition of approval will include a statement that the dedicated roadway shall be improved as determined by the City's Engineering Department.

Additionally, the applicant and the St. Lawrence Martyr Parish of the Archdiocese of Los Angeles (the Church) have already entered into a Memorandum of Agreement wherein the City's Fire Department has



access to the church parking area directly east of the site as a turnaround area for their fire engines (see Sheets SD-03 – SD-05).

III. DEVELOPER COMMUNITY OUTREACH EFFORTS

In keeping with the Planning Commission's policy of ensuring that applicants engage stakeholders regarding their projects, the following is a summary of the applicant's community outreach efforts:

- The applicant had numerous meetings with Ms. Virginia Dargen, the church representative of St. Lawrence Martyr Church (directly north of the project) in 2013 before he bought the subject property. In addition, he had twenty plus (20+)

meetings or calls with Albro Lundy (Church member and legal advisor). He has also had follow up meetings with Ms. Dargen and Monsignor Paul Dotson since the time he bought the property.

- The applicant also:
 - Sent out a Direct Mailer to residents and business owners within a 300-foot radius of the property.
 - Made calls and visited some business and property owners in the area.
 - Sent out a Direct Mailer to approximately 96 parties who had contacted the City regarding the Legado mixed-use project. He called some of the individuals directly, had one-on-one meetings with others, and offered to meet with a number of other individuals.
 - Met with the Sunset Riviera Homeowners Association and presented the project to them.
 - Met and conversed with several members of the 'weR4Redondo.org' group.
 - Met with Marna Smeltzer, President of the Redondo Beach Chamber of Commerce, at the Chamber offices. He offered to meet with any other Chamber members.
 - Reached out to www.voices4rb.org and spoke to both Chris Voisey and Thomas Grey about the project.
 - He reached out and spoke to Riviera Village Association members Chris Hatanelas and Mike Ward.
 - Talked to City Council Members Bill Brand and Jeff Ginsberg to make them aware of the project so they could direct constituents who might have questions to the development team. The team consists of the Developer – EHOFF II Redondo Beach, LLC; Development Manager – Cape Point Development; Architect – Withee Malcolm; Civil Engineer – Bolton Engineering; Structural Engineer – Englekirk; Mechanical, Electrical & Plumbing – Southwest Group; Landscaping - Jon Cicchetti Landscaping; Utility Consultant – Morrow Consulting. He intends on reaching out to the other council members.
 - Set up a 1-800-number and information email in order to facilitate access with interested stakeholders. He will set up small meetings on the property to present the proposed project and will continue to address questions and/or concerns as people reach out to him.

The above effort is ongoing. An update of this effort will be provided at the Planning Commission hearing. A full account of the Outreach efforts as presented by the applicant is attached.

IV. EVALUATION OF THE PROJECT AND DISCUSSION OF DEVELOPMENT STANDARDS:

The following is a brief overview of the project's compliance with the development standards for the Mixed-Use (MU-3A) zone.

- Maximum Floor Area Ratio (F.A.R.) for mixed-use projects: 1.5. The proposed size of the project not including the parking garages is approximately 93,133 square, which is equivalent to an F.A.R. of 1.43.
- 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 is 45,470 square feet and the minimum equals 10,530 square feet. The project provides 10,552 square feet of commercial space, which meets the standard.
- Residential density of one unit for every 1,245 feet of lot area equals a maximum of 52 units. The project proposes a maximum of 52 units.
- The project meets the minimum lot size of 15,000 square feet with a lot size of 65,100 square feet.
- 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. As illustrated on Sheets SD-11 – SD-13 approximately 85% of the proposed structure is a maximum of 38'-0" in height, with areas such as the second (2nd) story public open space at 13'-6' in height and the private paseo at existing grade. Approximately 15% of the project is within the range of the 38'-0" and 45'-0" including some upper portions of the mezzanines and staircases.
- A maximum of three (3) stories is permitted. The project consists of three (3) stories with mezzanines as permitted by the City's Zoning Code.
- The project meets the required setbacks for the zone.
- The proposed private outdoor space meets and exceeds the minimum requirement of 200 square feet per unit.

- The proposed total of public outdoor space is approximately 9,534 square feet, just slightly above the required amount of 9,313 square feet, which is 10% of the project constructed square footage.
- The project meets and, in some cases exceeds, the minimum parking requirements. Specifically, the project provides fifty (50) commercial parking spaces, eight (8) more than the minimum required forty-two (42) spaces, and provides an additional eleven (11) tandem spaces over and above the minimum required 104 residential spaces (two (2) for each of the fifty-two (52) residential units) and seventeen (17) residential guest parking spaces.

V. 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 2015-03-IES-MND-001 (“Draft MND”) for a 30-day public review period that began on April 9, 2015 and concluded on May 11, 2015.

While there are no requirements to prepare response to comments (RTC) on a Draft MND, the City prepared responses and incorporated them into the Final MND (attached). The Final MND determined that there would be potential impacts associated with the following resource areas: (1) Cultural Resources; (2) Geology and Soils; and (3) Noise. 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). These mitigation measures include CR-1 (Unanticipated Discovery of Cultural Resources); GEO-1 (Geotechnical Design Considerations); and N-1 through N-6 (Temporary Construction Noise).

A total of twenty-four (24) sets of comments were received by the City within the 30-day public review period that ended on May 11, 2015. The comments received from Redondo Beach and Torrance residents address concerns regarding potential cumulative impacts; the traffic analysis; the use of the alley; parking for church-related uses and surrounding residential uses; the need for more multi-family housing units; existing retail vacancies; and the impacts on water usage. There were no comments received from any public agencies.

The formal RTC is still in preparation and will be available next week prior to the Planning Commission meeting of May 21, 2015.

However, Staff did prepare a brief discussion of the most recurrent concerns raised by public.

a. Cumulative Impacts

A number of individuals expressed a concern regarding the IS-MND determination that the proposed project has a less than significant cumulative impact when considering the effects of past, current and probable future projects. Cumulative impacts of the proposed project are discussed on pages 78 and 79 of the Draft IS-MND as well as some of the individual resource sections of the Draft IS-MND (e.g. the SCAQMD thresholds utilized in Section III are utilized for both project and cumulative analyses). The project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. Under CEQA the purpose of the impact analysis is to analyze changes to the environment caused by the project in comparison to the existing physical conditions. (CEQA Guidelines Section 15125(a) and 15126.2(a). As noted in CEQA case law, it is not the purpose of a CEQA analysis to fix existing environmental problems. (Watsonville Pilots Association v. City of Watsonville (2010) 183 Cal.App.4th 1059, 1094 [“The FEIR was not required to resolve the [existing] overdraft problem, a feat that was far beyond its scope”].)

Furthermore, an EIR was adopted/certified in conjunction with the adoption of the General Plan in 1992 that addressed the cumulative impacts of the “complete buildout” of the City based on all the land use designations contained therein. (State Clearinghouse No 91071080; Certified in Redondo Beach Resolution 7478; CEQA Guidelines Section 15183.) Since the proposed project is consistent with the General Plan land use designation for the site, the cumulative impacts of the project have already been considered and addressed.

b. Traffic Impact Analysis

As discussed on Draft IS-MND page 69, “The trip generation forecast was prepared for a typical weekday on a 24-hour daily basis, as well as for the AM and PM commuter peak hours¹. As shown in Table 19, the proposed project would reduce the average daily trips (ADT) to the site by an estimated 255 trips and would also reduce PM peak hour trips by 23 trips. The project would increase AM peak hour trips by 10 trips compared to existing conditions. However, this minor increase in AM peak hour traffic would not substantially increase traffic volumes on Pacific Coast Highway or any other area roadway or intersection such that LOS² conditions would degrade. Further, the decrease in overall daily trips and PM peak hour trips would generally improve LOS conditions on area roadways and intersections in the vicinity of the project site.” The

¹ Peak Hours: AM 7:00 – 9:00 AM, PM 4:00 – 6:00 PM

² Level of Service

assumptions underlying this analysis were highly conservative because, for the purposes of calculating existing trip generation rates, only the currently occupied portion of the building square footage has been used. (Appendix F.)

Even with the slight increase of 10 trips during the AM peak hour, this would be an insufficient number of cars to trigger the City's traffic significance criteria under existing or cumulative conditions.

c. Parking

Parking is discussed on pages 69 to 70 of the Draft IS-MND. The project is required to provide on-site parking for the proposed uses on the site. A total of 163 parking spaces are required in accordance with City requirements. The project would provide 182 parking spaces, eight (8) more commercial spaces than required, and eleven (11) additional tandem spaces for use by the project residents. A parking analysis was also performed using ITE's *Parking Generation* handbook (4th Edition, 2010). This analysis indicates that the peak parking demand per day would be a 103 parking spaces.

As proposed, the project provides parking in excess of the City's regulatory requirements and the ITE parking rates. Therefore, there would not be any secondary trips of vehicles looking for parking on nearby streets.

Currently, the parents of students attending the school, church congregants, as well as tenants from surrounding apartments park on the existing surface parking lot of the project site. That parking lot is private; intended for use by the staff and patrons of the existing commercial development. Use of the parking lot by anyone else is trespassing. The proposed project is not required to address parking demands created by adjacent and surrounding properties and land uses including the church and school. As indicated earlier, CEQA case law, has established that it is not the purpose of a CEQA analysis to fix existing environmental problems.

d. Alley access to the Residential Garage

A number of concerns were voiced regarding the future use of the alley as the vehicular access to the residential garage for the proposed project including the following: 1) visibility at the alley entrance; 2) traffic congestion on the alley; 3) the width of the alley; and 4) safety of pedestrians in the alley.

Based on these concerns the traffic consultant (Overland Traffic Consultants, Inc.) was asked to obtain actual physical traffic counts on the alley and to observe if the trips were related to the school/church use or the commercial uses on the subject property. An analysis of the "Intersection Turning Movements" during AM and PM peak hours at

intersection of Prospect Avenue and Pacific Coast Highway (prepared by the National Data & Surveying Services, Project #: 11-5370-009) and the current schedule of activities at the church site resulted in a determination that traffic counts on the alley should be taken on the following days and times:

- a) Weekday, 5.12.15 (K-8 School in session) :
 - 7:00 – 9:00 AM (AM Peak Hours);
 - 2:30 – 3:30 PM (End of School Day) and
 - 5:00 – 6:00 PM (PM Peak Hour).
- b) Saturday, 5.16.15 (No School & No Church Services)
 - 12:00 noon – 1:00 PM
- c) Sunday, 5.17.15 (Church Services)
 - 10:00 Am – 12:30 PM

According to the consultant, who counted and observed the traffic on the alley at three (3) different time periods on Tuesday, May 12, 2015, it was quite obvious to determine which of the land uses generated the trips. Parents who drove their children to the school either parked temporarily in the alley to allow their children to step out or parked in the parking lot of the commercial development and walked their children to the front gate of school (thereby trespassing on the subject property). Individuals who used the alley to access the commercial development parked there and then entered one of the various retail, office or personal service businesses.

A traffic report that provides the traffic counts on the alley, as discussed above, and further analyzes existing trips with future trips will be available early next week.



In the meantime, Staff can address these issues as follows:

- 1) Visibility at the alley entrance: The distance between the curb face and the inside of the sidewalk, which lines up with the exterior wall of the medical building on the south side of the alley, is approximately fourteen (14) feet. This clearance distance is adequate and compares with the optimal standard for visibility clearance of fifteen

(15) feet. Based on several field observations there is clear visibility in both directions when exiting the alley in a car.

The following field observations were made by the traffic consultant on Tuesday, May 12, 2015: cars traveling in opposite directions in the alley had no problem passing each other; the cars speeds were typically slow, especially in the presence of pedestrians, with the exception of some parents.

- 2) Traffic Congestion on the alley: This will be addressed once the traffic report on the alley is available from the consultant.
- 3) Width of the Alley: The alley is 20'-0" wide in comparison with most alleys in the City that are either 12'-0" or 15'-0" wide. Where possible, it is preferable to provide vehicular access off of an alley or to split the vehicular access between the front (street) and the rear (alley) so as minimize traffic congestion and the number of potential conflicts on the street. This is especially true in this case, where it is preferable to minimize traffic impacts on Pacific Coast Highway, the City's most heavily travelled arterial roadway.

Field observations provided by the traffic consultant indicate that the vehicles traveling in opposite directions did so with ease; that most vehicles travelled at slow speeds, especially in the presence of pedestrians, with the exception of some parents who drove more quickly.

As discussed above, the proposed project provides parking in excess of the City's regulatory requirements and the ITE parking rates. Therefore, the proposed project would not generate any secondary trips of vehicles looking for parking on nearby streets.

The current practice of parents of students attending the school, church congregants, as well as tenants from surrounding apartments is to park, temporarily or otherwise, in the existing commercial parking lot on the project site. The property owner and project developer have chosen not to take action against these individuals, such as towing their cars off of the lot, though it would be right to do so.

Parents, staff, church congregants, etc. need to park in the church parking lots of which there are several or in available street parking spaces. Again, the proposed project is not required to address parking demands created by adjacent and surrounding properties and land uses including the church and school.

All other concerns including those about the need for more multi-family housing units, existing retail vacancies; and the impacts on water usage will be specifically addressed in the final responses to comments that will be available early in the week of May 18th.

VI. 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 (CUP). 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 and regulations as contained in the Zoning Ordinance, the General Plan Land Use Element, the General Plan Housing Element, and the criteria for the approval of a Conditional Use Permit.

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.

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” (RBCM § 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.” (RBCM §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” (RBCM § 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” (RBCM § 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...” (RBCM § 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...” (RBCM § 10-2.2502(b)(8)(k).)

User impacts and needs

The site is well organized with the placement of the public and commercial spaces closest to the public right-of-way on Pacific Coast Highway and the location of the private living and open spaces above and to the rear of the site.

Commercial pedestrian and vehicular access is provided onto the site from Pacific Coast Highway. Residents can access the site on-foot or on bicycle from either Pacific Coast Highway or via the alley to the rear off of Prospect Avenue. Vehicular access to the site for residents is available from the rear alley.

The proposed project provides a total of 182 parking spaces, between the commercial and residential garages. Fifty (50) commercial parking spaces, eight (8) more than required by code are provided. Two (2) of those spaces are designated as preferred parking for “green vehicles.” There are two (2) parking spaces per residential unit and seventeen (17) spaces for their visitors as required. Residential visitors have the option to park in the eight (8) spaces available in the commercial garage or in the nine (9) spaces available in the residential parking garage. In addition, there are eleven (11) tandem spaces available to designated residents.

A loading bay located within the commercial garage and positioned closest to the entrance from Pacific Coast Highway will serve both commercial and residential purposes. Delivery truck size will be restricted to bobtail type trucks. The demand for and use of large trucks is not anticipated given the small scale of the commercial tenants.

The trash facility for the commercial tenants is located at the end of the vehicular driveway in the commercial garage. The residential trash area is located beside the elevator within the residential parking garage. As is typical, a small collector vehicle will collect the trash bins and deliver it to a trash truck that can be staged in the parking lane on Pacific Coast Highway.

Relationship to Physical Features

There is minimal existing landscaping on the site consisting primarily of ground cover and several small Archontophoenix cunninghamiana (King) palms. The proposed plan removes the existing landscaping and provides new, sustainable landscaping areas, planted with a greater quantity and a more appropriate planting palette. Additionally, as many as six (6) new street trees will be planted.

Consistency of the Architectural Style & Building Design

The eco-contemporary style of architecture is applied consistently throughout the commercial component, the public and private open spaces, and the residential structures.

At three (3) stories, the proposed project is somewhat taller than the adjacent commercial properties, many of which are one-story in height. The project is closer in scale to the multi-family residences across Pacific Coast Highway in the City of Torrance, which are two (2) stories plus in height since the Finish Floor of the first floor units appears to be approximately 3'-0" – 4'-0" higher than the sidewalk grade and similar in scale and height to the mixed-use project to the west at 1800 Pacific Coast Highway. The project is lower in height than the church structure to the north on

Prospect Avenue that is estimated to be forty plus (40+) feet in height, with bell towers it may have a maximum height of sixty (60 feet).

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.

Balance and Integration with the Neighborhood

As indicated above, the surrounding area consists of a variety of building types of varying heights, mass and scale. The project will integrate and be compatible with the neighborhood including a mixed-use project to the west at 1800 Pacific Coast Highway. The architectural design and mixed-use elements of the project will improve the on-site aesthetics by replacing the aging commercial strip mall and unshaded surface parking lot with a contemporary development with increased landscaping and protected parking.

Signs

The proposed sign program identifies locations and establishes design guidelines for the project including project identity signs, commercial signs, as well as directional signs. The signs are appropriate both in scale and design.

VESTING TENTATIVE TRACT MAP

Vesting Tentative Tract Map No. 73195 consolidates the subject property for the purposes of developing it as a mixed-use project with condominium units. 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 an alley dedication to ensure the continued vehicular access to the adjacent parking area.
 - c) The proposed use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.
 - 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) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.
 - e) 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 Vesting Tract Map 73195 is consistent with the Comprehensive General Plan of the City.

4. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.
5. The Planning Commission hereby finds that Mitigated Negative Declaration No. 2015-03-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.
6. 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.
7. 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.
8. The Planning Commission further finds that in reviewing the Mitigated Negative Declaration No. 2015-03-IES-MND-001 it has exercised its own independent judgment.
9. 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 development of a mixed-use project including fifty-two (52) residential condominium units and approximately 10,552 square feet of ground floor commercial space at 1914-1926 Pacific Coast Highway with a minimum of 163 parking spaces (designed to provide 182 spaces) in substantial compliance with the plans approved by Planning Commission on May 21, 2015.
2. 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.
3. Color and material samples shall be submitted for review and approval of the Planning Department prior to the issuance of a Building Permit for the project.
4. No signs shall be installed prior to the approval and issuance of Sign Permits by the City's Planning and Building Divisions.

5. 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) the approval by the City's Planning Division prior to the issuance of Building Permits.
6. The City's newly adopted Public Art Ordinance requires the project applicant to provide a public art contribution equivalent of one percent (1%) of the building valuation above \$250,000. The public art 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 contribution to the John Parsons Public Art Fund: or 4) pay the public art contribution 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.
7. Vesting Tract Map # 73195 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.
8. 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 Bolton Engineering Corporation, dated October 2, 2014. Furthermore, the Standard Urban Stormwater Mitigation Plan (SUSMP) shall be included on final plans and implemented during construction and the operation of the project.
9. The applicant shall comply with the following mitigation measures and the associated procedures listed in the MMRP:

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.

GEO-1 Geotechnical Design Considerations. The recommendations included on pages 9 through 27 in the 2014 *Preliminary Geotechnical Investigation* conducted by Construction Testing & Engineering, Inc. (Appendix C) 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),*
- *Site excavation,*
- *Fill placement and compaction,*
- *Fill materials,*
- *Temporary construction slopes,*
- *Temporary shoring,*
- *Foundations and slab recommendations,*
- *Seismic design criteria,*
- *Lateral resistance and earth pressures,*
- *Exterior flatwork*
- *Vehicular pavements,*
- *Drainage, and*
- *Slopes.*

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.

- 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.
- 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).
- 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.
- N-5 Sound Barriers.** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and sensitive receptors 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.
10. The applicant shall be required to adhere to the adopted Mitigation Monitoring and Reporting Program prepared in conjunction with approved Initial Environmental Study No. 2015-03-IES-MND-001 and Mitigated Negative Declaration No. 2015-03-IES-MND-001. 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.
11. That the applicant shall irrevocably dedicate the easterly 150'-0" of the northerly 20'- 0" of the subject property to the City of Redondo Beach for the purpose of extending the existing public alley from Prospect Avenue through to the lower parking lot of the St. Lawrence Martyr Church located east of the subject property and that the dedicated roadway shall be improved as determined by the City's Engineering Department.

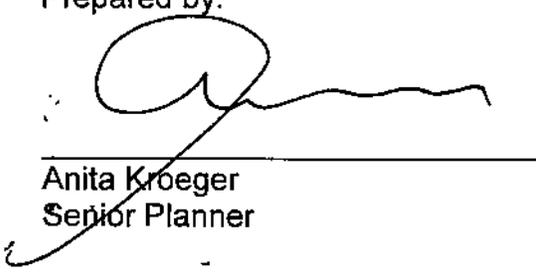
12. That the applicant shall record an easement granted to the current and future owners of the subject property by the St. Lawrence Martyr Parish of the Archdiocese of Los Angeles (the Church) providing the City's Fire Department access to the church parking area directly east of the site as a turnaround area for their fire safety vehicles and equipment (as shown on Vesting Tentative Tract Map #73195) , and that a certified copy thereof be shall be provided to the City's Planning Division prior to the issuance of a Certificate of Occupancy for the project.
13. In exchange for the City's issuances 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:

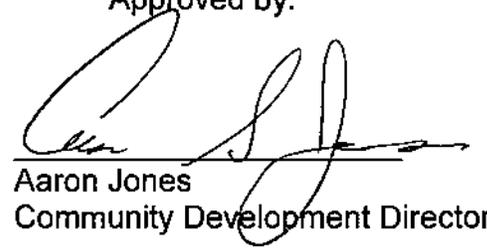
14. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
15. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the Planning Commission.
16. In the event of a disagreement in the interpretation and/or application of these conditions, the issues 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.

17. All on-site litter and debris shall be collected daily.
18. 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.
19. Material storage on a public street shall not exceed 48 hours per load.
20. The project develop 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.
21. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
22. Streets and sidewalks adjacent to job sites shall be clean and free of debris.
23. That delivery truck size shall be limited to bobtail type vehicles. In no case shall deliveries be conducted from Pacific Coast Highway.
24. The Planning Division shall be authorized to approve minor changes to any of the Conditions of Approval.

Prepared by:


Anita Kroeger
Senior Planner

Approved by:


Aaron Jones
Community Development Director

cc.

HARD COPIES:

1. Draft Resolution
2. Architectural Drawings including:
 - Sign Program (SGN 1 – SGN 2)
 - Lighting Plans (LTG 1 – LTG 3)
 - Landscaping Plans (L-1 – L-3)
 - Public Open Space (L-4)
3. Vesting Tentative Tract Map
4. Applications
5. Draft Initial Study* – Mitigated Negative Declaration & Mitigation Monitoring and Reporting Program (IS-MND-MMRP)
(Specified Appendices only)
 - Appendix F – Traffic Impact Analysis
 - Appendix G – Response to Comments (RTC) (*will be distributed as a Blue Folder Item*)
 - Appendix H – Mitigation Measure Monitoring & Reporting (MMRP)
6. Public Art Funding Ordinance No.3127-14
7. Sea Breeze – Sustainability Aspects
8. Applicant's Community Outreach Efforts, 4.28.15
9. Comments received after the comment period deadline

❖ **ELECTRONIC COPIES ON USB FLASHDRIVES**

1. Draft Resolution
2. Architectural Drawings including:
 - Sign Program (SGN 1 – SGN 2)
 - Lighting Plans (LTG 1 – LTG 3)
 - Landscaping Plans (L-1 – L-3)
 - Public Open Space (L-4)
3. Vesting Tentative Tract Map
4. Applications
5. Draft Initial Study* – Mitigated Negative Declaration & Mitigation Monitoring and Reporting Program (IS-MND-MMRP) & Appendices

**Final Initial Study will be provided*

RESOLUTION NO. xxxxxxxx

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING A MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, SIGN REVIEW AND VESTING TENTATIVE TRACT MAP NO. 73195 TO ALLOW THE CONSTRUCTION OF A MIXED-USE DEVELOPMENT INCLUDING FIFTY-TWO (52) RESIDENTIAL CONDOMINIUM UNITS AND APPROXIMATELY 10,552 SQUARE FEET OF COMMERCIAL SPACE IN THE MIXED-USE (MU-3A) ZONE AT 1914 – 1926 S. PACIFIC COAST HIGHWAY (CASE NO. 2015-05-PC-008)

WHEREAS, an application was filed on behalf of the owner of the property located at 1914-1926 S. Pacific Coast Highway for approval/certification of a Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Design Review, Sign Review, and Vesting Tentative Tract Map No. 73195 to allow the construction of a mixed-use development including fifty-two (52) residential condominium units and approximately 10,552 square feet of commercial space in the Mixed-Use (MU-3A) zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and applications would be considered was given pursuant to State law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet and occupants within 100 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, and other interested parties at the public hearing held on the 21st day of May, 2015, with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

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 an alley dedication to ensure the continued vehicular access to the adjacent parking area.
 - c) The proposed use shall have no adverse effect on abutting property or the permitted use thereof, subject to the conditions of approval.
 - 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) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.
 - e) [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 Vesting Tract Map 73195 is consistent with the Comprehensive General Plan of the City.
4. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.
5. The Planning Commission hereby finds that Mitigated Negative Declaration No. No. 2015-03-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.
6. 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.
7. 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.
8. The Planning Commission further finds that in reviewing the Mitigated Negative Declaration No. 2015-03-IES-MND-001 it has exercised its own independent judgment.
9. 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.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That based on the above findings, the Planning Commission does hereby approve the Mitigated Negative Declaration/Initial Environmental Study and Mitigation Monitoring and Reporting Program, a Conditional Use Permit, Design Review, Sign Review, and Vesting Tentative Tract Map No. 73195 pursuant to the plans and applications considered by the Planning Commission at its meeting of the 21st day of May, 2015.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. That the approval granted herein is for the development of a mixed-use project including fifty-two (52) residential condominium units and approximately 10,552 square feet of ground floor commercial space at 1914-1926 South Pacific Coast

Highway with a minimum of 163 parking spaces (designed to provide 182 spaces) in substantial compliance with the plans approved by Planning Commission on May 21, 2015.

2. 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.
3. Color and material samples shall be submitted for review and approval of the Planning Department prior to the issuance of a Building Permit for the project.
4. No signs shall be installed prior to the approval and issuance of Sign Permits by the City's Planning and Building Divisions.
5. 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) the approval by the City's Planning Division prior to the issuance of Building Permits.
6. The City's newly adopted Public Art Ordinance requires the project applicant to provide a public art contribution equivalent of one percent (1%) of the building valuation above \$250,000. The public art 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 contribution to the John Parsons Public Art Fund: or 4) pay the public art contribution 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.
7. Vesting Tract Map # 73195 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.

8. 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 Bolton Engineering Corporation, dated October 2, 2014. Furthermore, the Standard Urban Stormwater Mitigation Plan (SUSMP) shall be included on final plans and implemented during construction and the operation of the project.
9. The applicant shall comply with the following mitigation measures and the associated procedures listed in the MMRP:

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.

GEO-1 Geotechnical Design Considerations. The recommendations included on pages 9 through 27 in the 2014 *Preliminary Geotechnical Investigation* conducted by Construction Testing & Engineering, Inc. (Appendix C) 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),*
- *Site excavation,*
- *Fill placement and compaction,*
- *Fill materials,*
- *Temporary construction slopes,*
- *Temporary shoring,*
- *Foundations and slab recommendations,*
- *Seismic design criteria,*

- *Lateral resistance and earth pressures,*
- *Exterior flatwork*
- *Vehicular pavements,*
- *Drainage, and*
- *Slopes.*

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.

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.

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).

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.

N-5 Sound Barriers. Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and sensitive receptors 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.

10. The applicant shall be required to adhere to the adopted Mitigation Monitoring and Reporting Program prepared in conjunction with approved Initial Environmental Study No. 2015-03-IES-MND-001 and Mitigated Negative Declaration No. 2015-03-IES-MND-001. The project shall be designed to provide sound attenuation between the units and the uses and noise generated by the vehicular traffic on South Pacific Coast Highway, including dual-glazing and supplemental insulation, as determined necessary by an acoustical analysis.
11. That the applicant shall irrevocably dedicate the easterly 150'-0" of the northerly 20'- 0" of the subject property to the City of Redondo Beach for the purpose of extending the existing public alley from Prospect Avenue through to the lower parking lot of the St. Lawrence Martyr Church located east of the subject property and that the dedicated roadway shall be improved as determined by the City's Engineering Department.
12. That the applicant shall record an easement granted to the current and future owners of the subject property by the St. Lawrence Martyr Parish of the Archdiocese of Los Angeles (the Church) providing the City's Fire Department access to the church parking area directly east of the site as a turnaround area for their fire safety vehicles and equipment (as shown on Vesting Tentative Tract Map #73195) , and that a certified copy thereof be shall be provided to the City's Planning Division prior to the issuance of a Certificate of Occupancy for the project.
13. In exchange for the City's issuances 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

14. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
15. 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.
16. In the event of a disagreement in the interpretation and/or application of these conditions, the issues 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.
17. All on-site litter and debris shall be collected daily.
18. 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.
19. Material storage on the public street shall not exceed 48 hours per load.
20. 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.
21. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
22. Streets and sidewalks adjacent to job sites shall be clean and free of debris.
23. The Planning Division shall be authorized to approve minor changes to any of the Conditions of Approval.

Section 3. That the approved Conditional Use Permit and Planning Commission Design Review Permit shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. That, prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 21st day of May, 2015.

Nicholas Biro, Chair
Planning Commission
City of Redondo Beach

ATTEST:

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

I, Aaron Jones, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2015-XXXXX was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 21st day of May, 2015, by the following vote:

AYES:

NOES:

ABSENT:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

CONDITIONAL USE PERMIT
TO ESTABLISH CONDOMINIUM USAGE



CITY OF REDONDO BEACH

REDONDO BEACH MIXED-USE
CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA

May 11th, 2015

WITHEE MALCOLM ARCHITECTS, LLP

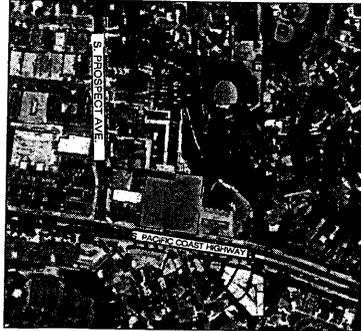
2251 West 190th Street Torrance, CA 90504
T 310.217.8885
www.witthemalcolm.com

JOB NO. B4012

DATE: 05/11/15



VICINITY MAP



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L4	OPEN SPACE SUMMARY

ADDRESS	1914 - 1926 S. PACIFIC COAST HIGHWAY REDONDO BEACH, CA 90277		
ASSESSOR PARCEL NUMBER	7510-031-005,008		
TYPE OF CONSTRUCTION	TYPE V OVER TYPE I		
OCCUPANCY PER CBC	R-2, S-2		
ZONE	MU-3A		
PROPOSED PROJECT	MIXED-USE		
LOT AREA	1.494	AC	65,100 SF
MIN. COMMERCIAL AREA	* R.M.C. 10-2.916	10,530	S.F.
PROPOSED COMMERCIAL		10,552	S.F.
TOTAL UNITS		52	Units
ALLOWABLE DENSITY	* R.M.C. 10-2.916 b	52.2	1 DU/1,245 S.F.
PROPOSED DENSITY		34.79	Du/AC
MAX F.A.R.	* R.M.C. 10-2.916 a	1.50	97,650 SF
PROVIDED F.A.R.		1.43	93,133 SF
ALLOWABLE BUILDING HEIGHT	* R.M.C. 10-2.916 d	38'	45' subject to Planning Commission Design Review.
PROPOSED BUILDING HEIGHT		38'-45'	
ALLOWABLE # OF STORIES	* R.M.C. 10-2.916 e	3	
PROPOSED # OF STORIES		3	
SETBACKS	* R.M.C. 10-2.916 f		
		LOCATION	REQUIRED PROPOSED
		FRONT	10' 10'
		SIDE	0' VARIES
		REAR	0' 0'

UNIT	DESCRIPTION	NUMBER OF UNITS	AVERAGE GROSS AREALIMIT	TOTAL GROSS AREA	OUTDOOR LIVING / DU	TOTAL OUTDOOR LIVING
A 1	1 BR + 1 BATH	6	12% sf	869 sf	5,214 sf	275
A 2	1 BR + 1 BATH	1	2% sf	1,219 sf	1,219 sf	306
AM 1- w/ MEZZANINE	1 BR + MEZZANINE + 1 BATH	1	2% sf	1,056 sf	1,056 sf	155
AM 2- w/ MEZZANINE	1 BR + MEZZANINE + 1 BATH	1	2% sf	1,403 sf	1,403 sf	155
BM- w/ MEZZANINE	1 BR + MEZZANINE + 1 BATH	5	10% sf	950 sf	4,795 sf	134
TOTAL 1 BEDROOM		14	27%			
C 1	2 BR + 2 BATHS	5	10% sf	1,208 sf	6,030 sf	230
C 2	2 BR + 2 BATHS	3	6% sf	1,314 sf	3,942 sf	690
CM 1 w/ MEZZANINE	2 BR + MEZZANINE + 2 BATHS	4	8% sf	1,386 sf	5,544 sf	920
CM 2 w/ MEZZANINE	2 BR + MEZZANINE + 2 BATHS	3	6% sf	1,490 sf	4,470 sf	690
DM w/ MEZZANINE	2 BR + LOFT + 2 BATHS	1	2% sf	1,255 sf	1,255 sf	212
TOTAL 2 BEDROOM		16	31%			
E- 3-STORY TOWNHOME	3 BR + 3.5 BATHS	13	25% sf	1,743 sf	22,659 sf	517
F- 3-STORY TOWNHOME	3 BR + 2.5 BATHS	9	17% sf	1,945 sf	17,505 sf	252
TOTAL 3 Bedroom		22	42%			
TOTAL		62		78,092 sf		13746
AVERAGE UNIT AREA AND PRIVATE OPEN SPACE PER UNIT				1,444 sf		264
RES. CORRIDORS/LOBBY				8,045 sf		
COMMERCIAL AREA				10,552 sf		
TOTAL BUILDING AREA				93,133 sf		

PARKING SUMMARY			
PARKING REQUIRED - RESIDENTIAL	2 CARS / DU	104	
PARKING REQUIRED - VISITORS	1 CAR / 3 DU	17 stalls	
PARKING REQUIRED - COMMERCIAL	10552/250	42 stalls	
TOTAL PARKING REQUIRED		163 stalls	
RESIDENTIAL GARAGE - STANDARD		104 stalls	2% HC REQUIRED 2 STALLS
RESIDENTIAL GARAGE - TANDEM		11 Stalls	TANDEM SPACES DONT COUNT TOWARD REQUIRED SPACES
TOTAL RESIDENTIAL		115	
GUEST		17	TOTAL GUEST AND RESIDENTIAL PARKING 128 - 2.46 CAR PER DU
COMMERCIAL		50 stalls	5% HC REQUIRED 3 STALLS + 2PREFERRED PARKING FOR GREEN VEHICLES
TOTAL PARKING PROVIDED		182 stalls	

ROOF DECK AND MEZZANINES			
ALLOWABLE AREA	* R.M.C. 10-2.1508	500 S.F. / DU	
PROVIDED ROOF DECK		416-450 S.F. / DU	

TOTAL OPEN SPACE			
REQUIRED PUBLIC OPEN SPACE	* R.M.C. 10-2.916 h	9,313	10% FAR
PROVIDED PUBLIC OPEN SPACE		9,534	sf
REQUIRED OUTDOOR LIVING SPACE	* R.M.C. 10-2.916 g & 10-5.1510	200 S.F. / DU	10,400
PROVIDED PRIVATE OUTDOOR LIVING SPACE			13,746
PROVIDED COMMON OUTDOOR LIVING SPACE			3,672
TOTAL RESIDENTIAL OPEN SPACE		369 S.F. / DU	17,418
TOTAL OPEN SPACE REQUIRED (PUBLIC AND PRIVATE)		19,713	sf
TOTAL OPEN SPACE PROVIDED (PUBLIC AND PRIVATE)		23,280	sf

PROJECT TEAM

APPLICANT

EHOF II REDONDO BEACH, LLC
 C/O CAPE POINT DEVELOPMENT, LLC
 ADDRESS: 101 S. EL CAMINO REAL, SUITE 205
 SAN CLEMENTE, CA 92672

Contact: Nick Buchanan
 Phone: (949) 441-7442
 Fax: (619) 308-6588
 Email: nbuchanan@protealc.com

ARCHITECT

WITHEE MALCOLM ARCHITECTS, LLP
 ADDRESS: 2251 WEST 190TH STREET
 TORRANCE, CA 90504

CONTACT: DIRK THELEN
 PHONE: (424) 266-6935
 FAX: (310) 217-0425

EMAIL: dthelen@witheelmalcolm.com

CIVIL ENGINEER

BOLTON ENGINEERING CORP.
 ADDRESS: 25834 Narbonne Ave #210
 Lomita, CA 90717

CONTACT: Dan Bolton
 PHONE: (310) 325-5580
 FAX: (310) 325-5581
 EMAIL: dbolton@boltonengineering.com

LEGAL DESCRIPTION OF SITE:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
 LOTS 159 AND 160 OF TRACT NO. 19962, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 591, PAGES 16, 17 AND 18 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:
 THAT PORTION OF PARCEL 6, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON RECORD OF SURVEY FILED IN BOOK 73, PAGE 39 OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTH-EAST CORNER OF LOT 160 OF TRACT NO. 19962, AS PER MAP RECORDED IN BOOK 591, PAGES 16 TO 18, INCLUSIVE, OF MAPS, IN THE OFFICE OF SAID RECORDER

THENCE ALONG THE EASTERLY LINE OF SAID LOT 160 AND ITS NORTHERLY PROLONGATION,
 NORTH 8° 51' 30" EAST 250.00 FEET

THENCE PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 6, BEING THE NORTHERLY LINE OF PACIFIC COAST HIGHWAY, 100 FEET WIDE, SOUTH 81° 02' 30" EAST 150.00 FEET

THENCE PARALLEL WITH SAID EASTERLY LINE AND PROLONGATION, SOUTH 8° 51' 30" WEST 250.00 FEET TO THE SAID SOUTHERLY LINE; THENCE ALONG SAID SOUTHERLY LINE

THENCE ALONG SAID SOUTHERLY LINE NORTH 81° 02' 30" WEST 150.00 FEET TO THE POINT OF BEGINNING.

APN: 7510-031-005

THIS DESCRIPTION DESCRIBES ALL THAT REAL PROPERTY DESCRIBED IN TITLE REPORT IDENTIFIED AS CHICAGO TITLE COMPANY, ORDER NO. 00019836-994-X23, DATED JANUARY 27, 2014.

PROJECT INFORMATION

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
 T 310 217 6885
 www.witheelmalcolm.com

JOB NO B4912



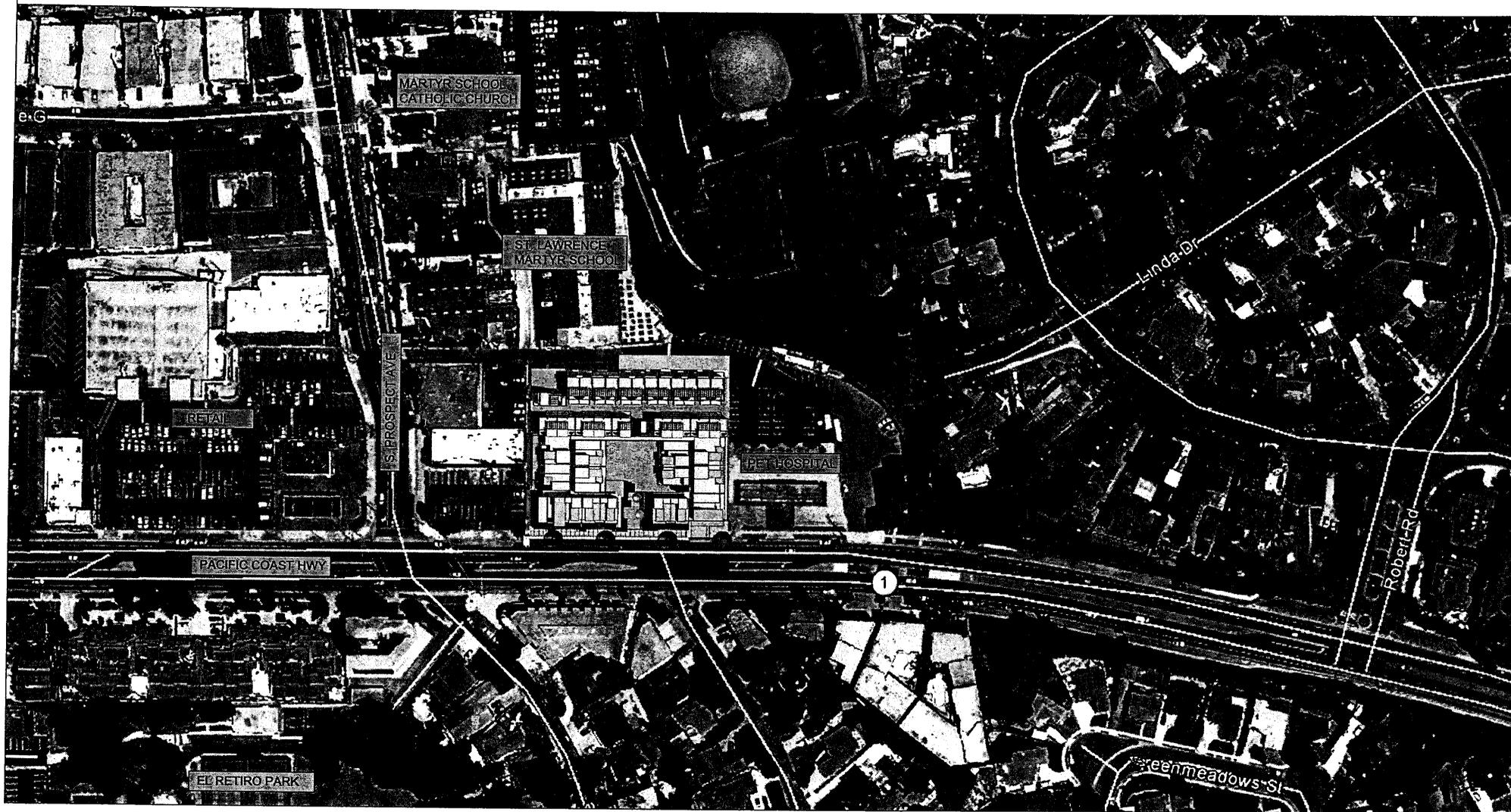
T-1

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA

May 11th, 2015



REDONDO BEACH MIXED-USE CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
May 11th, 2015



SCALE: NTS

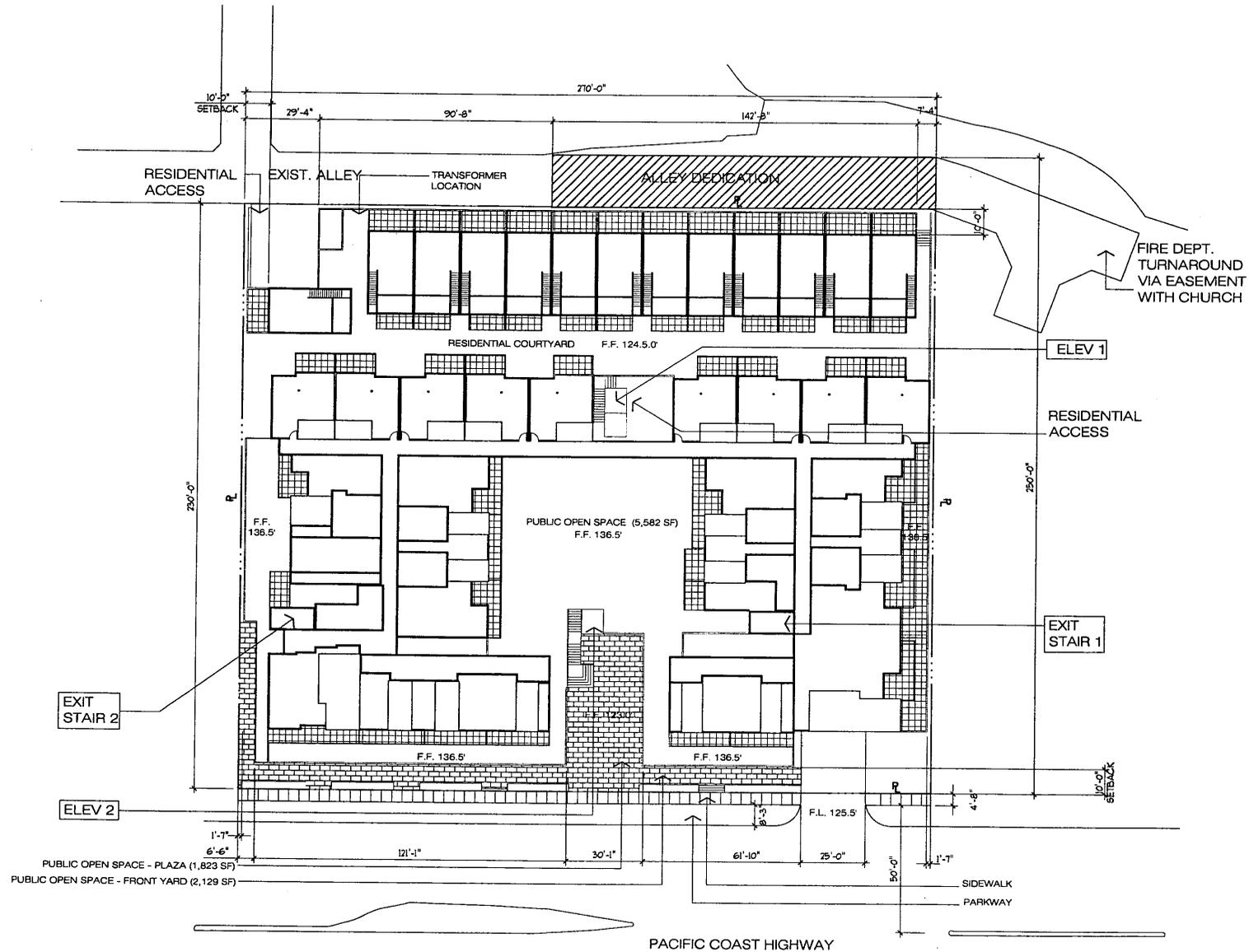
VICINITY MAP WITH
PROPOSED SITE PLAN

WITHEE MALCOLM ARCHITECTS, LLP

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www.witheelmalcolm.com
JOB NO. B4012



SD-02



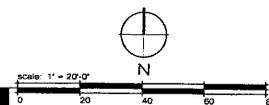
REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA

May 11th, 2015

SITE PLAN

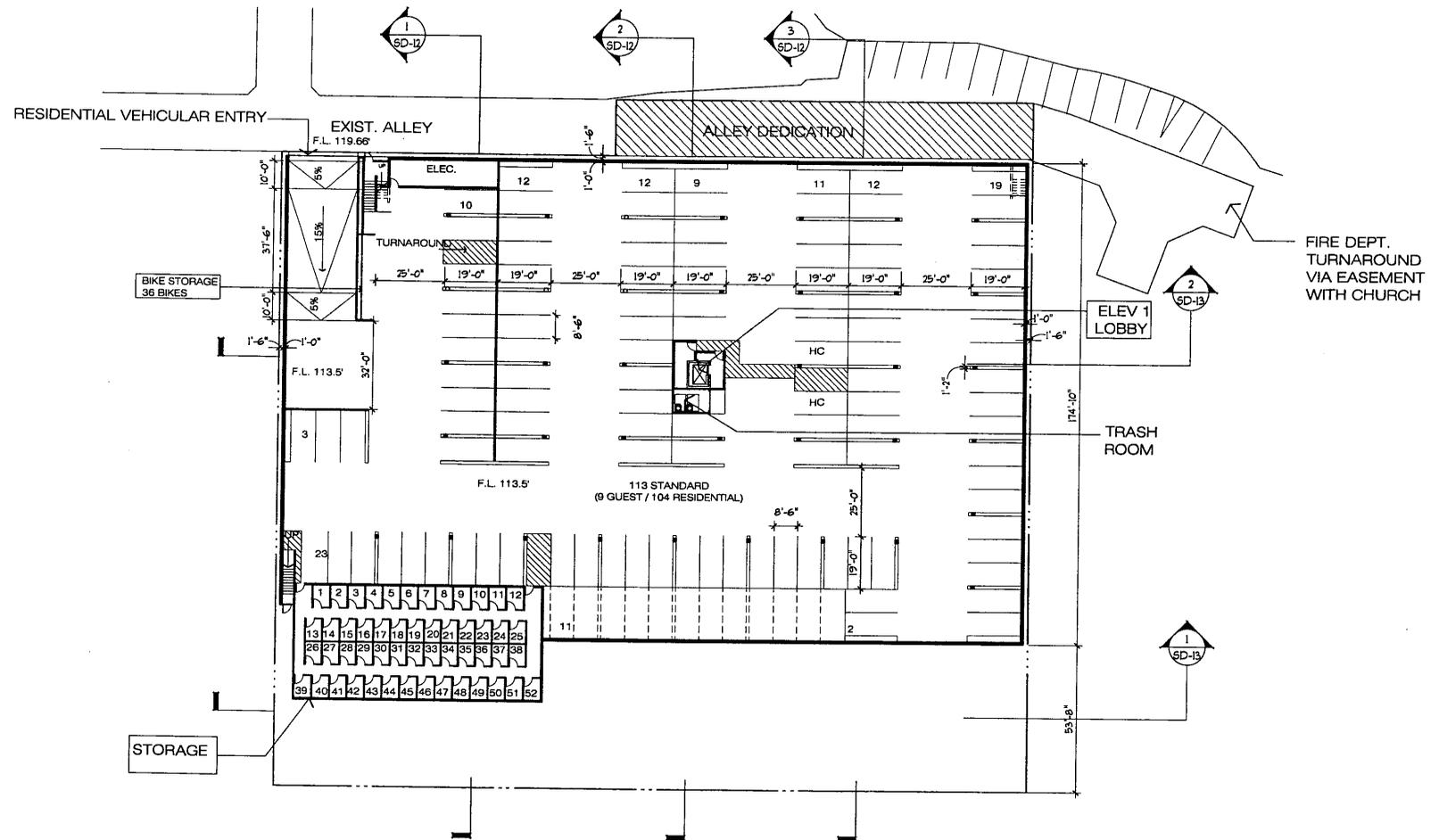


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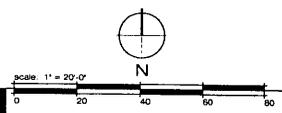


SD-03



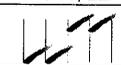
REDONDO BEACH MIXED-USE
CAPE POINT DEVELOPMENT

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May 11th, 2015

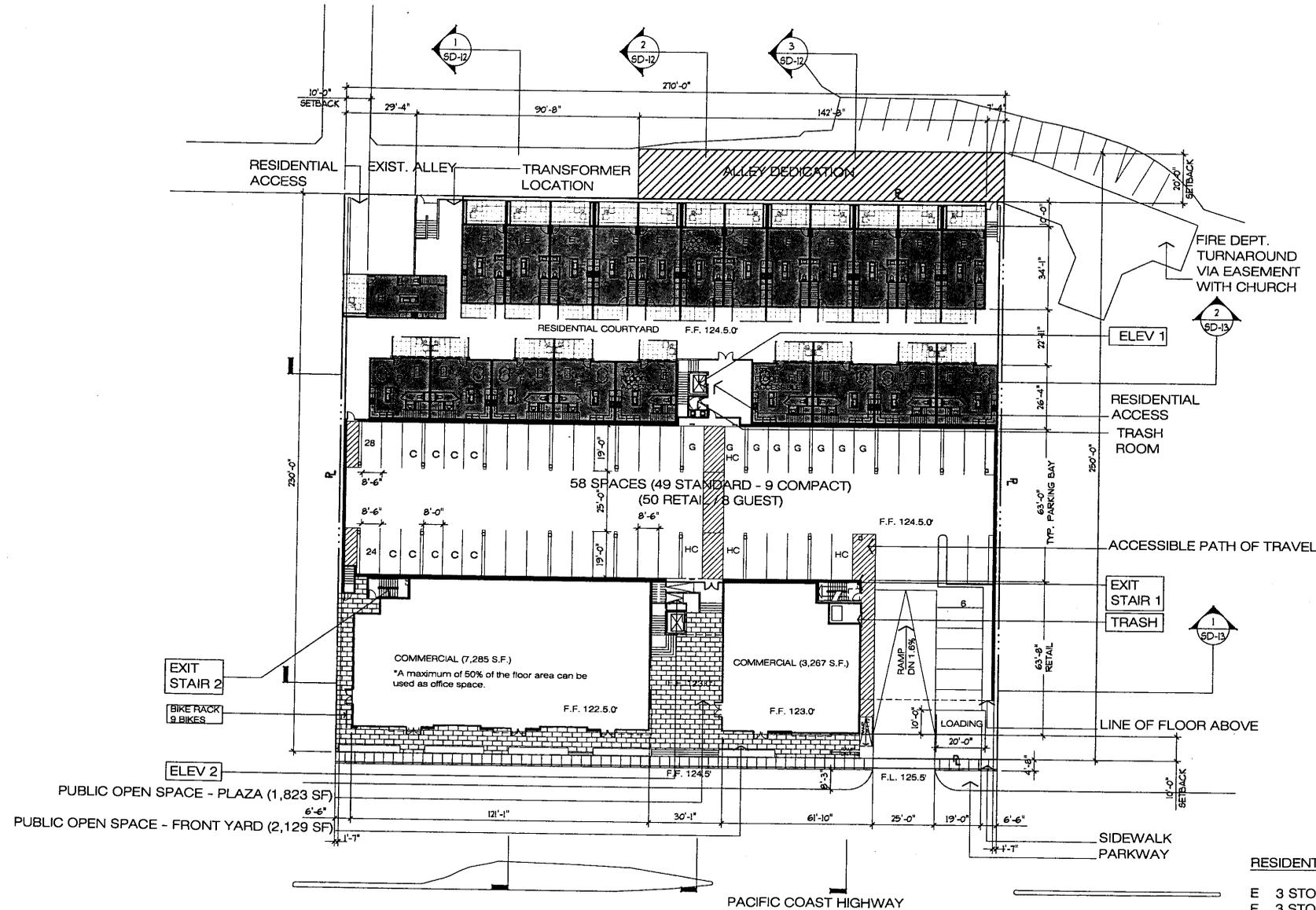


SEMI-SUBTERRANEAN
RESIDENTIAL PARKING PLAN

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SD-04



- RESIDENTIAL KEY**
- E 3 STORY CONDOMINIUMS
 - F 3 STORY CONDOMINIUMS
 - G PREFERRED PARKING FOR GREEN VEHICLES

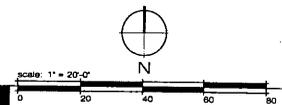
GROUND FLOOR PLAN

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

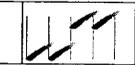
1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA

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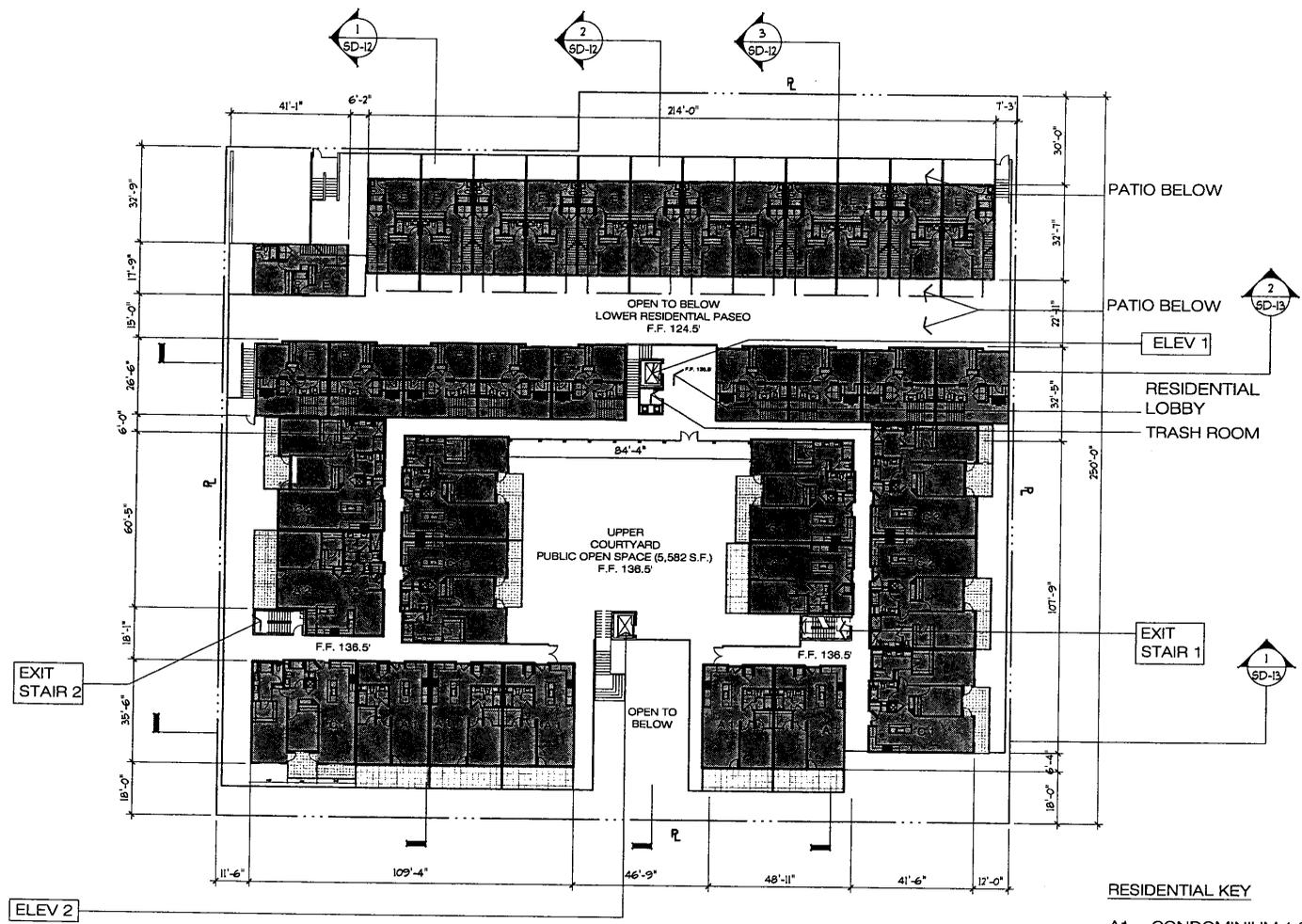


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SD-05

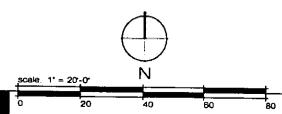


- RESIDENTIAL KEY**
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 - A2 CONDOMINIUM 1 STORY OVER COMMERCIAL
 - C1 CONDOMINIUM 1 STORY OVER COMMERCIAL
 - C2 CONDOMINIUM 1 STORY OVER COMMERCIAL
 - E 3 STORY CONDOMINIUMS
 - F 3 STORY CONDOMINIUMS

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

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 May 11th, 2015



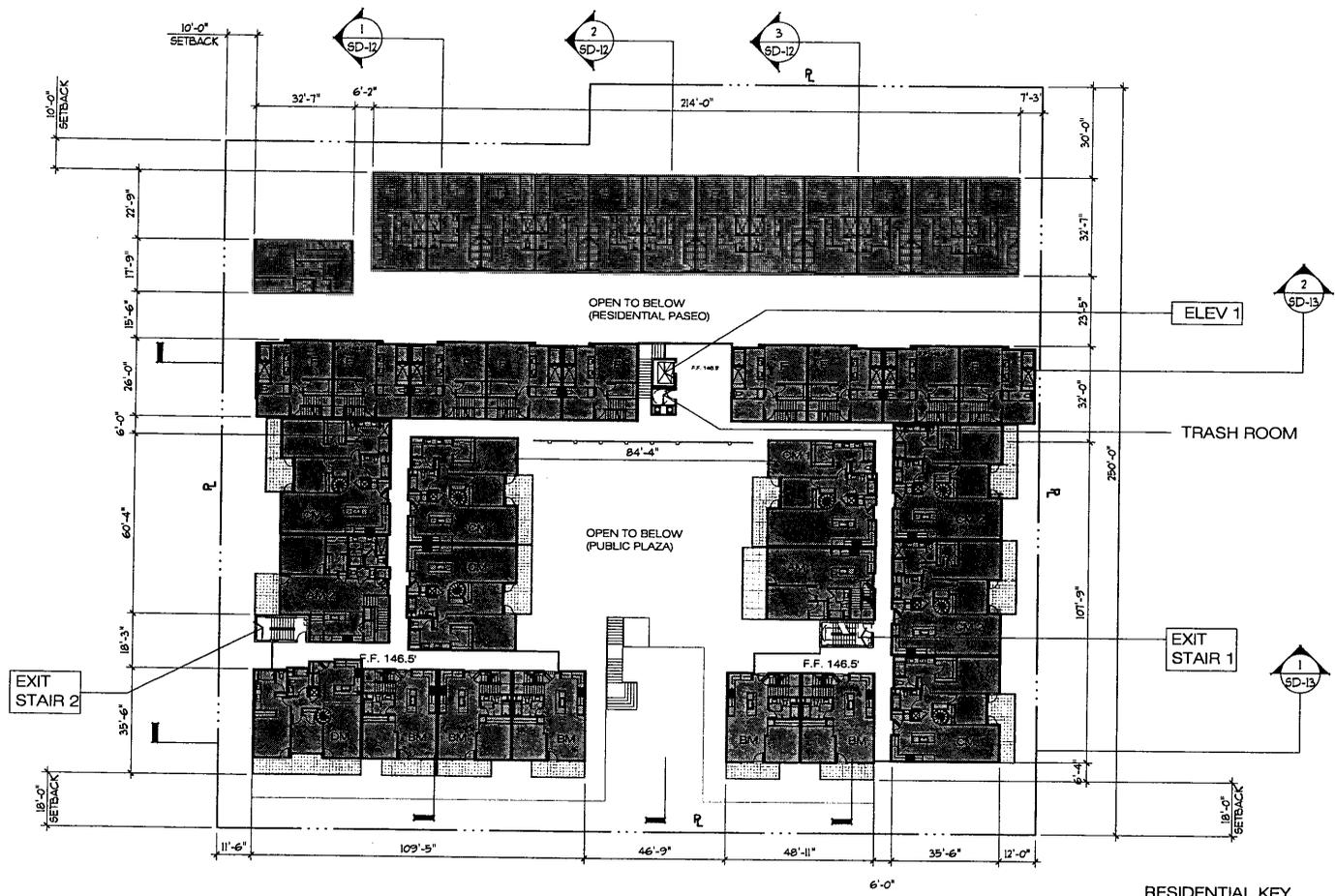
SECOND FLOOR /
 PODIUM PLAN

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SD-06



RESIDENTIAL KEY

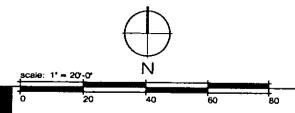
- AM1 CONDOMINIUM 1 STORY + MEZZANINE
- AM2 CONDOMINIUM 1 STORY + MEZZANINE
- BM CONDOMINIUM 1 STORY + MEZZANINE
- CM1 CONDOMINIUM 1 STORY + MEZZANINE
- CM2 CONDOMINIUM 1 STORY + MEZZANINE
- DM CONDOMINIUM 1 STORY + MEZZANINE
- E 3 STORY CONDOMINIUMS
- F 3 STORY CONDOMINIUMS

THIRD FLOOR PLAN

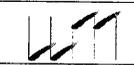
REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

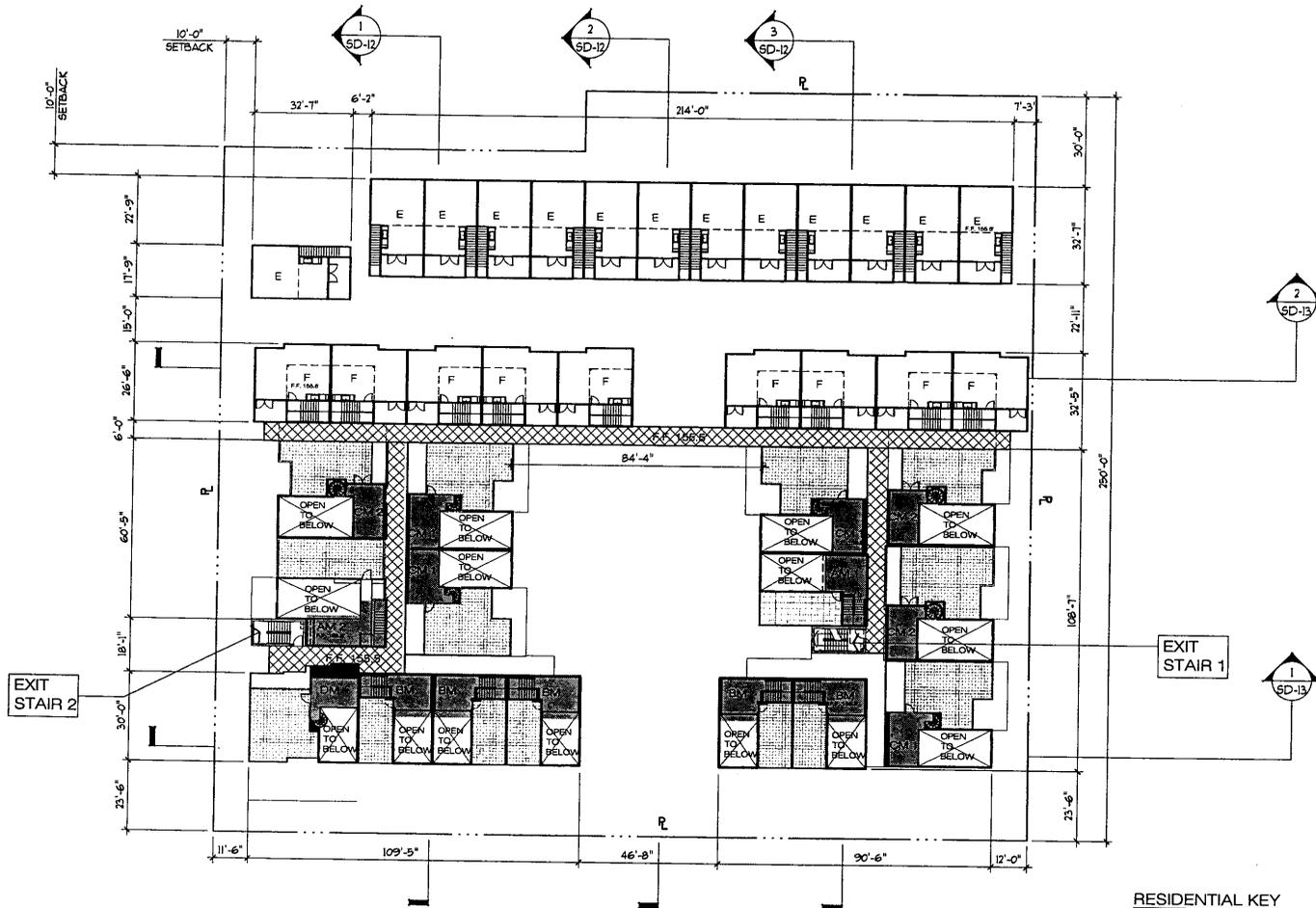
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SD-07



RESIDENTIAL KEY

- AM1 CONDOMINIUM 1 STORY + MEZZANINE
- AM2 CONDOMINIUM 1 STORY + MEZZANINE
- BM CONDOMINIUM 1 STORY + MEZZANINE
- CM1 CONDOMINIUM 1 STORY + MEZZANINE
- CM2 CONDOMINIUM 1 STORY + MEZZANINE
- CM3 CONDOMINIUM 1 STORY + MEZZANINE
- DM CONDOMINIUM 1 STORY + MEZZANINE
- E 3 STORY CONDOMINIUMS
- F 3 STORY CONDOMINIUMS

FIRE DEPARTMENT ACCESS

MEZZANINE FLOOR PLAN

REDONDO BEACH MIXED-USE
CAPE POINT DEVELOPMENT

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May 11th, 2015

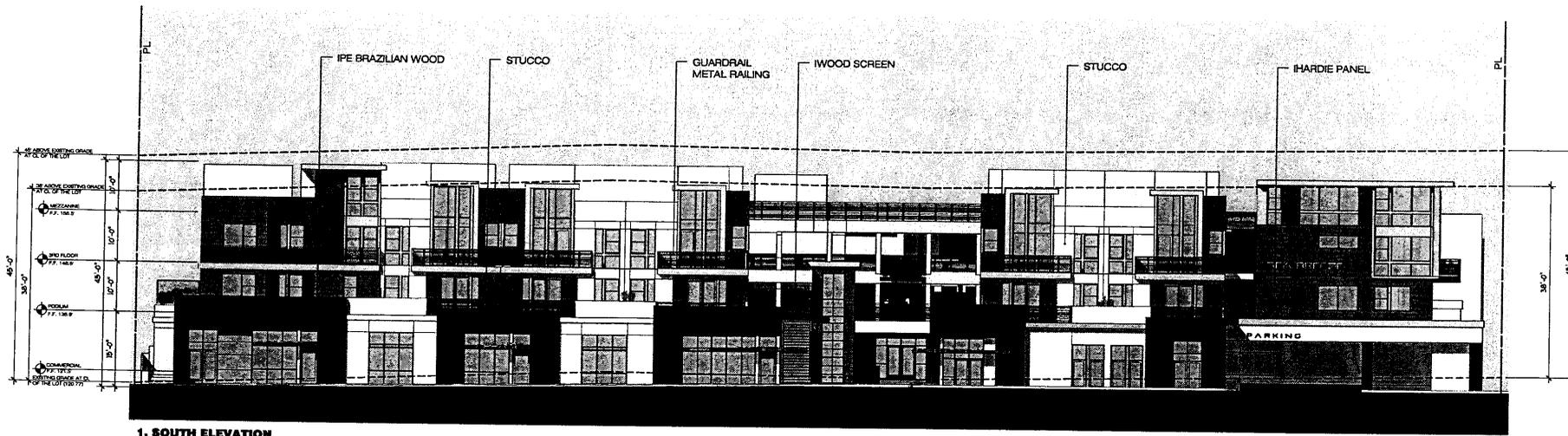


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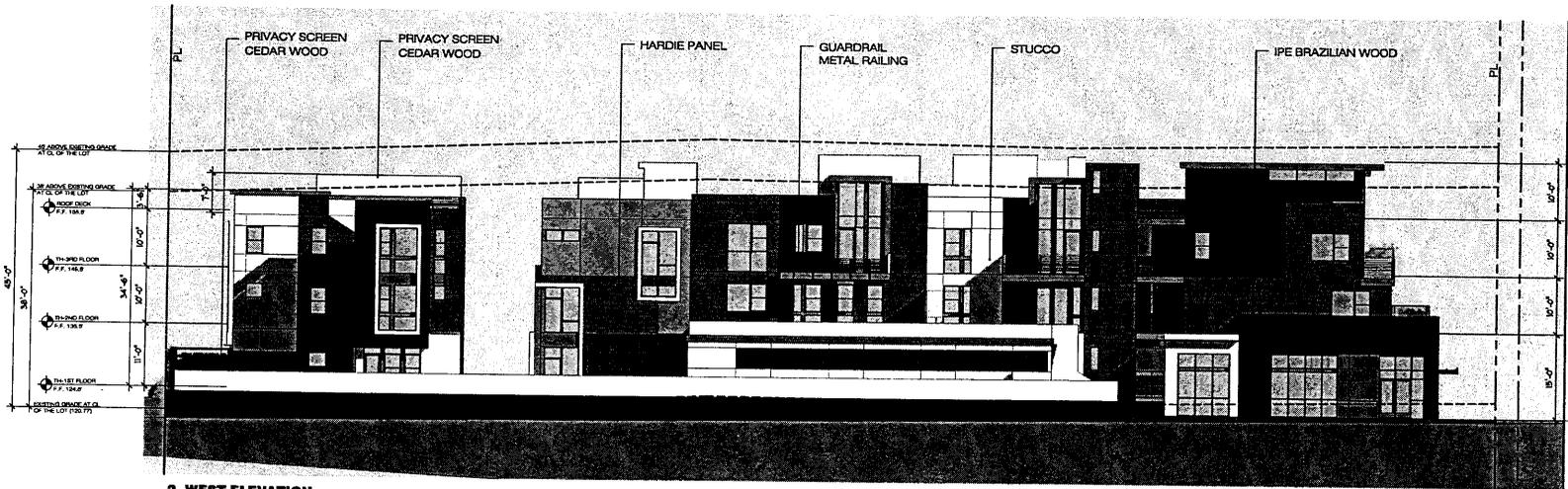
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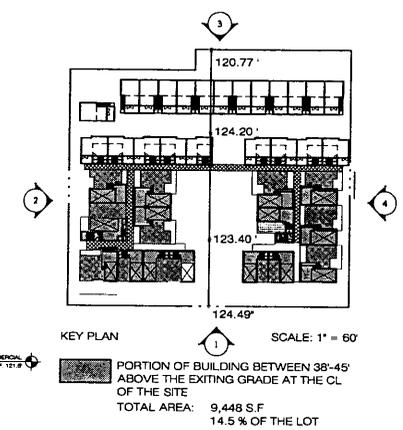
SD-08



1. SOUTH ELEVATION



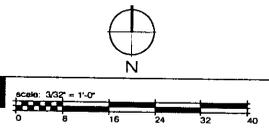
2. WEST ELEVATION



REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

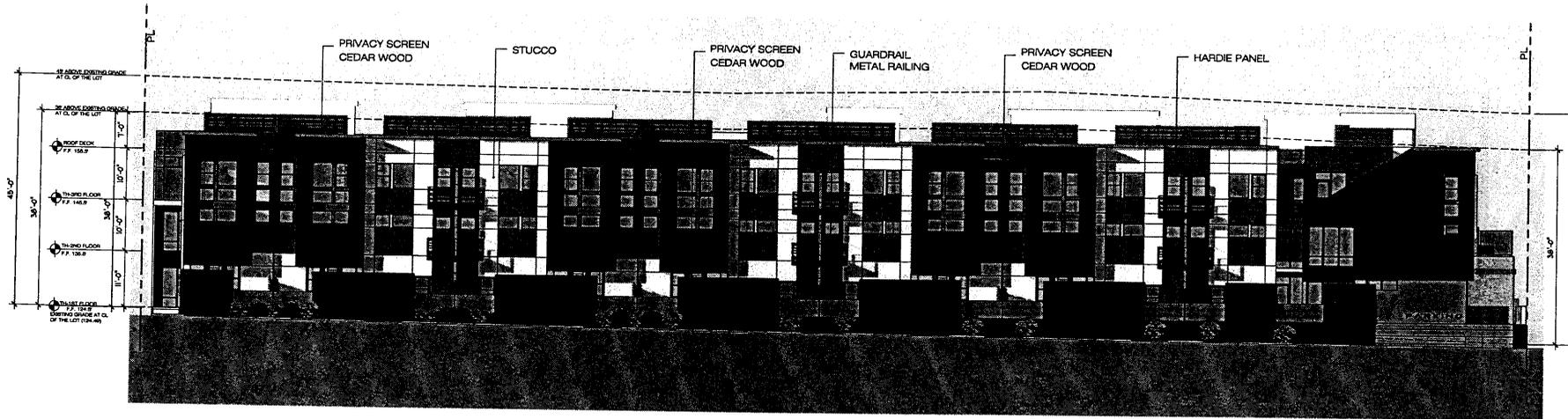
1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 May 11th, 2015



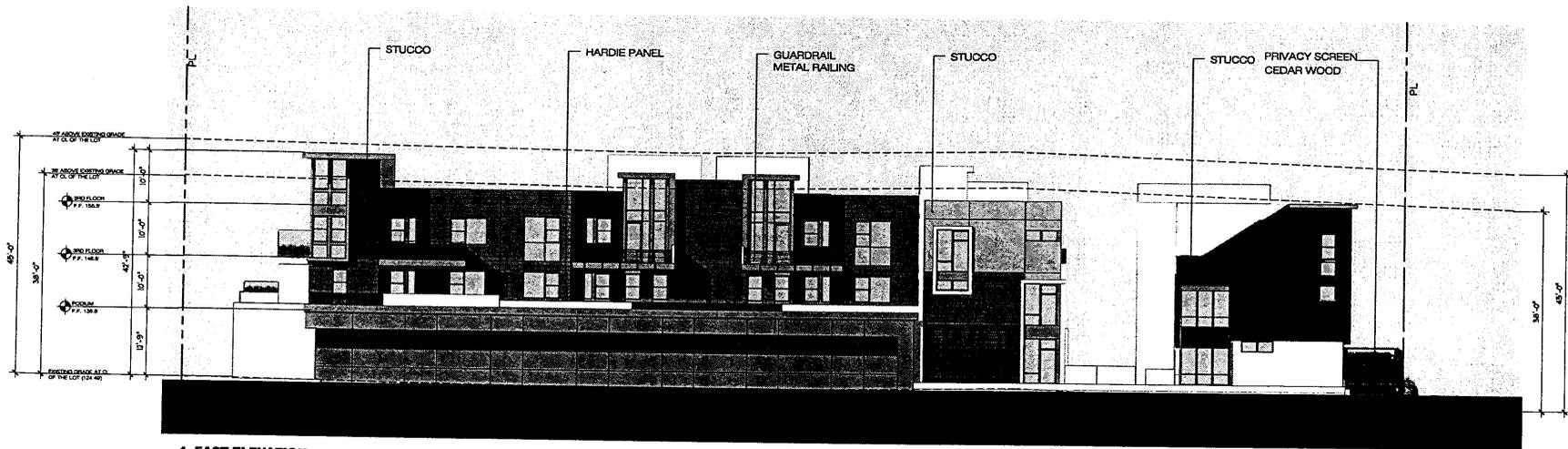
ELEVATIONS

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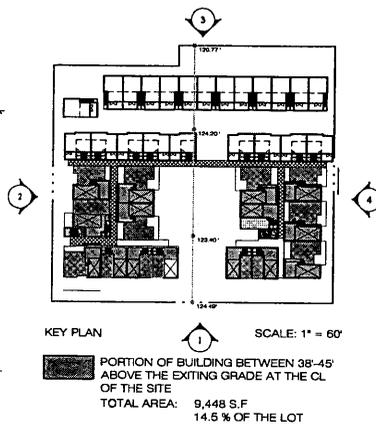
SD-09



3. NORTH ELEVATION



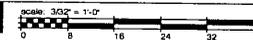
4. EAST ELEVATION



REDONDO BEACH MIXED-USE

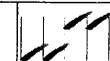
CAPE POINT DEVELOPMENT

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 May 11th, 2015



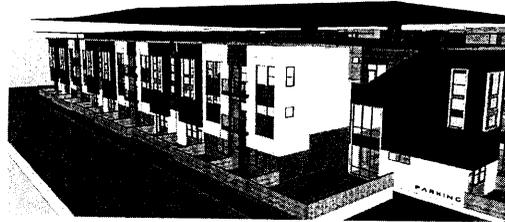
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ELEVATIONS



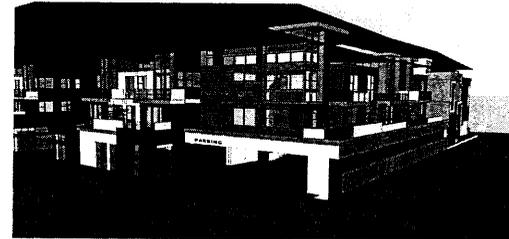
SD-10

North Side
under 45' from the vertical distance as
measured along a line at existing grade
bisecting the width of the lot



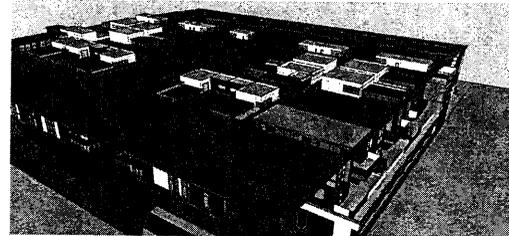
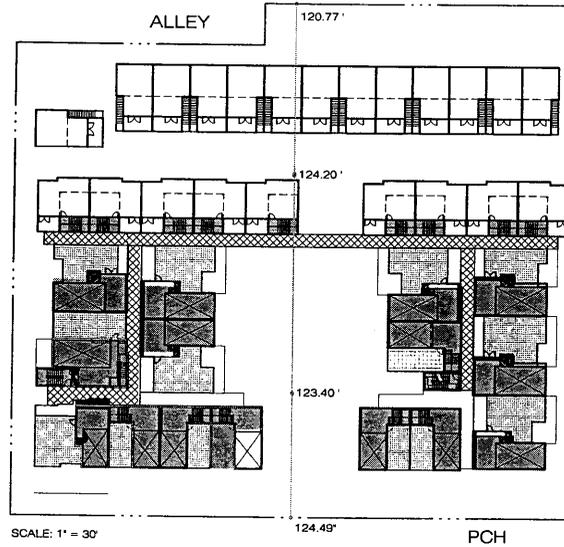
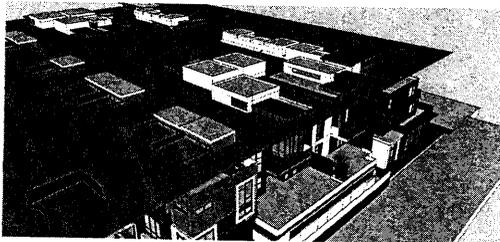
North Side
Above 38' from the vertical distance as
measured along a line at existing grade
bisecting the width of the lot

West Side
under 45' from the vertical distance as
measured along a line at existing grade
bisecting the width of the lot



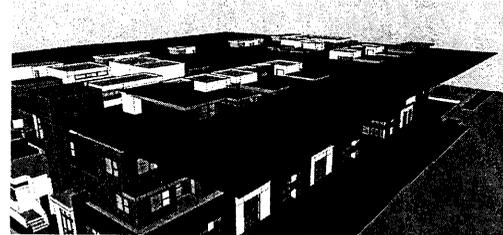
East Side
under 45' from the vertical distance as
measured along a line at existing grade
bisecting the width of the lot

East Side
Above 38' from the vertical distance as
measured along a line at existing grade
bisecting the width of the lot



East Side
Above 38' from the vertical distance as
measured along a line at existing grade
bisecting the width of the lot

South Side
Under 45' from the vertical distance as
measured along a line at existing grade
bisecting the width of the lot



PORTION OF BUILDING BETWEEN 38'-45'
ABOVE THE EXISTING GRADE AT THE CL
OF THE SITE
TOTAL AREA: 9,448 S.F.
14.5 % OF THE LOT

South Side
Above 38' from the vertical distance as
measured along a line at existing grade
bisecting the width of the lot

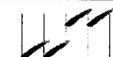
REDONDO BEACH MIXED-USE CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
May 11th, 2015

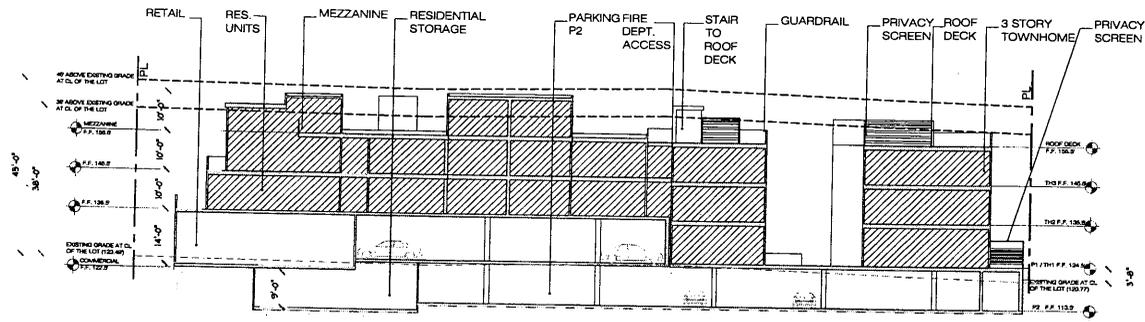


HEIGHT EXHIBIT

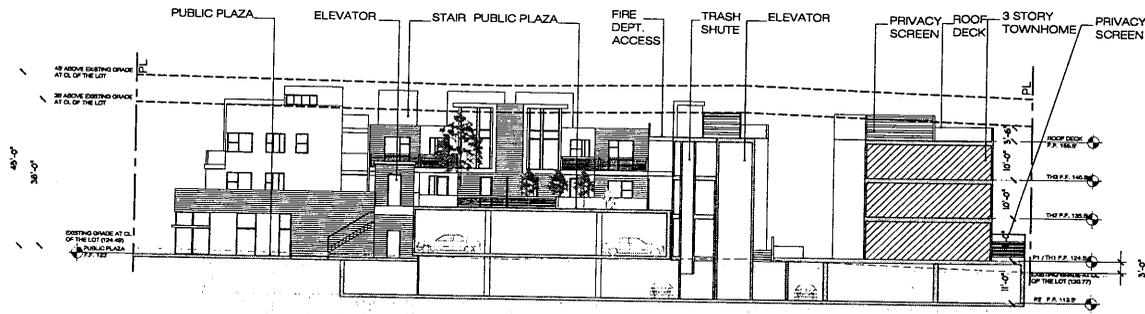
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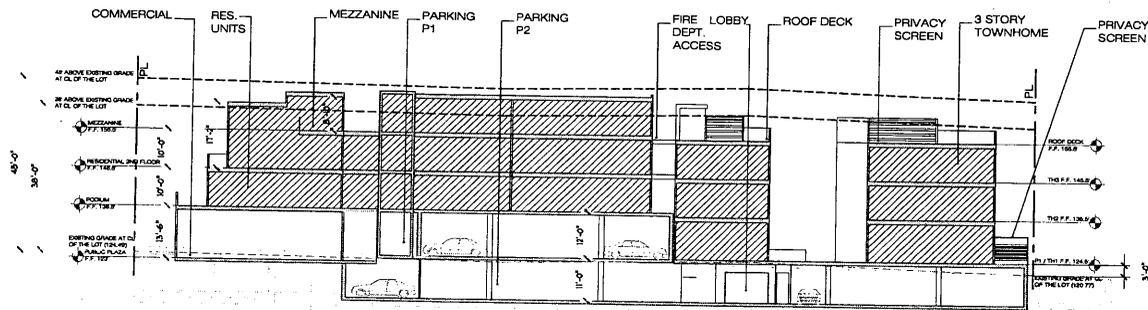
SD-11



1. SECTION 1



2. SECTION 2



3. SECTION 3

REDONDO BEACH MIXED-USE CAPE POINT DEVELOPMENT

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May 11th, 2015



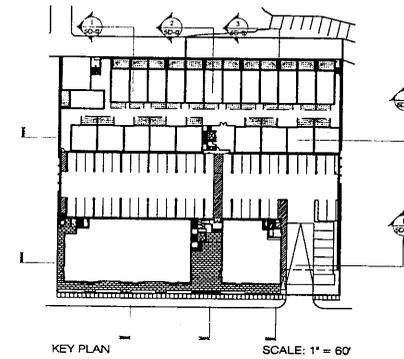
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SECTIONS

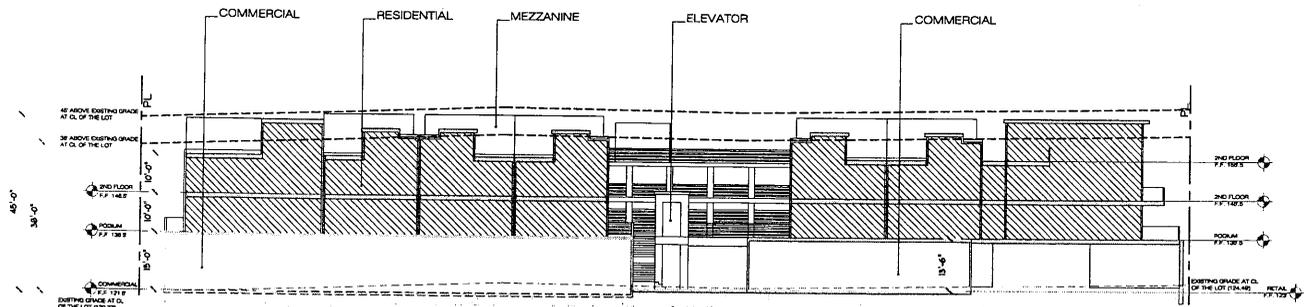


SD-12

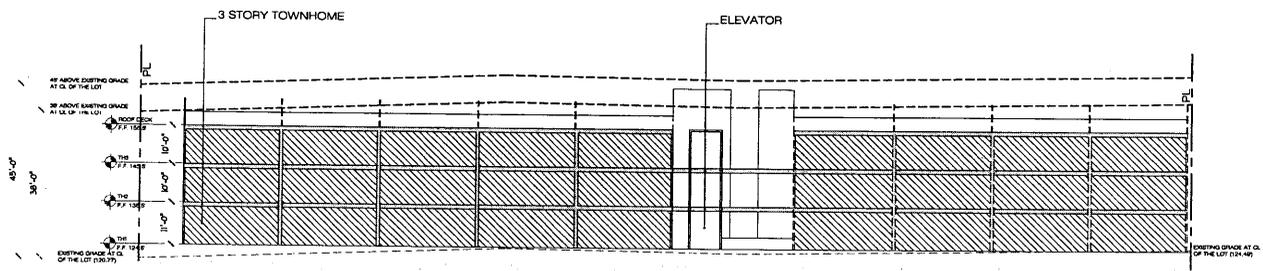


KEY PLAN

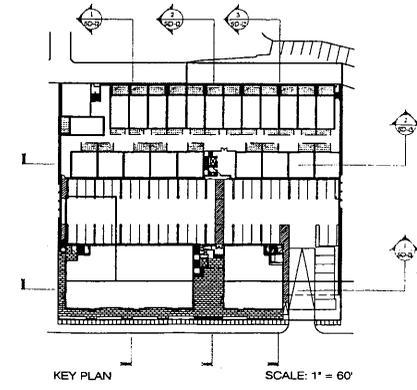
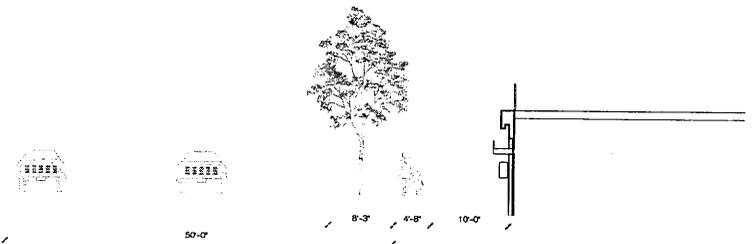
SCALE: 1" = 60'



1. SECTION 1



2. SECTION 2



REDONDO BEACH MIXED-USE

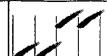
CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 May 11th, 2015

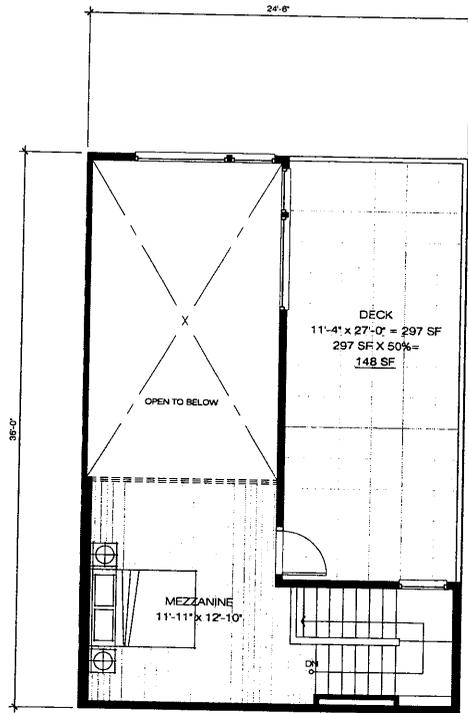


SECTIONS

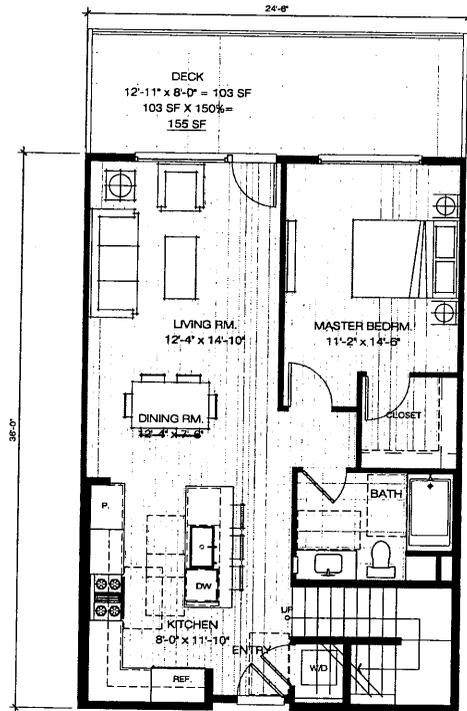
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SD-13

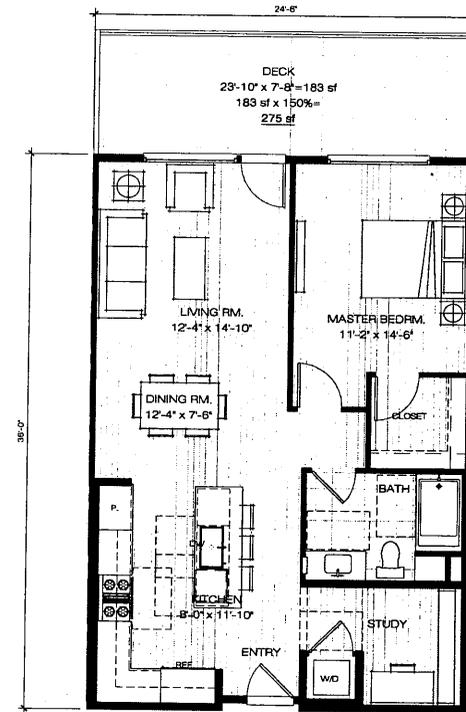


UNIT AM1: Second Floor Plan
 AREA: 187 SF
 DECK: 297 SF
 (50% COUNTS TOWARDS TOTAL OPEN SPACE: 148 SF)



UNIT AM1: First Floor Plan (1 DU)
 1 BEDROOM + MEZZANINE / 1 BATH
 GROSS AREA: 869 SF
 NET AREA: 809 SF
 DECK: 103 SF X 150% (BONUS) = 155 SF

UNIT AM1
 TOTAL GROSS AREA: 1,056 SF
 TOTAL PRIVATE OPEN SPACE: [103 SF X 150% (BONUS)] + 148 SF = 303 SF



UNIT A (6 DU)
 1 BEDROOM / 1 BATH
 GROSS AREA: 869 SF
 NET AREA: 809 SF
 DECK: 183 SF X 150% (BONUS) = 275 SF

REDONDO BEACH MIXED-USE

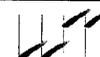
CAPE POINT DEVELOPMENT

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 May 11th, 2015

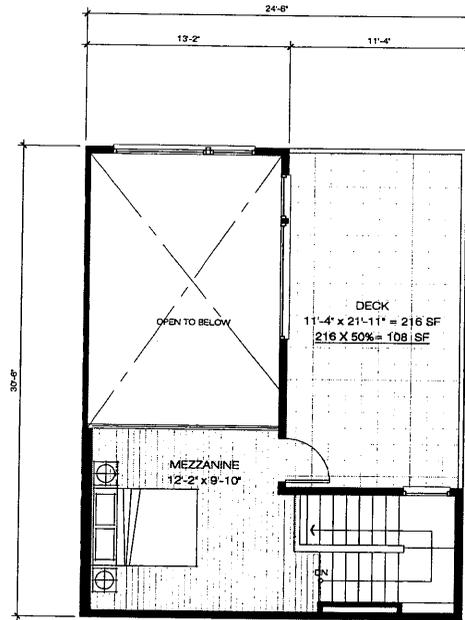
UNIT PLANS



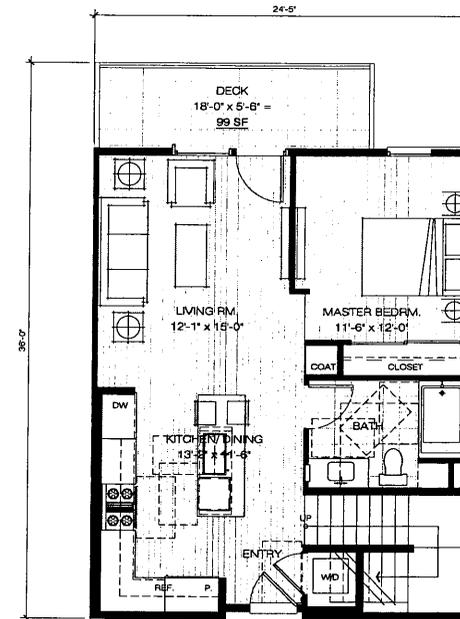
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SD-14



UNIT BM: Second Floor Plan
 AREA: 212 SF
 DECK: 216 SF
 (50% COUNTS TOWARDS THE PRIVATE OPEN SPACE: 108 SF)



UNIT BM: First Floor Plan (5 DU)
 1 BEDROOM + MEZZANINE/ 1 BATH
 GROSS AREA: 747 SF
 NET AREA: 690 SF
 DECK: 99 SF

UNIT BM
 TOTAL GROSS AREA: 959 SF
 TOTAL PRIVATE OPEN SPACE: 99 SF + 108 SF = 207 SF

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 May 11th, 2015

UNIT PLANS

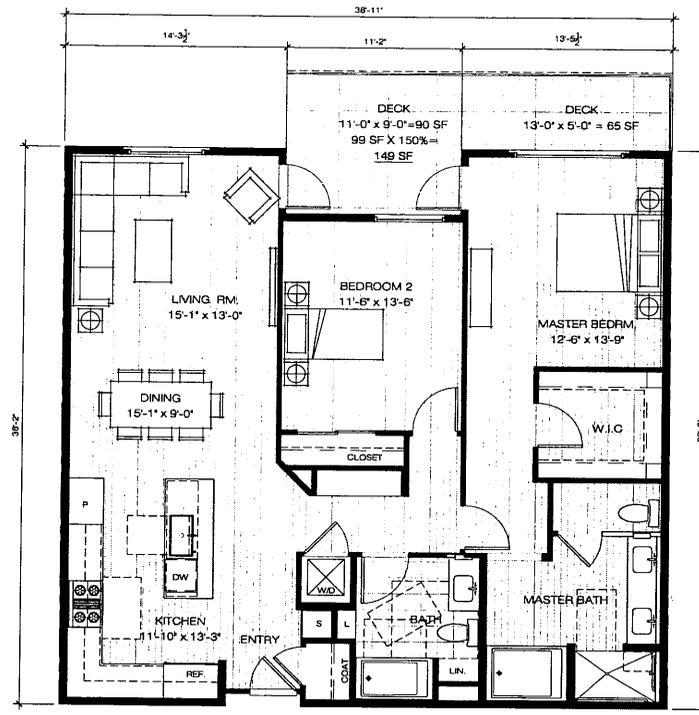


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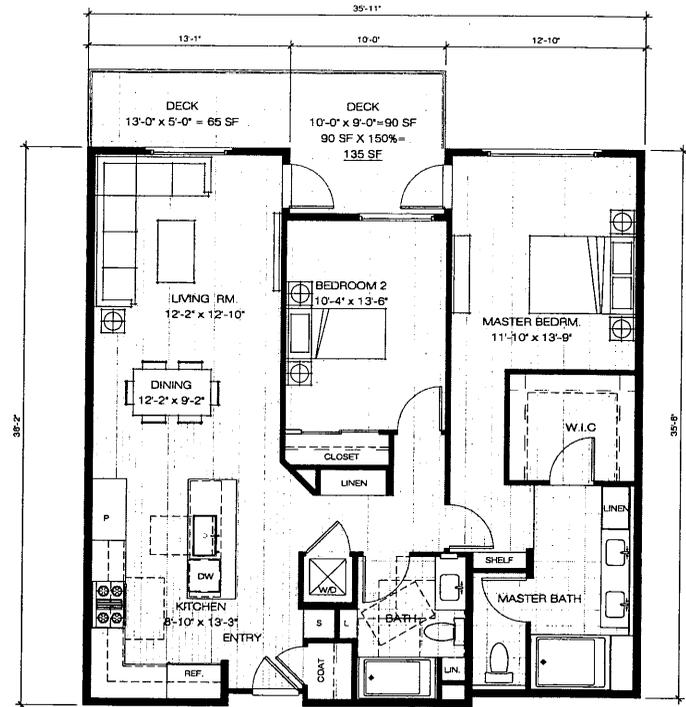
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 PROJECT: 12/07/11-2015



SD-16



UNIT C2: First Floor Plan
 2 BEDROOM/ 2 BATHS
 AREA: 1350 SF
 DECK: (90 SF X 150% BONUS) + 65 SF= 214 SF



UNIT C1: First Floor Plan
 2 BEDROOM/ 2 BATHS
 AREA: 1243 SF
 DECK: (90 SF X 150% BONUS) + 65 SF= 200 SF

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 May 11th, 2015

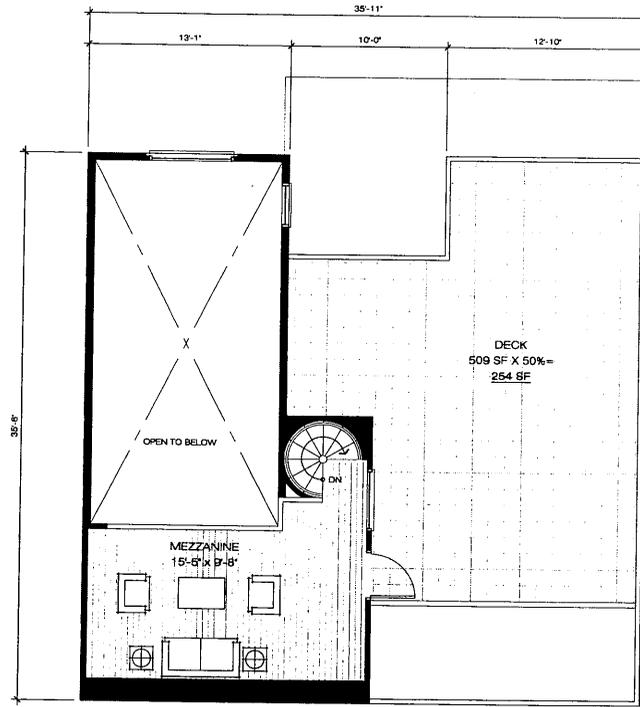
UNIT PLANS



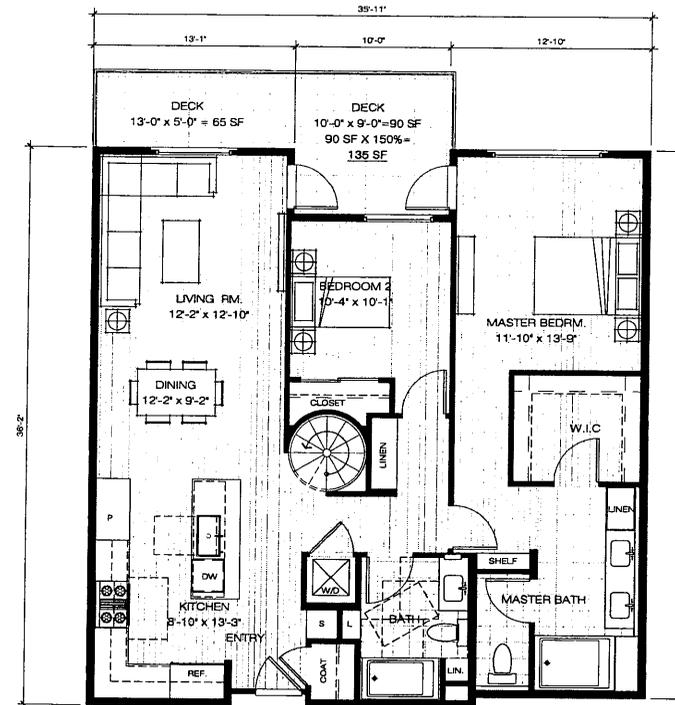
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SD-17



UNIT CM1: Second Floor Plan
 AREA: 193 SF
 DECK: 619 SF
 (50% COUNTS TOWARDS THE PRIVATE OPEN SPACE: 509 X 50% = 254 SF)



UNIT CM1: First Floor Plan (3 DU)
 2 BEDROOM + MEZZANINE/ 2 BATHS
 AREA: 1,243 SF
 DECK: (90 SF X 150 % BONUS) + 65 SF = 200 SF

UNIT CM1
 TOTAL AREA: 1,436 SF
 TOTAL PRIVATE OPEN SPACE: (90 SF X 150 % BONUS) + 65 SF + 254 SF = 454 SF

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 May 11th, 2015

UNIT PLANS

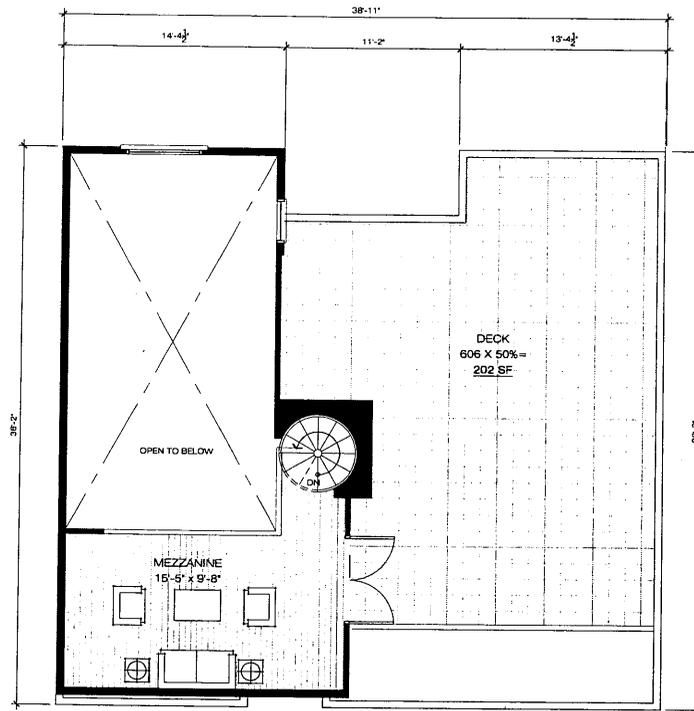


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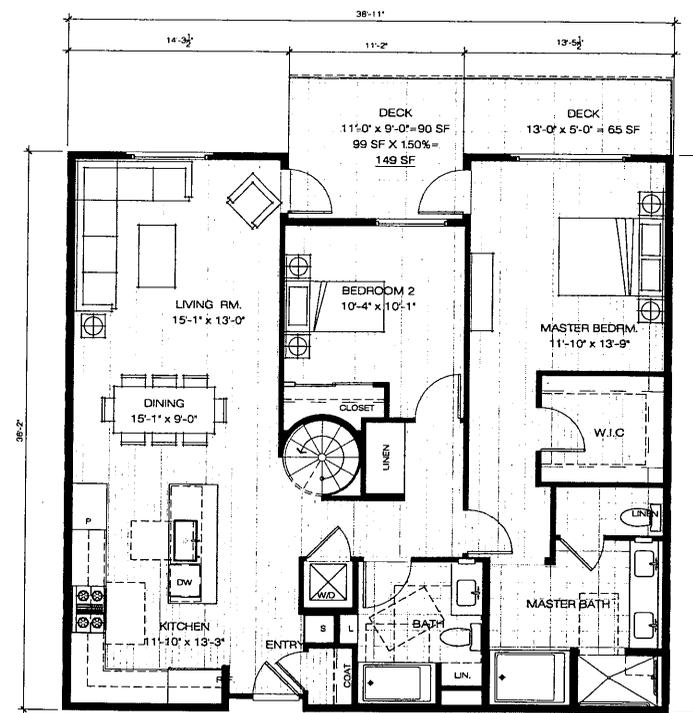
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 DATE: 05.11.15



SD-18



UNIT CM2: Second Floor Plan
 AREA: 201 SF
 DECK: 606 SF (50% (202 SF) COUNTS TOWARD PRIVATE OPEN SPACE)



UNIT CM2: First Floor Plan (3 DU)
 2 BEDROOM + MEZZANINE/ 2 BATHS
 AREA: 1,350 SF
 DECK: (99 SF X 150 % BONUS) + 65 SF = 214 SF

UNIT CM2
 TOTAL GROSS AREA: 1,551 SF
 TOTAL PRIVATE OPEN SPACE: (99 SF X 150 % BONUS) + 65 SF + 202 SF = 415 SF

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

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 May 11th, 2015

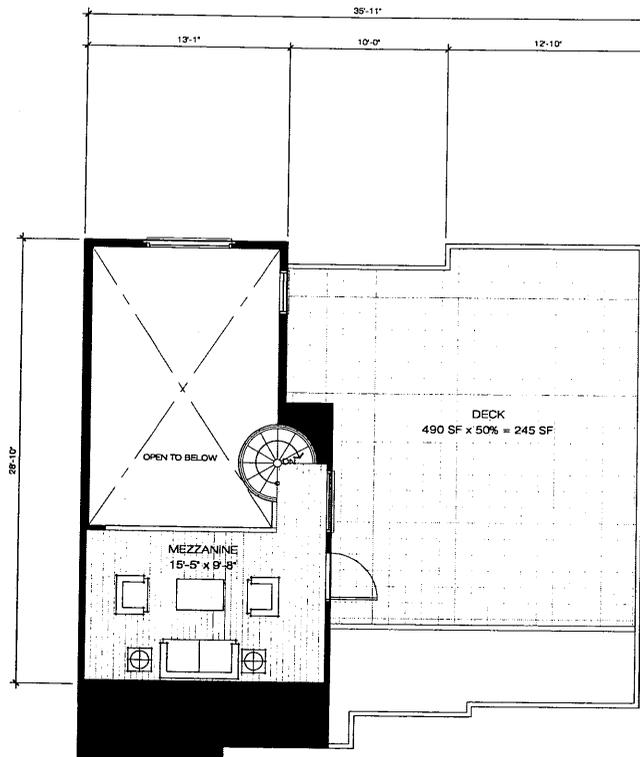
UNIT PLANS



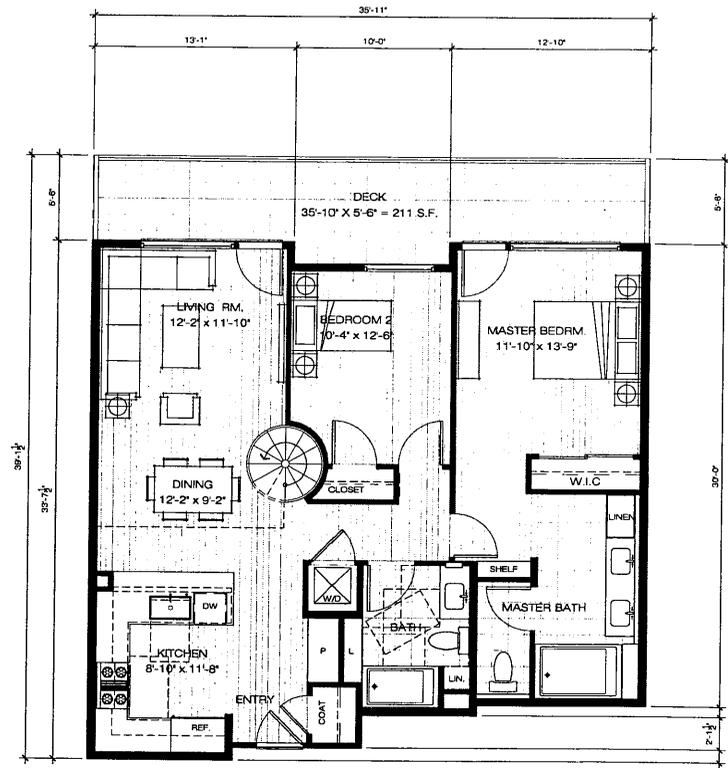
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 DATE: 07/21/12



SD-19



UNIT DM: Second Floor Plan
 AREA: 184 SF
 DECK: 588 SF
 (50% COUNTS TOWARDS PRIVATE OPEN SPACE: 294 SF)



UNIT DM: First Floor Plan (1 DU)
 2 BEDROOM + MEZZANINE / 2 BATHS
 GROSS AREA: 1,123 SF
 DECK: 211 SF

UNIT DM
 TOTAL GROSS AREA: 1,287 SF
 TOTAL PRIVATE OPEN SPACE: 211 SF + 245 SF = 456 SF

UNIT PLANS

REDONDO BEACH MIXED-USE

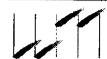
CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 May 11th, 2015

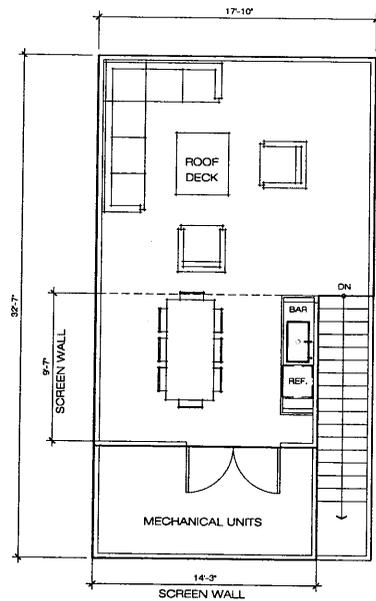


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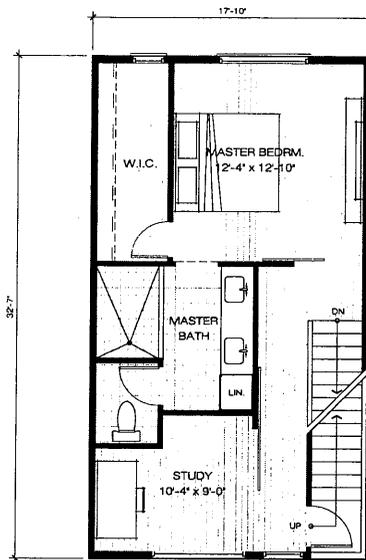
2251 West 190th Street Torrance, CA 90504
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 www.witheelmalcolm.com
 JOB NO. B4012
 4/22/15 DWG 11 OF 11



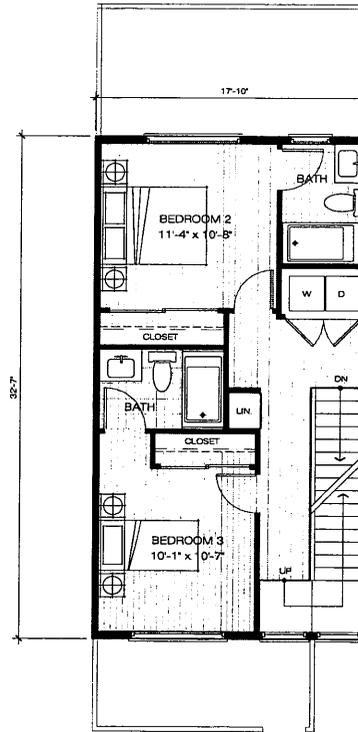
SD-20



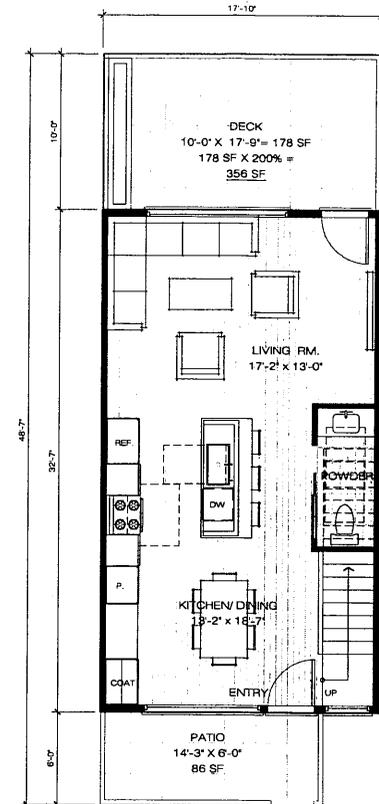
UNIT E: Roof Plan
 GROSS AREA: 415 SF
 NET AREA: 390
 COUNTS TOWARD OUTDOOR LIVING 415 SF X 15%=62 SF



UNIT E: Third Floor Plan
 GROSS AREA: 581 SF
 NET AREA: 475 SF



UNIT E: Second Floor Plan
 GROSS AREA: 581 SF
 NET AREA: 475 SF



UNIT E: First Floor Plan (13 DU)
 3 BEDROOMS/ 3.5 BATHS
 GROSS AREA: 581 SF
 NET AREA: 548 SF
 PATIO: 78 SF
 DECK: 178 SF X 200% BONUS = 356 SF

UNIT E
 TOTAL AREA: 1,743 SF
 TOTAL PRIVATE OPEN SPACE: 86 SF + 356 SF + 62 SF = 504 SF
 TOTAL ROOF DECK: 415 SF

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 May 11th, 2015



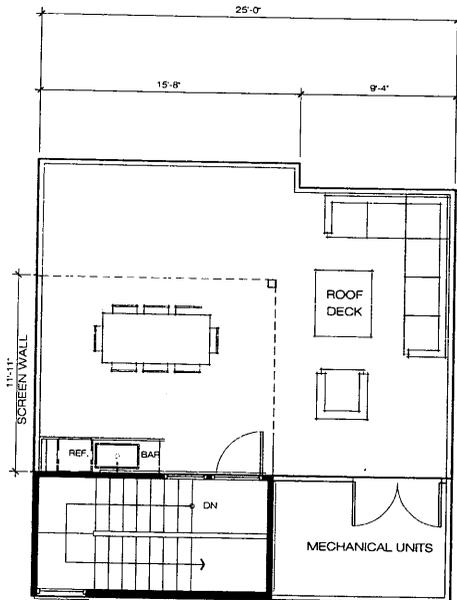
WITHEE MALCOLM ARCHITECTS, LLP

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 www.witheemalcolm.com
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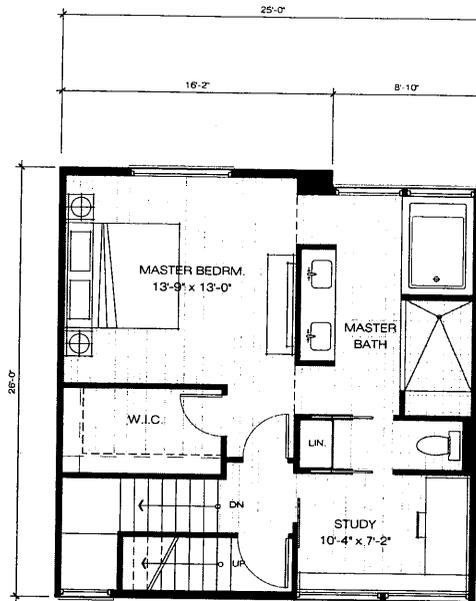


SD-21

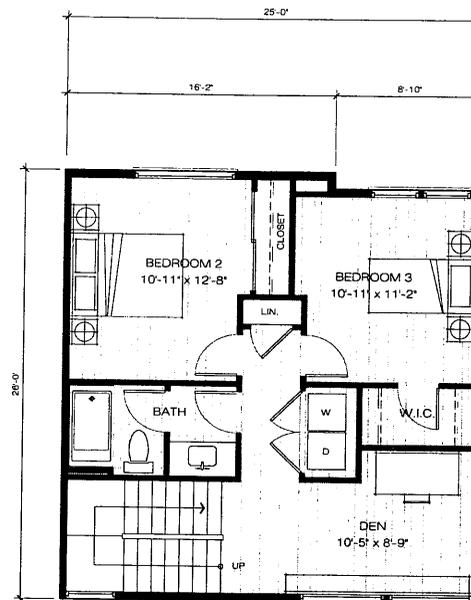
UNIT PLANS



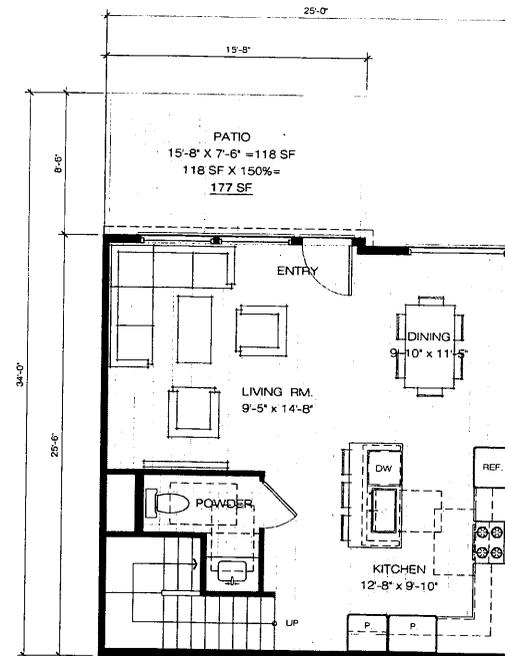
UNIT F: Roof Plan
 GROSS AREA: 460 SF
 NET AREA: 441 SF
 COUNTS TOWARD OUTDOOR LIVING 460 SF X 15% = 69 SF



UNIT F: Third Floor Plan
 GROSS AREA: 648 SF
 NET AREA: 531 SF



UNIT F: Second Floor Plan
 GROSS AREA: 648 SF
 NET AREA: 531 SF



UNIT F: First Floor Plan (9 DU)
 3 BEDROOMS/ 2.5 BATHS
 GROSS AREA: 649 SF
 NET AREA: 600 SF
 PATIO: 118 SF X 150% BONUS = 177 SF

UNIT F
 TOTAL AREA: 1945 SF
 TOTAL PRIVATE OPEN SPACE: 177 SF + 69 SF = 246 SF
 TOTAL ROOF DECK: 460 SF

UNIT PLANS

REDONDO BEACH MIXED-USE
 CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 May 11th, 2015



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REDONDO BEACH MIXED-USE SITE STUDY
CAPE POINT DEVELOPMENT

Redondo Beach, CALIFORNIA
APRIL, 2014

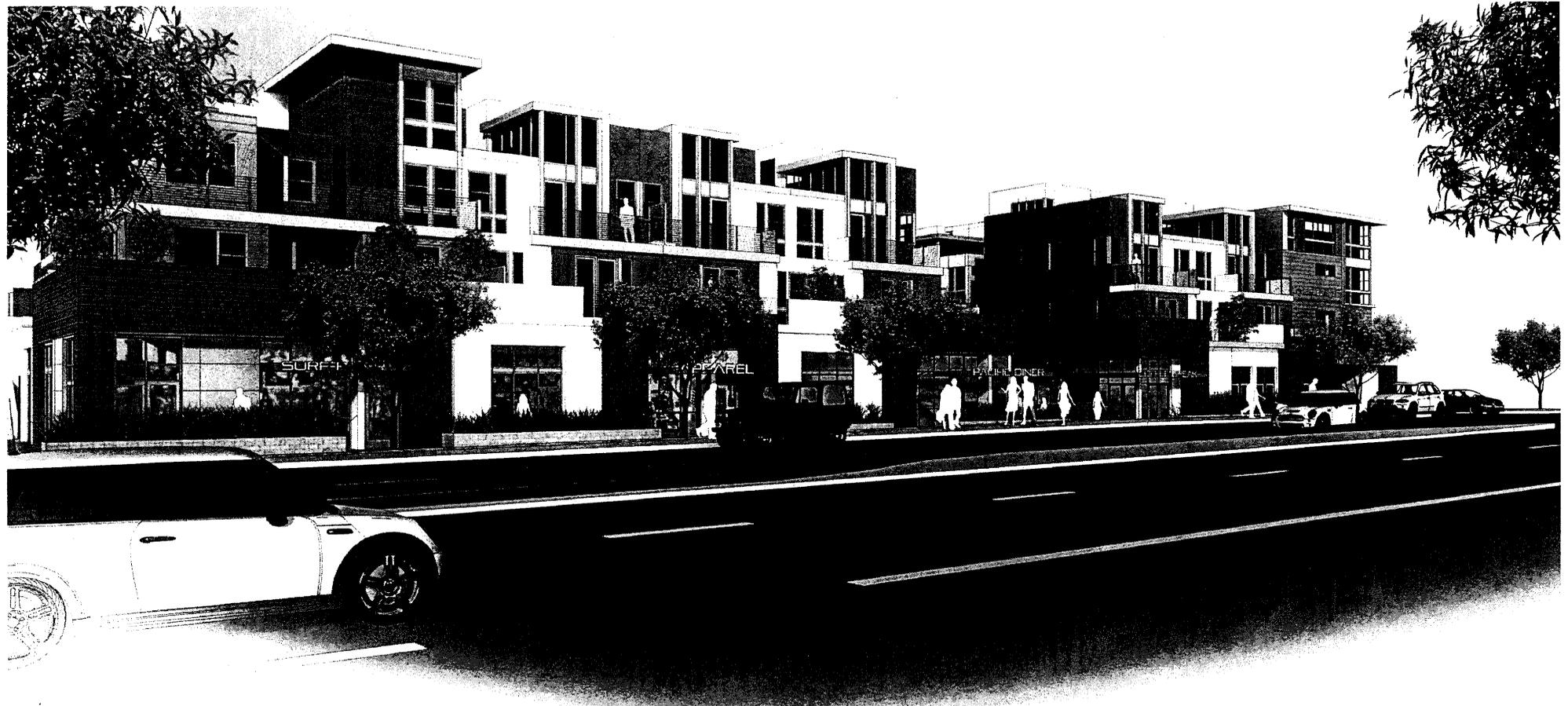
VIEW FROM PCH

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
t: 310. 217. 8855
www.witheemalcolm.com
JOB NO. 84012
DATE: 04/14/14



SD-23



REDONDO BEACH MIXED-USE SITE STUDY

CAPE POINT DEVELOPMENT

Redondo Beach, CALIFORNIA
APRIL, 2014

VIEW FROM PCH

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 180th Street Torrance, CA 90504
t. 310. 217. 8885
www.withee-malcolm.com
JOB NO. B4312
DATE PLO. 10/12/13



SD-24



REDONDO BEACH MIXED-USE SITE STUDY

CAPE POINT DEVELOPMENT

Redondo Beach, CALIFORNIA

APRIL, 2014

PUBLIC PLAZA

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
t. 310. 217. 8882
www.witheemalcolm.com

JOB NO. B4012
DATE: 2/19/14



SD-25



REDONDO BEACH MIXED-USE SITE STUDY
CAPE POINT DEVELOPMENT

Redondo Beach, CALIFORNIA

APRIL, 2014

VIEW FROM BACK ALLEY

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 100th Street Torrance, CA 90504
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www.withee-malcolm.com
JOB NO. B4012



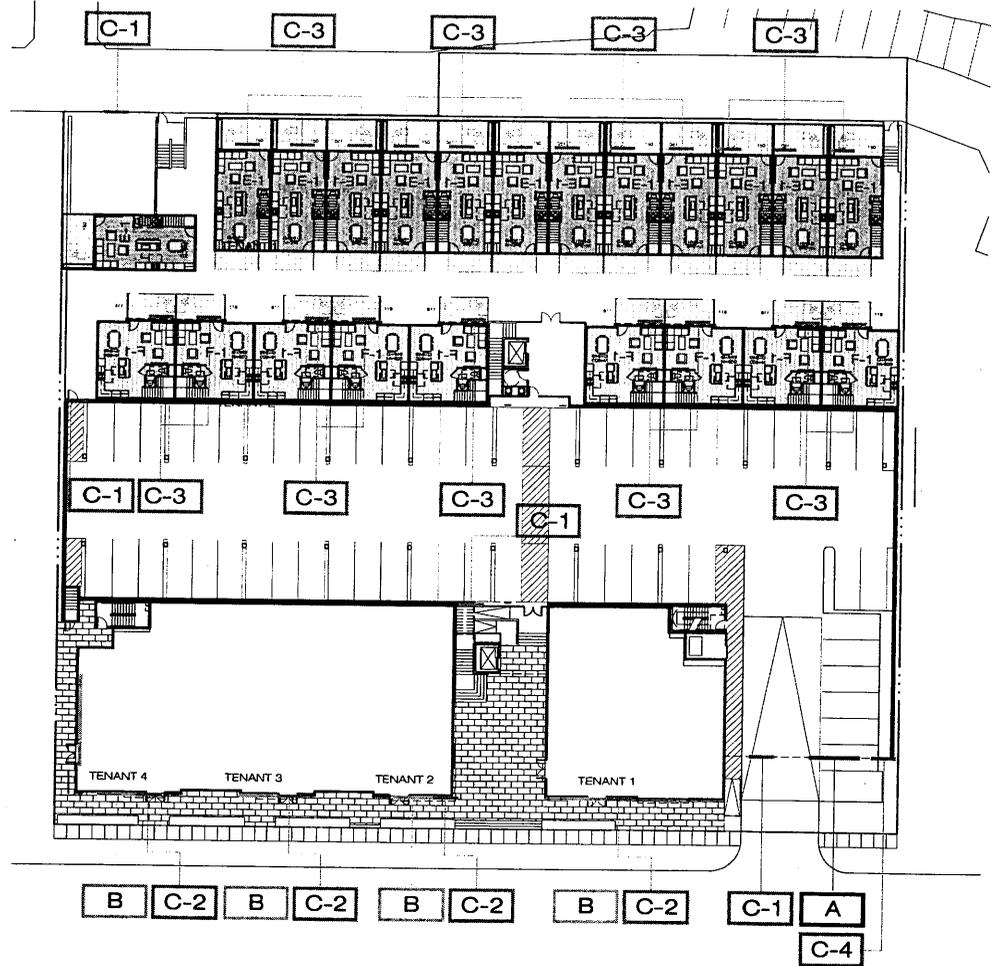
SD-26

SIGNAGE KEY PLAN

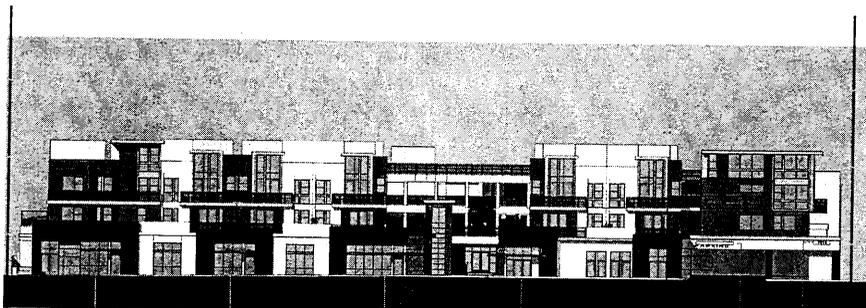
A PROJECT IDENTITY SIGNAGE
 Requirements: One wall sign per street frontage and/or one monument sign per street frontage, totaling no more than thirty-two (32) square feet, shall be permitted.
 Requirements of Redondo Beach Municipal Code 10-2.1808.

B COMMERCIAL SIGNAGE - CANOPY SIGNS
 Requirements: Canopy and awning signs.
 (1) Signs printed on, painted on, or attached onto a canopy or awning shall not exceed two-thirds (2/3) of the length of the canopy or awning and shall consist of no more than one line of lettering not exceeding twelve (12) inches in height, and shall be located on the valance of such canopy or awning.
 (2) In addition to lettering, an identification emblem, insignia, or other similar feature not exceeding an area of four (4) square feet may be printed on, painted on, or attached onto any other portion of the canopy or awning.
 (3) Canopy and awning signs are limited to the ground floor.
 (Redondo Beach Municipal Code 10-2.1810)

C EXEMPT SIGNS
 Signs exempt from regulations
 Requirements:
 1) Parking entrance and exit signs, other private traffic, or pedestrian directional signs or other informational signs not to exceed twelve (12) square feet in area. Oriented along the street frontage, there shall be no more than one such sign per entrance to the parcel.
 2) Business door nameplates, not exceeding two (2) square feet in area, and containing the name and address of the business only, affixed only to the door of each individual business or immediately adjacent thereto.
 3) For each residential dwelling unit, one identification sign or commemorative plaque of no more than two (2) square feet and one house number or address of no more than two (2) square feet.
 4) Project address
 (Redondo Beach Municipal Code 10-2.1804)



STREET LEVEL PLAN



SOUTH ELEVATION



REDONDO BEACH MIXED-USE CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 May 11th, 2015



SIGN PROGRAM

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 2251 West 156th Street Torrance, CA 90504
 t. 310.217.8885
 www.witthemalcolm.com
 JOB NO. B4012



SGN1

SIGNAGE KEY PLAN

A PROJECT IDENTITY SIGNAGE

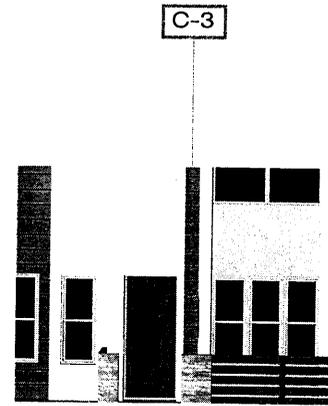
B COMMERCIAL SIGNAGE - CANOPY SIGNS

C-1 PARKING AND PEDESTRIAN ACCESS

C-2 BUSINESS NAME PLATE

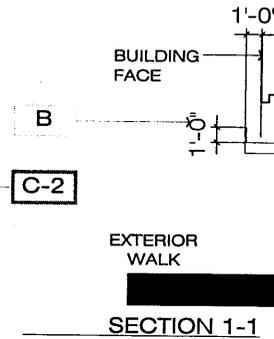
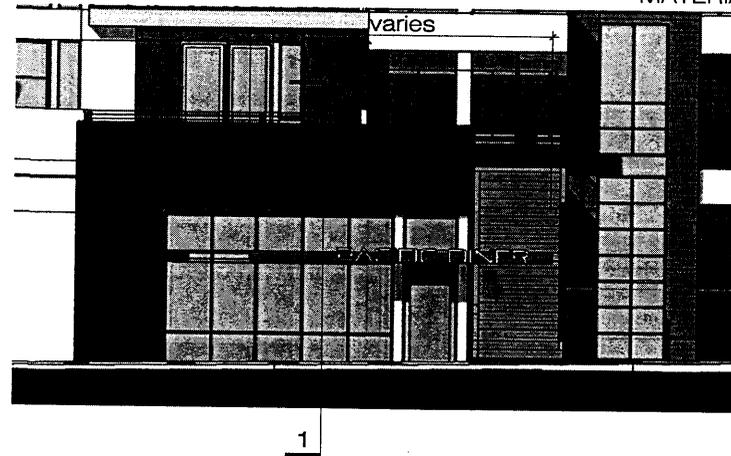
C-3 UNIT IDENTIFICATION SIGN

C-4 PROJECT ADDRESS



UNIT SIGN - typical (C-3)

SIZE : 8" x 6"
MATERIAL : Metal with laser cut graphic

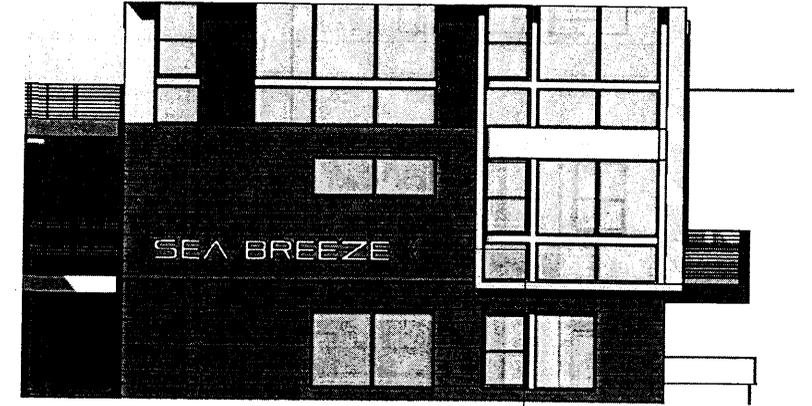


RETAIL CANOPY SIGN - typical (B)

SIZE : VARIES
1'-0" X 8'-6"
1'-0" X 12'-6"
MATERIAL : Metal with laser cut graphic

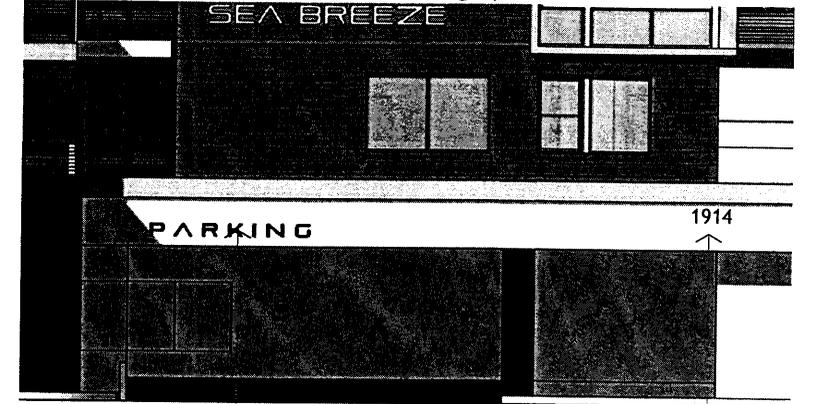
RETAIL SIGN - typical (C-2)

SIZE : 12" x 24"
MATERIAL : Metal with laser cut graphic



PROJECT IDENTITY SIGNAGE (A)

SIZE : 2'-8" X 12'-0" = 32 S.F.
MATERIAL : Metal with laser cut graphic



PARKING (C-1)

SIZE : 1'-0" x 12'-0"
MATERIAL : Metal with laser cut graphic

ADDRESS (C-4)

SIZE : 1' TALL
MATERIAL : Metal with laser cut graphic

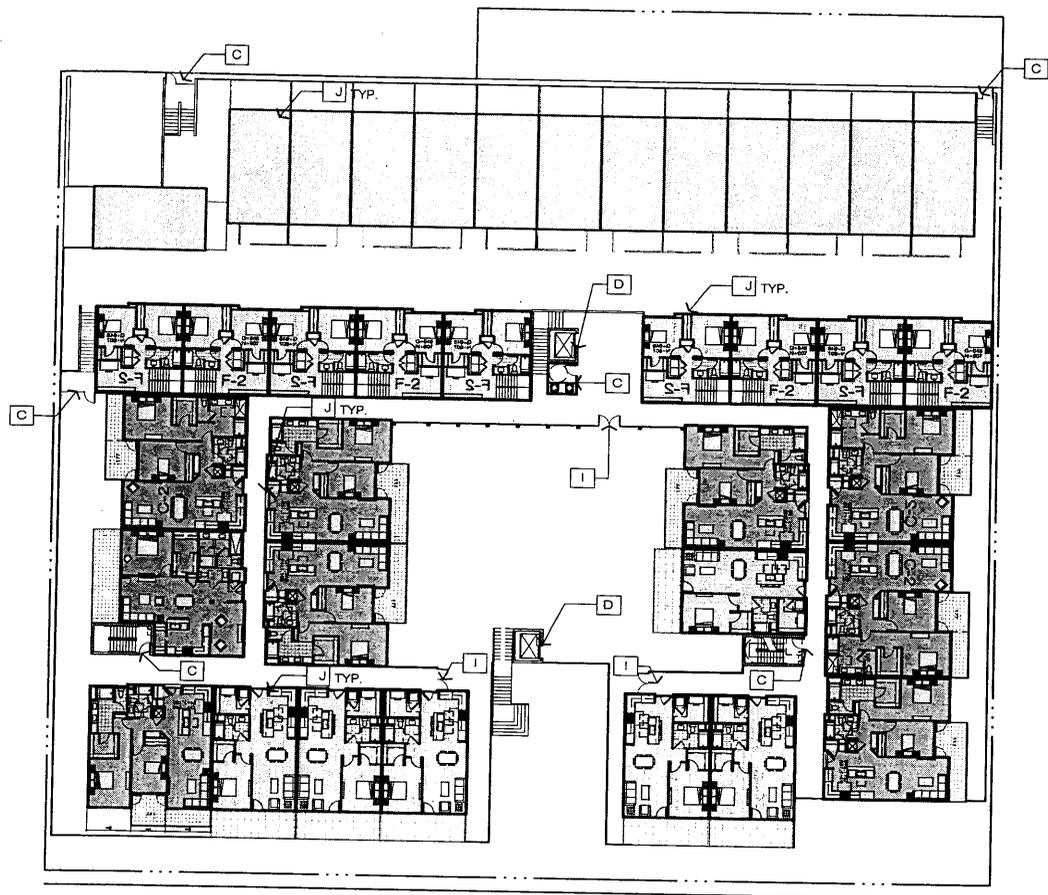
REDONDO BEACH MIXED-USE CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
May 11th, 2015

SIGN PROGRAM

WITHEE MALCOLM ARCHITECTS, LLP
2951 West 180th Street Torrance, CA 90504
T. 310. 217. 8885
www.withee.com
JOB NO. BM012
DATE: 05/11/15





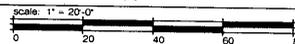
LIGHTING LEGEND		
A	WALL MOUNTED CYLINDER - 16W LED VISION 3 LIGHTING UM1A-(FINISH)-CAF-M103-LED/(DISTRIBUTION) -L3-0-HI	
B	SURFACE MOUNTED FLOODLIGHT AT SIGNAGE INQUE COOPER LIGHTING VFS-K-A40-(X)-LED-EI (DISTRIBUTION)-(FINISH)-SG	
C	SURFACE MOUNTED FLOODLIGHT - 16W LED VISION 3 LIGHTING FL1A-(FINISH)-CAF-K1-LED (DISTRIBUTION)-L3-0-HI-M1016	
D	RECESSED FLUORESCENT SLOTLIGHT 32W T8 FLUORESCENT FRIDENTIAL P67-T8-R(LENGTH)-WA-JU-SC- (VOLT)-(CEILING SYSTEM)	
E	CONCEALED LED STRIPLIGHT AT SIGNAGE 10 - COOPER LIGHTING 05-E-3K-SG-102-1-T2-(VOLT)-(DRIVER) 15W PER FT.	
F	RECESSED WALL WASHER - 18W CFL PORTFOLIO C60-18-E-6011-L1	
G	STEP LIGHT - 35W MR-16 LOW VOLTAGE VISION 3 LIGHTING UM1A-(FINISH)-0-L3-0-H	
H	ART MOUNTED UPLIGHT - 16W LED VISION 3 LIGHTING SL1A-(FINISH)-RT-CAF-S1-(STEM LENGTH)-M02-LED (DISTRIBUTION)-L3-0-HI	
I	DECORATIVE ACRYLIC RECESSED WALL SCENCE - 18W CFL FENG SHUI LIGHTING CERF-(COLOR)-6"X18"1-STD-(VOLT)-AL (1) 18W CFL LAMP	
J	WALL MOUNTED CYLINDER - LED	

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA

May 11th, 2015

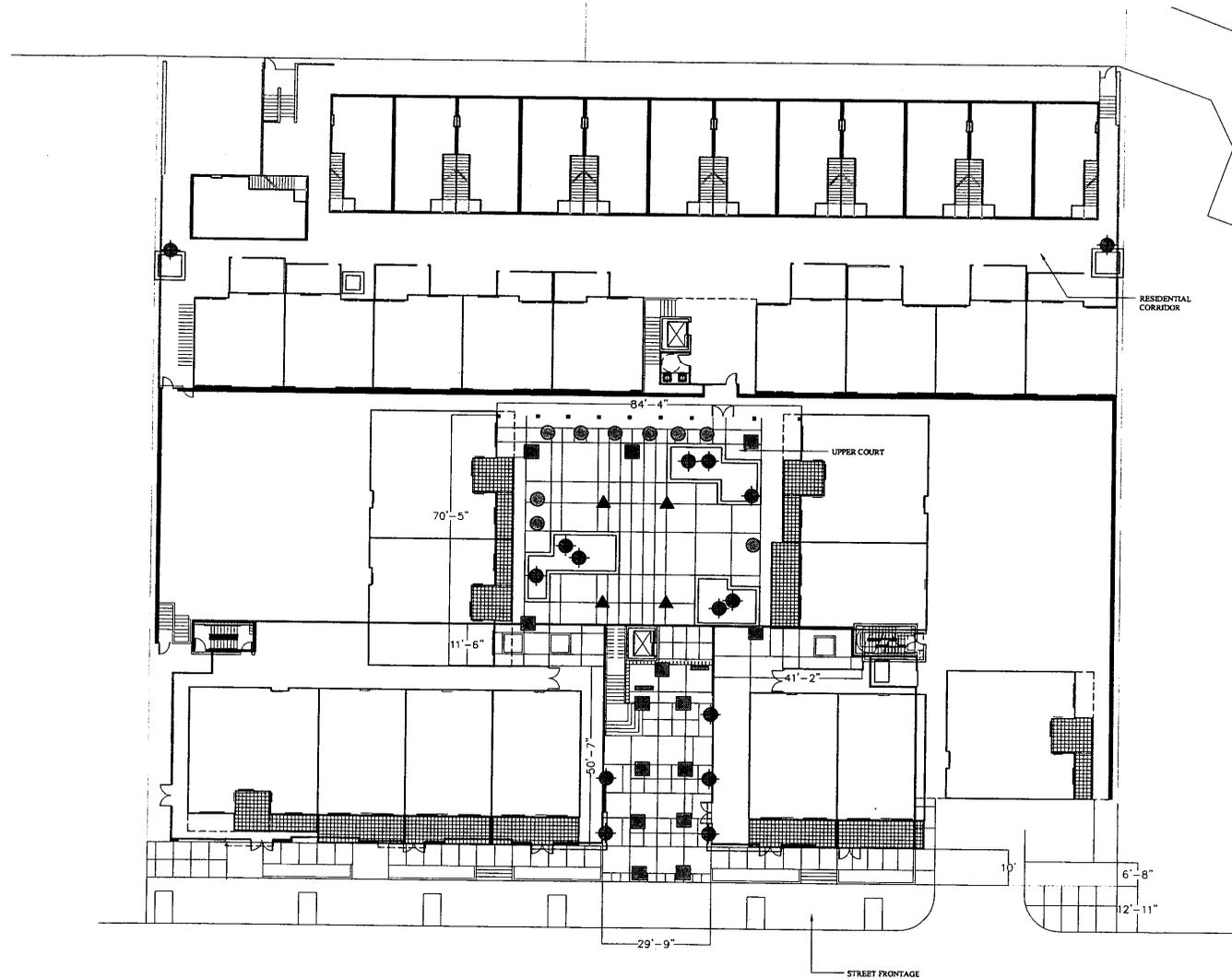


PODIUM LEVEL
EXTERIOR LIGHTING PLAN
WITHEE MALCOLM ARCHITECTS, LLP

2251 West 190th Street Torrance, CA 90504
t. 310.217.8885
www.witheemalcolm.com
JOB NO B4012



LTG 2



LIGHTING LEGEND

A	UPLIGHT WIDE SPREAD		
B	TREE UPLIGHT MEDIUM SPREAD		
C	BOLLARD		
D	POLE MOUNTED		

REDONDO BEACH MIXED-USE

CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA

March 17th, 2015



LIGHTING PLAN

JDC Landscape Architecture & Planning

2760 E. Spring Street Long Beach, CA 90806

L 562 989 1890

jon@jdclandscapearchitect.com

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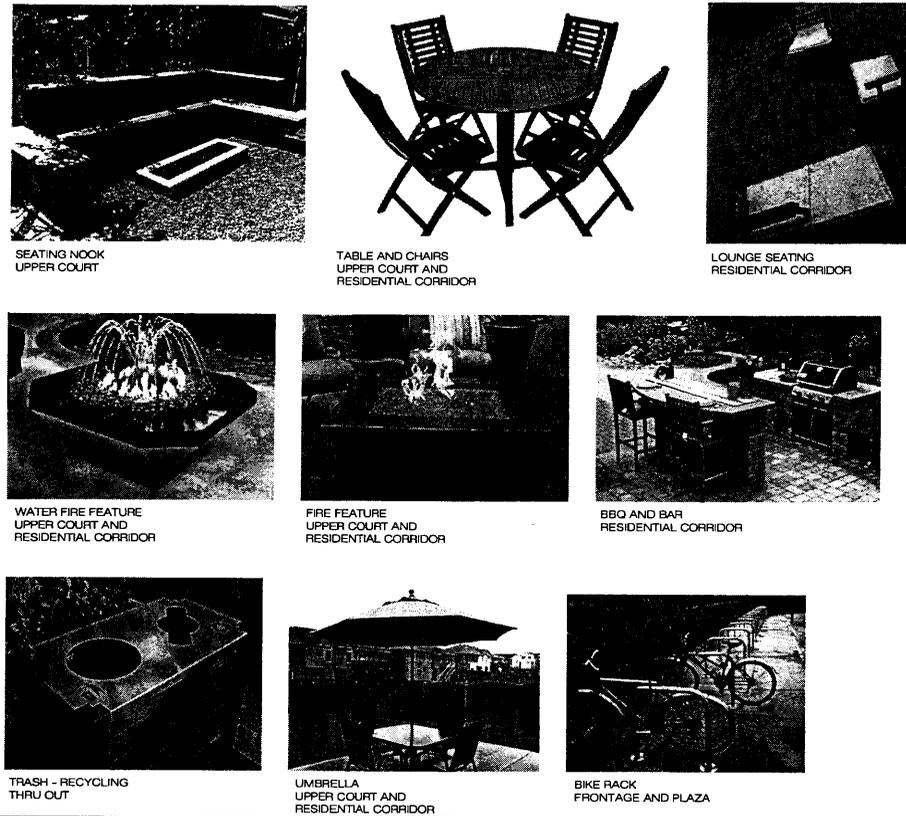


LTG3

SOFTSCAPE IMAGERY



HARDSCAPE IMAGERY



A

STREET FRONTAGE

- POURED IN PLACE CONCRETE
- 5X5 GRID WITH ALTERNATING FINISHES
- NATURAL COLOR

B

PLAZA:

- PRECAST CONCRETE PAVERS
- 10X10 GRID WITH ONE FINISH AND COLOR

C

PLAZA, UPPER COURT, RESIDENTIAL CORRIDOR:

- RECTANGULAR AND SQUARE GRID PATTERN
- ONE COLOR WITH TWO FINISHES

LANDSCAPE IMAGERY

REDONDO BEACH MIXED-USE
CAPE POINT DEVELOPMENT

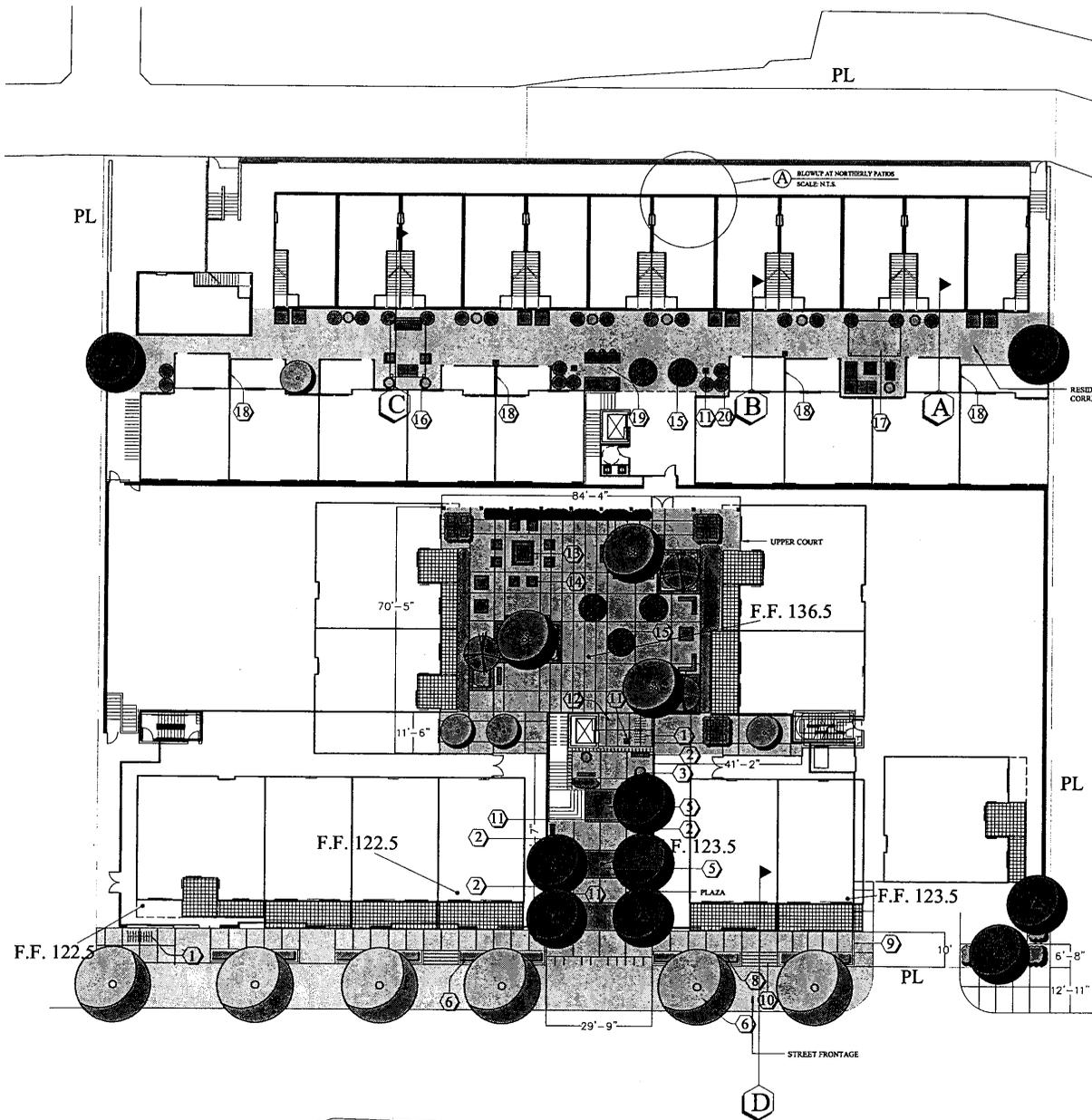
1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
March 17th, 2015



JDC Landscape Architecture & Planning
2760 E. Spring Street Long Beach, CA 90806
T. 562. 938. 1880
jdc@jdc-landscape.com
JOB NO. 14-11
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L-1

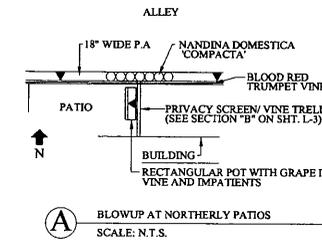


PLANT LIST

SYMBOL	TREES	BOTANICAL NAME / COMMON NAME	SIZE	QTY.
	STREET TREES (TBD)	(RECOMMEND GINKGO)	24" BOX	6
	LARGE COURTYARD TREE	PLATANUS RACEMOSA / CALIFORNIA SYCAMORE	24" BOX	3
	MEDIUM ACCENT TREE	TABERUA	24" BOX	6
	SMALL ACCENT TREE	CERCIS OCCIDENTALIS / EASTERN REDBUD FOREST PANSY	24" BOX	4
	SMALL THEME TREE	ARBUTUS UNEDOV STRAWBERRY TREE OR	24" BOX	3
	MAJOR ACCENT VINE	BLOOD RED TRUMPET VINE AND WISTERIA MIX	15 GAL.	20
	VERTICAL EVERGREEN	PHYLLOSTACHYS BAMBUSOIDES / JAPANESE TIMBER BAMBOO PODOCARPUS TENKELT	3" CANES	16
	SHRUBS, GROUNDCOVERS	PHORMIUM / NEW ZEALAND FLAX OR DIETES BICOLOR / FORTNIGHT LILY NANDINA DOMESTICA 'COMPACTA'	5 GAL. 5 GAL. 1 GAL.	
	SUCCULENT BEDS	SENECIO SERPENS / BLUE CHALKSTICKS Aeonium SUNBURST / SUNBURST Aeonium ALOE SYRIACA / DESERT ALOE CESTRAEUM GRANDIFLORUM / ROCK PURSLANE ECHINVERIA 'AFTERGLOW' / HEN AND CHICKS KALANCHOE LUCIDAE / IRIS AND CHICKS	1 GAL. 1 GAL. 1 GAL. 1 GAL. 1 GAL.	
	ORNAMENTAL GRASSES	CAREX DIVULSA / BERKELEY SEDGE JUNCUS EFFUSUS / COMMON RUSH	1 GAL. 1 GAL.	

LEGEND

- ① BIKE RACKS
- ② BENCHES WITH BACKS
- ③ LOW BOWL ON CONCRETE BASE WITH PLANTING
- ④ BLUE RECYCLED GLASS
- ⑤ PRECAST CONCRETE PAVERS
- ⑥ DECOMPOSED GRANITE
- ⑦ FIREPIT
- ⑧ STORM WATER CLEANING DEVICES WITH SEDGE / RUSH GRASSES
- ⑨ LOW RETAINING WALL
- ⑩ STEPS DOWN
- ⑪ TRASH
- ⑫ WALL "HANGING" (TBD)
- ⑬ FIRE PIT / FOUNTAIN
- ⑭ SEATING
- ⑮ SEATING WITH TABLES AND UMBRELLAS
- ⑯ OVERHEAD SS CABLE TRELLIS WITH SEATING & SMALL FOUNTAIN
- ⑰ OVERHEAD SS CABLE TRELLIS WITH SEATING & FIRE PIT
- ⑱ VERTICAL SS CABLE VINE TRELLIS BETWEEN PATIOS
- ⑲ BBQ ENTERTAINMENT AREA
- ⑳ CONCRETE WALL TO PROVIDE BUFFER FOR RESIDENT PATIO



REDONDO BEACH MIXED-USE
CAPE POINT DEVELOPMENT

1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA

March 17th, 2015



LANDSCAPE CONCEPT PLAN

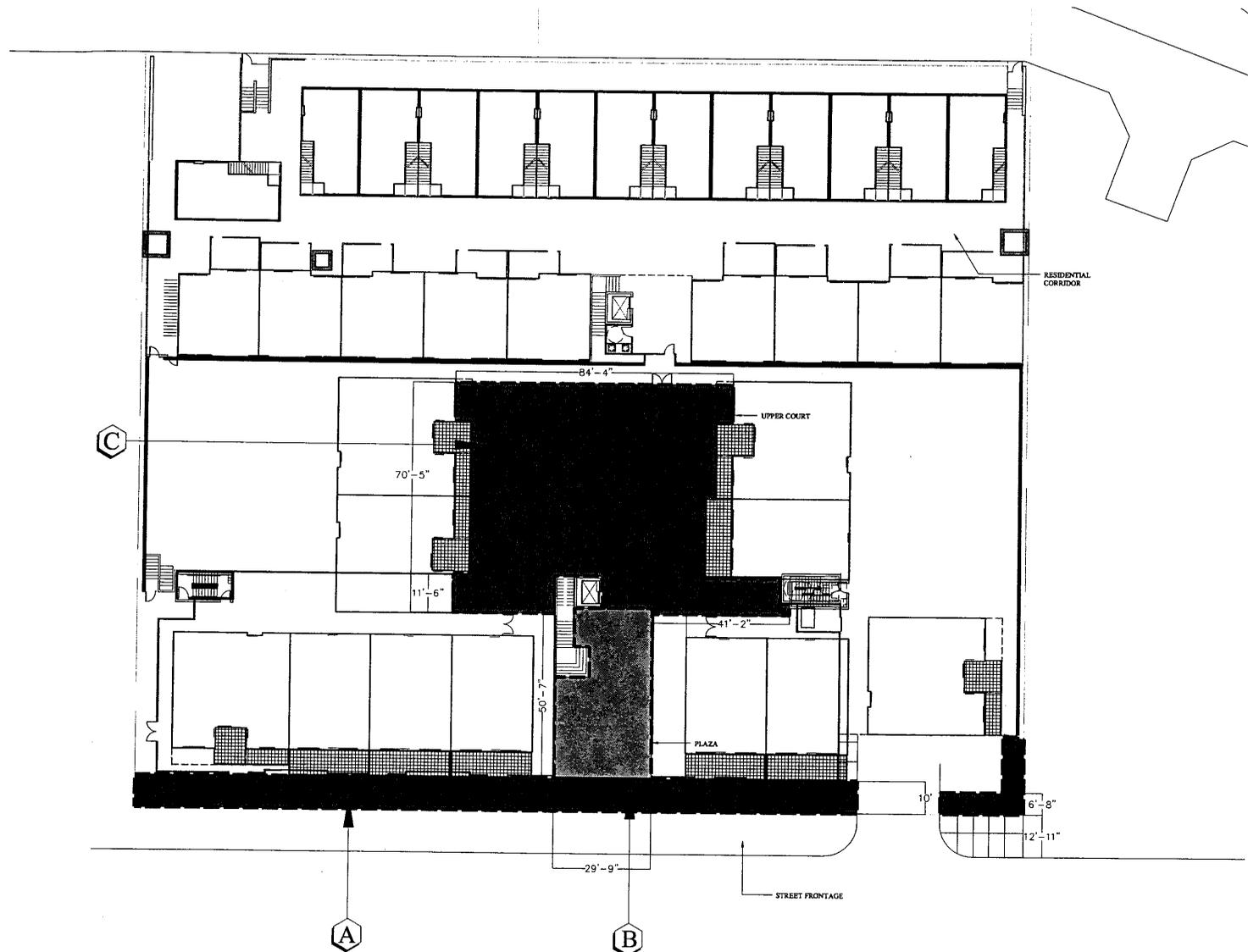
JDC Landscape Architecture & Planning

2750 E. Spring Street Long Beach, CA 90801
1.562.998.1880
jdc@jdclandscapearchitect.com

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L-2



PUBLIC OPEN SPACE SUMMARY

Ⓐ PUBLIC OPEN SPACE - YARD	■	A PUBLIC OPEN SPACE - FRONT SETBACK: HARDSCAPE = 1,745 S.F. SOFTSCAPE = 384 S.F. TOTAL SPACE = 2,129 S.F.
Ⓑ PUBLIC OPEN SPACE - PLAZA	▨	B PUBLIC OPEN SPACE - PLAZA: HARDSCAPE = 1,499 S.F. SOFTSCAPE = 328 S.F. TOTAL SPACE = 1,827 S.F.
Ⓒ PUBLIC OPEN SPACE - PODIUM	■	C PUBLIC OPEN SPACE - PODIUM: HARDSCAPE = 4,187 S.F. SOFTSCAPE = 1,393 S.F. TOTAL SPACE = 5,580 S.F.
* TOTALS FOR PUBLIC OPEN SPACE:		
HARDSCAPE = 7,427 S.F.		
SOFTSCAPE = 2,107 S.F.		
TOTAL SPACE = 9,534 S.F.		

PUBLIC OPEN SPACE SUMMARY

JDC Landscape Architecture & Planning
 2760 E. Spring Street, Long Beach, CA 90805
 T. 562. 888. 1880
 jondoc@jdclandscape.com
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L-4

REDONDO BEACH MIXED-USE
 CAPE POINT DEVELOPMENT

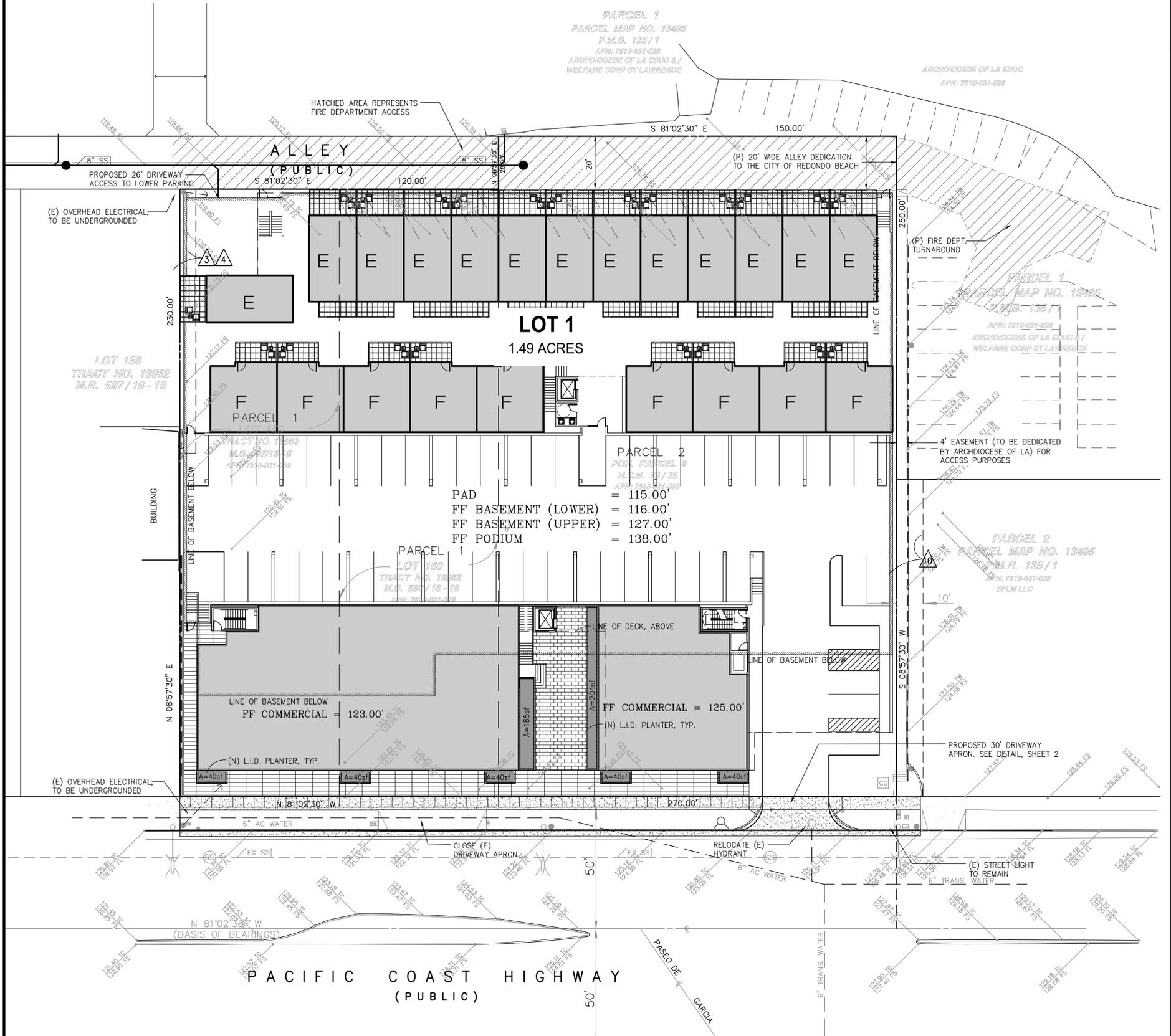
1914 - 1926 Pacific Coast Highway, Redondo Beach, CALIFORNIA
 March 17th, 2015



IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
Vesting Tentative Tract Map #X

THIS SUBDIVISION IS FOR CONDOMINIUM PURPOSES AS DEFINED IN SECTION 1350 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT.

July 27, 2014



Low Impact Development:

THE PROJECT CONTEMPLATES THE DEVELOPMENT OF 61,350 SF NEW IMPERVIOUS AREA. IN ACCORDANCE WITH THE LOS ANGELES COUNTY LOW IMPACT DEVELOPMENT ORDINANCE AND DESIGN GUIDELINES, ROOF, DECK AND HARDSCAPE RUNOFF WILL BE DIRECTED BY DOWNSPOUTS TO BIOFILTRATION PLANTERS.

C = 0.91
 Pi = 0.90°
 SWOODv = 4187 cu. ft.
 = 6280 cu. ft. (1.5x Factor of Safety)

REQUIRED PLANTER AREA= 502 sq. ft.

Sewer Analysis:

THE FOLLOWING SEWER EFFLUENT GENERATION IS CALCULATED FROM LA COUNTY GUIDELINES FOR SEWER STUDIES:

EXISTING CONDITION:

AREA = 6,512 s.f. (1914 PCH, Bldg 1)
 3,720 s.f. (1914 PCH, Bldg 2)
 23,195 s.f. (1926 PCH)
 33,427 s.f. TOTAL

EFFLUENT GENERATION (Commercial) = 100 g.p.d./1000 s.f.
 TOTAL EFFLUENT = 3,343 g.p.d.

PROPOSED CONDITION:

AREA = 10,108 s.f.
 EFFLUENT GENERATION = 100 g.p.d. / 1000 s.f. (Commercial)
 TOTAL EFFLUENT = 1,012 g.p.d. (Commercial)

1 BR Dwelling = 14 ea x 200 g.p.d. = 2,800 g.p.d.
 2 BR Dwelling = 16 ea x 250 g.p.d. = 4,000 g.p.d.
 3 BR Dwelling = 22 ea x 300 g.p.d. = 6,600 g.p.d.
 TOTAL EFFLUENT = 13,400 g.p.d. (Residential)

TOTAL EFFLUENT, PROPOSED = 14,412 g.p.d.

EFFLUENT TO (E) P.C.H. SEWER = 1,012 g.p.d. (Commercial)
 (70% reduction)

EFFLUENT TO (N) PROSPECT SEWER = 13,400 g.p.d. (Residential)

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
 LOTS 159 AND 160 OF TRACT NO. 19962, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 597, PAGES 16, 17 AND 18 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:
 THAT PORTION OF PARCEL 6, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON RECORD OF SURVEY FILED IN BOOK 73, PAGE 35 OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 160 OF TRACT NO. 19962, AS PER MAP RECORDED IN BOOK 597, PAGES 16 TO 18, INCLUSIVE, OF MAPS, IN THE OFFICE OF SAID RECORDER;

THENCE ALONG THE EASTERLY LINE OF SAID LOT 160 AND ITS NORTHERLY PROLONGATION, NORTH 8° 57' 30" EAST 250.00 FEET;

THENCE PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 6, BEING THE NORTHERLY LINE OF PACIFIC COAST HIGHWAY, 100 FEET WIDE, SOUTH 81° 02' 30" EAST 150.00 FEET;

THENCE PARALLEL WITH SAID EASTERLY LINE AND PROLONGATION, SOUTH 81° 57' 30" WEST 250.00 FEET TO THE SAID SOUTHERLY LINE; THENCE ALONG SAID SOUTHERLY LINE;

THENCE ALONG SAID SOUTHERLY LINE NORTH 81° 02' 30" WEST 150.00 FEET TO THE POINT OF BEGINNING.

APN: 7510-031-005

THIS DESCRIPTION DESCRIBES ALL THAT REAL PROPERTY DESCRIBED IN TITLE REPORT IDENTIFIED AS CHICAGO TITLE COMPANY, ORDER NO. 00015836-994-X23, DATED JANUARY 27, 2014.

EASEMENTS:

1. COVENANTS, CONDITIONS AND RESTRICTIONS IN THE DOCUMENT RECORDED JULY 19, 1957 AS INSTRUMENT NO. 4601 AND MODIFIED SEPTEMBER 18, 1959 AS INSTRUMENT NO. 150. BOTH OF OFFICIAL RECORDS. THIS ITEM IS BLANKET IN NATURE AND DOES AFFECT THE SUBJECT PROPERTY.

2. AN EASEMENT FOR POLE LINES RECORDED MARCH 9, 1961 AS INSTRUMENT NO. 4168 OF OFFICIAL RECORDS. THIS ITEM IS PLOTTED HEREON AND DOES AFFECT THE SUBJECT PROPERTY.

3. AN EASEMENT FOR POLE LINES AND CONDUITS RECORDED MARCH 17, 1961 AS INSTRUMENT NO. 4630 OF OFFICIAL RECORDS. THIS ITEM IS PLOTTED HEREON AND DOES AFFECT THE SUBJECT PROPERTY.

4. A DOCUMENT ENTITLED "A RESOLUTION OF THE COUNCIL OF THE CITY OF REDONDO BEACH, DECLARING THAT THE CONDITIONS CONTAINED IN RESOLUTION NO. 3304 HAVE BEEN MET AND THAT THE VACATION OF ALLEY BETWEEN PROSPECT AVENUE AND TULITA AVENUE IS NOT FINAL" RECORDED SEPTEMBER 5, 1963 AS INSTRUMENT NO. 5241 OF OFFICIAL RECORDS. THIS ITEM VACATES THE ALLEY LOCATED AND SHOWN ALONG THE NORTHWESTERLY CORNER OF THE SUBJECT PROPERTY.

5. EASEMENT(S) FOR INGRESS AND EGRESS AND MAINTENANCE AND INCIDENTAL PURPOSES RECORDED MAY 24, 2013 AS INSTRUMENT NO. 20130781426, OF OFFICIAL RECORDS. THIS ITEM IS PLOTTED HEREON AND BENEFITS THE SUBJECT PROPERTY.

NOTES:

- ALL EXISTING STRUCTURES AND IMPROVEMENTS TO BE REMOVED.
- SEWER AND WATER SERVICE ARE PRESENT ON SITE. DRY UTILITIES ARE AVAILABLE IN PACIFIC COAST HIGHWAY. A NEW SEWER IS PROPOSED ON PROSPECT AVENUE.
- THERE ARE NO OAK TREES ON THIS PROPERTY.
- A EXHIBIT ACCOMPANIES THIS TENTATIVE MAP AND SHOWS PROPOSED BUILDINGS, CONCEPTUAL GRADING, AND DRAINAGE.
- ALL ROOF AND DECK DRAINS SHALL BE ROUTED TO L.I.D. PLANTERS SHOWN HEREON IN ACCORDANCE WITH THE APPROVED LOW IMPACT DEVELOPMENT PLAN.

OWNER:

BARKER PACIFIC

APPLICANT/DEVELOPER:

CAPE POINT DEVELOPMENT, L.L.C.
 ATTN: NICK BUCHANON
 101 S EL CAMINO REAL #205
 SAN CLEMENTE, CA 92672

ENGINEER / MAP PREPARED BY:

BOLTON ENGINEERING CORP.
 25834 NARBONNE AVE 3210
 LOMITA, CA 90717
 PHONE: (310) 325-5580
 ATTN: DANIEL J BOLTON, P.E.
 RCE 63290 EXP. 6/30/12

ARCHITECT:

WITHEE MALCOLM ARCHITECTS, LLP
 ATTENTION: DAN WITHEE, AIA
 2251 W. 190th STREET
 TORRANCE, CA 90504
 PHONE: 310-217-8885

PROPERTY ADDRESS:

1914-1926 PACIFIC COAST HIGHWAY
 REDONDO BEACH, CALIFORNIA 90277

EXISTING USE:

THE TOTAL AREA OF LAND CONSISTS OF: 65,100 SQ. FT. (1.49 ACRES) THE SITE IS CURRENTLY OCCUPIED BY COMMERCIAL BUILDINGS, PARKING LOT AND ASSOCIATED IMPROVEMENTS.

FLOOD ZONE:

THE SUBJECT PROPERTY IS MAPPED AS ZONE "X".

SUBDIVISION SUMMARY:

THE SUBDIVISION PROPOSES CREATION OF ONE (1) FOR CONDOMINIUM PURPOSES:

52 RESIDENTIAL UNITS = 73,759 S.F.
 1 COMMERCIAL UNIT = 10,108 S.F.
 157 PARKING STALLS



NORTH

0 10 20 40
 Scale: 1" = 20'

**CITY OF REDONDO BEACH
PLANNING DIVISION**

RECEIVED BY: AK
DATE RECEIVED: 10/16/14

**COMBINED APPLICATIONS FOR CONDITIONAL USE PERMIT
TO ESTABLISH CONDOMINIUM USAGE AND
PLANNING COMMISSION DESIGN REVIEW**

Application is hereby made to the Planning Commission of the City of Redondo Beach, for Conditional Use Permit, pursuant to Section 10-2.2506, and for Planning Commission Design Review, pursuant to Section 10-2.2502, all in Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A APPLICANT INFORMATION	
STREET ADDRESS OF PROPERTY: 1914-1926 PACIFIC COAST HIGHWAY, REDONDO BEACH, CA 90277	
EXACT LEGAL DESCRIPTION OF THE PROPERTY: PARCEL 1: LOTS 159 AND 160 OF TRACT NO. 19962, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 597, PAGES 16, 17 AND 18 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. PARCEL 2: THAT PORTION OF PARCEL 6, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON RECORD OF SURVEY FILED IN BOOK 73, PAGE 35 OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 160 OF TRACT NO. 19962, AS PER MAP RECORDED IN BOOK 597, PAGES 16 TO 18, INCLUSIVE, OF MAPS, IN THE OFFICE OF SAID RECORDER THENCE ALONG THE EASTERLY LINE OF SAID LOT 160 AND ITS NORTHERLY PROLONGATION, NORTH 8° 57' 30" EAST 250.00 FEET THENCE PARALLEL WITH THE SOUTHERLY LINE OF SAID PARCEL 6, BEING THE NORTHERLY LINE OF PACIFIC COAST HIGHWAY, 100 FEET WIDE, SOUTH 81° 02' 30" EAST 150.00 FEET THENCE PARALLEL WITH SAID EASTERLY LINE AND PROLONGATION, SOUTH 8° 57' 30" WEST 250.00 FEET TO THE SAID SOUTHERLY LINE; THENCE ALONG SAID SOUTHERLY LINE THENCE ALONG SAID SOUTHERLY LINE NORTH 81° 02' 30" WEST 150.00 FEET TO THE POINT OF BEGINNING. APN: 7510-031-005 THIS DESCRIPTION DESCRIBES ALL THAT REAL PROPERTY DESCRIBED IN TITLE REPORT IDENTIFIED AS CHICAGO TITLE COMPANY, ORDER NO. 00015836-994-X23, DATED JANUARY 27, 2014.	ZONING: MU3A
RECORDED OWNER'S NAME: EHOF II Redondo Beach, LLC MAILING ADDRESS: C/O Cape Point Development, LLC 101 S El Camino Real, Suite 205 San Clemente, CA 92672 TELEPHONE: (949) 441-7442	AUTHORIZED AGENT'S NAME: Nick Buchanan MAILING ADDRESS: C/O Cape Point Development, LLC 101 S El Camino Real, Suite 205 San Clemente, CA 92672 TELEPHONE: (949) 441-7442
PROJECT DEVELOPER: EHOF II Redondo Beach, LLC MAILING ADDRESS: C/O Cape Point Development, LLC 101 S El Camino Real, Suite 205 San Clemente, CA 92672 TELEPHONE: (949) 441-7442	PROJECT ARCHITECT/FIRM/PRINCIPAL: FIRM: WITHEE MALCOLM ARCHITECTS, LLP PRINCIPAL: DAN WITHEE PROJECT ARCHITECT: DIRK THELEN MAILING ADDRESS: 2251 WEST 190 TH STREET TORRANCE, CA 90504 TELEPHONE: OFFICE: (310) 217-8885 DIRECT: (424)266-6935 LICENSE NO. C9049

B	PROJECT PLANS
<p>For new construction, two (2) enlarged sets of conceptual plans, and 25 copies (18" X 24") of each sheet shall be submitted as part of this application (see <u>Instructions for Graphic Portions of the Application</u>). These plans shall consist of:</p> <p>I. Site Plan; II. Floor Plans; III. Building Elevations (showing natural and finished grades); IV. Transverse and Longitudinal Sections (showing natural grades); and V. Roof Plan.</p>	

C	PROJECT DESCRIPTION: Give the following data for the project:			
<p>1. Area of project site: 65,100 square feet: 1.494 acres.</p> <p>2. Land coverage of buildings: 44,385 square feet: 68.1%.</p> <p>3. Landscaped area: <u>19,206</u> square feet: <u>20</u> %.</p> <p>4. Number of units: 52 Minimum size of units: 869 S.F. Lot area per unit: 1,251 S.F. /DU</p> <p>5. Number of parking spaces assigned to units: 105 Spaces Assigned to guests: 19 Spaces Total: 124 Spaces</p> <p>6. Number of stories: 3 STORIES Maximum height: 45'</p> <p>7. Compute the outdoor living space serving each unit (i.e., patios, decks, balconies, etc.) using the table below:</p>				
UNIT NUMBER	TYPE OF SPACE AND DIMENSIONS (deck, balcony, patio, yard, etc.)	ACTUAL AREA	CREDITING PERCENTAGE	RESULTING CREDITABLE AREA
A1	DECK 23'10"X7'-8"	183	183X150%	275
A2	DECK 27'-3"X7'-8"	204	204X50%	306
AM1	DECK 12'11"X8'-0"	103	103X150%	155
AM2	DECK 12'11"X8'-0"	103	103X150%	155
BM	DECK 23'10"X5'-6"	134	-	134
C1	DECK 13'X5' AND DECK 9'8"X11'5"	65+110	110X150%	230
C2	DECK 13'X5' AND DECK 9'8"X11'5"	65+110	110X150%	230
CM1	DECK 13'X5' AND DECK 9'8"X11'5"	65+110	110X150%	230
CM2	DECK 13'X5' AND DECK 9'8"X11'5"	65+110	110X150%	230
DM	DECK 35'10"X5'5"	212	-	212
E	PATIO 10'X17'9" AND 14'3"X6' ROOF DECK 17'X24'6"	178+86 415 X15% =62	178X200%	504
F	PATIO 15'8"X7'6" ROOF DECK 17'5X24'3"	118 460X15%=69	118X150%	246
<p>8. Does each unit have at least one private patio, balcony, deck (excluding roof decks), or yard with a minimum area of 300 square feet including bonuses, and a minimum dimension of 10 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>9. Does each unit have at least 400 cubic feet of enclosed, weatherproofed and lockable storage space, and at least 200 cubic feet of such storage area in a single location? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>				

D WALL AND FLOOR/CEILING ASSEMBLIES		
<i>Show typical detailed sections of the types of wall and floor/ceiling construction that would be used in both common and interior partition walls within the project, including either published data from a recognized and approved testing laboratory, a statement from a licensed acoustical engineer or the City Building Official as to the S.T.C. (Sound Transmission Class) and I.I.C. (impact Insulation Class) of the proposed type of construction.</i>		
	YES	NO
1. Do all wall assemblies separating units from each other or from public or quasi-public spaces, such as interior corridors, laundry rooms, recreation rooms and garages provide a minimum rating of 55 S.T.C.?	X	
2. Do all floor/ceiling assemblies separating units from each other or from public or quasi-public spaces, such as interior corridors, laundry rooms, recreation rooms and garages provide a minimum rating of 50 S.T.C.?	X	
3. Will wood floor joists and subflooring be non-continuous between separate condominium units?	X	
4. Will penetrations or openings in the construction for piping, electrical outlets and devices, recess cabinets, bathtubs, soffits, heating, and ventilating and/or air conditioning intake and exhaust ducts, and the like, be sealed, lined, insulated or otherwise treated to maintain the required rating?	X	
5. Will entrance doors to units be of solid construction and have perimeter seals which will in combination provide a minimum rating of 33 S.T.C.?	X	
6. Do all separating floor/ceiling assemblies identified in (2) above provide a minimum rating of 65 I.I.C.? (Floor coverings may be included in the assembly to obtain the required ratings, but must be retained as a permanent part of the assembly and may only be replaced by another floor covering that provides the same or greater impact insulation.)		
E TREATMENT OF UTILITIES		
	YES	NO
1. Will the proposed project have individual shut-off valves for all plumbing fixtures? If not, will each unit have a plumbing shut-off valve?	X	
2. Will the proposed project have built-in drip pans and appropriate drains for clothes washers, dishwashers, hot water heaters, and other appliances which have been found to be potential sources of water leakage?	X	
3. Will all utilities with the exception of water be separately metered in such a way that the unit owner can be separately billed for his use?	X	
4. Will all units have individual circuit breaker panels accessible from within the unit?	X	
5. Are all domestic water lines (except sprinkler and fire protection systems) of copper tubing or equivalent material approved by the Building Official?	X	
F ISOLATION OF VIBRATION AND SOURCES OF STRUCTURE BORNE NOISE IN PROJECTS WHERE UNITS HAVE COMMON WALLS AND/OR COMMON FLOORS/CEILINGS		
	YES	NO
1. Will all permanent mechanical equipment such as motors, compressors, pumps and compactors be shock mounted with inertia blocks or bases and / or vibration isolators?	X	
2. Will all domestic appliances which are cabinet installed or built into the individual units (clothes washers and dryers, etc.) be isolated from cabinets and the floor and ceiling by resilient gaskets and vibration mounts?		X

3. Will the cabinets in which the above-mentioned appliances are installed be offset from the back wall with strip gasketing?		X
4. Will all non-permanent appliances such as clothes washers and dryers be mounted on permanent rubber bases and surface plates?		X
5. Will any plumbing fixture be located on a common wall between two separate units where it would back up to a living room, family room, dining room, den, or bedroom of an adjoining unit?		X
6. Will there be at least eight and one-half (8-1/2) feet of pipe between the closest plumbing fixtures in contiguous units?		
7. Will all water supply lines within the project be isolated from wood and metal framing with specifically manufactured pipe insulators?	X	
8. Will all vertical drainage pipe be surrounded by three-quarter inch (3/4") thick dense insulation board or full thick fiberglass or wool blanket insulation for its entire length including the sections that pass through wood or metal framing?	X	

G ADDITIONAL INFORMATION

<p>1. Does this application include one copy of the CC & R's for the proposed condominium and a cross-reference sheet indicating where the various requirements of Section 10-2.1608(D)(4) are discussed in the CC & R's?</p> <p>2. What is the amount of the regular annual assessment? _____ <i>Please note that language specifying the amount of the regular annual assessment must be incorporated in the CC & R's submitted with this application.</i></p>	YES	NO
	X	

H EXPLANATIONS OF ANSWERS IN ABOVE SECTIONS

List below (or on additional pages if necessary) any comments which may explain the answers given in the above sections (include letters and numbers of sections referred to).

**IMPORTANT NOTICE
RE: FIRE HYDRANTS AND WATER MAINS**

Contact California Water Service, at (310)-540-1033 regarding possible required water main extensions and/or upgrading of fire hydrants in conjunction with the construction of all multiple-family residential projects. For all commercial and industrial construction, contact the fire inspector of the Redondo Beach Fire Division at (310)-318-0673.

**CITY OF REDONDO BEACH
PLANNING DIVISION**

RECEIVED BY:
DATE RECEIVED:

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: 1914-1926 PACIFIC COAST HIGHWAY, REDONDO BEACH, CA 90277	
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RECORDED OWNER'S NAME: EHOF II REDONDO BEACH, LLC MAILING ADDRESS: C/O Cape Point Development, LLC 101 S El Camino Real, Suite 205 San Clemente, CA 92672 TELEPHONE: (949) 441-7442	AUTHORIZED AGENT'S NAME: Nick Buchanan MAILING ADDRESS: C/O Cape Point Development, LLC 101 S El Camino Real, Suite 205 San Clemente, CA 92672 TELEPHONE: (949) 441-7442

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>Currently, the site is used as a commercial center and houses 30,622 S.F. of retail built in 1964.</p> <p>The current strip mall consists of three (3) buildings and 106 parking stalls.</p> <p>The planned project is a mixed-use building with a combination of 10,552 s.f. of commercial and 52 residential units with average area of 1,444 s.f. The new building will replace the existing open parking lot with two levels of covered parking (total 166 cars) and will provide 9,534 S.F. of public open space.</p>
	<p>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.</p> <p>The site has 270 linear feet of frontage along Pacific Coast Highway (PCH). The commercial parking access will be from Pacific Coast Highway while residential access is from the back alley. Therefore, the residential traffic won't interfere with commercial and will not create blockage along PCH.</p>
	<p>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.</p> <p>The project is located in mixed use zone, therefore the minor subdivision will not be detrimental to the surrounding lot pattern.</p>
	<p>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.</p> <p>Per the General Plan, the site is listed as MU3A.</p> <p>This designation is to accommodate the development of pedestrian oriented retail, professional offices, and residential units of different type (to create a sense of village). As stated in the Genral Plan, the new development needs to maintain the scale of the neighborhood and bring diversity to the streetscape by creating a building with variation in roofline and height, and break up massing.</p> <p>The proposed design embraces the principles stated in the General Plan and contributes to an identifiable and coherent city form. This pedestrian oriented, 3 story mixed-use project, attempts to address issues stated in the General Plan and detailed in zoning with regard to scale, respect to context, massing, proportion, detail, and sustainability.</p> <p>The first floor of the building along PCH houses 10,552 S.F. of commercial spaces of which up to 50% can be used for office use. Located on top of the commercial space 30 condominiums covering the 2nd and the 3rd floor.</p> <p>To break up massing and avoid a box-like building, the second floor has an 8' setback and the 3rd floor has an additional 5' setback. The mezzanine on top of the 3rd floor units also creates diversity in the roofline and height. Rich architectural detail, use of glass and compatible color palette create extensive façade modulation and articulation.</p>

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

A total of 22 townhomes are to be located behind the commercial and condominiums on north side of the site. These units are compatible with the southern site in terms of architectural style and color palette and also provide diversity in housing.

Parking garages are located on two levels and are laminated by commercial/condominiums on the south and townhomes on the north.

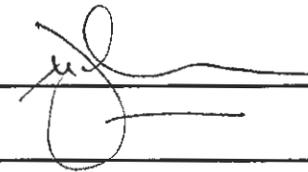
In addition, to provide plenty of open space (private and common) for the residents, the project will return to the community and city a total of 10,552 s.f. of public open space.

OWNER'S AFFIDAVIT

Project address: 1914 through 1926 Pacific Coast Highway, Redondo Beach, CA

Project description: 52 UNIT MIXED-USE DEVELOPMENT WITH
10,552 SQ FT of RETAIL

I (We) NICHOLAS C BUCHANAN, 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): 

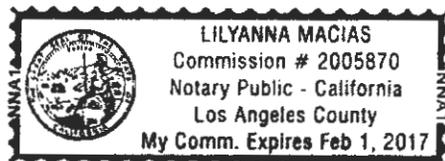
Address: 101 S. EL CAMINO REAL
SUITE 205
SAN CLEMENTE, CA 92672

Phone No. (Res.) _____
(Bus.) (949) 441-7442

Subscribed and sworn to (or affirmed) before me this 14 day of October, 2014 by NICHOLAS C BUCHANAN, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

Lilyanna Macias
FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) SS



APPLICATION FOR ENVIRONMENTAL ASSESSMENT

DATE FILED:
I.E.S. No.:

Negative Dec. \$1,352
Mit. Neg. Dec. \$1,500

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.

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	ASSESSOR'S PARCEL NO.: 7510-031-(005,008)	
	PROJECT SPONSOR NAME: EHOFF II REDONDO BEACH, LLC MAILING ADDRESS: C/O Cape Point Development, LLC 101 S. El Camino Real, Suite 205 San Clemente, CA 92672 TELEPHONE: (949) 441-7442	

PROJECT DESCRIPTION (include types of discretionary approvals sought):

Located at 1914-1926 South Pacific Coast Highway in the City of Redondo Beach, the proposed project will consist of 10,552 S.F. commercial and 52 condominiums on 1.49 acres. The site density is approximately 34.8 DU/AC and the provided FAR is 1.43 (below the maximum allowable of 1.5).

With retail space and retail parking behind it on grade and one level of partially below grade serving the residential portion of the project, the parking garages will house 166 cars of which 124 stalls are dedicated to residential/guest and 42 stalls serving the retail. A percentage of these stalls known as 'green parking space' will be dedicated to electric / hybrid vehicles. In addition, bicycle storage is provided in the subterranean garage level.

Two public open plazas at two levels (at grade and over the garage) enhance the center of the site and create a connection with the urban fabric. In addition to these plazas, residential courtyards will be provided as well. The project creates 9,534 S.F. of public open space and 13,766 S.F. of private open space.

Residential units are divided to 31 one and two bedroom units, and 21 three bedroom units. The one and two bedroom units are stacked over 15' tall retail and parking garage at two levels (the second level units have mezzanines), along the edge of Pacific Coast Highway. Three bedroom units are attached products located behind the retail portion of the project. These units feature roof decks and are lined up along two sides of a paseo / courtyard. Stacked units are sized from 869 S.F. to 1,255 S.F. and three story attached units are 1,743 S.F. to 1,945 S.F.

The contemporary architectural style uses glass to activate the street edge while making it possible for residents to enjoy natural light throughout the year.

residential paseo / courtyards, whether the upper one serving the flats, or the easterly one serving the townhomes, are surrounded by buildings and create safe and relatively quiet areas for families to enjoy the outdoors.

The design of the project carefully locates the public plazas, private courtyards, and building edge to relate to the existing urban pattern as well as to create a relaxing and enjoyable environment for the residents.

We are applying for minor subdivision and conditional use permit.

B	DESCRIPTION OF EXISTING ENVIRONMENT:															
	<p>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:</p> <p>Currently, the site is used as a commercial center and houses 30,622 S.F. of retail built in 1964. The existing strip mall consists of three (3) buildings and 106 parking stalls.</p> <p>A sewer lateral crosses the property from the existing site to the north, that will require mitigation in the form of a rerouted lateral.</p> <p>There is a preliminary LID plan submitted that will be followed as required by the City policy.</p> <p>The proposed design embraces the principles stated in the General Plan and contributes to an identifiable and coherent city form. This pedestrian oriented, 3 story mixed-use project, attempts to address issues stated in the General Plan and detailed in zoning with regard to scale, respect to context, massing, proportion, detail, and sustainability.</p> <p>The first floor of the building along PCH houses 10,552 S.F. of commercial spaces of which up to 50% can be used for office use. Located on top of the commercial space 30 condominiums covering the 2nd and the 3rd floor.</p> <p>To break up massing and avoid a box-like building, the second floor has an 8' setback and the 3rd floor has an additional 5' setback. The mezzanine on top of the 3rd floor units also creates diversity in the roofline and height. Rich architectural detail, use of glass and compatible color palette create extensive façade modulation and articulation.</p> <p>A total of 22 townhomes are to be located behind the commercial and condominiums on north side of the site. These units are compatible with the southern site in terms of architectural style and color palette and also provide diversity in housing.</p> <p>Parking garages are located on two levels and are laminated by commercial/condominiums on the south and townhomes on the north.</p> <p>In addition, to provide plenty of open space (private and common) for the residents, the project will return to the community and city a total of 10,552 s.f. of public open space.</p>															
C	POTENTIAL ENVIRONMENTAL IMPACTS OF PROJECT:															
	<table border="0"> <thead> <tr> <th style="text-align: left;">YES</th> <th style="text-align: left;">NO</th> <th></th> </tr> </thead> <tbody> <tr> <td>1. <input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> <td>Is this project associated with any other existing or proposed project?</td> </tr> <tr> <td>2. <input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> <td>Will this project involve any type of phased development?</td> </tr> <tr> <td>3. <input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Will the project involve a substantial alteration of ground contours?</td> </tr> <tr> <td>4. <input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Will the project alter existing surface drainage patterns?</td> </tr> </tbody> </table>	YES	NO		1. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Is this project associated with any other existing or proposed project?	2. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Will this project involve any type of phased development?	3. <input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project involve a substantial alteration of ground contours?	4. <input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project alter existing surface drainage patterns?
YES	NO															
1. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Is this project associated with any other existing or proposed project?														
2. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Will this project involve any type of phased development?														
3. <input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project involve a substantial alteration of ground contours?														
4. <input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project alter existing surface drainage patterns?														

5. Will the project substantially change existing noise or vibration levels in the vicinity?
6. Will the project substantially change demand for municipal services (police, fire, water, sewage, etc.)?
7. 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. Is this project considered a "Priority Project" as defined by the City's NPDES Permist and will therefore require the submission of a Low Impact Development (LID) report?

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

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 of land use: **MU-3A**
- B. Anticipated types of specific Activities :
 10,552 s.f. of commercial and 52 units of condominiums.
- C. Size of project site in square feet: **65,100 s.f.**
- D. Number of employees: **n/a**
- E. Improvements/modification in the public right-of-way: **New driveway aprons, new or relocated utilities.**
- F. Square footage of existing buildings on site: **30,622 S.F.**

G. Square footage of proposed buildings on site: 93,111 S.F.

H. Number of dwelling units: 52 DU

I. Number of parking spaces: 166 Spaces

J. Land Coverage: 68.1%

K. Landscaped area in square feet: 13,206 S.F.

L. Number of stories: 3

M. Maximum height above existing grade: 45'

N. Grading proposals and estimate of cut and/or fill: 22,175 C.Y.

O. Unique topographical features: None

P. Mature vegetation: None

Q. Historical structures: None

E	CERTIFICATION:
<p><i>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.</i></p>	
<p>_____</p>	
Sponsor's Signature	Date <u>10/14/2014</u>

OWNER'S AFFIDAVIT

Project address: 1914 THROUGH 1926 PACIFIC COAST HIGHWAY, REDONDO BEACH, CA

Project description: 52 UNIT MIXED-USE DEVELOPMENT WITH 10,552 SQ FT OF RETAIL SPACE

I (We) NICHOLAS C BUCHANAN, 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): [Handwritten Signature]

Address: 101 S EL CAMINO REAL, SUITE 205 SAN CLEMENTE, CA 92672

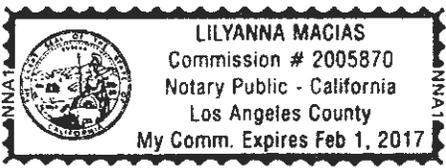
Phone No. (Res.) (Bus.) (949) 441-7442

Subscribed and sworn to (or affirmed) before me this 14 day of October, 2014 by NICHOLAS C BUCHANAN, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

Lilyanna Macias FILING CLERK OR NOTARY PUBLIC

State of California) County of Los Angeles) ss

Seal



City of Redondo Beach

1914-1926 South PCH Mixed Use Project

Draft
**Initial Study -
Mitigated
Negative
Declaration**



April 2015

1914-1926 South PCH Mixed Use Project

Draft Initial Study – Mitigated Negative Declaration

Prepared by:

City of Redondo Beach
415 Diamond Street
Redondo Beach, California 90277
Contact: Anita Kroeger, Planning Department
(310) 318-0637

Prepared with the assistance of:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

April 2015

This report is printed on 50% recycled paper.

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Appendix B	Air Quality / Greenhouse Gas Emissions Modeling Results
Appendix C	Preliminary Geotechnical Investigation
Appendix D	Phase I Environmental Site Assessment
Appendix E	Noise Measurement Data Sheets
Appendix F	Traffic Impact Analysis



INITIAL STUDY

Project Title	1914-1926 South PCH Mixed Use Project
Lead Agency	City of Redondo Beach 415 Diamond Street Redondo Beach, CA 90277
Contact Person	Anita Kroeger, Planning Department (310) 318-0637
Project Location	The project site is located at 1914-1926 South Pacific Coast Highway (PCH) in the City of Redondo Beach, Los Angeles County. Figure 1 shows the location of the project site within the region and Figure 2 shows the project site and its vicinity.
Project Sponsor	EHOF Redondo Beach LLC
General Plan Designations	MU-3 (Mixed Use)
Zoning	MU-3A (Mixed Use)
Project Description	<p>The project site is currently comprised of three, two-story commercial retail and office buildings (1914, 1924, and 1926 South Pacific Coast Highway) with an estimated 24,531 square feet (sf) of interior space and an asphalt paved parking lot. The 1914 South Pacific Coast Highway building is occupied by various office tenants on both floors. The 1924 South Pacific Coast Highway building is occupied by boutique retail stores and offices. The 1926 building has commercial tenants (including a kitchen and bathroom store, several salons and spas, boutiques, and a learning center) on the first floor and office tenants (including financial consultants, psychologists, and real estate offices) on the second floor. The buildings on site were constructed between 1960 and 1984.</p> <p>The proposed project would involve demolition of the existing onsite structures and construction and development of a mixed use structure with approximately 10,552 sf of commercial space and 52 condominiums on the 1.49-acre site. The proposed site density is 34.8 dwelling units per acre with a floor area ratio (FAR) of 1.43 (FAR is the ratio of building floor area to site size). The commercial portion of the project would be on the first floor facing PCH. The types of retail uses are anticipated to include a coffee shop (approximately 1,750 sf), two pedestrian oriented restaurants (approximately 1,950 sf and 1,350 sf), a bank (approximately 2,235 sf, and offices (approximately 3,267 sf). There would be 31 one and two</p>



bedroom units, and 21 three bedroom units. The one and two bedroom units would be stacked over the retail and parking garage, along PCH. Three bedroom units are attached structures located behind the retail portion of the project. The three bedroom units would feature roof decks and would be lined up along two sides of a paseo / courtyard. The proposed buildings would be highly articulated, rectilinear structures. The overall height of the project is within the maximum height limit of 38 feet with portions of the structures equivalent to 14.5% of the lot area within the range of 38 to 45 feet in height. The project would also provide 9,534 sf of public open space in a central courtyard. Table 1 provides a breakdown the of the project characteristics. Figure 3 provides the proposed site plans and Figure 4 provides the project’s elevations.

Parking for the project would be provided through one level of at grade parking and one level of partially below grade parking. The parking area would include a total of 182 parking stalls with 132 parking stalls dedicated to residents and guests and 42 stalls would be dedicated to retail customers. Bicycle storage would also be provided in the subterranean garage level.

Commercial access to the site would be provided via a single driveway on Pacific Coast Highway. Residential access to the site would be provided via the alley along the northern boundary of the site. The alley connects South Prospect Avenue and South PCH. A portion of the alleyway is within the northeastern boundary of the project site. This portion is proposed to be dedicated to the City.

**Table 1
 Project Characteristics**

Project Site Size	1.49 acres
Parking Provided	Residential Garage – Standard: 104 Residential Garage – Tandem: 11 Guest: 17 Commercial: 42 Total: 182 spaces
Unit Summary	Condominiums: One bedroom: 14 units Two bedroom: 16 units Three bedroom: 22 units 10,552 sf of commercial space.
Floor Area Ratio (FAR)	1.43
Building Height	45 feet above grade
Utilities	Water: California Water Service Company Electricity: Southern California Edison



	Gas: Southern California Gas Wastewater: City of Redondo Beach and LA County Department of Public Works
--	---

**Surrounding Land
Uses and Setting:**

The Saint Lawrence Martyr School and the Martyr School Catholic Church are located directly north of the project site. To the east of the site is a commercially zoned property with a pet hospital. To the west of the site are a retail strip mall and a medical office building. South of the site across Pacific Coast Highway are single- and multi-family residences.

**Required
Entitlements:**

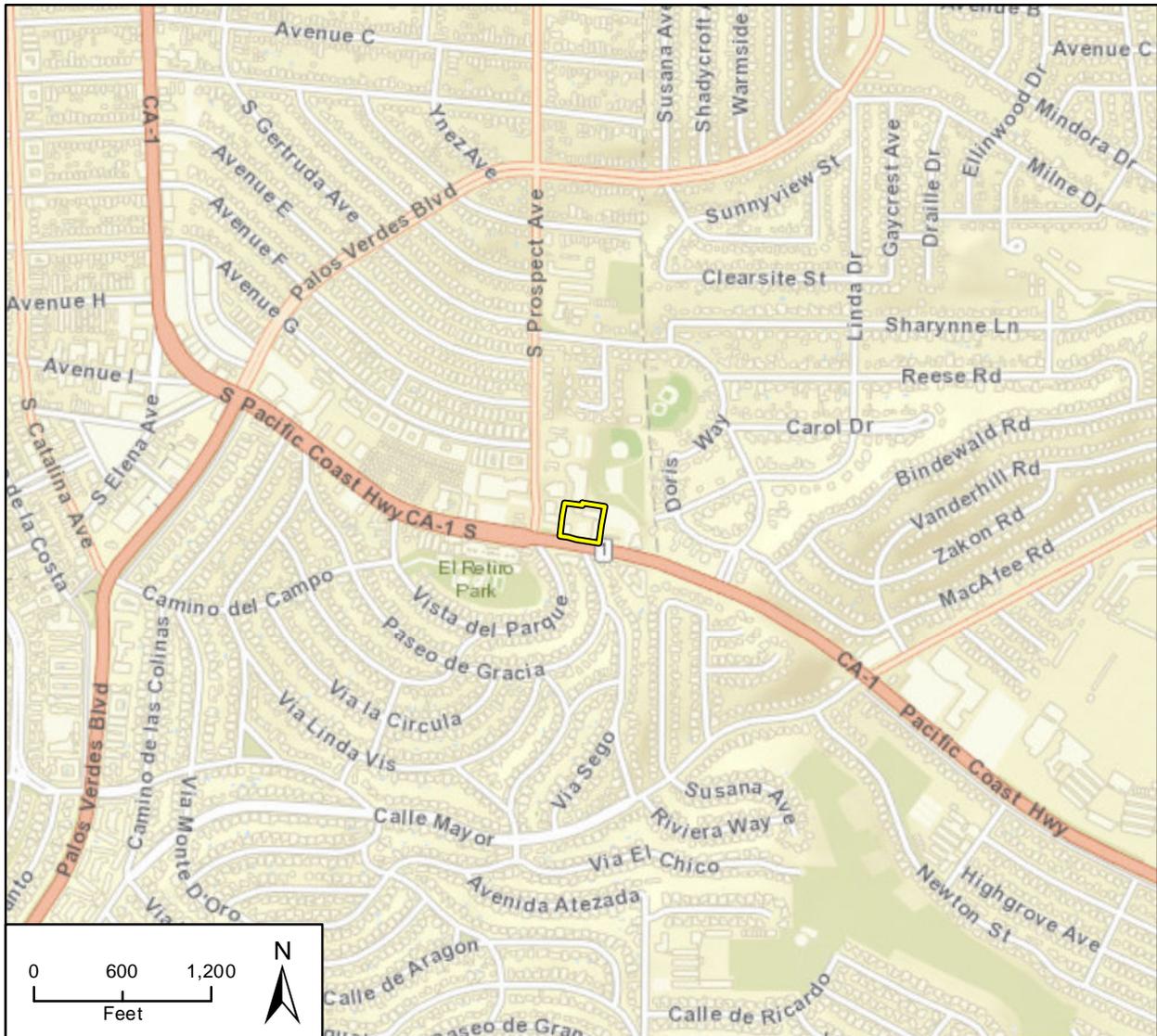
The project requires the following discretionary approvals (entitlements) from the City of Redondo Beach:

- Conditional Use Permit (CUP);
- Tentative Tract Map;
- Conceptual Site Plan Review;
- Demolition, building and grading permits.

**Other Public
Agencies Whose
Approval is
Required:**

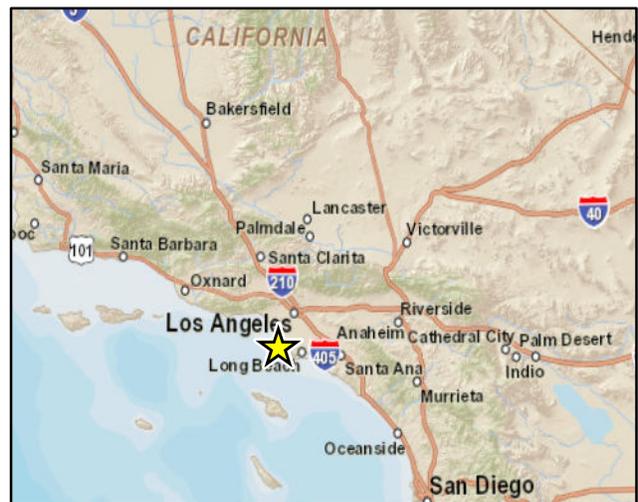
The City of Redondo Beach is the lead agency for this project and no approvals are required from any other agency.





Imagery provided by National Geographic Society, ESRI and its licensors © 2015. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

 Project Location



Regional Location

Figure 1



Project Location

Figure 2

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Not to Scale



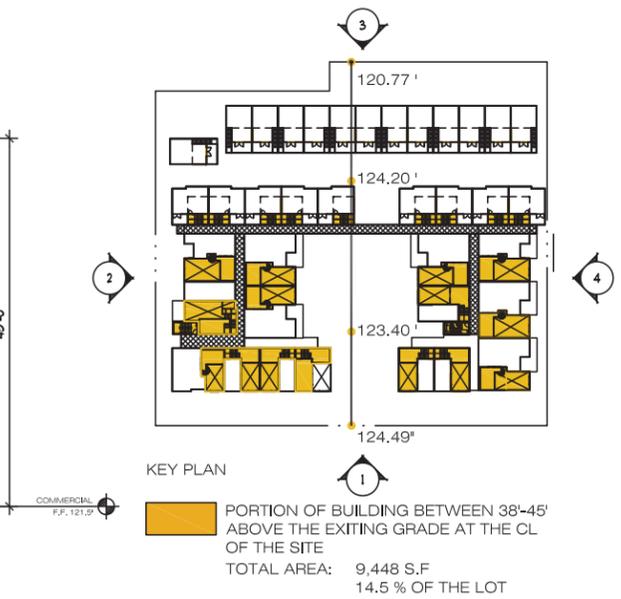
Site Plan



1. SOUTH ELEVATION



2. WEST ELEVATION



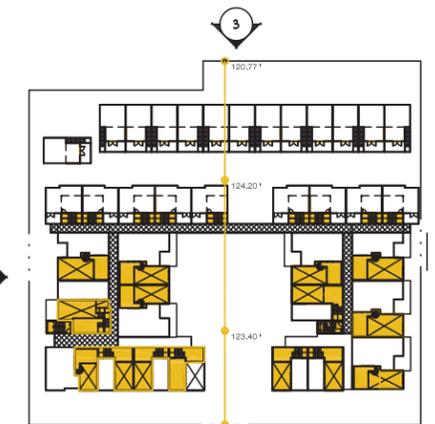
Project Elevations



3. NORTH ELEVATION



4. EAST ELEVATION



KEY PLAN

PORTION OF BUILDING BETWEEN 38'-45'
 ABOVE THE EXISTING GRADE AT THE CL
 OF THE SITE
 TOTAL AREA: 9,448 S.F.
 14.5 % OF THE LOT

Project Elevations

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



DETERMINATION

On the basis of this initial evaluation:

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

Signature

Date

Printed Name



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. Aesthetics				
Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The project site is not part of a scenic vista, is not located on a scenic turnout or other visual access point, and is not visible from the beach or harbor areas of Redondo Beach. Like the existing structures, the project would be visible from Pacific Coast Highway and the surrounding residential and commercial areas. The proposed project would replace existing commercial buildings (photos 1 through 4 on Figure 5) with a commercial and residential mixed use building. The existing structures are two stories in height (approximately 25 – 30 feet tall). The proposed project would be 45 feet tall¹ (three stories). Photo 5 shows the Saint Lawrence Martyr School directly north of the project site. The school is approximately 30 feet tall at its tallest point.

The proposed project would continue a level of urban development similar to that of surrounding properties. Due to the existing multi-story urban development surrounding the project site, the introduction of structures up to three stories in height would not degrade background views, nor would it adversely affect foreground views. As shown on Figure 5, the views in the area consist of the typical residential neighborhoods, commercial areas, and a school. There are no unique or scenic views in the area. Therefore, the proposed project would not significantly obstruct any scenic vistas. The proposed project would have a **less than significant** impact with respect to scenic vistas.

¹ Height is defined in Redondo Beach Municipal Code 10-2.402(a)(29).





Photo 1: 1914 S PCH.



Photo 2: 1924 S PCH.





Photo 3: 1926 S PCH.



Photo 4: 1926 S PCH.





Photo 5: St. Francis Martyr School.



Photo 6: Alleyway behind Site.





Photo 7: South Across PCH.



Photo 8: South Across PCH.



b) The project site currently contains three two-story commercial/ office buildings and a parking lot. Field surveys completed by Rincon Consultants, Inc. verified that the site does not contain any scenic resources such as natural habitats or rock outcroppings. The project site is not on or near any National Register of Historic Places, California State Historical Landmarks, or California Historical Resources or Points of Interest (California State Parks, 2015). The project site is not on or within view of any California Scenic Highways (California Department of Transportation, 2013) and does not have any Local Landmarks designated by the City of Redondo Beach (City of Redondo Beach website, 2015). While PCH is designated as an eligible scenic highway in other areas, the portion of PCH adjacent to the project site is not an eligible or designated scenic highway. Figure 5 shows photos of the site and surrounding area. Photos 1 through 4 on Figure 5 show the existing commercial buildings on the site. Photos 7 and 8 on Figure 5 show the views south of the site. These consist of multi-family residential buildings and ornamental landscaping. The ground level begins to climb south of the project site. Therefore there are no views of the ocean from the project site. The project would be visible from PCH and from the surrounding commercial and residential areas; however the proposed project would be consistent with the development of the area. Additionally, the project would not block any scenic views from the surrounding area. Therefore, the project would not substantially degrade views of mature trees, rock outcroppings, or any other scenic resources within the project area or those visible from a scenic highway. The proposed project would have **no impact** with respect to scenic resources.

c) The proposed project involves the construction of a residential and commercial mixed use building on an existing commercial site. Therefore the project would change the site from commercial only use to mixed use, however the visual character would remain urbanized. The existing buildings are two stories tall and the proposed building would be three stories tall. The proposed project would be similar in visual character and height to the existing buildings in the vicinity. The project would not substantially degrade the basic visual character or quality of the project site. Also, the project would provide landscaping that would comply with the City's landscaping requirements (see RBMC Section 10-2.1900(c)). Impacts related to visual character would be **less than significant**.

d) The proposed project involves the construction of a residential and commercial mixed use building on an existing commercial site. The adjacent school, commercial, and office uses generate light and glare along all sides of the property. The proposed project would not result in any shading of adjacent structures.

The proposed project would incorporate exterior lighting, in the form of parking lot lighting, pedestrian walkway lighting, building mounted lighting, and other safety related lighting. These light sources would not have a significant impact on the night sky, as they would only incrementally add to the existing background light levels already present as a result of surrounding urban development. The windows proposed on the exterior elevations could increase the reflected sunlight during certain times of the day. However, glare generated by the project would be similar to that already experienced during the normal operation of existing onsite development, the adjacent school, and commercial and office buildings in the area.

Furthermore, the project site is currently zoned MU-3A (Mixed-Use). In the MU-3A zone, City of Redondo Beach Municipal code Section 10-2.912 requires that "all outdoor lighting associated



with commercial uses shall be designed so as to not adversely impact surrounding residential uses, while also providing a sufficient level of illumination for access and security purposes. Such lighting shall not blink, flash, oscillate, or be of unusually high intensity or brightness.” Similarly, Redondo Beach Municipal Code Section 10-2.1706(c)(10)(c) prohibits parking lot light sources from being visible from the street or surrounding residential properties. Implementation of the City’s municipal code requirements would further ensure that light and glare impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	---------------------------------------	---	-------------------------------------	------------------

II. Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:

a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. Agriculture and Forest Resources				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) The proposed project would involve the replacement of three existing commercial buildings with a residential and commercial mixed use project. The project site is located in an urbanized area and is not located on or near farmland, forest land, or timberland, and would involve no other changes in the existing environment that would result in the conversion of farmland to non-agricultural use. The project would have **no impact** on agriculture or forest resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. Air Quality				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.



Depending on whether or not the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.” The part of the Basin within which the project site is located is in nonattainment for both the federal and state standards for ozone and PM_{2.5}, as well as the state standard for PM_{2.5} (California Air Resources Board, Area Designations Maps/State and National, June 2013). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. The health effects associated with criteria pollutants are described in Table 2.

Table 2
Health Effects Associated with Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	(1) Aggravation of angina pectoris and other aspects of coronary heart disease; (2) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (3) impairment of central nervous system functions; and (4) possible increased risk to fetuses.
Nitrogen dioxide (NO ₂)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO ₂)	(1) Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ^a
Suspended particulate matter (PM _{2.5})	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma. ^a

Source: EPA 2008c.

^a More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: Office of Environmental Health Hazard Assessment, *Particulate Matter Health Effects and Standard Recommendations*, www.oehha.ca.gov/air/toxic_contaminants/PM10notice.htm#may, May 9, 2002; and EPA, *Air Quality Criteria for Particulate Matter*, October 2004.

Despite the current non-attainment status, air quality within the Basin has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly due to lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the SCAQMD. This trend towards



cleaner air has occurred in spite of continued population growth. As discussed in the 2012 Air Quality Management Plan (AQMP) for the SCAB as a whole:

Despite this growth, air quality has improved significantly over the years, primarily due to the impacts of the region's air quality control program...PM10 levels have declined almost 50% since 1990, and PM2.5 levels have also declined 50% since measurements began in 1999. As shown in Chapters 2 and 5, the only air monitoring station that is currently exceeding or projected to exceed the 24-hour PM2.5 standard from 2011 forward is the Mira Loma station in Western Riverside County. Similar improvements are observed with ozone, although the rate of ozone decline has slowed in recent years. (2012 Air Quality Management Plan for the South Coast Air Basin. (Introduction, pages 1-5; Available at: [http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-\(february-2013\)/main-document-final-2012.pdf](http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/main-document-final-2012.pdf)).

These trends are projected to continue into the future, as described in Chapter 5 of the 2012 AQMP for the South Coast Air Basin.

The SCAQMD thresholds for temporary construction-related pollutant emissions and project operations are shown in Table 3. These thresholds are utilized for the project specific analysis as well as determining whether the project would contribute a cumulatively considerable increase to emissions.

Table 3
SCAQMD Air Quality Significance Thresholds

Pollutant	Mass Daily Thresholds	
	Operation Thresholds	Construction Thresholds
NO _x	55 lbs/day	100 lbs/day
ROG ¹	55 lbs/day	75 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

¹ Reactive Organic Gases (ROG) are formed during combustion and evaporation of organic solvents. ROG are also referred to as Volatile Organic Compounds (VOC).
 Source: SCAQMD, <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>, March 2011.

In addition to the thresholds shown in Table 3, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook*. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will



not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. Idling emissions for construction would be produced by gasoline powered equipment and construction vehicles used on the project site. LSTs have been developed for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs do not apply to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to onsite development as the majority of emissions would be generated by cars on the roadways. LSTs for construction are shown in Table 4.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The project site is located in Source Receptor Area 3 (SRA-3, Southwest Coastal LA County). SCAQMD's *Sample Construction Scenarios for Projects Less than 5 Acres in Size* contains methodology for determining the thresholds for projects that are not exactly 1, 2, or 5 acres in size. This methodology was implemented to determine the thresholds for the proposed project. Additionally, the thresholds are different depending on the distance to the nearest sensitive receptor. The sensitive receptors closest to the project site is the school located approximately 25 feet north of the site, so the 82 feet (25 meter) thresholds have been used. According to the SCAQMD's publication *Final Localized Significant (LST) Thresholds Methodology*, the use of LSTs is voluntary, to be implemented at the discretion of local agencies.

Table 4
SCAQMD LSTs for Construction

Pollutant	Allowable emissions as a function of receptor distance in feet from a 1.49 acre site (lbs/day)				
	82 Feet	164 Feet	328 Feet	656 Feet	1,640 Feet
Gradual conversion of NO _x to NO ₂	111	110	123	152	225
CO	812	968	1,372	2,500	7,700
PM ₁₀	7	20	34	62	145
PM _{2.5}	4	7	10	23	78

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009.

a) Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate population, housing or employment growth exceeding the forecasts used in the development of the AQMP. According to Southern California Association of Governments (SCAG) growth forecasts, Redondo Beach will have a population of 69,700 in 2020, an increase of 1,983 over the current City population of 67,717 (California Department of Finance, May 2014). Development



of the proposed mixed use project would cause a direct population increase through the construction of the 52 condominium units and may cause an indirect increase through the construction of the 10,552 sf of commercial space. The California Department of Finance data shows that in 2014 the City of Redondo Beach had an average of 2.32 persons per household. Therefore the project would result in a direct increase of 121 residents. SCAG's *Employee Density Study* (2001) states that in Los Angeles County, retail generates one employee per 730 sf. Based on this rate, the retail portion of the project would indirectly generate an estimated 15 employees. Most of these employees would likely be drawn from the local work force, however, conservatively assuming that the 15 employees would move to Redondo Beach, the project would generate a total of 136 residents. This would cause the population of Redondo Beach to increase to 67,853. This is less than the SCAG population forecast. Therefore, the project would not conflict with the AQMP. Impacts would be **less than significant**.

b-d) Emissions generated by the proposed project would include temporary construction emissions and long-term operational emissions. Construction-related and operational emissions associated with development of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) v.2013.2.2 and are shown in Appendix B.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles (NO_x and CO), in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings. Construction would generally consist of demolition, grading, building construction, paving and architectural coating.² No soil import would be required for this project. However, in order to construct the semi-subterranean parking level approximately 19,300 cubic yards of soil would need to be exported from the site. The truck trips needed to export this soil have been included in the model. The emissions calculations also account for the demolition of the existing 24,531 sf of building space on site.

The grading phase would involve the greatest amount of heavy equipment and the greatest generation of fugitive dust. For the purposes of modeling, it was assumed that the project would comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, it was assumed that the project would include the following components in order to reduce fugitive dust and comply with SCAQMD Rule 403.

1. Minimization of Disturbance. Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

² CalEEMod worker trip assumptions: all construction phases (except building construction and architectural coating) - 1.25 workers per equipment (one roundtrip per worker); building construction phase multi-family - 0.72 worker trips and 0.1069 vendor trips per multi-family dwelling unit; building construction phase commercial - 0.32 worker trips and 0.1639 vendor trips per 1,000 square feet of commercial or retail; Architectural coating - 20% of building construction phase trips. Vendor trips are only associated with the building construction phase. CalEEMod User Guide, Version 2013.2, July 2013. Available at: <http://www.aqmd.gov/docs/default-source/caleemod/usersguide.pdf?sfvrsn=2>



2. Soil Treatment. Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.

3. Soil Stabilization. Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. No Grading During High Winds. Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

5. Street Sweeping. Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Furthermore, the project would also have to comply with SCAQMD Rule 1113 regarding the use of low-volatile organic compound (VOC or ROG) architectural coatings. Construction was assumed to occur over about 12 months between January 2016 and December 2016.

Table 5 summarizes the estimated maximum daily emissions of pollutants. Table 5 also shows the maximum daily on-site emissions (as mentioned previously, LSTs only apply to on-site emissions and not to mobile emissions or off-site emissions).

As shown in Table 5, construction emissions would not exceed SCAQMD regional thresholds or LSTs for ROG, NO_x, CO, PM₁₀ or PM_{2.5}. Impacts would be **less than significant**.

Overall, the project's regional short-term construction and long-term operational air quality impacts under thresholds b), c), and d) would be **less than significant**.

Long-term Emissions

Long-term emissions associated with project operation, as shown in Table 6, would include emissions from vehicle trips, natural gas and electricity use, landscape maintenance equipment, and consumer products and architectural coating associated with onsite development.³ The emissions from the existing onsite businesses have been estimated using CalEEMod using the

³ In addition, the CalEEMod program and user's guide as well as the input files for the proposed project are available for review upon request at the City of Redondo Beach, 415 Diamond Street, Redondo Beach, CA 90277.



**Table 5
 Estimated Construction Maximum Daily Air Pollutant Emissions**

	Maximum Daily Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions ^a	68.1	80.5	56.4	7.9	4.0
SCAQMD Thresholds	75	100	550	150	55
Threshold Exceeded?	No	No	No	No	No
Maximum On-Site Emissions ^b	63.0	28.3	14.7	3.3	2.2
Local Significance Thresholds (LSTs) ^c	n/a	111	812	7	4
Threshold Exceeded?	n/a	No	No	No	No

a All calculations were made using CalEEMod. See Appendix B for calculations. Calculations assume adherence to the conditions listed previously that are required by SCAQMD Rule 403 to reduce fugitive dust and Rule 1113 to reduce ROG.
b LSTs only apply to on-site emissions and do not apply to mobile emissions (the majority of operational emissions). Therefore, only on-site construction emissions are compared to LSTs.
c LSTs are for a 1.49 acre project in SRA-3 within a distance of 82 feet from the site boundary. See Appendix B for CalEEMod output

current land uses (0.93 acres of parking and 24,530 sf of commercial space). The result was then subtracted from the emissions from the proposed project, which were also estimated using CalEEMod, to determine the net increase that would be caused by the project. Overall emissions would not exceed SCAQMD thresholds for any criteria pollutants. Therefore, long-term operational emissions would be **less than significant**.

**Table 6
 Estimated Project Operational Emissions**

	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project Operational Emissions	6.9	7.3	33.7	0.1	4.7	1.4
Existing Onsite Operational Emissions	4.6	6.9	29.4	0.1	4.3	1.2
Net Increase in Operational Emissions (Proposed – Existing)	2.3	0.4	4.3	0.0	0.4	0.2
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

See Appendix B for CalEEMod output.



e) The proposed project would involve construction of a 52-unit condominium and 10,552 sf commercial mixed use project. This type of use would not be expected to generate objectionable odors that would affect a substantial number of people because residential and commercial uses are not included on Figure 5-5, *Land Uses Associated with Odor Complaints*, of the 1993 SCAQMD CEQA Air Quality Handbook. Additionally, the project would comply with City requirements applicable to maintenance of trash areas to minimize potential odors. Therefore, the proposed project would not generate objectionable odors and impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. Biological Resources

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a) The project site is currently developed with three commercial/office buildings and a parking lot. The proposed project would involve the demolition of the existing structures and the construction of a new residential and commercial mixed use project. The project site is within an urbanized area and does not contain native biological habitat. The site currently contains no vegetation except for some ornamental plants and nonnative grass areas. Moreover, the site lacks native vegetation that might otherwise provide habitat for any sensitive or special status species identified in any regulations. Therefore, **no impact** to candidate, sensitive or special status species would occur.

b) As described above, the project site is a commercially developed lot. Vegetation is limited to ornamental bushes and grasses and no native habitats are present. Therefore, the project would not result in the removal of any riparian habitat or other sensitive natural community. In addition, no federal-or-state-listed endangered, threatened, rare, or otherwise sensitive flora or fauna were observed at the project site (Rincon Consultants, Inc., Site Visit, 2014). **No impact would occur.**

c) The project site is not located on or in the vicinity of a federally protected wetland. Therefore, **no impact** would occur.

d) As described above, the project site is a commercially developed lot and there is no native biological habitat on-site. The site does not contain any trees that would be removed or impacted. Additionally the site is surrounded by urban development and is therefore not within a County of Los Angeles Regional Wildlife Linkage or a CDFW Essential Habitat Connectivity Area. Therefore the project would not interfere with the movement of any wildlife species. **No impact** would occur.

e) No local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, apply to the project site. **No impact** would occur.

f) The project site is not located within an area that is subject to an adopted conservation plan. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. Cultural Resources

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. Cultural Resources

Would the Project:

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The project site is currently a commercially developed lot surrounded by urban development. The site contains no resources listed in the California Register of Historical Resources or identified as historic resources by the City of Redondo Beach (California State Parks, 2014; City of Redondo Beach website, 2014), nor does the site contain any historic resources as defined in CEQA Guidelines § 15064.5(a). The project would have **no impact** in this regard.

b-d) Construction of the project would involve demolition, grading, disturbance of the soil, and removal of soil in order to construct the semi-subterranean parking level. The project site is highly disturbed and has been previously graded. Disturbed soils typically eliminate the original stratigraphic/geologic context for resources, which are therefore not considered “significant” or “unique.” The proposed construction site contains no known or recorded archaeological resources, paleontological resources, unique geologic features, or human remains. The likelihood for unknown archaeological resources, paleontological resources, human remains, or unique geologic resources to be present within the area of proposed disturbance is low. In the unlikely event that human remains are discovered during construction of the project, the project applicant and their contractor would be required to comply with standard procedures for assessment and preservation of such resources compliant with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which regulate disturbance and disposition of cultural resources and human remains.

Section 7050.5 requires that, if human remains are discovered during construction-related activities, all work must halt and the County Coroner must be notified. Section 5097.98 requires that if the Coroner, with the aid of the supervising archaeologist, determines that any human remains discovered during construction-related activities are prehistoric, the coroner must contact the Native American Heritage Commission (NAHC). The NAHC is responsible for designating the most likely descendant (MLD), who is then responsible for the ultimate disposition of the remains. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include (A) the nondestructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment.



In the unlikely event unanticipated paleontological or archaeological resources are encountered the City has imposed the following Condition of Approval.

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.

Compliance with the above-discussed requirements and Mitigation Measure CR-1 would reduce impacts to a **less than significant** level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. Geology and Soils				
Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. Geology and Soils

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a.i) Construction Testing and Engineering Inc. completed a Preliminary Geotechnical Investigation was completed for the project site (Appendix C). The study found that the project site is not located within an Alquist-Priolo Earthquake Hazard Zone, nor is it located over or in close proximity to a known fault. Therefore, **no impact** related to surface rupture would occur.

a.ii) While no faults have been mapped across the project site, seismic events caused by active and potentially active faults in the region could result in seismic ground shaking on-site. Redondo Beach, along with all of Southern California, is within Seismic Zone 4 and subject to seismic ground shaking from faults in the region. The Palos Verdes Fault Zone is located approximately two miles west of the project site. Therefore, seismic hazards cannot be completely avoided. However, its effect can be minimized by implementing seismic requirements specified by the City of Redondo Beach Building Code, which adopts the California Building Code (CBC) by reference in Title 9, Chapter 1, Section 9-1.00 of the Redondo Beach Municipal Code (RBMC).

The CBC requires various measures of all construction in California to account for hazards from seismic shaking, and contains seismic safety provisions that aim to prevent building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. Therefore, the project would replace the existing older buildings with new, more durable structures that adhere to the regulatory mandates. The project buildings would adhere to the mandates of the RBMC. Impacts related to seismically-induced surface rupture or ground shaking would therefore be **less than significant**.

a.iii) Liquefaction describes the phenomenon in which groundshaking works cohesionless soil particles into a tighter packing, which induces excess pore pressure. These soils may acquire a high degree of mobility and lead to structurally damaging deformations. Liquefaction begins



below the water table, but after liquefaction has developed, the groundwater table rises and causes the overlying soil to mobilize. Liquefaction typically occurs in areas where groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand.

The Geotechnical Investigation completed for the project (Appendix C) found that the site is underlain at relatively shallow depths by dense Older Surficial Sediments (dune sands) with groundwater located greater than 51.5 feet below grade. In addition, the site is not located in a liquefaction zone designated in the Seismic Hazard Zone Report 031 (1998). The thin layer of relatively loose materials near the ground surface is recommended herein to be overexcavated and replaced with properly compacted fill in areas where distress sensitive improvements are to be constructed. Therefore, the potential for liquefaction or seismic settlement at the site is considered to be low. Therefore liquefaction impacts would be **less than significant**.

a.iv) The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation; and, shaking of marginally stable slopes during earthquakes. The project site and surrounding area are developed with urban uses and paved, generally flat and do not contain any steep or unstable slopes. The Geotechnical Investigation completed for the project (Appendix C) found that according to the Seismic Hazard Zone Report 031 (1998), no landslides were mapped at or near the project site. In addition, landslides were not encountered during the recent field exploration. **No impact** related to landslides would occur.

b) The proposed project would involve demolition of existing commercial/office buildings and the construction of a residential and commercial mixed use project. As noted in the Air Quality discussion above, the proposed project would have to comply with SCAQMD Rule 403 regarding incorporation of measures to reduce fugitive dust, which would also help reduce the potential for construction related erosion (SCAQMD Rule 403(d)(2)). SCAQMD Rule 403, Table 1, provides measures for construction activities to reduce fugitive dust. This includes measures for the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to use, use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, hydroseed prior to rain, washing mud and soils from equipment at the conclusion of trenching activities. (See SCAQMD Rule 403, Table 1, for additional details.) The project site was previously graded, paved, developed with commercial structures, and is relatively flat (reducing the potential for high speed stormwater flows during construction). The project site would not add any exposed soil to the site and the overall slope of the site would remain relatively flat similar to current conditions. In addition, the project would comply with SCAQMD Rule 403, which requires projects to use best available control measures to reduce the fugitive dust generated by activities on the site. Therefore, project development would not have the potential to cause substantial erosion or the loss of topsoil. Impacts related to erosion and loss of topsoil would be **less than significant**.



c, d) Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Although subsidence generally occurs slowly enough that its effects are not dangerous to inhabitants, it can cause substantial building damage over time. In addition, the presence of expansive soils would require proper engineering controls to ensure the safety of structures and inhabitants.

The Geotechnical Investigation completed for the project (Appendix C) found that the soils on the site did not have the potential for expansion, were not unstable, would not result in onsite or offsite landslides, did not have the potential for lateral spreading, subsidence, liquefaction, or collapse. The report concludes that construction of the proposed project is feasible from a geoenvironmental standpoint provided the recommendations and advice contained in the report are implemented. Therefore, Mitigation Measure GEO-1 is required to reduce impacts related to unstable soils.

GEO-1 Geotechnical Design Considerations. The recommendations included on pages 9 through 27 in the 2014 *Preliminary Geotechnical Investigation* conducted by Construction Testing & Engineering, Inc. (Appendix C) 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),*
- *Site excavation,*
- *Fill placement and compaction,*
- *Fill materials,*
- *Temporary construction slopes,*
- *Temporary shoring,*
- *Foundations and slab recommendations,*
- *Seismic design criteria,*
- *Lateral resistance and earth pressures,*
- *Exterior flatwork*
- *Vehicular pavements,*
- *Drainage, and*
- *Slopes.*

With implementation of Mitigation Measure GEO-1, impacts would be less than significant.

In addition to Mitigation Measure GEO-1, the project must comply with the California Building Code (CBC) requirements related to these areas (Section 1610 for lateral soil loads and Section 1613 for earthquake loads). Compliance with CBC requirements and the RBMC, which would include requirements for deep foundations and specific foundations materials, would further ensure impacts associated with lateral spreading, subsidence, collapse, and expansive soils would be less than significant.



e) The proposed project would be served by the City’s wastewater disposal system. The project is not proposing a septic system; therefore, there is no potential for adverse effects due to soil incompatibility. There would be **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. Greenhouse Gas Emissions

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate change is the distinct change in measures of climate for a long period of time. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth’s orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHGs) and changes to the planet’s surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

GHGs differ from other emissions in that they contribute to the “greenhouse effect.” The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature. GHGs occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.



According to the California Energy Commission's (CEC) Draft Climate Action Team Biennial Report, potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.

Project construction and operation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels, electricity consumption, and other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change.

The following summarizes global climate change, GHG emissions and the regulatory framework related to climate change.

Regulatory Framework

The project would be required to comply with the California Energy Code (Tit. 24, Cal. Code Reg., Part 6). The nonresidential component of the proposed project would be required to install photosensors. The residential portion of the proposed project would be required to install energy efficient lighting fixtures consistent with the requirements of the 42 U.S.C. § 17001 et seq. California also implements the Renewable Portfolio Standard (Pub. Utilities Code § 399.11 et seq.). As a result of this requirement, the electricity provider for the project, Southern California Edison, (SCE) currently procures 21.6% of its electricity from renewable sources. Pursuant to SBX1 [2011] SCE will be required to provide 33% of their electricity with renewable sources by the year 2020.

CEQA Requirements

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold, considers emissions of over 10,000 metric tons carbon dioxide equivalent (CO₂E) per year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not yet adopted, the SCAQMD has a recommended quantitative Tier 3 threshold of 3,000 metric tons CO₂E /year for all land use types (SCAQMD, September 2010). Because the SCAQMD has not yet adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency, the proposed project is evaluated based on the SCAQMD's recommended/preferred Tier 3 threshold for all land use types of 3,000 metric tons CO₂E per year.

Methodology

The analysis focuses on CO₂, N₂O, and CH₄ as these are the GHG emissions that onsite development would generate in the largest quantities. Because the development would only involve residential and commercial uses, fluorinated gases such as HFCs, PFCs, and SF₆, were not included in this analysis. Fluorinated gases are primarily associated with industrial processes and the quantity of fluorinated gases associated with the proposed project would not be significant.



Construction Emissions Methodology

Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment on-site and worker, vendor, and export truck trips to and from the project site (see discussion in Section II, *Air Quality*). For this analysis, it was assumed that construction would occur over approximately 12 months. Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2, based on the projected maximum amount of equipment that would be used onsite at one time. Air districts such as the SCAQMD (2011) have suggested amortizing construction-related emissions over a 30-year period in conjunction with the proposed project's operational emissions. Complete CalEEMod results and assumptions can be viewed in Appendix B.

Operational Emissions Methodology

CalEEMod provides operational emissions of CO₂, N₂O and CH₄. Emissions from energy use include emissions from electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42, (*Compilation of Air Pollutant Emissions Factors*) and CCAR. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CalEEMod User Guide, 2013). Southern California Edison (SCE) is the electricity provider the project site and as of 2013 procures 21.6% of its electricity from renewable sources (CPUC, 2014). The default electricity consumption values in CalEEMod include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies.

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, U.S. EPA, and district supplied emission factor values (CalEEMod User Guide, 2013).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide, 2013). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

For mobile sources, CO₂ and CH₄ emissions from vehicle trips to and from the project site were quantified using in CalEEMod. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (see Appendix B for calculations). The estimate of total daily trips associated with the proposed project was based on the project traffic study and was calculated and extrapolated to derive total annual mileage in CalEEMod. Emission rates for N₂O emissions were based on the vehicle fleet mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.



A limitation of the quantitative analysis of emissions from mobile combustion is that emission models, such as CalEEMod, evaluate aggregate emissions, meaning that all vehicle trips and related emissions assigned to a project are assumed to be new trips and emissions generated by the project itself. Such models do not demonstrate, with respect to a regional air quality impact, what proportion of these emissions are actually “new” emissions, specifically attributable to the project in question. For most projects, the main contributor to regional air quality emissions is from motor vehicles; however, the quantity of vehicle trips appropriately characterized as “new” is usually uncertain as traffic associated with a project may be relocated trips from other locales. In other words, vehicle trips associated with the project may include trips relocated from other existing locations, as people begin to use the proposed project instead of similar existing retail and commercial uses. Therefore, because the proportion of “new” versus relocated trips is unknown, the VMT estimate generated by CalEEMod is used as a conservative, “worst-case” estimate.

a) GHG emissions associated with construction emissions and operational emissions are discussed below.

Existing Conditions

Existing GHG emissions from the project site were calculated in CalEEMod. Table 7 shows the existing emissions. As noted above, CalEEMod does not calculate N₂O emissions related to mobile sources. As such, N₂O emissions were calculated based on the existing uses VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009).

**Table 7
 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions
Existing Operational <i>Area</i> <i>Energy</i> <i>Solid Waste</i> <i>Water</i>	<0.01 metric tons CO ₂ E 103 metric tons CO ₂ E 12 metric tons CO ₂ E 13 metric tons CO ₂ E
Existing Mobile <i>CO₂ and CH₄</i> <i>N₂O</i>	829 metric tons CO ₂ E 40 metric tons CO ₂ E
Existing GHG Emissions	997 metric tons CO₂E

Sources: See Appendix B for calculations and for GHG emission factor assumptions.

Construction Emissions Analysis

Based on CalEEMod results, construction activity for the project would generate an estimated 422 metric tons of carbon dioxide equivalent (CO₂E) units (as shown in Table 8). Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate about 14 metric tons of CO₂E per year.



Table 8
Estimated Construction Emissions of Greenhouse Gases

Year	Annual Emissions (Carbon Dioxide Equivalent (CO ₂ E))
Total	422 metric tons
Amortized over 30 years	14 metric tons per year

See Appendix D for CalEEMod Results.

Operational Indirect and Stationary Direct Emissions

Operational Emissions include area source, energy use, solid waste, water use, and transportation emissions. Operational emissions were calculated using CalEEMod. These features were incorporated into CalEEMod. Full results are shown in Appendix B.

Area Source Emissions. CalEEMod was used to calculate direct sources of air emissions located at the project site. This includes consumer product use and landscape maintenance equipment. Area sources would generate approximately 1 metric ton CO₂E per year (see Table 9).

Energy Use. Operation of onsite development would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO₂, and to a smaller extent, N₂O and CH₄. As discussed above, annual electricity and natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies, which are built into CalEEMod. Overall energy use at the project site would generate approximately 265 metric tons CO₂E per year.

Solid Waste Emissions. In accordance with AB 939, it was assumed that the project would achieve at least a 50% diversion rate. As shown in Table 9, based on this estimate, solid waste associated with the project would generate approximately 16 metric tons of CO₂E per year.

Water Use Emissions. The proposed project would use approximately 7 million gallons of water per year. Based on the amount of electricity needed to supply this amount of water, the project would generate approximately 29 metric tons of CO₂E per year (see Table 9).

Transportation Emissions. Mobile source GHG emissions were estimated using trip rates published in the Institute of Transportation Engineers *Trip Generation, 9th Edition* (2012). Total annual VMT was calculated in CalEEMod. The proposed project would generate approximately about 2 million gross annual VMT (this does not account for demolition of existing uses, which are included in Table 9). Table 9 shows the estimated mobile emissions of GHGs for the project based on the estimated annual VMT. As noted above, CalEEMod does not calculate N₂O emissions related to mobile sources. As such, N₂O emissions were calculated based on the project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009). The project would generate an estimated 43 metric tons of CO₂E units associated with mobile emissions.



Combined Construction, Stationary and Mobile Source Emissions. As shown in Table 9, existing conditions include the emission of 997 metric tons of CO₂E annually. Table 9 combines the construction, operational and mobile GHG emissions associated with onsite development for the proposed project. Construction emissions associated with construction activity (approximately 420 metric tons CO₂E) are amortized over 30 years (the anticipated life of the project). As shown in Table 9, the proposed project would only result in an increase of 256 metric tons of CO₂E. Although development facilitated by proposed project would generate additional GHG emissions beyond existing conditions, because the total amount of net GHG emissions would be lower than the threshold of 3,000 metric tons per year, impacts from GHG emissions would be **less than significant**.

**Table 9
 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions
Project Construction	14 metric tons CO ₂ E
Project Operational	1 metric tons CO ₂ E 265 metric tons CO ₂ E 16 metric tons CO ₂ E 29 metric tons CO ₂ E
Project Mobile	885 metric tons CO ₂ E 43 metric tons CO ₂ E
Project Subtotal	1,253 metric tons CO₂E
Existing Conditions Subtotal¹	(997 metric tons CO₂E)
Total Emissions from Proposed Project (Project - Existing)	256 metric tons CO₂E

¹ See Table 7

() denotes subtraction

Sources: See Appendix B for calculations and for GHG emission factor assumptions.

b) Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the South Coast Association of Government (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development in order to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure." The proposed project would be infill development that would also be located within walking distance to public transportation, commercial and recreation activities in the City of Redondo Beach, thereby reducing vehicle trips. Further, the project would reduce trips compared to existing conditions with commercial uses at the site. Therefore, it would be consistent with this goal. Another goal of the SCS is to "create more compact neighborhoods and plac[e] everyday destinations closer to homes and closer to one another." The proposed project would place retail adjacent to residences, thereby meeting this SCS goal.



Assembly Bill 32, the “California Global Warming Solutions Act of 2006,” was signed into law in the fall of 2006. This bill also requires achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020 (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

CalEPA created the Climate Action Team (CAT), which in March 2006, published the Climate Action Team Report (CAT Report) (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/ infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. In addition, in 2008 the California Attorney General published *The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level* (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project.

Tables 10 and 11 illustrate that the proposed project would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report as well as the 2008 Attorney General’s Greenhouse Gas Reduction Measures.

As indicated in Table 10 and Table 11, the proposed project would be consistent with CAT strategies and the 2008 Attorney General Greenhouse Gas Reduction Measures.

According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (May 2009), climate change has the potential to induce substantial sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. However, the project is approximately 0.8 miles from the coastline and is not at risk for inundation from sea level rise (California Energy Commission, “Cal-Adapt website”, 2014).

The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would be consistent with the objectives of the RTP/SCS, AB 32, SB 97, and SB 375. Impacts would be **less than significant**.



**Table 10
 Project Consistency with Applicable Climate Action Team
 Greenhouse Gas Emission Reduction Strategies**

<i>Strategy</i>	<i>Project Consistency</i>
California Air Resources Board	
<p><i>Diesel Anti-Idling</i> The ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.</p>	<p>Consistent Current State law restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation.</p>
<p><i>Achieve 50% Statewide Recycling Goal</i> Achieving the State's 50% waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.</p>	<p>Consistent The City of Redondo Beach's Solid Waste Division is responsible for complying with AB 939. The City has enacted numerous programs to achieve the mandated 50% diversion. The programs include residential curbside recycling, multi-family centralized recycling and commercial recycling as well as school recycling programs in all elementary and middle schools, backyard and worm composting (including bins sold at reduced prices) (City of Redondo Beach, Solid Waste and Recycling Division website, February 2014).</p> <p>The proposed project would participate in the City's waste diversion programs and would similarly divert at least 50% of its solid waste. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.</p>
Department of Forestry	
<p><i>Urban Forestry</i> A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.</p>	<p>Consistent Landscaping for the proposed project would result in additional planted trees throughout the project site.</p>
Department of Water Resources	
<p><i>Water Use Efficiency</i> Approximately 19% of all electricity, 30% of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.</p>	<p>Consistent The proposed project would include drought-tolerant plants where feasible in accordance with City of Redondo Beach Municipal Code Section 10-2.1900.</p>
Energy Commission (CEC)	
<p><i>Building Energy Efficiency Standards in Place and in Progress</i> Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).</p>	<p>Consistent The proposed project would be required comply with the standards of Title 24, including the California Energy Code (part 6 of Title 24), that are in effect at the time of development.</p>
<p><i>Appliance Energy Efficiency Standards in Place and in Progress</i> Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).</p>	<p>Consistent Under State law, appliances that are purchased for the project - both pre- and post-development - would be consistent with energy efficiency standards that are in effect at the time of manufacture.</p>



**Table 10
 Project Consistency with Applicable Climate Action Team
 Greenhouse Gas Emission Reduction Strategies**

<i>Strategy</i>	<i>Project Consistency</i>
<p>Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20% by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20% target.</p>	<p>Consistent As discussed previously, the project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.</p>
Business, Transportation and Housing	
<p>Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.</p>	<p>Consistent The proposed project places residential uses near job centers, retail, and commercial uses. Residents of the project would have adequate access to and from the site via public transportation and pedestrian corridors.</p>

**Table 11
 Project Consistency with Applicable Attorney General
 Greenhouse Gas Reduction Measures**

<i>Strategy</i>	<i>Project Consistency</i>
Transportation-Related Emissions	
<p>Diesel Anti-Idling Set specific limits on idling time for commercial vehicles, including delivery vehicles.</p>	<p>Consistent Currently, the California Air Resources Board's Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation.</p>
<p>Transportation Emissions Reduction Provide shuttle service to public transportation.</p>	<p>Consistent Shuttle service to public transportation would be unnecessary as the project site is located within walking distance to several Metro bus lines.</p>
Solid Waste and Energy Emissions	
<p>Solid Waste Reduction Strategy Project construction shall require reuse and recycling of construction and demolition waste.</p>	<p>Consistent It is anticipated that the proposed project would participate in the City's waste diversion programs and would similarly divert at least 50% of its solid waste from construction. The project would also be subject to all applicable State and City requirements for solid waste reduction as they change in the future.</p>
<p>Water Use Efficiency Require measures that reduce the amount of water sent to the sewer system – see examples in CAT standard above. (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.</p>	<p>Consistent As described above, the proposed project would include water saving features such as a landscape palette that includes drought tolerant/ low water use species.</p>



**Table 11
 Project Consistency with Applicable Attorney General
 Greenhouse Gas Reduction Measures**

<i>Strategy</i>	<i>Project Consistency</i>
Land Use Measures, Smart Growth Strategies and Carbon Offsets	
<i>Smart Land Use and Intelligent Transportation Systems</i> Require pedestrian-only streets and plazas within the project site and destinations that may be reached conveniently by public transportation, walking or bicycling.	Consistent The project site is located within walking distance to public transportation. In addition, the project is within walking distance to commercial and recreation activities in Redondo Beach.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. Hazards and Hazardous Materials

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. Hazards and Hazardous Materials

Would the Project:

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b) Advantage Environmental Consultants, LLC completed a Phase I Environmental Site Assessment (ESA) for the proposed project in March, 2014 (Appendix D). According to the ESA, there is no evidence of a hazardous environmental condition on the project site (for a complete list of federal, state, local, tribal, and proprietary databases searched by Advantage Environmental Consultants, LLC, see Appendix D). The project site is not listed on the Cortese list or listed in the Site Mitigation and Brownfields Reuse Program Database, as maintained by the Department of Toxic Substances Control (DTSC) Envirostor database. Furthermore, the project site is not listed on the lists of Leaking Underground Storage Tanks (LUST) Geotracker database, as maintained by the State Water Resources Control Board (SWRCB, 2013). Based on the absence of existing recognized environmental conditions or hazardous materials, the proposed project would not create a significant hazard to the public or the environment during grading or construction.

The proposed project would involve the demolition of three existing commercial/office buildings. Demolition of the buildings is not expected to use or involve storage of large quantities of hazardous materials. Potentially hazardous materials such as fuels, lubricants, and solvents could be used during grading and demolition of the proposed project. However, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22.

Construction of the project would involve demolition of the existing onsite structures, which, due to their age, may contain asbestos and lead-based paints and materials (A/E West, 2006). The removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities). SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from



building demolition and renovation activities, including the removal and disturbance of ACM.⁴ This rule is designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements, including HEPA filtration, the glovebag method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area).

The proposed project would be required to comply with California Division of Occupational Safety and Health (CALOSHA) regulations regarding lead-based materials. Under the regulations, all workers must be properly protected when working with materials containing any level of lead in accordance with Title 8 CCR Section 1532.1. Current federal and state regulations (SCAQMD Rule 1403) require that only contractors who have been properly trained in the correct handling of asbestos containing materials may conduct removal and demolition activities, if the activities would disturb 100 square feet or more of asbestos containing building materials.

If it is determined the existing structures contain either lead or asbestos, compliance with applicable laws and regulations during demolition and construction of the proposed project in accordance with all applicable state and federal laws would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials.

Compliance with applicable standards would ensure impacts related to hazardous materials would be **less than significant**.

c) The school nearest to the project site is Saint Lawrence Martyr School, which is immediately north of the site, approximately 25 feet away. While construction of the project would involve removal of demolition materials which may contain lead or asbestos, the removal and disposal of these materials would occur in compliance with existing regulations described in the previous section. Therefore, impacts related to hazardous emissions or materials affecting school sites are less than significant.

d) According to the Advantage Environmental Consultants, LLC Phase I ESA (Appendix D), the project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Eight listed sites were found within a one-mile radius, including two gas stations, three dry cleaners, a pharmacy, a pool cleaning site, and one site with limited details. The gas station cases are closed. The dry cleaner cases did not involve any release of hazardous materials. The pharmacy was listed as a large quantity waste generator, but did not have any hazardous waste releases listed. The pool cleaning site involved an incident where a service employee cleaned filters on the street but no ongoing cleanup was required. The last site has no records on release. The ESA determined that none of these facilities would represent an environmental concern to the site. This is based on several factors including the nature of the regulatory database listings, distance of the off-site listed properties

⁴ SCAQMD Rule 1403 available online at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf?sfvrsn=4>



from the site, orientation of the listed properties relative to the site, interpreted direction of groundwater flow and/or regulatory case status information for the various properties as described in the databases. As a result, the Phase I ESA completed for the project site concluded that no additional action is required. Thus, impacts related to hazardous materials would be **less than significant**.

e, f) The project site is not within an airport land use plan. The nearest airport is Torrance Airport, located approximately 1.5 miles northwest of the site. The project would be a maximum of 45 feet tall. Since the project would be of similar height to the surrounding buildings in the area and to those structures along Pacific Coast Highway, it would not create a hazard for the people living or working in the building. Therefore, the project would not result in safety hazards related to airports for people living or working at the project site and its vicinity, and the project would have **no impact** in this regard.

g) The proposed project would include the development of a residential and commercial mixed use project within an urbanized area. The proposed project would not conflict with an adopted emergency response plan or emergency evacuation plan. The impact would be **less than significant**.

h) The project site is located within an urbanized area of Redondo Beach. The project site and surrounding area are entirely urbanized. The proposed project would not expose persons or structures to wildfire hazard risks. There would be **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. Hydrology and Water Quality

Would the Project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. Hydrology and Water Quality				
Would the Project:				
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, e, f) As described above, the existing site is currently developed and paved. Drainage generally flows towards the south (towards South PCH) and is collected in the existing paved parking lot and at downspouts on the existing structures. Stormwater is then directed to the City's existing stormwater system. Upon completion, the proposed project will not affect existing stormwater flows off the site or water quality. Furthermore, operational activities will have to comply with numerous modern regulatory requirements which will result in a reduction stormwater flows offsite. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control both construction and operation (occupancy) storm water discharges. In California, the State Water Quality Control Board administers the NPDES permitting program and is responsible for developing permitting requirements. The project would be required to comply with the NPDES permitting system. Under the conditions of the permit, the project applicant would be required to eliminate or



reduce non-storm water discharges to waters of the nation, develop and implement a Storm Water Pollution Prevention Plan (SWPPP) for the project construction activities, and perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. The state permit prohibits the discharge of materials other than storm water discharges, and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4. The state permit also specifies that construction activities must meet all applicable provisions of Sections 30 and 402 of the Clean Water Act (CWA). Conformance with Section 402 of the CWA would ensure that the proposed project does not violate any water quality standards or waste discharge requirements.

The developer of the project would also be required to comply with various sections of the Redondo Beach Municipal Code (RBMC) that regulate water quality. Title 5, Chapter 7, *Stormwater and Urban Runoff Pollution Control Regulations*, includes the following requirements:

- *Section 5-7.105, Storm Drain Impact Fees.* The project would be required to pay storm drain impact fees.
- *Section 5-7.211, Urban Stormwater Mitigation Plan (USMP).* The project would be required to prepare a USMP and to incorporate provisions of the appropriate standard urban stormwater management plan (SUSMP) as approved by the California Regional Water Quality Control Board.
- *Section 5-7.217, Minimum Stormwater Quality Protection.* This section states that “all construction projects except exempt projects are required to implement BMPs necessary to retain sediments, construction-related materials, wastes, spills or residuals onsite to the maximum extent practicable.” Because the project would qualify as a priority project, not an exempt project, according to Section 5-7.216 of the RBMC, this requirement would apply.
- *Section 5-7.218, Local Stormwater Pollution Prevention Plan (LSWPPP).* All priority projects are required to prepare a LSWPPP identifying BMPs that would be used during the construction of the project to reduce the impacts to stormwater quality relating to material and waste management according to, and this requirement would also apply to the project. The BMPs would be reviewed by the City’s Engineer and will be added as Conditions of Approval for the project.

The proposed project would involve the demolition of three existing office/commercial buildings and the construction of a residential and commercial mixed use building. During the construction period, any activities on the project site would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of construction. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the RWQCB.

Once fully operational, the project would include planter boxes that would capture and filter stormwater runoff from the roof. New engineered biofiltration planters will be provided and sized to treat the 85th percentile storm in accordance with Los Angeles County Low Impact Development guidelines to remove pollutants commonly found in stormwater. These biofilters will be equipped with subdrains and overflow devices that discharge to the proposed curb culverts at Pacific Coast Highway.



The proposed project includes design features to capture and filter stormwater runoff. Therefore, impacts from stormwater runoff would be less than significant. In addition, adherence to City requirements described above would further ensure impacts would be **less than significant** with respect to water quality standards and waste discharge requirements.

b) The proposed project would receive its water supply from the California Water Service Company (CWSC). Part of CWSC's water supply comes from groundwater, which comes from an adjudicated basin. The adjudicated basin limits groundwater pumping to safe yield amounts (safe yield based upon a calculation of rate of groundwater replenishment, see CWSC's 2010 Urban Water Management Plan, Section 4.1). As discussed under Section XVII(d), *Utilities and Service Systems*, the project would result in a net increase in water demand of about 9,026 gallons per day or 10 acre-feet per year (AFY)⁵ of water, but could be served by available water supply. Therefore, the proposed project would therefore not result in an exceedance of safe yield or a significant depletion of groundwater supplies. The proposed project would cover the site with impervious surface; however, the site is currently developed with impervious surfaces and also current stormwater requirements require the stormwater to be contained onsite which would aid recharge similar to the existing conditions on the site. Impacts related to groundwater would be **less than significant**.

c-d) The project would not alter the course of any stream or other drainage and would not increase the potential for flooding. The project site is currently developed with commercial buildings and associated parking lot, with small island planters. It is almost entirely (95%) impervious and drains northerly to an existing alley by means of on-grade concrete gutters. As discussed above, adherence to the City's urban runoff programs and implementation of design features to capture and treat stormwater runoff would reduce the quantity and level of pollutants within runoff leaving the site. The design features would include planter boxes and a dry well system. Therefore, impacts related to erosion, siltation, and flooding would be **less than significant**.

g, h) According to the Federal Emergency Management Agency (FEMA), the project site is located in Zone X, which is characterized by a minimal risk of flooding and located outside the 100-year flood hazard area (FEMA FIRM #06037C1790F, 2008). Therefore, development of the proposed project would not expose people or structures to significant flood hazards and would not impede or redirect flood flows. **No impact** would occur.

i, j) No dams or levees are located in the vicinity of the project site; thus, the potential for flooding due to dam failure is low. The project site is not located near any major bodies of surface water; therefore, impacts from seiches are not expected. The project site is located approximately 0.9 miles from the Pacific Ocean and would not be inundated by a tsunami (California Department of Conservation, March 2009). **No impact** would occur.

⁵ See Section XVII, *Utilities and Service Systems*, for a discussion of methodology on water use and demand calculations.



Potentially Significant Impact **Potentially Significant Unless Mitigation Incorporated** **Less than Significant Impact** **No Impact**

X. Land Use and Planning

Would the proposal:

- a) Physically divide an established community?
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c) Conflict with an applicable habitat conservation plan or natural community conservation plan?

a) The project site is located within an urbanized area in Redondo Beach. No new streets or other facilities that would divide an established community are proposed. **No impact** would occur.

b) The project site has a General Plan land use designation of MU-3 (Mixed Use) and is zoned MU-3A (Mixed Use). The purpose of the Mixed Use zone, as stated in the Zoning Ordinance (Section 10-2.900) 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.” The proposed project consists of a mixed use building with 52 condominiums and 10,552 sf of commercial space. The proposed project is an allowed use under this General Plan designation and zoning and is consistent with the purpose of the mixed-use zone. Table 12 shows the applicable Zoning Ordinance requirements for the MU-3A zone and the proposed project’s consistency with the requirements. As shown in Table 12, the project would be consistent with the purpose of the Mixed Use zone.

**Table 12
 Consistency with Zoning Ordinance Requirements***

Requirement	Allowed by Zoning Ordinance	Actual Provided by Proposed Project	Consistent?
<i>Floor Area Ratio (FAR)</i>	1.5:1 (RBM § 10-2.916(a))	1.43:1	Yes
<i>Floor Area</i>	97,650 sf	93,133 sf	Yes
<i>Maximum Number of Residential Units</i>	52.2 (RBM § 10-2.916(b))	52	Yes
<i>Number of Stories</i>	3 stories (RBM § 10-2.916(e))	3 stories	Yes



**Table 12
 Consistency with Zoning Ordinance Requirements***

Requirement	Allowed by Zoning Ordinance	Actual Provided by Proposed Project	Consistent?
<i>Building Height</i>	38' maximum, or up to 45' with Planning Commission Design Review (RBMC § 10-2.916(d))	45'	Yes
<i>Public Open Space</i>	9,313 sf (minimum)	9,534 sf	Yes
<i>Private Outdoor Living Space</i>	10,400 sf (minimum)	13,746 sf Private + 3,672 sf Common	Yes
<i>Parking Required</i>	<u>Residential</u> Residences: 2 spaces per unit (104 spaces) Guest: 1 space per 3 units (17 spaces) Total: 121 spaces (RBMC § 10-2.1704) <u>Commercial: 1 space per 205 sf</u> Total: 42 spaces (RBMC § 10-2.1706)	<u>Residential</u> Condos: 115 spaces Guest: 17 spaces Total: 132 spaces <u>Commercial Total:</u> 50 spaces <u>Total Parking Provided:</u> 182 spaces	Yes

*Pursuant to the Redondo Beach Municipal Code Section 10-2.916, Development standards: MU-3A mixed-use zone

Final design plans would undergo further design review by the Redondo Beach Planning Division and the Building & Safety Division to ensure that all applicable requirements of the General Plan and Municipal Code are met. The impact with respect to land use would be **less than significant** and no mitigation is required.

c) The project site is located within an entirely urbanized area of Redondo Beach. There are no natural communities or habitats at the project site and no habitat conservation or natural community plans apply to the site. Therefore, the proposed project would not conflict with any habitat/natural community conservation plans. There would be **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. Mineral Resources

Would the Project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. Mineral Resources

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

a-b) The proposed project would involve the demolition of three office/commercial buildings the construction of a residential and commercial mixed use building in an urbanized area. The project would have **no impact** related to the loss of availability of a known mineral resource.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. Noise

Would the Project result in:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels above levels existing without the Project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels are not added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level. For example, 60 dB plus 60 dB equals 63 dB, 80 dB plus 80 dB equals 83 dB. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, 70 dB ambient noise levels are combined with a 60 dB noise source the resulting noise level equals 70.4 dB. In general, humans find a change in sound level of 3 dB is just noticeable.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction.

The City of Redondo Beach has adopted a Noise Ordinance as Chapter 24 of Title 4 of the RBMC. For construction noise, Section 4-24.503 of the RBMC states that all construction activity shall be prohibited except between the hours of 7:00 AM and 6:00 PM on weekdays, and between the hours of 9:00 AM and 5:00 PM on Saturdays. It also states that no construction activity shall be permitted on Sundays, or on the observed days of the following holidays: Memorial Day, the Fourth of July, Labor Day, Thanksgiving Day, Christmas Day, and New Year's Day. Construction of the project would be subject to these restrictions. Construction of the project would be subject to these restrictions.

For operational interior noise, Section 4-24.401 of the RBMC states that the allowable interior noise level (dBA) for residential properties is 40 dBA from 10:00 PM to 7:00 AM and 45 dBA from 7:00 AM to 10:00 PM (these regulations are not applicable to construction noise). For operational exterior noise, Section 4-24.301 of the RBMC states that no person may operate, or cause to be operated, any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level when measured on any other property to exceed the presumed or actual ambient noise levels (the higher of the two) for the various land use categories shown in Table 13 in the following manner:



1. *The noise standard of the receiving land use district for a cumulative period of more than thirty (30) minutes in any hour; or*
2. *The noise standard of the receiving land use district plus five (5) dB for a cumulative period of more than fifteen (15) minutes in any hour; or*
3. *The noise standard of the receiving land use district plus ten (10) dB for a cumulative period of more than five (5) minutes in any hour; or*
4. *The noise standard of the receiving land use district plus fifteen (15) dB for a cumulative period of more than one minute in any hour; or*
5. *The noise standard of the receiving land use district plus twenty (20) dB for any period of time.*

Medium density residential noise levels under the City’s exterior noise level limits are typically set at 55 dBA from 7 AM to 10 PM and 50 dBA from 10 PM to 7:00 AM except where they are on the border of another land use category. However, where actual ambient noise levels exceed the presumed ambient noise levels in the City’s Municipal Code, the allowable noise exposure standard shall be increased in five (5) dB increments as appropriate to encompass or reflect such ambient noise level.

Motor vehicles can also generate noise as a result of engine, exhaust, tires, and wind shear. The exterior and interior noise level requirements discussed in the previous paragraph are not applicable to motor vehicles (RBMC §4-24.603). For the purposes of thresholds (a) and (c), traffic noise would have a significant impact if noise level increases shown in Table 13 occur.

The City has not adopted any standards or regulations addressing vibration. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

**Table 13
 City of Redondo Beach Sound Level Limits**

Receiving Land Use District Category	Time Period	Presumed Ambient Level (dBA)
Low Density Residential (R-1-A, R-1, R-2, P-D-R, P-U-D Overlay)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	45 dBA 50 dBA
Medium Density Residential (R-3, R-4, P-D-R, P-U-D Overlay)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	50 dBA 55 dBA
High Density Residential (R-5, R-6, P-D-R, P-U-D Overlay, C-1)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	55 dBA 60 dBA
Commercial (NSC, CSC, GC, P-D-C)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	60 dBA 65 dBA
Industrial (P-D-I)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	60 dBA 65 dBA
Industrial (P-I)	10:00 PM - 7:00 AM 7:00 AM - 10:00 PM	70 dBA 70 dBA

Source: Redondo Beach Municipal Code, Section 4-24.301



The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). The thresholds for the proposed project include 75 VdB for the school and 72 VdB for the multifamily residences, as these are the only sensitive receptors in the vicinity of the site. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

The sensitive receptors nearest to the project site are, Saint Lawrence Martyr School 25 feet north of the site and the multi-family residences located approximately 100 feet south of the project site (across the PCH) (see Figure 6).

Existing Setting

The most common sources of noise in the project vicinity are transportation-related, such as automobiles, trucks, and motorcycles traveling on the Pacific Coast Highway. Motor vehicle noise is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. On January 6, 2015, Rincon Consultants, Inc. performed 15-minute weekday noise measurements using a calibrated and certified ANSI Type II integrating sound level meter. The noise monitoring results are summarized on Table 14. Noise measurement locations are shown on Figure 6. These measurements reflect noise at various times ranging from 10:30 AM to 11:00 AM.

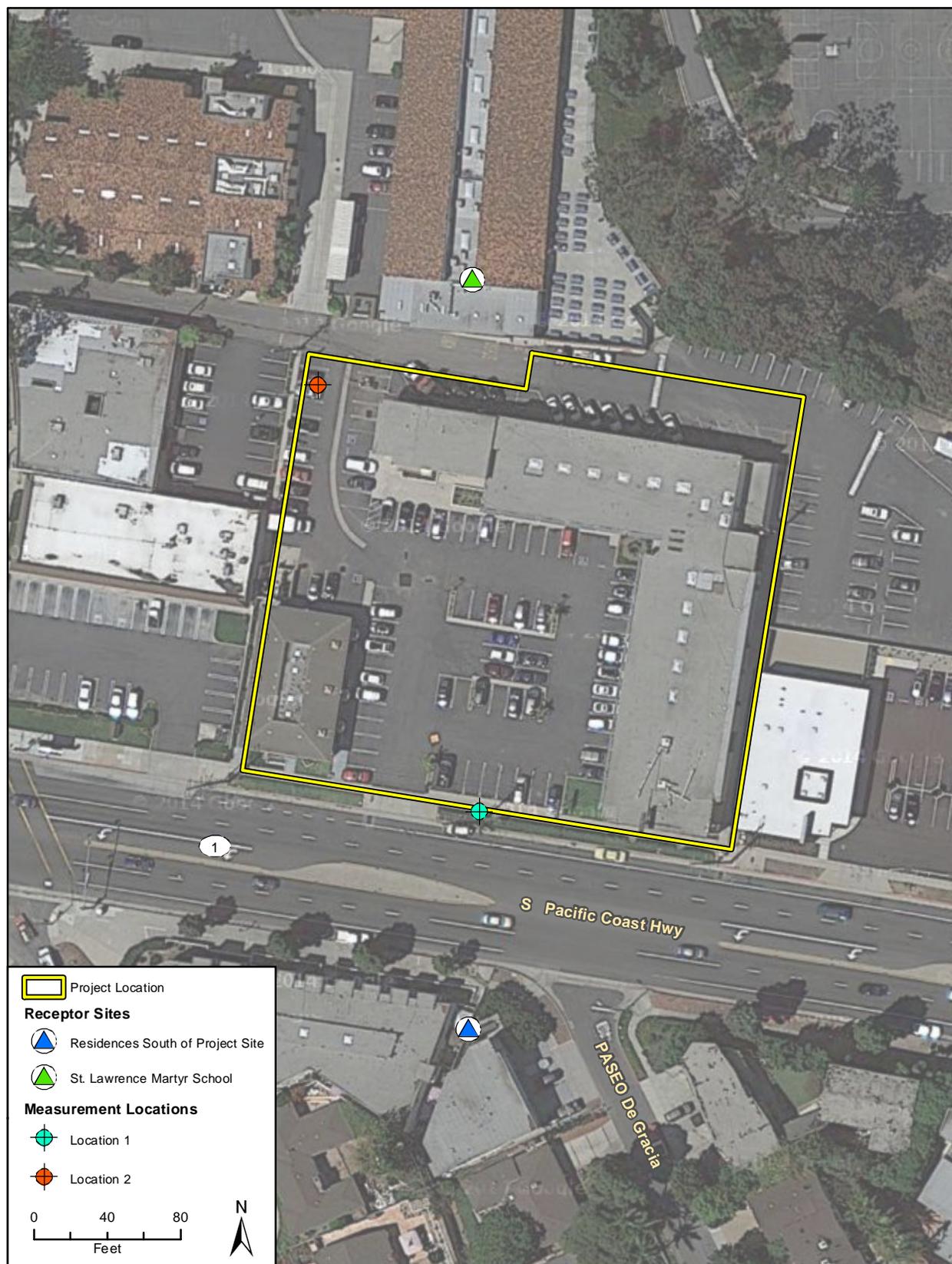
Table 14
Noise Measurement Results

Measurement Number	Measurement Location	Primary Noise Source	Leq (dBA)
1	South Pacific Coast Highway	Traffic	66.9
2	Northwest Corner of the site along the alleyway	Parking Lot and Traffic	56.1

Source: Rincon Consultants, Inc. Recorded during field visit using ANSI Type II Integrating sound level meter. January 2015

a, c) As described above, the existing site includes commercial retail uses. As shown in Table 14, the majority of noise in the vicinity of the project site is associated with traffic and parking lot activities. Residential units are located to the north. The existing noise levels at these locations are generally represented by noise measurement shown in Table 14. Noise events that are typical of residential and commercial buildings include traffic, conversations, and children playing. General noise that would be associated with the proposed parking lot and structure includes the movement of vehicles the south of the project site and a school is located to through the lot, the slamming of doors, conversations, and similar activities. On-site operations





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Noise Measurement Locations
and Sensitive Receptors

Figure 6

are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling. However, noise levels associated with operation of the proposed project would be expected to decrease ambient noise levels when compared to the existing onsite commercial development and surrounding commercial uses. Additionally, the project is proposed to be 45 feet tall, which is taller than the existing structures. The project would shield the adjacent school from traffic noise on PCH.

Permanent project-related changes in noise would be primarily due to increases in traffic volumes on nearby street segments. For traffic-related noise, impacts would be significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. The FTA recommendations in the May 2006 Transit Noise and Vibration Impact Assessment were used to determine whether or not increases in roadway noise would be significant. The allowable noise exposure increase changes with increasing noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase. Table 15 shows the significance thresholds for increases in traffic related noise levels caused by the project.

The project site currently contains three active commercial and office buildings. As shown in the traffic generation estimates completed by Overland Traffic Consultants, Inc. (Appendix F), the proposed project would reduce the number of trips to and from the site by 255 trips. Therefore, the project would reduce the amount of traffic noise in the area.

Therefore development of the proposed project would not create a substantial permanent increase in ambient noise levels above levels existing without the project, would not expose people to noise levels in excess of threshold, and impacts would be **less than significant**.

Table 15
Significance of Changes in Operational
Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	Allowable Noise Exposure Increase
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Source: Federal Transit Administration (FTA), May 2006

b) Operation of the proposed project would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions because the proposed condominiums and commercial businesses would not involve vibration creating activities. However, construction of the proposed project could temporarily increase groundborne vibration or noise on the project site.



The vibration levels at the Saint Lawrence Martyr School 25 feet north of the project site would be a maximum of 87 VdB. Therefore, the vibration levels could exceed the groundborne velocity threshold level of 75 VdB established by the FTA for institutional uses. The threshold for residential uses is 72 VdB. The vibration level at the multi-family residences 100 feet south of the project site would be a maximum of 75 VdB for residences. The estimates listed on Table 16 represent the vibration levels at the edge of the school site if equipment is being used at the edge of the project site. While equipment may be used on the edge of the project site temporarily, the equipment would be moved around. Additionally the equipment that generates the highest vibration levels (bulldozers, loaded trucks) would not be constantly used on the site. Thus, the maximum vibration levels presented herein would only be experienced sporadically. Additionally, in accordance with RBMC, construction activity is prohibited between 6:00 PM and 7:00 AM on weekdays, between 5:00 PM and 9:00 AM on Saturdays, and on Sundays and holidays. Therefore, residences would not be exposed to vibration during hours when people normally sleep. The Saint Lawrence Martyr School and students and/or teachers or employees of the school may experience periodic vibration exceeding the 75 VdB threshold that could disturb school activities; therefore, vibration-related impacts would be **potentially significant unless mitigation is incorporated.**

Table 16
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998.

The following mitigation measure would be required in order to reduce impacts related to vibration to a less than significant level.

- N-1** **Coordination of Vibration Activities.** Prior to commencement of demolition, grading, or construction on site, the applicant shall coordinate with Saint Lawrence Martyr School to determine the time(s) when vibration causing activities would be the least disruptive to the school, and shall develop a schedule for construction activities consistent with such coordination which sets forth the times during which vibration causing activities may occur. For the purposes of this measure, “vibration causing activities” include activities within 100 feet of the school that would include large bulldozers, loaded trucks, jackhammers, or small bulldozers. A copy of the proposed schedule for construction activities, including the times during which vibration



causing activities shall not be conducted pursuant to the applicant’s agreement with the School, shall be submitted to the City for review and approval prior to issuance of demolition, grading, and construction permits.

d) Noise generated by construction of the project would come from power equipment such as air compressors, concrete mixers, backhoes, and trucks. The noise-sensitive receptor closest to the project site is the Saint Lawrence Martyr School located 25 feet north of the project site, which is zoned R-1.

Typical noise levels for construction activities are listed in Table 17.

Table 17
Typical Noise Levels at Construction Sites

Construction Phase	Type of Equipment	Average Noise Level at 25 Feet*	Average Noise Level at 100 Feet
Clearing	Rubber tired dozers Tractors/Loaders/Backhoes Water Trucks	89 dBA	77 dBA
Excavation and Grading	Graders Excavators Compactors Rubber tired dozers Tractors/Loaders/Backhoes Water Trucks	91 dBA	79 dBA
Foundation/Conditioning	Graders Rubber tired dozers Tractors/Loaders/Backhoes Water Trucks	91 dBA	79 dBA
Laying Subbase, Paving	Cement and Mortar Mixers Pavers Rollers Tractors/Loaders/Backhoes	87 dBA	75 dBA
Finishing and Cleanup	Forklifts Tractors/Loaders/Backhoes	90 dBA	78 dBA

* Based on a 6 dBA per doubling of distance attenuation rate
 Source: FHWA Highway Construction Noise Handbook, 2010.

Table 17 also estimates the noise level at the sensitive receptors closest to the project site (the school approximately 25 feet north and the multi-family residences approximately 100 feet south) that would result from construction on the site. Maximum noise levels at the nearest sensitive receptors would normally range from about 75 to 91 dBA. Construction noise from the project would be subject to the provisions of the City’s Noise Ordinance. As discussed above, Section 4-24.503 of the RBMC prohibits construction activity except between the hours of 7:00 AM and 6:00 PM on weekdays, and between the hours of 9:00 AM and 5:00 PM on Saturdays. It also states that no construction activity shall be permitted on Sundays, or on the observed days of the following holidays: Memorial Day, the Fourth of July, Labor Day, Thanksgiving Day, Christmas Day, and New Year’s Day. Construction of the project would be subject to these restrictions. Therefore impacts related to construction noise would be **less than significant**.



Nonetheless, the City will impose the following Conditions of Approval in order to ensure construction noise impacts would remain less than significant.

- N-2 **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.

- N-3 **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.

- N-4 **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 school).

- N-5 **Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary equipment.

- N-6 **Sound Barriers.** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and sensitive receptors 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.

e, f) The project site is not within an airport land use plan or located within two miles of a private airport. The site is located approximately 1.7 miles from the Torrance Airport but is outside the area of the airport land use plan. Therefore, the proposed project would not expose people to excessive noise levels related to airports for people living or working at the project site and its vicinity, and the project would have **no impact** in this regard.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. Population and Housing

Would the Project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Development of the proposed residential and commercial mixed use project would directly and indirectly increase the population of Redondo Beach. According to Southern California Association of Governments (SCAG) growth forecasts, Redondo Beach will have a population of 69,700 in 2020, an increase of 1,983 over the current City population of 67,717 (California Department of Finance, May 2014). Development of the proposed mixed use project would cause a direct population increase through the construction of the 52 condominium units and would potentially cause an indirect population increase due to the jobs associated with the 10,552 sf of commercial space. The California Department of Finance data shows that in 2014 the City of Redondo Beach had an average of 2.32 persons per household. Therefore the project would result in a direct increase of about 121 residents. SCAG's *Employee Density Study* (2001) states that in Los Angeles County, retail generates one employee per 730 sf. Based on this rate, the retail portion of the project would indirectly generate an estimated 15 employees. Using the same employee generation factor, the existing shopping center employs approximately 34 people. Therefore the project would reduce the number of employees by 21. The project would generate a total of 115 residents. This would cause the population of Redondo Beach to increase to 67,832. The level of population increase associated with the proposed project is within the population forecast and the physical environmental impacts associated with this increased population growth have been addressed in the individual resources sections of this Initial Study. Impacts relating to population growth would be **less than significant**.

b-c) The proposed project would not involve the demolition of any residential units. Thus, the project would not displace housing units or people, or necessitate the construction of replacement housing. **No impact** related to the displacement of people and housing would occur.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. Public Services

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

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a(i) The City of Redondo Beach Fire Department provides fire protection services in the City of Redondo Beach and maintains a Mutual Aid Agreement with other fire departments in the region. The site would be served by Fire Station #2, located at 2400 Grant Avenue, approximately 2.5 miles south of the site (Redondo Beach Fire Department Homepage, Accessed January 2015). Other stations would respond to emergencies at the project site as needed.

The demand for fire protection would remain similar to existing conditions since the project is replacing existing commercial/ office buildings with the proposed 52 condominiums and 10,552 sf of commercial space. The Fire Department would review site plans, site construction, and the actual structure prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Development with modern materials and in accordance with current standards, inclusive of fire resistant materials, fire alarms and detection systems, automatic fire sprinklers, would enhance safety from fire and would support fire protection services (Title 24, Cal. Code Regs. Part 9). The project site is located in an urbanized area that is already served by the Fire Department. No new or expanded fire stations would be required and impacts would be **less than significant**.

a(ii) The City of Redondo Beach Police Department provides police protection services in the City and maintains mutual assistance programs with the Los Angeles County Sheriff's Department. The Police Department is located at 401 Diamond Street. The Police Department already serves the existing commercial/office development on the site. Project security is addressed through a number of methods including; secured gates for access to residential living areas and private open spaces; appropriate lighting to deter criminal activities in hard-to see



areas (RBMC §§ 10-2.912(a)(3) and 10-2.1706(c)(10) [security regulations, including lighting for outdoor and parking areas, separate residential access, hallways, and balconies]; see also RBMC 9-15.01 [requiring compliance with Uniform Building Security Code]). The project involves demolition of existing onsite commercial buildings and construction of 52 condominiums and 10,552 sf of commercial space. The project would not result in the construction of new or physically altered police protection facilities that could have an environmental impact. Therefore, impacts would be **less than significant**.

a(iii) The Redondo Beach Unified School District (RBUSD) provides primary and secondary public education services to students living in the local area. In the District, there are currently eight elementary schools, two middle schools, two high schools, one alternative education school, and one adult school (RBUSD website, 2015). The proposed project is within the boundaries for Tulita Elementary School, Parras Middle School, and Redondo Union High School.

The proposed project would involve the development of 52 new residential units potentially suitable for families with children. The State of California School Facility Program has standard student yield factors for new development. The student yield factor for a unified school district is 0.7 students. Therefore the proposed project could generate approximately 37 students in the RBUSD. For the 2013-2014 school year, the enrollment for Tulita Elementary School was 494 students, Parras Middle School was 1,075 students, and Redondo High School was 2,614 students. The addition of 37 students would increase the combined enrollment at the schools in the district by 0.8 percent.

The existing mixed-use project at 1800 S. Pacific Coast Highway includes 98 stand-alone units averaging 1,400 square feet in size. The current occupants include seven (7) students, which equates to a student yield factor of 0.07 students per unit. This may be the result of the fact that the demographics of mixed-use projects tend to consist primarily of empty-nesters and childless, young professionals. Given that the average size of the proposed 52 new residential units is also approximately 1,400 square feet, a student yield factor of 0.07 students per unit would equate to a total of 4 students.

While the school district does not estimate a maximum capacity for schools within the district, it is expected that an increase in the range of 4 to 37 new students, depending on which student yield factor is more accurate, would not require the construction of any new school facilities or have any other indirect impact related to schools on the environment, and therefore impacts would be less than significant. Nevertheless, in accordance with State law the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees would ensure the proposed project's impacts would be less than significant.

a.iv) Impacts would be **less than significant**. See Recreation XV subsections a and b.



a.v) The proposed project would contribute incrementally toward impacts to City Public Services and facilities such as storm drain usage (discussed in Section IX, *Hydrology and Water Quality*), public parks (discussed above in this section), solid waste disposal (discussed in Section XVII, *Utilities and Service Systems*), water usage and wastewater disposal (discussed in more detail in Section XVII, *Utilities and Service Systems*). The project’s contribution would be offset through payment of fees that are used to fund storm drain improvements and school facility expansions, as well as by the project specific features described in the individual resource section analyses described in this Initial Study. The proposed project would not result in impacts aside from those analyzed in the other resource areas of this Initial Study and listed above. Impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. Recreation				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) The City of Redondo Beach operates a total of 35 public parks, open space areas, and recreation sites occupying approximately 155 acres of land. Redondo Beach uses a parkland standard of three acres per 1,000 residents (City of Redondo Beach, Parks and Recreation Element, 2004). El Retiro Park is located approximately 300 feet southwest of the project site in the City of Torrance. The closest City of Redondo park is Hopkins Wilderness Park, 0.8 miles north of the site.

The City’s current population is 67,717 (California Department of Finance, May 2014). Using the standard of three acres per 1,000 residents, for 67,717 residents the City’s parkland goal is 203 acres. Therefore, the current 155 acres (2.3 acres per 1,000 residents) does not meet the Parks and Recreation Element goal.

The proposed project would include the development of a 52 condominium and 10,552 sf commercial space mixed use building. The condominium component would increase the population of Redondo Beach by an estimated 136 residents. This would increase the overall population of Redondo Beach to 67,853 and the ratio of parkland to residents would incrementally decline. The project would include residential courtyards and approximately 9,500 sf of new high quality public open space that residents, visitors and neighbors would be able to utilize. The public open space would include bike parking, seating areas, water features, and fire pits. Therefore, although the project would incrementally increase demand for parks,



the increase would not be expected to cause substantial physical deterioration of existing parks or create the direct need for new park facilities to accommodate the demand. Further, the applicant is required to pay park and recreation facilities mitigation fees to fund parks and park improvements (Redondo Beach Municipal Code Section 10-1.1400 et seq). Impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. Transportation and Traffic

Would the Project:

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



a, b)

Construction Traffic

On-site retail operations would cease during construction due to the demolition of existing retail structures. Therefore, trips to and from the project site related to retail uses would cease during construction. Overland Traffic Consultants, Inc. prepared trip generation estimates (July 2014, see Appendix F) for the existing onsite operations and estimated there are approximately 942 average daily existing trips to and from the project site. Table 18 shows the traffic that would be generated during construction of the project.

Table 18
Construction Trips

Construction Phase	Worker Trips (ADT)	Vendor Trips (ADT)	Hauling Trips (ADT)
Demolition	13	0	6
Grading	8	0	212
Building Construction	71	19	0
Architectural Coating	14	0	0
Paving	13	0	0

As shown on Table 18, the project would result in the most worker and vendor trips during the construction phase and the most hauling trips during the grading phase. The worker trips would mostly occur during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 7:00 PM) peak hours. The hauling trips would occur throughout the work day. Section 4-24.503 of the RBMC states that all construction activity shall be prohibited except between the hours of 7:00 AM and 6:00 PM on weekdays, and between the hours of 9:00 AM and 5:00 PM on Saturdays. CalEEMod calculates construction worker, hauling, and vendor trips (see Appendix B). According to CalEEMod, the phase with the highest number of trips would be grading which would involve 8 worker trips, no vendor trips, and 212 hauling trips for a total of 220 trips. Therefore the hauling trips would occur for approximately 11 hours on the weekdays, which equates to approximately 19 trips per hour, or one trip every three minutes. These trips would be temporary in nature and would cease once the project is constructed. Further, because existing retail operations and the associated traffic (estimated 942 trips per day, 22 AM peak hour trips and 82 PM peak hour trips) would cease prior to demolition and construction of the proposed project, project construction traffic (estimated to be a max of 220 trips per day) would be less than current conditions and would thus reduce traffic on area roadways and not increase level of service (LOS) on area surrounding roadways or intersections. Construction traffic impacts would be **less than significant**.

Operational Traffic

Overland Traffic Consultants, Inc. prepared trip generation estimates for the existing onsite operations and operation of the proposed project (July 2014, see Appendix F). Table 19 shows these estimates for the trip generation for the existing facilities and for the proposed project.



**Table 19
 Project Traffic Generation**

Description	Size	ITE Trip Generation Rate	Daily Traffic	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Project									
Shopping Center	10,552 sf	42.7	453	11	7	4	39	18	21
Internal Trips	5%	-	(23)	(1)	(0)	(0)	(2)	(1)	(1)
Pass-By	10%	-	(45)	(1)	(1)	(0)	(4)	(2)	(2)
Subtotal Commercial			385	9	6	4	32	15	18
Condominium	52 Units	5.81	302	23	4	19	27	18	9
Total Proposed			687	32	10	23	59	33	27
Existing Trip Generation - To Be Removed with Implementation of the Proposed Project									
Shopping Center (occupied)	24,531 sf	42.7	1,047	24	15	9	91	12	79
Pass-By	10%	-	(105)	(2)	(1)	(1)	(9)	(1)	(8)
Total Existing			942	22	14	8	82	11	71
Net Total Trips (Total Proposed – Total Existing)			(255)	10	(4)	15	(23)	22	(44)

Source: Overland Traffic Consultants, Appendix F

The trip generation forecast was prepared for a typical weekday on a 24-hour daily basis, as well as for the AM and PM commuter peak hours. As shown in Table 19, the proposed project would reduce the average daily trips (ADT) to the site by an estimated 255 trips and would also reduce PM peak hour trips by 23 trips. The project would increase AM peak hour trips by 10 trips compared to existing conditions. However, this minor increase in AM peak hour traffic would not substantially increase traffic volumes on South PCH or any other area roadway or intersection such that LOS conditions would degrade. Further, the decrease in overall daily trips and PM peak hour trips would generally improve LOS conditions on area roadways and intersections in the vicinity of the project site. Therefore the project would reduce overall traffic levels in the area and impacts would be **less than significant**.

Parking

As stated in Section X, *Land Use and Planning*, parking provided by the proposed project would be consistent with the City’s Zoning Ordinance and Government Code § 65915(p). According to RBMC Section 10-2.1700, a purpose of parking regulations is to “alleviate or prevent traffic congestion and shortages of on-street parking spaces.”

An analysis was performed using ITE’s *Parking Generation* handbook (4th Edition, 2010). ITE includes an average peak parking demand for multiple uses which was developed from nationwide surveys of similar sites to determine peak demand based on use and intensity. The ITE handbook indicates a peak parking demand for the commercial uses and the condominium uses as indicated in Table 20.



**Table 20
 Peak Parking Demand**

Land Use	Size	ITE Parking Rate (per ksf)	Peak Parking Demand
		Per Day	Per Day
<i>Commercial</i>			
Shopping Center	10.552 ksf	2.94	31
<i>Residential</i>			
Condominium	52 units	1.38*	72
Total			103

ksf = thousand square feet
**Peak occurs between 11:00 PM and 6:00 AM*
 Source: ITE Parking Generation, 4th Edition, 2010 .

As shown in Table 20, based on ITE rates, the peak parking demand for the project would occur with a demand for 103 spaces. The proposed project would provide 182 total parking spaces, including 115 residential spaces, 17 guest spaces and 50 commercial spaces. This exceeds the ITE estimated residential and commercial peak parking demand. In addition, when the parking demand at the project's commercial components close for the evening and prior to opening the next day, parking demand associated with the commercial uses would cease, and the surplus parking supply allocated for these will be available to residents guests should the need arise during non-business hours, substantially adding to the surplus of parking for residents and their guests that would exist independent of the commercial spaces. Further, parking for employees of the commercial businesses will be provided on-site and are included in the ITE rates provided above. Therefore, the project would not cause any significant parking impacts, including any secondary impacts⁶ associated with drivers searching for off-site parking since the project will provide substantially more parking on-site than it will need during peak demand periods.

As the proposed project is consistent with regulatory requirements and provides parking in excess of ITE parking rates, there would be adequate parking on-site. Therefore, there would not be any secondary trips of vehicles looking for parking on nearby streets.

c) As discussed in Section VIII, *Hazards and Hazardous Materials*, and Section XII, *Noise*, given the fact that the project site is located approximately 1.7 miles from the nearest airport (Torrance Airport) and that the building height would be consistent with the surrounding buildings, the project would not present any impediments to air traffic, and would not affect air traffic patterns. Therefore, **no impact** would occur.

⁶ As discussed in Sections III and XII, the proposed project is not close to triggering either the operational air quality thresholds or the traffic noise thresholds. Consequently, in the unlikely event that an individual searches for parking elsewhere, there would be no significant secondary environmental impacts.



d, e) The proposed project would not introduce any design features such as sharp curves or dangerous intersections, or incompatible uses to the project site that would substantially increase hazards at the site. The proposed project would be subject to evaluation for consistency with City standards for provision of access and the impact with respect to traffic hazards (Redondo Beach Municipal Code Title 3, Chapter 7). In addition, the project would not result in inadequate emergency access because it would be subject to Fire Department review of site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. The impact would be **less than significant**.

f) The proposed project includes the replacement of three commercial/office buildings with 52 condominiums and 10,552 sf of commercial space. The project includes 52 private storage lockers that can be used for bike parking by residents of the building and a separate bike parking area for retail customers and guests of the residential units. Bike parking for approximately 36 bikes will be provided in the lower garage for visitors and guests of the residents and 9 additional bike parking spaces would be available on the plaza for commercial visitors for a total of 45 public bike spaces. Thus the project would encourage bike access to/from the site.

The project site is served by the Metro Local Line 232, the Beach Cities Transit route 109, and the Palos Verdes Peninsula 225 and 226 routes. Ridership of these public transit lines may decrease with the proposed project since the overall daily traffic would decrease by approximately 255 trips per day (see Table 19) compared to existing conditions onsite. Nevertheless, for a conservative estimate, using the Congestion Management Program (CMP) 2008 guidelines, the anticipated transit trip ridership for the project is displayed below in Table 21. As shown, overall transit ridership for the project would be approximately 33 trips per day, 2 AM and 3 PM peak hour trips. This amount of public transit ridership would not exceed capacity of existing transit services as the project would be well served by existing transit located in close proximity to the site.

**Table 21
 Transit Trips**

	Daily	AM Peak Hour	PM Peak Hour
Project Trips	672	31	59
Person Trips (trips X 1.4)	941	43	83
Transit Trips (person trips x 3.5%)	33	2	3

Congestion Management Program (CMP) Guidelines, 2008; also Legado Redondo Mixed-Use Project Final Initial Study –Mitigated Negative Declaration February 2015.

Pedestrian facilities are provided around the project site with 12 foot sidewalks with landscape enhancements along Pacific Coast Highway. There is an existing traffic signal with pedestrian buttons at the corners on Pacific Coast Highway. The proposed project would not be expected to generate a level of pedestrian activity at the signalized crossings on Pacific Coast Highway at Prospect Avenue such that there would be insufficient capacity to accommodate the added pedestrian volumes. The proposed project would add vehicular traffic to this intersection, but



the added traffic would not be expected to affect the safety of this pedestrian crossing, nor would it be expected to add significant delay for pedestrians due to the addition of project traffic. The improvements associated with the proposed project would not reduce the sidewalk width along PCH. Thus, the proposed project would not be expected to significantly impact pedestrian access.

The project would not substantially decrease the performance or safety of bicycle or pedestrian facilities, conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities. Therefore, the proposed project would have a **less than significant impact** in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. Utilities and Service Systems				
Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. Utilities and Service Systems

Would the Project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

a, b, e) The local sewer collection system is owned by the City of Redondo Beach and is managed, operated, and maintained by the City’s Public Works Department. The City maintains 113 miles of sewer line and 15 pump stations (City of Redondo Beach Sewer/Storm Drain Maintenance Website, Accessed January 2015). The system connects all buildings throughout the City with Los Angeles County Sanitation District (LACSD) interceptors, which carry the sewage to a regional treatment facility for disposal. Wastewater in the City is conveyed to the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. This wastewater treatment plant provides both primary and secondary treatment for approximately 3.5 million people throughout Los Angeles County. The JWPCP has a capacity of 400 million gallons per day and currently average daily flows are approximately 264.1 million gallons per day (LACSD Legado Comment Letter, September 17, 2014). Thus, the plant has a remaining daily capacity of approximately 136 million gallons per day.

The Sanitation Districts conduct facilities planning efforts to ensure the ability to meet wastewater management needs associated with growing populations, changing regulatory requirements, and aging infrastructure. In November 2012, the Sanitation Districts prepared a Master Facilities Plan (MFP) that identifies near-term and long-term actions to ensure for the continuation of a wastewater collection, treatment, and management services throughout Los Angeles County through the year 2050 (Sanitation Districts of Los Angeles County, 2014). As described in Section 4.7.2 of the MFP, wastewater flows to the JWPCP have decreased slightly over approximately the last 15 years. As shown in Table 22, based generation factors in the City of Los Angeles CEQA Threshold Guidelines, the proposed project would generate an increase of approximately 7,522 gallons of wastewater per day. Therefore, the proposed project would not require the construction of new or expanded treatment facilities and impacts would be **less than significant**.



Table 22
Estimated of Wastewater Generation

Type of Use	Quantity	Generation Factor*	Amount (gpd)
Proposed Project			
Condominium – 1 Bedroom	14 Units	120 gallons / unit / day	1,680
Condominium – 2 Bedroom	16 Units	160 gallons / unit / day	2,560
Condominium – 3 Bedroom	22 Units	200 gallons / unit / day	4,400
Commercial	10,552 sf	80 gallons / 1000 sf / day	844
Proposed Wastewater Demand			9,484
Existing Uses			
Commercial	24,531 sf	80 gallons / 1000 sf / day	1,962
Net Increase (Proposed – Existing)			7,522

City of Los Angeles CEQA Thresholds Guidelines, 2006.
Notes: gpd = gallons per day

c) The proposed project would replace three existing commercial/office buildings with 52 condominiums and 52,550 sf of commercial space. As discussed in Section IX, *Hydrology and Water Quality*, the project site is currently paved and does not contain permeable surfaces. Stormwater drainage in the City is provided by a network of regional drainage channels and local drainage facilities. The project would be required to comply with the area’s MS4 permit, which requires that the amount of runoff from the site must be the same before and after construction of a project.

The onsite storm drain system, including planters and a dry well system, would be designed, installed, and maintained per City of Redondo Beach Public Works Division standards. In addition, the project developer would be required to pay storm drain impact fees according to Section 5-7.105 of the Redondo Beach Municipal Code. The proposed project would not increase the amount of impervious surface on the site. Storm water runoff from the proposed project would be similar to the existing use. Impacts to storm water conveyance facilities would be **less than significant**.

d) The Hermosa-Redondo District of the California Water Service Company (CWSC) is the local purveyor of domestic water and would provide potable water to the proposed project (CWSC website, 2015). The District uses local groundwater pumped from the West Coast Groundwater Basin’s Silverado aquifer (approximately 10-15 percent of supply), and purchased imported surface water and recycled water from the West Basin Municipal Water District (approximately 85 percent to 90 percent of supply) (UWMP, 2011). Table 23 shows actual and projected water supply and demand in the District through 2035 according to the Urban Water Management Plan.⁷ The Governor of California recently declared a drought state of emergency (CA.gov,

⁷ The 2010 Urban Water Management Plan is incorporated by reference and available at: <http://www.water.ca.gov/urbanwatermanagement/2010uwmps/West%20Basin%20Municipal%20Water%20District/West%20Basin%202010%20complete-final-draft-for-web.pdf>. The project is located within the geographic boundaries of the UWMP, which provides Water Supply System Description, Water Supply System Demands, Water Supply



2014). Despite the drought emergency, CWSC has declared that districts are prepared to continue meeting customer demand (CWSC, 2014).

As discussed on page 23 of the UWMP, the population is within the UWMP service area is expected to increase from 96,340 in 2010 to 113,200 in 2040. The population increases in the UWMP are based upon SCAG data (See UWMP, page 24). Furthermore, as discussed in the UWMP, there are sufficient supplies to meet demand during “Normal Year,” “Single Dry-Year,” “Multiple Dry-Year” Scenarios (see UWMP Sections 5.2.1, 5.2.2, and 5.2.3). As discussed above, in Sections III(a) and XIII(a) this project would not exceed to the SCAG projected growth rates.

Table 23
Water Supply and Demand

	2010 (Actual)	2015 (Projected)	2020 (Projected)	2025 (Projected)	2030 (Projected)	2035 (Projected)
Water Supply (AFY)	12,516	14,138	13,763	14,136	14,518	14,909
Water Demand (AFY)	11,882	13,323	13,333	13,695	14,066	14,447
Remaining Supply (AFY) (Supply – Demand)	634	815	430	441	452	462

Sources: Tables 4-7 and Table 16, CWSC, 2010 Urban Water Management Plan (UWMP), Hermosa-Redondo District, June 2011

Using the standard assumption that water use would be approximately 120 percent of wastewater generated by a project due to landscape use, drinking water, and evaporation, the project would require 11,381 gpd (12.7 AFY) of water, which would result in a net increase in required water supply of 9,026 gpd or 10 AFY. This level of demand would be within the available CWSC supplies for each forecast, which range from 430 to 815 AFY. Impacts related to water supply would therefore be **less than significant**.

f, g) In Redondo Beach, Athens Services is the City's exclusive franchise waste hauler that services all residential and commercial waste and recycling programs (City of Redondo Beach website, 2015). Solid waste from Redondo Beach is collected by Athens Services and taken to their recycling facility, the City of Industry Materials Recovery Facility (MRF) (Athens Services webpage, 2015). Food waste is processed and delivered to their compost facility, American Organics, in Victorville. Waste that cannot be recycled is disposed at the following facilities on a regular basis: Sunshine Canyon Landfill, Simi Valley Landfill, and City of Commerce’s Waste to Energy Incinerator. Table 24 summarizes the permitted daily throughput, estimated average waste quantities disposed, and remaining capacity for these facilities. Landfills that may serve Redondo Beach have a remaining capacity of over 30,000 tons per day.

System Supplies, Water Supply Reliability and Water Shortage Contingency Plan (i.e. planning for drought conditions), Demand Management Measures, and a discussion of Climate Change related to water supply. The Appendices to the UWMP are available at: <http://www.westbasin.org/files/uwmp/appendices.pdf>. A hard copy of the UWMP is available for public review at: City of Redondo Beach, 415 Diamond Street, Redondo Beach, CA 90277.



The original 2011 agreement between City of Redondo Beach and Athens Services regarding waste disposal services approved the following designated disposal sites/facilities: the Chiquita Canyon Landfill, Sunshine Canyon Landfill, El Sobrante Landfill, Puente Hills Landfill, Commerce Refuse-to Energy Facility, American Waste Transfer Station, Allan Company, and California Waste Systems (City of Redondo Beach Contract with Athens Services, 2011). Following the closure of the Puente Hills landfill in 2013, Athens Services approached the City of Redondo Beach with a fee hike in order to transport solid waste to the San Bernardino County landfill system. Thus, solid waste from Redondo Beach may be delivered to the Sunshine Canyon City/County Landfill, Chiquita Canyon Landfill, or the El Sobrante Landfill, and also may be delivered to San Bernardino County landfills, including Mid-Valley Landfill, San Timoteo Landfill, Victorville Landfill, Barstow Landfill, or Landers Landfill.

Table 24
Solid Waste Disposal Facilities

Facility	Permitted Daily Throughput (tons/day)	Average Daily Waste Quantities Disposed (tons/day)	Estimated Remaining Daily Capacity (tons/day)	Estimated Closure Date
City of Industry MRF (Athens Services Facility)	5,000	2,539	2,461	N/A
Sunshine Canyon City/County Landfill	12,100	7,221	4,879	2037
Chiquita Canyon Landfill	6,000	2,970	3,030	2019
El Sobrante Landfill	16,054	6,179	9,875	2045
Commerce Refuse-to-Energy Facility	1,000	363	637	N/A
Mid-Valley Landfill	7,500	2,976	4,524	2033
San Timoteo Landfill	2,000	1,045	955	2043
Victorville Landfill	3,000	957	2,043	2047
Barstow Landfill	1,200	206	994	2071
Landers Landfill	1,200	157	1,043	2018
TOTAL	55,054	24,613	30,441	--

Sources: Los Angeles County Countywide Integrated Waste Management Plan, 2012 Annual Report; Summer Cervenka, County of San Bernardino, email communication, May 19, 2014; CalRecycle, Solid Waste Information System Facility/Site Search: <http://www.calrecycle.ca.gov/SWFacilities/Directory/search.aspx>.

N/A = not available

The City has enacted numerous waste reduction and recycling programs in order to comply with AB 939, which required every city in California to divert at least 50 percent of its annual waste by the year 2000 and be consistent with AB 341, which sets a 75 percent recycling goal for California by 2020. Redondo Beach is a member city of the Los Angeles Regional Agency (LARA) which has achieved an over 50percent diversion rate since 2003. As of 2010, LARA’s diversion rate was 70percent (Los Angeles Solid Waste Franchise Assessment, 2012). Athens is committed to helping Redondo Beach divert 75 percent of its waste from the landfill through expanded recycling programs and a new Curbside Compost Collection Program.

AB 939 also requires each county to prepare and administer a Countywide Integrated Waste Management Plan. For Los Angeles County, the County’s Department of Public Works is



responsible for preparing and administering the Los Angeles County Countywide Integrated Waste Management Summary Plan (Summary Plan) and the Countywide Siting Element (CSE). These documents were approved by the County, a majority of the cities within the County containing a majority of the cities' population, the County Board of Supervisors, and CalRecycle. The Summary Plan, approved by CalRecycle on June 23, 1999, describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion goal by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The CSE, approved by CalRecycle on June 24, 1998, identifies how, for a 15-year planning period, the county and the cities within would address their long-term disposal capacity demand to safely handle solid waste generated in the county that cannot be reduced, recycled, or composted (County of Los Angeles, 2011). The CSE is in the process of being updated.

Construction of the proposed project would generate solid waste, including construction debris. This construction debris would include wood and concrete material from the existing commercial buildings onsite. The material to be removed would be disposed of at a local recycling facility equipped to handle construction debris (i.e., Carson Transfer Station approximately five miles southeast of the site or Chandler's Sand & Gravel Landfill approximately eight miles southeast of the site) in a timely manner and in accordance with all applicable laws and regulations. The removal of demolition materials would be temporary, limited only to the construction period. In addition, the project would be required to submit a Waste Management Plan for demolition activities in accordance with RBMC Section 5-2.704. Because the majority of the demolition materials would be recyclable and because demolition activities would be temporary in nature, construction of the proposed project would not exceed the permitted capacity of any local landfill.

As shown in Table 25, project development would result in a net increase of approximately 206 pounds (0.1 tons) of solid waste per day or 120,085 pounds (60 tons) of solid waste per year. Assuming a 50 percent diversion rate (a conservative estimate, as the City achieved a 68 percent diversion rate in 2006), an estimated 103 pounds per day (0.05 tons) or 37,595 pounds per year (18.8 tons) would go to a landfill. This would not exceed the existing daily capacity of any of the landfills identified in Table 24.

Table 25
Estimated Solid Waste Generation

Land Use	Size	Generation Rate*	Total (lbs/day)	Total (lbs/year)
Condominiums	52 units	5.31 lbs / unit / day	276	100,740
Commercial	10,552 sf	5 lbs / 1,000 sf / day	53	19,345
Total Solid Waste Generation			329	120,085
Existing Commercial	24,531 sf	5 lbs / 1,000 sf / day	123	44,895
Net Increase in Solid Waste Generation (Proposed – Existing)			206	75,190
Total Solid Waste Generation Assuming 50% Diversion			103	37,595

Notes: SF = square feet, lbs= pounds

* CalRecycle Waste Generation Rates, available at: <http://www.calrecycle.ca.gov/wastechar/WasteGenRates/default.htm>



The proposed project would comply with federal, state, and local statutes and regulations related to solid waste, such as AB 939, the County Integrated Waste Management Summary Plan, and the City’s recycling program. Further, the proposed project would be served by landfills with sufficient capacity. Therefore, impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. Mandatory Findings of Significance

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) As noted under Section V, *Cultural Resources*, implementation of the proposed project would have a less than significant impact on known cultural resources (including resources related to California history or prehistory). As noted in Section IV, *Biological Resources*, impacts related to fish or wildlife species, rare or endangered plant or animal species or any habitat of such species would be less than significant since the site does not contain any suitable habitat. Impacts would be less than significant.

b) As described in the discussion of environmental checklist Sections I through XVII, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. The project would be consistent with the current General Plan land use designation for the site as well as with ongoing changes in the land use pattern in the project site vicinity. The proposed development would incrementally reduce traffic generation as compared to the existing onsite commercial use, which would incrementally reduce traffic-generated noise and localized air pollutant emissions from mobile sources. As noted in Section V, *Cultural Resources*, impacts related to undiscovered cultural and



paleontological resources are considered potentially significant, however incorporation of Mitigation Measure CR-1 would reduce this impact to a less than significant level. Cultural resources impacts are typically site specific in nature and no significant cumulative impacts would result from development of the site. As described in Section VI, *Geology and Soils*, Mitigation Measure GEO-1 is required to reduce impacts related to unstable soils to a less than significant level. Geology and soils impacts are typically site specific in nature and no significant cumulative impacts would be associated with development of the site. As described in Section XII, *Noise*, noise and vibration impacts from construction are considered to be potentially significant, however incorporation of Mitigation Measure N-1 to N-6 would reduce the impact to a less than significant level. The potential impacts from noise are construction related and therefore would be temporary. Additionally it is not anticipated that other projects would be built at the same time as the project, therefore, no cumulative impact would occur. There are no other known projects currently proposed, in development or under consideration within the vicinity of the project that would affect the other resource areas. Thus, the project's contribution to any cumulative impacts would not be cumulatively considerable.

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in the preceding responses, the proposed project would not result, either directly or indirectly, in adverse hazards related to hazardous materials, noise, or air quality impacts.



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Appendix F

Traffic Impact Analysis



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Manhattan Beach, CA 90266
Phone (310) 545-1235
E-mail: liz@overlandtraffic.com

July 9, 2014

Cape Point Development, LLC
Mr. Nick Buchanan
101 S El Camino Real, Suite 205
San Clemente, CA 92672

RE: Trip Generation Estimates – Redondo Beach Mixed-Use at 1914-1926 Pacific Coast Highway, Redondo Beach

Dear Mr. Buchanan,

Overland Traffic Consultants has conducted a trip generation estimate of the proposed project at 1914 – 1926 Pacific Coast Highway in Redondo Beach. The project site is located on the east side of Pacific Coast Highway (designating Pacific Coast Highway as the north-south roadway) south of Prospect Avenue. The project evaluated is the removal of 30,662 square feet of structures currently used for a mix of uses including retail, services and office and the construction of 52 condominium units with 10,108 square feet of retail. The retail will front along Pacific Coast Highway with the condominiums located behind. As with the previous use on the site, one access driveway will be provided off of Pacific Coast Highway and one off of the alley adjacent to the site. The proposed Project will utilize the Pacific Coast Highway driveway for commercial access and the alley for the residents' only access. Using conservative estimates, the trip generation analysis indicates that the proposed project will generate fewer daily and evening peak hour trips with a minor increase in morning peak hour trips. As indicated in detail below, we conclude that there is little likelihood for the proposed Project to create significant traffic impacts on the intersections and roadway system surrounding the Project.

ANALYSIS PROCESS

Traffic-generating characteristics of many land uses including the existing mix of uses and proposed residential condominium and retail uses have been surveyed by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 9th Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses.

The existing uses on the site include office, retail, and services. It is currently 80% occupied. In determining the appropriate trip generation rate for the existing use, consideration was given to separating the uses out individually or using a shopping center rate. A shopping center is defined as a group of commercial establishments that is planned, developed and managed as a unit. On-site parking is provided to meet its own parking demand. The shopping centers evaluated for the ITE trip generation rate included centers from 1,700 square feet to 2.2 million square feet. Centers contained non-



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merchandising facilities like office buildings, movie theaters, restaurants, post office, banks, health clubs and recreational facilities. The tenants of the current building include retail facilities, nail and spa studio, restaurant, hair cutting, real estate, art studio, tutoring and offices of varying sorts. Because of the mix of uses, the shopping center rate appears to be applicable for the existing land uses on the site.

The ITE rates are general in application and are established without regard for the nature of a specific project's vicinity in terms of interaction with the traffic on the surrounding roadways or interaction between the different land uses on a mixed-use site such as the one proposed. It is anticipated that employees and patrons of the retail section of this Project may come from the residences. These will not create new vehicle trips. An internal trip reduction for the proposed shopping center was estimated at 5%.

Many land uses are visited on the way to or from another main destination point. The greater the regional draw the lower the pass-by activities. The larger and renowned venues are most likely to be main destination points. A conservative pass-by reduction of 10% was applied to the existing and proposed Project.

Project trip generation estimates have been conducted using ITE rates. The proposed Project trip generation has been reduced by the trips created by the existing use, conservative internal trip credits and conservative pass-by trips.

TRIP GENERATION EVALUATION

The ITE studies indicate that the use and the size associated with the proposed Project and existing uses generally exhibit the trip-making characteristics as shown by the trip rates in Table 1.

Table 1
 Trip Generation Rates

<u>Description</u>	<u>ITE Code</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Condominium	230	5.81	0.44	16%	84%	0.52	67%	33%
Shopping Center (rates)	820	42.7	0.96	62%	38%	3.71	48%	52%

Rate for shopping center and warehouse are per 1,000sf and Housing is per unit

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As stated previously, the project is 80% occupied. The shopping center land uses evaluated in the ITE studies also experienced a varying level of vacancies that is reflected in the trip generation rates. However, in order to present a conservative estimate of new trips created by the Project, only the occupied portion of the building square footage has been used for estimating the number of new vehicle trips.

Application of the trip generation rates in Table 1 to the proposed Project with credits for the vehicle trips being made by existing uses on the site, a 5% internal trip and 10% pass-by trip reduction for shopping center trips generates potentially fewer vehicle trips than the existing shopping center throughout the day and evening peak hour. There is a potential minimal increase in trips during the morning peak hour. As indicated in Table 2, a net reduction of 270 daily trips a net increase of 8 new trips during the morning peak hour and 23 fewer trips during the evening peak hour are created by the proposed Project.

Table 2
 Project Trip Generation

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Project								
Shopping Center	10,108 sf	432	10	6	4	38	18	20
Internal Trips	5%	(22)	(1)	(1)	(0)	(2)	(1)	(1)
Pass-By	10%	(41)	(1)	(0)	(0)	(4)	(2)	(2)
Subtotal Commercial		369	8	3	4	32	15	17
Condominium	52 units	302	23	4	19	27	18	9
TOTAL Proposed		672	31	7	23	59	33	26
Existing to be Removed								
Shopping Center (occupied)	24,531 sf	1,047	24	15	9	91	12	79
Pass-By	10%	(105)	(2)	(1)	(1)	(9)	(1)	(8)
		942	22	14	8	82	11	71
NET TOTAL TRIPS		(270)	8	(7)	16	(23)	22	(45)

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CONCLUSIONS

Determination of the trip generation, using conservative estimates, indicates that there is little likelihood for potential significant traffic impacts on the surrounding intersections and roadways with development of the new Mixed-Use Project.

Please contact me if you have any questions.

Sincerely,



Liz Culhane

Appendix H



Mitigation Measure Monitoring and Reporting (MMRP)

MITIGATION MONITORING AND REPORTING PROGRAM

The Final Initial Study/Mitigated Negative Declaration identifies the mitigation measures that will be implemented to reduce the impacts associated with the 1914-1926 South PCH Mixed-Use project. The California Environmental Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code:

... the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.

Section 21081.6 also provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined as part of adopting a mitigated negative declaration.

The mitigation monitoring table lists those mitigation measures that may be included as conditions of approval for the project. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing¹ and responsibility for monitoring each measure. The project applicant will have the responsibility for implementing the measures, and the various City of Redondo Beach departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

¹ *In the event of an appeal to City Council of any project approvals (including land use entitlements or the IS-MND), the time periods contained in this MMRP shall be based upon the actions by City Council.*



1914-1926 South PCH Mixed-Use Project Final Initial Study-Mitigated Negative Declaration Mitigation Monitoring and Reporting Plan						
Mitigation Measure	Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
				Initial	Date	Comments
CULTURAL RESOURCES						
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.	Applicant: Halt work and bring in an archaeologist or paleontologist to recover any finds.	During construction.	On-site construction manager, Redondo Beach Planning Division.		
GEOLOGY AND SOILS						
GEO-1	Geotechnical Design Considerations. The recommendations included on pages 9 through 27 in the 2014 <i>Preliminary Geotechnical Investigation</i> conducted by Construction Testing & Engineering, Inc. (Appendix C) related to soil	Applicant: Incorporate soil engineering recommendations in to grading and building plans.	Prior to issuance of any building or grading permits for the site	The Redondo Beach Planning Division.		



1914-1926 South PCH Mixed-Use Project Final Initial Study-Mitigated Negative Declaration Mitigation Monitoring and Reporting Plan						
Mitigation Measure	Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
				Initial	Date	Comments
<p>engineering must be incorporated into the proposed project grading and building plans. The recommendations are related to:</p> <ul style="list-style-type: none"> • <i>Site preparation (general grading specifications),</i> • <i>Site excavation,</i> • <i>Fill placement and compaction,</i> • <i>Fill materials,</i> • <i>Temporary construction slopes,</i> • <i>Temporary shoring,</i> • <i>Foundations and slab recommendations,</i> • <i>Seismic design criteria,</i> • <i>Lateral resistance and earth pressures,</i> • <i>Exterior flatwork</i> • <i>Vehicular pavements,</i> • <i>Drainage, and</i> • <i>Slopes.</i> 	<p>City: Verify that soil engineering recommendations are incorporated into grading and building plans.</p>					
NOISE						
N-1	<p>Coordination of Vibration Activities. Prior to commencement of demolition, grading, or construction on site, the applicant shall coordinate with Saint Lawrence Martyr School to determine the time(s) when vibration causing activities would be the least disruptive to the school, and shall develop a schedule for construction activities consistent with such coordination which sets forth the times during which vibration causing activities may occur. For the purposes of this measure, "vibration</p>	<p>Applicant: Coordinate with Saint Lawrence Martyr School to determine when vibration causing activities should occur.</p> <p>City: Verify that coordination with Saint Lawrence Martyr School has occurred.</p>	<p>Prior to issuance of building or grading permits.</p>	<p>The Redondo Beach Planning Division and Building and Safety Division.</p>		



1914-1926 South PCH Mixed-Use Project Final Initial Study-Mitigated Negative Declaration Mitigation Monitoring and Reporting Plan						
Mitigation Measure	Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
				Initial	Date	Comments
causing activities" include activities within 100 feet of the school that would include large bulldozers, loaded trucks, jackhammers, or small bulldozers. A copy of the proposed schedule for construction activities, including the times during which vibration causing activities shall not be conducted pursuant to the applicant's agreement with the School, shall be submitted to the City for review and approval prior to issuance of demolition, grading, and construction permits.						



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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

**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 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.

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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 the amounts over \$750,000.00 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 Notice of public hearing before the Public Art Commission

Notice of public hearing before the Public Art Commission to consider an application for a Conditional Use Permit shall be given as follows:

- (1) By publication at least once in a weekly newspaper of general circulation in the City not less than ten (10) calendar days prior to the date of the public hearing; and
- (2) By mailing a written notice thereof, not less than ten (10) days prior to the date of such hearing to the applicant, the owner of the subject property and to the owners of properties within 300 feet of the exterior boundary of the subject property or properties; such notices shall be sent by first class mail, with postage prepaid, using the addresses from the last adopted tax roll, if available; and
- (3) By posting such notice in at least one prominent place on or about each parcel which is the subject of the proposed action, or upon utility poles or sticks along or about the street line of such parcel. In the event more than one parcel is the subject of such hearing, and such parcels comprise 200 or more feet of street frontage, at least one such notice shall be



posted on or about the street line at intervals of not less than 200 feet, starting at either end of the subject properties where the property line intersects the street line.

10-6.09 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.

10-6.10 City Public Art Fund

All fees collected under this chapter shall be held in a special fund known as the "City 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.

10-6.11 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 Council shall be final.

10-6.12 Authority for additional mitigation

Fees collected pursuant to this chapter do not replace existing development fees, except as the Council 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.



10-6.13 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.

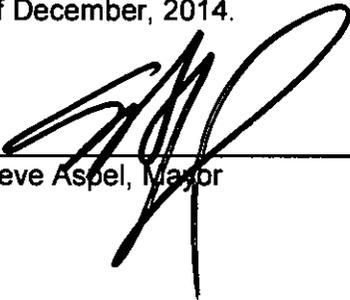
SECTION 2. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

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.



PASSED, APPROVED AND ADOPTED this 2nd day of December, 2014.


Steve Aspel, Mayor

ATTEST:

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

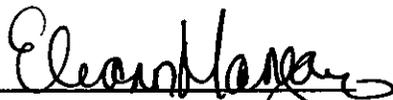
I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 3127-14 duly introduced at a regular meeting of the City Council held on the 18th day of November, 2014, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 2nd day of December, 2014, by the following vote:

AYES: GINSBURG, BRAND, AUST, SAMMARCO, KILROY

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE


Eleanor Manzano, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

Sea Breeze – Sustainability aspects:

This pedestrian oriented, three story mixed-use project embraces the principles stated in the Redondo Beach General Plan and contributes to an identifiable and coherent city form as well as an environmentally responsible building.

Our goal is to design a building that promotes sustainability as a whole building concept as well as the health and wellbeing of its residents. This effort starts with site selection and continues through construction by creating a healthy and efficient building.

To meet our commitment to provide an environmentally sound and a high quality mixed use project, we employ the core 'Principles of Sustainability' as a guideline to determine and prioritize sustainability-related goals and objectives as well as meeting the City's sustainability policy: Low Impact Development (LID) strategies in storm water management.

The core principles are as follows:

- 1) Site Selection
- 2) Landscaping
- 3) Water efficiency
- 4) Energy and Atmosphere
- 5) Materials and Resources
- 6) Indoor Environmental Quality

Listed below are actions that have already been incorporated in the project, or will take place, to meet our core value:

1) Site Selection

- a) Currently, the site is used as a commercial center and houses 30,622 s.f. of retail built in 1964. The current strip mall consists of three (3) buildings and 106 parking stalls. The planned project is a mixed-use (infill) building with a combination of 10,552 s.f. of commercial and 52 residential units. The new building will replace the existing open parking lot with two levels of covered parking and will provide 10,552 s.f. of public open space.
- b) Given the existing infrastructure the impact to the site will be minimum.
- c) Site is located near public transportation which reduces the need to use an automobile.
- d) In addition to 400 c.f. of storage per unit, bicycle racks will be provided in the garage to encourage less use of automobiles.
- e) 2 parking spaces will be dedicated to cars that run on alternative fuels and charging stations will be provided.
- f) Light color material (cool roof) on podium and residential roofs will reduce the heat island effect.
- g) Exterior lighting design to minimize the impact on night sky and minimize light pollution, meanwhile provide safe passage for users.
- h) Measures will take place to control the run off and potential erosion during the course of construction.

- l) 14.6% of the site is dedicated to public open space. This open space will enhance the urban environment in which it is located while reducing the heat island effect by using light color paving and permanent landscaping.

2) Landscaping:

- a) Reduction of water use in landscapes through design of water-wise garden techniques.
- b) Use of native plant to create and enhance wildlife habitat in urban environments.
- c) Avoid invasive plants.
- d) Energy-efficient landscape design in the form of proper placement and selection of shade trees and creation of windbreaks and reducing the heat island effect. Not only will these trees enhance the site aesthetically, they are also will contribute toward cleaning the air.
- e) Reducing the heat island effect by creating permeable areas where possible.

3) Water Efficiency:

- a) Providing high efficiency irrigation system will also help with reducing overall irrigation demand.
- b) Use of high efficiency indoor fixtures.
- c) Use of tank less water heater.

4) Energy and Atmosphere:

- a) Use of passive solar by creating large windows.
- b) Use of on-site Renewable Energy, such as of photovoltaic panels.
- c) Fundamental Refrigerant Management.
- d) Use of energy star appliances for units.
- e) Efficient hot water distribution
- f) Advanced lighting package (use of high efficiency lights)

5) Materials and Resources:

- a) Environmentally Preferable Materials such as concrete containing fly ash and sustainable wood.
- b) Construction Waste Reduction.
- c) Use of rapidly renewable material.
- d) Use of material with high recycling contents (both pre- and post consumer).
- e) Use of locally manufactured materials to reduce transportation where possible.

6) Indoor Environmental Quality:

- a) Keep all ducts clean and sealed during the course of construction.
- b) Use low emitting paint, carpet, sealant, and engineered wood.
- c) Use of natural light and ventilation.
- d) Air filtering and radon protection.
- e) Exceed the city requirement to provide outdoor private open space.

TO: ANITA KROGER – CITY OF REDONDO BEACH
FROM: NICK BUCHANAN
SUBJECT: 1914 THROUGH 1926 PACIFIC COAST HIGHWAY – COMMUNITY OUTREACH
DATE: APRIL 28, 2015

COMMUNITY OUTREACH EFFORTS

Introduction:

On October 16th, 2014 EHOFF II Redondo Beach, LLC submitted an application for a 52 unit mixed-use project to the City of Redondo Beach.

The 1 ½ acre property located just east of Prospect on Pacific Coast Highway is on the very southern end of Redondo Beach. It is currently improved with 3 commercial and retail buildings totaling 30,662 square feet and is between 85 and 90% occupied. The existing tenant mix is comprised with over 50 smaller ‘mom and pop’ neighborhood serving uses such as yoga studios, tax consultants, nail salons, tutors, real estate brokerages, ambulance operators, therapists and various other consultants and service providers.

The proposed project will reduce the commercial / retail component from a little over 30,000 sq feet to 10,500 square feet and will provide 52 new for-sale homes ranging in size from 869 square feet to 1,945 square feet. The project is bounded by an animal hospital to the east, the St. Lawrence Martyr Church to the north, a medical and retail building to the west and Pacific Coast Highway to the south. There are medium density apartments and condominiums to the south of PCH in the City of Torrance (PCH is approximately 100 feet wide).

The project as proposed complies with the City of Redondo Beach’s General Plan land use designation of MU-3A in every way – density, height, minimum required retail and is consistent with the City’s objectives of providing commercial along Pacific Coast Highway and with residential above and behind the retail / commercial.

Outreach:

While formal community outreach is not specifically required by the City, I have proactively embarked on outreach aimed at informing neighbors and the community, seeking their input, their concerns and support.

This effort is ongoing and will continue up until the May 21st Planning Commission meeting.

The efforts have and will include the following:

- Meetings with the St. Lawrence Martyr Church to the north. The Church also owns a parking lot to the north east of the property and operates a school to the north of the property. The applicant has had numerous meetings starting with a meeting with Virginia Dargen in 2013 before the applicant bought Sea Breeze Plaza, more than twenty meetings or

calls with the Albro Lundy (Church member and legal advisor) and follow up meetings with Ms. Dargen and Monsignor Paul Dotson. The Church does not oppose the project.

- Direct mailer and outreach to residents and business owners within a 300 foot radius of the property.
- Outreach has included calls to and visits with business and property owners in the area.
- Direct mailer and outreach to the approximately 96 parties who had contacted the City requesting more information regarding the Legado mixed-use project. The outreach included calling some individuals directly, some one-on-one meetings and offering to meet with a number of others.
- Met personally with the Sunset Riviera Homeowners Association and presented the project.
- Meetings and conversations with several members of the 'weR4Redondo.org' group. Met directly with members of the group on several occasions and extended offers to meet with any of their group who might want to do so.
- Redondo Beach Chamber of Commerce. Met with the President Marna Smeltzer at the Chamber offices. Have offered to meet with any of their members.
- Reached out to www.voices4rb.org. Spoke to both Chris Voisey and Thomas Grey about the project.
- Reached out to and spoke to Riviera Village Association – Chris Hatanelas and Mike Ward.
- Talked to City Council Members Bill Brand and Jeff Ginsberg to make them aware of the project so they could direct any of their constituents who might have questions to the development team. Will reach out to the other council members as well.
- Have reached out to three members of the Planning Commission and have offered to meet to present the project. Will continue to reach out to the other Planning Commissioners as well.
- In order to facilitate access with interested stakeholders I have set up a 1-800-number and information email. We will set up small meetings in a meeting room on the property to present the proposed project and address questions and or concerns as people reach out.

The above effort is ongoing and an update to this effort will be provided before the Planning Commission hearing.

Nick Buchanan

Cape Point Development - Development Member – EHOF II Redondo Beach, LLC

**1914 – 1926 S. Pacific Coast Highway
Proposed Mixed-Use Development**

**Written public comments received after the
Draft IS/MND comment period deadline of 5/12/15**



From: Diana Neidert [REDACTED]
Sent: Wednesday, May 13, 2015 10:13 AM
To: Anita Kroeger; [REDACTED]

Subject: Legado Project AND New Mixed-Use @ 1926 PCH (off Prospect)

Myself and my spouse have been residents of Torrance for more than 30 years now...we actually live on the "line" that divides Redondo Beach and Torrance in the Hollywood Riviera community.

We strongly oppose the Legado project at PCH and PV Blvd. for all the reasons everyone is talking about: massive traffic congestion; poorer air quality; increased crime; water restrictions; and the degradation of the overall look and feel of our area.

We understand that Legado has withdrawn his plans for the 180-rental unit mixed-use project. And, that's great news...for now. We also believe Lagado will probably present a slightly scaled down project approximately June 18th; smaller is better **BUT not** good enough.

We would also like to underscore our dissatisfaction about the the mixed-use plan at 1914-1926 PCH (just east of Prospect). Once again, a developer is looking to jam 52 units (at least this time they are slated to be condos, rather than rental units) onto a small parcel of land, nestled in between the now-defunct Blockbuster, the new animal hospital, and St. Lawrence Martyr School and Church.

Here again, it's too dense a complex on too small a site, and in this case there's not even any attempt to mitigate the traffic and safety issues that will arise as a result of having real traffic being sent in/out of the alley that runs alongside the St Lawrence Martyr property.

Other mixed-use projects have not worked... i.e., 1800 PCH and the condos and shops on PV Blvd. near PCH next to the Rock and Brews Restaurant.

Urgent request: city council members revisit and revise the 1992 zoning law(s) and regulations with the intention of significantly reducing permits for these monstrous housing/condo projects.



CITY OF REDONDO BEACH
INTER-DEPARTMENTAL MEMORANDUM

BLUE FOLDER ITEMS

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
May 21, 2015

VIII. OLD BUSINESS

9. Planning Commission Hearing to Consider Recommendations to City Council on Modifications to Zoning (Title 10, Chapter 2), Harbor/Civic Center Specific Plan, the Local Coastal Program, the Coastal Land Use Plan ("CLUP"), the CLUP Implementing Ordinance (contained in Title 10, Chapter 5), and Adding Title 10, Chapter 7 to Place Further Restrictions on Uses Related to Electricity Generating Facilities and Electricity Storage/Battery Storage Facilities, and to Review and Consider California Environmental Quality Act Categorical/Statutory Exemptions Contained in Sections 15061(b)(3) and 15265 and an Addendum to the Previously Adopted Negative Declaration.

APPLICANT:	City of Redondo Beach
PROPERTY OWNER:	N/A
LOCATION:	City-wide
CASE NO.:	2015-05-PC-007

- Resolutions No. 1, No. 2, and No. 3

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO TITLE 10, CHAPTERS 2 OF THE REDONDO BEACH MUNICIPAL CODE & ADDING TITLE 10, CHAPTER 7 RELATED TO ELECTRICITY GENERATING FACILITIES

WHEREAS, on April 30, 2015 and May 2, 2015 the City published two separate notices in the Daily Breeze, a newspaper of general circulation in the City, related to the proposed modifications contained herein;

WHEREAS, on May 14, 2015, the Planning Commission of the City of Redondo Beach reviewed and considered an update to Redondo Beach Municipal Code Title 10, Chapters 2, and new language in Title 10, Chapter 7 related to Electricity Generating Facilities;

WHEREAS, on May 14, 2015, the Planning Commission conducted a duly noticed public hearing;

WHEREAS, in accordance with CEQA Guidelines Section 15025(c) the Planning Commission reviewed and considered the use of a Categorical Exemption contained in CEQA Guidelines Section 15061(b)(3) [Common Sense Exemption], as well as an Addendum to the Negative Declaration adopted by the City Council on December 3, 2013 ("2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance")

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AS FOLLOWS:

SECTION 1. The Planning Commission hereby finds that the above recitals are true and correct, and are incorporated herein by reference as if set forth in full.

SECTION 2. The Planning Commission recommends to the City Council that the Redondo Beach Municipal Code be amended as follows:

SECTION A. Redondo Beach Municipal Code, Title 10, Chapter 2 (Zoning), Section 10-2.402(a)(128) is amended as provided below. Additional language is shown in double underline, and deletions are shown in strikeout. Where existing intervening text, subsections, or sections have been omitted from this ordinance and are not specifically deleted, they shall not be considered amended or

deleted and should therefore be considered retained in their current state (such language may be displayed as "...")

...

(128) "**Public utility facility**" shall mean a building or structure used or intended to be used by any public utility including, but not limited to, (1) any gas treatment plant, reservoir, tank or other storage facility, (2) water treatment plant, well, (3) reservoir, tank or other water or gas storage facility, (4) ~~e-Electricity g-Generating~~ Facilities (except for those prohibited by Title 10, Chapter 7) plant, (5) distribution or transmission substation, (6) telephone switching or other communications plant, earth station or other receiving or transmission facility, (7) any storage yard for public utility equipment or vehicles and any parking lot for parking vehicles or automobiles to serve a public utility. The term "public utility" shall include every gas, electrical, telephone and water corporation serving the public or any portion thereof for which a certificate of public convenience and necessity has been issued by the State Public Utility Commission.

SECTION B. Redondo Beach Municipal Code, Title 10, Chapter 7 ("Electricity Generating Facility Limitations"), Section 10-7.101 is hereby added as provided below. Additional language is shown in double underline.

10-7.101 Electricity Generating Facility Limitations

- (a) **Purpose and findings.** The City Council finds that the Power Plant built within the City of Redondo Beach was constructed at a time when large electrical generation plants were commonly located near the ocean in order to allow the use of ocean water for cooling of the generating facilities. The State Water Resources Control Board has adopted Resolution No. 2010-0020 generally requiring coastal power plants to stop using ocean water to cool their steam-turbine generating units throughout the State of California by 2020. This means that new plants do not need to be located near the coast and should instead be built away from populated urbanized areas. Power Plants are economically damaging to the City as a whole and harmful to the public health, welfare and safety. The City of Redondo Beach has serious concerns about the lasting negative impacts on the health, safety and welfare of the community for generations to come that would result from building a new power plant that will likely run more often than the existing plant currently does. Given that such facilities no longer need to be located in proximity to the ocean, and

the adverse effects of such facilities described above, the City desires to prohibit (1) the construction of all new Electricity Generating Facilities of 50 megawatts or more in the City of Redondo Beach, (2) modifications, including alteration, replacement or improvement of equipment, that result in a 50 megawatt or more increase in the electric generating capacity of an existing Electricity Generating Facility, and (3) construction of any facility subject to the California Energy Commission's jurisdiction under Public Resources Code Section 25502.3.

- (b) **Definitions.** The following terms and phrases, whenever used in this chapter, shall be construed as defined in this section. The rules for construction of language, contained in Section 10-2.401, are also applicable to this Section.
- (1) **"Electricity Generating Facility"** shall mean any stationary or floating electrical generating facility using any source of thermal energy and any facilities appurtenant thereto.
- (c) **Prohibition on Electricity Generating Facilities.** There is a prohibition on all property in the City of Redondo Beach on: (1) the construction of all new Electricity Generating Facilities of 50 megawatts or more, (2) modifications, including alteration, replacement or improvement of equipment, that result in a 50 megawatt or more increase in the electric generating capacity of an existing Electricity Generating Facility, and (3) construction of any facility subject to the California Energy Commission's jurisdiction under Public Resources Code Section 25502.3. No permit or any other applicable license or entitlement for use, including but not limited to the issuance of a business license, shall be approved or issued for the establishment, maintenance or operation of an Electricity Generating Facility within the City limits of Redondo Beach that falls within this prohibition.

SECTION 3. That the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 14th day of May, 2015.

RESOLUTION #1

, Chairman
Planning Commission
City of Redondo Beach

ATTEST:

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

SS

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California do hereby certify that the foregoing Resolution No. CC-____-____ was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 14th day of May, 2015, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

RESOLUTION NO.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO THE HARBOR/CIVIC CENTER SPECIFIC PLAN RELATED TO ELECTRICITY GENERATING FACILITIES

WHEREAS, on April 30, 2015 and May 2, 2015 the City published two separate notices in the Daily Breeze, a newspaper of general circulation in the City, related to the proposed amendments contained herein;

WHEREAS, on May 14, 2015, the Planning Commission of the City of Redondo Beach reviewed and considered an update to the Harbor/Civic Center Specific Plan related to Electrical Generating Facilities and Electrical Storage Facilities;

WHEREAS, on May 14, 2015, the Planning Commission conducted a duly noticed public hearing;

WHEREAS, in accordance with CEQA Guidelines Section 15025(c) the Planning Commission reviewed and considered the use of a Categorical Exemption contained in CEQA Guidelines Section 15061(b)(3) [Common Sense Exemption], as well as an Addendum to the Negative Declaration adopted by the City Council on December 3, 2013 (“2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance”)

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AS FOLLOWS:

SECTION 1. The Planning Commission hereby finds that the above recitals are true and correct, and are incorporated herein by reference as if set forth in full.

SECTION 2. The Planning Commission recommend to the City Council that the Harbor/Civic Center Specific Plan be amended by resolution as provided in SECTION A below.

SECTION A. Catalina Avenue Sub-Area – Zone 2 of the Harbor Civic Center Specific Plan is amended as provided below. Additional language is shown in double underline, and deletions are shown in ~~strikeout~~.

Land Use/Development Policies

Primary Land Uses

- Public Utility Facilities Land Uses, as defined in in Title 10 of the Municipal Code, are subject to the regulations contained therein, including but not limited to requirements for the ~~subject to the granting of a Conditional Use Permit (including, but not limited to, facilities, structures, equipment and storage related to the operation of a public utility) to the extent determined to be legally permissible. Minor additions or changes may be exempted from the requirement of a Conditional Use Permit.~~
- Parks, Recreation and Open Space

Alternative Land Uses

- None

Urban/Architectural Design Policies

Maximum Permitted Building Density

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Maximum Permitted Building Height

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Required (Horizontal) Building Setbacks

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Recommended Massing/Articulation

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Supplemental Land Use Policies

- In anticipation of the end of the useful economic and physical life of the AES Redondo Generating Plant, investigate funding options

for development of parks, open space, and recreational facilities on the site.

Supplemental Recommended Urban/Architectural Design Policies

In consideration of the various lower and moderate-density commercial and residential land uses surrounding the Zone, implement, as possible and financially feasible any reasonable means, methods, or ways of eliminating entirely or reducing, as much as possible, the range of significant adverse environmental impacts that are created through operation of the Southern California Edison Plant (these measures could include, but are not limited to: external noise walls or fences, landscaping shields and buffering, additional internal noise insulation or air quality filtering systems, etc.).

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 2 of the Catalina Avenue Corridor Sub-Area.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 2 of the Catalina Avenue Corridor Sub-Area.

SECTION 3. That the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 14th day of May, 2015.

, Chairman
Planning Commission
City of Redondo Beach

ATTEST:

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

SS

RESOLUTION #2

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California do hereby certify that the foregoing Resolution No. CC-____ - _____ was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 14th day of May, 2015, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO THE COASTAL LAND USE PLAN (“CLUP”) AND THE CLUP IMPLEMENTING ORDINANCE (TITLE 10, CHAPTER 5 OF THE REDONDO BEACH MUNICIPAL CODE) RELATED TO ELECTRICITY GENERATING FACILITIES & ELECTRICITY STORAGE FACILITIES

WHEREAS, on April 30, 2015 and May 2, 2015 the City published two separate notices in the Daily Breeze, a newspaper of general circulation in the City, related to the proposed modifications contained herein;

WHEREAS, on May 14, 2015, the Planning Commission of the City of Redondo Beach reviewed and considered an update to Redondo Beach Municipal Code Title 10, Chapter 5 and the CLUP related to Electrical Generating Facilities and Electrical Storage Facilities;

WHEREAS, on May 14, 2015, the Planning Commission conducted a duly noticed public hearing;

WHEREAS, in accordance with CEQA Guidelines Section 15025(c) the Planning Commission reviewed and considered the use of a Statutory/Categorical Exemption contained in CEQA Guidelines Sections 15265 and 15061(b)(3) [Common Sense Exemption], as well as an Addendum to the Negative Declaration adopted by the City Council on December 3, 2013 (“2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance”)

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AS FOLLOWS:

SECTION 1. The Planning Commission hereby finds that the above recitals are true and correct, and are incorporated herein by reference as if set forth in full.

SECTION 2. The Planning Commission recommends to the City Council that the Coastal Land Use Plan be modified by resolution as provided in SECTIONS A through B below. The Planning Commission further recommends to the City Council that the CLUP Implementing Ordinance (contained in Redondo Beach Municipal Code, Title 10, Chapter 5) be modified by ordinance as provided in SECTION C below.

SECTION A. Coastal Land Use Plan, Section VI (“Locating and Planning New Development”), subsection C, is amended as provided below (this includes renaming this district “Public Utility”). Additional language is shown in double underline, and deletions are shown in ~~strikeout~~. Where existing intervening text, subsections, or sections have been omitted and are not specifically deleted, they shall not be considered amended or deleted and should therefore be considered retained in their current state (such language may be displayed as “...”).

...

Generating Plant

~~The AES Redondo Generating Plant is located in this district. The district permits continued operation of the Generating Plant and related facilities and structures with additions or changes subject to a Conditional Use Permit to the extent legally permissible.~~ Public Utility Facilities are permissible subject to a conditional use permit in this district, which includes a building or structure to be used as: (1) any gas treatment plant, (2) reservoir, tank or other water or gas storage facility, (3) water treatment plant, well, reservoir, tank or other storage facility (excluding Electricity Storage Facilities (Off-Site) which are engaged in or used for the storage of electricity for later use by customers or users at locations other than the facility for light, heat and power), (4) non-commercial electricity storage systems for use on-site (e.g. emergency power system for a hospital, electricity storage systems for a residential development, charging stations for an electric vehicles), (5) Electricity Generating Facilities (except for those prohibited by Title 10, Chapter 7), (6) distribution or transmission sub-station, (7) telephone switching or other communications plant, earth station or other receiving or transmission facility, (8) any storage yard for public utility equipment or vehicles and any parking lot for parking vehicles or automobiles to serve a public utility. Parks and open space shall be permitted uses in this district.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.

2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street), and Seaside Lagoon (near the waterfront south of Portofino Way). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities as specified in the Coastal Land Use Plan Implementing Ordinance, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.

3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

5. Public Utility Transmission Corridor: The public utility transmission corridor abuts the south side of Herondo Street between N. Francisca Avenue and N. Pacific Coast Highway. Public utility facilities as specified in the Coastal Land Use Plan Implementing Ordinance, parking lots, nurseries, and agricultural uses may be considered subject to a Conditional Use Permit. Parks, open space, and passive type recreational uses are permitted in this area. It is understood that land uses and

structures are also subject to approval of the in-fee owner (Southern California Edison Company) in accordance with their standards, policies and procedures for use of the transmission corridor.

SECTION B. Coastal Land Use Plan, Section VI, subsection D, Policy 9 is amended as provided below. Additional language is shown in double underline, and deletions are shown in ~~strikeout~~.

9. ~~Allow the reduction in size and modernizing of the AES Redondo Beach Generating Plant on a portion of the existing plant site, subject to applicable conditional use permit procedures and public utilities facility requirements under the Coastal Land Use Plan implementing ordinance, and subject to the California Energy Commission application process for power plants and related facilities. Permit the AES Redondo Beach Generating Plant site to be converted to parks, open space, and recreational facilities if the site is acquired for such purposes in the future by a public, non-profit or private agency. The City is open to considering subsequent amendments to the "Generating Plant" District/Zone to incorporate additional non-public utility uses, as outlined in the procedures contained in Redondo Beach Municipal Code, Title 10, Chapter 5, Sections 10-5.2504 and 10-5.2505.~~

SECTION C. Redondo Beach Municipal Code, Title 10, Chapter 5 (Coastal Zoning), Section 10-5.402(a)(140) is amended and renumbered as provided below. A Definition for "Electricity Storage Facility" is hereby added to Title 10 Chapter 5, Section 10-5.402(a) as subsections (69), all subsections following this addition will be renumbered, as necessary. Any cross references in the Municipal Code to the definitions contained in Section 10-5.402(a) shall also be revised to reflect this renumbering. Additional language is shown in double underline, and deletions are shown in ~~strikeout~~. Where existing intervening text, subsections, or sections have been omitted from this ordinance and are not specifically deleted, they shall not be considered amended or deleted and should therefore be considered retained in their current state (such language may be displayed as "...")

...

(69) "Electricity Storage Facility (Off-Site)" or "Off-Site Electricity Storage System (Off-Site)" shall mean any commercial facility engaged in or used for the storage of electricity for later use by customers or users at locations other than the facility for light, heat and power. This term includes all real estate, structures, fixtures, equipment and personal property owned, controlled, operated, or managed in connection with or to

facilitate the storage of electricity for such users including, without limitation, batteries.

...

~~(141)-(140)~~ **“Public utility facility”** shall mean a building or structure used or intended to be used by any public utility including, but not limited to, (1) any gas treatment plant, (2) reservoir, tank or other water or gas storage facility, (3) water treatment plant, well, reservoir, tank or other storage facility (excluding Electricity Storage Facilities (Off-Site), (4) non-commercial electricity storage systems for use on-site (e.g. emergency power system for a hospital, electricity storage system for a residential development, charging station for an electric vehicle), (5) the construction of new e-Electricity g-Generating Facilities (except for those prohibited by Title 10, Chapter 7) plant, (6) distribution or transmission sub-station, (7) telephone switching or other communications plant, earth station or other receiving or transmission facility, (8) any storage yard for public utility equipment or vehicles and any parking lot for parking vehicles or automobiles to serve a public utility. The term “public utility” shall include every gas, electrical, telephone and water corporation serving the public or any portion thereof for which a certificate of public convenience and necessity has been issued by the State Public Utility Commission.

SECTION 3. That the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 14th day of May, 2015.

, Chairman
Planning Commission
City of Redondo Beach

ATTEST:

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

SS

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California do hereby certify that the foregoing Resolution No. CC-____- ____ was duly passed, approved and adopted by the

RESOLUTION #3

Planning Commission of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 14th day of May, 2015, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney



CITY OF REDONDO BEACH
INTER-DEPARTMENTAL MEMORANDUM

BLUE FOLDER ITEMS

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
May 21, 2015

VIII. OLD BUSINESS

9. Planning Commission Hearing to Consider Recommendations to City Council on Modifications to Zoning (Title 10, Chapter 2), Harbor/Civic Center Specific Plan, the Local Coastal Program, the Coastal Land Use Plan ("CLUP"), the CLUP Implementing Ordinance (contained in Title 10, Chapter 5), and Adding Title 10, Chapter 7 to Place Further Restrictions on Uses Related to Electricity Generating Facilities and Electricity Storage/Battery Storage Facilities, and to Review and Consider California Environmental Quality Act Categorical/Statutory Exemptions Contained in Sections 15061(b)(3) and 15265 and an Addendum to the Previously Adopted Negative Declaration.

APPLICANT:	City of Redondo Beach
PROPERTY OWNER:	N/A
LOCATION:	City-wide
CASE NO.:	2015-05-PC-007

- Administrative Report and attachments



Administrative Report

Planning Commission Hearing Date: May 21, 2015

AGENDA ITEM: 9 (OLD BUSINESS)

APPLICATION TYPE: PLANNING COMMISSION HEARING TO CONSIDER RECOMMENDATIONS TO CITY COUNCIL ON MODIFICATIONS TO ZONING (TITLE 10, CHAPTER 2), HARBOR/CIVIC CENTER SPECIFIC PLAN, THE LOCAL COASTAL PROGRAM, THE COASTAL LAND USE PLAN ("CLUP"), THE CLUP IMPLEMENTING ORDINANCE (CONTAINED IN TITLE 10, CHAPTER 5), AND ADDING TITLE 10, CHAPTER 7 TO PLACE FURTHER RESTRICTIONS ON USES RELATED TO ELECTRICITY GENERATING FACILITIES AND ELECTRICITY STORAGE/BATTERY STORAGE FACILITIES, AND TO REVIEW AND CONSIDER CALIFORNIA ENVIRONMENTAL QUALITY ACT CATEGORICAL/STATUTORY EXEMPTIONS CONTAINED IN SECTIONS 15061(B)(3) AND 15265 AND AN ADDENDUM TO THE PREVIOUSLY ADOPTED NEGATIVE DECLARATION

CASE NUMBER: 2015-05-PC-007

APPLICANT'S NAME: CITY OF REDONDO BEACH

APPLICANT'S REQUEST AS ADVERTISED:

Resolution 1 attached to this Administrative Report, contains recommendations on amendments to the City's Zoning (Title 10, Chapter 2) and adding Title 10, Chapter 7 to prohibit (City-wide) the following uses: (1) new thermal Electricity Generating Facilities of 50 Megawatts or more, (2) modifications, including alteration, replacement or improvement of equipment, that result in a 50 megawatt or more increase in the electric generating capacity of an existing thermal Electricity Generating Facility, and (3) construction of any facility subject to the California Energy Commission's jurisdiction under Public Resources Code Section 25502.3.

Resolution 2 attached to this Administrative Report, contains recommendations on amendments to the Harbor/Civic Center Specific Plan (Catalina Avenue, Sub-Area-Zone 2) to more explicitly cross-reference the definitions and regulations contained in Title 10, Chapter 2.

Resolution 3 attached to this Administrative Report, contains recommendations on modifications to the Coastal Land Use Plan (“CLUP”), and the CLUP Implementing Ordinance (Title 10, Chapter 5 of the Municipal Code). Both of these items are part of the City’s Local Coastal Program (“LCP”). The modifications to the LCP (1) remove off-site Electricity Storage uses and on-site commercial Electricity Storage from the definition of Public Utility Facility (thereby eliminating these uses from zones which allow Public Utility Facilities), and (2) eliminate Electrical Generating Plants 50 megawatts or more or facilities that are subject to the CEC’s jurisdiction from the definition of “Public Utility Facility.”

DEPARTMENT’S RECOMMENDATION:

The Community Development Department recommends that the Planning Commission:

1. Open the public hearing and accept all testimony
2. Close the public participation section of the public hearing, and
3. Adopt:
 - a. Resolution 1 recommending that City Council prohibit specified types of Electricity Generating Facilities City-wide by modifying provisions to Title 10, Chapters 2 and adding Title 10, Chapter 7 of the Municipal Code entitled “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO TITLE 10, CHAPTERS 2 OF THE REDONDO BEACH MUNICIPAL CODE & ADDING TITLE 10, CHAPTER 7 RELATED TO ELECTRICITY GENERATING FACILITIES.”
 - b. Resolution 2 recommending that City Council modify the Harbor/Civic Center Specific Plan to ensure consistency with the City’s Municipal Code entitled, “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO THE HARBOR/CIVIC CENTER SPECIFIC PLAN RELATED TO ELECTRICITY GENERATING FACILITIES.”
 - c. Resolution 3 recommending that City Council eliminate certain types of Electricity Storage as a Public Utility use, eliminate Electrical Generating Plants 50 megawatts or more, or facilities that are subject to the CEC’s jurisdiction from the definition of “Public Utility Facility,” by modifying Title 10, Chapter 5 of the Municipal Code and the CLUP entitled, “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO THE COASTAL LAND USE PLAN (“CLUP”) AND THE CLUP IMPLEMENTING ORDINANCE (TITLE 10, CHAPTER 5 OF THE REDONDO BEACH MUNICIPAL CODE)

RELATED TO ELECTRICITY GENERATING FACILITIES &
ELECTRICITY STORAGE FACILITIES.”

4. Recommend that City Council act on the modifications contained in Resolution 1 first, and subsequently act on the modifications contained in Resolutions 2 and 3.
5. Forward the attached Admin Report and Resolutions to City Council.

BACKGROUND:

Pursuant to City Council direction, the City is actively engaged as an Intervenor (party of standing) in AES’ Application for Certification (AFC) for a new 496 Megawatt (MW) electrical generating facility. The City Council has adopted a Resolution opposing the licensing of a new facility. The City Council has also enacted a moratorium on the construction of new electrical generating facilities that will expire later this year. The enactment of a moratorium creates a conflict between the Laws, Ordinances, Regulations and Standards (LORS) and the proposed AFC. However, it is important that the City enact zoning and land use plan amendments during the term of the Moratorium. The presence of a conflict with LORS requires the California Energy Commission (CEC) to make additional finding before approving an AFC.

DEPARTMENT’S ANALYSIS OF REQUEST:

I. Resolution 1 (Limited Prohibition related to Electricity Generating Facilities)

As summarized above, Resolution 1 contains recommendations on amendments to the City’s Zoning (Title 10, Chapters 2 and Title 10, Chapter 7)¹ to prohibit (City-wide) the following uses: (1) new thermal Electricity Generating Facilities of 50 Megawatts or more, and (2) modifications, including alteration, replacement or improvement of equipment, that result in a 50 megawatt or more increase in the electric generating capacity of an existing thermal Electricity Generating Facility, and (3) construction of any facility subject to the California Energy Commission’s jurisdiction under Public Resources Code Section 25502.3.

California Energy Commission (“CEC”) permitting authority has been generally defined as new Facilities of 50 megawatts or more, and modifications to existing facilities that result in a 50 megawatt or more increase in electric generating capacity. (*Dept. of Water and Power v. Energy Resources Conserv. and Dev. Comm’n* (1991) 2 Cal.App.4th, 206, 227; Pub. Res. Code §§ 25105, 25110, 25120, 25123.) Additionally, an applicant for certain types of facilities can voluntarily subject themselves to the CEC’s jurisdiction. (Pub. Res. Code Section 25502.3.)

Coastal Commission Staff have taken the general position that Electricity Generating Facilities are not subject to Coastal Commission’s approval where the CEC has

¹ The contents of the City’s existing Municipal Code, Title 10, Chapter 2, are available online at: <http://www.qcode.us/codes/redondobeach/>

permitting authority. Consequently, Coastal Commission Staff have confirmed that any such regulations adopted by the City for new thermal Electrical Generating Facilities of 50 MW or more (or modification of such facilities with increases of 50 MW or more) would become effective without review or certification by the Coastal Commission. Therefore, Redondo Beach City Staff have tailored the amendments in Resolution 1 to prohibit thermal Electricity Generating Facilities 50 megawatts or more or otherwise subject to the CEC's jurisdiction.²

To accomplish this substantive goal, City Staff have proposed amendments (1) amending the definition of "Public Utility Facility" contained in Section 10-2.402(a)(128), to eliminate thermal Electrical Generating Plants 50 megawatts or more or facilities otherwise subject to the CEC's jurisdiction (thereby eliminating these uses from zones which allow Public Utility Facilities), and (2) adding a specific prohibition on new Electric Generating Facilities of 50 Megawatts or more (or modifications to existing facilities of 50 MW or more), or otherwise subject to the CEC's jurisdiction to Title 10, Chapter 7, Section 10-7.101. The changes to Section 10-2.402 should be read in conjunction with Municipal Code Sections, such as 10-2.1110, which contains the list of permissible uses for the Public and Institutional Zones (including "Public Utility Facilities").

II. Resolution 2 (Harbor Civic Center Specific Plan Modifications)

As summarized above, Resolution 2 contains recommendations on additional amendments to the Harbor/Civic Center Specific Plan³ (Catalina Avenue, Sub-Area-Zone 2) to more explicitly cross-reference the definitions and regulations contained in Title 10, Chapter 2. The Harbor/Civic Center Specific Plan currently allows as a primary land use "Public Utility Land Uses," which is defined as including, but not limited to, facilities, structures, equipment and storage related to the operation of a public utility) to the extent determined to be legally permissible. While the City believes the limitations contained in current Specific Plan would be consistent with Resolutions 1 and 3 without the proposed modifications, Staff are recommending that the Specific Plan be modified to avoid any uncertainty regarding the permissible land uses and development standards. Consequently, the proposed modifications expressly cross reference the definitions and regulations contained in Title 10 of the City's Municipal Code.

III. Resolution 3 (Local Coastal Program Modifications – Electricity Generating Facility and Electricity Storage Facility Limitations)

² As discussed in Attachment 4 (Response to Comment A1), "It is clear that the California Legislature did not intend to preempt municipalities from adopting land use regulations when the California Energy Commission ("CEC") has jurisdiction. Public Resources Code § 25525 expressly contemplates local regulations..." (See also Pub. Res. Code § 30413(d)(5).)

³ The contents of the existing Harbor/Civic Center Specific Plan are available online at: <http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=17011>

As summarized above, Resolution 3 contains recommendations on modifications to the Coastal Land Use Plan (“CLUP”),⁴ and the CLUP Implementing Ordinance (Title 10, Chapter 5 of the Municipal Code).⁵ Both of these items are part of the City’s Local Coastal Program (“LCP”). The modifications to the LCP (1) remove off-site Electricity Storage uses and on-site commercial Electricity Storage from the definition of Public Utility Facility (thereby eliminating these uses from zones which allow Public Utility Facilities), and (2) amending the definition of “Public Utility Facility” contained in Section 10-2.402(a)(140), to eliminate thermal Electrical Generating Plants 50 megawatts or more (or modifications to existing thermal Electricity Generating Facilities resulting in an increase of 50 MW or more), or are otherwise subject to the CEC’s jurisdiction (thereby eliminating these uses from zones which allow Public Utility Facilities).

To accomplish the substantive goals above, City Staff have proposed modifications: (1) to the CLUP “Generating Plant” Land Use District, CLUP Policy 9, adding a definition of Electricity Storage Facility (Off-Site) and modifying the definition of Public Utility Facility contained in Section 10-5.402(a) of the CLUP Implementing Ordinance (Title 10, Chapter 5 of the Municipal Code). These changes should be read in conjunction with Municipal Code Sections such as 10-5.1110, which contains the list of permissible uses for the Public and Institutional Zones (including “Public Utility Facilities”).

Related Activities, Actions and Conclusions

The City Council has enacted by Urgency Ordinance a moratorium on the construction, modernization or alteration of Electrical Generation Facilities in all Coastal Zones throughout the City. This moratorium initially enacted on December 3, 2013 for a period of 45 days (Ordinance 3116-13) was extended for the maximum period of 22 months and 15 days on January 14, 2013 (Ordinance 3120-14). During the period of this moratorium any proposed construction of an Electrical Generation Facility is prohibited and considered in conflict with existing laws, ordinances and regulations (LORS) while the City studies and makes recommendations on long term amendments to code. The proposed long term amendments as discussed in this report will permanently establish limits for certain types of Electricity Generating Facilities that are subject to the CEC’s jurisdiction.

ENVIRONMENTAL STATUS:

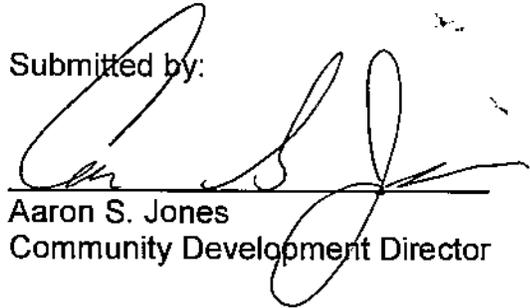
As described in the recitals for Resolutions 1 through 3. Staff believe the amendments are exempt from the California Environmental Quality Act (CEQA) pursuant to Statutory Exemptions contained in CEQA Guidelines Section 15265, and Categorical Exemptions contained in CEQA Guidelines Section 15061(b)(3) [Common Sense Exemption]. Furthermore, in December 2013 the City adopted a Negative Declaration for its Moratorium Ordinance (“2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance”). Staff also believe that the Addendum to this Negative Declaration

⁴ The contents of the existing Coastal Land Use Plan, Section VI, Subsection C are contained in Measure G Section 4, which is available online at: <http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=20831>

⁵ The contents of the City’s existing Municipal Code, Title 10, Chapter 5, are available online at: <http://www.qcode.us/codes/redondobeach/>

is also appropriate. (Attachment 5.) Planning Commission is not tasked with approving these CEQA documents. Staff are only recommending that Planning Commission "review and consider" these CEQA documents (as provided in the attached resolutions).

Submitted by:



Aaron S. Jones
Community Development Director

Attachments:

1. Resolution 1: Planning Commission Recommendation on Modifications to Title 10, Chapter 2, and adding Title 10, Chapter 7 related to Electrical Generating Facilities
2. Resolution 2: Planning Commission Recommendation on Modifications to Title 10, Chapter 2 and the Harbor/Civic Center Specific Plan related to Electrical Generating Facilities and Electrical Storage Facilities.
3. Resolution 3: Planning Commission Recommendation on Modifications to the Coastal Land Use Plan and the CLUP Implementing Ordinance (contained in Title 10, Chapter 5) related to Electrical Generating Facilities and Electrical Storage Facilities.
4. Attachment 4: Negative Declaration for the "2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance" adopted by City Council on December 3, 2013 [Including Response to Comments.]
5. Attachment 5: Draft Addendum to the Negative Declaration for the "2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance."
6. Attachment 6: Response to Comments

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO TITLE 10, CHAPTERS 2 OF THE REDONDO BEACH MUNICIPAL CODE & ADDING TITLE 10, CHAPTER 7 RELATED TO ELECTRICITY GENERATING FACILITIES

WHEREAS, on April 30, 2015 and May 2, 2015 the City published two separate notices in the Daily Breeze, a newspaper of general circulation in the City, related to the proposed modifications contained herein;

WHEREAS, on May 14, 2015, the Planning Commission of the City of Redondo Beach reviewed and considered an update to Redondo Beach Municipal Code Title 10, Chapters 2, and new language in Title 10, Chapter 7 related to Electricity Generating Facilities;

WHEREAS, on May 14, 2015, the Planning Commission conducted a duly noticed public hearing;

WHEREAS, in accordance with CEQA Guidelines Section 15025(c) the Planning Commission reviewed and considered the use of a Categorical Exemption contained in CEQA Guidelines Section 15061(b)(3) [Common Sense Exemption], as well as an Addendum to the Negative Declaration adopted by the City Council on December 3, 2013 ("2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance")

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AS FOLLOWS:

SECTION 1. The Planning Commission hereby finds that the above recitals are true and correct, and are incorporated herein by reference as if set forth in full.

SECTION 2. The Planning Commission recommends to the City Council that the Redondo Beach Municipal Code be amended as follows:

SECTION A. Redondo Beach Municipal Code, Title 10, Chapter 2 (Zoning), Section 10-2.402(a)(128) is amended as provided below. Additional language is shown in double underline, and deletions are shown in strikeout. Where existing intervening text, subsections, or sections have been omitted from this ordinance and are not specifically deleted, they shall not be considered amended or

deleted and should therefore be considered retained in their current state (such language may be displayed as "...")

...

(128) **"Public utility facility"** shall mean a building or structure used or intended to be used by any public utility including, but not limited to, (1) any gas treatment plant, (2) reservoir, tank or other storage facility, (3) water treatment plant, well, reservoir, tank or other storage facility, (4) Electricity Generating Facilities (except for those prohibited by Title 10, Chapter 7) plant, (5) distribution or transmission substation, (6) telephone switching or other communications plant, earth station or other receiving or transmission facility, (7) any storage yard for public utility equipment or vehicles and any parking lot for parking vehicles or automobiles to serve a public utility. The term "public utility" shall include every gas, electrical, telephone and water corporation serving the public or any portion thereof for which a certificate of public convenience and necessity has been issued by the State Public Utility Commission.

SECTION B. Redondo Beach Municipal Code, Title 10, Chapter 7 ("Electricity Generating Facility Limitations"), Section 10-7.101 is hereby added as provided below. Additional language is shown in double underline.

10-7.101 Electricity Generating Facility Limitations

- (a) **Purpose and findings.** The City Council finds that the Power Plant built within the City of Redondo Beach was constructed at a time when large electrical generation plants were commonly located near the ocean in order to allow the use of ocean water for cooling of the generating facilities. The State Water Resources Control Board has adopted Resolution No. 2010-0020 generally requiring coastal power plants to stop using ocean water to cool their steam-turbine generating units throughout the State of California by 2020. This means that new plants do not need to be located near the coast and should instead be built away from populated urbanized areas. Power Plants are economically damaging to the City as a whole and harmful to the public health, welfare and safety. The City of Redondo Beach has serious concerns about the lasting negative impacts on the health, safety and welfare of the community for generations to come that would result from building a new power plant that will likely run more often than the existing plant currently does. Given that such facilities no longer need to be located in proximity to the ocean, and

the adverse effects of such facilities described above, the City desires to prohibit (1) the construction of all new Electricity Generating Facilities of 50 megawatts or more in the City of Redondo Beach, (2) modifications, including alteration, replacement or improvement of equipment, that result in a 50 megawatt or more increase in the electric generating capacity of an existing Electricity Generating Facility, and (3) construction of any facility subject to the California Energy Commission's jurisdiction under Public Resources Code Section 25502.3.

(b) **Definitions.** The following terms and phrases, whenever used in this chapter, shall be construed as defined in this section. The rules for construction of language, contained in Section 10-2.401, are also applicable to this Section.

(1) **“Electricity Generating Facility”** shall mean any stationary or floating electrical generating facility using any source of thermal energy and any facilities appurtenant thereto.

(c) **Prohibition on Electricity Generating Facilities.** There is a prohibition on all property in the City of Redondo Beach on: (1) the construction of all new Electricity Generating Facilities of 50 megawatts or more, (2) modifications, including alteration, replacement or improvement of equipment, that result in a 50 megawatt or more increase in the electric generating capacity of an existing Electricity Generating Facility, and (3) construction of any facility subject to the California Energy Commission's jurisdiction under Public Resources Code Section 25502.3. No permit or any other applicable license or entitlement for use, including but not limited to the issuance of a business license, shall be approved or issued for the establishment, maintenance or operation of an Electricity Generating Facility within the City limits of Redondo Beach that falls within this prohibition.

SECTION 3. That the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 14th day of May, 2015.

RESOLUTION 1

, Chairman
Planning Commission
City of Redondo Beach

ATTEST:

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

SS

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California do hereby certify that the foregoing Resolution No. CC-____- ____ was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 14th day of May, 2015, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

RESOLUTION NO.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO THE HARBOR/CIVIC CENTER SPECIFIC PLAN RELATED TO ELECTRICITY GENERATING FACILITIES

WHEREAS, on April 30, 2015 and May 2, 2015 the City published two separate notices in the Daily Breeze, a newspaper of general circulation in the City, related to the proposed amendments contained herein;

WHEREAS, on May 14, 2015, the Planning Commission of the City of Redondo Beach reviewed and considered an update to the Harbor/Civic Center Specific Plan related to Electrical Generating Facilities and Electrical Storage Facilities;

WHEREAS, on May 14, 2015, the Planning Commission conducted a duly noticed public hearing;

WHEREAS, in accordance with CEQA Guidelines Section 15025(c) the Planning Commission reviewed and considered the use of a Categorical Exemption contained in CEQA Guidelines Section 15061(b)(3) [Common Sense Exemption], as well as an Addendum to the Negative Declaration adopted by the City Council on December 3, 2013 (“2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance”)

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AS FOLLOWS:

SECTION 1. The Planning Commission hereby finds that the above recitals are true and correct, and are incorporated herein by reference as if set forth in full.

SECTION 2. The Planning Commission recommend to the City Council that the Harbor/Civic Center Specific Plan be amended by resolution as provided in SECTION A below.

SECTION A. Catalina Avenue Sub-Area – Zone 2 of the Harbor Civic Center Specific Plan is amended as provided below. Additional language is shown in double underline, and deletions are shown in ~~strikeout~~.

Land Use/Development Policies

Primary Land Uses

- Public Utility Facilities Land Uses, as defined in in Title 10 of the Municipal Code, are subject to the regulations contained therein, including but not limited to requirements for the ~~subject to the granting of a Conditional Use Permit (including, but not limited to, facilities, structures, equipment and storage related to the operation of a public utility) to the extent determined to be legally permissible. Minor additions or changes may be exempted from the requirement of a Conditional Use Permit.~~
- Parks, Recreation and Open Space

Alternative Land Uses

- None

Urban/Architectural Design Policies

Maximum Permitted Building Density

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Maximum Permitted Building Height

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Required (Horizontal) Building Setbacks

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Recommended Massing/Articulation

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Supplemental Land Use Policies

- In anticipation of the end of the useful economic and physical life of the AES Redondo Generating Plant, investigate funding options

for development of parks, open space, and recreational facilities on the site.

Supplemental Recommended Urban/Architectural Design Policies

In consideration of the various lower and moderate-density commercial and residential land uses surrounding the Zone, implement, as possible and financially feasible any reasonable means, methods, or ways of eliminating entirely or reducing, as much as possible, the range of significant adverse environmental impacts that are created through operation of the Southern California Edison Plant (these measures could include, but are not limited to: external noise walls or fences, landscaping shields and buffering, additional internal noise insulation or air quality filtering systems, etc.).

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 2 of the Catalina Avenue Corridor Sub-Area.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 2 of the Catalina Avenue Corridor Sub-Area.

SECTION 3. That the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 14th day of May, 2015.

, Chairman
Planning Commission
City of Redondo Beach

ATTEST:

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

SS

RESOLUTION 2

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California do hereby certify that the foregoing Resolution No. CC-____- _____ was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 14th day of May, 2015, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE REDONDO BEACH CITY COUNCIL ADOPT MODIFICATIONS TO THE COASTAL LAND USE PLAN (“CLUP”) AND THE CLUP IMPLEMENTING ORDINANCE (TITLE 10, CHAPTER 5 OF THE REDONDO BEACH MUNICIPAL CODE) RELATED TO ELECTRICITY GENERATING FACILITIES & ELECTRICITY STORAGE FACILITIES

WHEREAS, on April 30, 2015 and May 2, 2015 the City published two separate notices in the Daily Breeze, a newspaper of general circulation in the City, related to the proposed modifications contained herein;

WHEREAS, on May 14, 2015, the Planning Commission of the City of Redondo Beach reviewed and considered an update to Redondo Beach Municipal Code Title 10, Chapter 5 and the CLUP related to Electrical Generating Facilities and Electrical Storage Facilities;

WHEREAS, on May 14, 2015, the Planning Commission conducted a duly noticed public hearing;

WHEREAS, in accordance with CEQA Guidelines Section 15025(c) the Planning Commission reviewed and considered the use of a Statutory/Categorical Exemption contained in CEQA Guidelines Sections 15265 and 15061(b)(3) [Common Sense Exemption], as well as an Addendum to the Negative Declaration adopted by the City Council on December 3, 2013 (“2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance”)

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AS FOLLOWS:

SECTION 1. The Planning Commission hereby finds that the above recitals are true and correct, and are incorporated herein by reference as if set forth in full.

SECTION 2. The Planning Commission recommends to the City Council that the Coastal Land Use Plan be modified by resolution as provided in SECTIONS A through B below. The Planning Commission further recommends to the City Council that the CLUP Implementing Ordinance (contained in Redondo Beach Municipal Code, Title 10, Chapter 5) be modified by ordinance as provided in SECTION C below.

SECTION A. Coastal Land Use Plan, Section VI (“Locating and Planning New Development”), subsection C, is amended as provided below. Additional language is shown in double underline, and deletions are shown in ~~strikeout~~. Where existing intervening text, subsections, or sections have been omitted and are not specifically deleted, they shall not be considered amended or deleted and should therefore be considered retained in their current state (such language may be displayed as “...”).

...

Generating Plant

~~The AES Redondo Generating Plant is located in this district. The district permits continued operation of the Generating Plant and related facilities and structures with additions or changes subject to a Conditional Use Permit to the extent legally permissible.~~ Public Utility Facilities are permissible subject to a conditional use permit in this district, which includes a building or structure to be used as: (1) any gas treatment plant, (2) reservoir, tank or other water or gas storage facility, (3) water treatment plant, well, reservoir, tank or other storage facility (excluding Electricity Storage Facilities (Off-Site) which are engaged in or used for the storage of electricity for later use by customers or users at locations other than the facility for light, heat and power), (4) non-commercial electricity storage systems for use on-site (e.g. emergency power system for a hospital, electricity storage systems for a residential development, charging stations for an electric vehicles), (5) Electricity Generating Facilities (except for those prohibited by Title 10, Chapter 7), (6) distribution or transmission sub-station, (7) telephone switching or other communications plant, earth station or other receiving or transmission facility, (8) any storage yard for public utility equipment or vehicles and any parking lot for parking vehicles or automobiles to serve a public utility. Parks and open space shall be permitted uses in this district.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.

2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street), and Seaside Lagoon (near the waterfront south of Portofino Way). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities as specified in the Coastal Land Use Plan Implementing Ordinance, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.

3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

5. Public Utility Transmission Corridor: The public utility transmission corridor abuts the south side of Herondo Street between N. Francisca Avenue and N. Pacific Coast Highway. Public utility facilities as specified in the Coastal Land Use Plan Implementing Ordinance, parking lots, nurseries, and agricultural uses may be considered subject to a Conditional Use Permit. Parks, open space, and passive type recreational uses are permitted in this area. It is understood that land uses and

RESOLUTION 3

structures are also subject to approval of the in-fee owner (Southern California Edison Company) in accordance with their standards, policies and procedures for use of the transmission corridor.

SECTION B. Coastal Land Use Plan, Section VI, subsection D, Policy 9 is amended as provided below. Additional language is shown in double underline, and deletions are shown in ~~strikeout~~.

9. ~~Allow the reduction in size and modernizing of the AES Redondo Beach Generating Plant on a portion of the existing plant site, subject to applicable conditional use permit procedures and public utilities facility requirements under the Coastal Land Use Plan implementing ordinance, and subject to the California Energy Commission application process for power plants and related facilities.~~ Permit the AES Redondo Beach Generating Plant site to be converted to parks, open space, and recreational facilities if the site is acquired for such purposes in the future by a public, non-profit or private agency. The City is open to considering subsequent amendments to the “Generating Plant” District/Zone to incorporate additional non-public utility uses, as outlined in the procedures contained in Redondo Beach Municipal Code, Title 10, Chapter 5, Sections 10-5.2504 and 10-5.2505.

SECTION C. Redondo Beach Municipal Code, Title 10, Chapter 5 (Coastal Zoning), Section 10-5.402(a)(140) is amended and renumbered as provided below. A Definition for “Electricity Storage Facility” is hereby added to Title 10 Chapter 5, Section 10-5.402(a) as subsections (69), all subsections following this addition will be renumbered, as necessary. Any cross references in the Municipal Code to the definitions contained in Section 10-5.402(a) shall also be revised to reflect this renumbering. Additional language is shown in double underline, and deletions are shown in ~~strikeout~~. Where existing intervening text, subsections, or sections have been omitted from this ordinance and are not specifically deleted, they shall not be considered amended or deleted and should therefore be considered retained in their current state (such language may be displayed as “...”)

...

(69) “Electricity Storage Facility (Off-Site)” or “Off-Site Electricity Storage System (Off-Site)” shall mean any commercial facility engaged in or used for the storage of electricity for later use by customers or users at locations other than the facility for light, heat and power. This term includes all real estate, structures, fixtures, equipment and personal property owned, controlled, operated, or managed in connection with or to

RESOLUTION 3

facilitate the storage of electricity for such users including, without limitation, batteries.

...

~~(141)-(140)~~ **“Public utility facility”** shall mean a building or structure used or intended to be used by any public utility including, but not limited to, (1) any gas treatment plant, (2) reservoir, tank or other water or gas storage facility, (3) water treatment plant, well, reservoir, tank or other storage facility (excluding Electricity Storage Facilities (Off-Site), (4) non-commercial electricity storage systems for use on-site (e.g. emergency power system for a hospital, electricity storage system for a residential development, charging station for an electric vehicle), (5) e-~~E~~lectricity g Generating Facilities (except for those prohibited by Title 10, Chapter 7) plant, (6) distribution or transmission sub-station, (7) telephone switching or other communications plant, earth station or other receiving or transmission facility, (8) any storage yard for public utility equipment or vehicles and any parking lot for parking vehicles or automobiles to serve a public utility. The term “public utility” shall include every gas, electrical, telephone and water corporation serving the public or any portion thereof for which a certificate of public convenience and necessity has been issued by the State Public Utility Commission.

SECTION 3. That the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 14th day of May, 2015.

, Chairman
Planning Commission
City of Redondo Beach

ATTEST:

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

SS

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California do hereby certify that the foregoing Resolution No. CC-____- ____ was duly passed, approved and adopted by the

RESOLUTION 3

Planning Commission of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 14th day of May, 2015, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

ATTACHMENT 4

NEGATIVE DECLARATION

**2013 COASTAL ZONE ELECTRICAL GENERATING
FACILITY MORATORIUM ORDINANCE ADOPTED BY
CITY COUNCIL ON DECEMBER 3, 2013
(including response to comments)**

City of Redondo Beach

2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance

Draft
**Initial Study/
Negative
Declaration**



October 2013

**2013 Coastal Zone Electrical Generating Facility
Moratorium Interim Ordinance**

Draft
Initial Study/Negative Declaration

Prepared for:

City of Redondo Beach
Planning Department
415 Diamond Street
Redondo Beach, CA 90277
Contact: Aaron Jones, Community Development Director
(310) 318-0637

Prepared with the assistance of:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

October 2013

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INITIAL STUDY

1. **Project title:** 2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance
2. **Lead agency name and address:** City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277
3. **Contact person and phone number:** Aaron Jones, Community Development Director
(310) 318-0637
4. **Project location:** Figure 1 shows the location of the project area within the region and Figure 2 shows the project area and its vicinity.

The project area includes the entire Coastal Zone of the City of Redondo Beach as designated by the California Coastal Commission. The zone extends from the ocean, east to Pacific Coast Highway, with a northern boundary at Herondo Street and a southern boundary along Palos Verdes Boulevard. The site also includes the AES Power Plant facilities, also shown on Figure 2, which is located at 1100 North Harbor Drive.
5. **Project sponsor's name and address:** City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277
6. **General Plan designation:** Table 1 shows all designations included in the Coastal Zone of the City of Redondo Beach. The AES Power Plant is designated P – Public or Institutional within the General Plan.



**Table 1
 General Plan Designation for City of Redondo Beach Coastal Zone**

Code	Designation
C-2 C-3 C-4	Commercial
CC	Coastal Commercial
I-2	Industrial
MU-2 MU-3	Mixed Use
P	Public or Institutional
R-1	Single Family Residential (8.8 DU/acre)
R-2	Low Density Multi-Family Residential (14.6 DU/acre)
R-3	Low Density Multi-Family Residential (17.5 DU/acre)
RMD	Medium Density Multi-Family Residential (28 DU/acre)

7. Zoning:

Table 2 shows all zones included in the Coastal Zone of the City of Redondo Beach. The AES Power Plant is categorized as P - GP - Generating Plant

**Table 2
 Zoning for City of Redondo Beach Coastal Zone**

Code	Designation
C-2A C-2-PD C-3 C-3B C-3-PD C-4-PD C-5A	Commercial
CC-1 CC-2 CC-4	Coastal Commercial
I-2A	Industrial
MU-2 MU-3 MU-3B	Mixed Use
P-CF	Community Facility
P-CIV	Civic Center
P-GP	Generating Plant
P-PRO	Parks, Recreation and Open Space
P-ROW	Right-of-Way
R-1	Single Family
R-2	Low Density Multi-Family Residential (14.6 DU/acre)
R-3A	Low Density Multi-Family Residential (17.5 DU/acre)
RH-1	High Density Multi-Family Residential (28 DU/acre)
RMD	Medium Density Multi-Family Residential (23.3 DU/acre)



8. Project Description:

The City of Redondo Beach is proposing to adopt a temporary moratorium on the approval of any conditional use permit, coastal development permit or any other discretionary City permit for the construction, modification or alteration of any facilities for the on-site generation of electricity within the Coastal Zone. To protect the public safety, health, and welfare of its citizens, Government Code 65858 allows a city council to adopt an interim ordinance prohibiting any uses that may be in conflict with a contemplated general plan or zoning measures that the city is considering, studying, or intends to study within a reasonable time. This proposed moratorium would apply throughout the coastal zone in the City of Redondo Beach. While the AES power plant (Power Plant) is the only existing power plant in the City's Coastal Zone, this moratorium would also prevent any new power plants from being constructed within the project area (e.g., the City's Coastal Zone).

If the moratorium is enacted, any proposal for new or modified electrical generating facilities within the City's Coastal Zone would be considered inconsistent with the Ordinance and with the City's land use policies and zoning regulations (i.e. would not conform with applicable local standards, ordinances, or laws). The California Coastal Act was enacted in 1976 to protect and preserve the California Coastal Zone as an environmental, recreational and economic resource for the benefit of all Californians. Under the Act, industrial uses, including electrical power generating facilities, are discouraged unless the use is coastal dependent, meaning that the use requires a location on or near the ocean in order to be able to function, or where the use is directly supportive of other coastal-related uses, such as fishing or boating. On May 4, 2010, the State Water Resources Control Board adopted Resolution No. 2010-0020, generally requiring that the use of existing power plant cooling systems that rely on natural ocean water be terminated throughout the State of California by 2020.

The AES Power Plant was built within the City of Redondo Beach prior to the enactment of the California Coastal Act, at a time when large electrical generation plants were commonly located near the ocean in order to allow the use of ocean water for cooling of the generating facilities.

9. Surrounding land uses and setting:

The project area encompasses the entire Coastal Zone of Redondo Beach. To the west of the Coastal Zone lies the Pacific Ocean. The Coastal Zone includes a number of permissible uses, as identified in Table 2, including residential, commercial, and industrial uses. The northernmost edge of the Coastal Zone is bordered by the City of Hermosa Beach, and the eastern and southern edges border the City of Torrance. The land uses surrounding the project area are similar to those within the Coastal Zone, but are predominantly low density multi-family residential, single family residential and public or institutional.

The Power Plant is in the northern area of the Redondo Beach Coastal Zone. It is approximately 0.2 miles from the edge of the Pacific Ocean. King Harbor is located

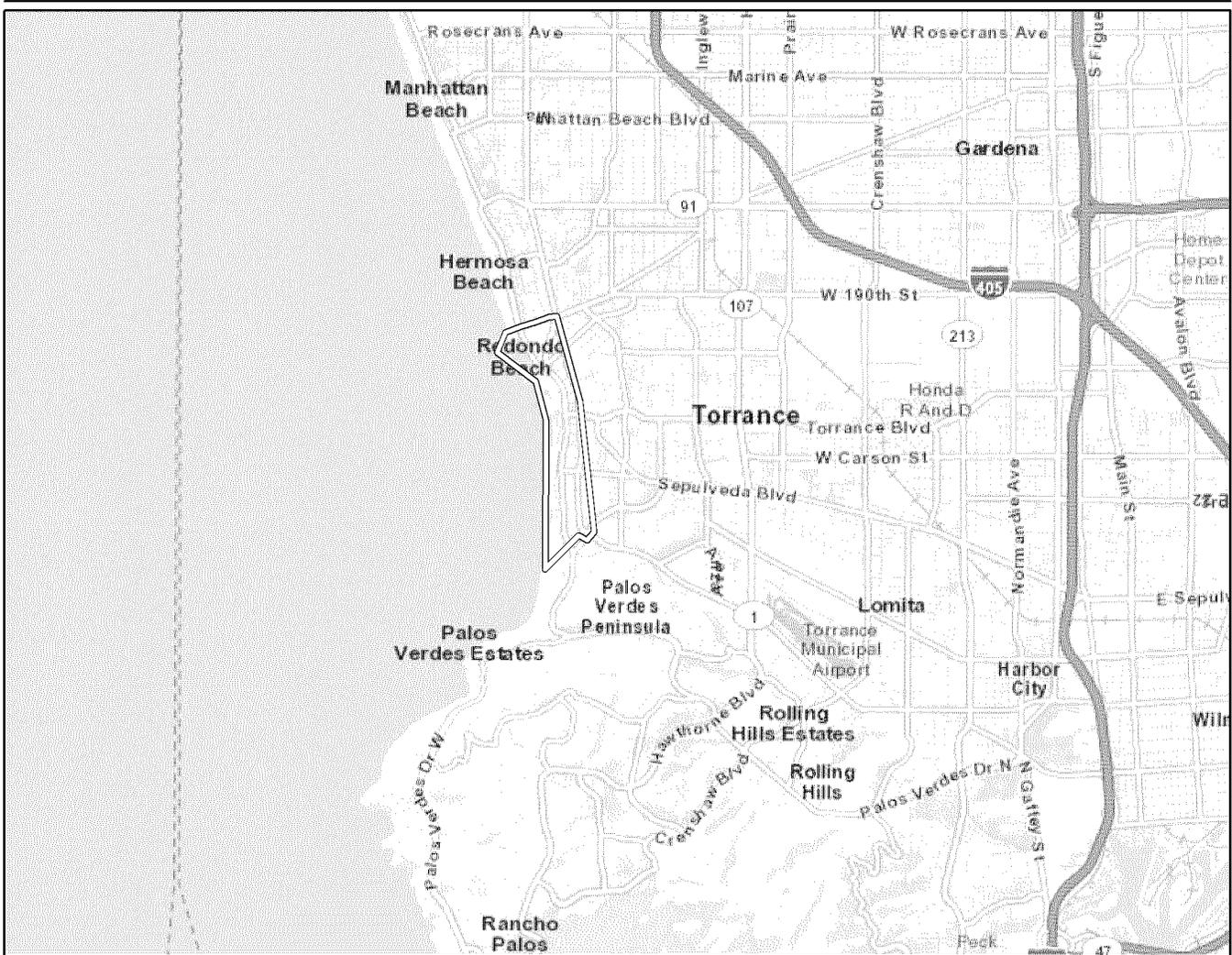


directly to the west of the site, approximately 520 feet away. Multiple dining, hotels, commercial space, and a myriad residences are also in the Power Plant vicinity.

10. Other agencies whose approval may be required:

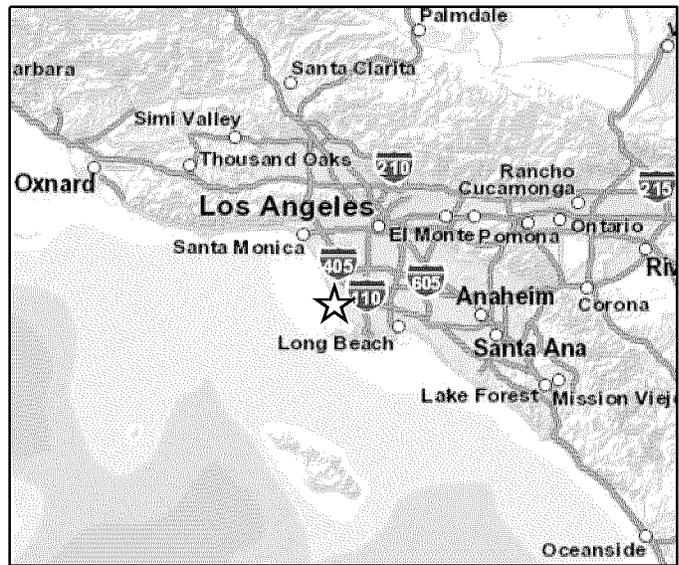
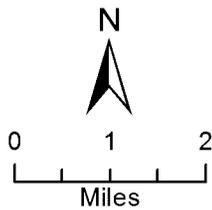
No additional approvals from other agencies are required.





Imagery provided by ESRI and its licensors © 2013.

 Redondo Beach Coastal Zone



Regional Location

Figure 1





Imagery provided by ESRI and its licensors © 2013.

Site Location

Figure 2



ENVIRONMENTAL FACTORS AFFECTED

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |



DETERMINATION:

On the basis of this initial evaluation:

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

- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

- I find that the proposed Project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

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

- I find that although the proposed Project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature

Date

Printed Name

For



Environmental Checklist

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. <u>AESTHETICS</u> – Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c) The proposed project is a temporary moratorium that would prevent the construction, expansion, replacement, modification, or alteration of any facilities for on-site generation of electricity on any property located in the Coastal Zone of Redondo Beach. The Coastal Zone is located between the Pacific Ocean and the Pacific Coast Highway (PCH). Although this section of the PCH is not an Official Designated State Scenic Highway by CalTrans, the PCH provides scenic vistas of the California coastline and Pacific Ocean in Redondo Beach. The proposed project would prevent electrical generating facilities from being built or altered in the Coastal Zone and thus would ensure that these scenic vistas would not be adversely affected by the construction of electrical generating facilities. The proposed project would also ensure that the trees, rock outcroppings, and any historic buildings, as well as the existing visual character of the Coastal Zone would not be substantially damaged by the construction or alteration of any new electrical generating facilities. For these reasons, the project would have *no impact* on the scenic vistas and visual character of the site and its surroundings.

d) The project is a temporary moratorium that would prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach; therefore, there would not be any new source of substantial light or glare that would reduce the views in the area. The project would therefore have *no impact* in this regard.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES				
-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) The project area is not located on or near farmland, forest land, or timberland, and would



involve no other changes in the existing environment that would result in the conversion of farmland to non-agricultural use. The project would have *no impact* on agriculture or forest resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. <u>AIR QUALITY</u> -- Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project area is within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet them. Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." The part of the Basin within which the project area is located is in nonattainment for both the federal and state standards for ozone, PM₁₀, and PM_{2.5}, as well as the state standard for nitrogen dioxide, PM_{2.5}, and lead (California Air Resources Board, Area Designations Maps/State and National, September 2011). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This non-attainment status is a result of several existing factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

a) A significant impact to air quality would occur if the proposed project would conflict with or obstruct implementation of the AQMP for the South Coast Air Basin. The AQMP contains



regulatory framework to help the basin achieve clean air standards. It also provides regulations and standards for new construction that are intended to reduce emissions. The proposed project consists of a moratorium barring expansion or alteration of electrical generating facilities in the Coastal Zone. No new construction would occur as a result of the proposed project. Therefore, the project would not conflict with implementation of an air quality plan, and *no impact* would occur.

b-e) The proposed project would have no operational air quality impacts since the project consists of a temporary moratorium that would prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach. The proposed project would not result in any operational emissions or odors. As such, there would be *no impacts* to air quality (not *cumulatively considerable*) and mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES --

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES --

Would the Project:

resources, such as a tree preservation policy or ordinance?

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) The proposed project is a moratorium barring the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach. No construction activities would potentially affect sensitive species in the Coastal Zone and *no impact* would occur with respect to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

b) As described above, the project area is fully developed and there is no natural habitat. The proposed project consists of a moratorium barring construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach. Therefore, the project would not result in the removal of any riparian habitat or other sensitive natural community. Within the harbor waters, the only sensitive community that may potentially be present is eelgrass (*Zostera marina*). Eelgrass is a flowering marine plant that forms meadows in southern California embayments (CRM, Inc., November 2011). This species of seagrass generally grows in Huntington Harbour and Sunset Bay at depths between 0.0 feet Mean Lower Low Water (MLLW) and -12 feet MLLW. Eelgrass is considered a sensitive marine resource in southern California because eelgrass meadows provide cover and habitat for many types of marine organisms.

Based on the underwater survey conducted by CRM, Inc., no eelgrass was observed between the inshore rip rap and a distance of 15 meters (49.2 feet) seaward of the dock system. In addition, the no federal-or-state-listed endangered, threatened, rare, or otherwise sensitive marine flora or fauna were observed at the project area. Additionally, the proposed project is a moratorium on certain construction or alteration, thus it does not propose any activities that would impact sensitive natural communities. Therefore, the proposed project would not result in the loss of any riparian habitat or other sensitive natural community. *No impact* would occur.

c) The proposed project is a temporary moratorium that would prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach and therefore there are no project-related activities that would potentially affect federally protected wetlands.



No removal, filling, hydrological interruption or other activities would take place as a result of the proposed project and therefore there would be *no impact*.

d) There is no evidence to suggest that wildlife currently utilize the Power Plant as a nesting site or as a migratory corridor. The proposed project is a moratorium which prohibits any construction or modification of electrical generating facilities in the Coastal Zone. The proposed project does not propose any action or activity, such as construction or operation, that would potentially affect any native resident or migratory fish or wildlife species or interfere with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, there would be *no impact* to local wildlife movement.

e) While the City of Redondo Beach does not have a tree protection ordinance, the City does have tree trimming restrictions within Section 10-5.1900 of the Coastal Zone Ordinance. No trees or other vegetation would be removed or altered as a result of the proposed moratorium and therefore neither the aforementioned restrictions nor other local policies or ordinances protecting such resources would be violated by the proposed project. *No impact* would occur.

f) The project area is not subject to an adopted conservation plan. *No impact* would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> --				
Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) The following six items located in Redondo Beach are considered Historical Landmarks by the Office of Historic Preservation for the State of California:

- Diamond Apartments – located in the vicinity of Diamond Street and North Broadway, approximately 0.6 miles southeast of the AES Power Plant within the Coastal Zone
- Old Salt Lake – located at the southeast corner of Harbor Drive and Yacht Club Way, approximately 200 feet west of the AES Power Plant



- Redondo Beach Original Townsite Historic District – located northwest of the corner of Diamond Street and North Guadalupe Avenue, outside of the City of Redondo Beach Coastal Zone
- Redondo Beach Public Library – two locations, one of which is located at 303 North Pacific Coast Highway, within the City of Redondo Beach Coastal Zone and approximately 0.3 miles southeast of the AES Power Plant, the second of which is outside of the Coastal Zone
- Sweetser Residence – located at 417 East Beryl Street, within the Coastal Zone and approximately 0.2 miles east of the AES Power Plant
- Woman’s Club of Redondo Beach – located at 400 South Broadway, within the Coastal Zone and approximately 0.8 miles south of the AES Power Plant

The proposed moratorium would affect the Coastal Zone of Redondo Beach, but would not result in any excavation, construction, modification, or other soil-disturbing activities on land which could impact historic, archaeological, or paleontological resources. The area is also not the site of any unique geologic feature. While there are designated historical landmarks within the boundaries of the project area, since the proposed project would not result in any construction activities that could cause a substantial adverse change in the significant of any historical or archeological resources, there would be *no impact* to cultural resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS –

Would the Project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the Project, and	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS –

Would the Project:

potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a.i and ii) Similar to all of Southern California, active and/or potentially active faults in the region of the project area could generate strong groundshaking. The Palos Verdes Fault Zone is located approximately one mile southwest of the project area in the Pacific Ocean. This fault has probable magnitudes of 6.0-7.0 on the Richter Scale. Two other nearby faults that are also part of this fault zone and are located nearby. The Redondo Canyon Fault, which is located approximately two miles south of the project area also in the Pacific Ocean, has probable magnitudes of 5.8-6.5 on the Richter Scale. The Cabrillo Fault, which is located approximately six miles southeast of the project area, has probable magnitudes of 6.0-6.8 on the Richter Scale. The Newport-Inglewood Fault Zone, which is located approximately seven miles northeast of the project area, has probable magnitudes of 6.0-7.4 on the Richter Scale (Southern California Earthquake Data Center, November 2011). Earthquakes of this magnitude could produce seismic shaking effects at the project area. Other, more distant faults such as the San Andreas Fault could be capable of producing significant shaking at the project area from large earthquakes on those faults.

The California Geological Survey estimates there is a 10% probability of this area experiencing an earthquake with a peak ground acceleration of 0.45g (0.45 times the force of gravity) in the next fifty years (California Geological Survey, November 2011). However, the project area is not located within an Alquist-Priolo Earthquake Zone (California Department of Conservation, 2010), so the probability of seismic surface rupture is considered low. The proposed project consists of a moratorium on construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach. No construction or new development would result from the proposed project. Therefore, there would be *no impacts* related to seismically-induced surface rupture or ground shaking.

a.iii) Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. A portion of the



project area, including but not limited to the AES Power Plant site, is located in an area of potentially high liquefaction hazard according to the Seismic Hazard Zones Map of the Redondo Beach Quadrangle (California Department of Conservation, Division of Mines and Geology, March 1999). This means that the site is located in an area where historic occurrence of liquefaction, or local geological, geotechnical, or groundwater conditions indicate a potential for permanent ground displacement. However, the proposed project would not result in any construction, modification, or other activity that would expose people to a liquification hazard. For this reason, the project would have *no impact* related to potential liquefaction hazards.

a.iv, c, d) The majority of the project area is located in a flat area with no significant slopes, and is not located in an area shown on the Seismic Hazard Zones Map of the Redondo Beach Quadrangle (California Department of Conservation, Division of Mines and Geology, March 1999) as an area of potential earthquake-induced landslides. A small portion of the project area, located east of AES Power Plant site along Herondo Street between Pacifica Coast Highway and Francisco Avenue, is located in an area of potential earthquake-induced landslides according to the Seismic Hazard Zones Map of the Redondo Beach Quadrangle (California Department of Conservation, Division of Mines and Geology, March 1999). This means that this small portion of the project area is located in an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a presence for permanent ground displacements. However, the proposed project is a moratorium that would prohibit the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach (including in the area identified above with the potential for earthquake induced landslides). The proposed project would not result in any new construction; therefore, it would have a *no impact* related to these hazards.

b) Soil erosion is the removal of soil by water, wind, and gravity. Because no construction would occur as a result of the proposed project, it would not involve soil-disturbing activities that could create soil erosion or lead to the loss of topsoil, and would thus have *no impact* in this regard.

e) The proposed moratorium would not generate wastewater and would not require the use of septic tanks. Therefore, *no impact* related to the use of septic tanks would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS -

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a, b) No construction or new uses would occur as a result of the project and therefore no greenhouse gas (GHG) emissions (either related to construction or operations) would be generated as a result of the proposed project through the burning of fossil fuels or other emissions of GHGs. Because the proposed project would not create any new GHG emissions, it would not conflict with the objectives of AB 32, SB 97, and SB 375, and there would be no contribution to cumulative GHG emissions and climate change (there would be *no impact*).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the Project:

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a, b) The proposed project would not involve the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed project consists of a temporary moratorium that would prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach and does not include any construction activities or operations which may involve the transport, use, or disposal of hazardous materials. Therefore, there would be **no impact** related to these issues.

c) The Redondo School of Dance and Music and the Yak Academy, a school offering foreign language classes to children between the ages of 1-10, are both located within the project area. The project is a temporary moratorium that would prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach and thus would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, the project would have **no impact**.

d) The following databases were checked on October 3, 2013 for known hazardous materials contamination at the project area (these are the databases which compile hazardous material sites pursuant to Government Code Section 65962.5):

- *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;*
- *Environmental Protection Agency EnviroMapper database;*
- *California State Water Quality Control Board GeoTracker database; and*
- *California Department of Toxic Substances Control EnviroStor database*

The Southern California Edison (SCE) Redondo Generating System, now part of the AES Power Plant, is listed on the California State Water Quality Control Board GeoTracker database with reference to a 1965 leak. An open site assessment cleanup status is listed as of 1997. No cleanup actions have occurred in relation to this leak.

The AES Generating Station is listed on the California Department of Toxic Substances Control EnviroStor database. The site history is as follows:



In 1996, SCE implemented a water quality monitoring program in response to a final judgment pursuant to a Stipulation, from the Superior Court of California, LA County, Number 121219 in 1995. The Stipulation alleged that Edison had stored hazardous wastes in non-permitted wastewater retention basins at their electrical generating stations in southern CA. Edison agreed to clean close the basins according to Chapter 15 of Title 22, CCR. The remainder of the property was to be evaluated under corrective action. When the site was sold, the new owner, AES, agreed to take over all responsibilities, including closure of the basins, groundwater monitoring and corrective action. As of 2012 the Monitoring Report indicated that monitoring of this issue was to continue. Other facilities located within the Redondo Beach Coastal Zone are listed on these databases.

No construction, modifications, alterations, or operations beyond what already occur in the project area would result from the proposed project. Thus, the proposed moratorium would not create a significant hazard to the public or the environment and *no impact* would occur.

e, f) The project area is not within an airport land use plan or within two miles of a public or private airport. The airport closest to the project area, Zamperini Field in Torrance, is located about four miles southeast of the project area. Therefore, the proposed moratorium would not result in safety hazards related to airports for people living or working at the project area and its vicinity, and the project would have *no impact* in this regard.

g) The proposed project would not generate any traffic, construction related or other, and therefore, would not cause congestion on local roadways that would interfere with emergency response or established evacuation procedures. The proposed project also does not propose any activity, including construction or modification of existing structures, excavation, or street closures or barriers, which would interfere with emergency response or an established evacuation route. Therefore, the project would have *no impact* relative to emergency access.

h) The project area is fully urbanized with no exposure to wildland fires. The project would have *no impact* in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY

– Would the Project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u>				
– Would the Project:				
existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, e, f) The project area is located next to the waters of King Harbor and the Pacific Ocean. Construction or modification of buildings within the project area would have the potential to violate water quality standards, create runoff and/or substantially degrade water quality.



However, the proposed project is a temporary moratorium that would prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach and would not result in any construction or modification activities which may involve activities that would affect water quality. Therefore, there would be *no impact* related to water quality, erosion, and drainage.

b) The proposed project consists of a moratorium that would prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach. The project would not consume potable water or generate wastewater. It also would not interfere with groundwater recharge because it would not increase the amount of impermeable surface on any site within the Coastal Zone. Therefore, the project would have *no impact* on groundwater supplies or groundwater recharge.

c, d) The proposed moratorium would not substantially alter drainage patterns of any land in the Coastal Zone area because it would only prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach. Therefore, the project would have *no impact* in this regard.

g-j) The project is a temporary moratorium that would prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach and would not result in any construction activities or new housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. The proposed project would not impede or redirect flood flows or place any new people or structures within an area subject to flooding, including from tseiche, tsunami, mud flow, or failure of a dam or levee. Therefore, the project would have *no impact* in these regards.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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X. LAND USE AND PLANNING --

Would the proposal:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed moratorium would not result in any construction or modification of any



electrical generating facility in the Coastal Zone of Redondo Beach and thus would not physically divide an established community. Therefore, *no impact* would occur.

b, c) The proposed moratorium would not allow any new or altered land uses or developments that are inconsistent with any applicable general plan, land use plan, policy, specific plan, local coastal program, zoning, or regulation. It would therefore have *no impact* related to potential conflicts with applicable land use plans, policies, or regulations or an adopted habitat conservation plan or natural community plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. <u>MINERAL RESOURCES</u> -- Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) The proposed moratorium would not change the existing uses within the project area, does not propose activities which could affect mineral resources, and thus would have *no impact* related to the loss of availability of a known mineral resource.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. <u>NOISE</u> – Would the Project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. NOISE – Would the Project result in:

increase in ambient noise levels in the Project vicinity above levels existing without the Project?

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

The City of Redondo Beach has not adopted any thresholds or regulations addressing vibration. Vibration is a unique form of noise. It is unique because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

Ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. No structures onsite or in the vicinity of the project area are fragile historic buildings. Thus, the proposed project would result in a significant impact if vibration levels during construction activity would exceed 100 VdB for a fragile building.

a-d) The proposed project is a temporary moratorium that would prevent the construction or alteration of electrical generating facilities in the Coastal Zone of Redondo Beach and would not change the use or intensity of use of any buildings in the Coastal Zone, nor would it result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity. The proposed project would not cause any construction activities to take place and would not cause any groundborne vibration to occur. The project would not increase vehicle traffic on the surrounding streets and would not create any new sources of noise that may be audible to adjacent receptors. *No impact* would occur.



e, f) The project area is not within an airport land use plan or within two miles of a public or private airport. The closest airport to the project area, Zamperini Field in Torrance, is located about four miles to the southeast. The project would therefore not expose people living or working within the project area and its vicinity to excessive noise, and the proposed moratorium would have *no impact* in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING —

Would the Project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) The proposed moratorium does not involve any new residences or growth-inducing features, nor does it include any activities that would displace people or existing housing, thereby necessitating the construction of replacement housing elsewhere. Thus, it would have *no impact* with respect to population and housing.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

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



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i-v.) The proposed moratorium does not involve any new construction, nor does it involve any activity that would directly or indirectly lead to population growth or otherwise require public services. Therefore, the project would not affect existing fire or police service ratios and response times or increase the demand for fire or police protection services. In addition, the project would not affect local schools, parks or other public facilities. For these reasons, *no impact* would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. RECREATION --

a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b) The proposed moratorium does not involve the development of new residences or other uses that would directly or indirectly result in an increase in population or additional demand for park or recreational facilities. The project does not propose any recreational facilities that could be used by the public and would have *no impact* on recreational facilities.



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

a, b) The proposed moratorium would not physically change any uses within the project area, including the AES Power Plant or any other site within the Redondo Beach Coastal Zone. No new traffic would be generated traffic as the result of the proposed project. The project would therefore have *no impact* with respect to traffic congestion.

c) As discussed in Section VIII, *Hazards and Hazardous Materials*, and Section XII, *Noise*, the project area is located about four miles from the nearest airport (Zamperini Field in Torrance). Given the distance from the proposed project area and the nearest airport, the project would



not present any impediments to air traffic, and would not affect air traffic patterns. Therefore, *no impact* would occur.

d, e) The proposed project would not introduce any design features such as sharp curves or dangerous intersections, or incompatible uses to any part of the Redondo Beach Coastal Zone that would substantially increase hazards at the site. Also, no construction activities would take place as a result of the proposed temporary moratorium and therefore, would not block or impede emergency access. Therefore, *no impact* would occur.

f) The proposed project would not result in changes to the public transportation system that would conflict with adopted policies plans or programs. Additionally, as described in Section XIII, *Population and Housing*, no significant population increase would result from the project that would increase the burden on public transportation. Therefore, the project would have *no impact* on public transportation.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS --				
Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS --

Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-g) The proposed moratorium would not change any of the existing uses within the Redondo Beach Coastal Zone, and would not create any new demands related to the provision of wastewater, storm water, or water supply services. The proposed project would also have no effect on landfill or solid waste, as it would not result in any new construction or uses that generate solid waste. Therefore, the project would have *no impact* with respect to utilities and service systems.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —

a) Does the Project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) As discussed under Section IV, *Biological Resources*, the project would have **no impacts** on fish and wildlife species. As discussed under Item V, *Cultural Resources*, the project would not remove or damage any historic structures, though there are several in the Redondo Beach Coastal Zone, and there would be no potential for the event of discovery of subsurface cultural resources or remains as no construction would take place as a result of the proposed project. There would be **no impact** to important examples of the major periods of California history or prehistory.

b) All potential environmental impacts of the project have been determined in this Initial Study to have **no impact**. The proposed project was determined to have “No Impact” for all resource areas and therefore would not contribute to cumulative impacts and did not warrant further analysis.

c) The proposed moratorium does not have the potential for substantial adverse effects to human beings. Impacts related to noise, air quality, traffic, hazards/hazardous materials, and geology and soils were determined to have **no impact** or a **less than significant** impact and would therefore not cause substantial adverse effects on human beings, either directly or indirectly. All other potential environmental impacts of the project have been determined in



this Initial Study to have *no impact* or a *less than significant* impact, and would therefore also not cause substantial adverse effects on human beings, either directly or indirectly.



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Attachment B

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November 21, 2013

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RECEIVED
NOV 21 2013
PLANNING DIVISION
CITY OF REDONDO BEACH

**RE: Comments on the Draft Initial Study/Negative Declaration for the 2013
Coastal Zone Electrical Generation Facility Moratorium Interim Ordinance**

Dear Mr. Jones:

On behalf of AES Southland Development, LLC ("AES"), we submit these comments on the draft Initial Study/Negative Declaration ("IS/ND") for the City of Redondo Beach's ("City") proposed 2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance ("the proposed Project").

- 1. Insofar as the proposed Project purports to apply to the Redondo Beach Energy Project ("RBEP")¹, the proposed ordinance is pre-empted by state law.**

The City has asserted that the proposed ordinance is intended to apply to the RBEP.² The "news details" published on the City of Redondo Beach website states that the Project "would specifically affect AES [as] the company currently operating the only electrical generating

¹ On November 20, 2012, AES filed an Application for Certification of the RBEP with the California Energy Commission. The RBEP is a proposed 496 megawatt natural-gas fired, combined cycle, air-cooled generating facility located within the site of the existing Redondo Beach Generating Station.

² See, for example, the Redondo Beach City Council meeting of September 3, 2013, where the Council provided direction to the City Attorney to draft a moratorium applicable to the RBEP site.

facility in the City's Coastal Zone.”³ To the extent that the proposed ordinance purports to apply to the RBEP currently under review by the California Energy Commission, the proposed Project is preempted by state law. California Public Resources Code section 25500 specifically vests with the California Energy Commission the exclusive authority to permit thermal power plants of 50 megawatts or more. Certification by the California Energy Commission is in lieu “of any permit, certificate, or similar document required by any state, local or regional agency, or federal agency to the extent permitted by federal law, for such use of the site and related facilities, and shall supersede any applicable statute, ordinance, or regulation of any state, local, or regional agency, or federal agency to the extent permitted by federal law.” (Cal. Public Resources Code § 25500.)

If the City intends to proceed with the proposed ordinance, it may lawfully do so only by expressly exempting thermal energy generating facilities of 50 MW or more from the provisions of the ordinance.

2. Only the California Energy Commission has the authority to issue California Environmental Quality Act (“CEQA”) environmental documentation relating to actions involving the licensing of the RBEP.

The October 31, 2013 public notice issued by the City asserts that the City is the lead agency for compliance with CEQA. This is incorrect insofar as the proposed Project affects the site and related facilities of a project under review by the California Energy Commission. With respect to the licensing of the RBEP, the California Energy Commission is vested by statute with the role as lead agency. California Public Resources Code § 25519(c) states that “The commission shall be the lead agency as provided in Section 21165 for all projects that require certification pursuant to this chapter. . . . If the commission prepares a document or documents in the place of an environmental impact report (“EIR”) or negative declaration under a regulatory program certified pursuant to Section 21080.5, any other public agency that must make a decision that is subject to the California Environmental Quality Act, Division 13 (commencing with Section 21000), on a site or related facility, shall use the document or documents prepared by the commission in the same manner as they would use an environmental impact report or negative declaration prepared by a lead agency.”

The California Energy Commission has already assumed this role and is actively engaged in preparing the environmental documents for the RBEP under its certified regulatory program.⁴ Therefore, insofar as the proposed ordinance purports to apply to RBEP, the City is required by law to make a decision on the proposed ordinance based upon the environmental documentation prepared by the Commission in the same manner as it would use an environmental impact report

⁴ On August 27, 2013 the California Energy Commission accepted the Application for Certification for the RBEP as data adequate. (See, Transcript for the August 27, 2013 California Energy Commission Business Meeting, pp. 63-64, available at http://www.energy.ca.gov/business_meetings/2013_transcripts/2013-08-27_transcript.pdf).

generating facilities it is intended to apply. It is not clear, for example, whether the scope of the proposed Project is limited to the City's issuance of certain discretionary permits as stated on page 3 of the IS/ND, or whether the proposed Project is intended to "prevent the construction, expansion, replacement, modification, or alteration of any facilities for on-site generation of electricity on any property located in the Coastal Zone of Redondo Beach,"⁸ regardless of whether the City has any discretionary approval over such construction.

The City has stated that the actual details of the project, including the duration and scope of the moratorium, will not be disclosed until after the public comment period is closed. In essence, the City is putting the cart before the horse. It is attempting to complete the environmental review before the proposed Project is disclosed. This is a clear violation of CEQA. The failure by the City to provide the public with the essential details of the proposed Project prevents the public from being able to make informed comments regarding the Project, and precludes proper evaluation of the proposed Project, including consideration of whether the proposed Project will have a significant effect on the environment. A "negative declaration is inappropriate where the agency has failed either to provide an accurate project description or to gather information and undertake an adequate environmental analysis." (*City of Redlands v. County of San Bernardino*, 96 Cal. App. 4th 398, 406.) Therefore, the draft IS/ND should be withdrawn, and reissued only after the actual terms of the proposed ordinance have been disclosed and made available for evaluation by the City and the public.

4. The California Energy Commission has the exclusive authority under State law to determine the RBEP's consistency with applicable laws, ordinances, regulations, and standards ("LORS"), including the City's local land use laws.

Although the details of the proposed Project have not been provided by the City, the IS/ND states that if the Project is approved by the City, "any proposal for new or modified electrical generating facilities within the City's Coastal Zone would be considered inconsistent with the Ordinance and with the City's land use policies and zoning regulations." As applied to the RBEP, the determination of the RBEP's consistency with local land use LORS is delegated by statute to the California Energy Commission. (*See*, Public Resources Code §§ 25500, 25523.) While the City may express its views to the Commission regarding the conformance or consistency of RBEP with applicable LORS (20 C.C.R. § 1744), only the California Energy Commission is authorized to make findings for RBEP regarding this issue as a matter of law. (*See*, Public Resources Code §§ 25500, 25523.) Therefore, any reference to the consistency of RBEP to the City's land use policies and zoning ordinances should be stricken from the proposed ordinance and from consideration in the draft IS/ND.

⁸ This broader characterization of the proposed Project, without reference to discretionary permits issued by the City, is stated at pages 9, 13, 23 and 26 of the IS/ND.

5. The IS/ND fails to adequately evaluate the significant impacts of the proposed ordinance.

The CEQA Guidelines provide that a lead agency “shall find that a project may have a significant effect on the environment” and prepare an EIR where a project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. (14 C.C.R. § 15065(a)(2).) As proposed, the moratorium Project would bar the “approval of any conditional use permit, coastal development permit or any other discretionary City permit for the construction, modification, or alteration of any electrical generating facilities for the on-site generation of electricity within the Coastal Zone,” which would include environmentally beneficial proposals for modifications to existing facilities such as RBEP as well as new renewable energy facilities of any size. Thus, the Project would disadvantage the achievement of long-term environmental goals such as reduced greenhouse gas emission levels that would be achieved through the use of more efficient gas-fired and solar generating facilities.

If applied to the RBEP, the Project would disadvantage the achievement of other long-term environmental goals such as eliminating the use of ocean water for cooling purposes and enabling the integration of intermittent renewable energy resources to achieve California’s Renewable Portfolio Standards. The moratorium will have a significant impact on the environment due to the long-term environmental goals that will be disadvantaged by the Project. Therefore, an EIR must be prepared for the Project.

The IS/ND also fails to correctly characterize the impact of the proposed Project on air and water quality resources. The proposed Project is not merely a moratorium on new development; it is also a moratorium on the modification of existing facilities, including modifications that are necessary to comply with air quality plans and water quality standards. Insofar as the proposed Project purports to prevent modifications to facilities that would reduce air quality emissions and thus further progress toward attainment of health-based air quality standards, the proposed Project directly conflicts with and obstructs the applicable air quality plan. Similarly, to the extent that the proposed Project purports to prevent modification of fossil-fueled power plants that would eliminate once-through cooling, the proposed Project would violate the water quality standards expressed in State Water Resources Board Resolution 2010-0020.

CONCLUSION

In summary, the draft IS/ND is defective on numerous substantive and procedural grounds. The draft IS/ND exceeds the legal authority of the City, attempts to usurp the lead agency role of the California Energy Commission, has been issued before the essential details of the proposed Project have been disclosed, and fails to adequately disclose the significant adverse impacts of the proposed Project. The IS/ND should be withdrawn. The IS/ND should be reissued only after the proposed ordinance is disclosed and after RBEP is excluded from the

November 21, 2013
Page 6

scope of the ordinance. Alternatively, if the ordinance intends to apply to the RBEP, the City may consider adoption of the ordinance only after the California Energy Commission has completed its environmental review of the RBEP.

Sincerely,



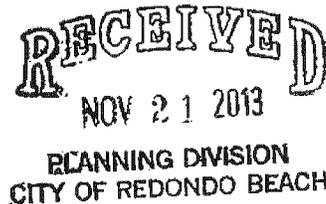
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Attorneys for AES Southland Development, LLC

cc: Eleanor Manzano, City Clerk
Mike Webb, City Attorney

P.O. Box 118
Redondo Beach, CA 90277
November 19, 2013

Aaron Jones
Community Development Director
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277



Subject: 2013 Coastal Zone Moratorium

Dear Aaron Jones,

There are few errors I would like to point out in the 2013 Coastal Zone Moratorium.

1. Page 6, Figure 2: I did not realize that part (Portofino and Jack Crab Shack) of the harbor was outside the Coastal Zone. When did this happen?

2. The boundary of the moratorium described on page one is incorrect. The southern boundary at PCH is not Palos Verdes Blvd. That portion is in the City of Torrance. In fact, I believe that Vons on Palos Verdes Blvd. is in the City of Torrance.

3. I question the land use description of the Coastal Zone on page 3. The Coastal Zone contains many high-density multi-family residences, especially along the waterfront. We need to be accurate in the legal document. Why is the city accepting sloppy work from contractor?

4. On page nine, the phrase: "...the PCH provides scenic vistas of the California coastline and Pacific Ocean in Redondo Beach." I question that PCH provides a scenic vista along PCH in Redondo Beach. This section must be redone.

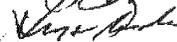
5. Redondo Beach has tree-trimming ordinance, page 14, but the city do not enforce it. A pair of herons nested in the palm tree two residential establishments south of where I move into on the Esplanade in 2006. But in the last season, they no longer nested in the palm tree because of tree trimming. However, I did notice the heron on the pier begging for fish in April.

6. The salt lake location on page 16 is incorrect. The location is not 200 feet west of AES Power Plant. This description put the salt lake in the ocean. I believe part of the AES Power Plant complex is on the historical salt lake. How can one miss locate such an important landmark?

7. On page 21, Item (c): why is "The Redondo School of Dance and Music and the Yak Academy school offering foreign language classes to children between the ages of 1-10 are both located within the project area." included under HAZARDS AND HAZARDOUS MATERIALS? It just doesn't make sense. These are located in King Harbor Plaza. Is the King Harbor Plaza also part of the moratorium?

I think you need to review the document, as it appears that no one has reviewed the document. I do not care to go on with the review.

Sincerely yours,


George Ikeda

City of Redondo Beach
2013 Coastal Zone Electrical Generating Facility
Moratorium Interim Ordinance

Response to Comments

December 2013

2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance
Response to Comments on the Initial Study/Negative Declaration

Under the California Environmental Quality Act (“CEQA”) there is no requirement to prepare response to comments for a Negative Declaration. (CEQA Guidelines § 15074(b).) Even in the context of an EIR, response to comments “...need only respond to significant environmental issues...” (CEQA Guidelines § 15204(a).) Nevertheless, the City addresses some of the issues raised in the comment letters submitted to the City below.

Response A1 [Comment from Gregory L. Wheatland on behalf of AES Southland Development, LLC]

The comment states:

To the extent that the proposed ordinance purports to apply to the RBEP currently under review by the California Energy Commission, the proposed Project is preempted by state law. California Public Resources Code section 25500 specifically vests with the California Energy Commission the exclusive authority to permit thermal power plants of 50 megawatts or more.

The City disagrees with the characterization of the California Energy Commission’s certification jurisdiction. (See *Dept. of Water and Power v. Energy Resources Conservation and Development Comm’n* (1991) 2 Cal.App.4th 206, 227 [“Since the repowering project is not ‘construction’ of a new facility and is not a ‘modification’ that will result in a 50–megawatt or more *increase* in the station’s generating capacity, the Energy Commission has no certification jurisdiction over the repowering project.”])

It is clear that the California Legislature did not intend to preempt municipalities from adopting land use regulations when the California Energy Commission (“CEC”) has jurisdiction. Public Resources Code § 25525 expressly contemplates local regulations:

The commission may not certify a facility contained in the application when it finds, pursuant to subdivision (d) of Section 25523, that the facility does not conform with any applicable state, *local*, or regional standards, *ordinances*, or *laws*, unless the commission determines that the facility is required for public convenience and necessity and that there are not more prudent and feasible means of achieving public convenience and necessity. (Emphasis added.)

The comment tacitly acknowledges the City’s authority to adopt land use regulations, such as the moratorium ordinance, in Section 4 of the comment letter (“RBEP’s consistency with local land use [laws, ordinances, regulations, standards] is delegated by statute to the California Energy Commission.”).¹ This issue is addressed further in the City’s Administrative Report.

¹ While not expressly defined in the commenter’s letter, the commenter has previously defined the RBEP project as follows: “The Redondo Beach Energy Project (RBEP) is a natural-gas-fired, combined-cycle, air-cooled electrical generating facility with a net generating capacity of 496 megawatts (MW)¹ and gross generating capacity of 511 MW, that will replace, and be constructed on the site of the AES Redondo Beach Generating Station, an existing

Response A2

Comment A1 suggests that the City is preempted from adopting the moratorium.² Building upon this argument, Comment A2 suggests that "...the California Energy Commission is vested by statute with the role as lead agency. California Public Resources Code § 25519(c) states that 'The commission shall be the lead agency as provided in Section 21165 for all projects that require certification pursuant to this chapter...'"

Please see Response A1 regarding preemption. The City is not proposing a project that "...require[s] certification pursuant to [Public Resources Code, Chapter 6 (e.g. construction or modification of a powerplant).]" The City recognizes that if CEC has jurisdiction, CEC has authority to certify construction or modification of a power plant. However, here the City has proposed a moratorium ordinance, pursuant to Government Code 65858, which would require the CEC to make the override findings concerning public necessity and absence of alternatives, as required by Pub. Res. Code § 25525.

The City is the appropriate lead agency for the moratorium; the Government Code 65858 expressly provides that:

...the legislative body of a county, city, *including a charter city*, or city and county, to protect the public safety, health, and welfare, may adopt as an urgency measure an interim ordinance prohibiting any uses that may be in conflict with a contemplated general plan, specific plan, or zoning proposal that the legislative body, planning commission or the planning department is considering or studying or intends to study within a reasonable time.

The City Council of Redondo Beach has been vested with the City's legislative powers and is the appropriate decision making body to consider the moratorium ordinance. Therefore the City of Redondo Beach is the appropriate CEQA lead agency. (Redondo Beach City Charter § 9; CEQA Guidelines § 15356.)

and operating power plant in Redondo Beach, California." (AES, Application for Certification, Project Description, page 1.) The Project would replace the existing natural gas power plant located on the site.

² The moratorium ordinance may also be referenced in this document or the Administrative Report as the "urgency ordinance," the "proposed project," "project," "ordinance", "proposed ordinance" or "2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance."

Response A3

The comment suggests that “the City has failed to provide a clear description of the ‘proposed project’, in this case – the proposed ordinance.” A copy of the proposed ordinance has been prepared and is included in Attachment C to the Administrative Report for this Project.

Contrary to the allegations in the comment, the level of detail provided in the negative declaration is consistent with the requirements of CEQA. CEQA Guidelines § 15071 states that “A negative declaration circulated for public review shall include: (a) a *brief description of the project*, including a commonly used name for the project, if any.” (Emphasis added.) Similar direction is also provided for an EIR under CEQA Guidelines § 15124 which states that (1) “[t]he description of the project shall contain the following information *but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact*” (emphasis added; CEQA Guidelines § 15124), and (2) the project description shall include “a list of permits and other approvals required to implement the project.” (CEQA Guidelines §15124(d)(1)(B).) (See also *Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20 [“Appellants have not established that the general description of the diversion structures in the EIR coupled with approval of final designs after the project is approved violated any CEQA mandate.”].)

Similar issues were also raised and rejected by the Court of Appeal in *Ogawa v. City of Palo Alto* (Nonpublished; 6th App. Dist., 2013, Case No. H037950).³ In *Ogawa* petitioners alleged “...the negative declaration did not adequately described the Project because it did not reference the capital improvements program or the VTA grant application.” (Slip Opinion at 8.) In denying the petition on these grounds the Court noted:

Appellants do not argue here that the negative declaration inadequately described the physical elements of the Project. At issue is whether City was required to include certain administrative decisions or approvals in its description of the Project...Case law likewise has noted that “project” “refers to the underlying activity which maybe subject to approval by one or more governmental agencies; it does not refer to each of the several approvals sequentially issued by different agencies.” (*Committee for a Progressive Gilroy v. State Water Resources Control Bd.* (1987) 192 Cal.App.3d 847, 863.)...Here, the “underlying activity” potentially impacting the environment consists of the streetscape enhancement improvements described above. The negative declaration and the attached study describe the physical aspects of these improvements and analyze their potential impacts in detail. The documents provide (1) a commonly used name for the project, e.g. “California Streetscape Improvements—Phase II”; (2) a map showing the location; (3) a finding that the Project could not have a significant impact on the environment; and (4) an initial study documenting the reasons to support the finding. Appellants do not dispute the accuracy of any of these descriptions or findings...

³ A full copy of the *Ogawa* opinion is available online at: <http://www.courts.ca.gov/opinions/nonpub/H037950.PDF>

2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance
Response to Comments on the Initial Study/Negative Declaration

The omitted actions here—the passage of a resolution and the approval of a financing mechanism—had no direct physical impacts whatsoever. To the extent these actions had indirect physical effects, e.g. by allowing the Project to proceed, these effects consisted entirely of the physical impacts of the approved street enhancement activities, which were already analyzed in the negative declaration and the attached initial study.³

In other words, the negative declaration properly reviewed the potential impacts of the project as a whole. Therefore, appellants' contention that City should have separately reviewed the impact of purely non-physical, administrative activities associated with the Project—the physical impacts of which had already been reviewed in their entirety—lacks merit. (Slip Opinion at 9-11.)

Unlike the *Ogawa* opinion, the City listed the approval of the ordinance in the title of the project ("2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance") and noted the use of an ordinance in the Negative Declaration project description:

The City of Redondo Beach is proposing to adopt a temporary moratorium on the approval of any conditional use permit, coastal development permit or any other discretionary City permit for the construction, modification or alteration of any facilities for the on-site generation of electricity within the Coastal Zone. To protect the public safety, health, and welfare of its citizens, *Government Code 65858 allows a city council to adopt an interim ordinance prohibiting any uses that may be in conflict with a contemplated general plan or zoning measures that the city is considering, studying, or intends to study within a reasonable time.* This proposed moratorium would apply throughout the coastal zone in the City of Redondo Beach. While the AES power plant (Power Plant) is the only existing power plant in the City's Coastal Zone, this moratorium would also prevent any new power plants from being constructed within the project area (e.g., the City's Coastal Zone). (Emphasis added; Negative Declaration, page 3.)

The contents of the Negative Declaration Project description are substantively identical to the provisions provided in Section 1 of the proposed ordinance:

There is hereby imposed a moratorium on the approval of any conditional use permit, coastal development permit or any other discretionary City permit or approval for the construction, expansion, replacement, modification or alteration of any facilities for the on-site generation of electricity on any property located within the coastal zone, as designated by the California Coastal Act, within the City of Redondo Beach.

The comment letter states, "Without knowing the duration of the proposed moratorium, whether it is a month, a year, or longer, it is impossible to assess the impacts of the proposed action."

The Project Description expressly provides that it was for the adoption of a moratorium ordinance pursuant to Government Code § 65858, which states in part, "The interim ordinance shall be of no

2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance
Response to Comments on the Initial Study/Negative Declaration

further force and effect 45 days from its date of adoption,” and provides additional procedures related to short term extensions. Additional discussion of the time period is described in the Administrative Report and Section 3 of the proposed ordinance (Attachment C.)

The comment further states “It is not clear, for example, whether the scope of the proposed Project is limited to the City’s issuance of certain discretionary permits as stated on page 3...” The comment then proceeds to suggest an inconsistency between Negative Declaration page 3 (“Project Description”) and pages 9, 13, 23, and 26 contained within the “Environmental Checklist.” There is no inconsistency between the project description and the environmental analysis. It is not necessary for the City to repeat every detail of the project description throughout the body of the environmental analysis. The City’s Negative Declaration complies with the requirements of CEQA and does not need to be “...withdrawn, and reissued...” as suggested by the comment.

Response A4

The comment states:

While the City may express its views to the Commission regarding the conformance or consistency of RBEP with applicable LORS (20 C.C.R. § 1744), only the California Energy Commission is authorized to make findings for RBEP regarding this issue as a matter of law...Therefore, any reference to the consistency of RBEP to the City’s land use policies and zoning ordinance should be stricken from the proposed ordinance and from consideration in the draft IS/ND.

Please see Response A1 and A2. The comment does not cite any specific language in the Negative Declaration/Initial Study. The language provided in the Negative Declaration/Initial Study is appropriate and complies with the requirements of CEQA. Even if not required by CEQA, there is nothing under CEQA that precludes the City from including other information in the environmental document, Administrative Report, or Ordinance that the City believes to be important to the decision makers or the public.

Furthermore, the City is entitled to create a contemporaneous interpretation of the proposed ordinance. (See *Industrial Indemnity Co. v. Workers Comp. Appeals Bd.* (1985) 165 Cal.App.3d 633, 638.) An agency’s interpretation of its own zoning is entitled to great weight. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal. App. 4th 1173, 1193.) For all these reasons, the City believes it is appropriate to create a record of interpretation related to the moratorium and its effect under Pub. Res. Code § 25525 (including the information provided in the “Background” discussion of the Administrative Report).

Response A5

The comment suggests that the ordinance:

“...would bar...environmentally beneficial proposals for modifications to existing facilities such as the RBEP as well as new renewable energy facilities of any size. Thus,

2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance
Response to Comments on the Initial Study/Negative Declaration

the Project would disadvantage the achievement of long-term environmental goals such as reduced greenhouse gas emission levels that would be achieved through the use of more efficient gas-fired and solar generating facilities.”

As described above and in the Administrative Report, if the CEC is found to have jurisdiction over a project, the CEC may still approve a project if it complies with the standards provided under Pub. Res. Code § 25525. As also discussed under Response A3, the proposed moratorium is a short term ordinance. Furthermore, the purpose of the CEQA analysis is to provide a comparison of the project’s impacts in comparison to *existing conditions*. (See CEQA Guidelines § 15125(a), 15126.2(a); *Watsonville Pilots Association v. City of Watsonville* (2010) 183 Cal.App.4th 1059 [“The FEIR was not required to resolve the [existing] overdraft problem, a feat that was far beyond its scope”].)

Response B1 and B2 [George Ikeda]

The comment states that “I did not realize that part (Portofino and Jack’s [sic] Crab Shack) of the harbor was outside the Coastal Zone” and references Figure 2 of the Initial Study. The comment goes on to state “the boundary of the moratorium described on page on is incorrect. The southern boundary at PCH is not Palos Verdes Blvd.”

The Negative Declaration is only required to provide a sufficient level of detail to determine whether the project will have a significant impact on the environment. As discussed under CEQA Guidelines § 15124 “the description of the project...should not supply extensive detail beyond that needed for evaluation and review of the environmental impact.” Similar standards also apply to the description of the existing environmental setting. (CEQA Guidelines § 15125(a).)

The commenter appears to be referencing Joe’s Crab Shack and Portofino Hotel located respectively at 260 Portofino Way and 230 Portofino Way. Figure 2 was not intended to provide a precise boundary map for individual parcels contained within the coastal zone. The City qualitatively acknowledges these two properties are included in the Coastal Zone; however, the precise boundaries of the Coastal Zone are set pursuant to the Coastal Act (Pub. Res. Code §§ 30103, 30103.5, and 30150-30174). As noted on page 1 of the Negative Declaration “the Project area includes the entire Coastal Zone of the City of Redondo Beach *as designated by the California Coastal Commission*.” Please also note that there are several parcels within the City’s borders that are located on Palos Verdes Blvd.⁴

Response B3

The comment states “I question the land use description of the Coastal Zone on page 3. The Coastal Zone contains many high-density multi-family residences, especially along the waterfront. We need to be accurate in the legal document.”

As noted under CEQA Guidelines § 15125(a) “the environmental setting shall be no longer than necessary to an understanding of the significant effects of the proposed project and its alternatives.”

⁴ Redondo Beach Zoning Map is available online at:
<http://www.redondo.org/civica/filebank/blobdload.asp?BlobID=24217>

2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance
Response to Comments on the Initial Study/Negative Declaration

The discussion of the existing setting in the Negative Declaration complies with this requirement. Furthermore, the commenter appears to be referencing the following language in the Negative Declaration:

The *land uses surrounding the project area* are similar to those within the Coastal Zone, but are predominantly low density multi-family residential single family residential and public or institutional.

Contrary to the suggestion in the comment, this language does not suggest there is no high density development in the Coastal Zone.

Response B4

Comment noted. Please see Response B3 regarding legal standards for the environmental setting.

Response B5

Comment noted.

Response B6

The City revises the language on 16 of the Negative Declaration/Initial Study as follows:

Old Salt Lake -located at the southeast corner of Harbor Drive and Yacht Club Way, approximately 200 feet ~~west~~ east of the AES Power Plant.

Response B7

Item VIII(c) in the Initial Study asks whether the Project would “Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school.”

Consequently it is appropriate that the analysis for this question incorporates discussion of a school.

Attachment 5

Addendum to the Negative Declaration for the “2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance.”

As described under CEQA Guidelines Section 15164, “the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” CEQA Guidelines Section 15164 generally requires a subsequent EIR due to the “...involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.”

Under CEQA, impacts are made in comparison to the existing physical conditions. (CEQA Guidelines Sections 15125(a) and 15126.2(a).) Similarly, any such changes to the existing environment, must be *caused* by the project. (CEQA Guidelines Section 15130(a)(1); *Walmart Stores, Inc v. City of Turlock* (2006) 138 Cal.App.4th 273 [“...courts could not presume that the enactment of a zoning ordinance ‘may cause....a...physical change in the environment’ (§ 21065), but would have to review the administrative record for evidence establishing both the requisite causal link as well as the requisite physical change in the environment.” ([overruled on other grounds in *Hernandez v. City of Hanford* (2007) 41 Cal.4th 279].)

In December 2013, the City Council of the City of Redondo Beach adopted a Negative Declaration for the “2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance.” This Negative Declaration determined that there would be no environmental impacts associated with a “temporary moratorium on the approval of any conditional use permit, coastal development permit or any other discretionary City permit for the construction, modification or alteration of any facilities for the on-site generation of electricity within the Coastal Zone...While the AES power plant (Power Plant) is the only existing power plant in the City’s Coastal Zone, this moratorium would also prevent any new power plants from being constructed within the project area.” (ND page 3.)

In the Negative Declaration, the City concluded that the act of prohibiting new Electrical Generating Facilities in the Coastal Zone would not result in any physical activities that would affect the *existing physical environment*.

The purpose of the moratorium ordinance is to provide a sufficient time period for the City to propose a permanent change to its zoning regulations. (Government Code Section 65858(d).) The City has proposed permanent modifications to its zoning/planning documents: (1) prohibit (City-wide) the following uses: (A) new Electricity Generating Facilities of 50 Megawatts or more, and (B) modifications, including alteration, replacement or improvement of equipment, that result in a 50 megawatt or more increase in the electric generating capacity of an existing Electricity

Generating Facility, and (C) construction of any Electricity Generating Facility subject to the California Energy Commission's jurisdiction under Public Resources Code Section 25502.3, (2) remove off-site Electricity Storage uses and on-site commercial Electricity Storage from the definition of Public Utility Facility (thereby eliminating these uses from zones which allow Public Utility Facilities). Additional details on these proposed modifications are contained in the Resolutions contained in the Attachments to Planning Commission's Administrative Report for this item. For the same reasons described in the Negative Declaration for the "2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance," the proposed modifications would not result in "new significant environmental effects or a substantial increase in the severity of previously identified significant effects." For example,

1. The proposed modifications would prevent specified types of electrical generating/storage facilities from being constructed or altered and thus would ensure that scenic vistas would not be adversely affected by their construction or operation.
2. The proposed modifications would prevent the construction or alteration of specified types of electrical generating/storage facilities and therefore would not result in any new source of substantial light or glare.
3. The project area is not located on or near farmland, forest land, or timberland, and would involve no other changes in the existing environment that would result in conversion of farmland to non-agricultural use.

ATTACHMENT 6

RESPONSE TO COMMENTS

City of Redondo Beach

**2015 Electricity Generating Facility and Electricity
Storage Facility Planning Modifications (to Implement a
Long Term Ordinance, as Contemplated in the 2013
Coastal Zone Electrical Generating Facility Moratorium
Interim Ordinance)**

Response to Comments

May 2015

In December 2013, the City adopted a Negative Declaration for a Moratorium Ordinance that prohibited Electricity Generating Facilities in the Coastal Zone (titled “2013 Coastal Zone Electrical Generating Facility Moratorium Ordinance.”) (City Council Minutes for December 3, 2013;¹ Ordinance 3116-13,² and Ordinance 3120-14³ [Extending the duration of the Moratorium].)

Under the California Environmental Quality Act (“CEQA”) there is no requirement to prepare responses to comments for a Categorical Exemption, a Negative Declaration, or an Addendum. (CEQA Guidelines §§ 15061, 15074(b), 15164.) Even in the context of an EIR, response to comments “...need only respond to significant environmental issues...” (CEQA Guidelines § 15204(a).) Nevertheless, the City addresses some of the issues raised in the comment letters submitted to the City below. These Responses should be read in conjunction with the previous Response to Comments adopted with the Negative Declaration in 2013.⁴

Response C1 [Comment from Jeffery D. Harris on behalf of AES Southland Development, LLC - Introduction]

The commenter states in part:

As an initial matter, we object to the lack of notice and minimal amount of time afforded the public, including the affected landowner, to review and comment upon the lengthy materials prepared by Planning Commission Staff for this agenda item. Although the April 30, 2015 “Notice of Availability of Review of Draft Amendments to the Local Coastal Program (LCP), Including the Coastal Land Use Plan, Coastal Zoning, and the Harbor/Civic Center Specific Plan; and Notice of Public Hearing to Consider Issuance of Planning Commission’s Recommendation on these Draft Amendments” stated that the Draft Amendments were available for review, the Draft Amendments were not actually made available for review, despite repeated requests, until 6:00pm on May 11, 2015. Providing the public only two full days before the close of the comment period to review, analyze, and comment upon such drastic and material changes to

¹ Minutes from December 3, 2013 are available online at: <http://laserweb.redondo.org/weblink/0/doc/243411/Page1.aspx>

² Ordinance 3116-13 is available online at: <http://laserweb.redondo.org/weblink/0/doc/242554/Page1.aspx>

³ Ordinance 3120-14 is available online at: <http://laserweb.redondo.org/WebLink/DocView.aspx?id=244198>

⁴ Negative Declaration and Response to Comments (“2013 Coastal Zone Electrical Generating Facility Moratorium Interim Ordinance”) are available online at: <http://laserweb.redondo.org/weblink/0/doc/242438/Page1.aspx>

2015 Electricity Generating Facility and Electricity Storage Facility Planning Modifications

currently permitted land uses in the City of Redondo Beach is patently unfair to those affected by the change.

In preparation for the Planning Commission's May 14, 2015 Public Hearing, the City provided three forms of notice, including, but not limited to (1) Publication in the Easy Reader on April 30, 2015, (2) Publication of a revised Notice in the Daily Breeze on May 2, 2015, (3) Publication of the Agenda Materials and Admin Report on May 11, 2015⁵ more than 72 hours before the Planning Commission Public Hearing on May 14, 2015 at 7 PM.

More than ten days prior to the public hearing before the Planning Commission, the City provided public notice in compliance with RBMC Sections 10-2.2504(d), 10-2.2505(d), 10-5.2504(d), 10-5.2505(d). These noticing requirements do not necessitate availability of the draft modifications.

While the notices referenced the availability of draft amendments, this notification language was included pursuant to Title 14, Cal. Code Regs. § 13515(c), which only requires that the draft modifications in Resolution 3 be made available for review six weeks prior to "final action by the local government." The Planning Commission cannot take "final action" on the proposed modifications, and can only make a recommendation. The City Council is the decision-making body with the authority to take final action on the modifications. (RBMC 10-2.2504(h), 10-2.2505(h), 10-5.2504(i), 10-5.2505(h).)

In compliance with the Brown Act, the Agenda was provided more than 72 hours before the Planning Commission's hearing (the agenda was concurrently released with the Admin Report). The commenter was not prejudiced by the level of noticing provided, as AES was able to submit a 11-page comment letter prior to the Planning Commission's May 14, 2015 hearing. (See also Government Code 65010(b) ["No action, inaction, or recommendation by any public agency...shall be held invalid or set aside by any court on the ground of the improper...notices...unless the court finds the error was prejudicial and that the party complaining or appealing suffered substantial injury from that error and that a different result would have been probable if the error had not occurred."])

The City also continued the Planning Commission public hearing until May 21, 2015.

Response C2 [Comment Letter Footnote 1]

The footnote also states:

Further, in the rush to publish the initial notice of April 30, 2015, inaccurate information regarding the content of the materials to be considered by the Planning Commission was provided to the public regarding the effect of the Draft Amendments. As one example, the notice states that the Draft Amendments would "generally prohibit electricity generating facility uses in the Coastal Zone, unless the California Energy Commission makes a finding of public

⁵ On May 14, 2015, prior to the Planning Commission's public hearing, City Staff made several modifications to the proposed resolutions, which were made available to the general Public. These modifications (1) made various clerical corrections and revisions for internal consistency and (2) removed City wide limitations on Electricity Storage (Resolution 2).

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convenience and necessity.” However, the prohibition in the Draft Amendments is not limited in applicability to the Coastal Zone, and is targeted to specific types of electrical generating facilities.

The comment ignores the fact that a subsequent notice was published on May 2, 2015, which stated in part “The current Draft Amendments include, but are not limited to...(1) generally prohibit electricity generating facility uses *in the City of Redondo Beach.*” (Emphasis added.) While the proposed prohibition is generally limited to Electricity Generating Facilities within the jurisdiction of the California Energy Commission, this level of detail regarding the proposed modifications do not need to be included in the Notice. Please also see Response C1 regarding the lack of prejudice.

Response C3 [Comment Letter Section 1]

The commenter states in part:

“There is little doubt that the Draft Amendments are targeted at one landowner and one use” AES and use of the Redondo Beach Generating Station site for the RBEP...Such drastic prohibitions on AES’ lawful use of the Redondo beach Generating Station site...is an abuse of the City of Redondo Beach’s legislative power.”

The comment letter takes inconsistent positions on this issue. While this portion of the comment letter asserts that the proposed amendments specifically target their property, the letter subsequently asserts that “Draft Amendments apply citywide.” (See Comment Letter Section 5.) Furthermore, the City is allowed to adopt legislation to protect the health safety and welfare of its citizens. Even with the proposed modifications, the zoning for AES’ property still allows a variety of uses, as outlined in RBMC 10-5.1110 and within the definition of Public Utility Facilities contained in 10-4.402(a)(140). While the proposed modifications would certainly affect the property owned by AES (zoned P-GP), this modifications would affect all other parcels which allow “Public Utility Facilities.” (See RBMC §§ 10-2.1110 and 10-5.1110.)

The Electricity Generating Facility has a long history of noise and air quality problems associated with its operations. For example, the Coastal Land Use Plan notes:

“The environmental impacts created by the Edison power plant were identified as issues within the Coastal energy Impact Program (CEIP). During the preparation of the City-wide Noise Element in 1975, extensive detailed noise monitoring conducted around the perimeter and in the vicinity of the Southern California Edison facility revealed that it was the cause of high ambient noise levels. Specifically, operations of the Edison company were recorded as producing Noise levels at the facility’s property line as high as 72 dBA, although at most times the property line level was recorded at 68 dBA. Since the plant was not at full operation when these readings were recorded, it is conceivable that the maximum property line level could reach 75 dBA. Noise levels attributable to the Edison Company operation cause ambient s in adjacent areas to remain at a noise range level between 52 dBA and 56 dBA during night-time

hours. While this is not an excessively high noise level, it is of a continuous pure tone quality which is annoying to some individuals.

The City adopted a noise ordinance in 1977 which set standards more restrictive than the Edison facility could comply with. As a result, Edison Company constructed some noise baffle walls to meet the new standards. Wyle Laboratories were retained by Edison Company to monitor the effects of the noise baffle walls to ensure compliance with the City's new ordinance.

According to the South Coast Air Quality Management District, the Southern California Edison power plant impacts significantly on the contaminant concentrations in the ambient air in the southwest coastal air. Due to excessive fallout from the power plant, the former Los Angeles Air Pollution Control District charged the Southern California Edison Company on several occasions for causing a public nuisance in violation of the California Health and Safety Code. The last such charge was made for instances in October and December, 1972 when four counts were filed. Essentially, the company was acquitted when the court held that there was no known solution. In December, 1976, an order for abatement was issued to the Edison Company by the Hearing Board of Southern California APCD requiring the company to comply with specific conditions concerning their operations. The Company complied with the conditions and established a testing and evaluation program to develop a control method. SCAQMD dissolved the first abatement and issued a second abatement to comply with conditions outlined in the evaluation program."

Response C4 [Comment Letter Section 2]

The comment generally asserts that "The Draft Amendments are an Unlawful Attempt to Constrain CEC Certification of Powerplants in the City."

In 2013, the City responded to this issue raised by AES. The response stated "It is clear that the California Legislature did not intend to preempt municipalities from adopting land use regulations when the California Energy Commission ("CEC") has jurisdiction. Public Resources Code § 25525 ["LORS conflict"] expressly contemplates local regulations:

The commission may not certify a facility contained in the application when it finds, pursuant to subdivision (d) of Section 25523, that the facility does not conform with any applicable state, *local*, or regional standards, *ordinances*, or *laws*, unless the commission determines that the facility is required for public convenience and necessity and that there are not more prudent and feasible means of achieving public convenience and necessity. (Emphasis added.)"

The City acknowledges that the California Energy Commission has exclusive jurisdiction to certify Electricity Generating Facilities that fall within their jurisdiction. However, the City of Redondo Beach maintains the authority to create a LORS conflict, as contemplated under Pub. Res. Code § 25525. Any contrary legal position renders this code section superfluous, contrary to the rules of statutory interpretation.

Response C5 [Comment Letter Section 3]

The comment asserts that “the Draft Amendments arbitrarily discriminate against CEC jurisdiction powerplants by imposing an absolute prohibition against CEC jurisdiction powerplants in the City of Redondo Beach, but allowing construction of powerplants subject to the City’s permitting jurisdiction.”

The prohibition on power plants within CEC’s jurisdiction is the legislative equivalent of adopting the finding requirement outlined in Pub. Res. Code § 25525 [requiring the CEC to find that the project is needed for “for public convenience and necessity and that there are not more prudent and feasible means of achieving public convenience and necessity.”] Consequently, the City’s act of prohibiting Electricity Generating Facilities within the CEC’s jurisdiction is substantively different than prohibiting Electricity Generating Facilities outside of the CEC’s jurisdiction (which would have the substantive effect of an actual prohibition). The finding requirement in Section 25525, is similar to the requirements contained for Electricity Generating Facilities that would fall within the jurisdiction of the City. (See CUP Procedures contained in RBMC § 10-5.2506, and CEQA Alternative and Finding requirements contained in CEQA Guidelines § 15091 and 15126.6.)

Furthermore, the California Energy Commission, the Coastal Commission, and AES (Section 8 of the Comment letter) have taken the position that an outright prohibition on Electricity Generating Facilities in the Coastal Zone requires approval by the Coastal Commission before becoming effective. The City disagrees with this position, as it is inconsistent with published case law directly on point.⁶ (Pub. Res. Code § 30005, *Conway v. City of Imperial Beach* (1997) 52 Cal.App.4th 78, 84-90; *Yost v. Thomas* (1984) 36 Cal.3d 561, 572-573.) However, Coastal Commission has taken the position that a prohibition on Electricity Generating Facilities within CEC’s jurisdiction would not require certification by the Coastal Commission to be effective. Given AES’ latest request to reinitiate review of their proposed Electricity Generating Facility,⁷ the City desires to act as expeditiously.

As also noted in the City’s March 3, 2014 letter to the CEC, additional limitations on Electricity Generating Facilities are a direct result of recent regulatory changes which require all future Electricity Generating Facilities to be non-coastal dependent:

As the California Energy Commission ("CEC") is aware, on May 4, 2010 the State Water Resources Control Board ("SWRCB") adopted Resolution No. 2010-0020, generally requiring that the use of existing power plant cooling systems that rely on natural ocean water be terminated throughout the State of California by 2020. Two years later, on November 20, 2012, AES Southland Development, LLC ("AES") filed an application to substantially reconstruct the Redondo Beach AES Power Plant on November 20, 2012. The CEC determined the application

⁶ Redondo Beach March 3, 2014 letter to the CEC available online at:

http://docketpublic.energy.ca.gov/PublicDocuments/12-AFC-03/TN201825_20140303T170054_Letter_from_City_Attorney_Michael_Webb_030314.pdf

⁷ AES Letter to the CEC, dated March 20, 2015, requesting that the CEC resume review of its Electricity Generating Facilities, available online at: http://docketpublic.energy.ca.gov/PublicDocuments/12-AFC-03/TN203925_20150320T110720_Redondo_Beach_Energy_Project_Letter_to_Committee.pdf

was deemed complete on August 27, 2013. The proposed AES power plant can no longer be considered a coastal dependent or coastal related facility under the Coastal Act. (See Pub. Res. Code §§ 30101, 30101.3.) The City's current LCP provisions related to the AES site were drafted before SWRCB's resolution and AES's current proposal to construct a non-coastal dependent facility. This is the exact situation moratorium ordinances were designed to address. While power plants have historically been coastal dependent, the City should not be forced to accept a new noncoastal dependent facility, which is expressly at odds with the priority of uses under the Coastal Act. (See Pub. Res. Code §§ 30001.5(d) ["The Legislature further finds and declares that the basic goals of the state for the coastal zone are to: ... (d) Assure priority for coastal dependent and coastal-related development over other development on the coast."], 30101, 30255, 30264.)

Response C6 [Comment Letter Section 4]

The commenter asserts that the proposed Categorical/Statutory Exemptions are not applicable because "the Draft Amendments would prohibit the construction or modification of powerplants or energy storage projects....[and] would preclude the environmental benefits from projects such as the Redondo beach Energy Project and energy storage projects from being realized." The commenter relies upon CEQA Guidelines Section 15065(a)(2) which states "the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals."

In reaching this conclusion, the commenter misconstrues the legal requirements of CEQA's impact analysis and the substantive effect of the proposed modifications. Under CEQA, the impact analysis is based upon a comparison to the *existing physical conditions* ("Baseline"). (CEQA Guidelines §§ 15125(a), 15126.2(a).) As discussed by the California Supreme Court in *Communities for a better Environment v. South Coast Air Quality Management District* (2010) 48 Cal.4th 310, the CEQA Baseline is not based upon hypothetical future conditions:

By comparing the proposed project to what could happen, rather than to what was actually happening, the District set the baseline not according to "established levels of a particular use," but by "merely hypothetical conditions allowable" under the permits. Like an EIR, an initial study or negative declaration "must focus on impacts to the existing environment, not hypothetical situations." An approach using hypothetical allowable conditions as the baseline results in "illusory" comparisons that "can only mislead the public as to the reality of the impacts and subvert full consideration of the actual environmental impacts," a result at direct odds with CEQA's intent. The District's use of the prior permits maximum operating levels as a baseline appears to have had that effect here, providing an illusory basis for a finding of no significant adverse effect despite an acknowledged increase in NOx emissions exceeding the District's published significance threshold. (Internal citations omitted.)

The commenter provides no explanation of how the project would affect the existing physical environment, and instead relies upon an impact analysis based upon hypothetical future conditions. Such arguments are inconsistent with CEQA's analytical requirements as discussed above. The

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commenter raised similar arguments in their December 2013 Negative Declaration Comment letter, yet none of these hypothetical future impacts have occurred. (See 2013 Response A5.)

The commenter also misconstrues the effect of the proposed modifications by asserting the modifications “disadvantage the achievement of long-term environmental goals, such as reduced greenhouse gas emission levels that would be achieved through the use of more efficient gas-fired facilities or energy storage projects.” The proposed modifications to the City’s Planning documents would still allow modifications (including new more efficient equipment) to the existing Electricity Generating Facilities that result in less than a 50 megawatt increase in the electric generating capacity of an existing facility. (Resolution 1, Section 10-7.101(c).)

In Section 2 of the comment letter, AES asserts that the CEC “has exclusive power to certify all [powerplant] sites and related facilities in the state...” While the commenter overstates the CEC’s jurisdiction,⁸ the City agrees that the CEC ultimately has the authority to approve a new Electricity Generating Facility within their jurisdiction despite the proposed prohibition, if the CEC concludes that a project needed for “for public convenience and necessity and that there are not more prudent and feasible means of achieving public convenience and necessity.” (Pub. Res. Code § 25525; see also Response C5.) Consequently, the substantive effect of the proposed modifications do not prohibit any uses, and instead require the CEC to make a finding of public convenience and necessity if it desires to approve a power plant within the City’s borders. For all the reasons discussed above, the project would not result in a significant impact.

As discussed in Response C5, the Coastal Act places a high priority on limited uses in the Coastal Zone to those that are Coastal-dependent. (See Pub. Res. Code §§ 30101, 30101.3.) Electricity Storage Facilities are not coastal-dependent uses, consequently, given the limited amount of land in the Coastal Zone, the City desires to eliminate this non-Coastal Dependent use. Furthermore, there are serious safety concerns associated with commercial scale Electricity Storage Facilities.

Response C7 [Comment Letter Sections 5 and 6]

The commenter asserts that an Addendum to the previously prepared Negative Declaration is not appropriate because of “drastic land use changes proposed in the Draft amendments are a completely separate and distinct project than that contemplated in the IS/MND...Moreover, as we noted in our November 2013 comments, the CEQA review for even that project was deficient.”

As an initial matter, the commenter cannot challenge the contents of the previously adopted Negative Declaration. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515 [the Court concluded that supplementation was not required to address the impacts of climate change in a 2008 Addendum when the issue could have been raised at the time the

⁸ See *Dept. of Water and Power v. Energy Resources Conservation and Development Comm’n* (1991) 2 Cal.App.4th 206, 227 [“Since the repowering project is not ‘construction’ of a new facility and is not a ‘modification’ that will result in a 50–megawatt or more increase in the station’s generating capacity, the Energy Commission has no certification jurisdiction over the repowering project.”]

original EIR was certified in 1994.] (Followed by *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cai.App.4th 1301.)

Several CEQA cases have discussed what constitutes a new project or a modification to a previously analyzed project under CEQA. (See *Mani Brothers Real Estate Group v. City of Los Angeles* (2007) 153 Cal.App.4th 1385 [modifications to the project changing the land uses and increasing the square footage from 2.7 million sq. ft. to 3.2 million sq. ft. did not render a project an entirely new project requiring a standalone EIR.]; *Fund for Environmental Defense v. County of Orange* (1988) 204 Cal.App.3d 1538, 1546 [the Court upheld a determination that a 30% increase in square footage was a modification to the previously approved project after the original permits had expired.]; *Moss v. County of Humboldt* (2008) 162 Cal.App.4th 1041 [new application for expired subdivision map was not a new project].)

Since the adoption of the City's Moratorium Ordinance in December 2013, the City has contemplated the adoption of a long term ordinance. As discussed in the December 3, 2013 Administrative Report for the Moratorium, the City Council "Direct[ed] the City Attorney to draft a long term Ordinance..." (See also Gov. Code § 65858(d).) The proposed modifications pending before the City at this time are a direct result of this request by City Council.

As discussed in CEQA Guidelines Section 15164 and 15162 the question is whether "substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration...*due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects*".

While the commenter is correct, that the prohibition to Electricity Generating Facilities would apply throughout the City, rather than limited to the Coastal Zone, the only existing Electricity Generating Facility is located in the Coastal Zone. As discussed in Response C6, the proposed modifications would not result in any significant environmental effects or otherwise meet the criteria under CEQA Guidelines Section 15162. Similarly, while the proposed modifications would limit commercial Electricity Storage in the Coastal Zone, this would not affect any existing facilities. The permanent modifications would not result "*the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects*." Consequently, in the Alternative to the proposed Categorical and Statutory Exemptions, the City believes an Addendum to the previously adopted Negative Declaration is appropriate for the proposed modifications.

Response C8 [Comment Letter Section 7]

The commenter asserts that a Categorical Exemption is inappropriate because "the Draft Amendments have the potential to result in a significant environmental effect[]."

Please see Response C6.

Response C9 [Comment Letter Section 8]

The comment asserts "The Draft Amendments Must be 'Certified' by the California Coastal Commission." The comment goes on to quote the language from Public Resources Code Section

30514(a) which states in part "A certified local coastal program and all local implementing ordinance, regulations, and other actions may be amended by the appropriate local government, but no such amendment shall take effect until it has been certified by the commission."

All of the proposed modifications can become effective without certification by Coastal Commission. The commenter relies upon a single section of the Coastal Act taken out of context. The commenter's reading of Section 30514(a) would render Sections 30005 and 30514(e) superfluous, contrary to the rules of statutory interpretation and would be inconsistent with published case law. As discussed in great detail in the City's comment letter to the CEC (weblink in footnote 2 above):

...an amendment to a certified Local Coastal Program is statutorily defined as including "but is not limited to, any action by a local government that authorizes the use of a parcel of land other than a use designated in the certified local coastal program as a permitted use of the parcel." (Pub. Res. Code § 30514(e).) The City's moratorium ordinance does not authorize any use; rather, it temporarily prohibits the City from approving a specified use. (Ordinances 3116-13 and 3120-14, Sections I and 2.) Moreover, because the Warren-Alquist Act gives the CEC exclusive jurisdiction over the licensing of power plants, the moratorium ordinance does not actually prohibit the CEC from certifying a new or modified power plant; it merely requires the CEC to make the override findings under Pub. Res. Code § 25525.

Pub. Res. Code § 30005 expressly recognizes that the Coastal Act shall not be interpreted to limit "the power of a city ... to adopt and enforce additional regulations, not in conflict with this act, imposing further conditions, restrictions, or limitations with respect to any land or water use or other activity which might adversely affect the resources of the coastal zone." As the California Supreme Court noted: "... once an LCP has been approved by the Commission, a local government has discretion to choose what action to take to implement its LCP: it can decide to be more restrictive with respect to any parcel of/and ..." (*Yost v. Thomas* (1984) 36 Cal.3d 561, 572-573; Pub. Res. Code § 30005.)

The precise argument Coastal Commission raises in their February 5, 2014 letter was expressly rejected by the California Court of Appeal in *Conway v. City of Imperial Beach* (1997) 52 Cal.App.4th 78, 84-90. In *Conway* the City adopted a moratorium ordinance pursuant to Government Code § 65858 to temporarily reduce height limits and density within portions of the City's certified Local Coastal Program. Coastal Commission sent a letter which stated that the moratorium "... must be submitted for certification prior to becoming effective." (*Id.* at 82.) In rejecting this argument the Court of Appeal noted:

... we conclude there is no conflict in this case between section 30514 (or other provisions of the Coastal Act) and Government Code section 65858. As the enactment under Government Code section 65858 did not "authorize a use other than that designated in the LCP as a permitted use," it was not in conflict with the purposes sought to be served by the Coastal Act, and no approval by the Coastal Commission was required prior to enforcement. [¶] Any other conclusion would lead to the absurd

consequences that an attempt to advance the purposes of the Coastal Act, which attempt required expeditious action, could be frustrated by the procedures of the very organization, the Coastal Commission, which is designed to advance the purposes of the Act, and thus the very system designed to protect California's coastal resources would be the means by which they were eviscerated. [¶] *We hold that an interim ordinance which does not authorize "a use other than that designated in the LCP as a permitted use" need not be certified by the Coastal Commissions prior to implementation and enforcement.* (Id. at 89; Internal cites and footnotes omitted.)

The comment letter goes on to site a number of revisions contained in Resolution 3 which they believe require certification. However, as noted above, none of these definitions meet the statutory definition of an amendment to the LCP ("authorizes the use of a parcel of land other than a use designated in the certified local coastal program").⁹

Response C10 [Comment Letter Section 9]

The comment asserts that the Draft Amendments are inconsistent with the Coastal Act. To support this assertion the commenter states "the prohibition of only CEC jurisdiction powerplants...is contrary to the Coastal Act, which encourages the location of new or expanded coastal-dependent industrial facilities on existing sites. (Pub. Resources Code § 30620)."

The commenter cites a provision of the Coastal Act related to "Coastal-dependent industrial facilities." The commenter however fails to mention that due to State Water Resources Control Board Resolution No. 2010-0020¹⁰ any facility constructed on the AES' property can no longer use once through ocean water cooling after the year 2020. Any new facility constructed in the City of Redondo Beach would no longer be a Coastal Dependent use. Furthermore, the comment fails to show that alternative locations are infeasible or more environmentally damaging. The proposed modifications would be consistent with the Coastal Act.

Response C11 [Comment Letter Conclusion]

Please see Responses C1 through C10 above. As described in greater detail therein, the assertions are meritless and misconstrue facts.

⁹ The comment references Resolution 3, Section A as "creating a new district in the Coastal Zone called 'Public Utility.'" While the *renaming* of a district would not meet the statutory definition of an amendment to the LCP, this language was inadvertently left in the header of Section A, Resolution 3 (the substantive renaming having already been removed from the proposed modifications). Therefore, the following language from the header of Resolution 3, Section A has been revised "Coastal Land Use Plan, Section VI ("Locating and Planning New Development"), subsection C, is amended as provided below (~~this includes renaming this district 'Public Utility'...~~)"

¹⁰ SWRCB Resolution 2010-0020 is available online at: http://www.swrcb.ca.gov/board_decisions/adopted_orders/resolutions/2010/rs2010_0020.pdf The Policy discussed therein, (including amendments from June 2013) are also available online at: http://www.swrcb.ca.gov/water_issues/programs/ocean/cwa316/docs/otc_2014.pdf