

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 July 16, 2015

VII. PUBLIC HEARINGS

8. A Public Hearing to consider an Exemption Declaration and Lot Line Adjustment to realign the property lines of two adjacent lots located within a Single-Family Residential (R-1) zone.

APPLICANT: Lori and Richard Kamrath
PROPERTY OWNER: Same as applicant
LOCATION: **537 S. Gertruda Avenue**
CASE NO.: 2015-07-PC-009
RECOMMENDATION: Approve and adopt the attached resolution with conditions

- Comments received after the distribution of the July 16, 2015 agenda and given to the Planning Commission on Wednesday July 15, 2015, prior to the public hearing
 - Vicki Goldbach – letter received July 8, 2015 (1 page)
 - Ronald and Cynthia Smith - letter received July 14, 2015 (2 pages)
 - Debra A. Dreier - letter received July 14, 2014 (1 page)
 - Joel and Patty Jones – letter received July 14, 2015 (1 page)
 - Robert Ribitsch & Mitsue – letter received July 14, 2015 Yokota (3 pages)
 - Emily Bias – letter received July 15, 2015 (2 pages)

Alex Plascencia

From: Vicki Goldbach [REDACTED]
Sent: Wednesday, July 08, 2015 3:51 PM
To: Alex Plascencia
Subject: South Gertruda density -



Hello

We are very, very concerned about your plan to allow a variance in dividing a lot (Gladys Kamraths lot) into 2 homes which will be discussed at mtg next week apparently.

As a neighbor to the south but on the east side at 544 So. Gertruda Ave Redondo Beach CA 90277 We already have massive overcrowding on this block due to such small width lots and parking is an issue on 90% of his block because of it. Why on earth they ever allowed 40 foot wide lots here on our particular block either shallow squished lots (and nowhere else around us) is beyond me.

Other lots on most other blocks in this entire area around us of hilled section up to Alta vista school are mainly 50' plus wide.

Especially because many of our lots on this ONE particular block are shallow and are not deep as compared to Helberta, Irena, Juanita, and even the 400 and 600 blocks of Gertruda ect....

Our lots should have been 50' wide also.

Please, PLEASE do not add to this poor planning error by allowing two homes on one lot on our already high density block.

Please compare the number Of homes here versus on other blocks surrounding us!
It's very apparent on the city map plan that shows lots.

Sincerely concerned,
Eric and Vicki Goldbach
544 So. Gertruda Ave
Redondo Beach

Sent from my iPhone



Regarding CASE NO.: 2015-07-PC-009, 537 S. Gertruda Ave lot split application

We would like to express our strong opposition to the proposed division of the property at 537 S Gertruda into two lots.

My name is Ron Smith. My Wife Cynthia and I have owned our home at 541 South Gertruda for over 25 years. Our home is adjacent to the subject property.

Our opposition is primarily on the basis of "the best interest of the public health, safety and welfare", but also on the grounds that one of the resulting lots will not meet the "minimum lot depth of 100 feet."

The following is a quote from the Administrative Report for this case which is an attachment to the Agenda for this 16 July 2015 Planning Commission Meeting: "Pursuant to Section 10-1.1101 of the Redondo Beach Municipal Code the adjustment of property lines **may be permitted when such change can be shown to be in the best interest of the public health, safety and welfare** and when such adjustment will result in boundary lines, which allows properties to be developed according to the property standards for that zone. In order for the adjusted parcels to be conforming under the zoning ordinance, the parcels must comply with the lot standards set forth in the zoning ordinance. These standards are as follows 1) parcel dimensions and area shall be consistent with the neighborhood; 2) **have a minimum lot depth of 100 feet**, and 3) have 40 foot lot widths where the prevailing lot width is 40 feet."

First, addressing the issue of minimum lot depth, as stated in the Administrative Report, "With respect to the proposed lot depth, Parcel A will have a 122.59 foot lot depth and Parcel B a 101.60 foot average lot depth". However, as shown in the sketches attached to the application, the minimum depth of Parcel B is actually 97 feet or less, which fails the requirement to "have a minimum lot depth of 100 feet." It is not an average depth requirement, it is a minimum depth requirement.

Much more important than the failure to meet a technical standard in the zoning ordinance, is the requirement of "shown to be in the best interest of the public health, safety and welfare."

The subject property and the two adjacent properties are larger than average for valid reasons. On the north side 533 S Gertruda is 8513 sq. ft., on the south side 541 S Gertruda is 8886 sq. ft., while the subject property is 10480 sq. ft. These properties are on hillside land with significant vertical drops from street level to the back of the properties, as well as irregular outlines. In the 1940's when these properties were first developed, these natural conditions were practical considerations. As time progressed and the neighborhood has been redeveloped into big box houses filling narrow flattened lots, these three properties have retained a measure of the natural environment and

provided a necessary character for our quality of life. The subject property in particular is notable for a magnificent tree planted by the previous owners probably over 60 years ago. This tree will certainly be lost if the property is split and redeveloped as two lots.

The following is a quote from a real estate web site advertising the subject property for sale, "This VIEW property is being sold for lot value. Survey has been completed by [company name deleted]. Application for a lot split into 2 R-1 lots has been submitted. Planning commission meeting next step in lot split process. Also consider building one large beautiful home with an ocean view on this over 10,000 sq.ft. lot in South Redondo."

It is reasonable that the heirs to this property are seeking to split the lot, as it will likely give them the maximum financial gain from its sale. Also, if they didn't ask for this split, the developer or speculator who might buy it would probably seek the same. But this does not make it the right choice for our community.

The subject property is an oasis of natural beauty in a desert of box houses on flattened lots. It certainly has not been "shown to be in the best interest of the public health, safety and welfare" to convert this unique property into two more box houses on two more flattened lots.

Thank you for your consideration in this important matter.
Ron and Cynthia

Ronald and Cynthia Smith
541 S. Gertruda Ave
Redondo Beach, CA 90277

To:

Councilman Ginsburg

Mayor Aspel

Planning Commission



July 14, 2015

I have lived at 529 S. Gertruda Avenue, since 1972 and have seen a number of people come and go and a number of houses GO and be replaced with a variety of larger residences. For this reason I am opposed to the construction of two more houses at 527 S. Gertruda. The block is already extremely dense and two houses would only add to the noise, traffic, congestion and disturbance on the street.

I have spoken to ten of the neighbors and NO ONE is in favor of an additional two homes. They do not understand why petitions were not circulated, why individuals were not personally contacted, why this has to be railroaded through so quickly and who got paid off. There are questions that deserve an honest response.

The impression that is being communicated is one of development, money, money, money, greed and a total disregard for the neighbors.

I knew Gladys Kamrath for 42 years and there is no way she would approve of this development or tactics.

I do not suppose anyone considered creating a community garden, playground, picnic area or labyrinth for the streets enhancements. Funds generated by the developers could go to Gladys Kamrath's favorite Lutheran mission.

Respectfully submitted,

A handwritten signature in cursive script that reads "Debra A. Dreier".

Debra A. Dreier

From: Patricia DeLaGuerra-Jones [REDACTED]
Sent: Tuesday, July 14, 2015 10:43 PM
To: Alex Plascencia
Cc: Jeff Ginsburg
Subject: Project location 537 S. Gertruda Avenue, Case Number 2015-07-PC-009



Mr. Plascencia
Associate Planner, City of Redondo Beach

Dear Mr. Plascencia,

Our family, which includes two young children in the third grade, live directly across the street from the proposed project at 537 S. Gertruda Avenue. Our address is 534 S. Gertruda Avenue. The purpose of this letter is to voice our strong objection to the proposed lot line adjustment at 537 S. Gertruda Ave. We have lived on the 500 block of Gertruda since 2007. We have already witnessed several large construction projects on our block with increased traffic, parking, and safety concerns that accompany such projects. This latest project-- to move the lot line on 537-- foreshadows the likely construction of two massive homes on adjacent lots that will only be forty feet wide. For the next three years our kids and other residents (our neighbors at 532 S. Gertruda have a two year old toddler and are expecting) will be at risk of great bodily injury or death as the number of workers' trucks and cars crowds both sides of Gertruda Avenue, impacting visibility for any pedestrian, especially children such as our two eight year-olds, who need to cross the street to visit their friends. Motorists already tend to speed down Gertruda, using Gertruda as a alternative to PCH. With more cars from construction and even higher density, the danger to children will be even greater.

To approve the requested lot line adjustment will also adversely affect the character of the neighborhood. The proposed depth of the southern most lot at 537 would be 97 feet, considerably less than the depth of the adjacent properties to the immediate north of 537, which are 147 and 138 feet in depth. The property to the immediate south of 537 fronts Gertruda for a distance of 128 feet, while the next adjacent property to the south extends the remaining distance to Sapphire. So the issue is more complicated than simply looking at the total square footage of the proposed lots. No one should be naïve-- if the lot line adjustment is approved, then we will expect to see new construction in the form of two oversize houses such as the one currently being constructed at 535. For the safety of the children that live on the 500 block of Gertruda, we urge you to reject the request for an exemption and lot line adjustment to 537 S. Gertruda. While the safety issue is the most important, the resulting traffic, trash (littering), and parking problems that the construction projects and higher density will cause suggest that this request is not in the best interest of the public health, safety, and welfare.

Sincerely,

Joel and Patty Jones
534 S. Gertruda Avenue
Redondo Beach, CA 90277
[REDACTED]

July 14, 2015

Redondo Beach Planning Commission
415 Diamond Street
Redondo Beach, CA 90277



Chair Sanchez and Members of the Redondo Beach Planning Commission,

We are writing to express our concerns over the proposed lot line adjustment to create two parcels on the site of 537 South Gertruda Avenue. We are unable to attend the public hearing scheduled for Thursday, July 16th (Agenda Item 8 – Case Number 2015-07-PC009) so were hoping to provide our feedback here.

While we certainly cannot argue with most of Associate Planner Plascencia's findings, one issue that we would like to dispute is that the lot line adjustment is in the "best interest of the public health, safety and welfare." As Mr. and Mrs. Goldbach aptly argued in their email to the Commission, the 500 block of South Gertruda Avenue is densely populated. We also have vehicular safety concerns on our street due to this high density. A clear example of this was the single-vehicle accident that occurred on the evening of January 8, 2014 – directly in front of the property in question. While distracted driving may have been a factor in the accident, we believe that the winding street and density were major contributing factors. Adding an additional home and thereby altering the lot to create an additional driveway will only add to this problem.

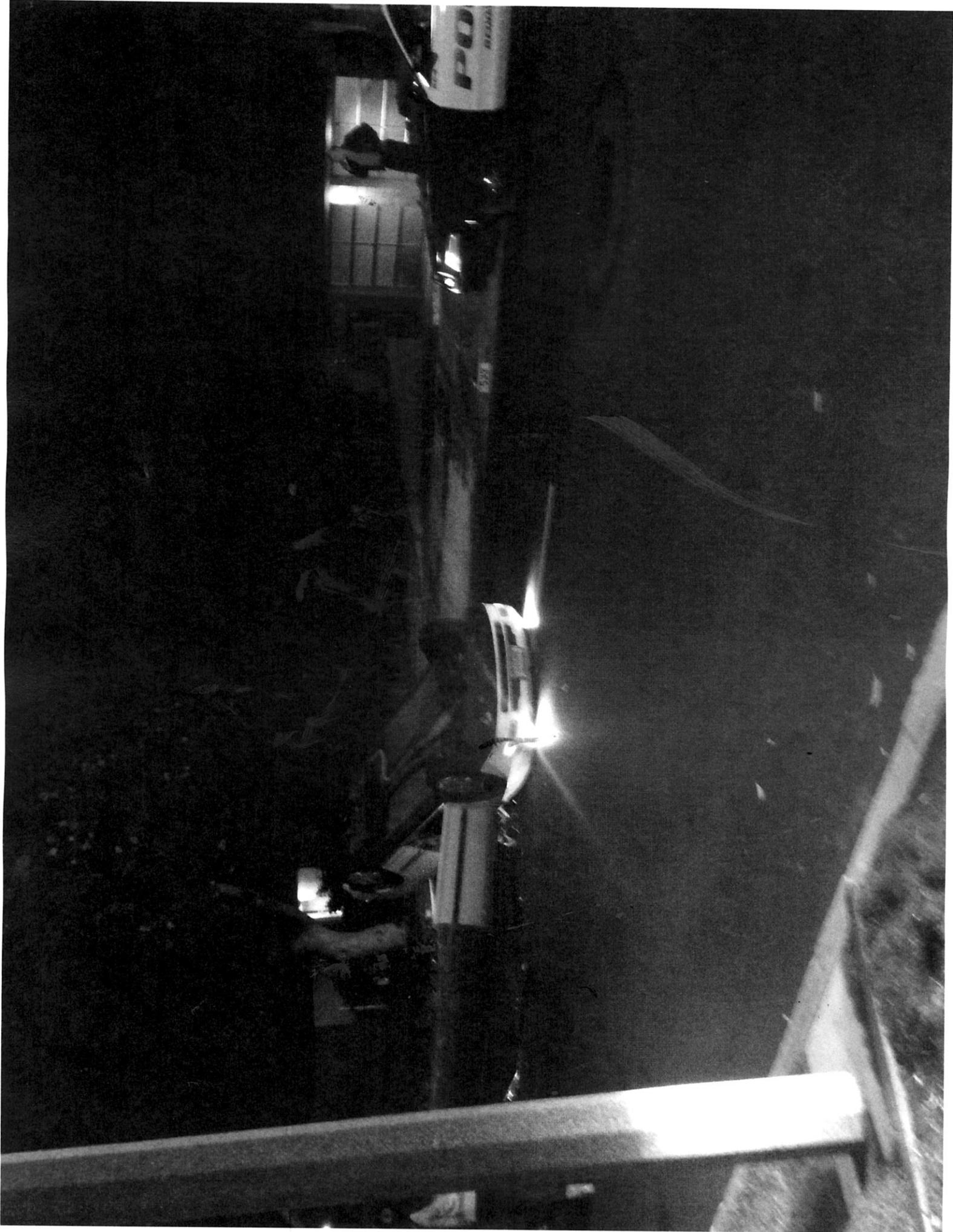
Although the proposed code-conforming parcels will be "consistent with prevailing neighborhood lots," it is not as if the current lot is out of compliance or out of code. As mentioned in the background and conditions section of the administrative report, "this tract is unique for its winding streets, front property line curvature and irregular lot shapes." We do not see any benefits to the community or neighborhood to add an additional single family residence.

We thank you for this opportunity to opine on this important matter.

Respectfully,
Robert Ribitsch & Mitsue Yokota
530 South Gertruda Avenue

cc: Jeff Ginsburg, Council Member – District 1
Aaron Jones, Staff Liaison
Alex Plascencia, Associate Planner

Attachments: Photos





From: Bias, Emily K. [REDACTED]
Sent: Wednesday, July 15, 2015 7:26 AM
To: Jeff Ginsburg
Cc: Bias, Joseph [REDACTED]
Subject: Redevelopment of 537 South Gertruda Avenue



Mr. Ginsburg,

I am contacting you regarding the proposed redevelopment of the property located at 537 South Gertruda Avenue, Redondo Beach 90277, on which a single family home is currently located. I understand that a petition has been filed with the City requesting an Exemption Dedication and Lot Line Adjustment in connection with seeking permission to construct two homes on this lot. Based on the notice posted, it is not clear whether the plan is to subdivide the existing lot and construct two separate homes or construct two connected homes on the existing single lot. Admittedly, we have not made it to the City Council office to review the proposed plans, as my husband and I both work full time and have young children. We very recently purchased a home across the street from the subject lot, at 532 South Gertruda Avenue. We purchased our home largely based on the residential character of the neighborhood, which currently consists solely of single family homes that vary in design and style. As a homeowner in immediate proximity to the subject lot, the redevelopment of 537 South Gertruda directly affects the character of our immediate neighborhood and the value of our home. We implore the City to reject any proposal that would alter the residential, single-family nature and character of the neighborhood.

Per the Redondo Beach zoning map, the subject property and all surrounding neighborhoods are currently located in Zone R-1 (Single-Family Residential), which permits a density of only one unit per lot. Pursuant to Redondo Beach Municipal Code (the "Code") Section 10-1.701, no land shall be subdivided and developed for any purpose not contemplated or specifically authorized by the Zoning Ordinance of the City. However, pursuant to Section 10-1.901 of the Code, whenever the land involved in any subdivision is of such size or shape, is subject to such title limitations of record, is affected by such topographical or locational conditions, and/or is to be devoted to such use that it is impossible, impractical, or undesirable for the subdivider fully to conform to the regulations contained in this chapter, the Commission may permit such exceptions thereof as may be reasonably necessary provided such exceptions are in conformity with the provisions of the Map Act and the purpose and intent of this chapter as set forth in Section 10-1.102. Under Section 10-1.904 of the Code, if the Commission determines that the conditions set forth in Section 10-1.901 of this article warrant an exception, the Commission may permit or conditionally permit an exception from the provisions of this chapter. The subject lot is currently developed with a single family home, where the former occupant lived for many years. There are no extenuating circumstances that suggest that this lot is impractical or undesirable for use as a single home lot, as evidenced by the use of all surrounding (and similarly situated) lots. We moved from North Redondo, which is overrun with apartment complexes and multiple homes on a lot, to this single family neighborhood in South Redondo largely based on this factor and worry that eroding the existing character of this neighborhood would severely deplete the current value of our home and our enjoyment of this neighborhood.

Another way to accomplish the intended goal of constructing two homes on the existing single lot would be to seek a modification of lot lines to split the lot. Pursuant to Section 10.1-1101, modification of property lines is only permitted when such change can be clearly shown to be in the best interest of the public health, safety, and welfare and when such adjustment will result in new boundary lines which

provide code-conforming parcels consistent with all property development standards. As currently subdivided, the subject lot is consistent with the size and character of the surrounding properties. It seems that a subdivision of the subject property would only serve to further the financial interests of the developer and would not have a legitimate purpose of furthering the interests of public health, safety and welfare. We urge the City to reject any proposal that would alter the current character and development scheme of the neighborhood. We understand the individual monetary motivation to increase density, but believe that these interests are outweighed by maintaining the current trees, green space, and open area that makes our neighborhood special.

Thank you for taking the time to read our email. We are proud residents of Redondo Beach and very excited for our children to grow up in this neighborhood. Please feel free to contact me with any questions – 440-669-1146.

Thanks

Emily K. Bias | Counsel

Pillsbury Winthrop Shaw Pittman LLP

725 South Figueroa Street, Suite 2800 | Los Angeles, CA 90017-5406

t 213.488.7502 | f 213.629.1033 | m 440.669.1146

emily.bias@pillsburylaw.com | website bio

ABU DHABI AUSTIN BEIJING HOUSTON LONDON LOS ANGELES NASHVILLE NEW YORK
NORTHERN VIRGINIA PALM BEACH SACRAMENTO SAN DIEGO SAN DIEGO NORTH COUNTY
SAN FRANCISCO SHANGHAI SILICON VALLEY TOKYO WASHINGTON, DC





CITY OF REDONDO BEACH
INTER-DEPARTMENTAL MEMORANDUM

BLUE FOLDER ITEMS

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Regular Meeting of the Planning Commission
July 16, 2015

VIII. OLD BUSINESS

10. A Public Hearing to consider adopt/certify a (Revised) Mitigated Negative Declaration, Initial Study (IS-MND), and Mitigation Monitoring and Reporting Program (including modified mitigation measures), a revised application for Conditional Use Permit, Planning Commission Design Review, Landscape and Irrigation Plans, and Minor Subdivision (Vesting Tentative Tract Map No. 72662) for the construction of a mixed-use development to include 149 residential apartment units (a reduction from 180), approximately 37,000 square feet of neighborhood serving commercial development (a reduction from 37,600), and renovation of the existing 100-room hotel. A total of 649 parking spaces (an increase from 614) will be provided, with 587 parking spaces in an enclosed parking structure and 62 spaces in an existing surface parking lot. The project is designed to be a maximum of three (3) stories and 45 feet above existing grade (a reduction from four (4) stories and 56 feet). The IS-MND is being revised, and includes an approximately two page discussion to reflect these and other changes, and impacts are anticipated to be reduced in comparison to the previously analyzed project description. The property is located with a Mixed-Use (MU-3A) zone.

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

RECOMMENDATION: 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 (Revised) 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 for a (revised) mixed-use project with 149 units, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) subject to the findings and conditions as contained in the staff report.

- Comments received after the distribution of the July 16, 2015 agenda and given to the Planning Commission on Wednesday July 15, 2015, prior to the public hearing



CITY OF REDONDO BEACH
INTER-DEPARTMENTAL MEMORANDUM

- Department of Transportation CALTRANS comment letter to the Traffic Impact Analysis – received July 14, 2015 (2 pages)
- Gloria Balcom - letter received July 13, 2015 (2 pages)
- Viviane Giusti - letter received July 14, 2014 (2 pages)
- Claire McCurry – letter received July 14, 2015 (1 page)
- Dick Norris – letter received July 14, 2015 (1 page)
- Julie Moore – letter received July 14, 2015 (4 pages)
- Joray Zhou Ess – letter received July 14, 2015 (1 page)
- Peter Verenkoff – packet received July 14, 2015 (29 pages)
- Michael Dube – Community Outreach Report received July 14, 2015 (26 pages)
- Amy and Robert Josefek – letter received July 15, 2015 (4 pages)

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



*Serious Drought.
Serious drought.
Help save water!*

July 14, 2015



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

Re: Legado Redondo
Traffic Impact Analysis
Vic: LA/001/PM18.09

Dear Ms. Kroeger:

The California Department of Transportation (Caltrans) has reviewed the Traffic Impact Analysis (TIA) dated July 2014 and updated February 2015 which is included in the Mitigated Negative Declaration report for the proposed Legado Redondo development project.

Caltrans concurs with the proposed driveways to access the project site. The driveways off of Pacific Coast Highway (PCH) will be modified to provide right-turn-in and right-turn-out only. The previously proposed left turn access from PCH has been removed. The existing driveway just south of the hotel will be widened to 30 feet to improve in and out movements.

Caltrans concurs with the proposed acceleration and deceleration lanes on PCH before and after the project drive-ways to accommodate vehicles entering and exiting the project location.

The TIA shows that the intersection of PCH and Palos Verdes Boulevard would be impacted by additional traffic from the project and proposes mitigation measures. Caltrans concurs with the proposed mitigation improvements, which includes extending the northbound left-turn pocket and removal of the median island on PCH, as stated in Chapter 7 of the TIA. In the southbound direction on PCH, a right-turn only lane will be provided along the project frontage to Palos Verdes Boulevard. In addition, the left-turn pocket will be extended and the median island removed. Caltrans' standard lane widths will be provided. Caltrans acknowledges that although the left turn pocket extensions on PCH are not part of mitigation measure T-1, they will be required improvements of the project.

We note that in the response to Caltrans' comments dated December 19, 2013, the City included a condition that would require the Legado Redondo project to contribute funding to future improvements at PCH and Torrance Boulevard, as requested.

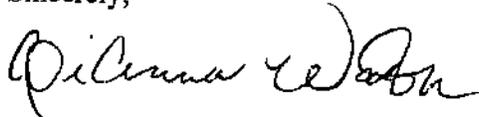
As a reminder, any improvements on or affecting PCH will require an encroachment permit from Caltrans. For information on the Encroachment Permit application process, please call Caltrans Office of Permits at (213) 897-3631 or visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Ms. Anita Kroeger
July 14, 2015
Page 2

Thank you for your commitment to work with Caltrans through the implementation of the proposed modifications and mitigation improvements on PCH.

If you have any questions regarding these comments, feel free to contact me at (213) 897-9140 or Elmer Alvarez, Project Coordinator, at (213) 897 – 6696.

Sincerely,



DIANNA WATSON
LD-IGR/CEQA Program Manager
Caltrans District 7

cc: John Mate – Traffic Engineer, City of Redondo Beach
Yunus Ghausi – Senior Transportation Engineer, Caltrans District 7

An Open Letter to REDONDO BEACH PLANNING COMMISSIONERS

A wonderful Legacy....

I was fortunate to grow up in Redondo Beach. As a child, I enjoyed the thriving downtown, a bustling pier, and the widest expanse of pristine beaches to be found in the South Bay. Every day was a new adventure.



Unrelenting Loss....

But, sadly, through the years our City Fathers have allowed developers to squander this gem into a trail of strip malls, poorly designed apartment buildings and a waterfront that no longer seems to work for anyone.

The Last Frontier....

Riviera Village is the only remaining area of Redondo Beach that retains the beach character and culture that so many of us cherish.

The corner of PCH and PV Blvd. is the gateway to this much-loved hub of South Redondo life. If the Legado development is allowed to proceed as currently designed, it will be the 'monster step' that ultimately destroys this unique oasis. And when it's **GONE....**it's gone **FOREVER!**

You are our last Line of Defense....

To Legado, it's just another profit center. Our lifestyle and culture are irrelevant to them. And worse yet, in their arrogance, they believe they are bringing sophistication to our backwater berg.

But of more concern, I'm being told that you don't care -- not about issues or passions or unique legacies. I've been assured that you look only at codes vs compliance. I sincerely hope that this is not the case.

It's your time to lead....

I'm writing to ask "how do you want to be remembered?" Will you vote for corporate profits over public good? Or will you stand up as the protector of an irreplaceable and much-loved legacy?

Right can also be Smart...

Stopping Legado is not a sentimental gesture. Legado will reap the rewards. We will be left to pay the enormous price.

There are many good reasons why the project should be scaled back. Or, better yet, a moratorium (like Manhattan Beach has implemented while deciding the future of their downtown area) could provide the opportunity to establish a new vision for Redondo Beach.

- **Density** – 149 apartment, 37,000 sq. ft. of commercial, hotel and extensive parking is just too much.
- **Infrastructure** – already over-loaded and aging. A ticking bomb.
- **Water scarcity** – this alone should be enough to halt this project.
- **Traffic** – already dangerous intersection will log jam and overflow into narrow residential streets.
- **Safety** – pedestrians and visitors on bicycles will be 'at risk' hazards.
- **Mixed use** track record = failure. Why keep doing what doesn't work?
- **Out of character style** – ant colony architecture may be fine for landlocked cities. We have better choices. We are the beach!

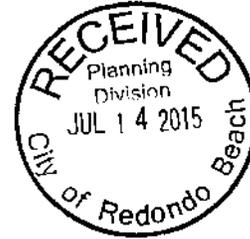
Please be our guardians. Protect our neighborhoods by establishing a moratorium to reconsider the future of South Redondo. At the least, significantly scale down and modifying this 'big foot' project.

Once the damage is done, there is no turning back!!!

Gloria Balcom

g.balcom [REDACTED]
[REDACTED]

From: Vivi gmail [REDACTED]
Sent: Monday, July 13, 2015 5:33 PM
To: Anita Kroeger
Subject: PUBLIC HEARING ON LEGADO PROJECT



Hi Anita,

I would like to bring up my concerns with the Legado proposal.

Unfortunately I won't be in town this Thursday for the meeting but I would like to ask you to please share and record my concern about the negative impact to our community with the Legado project.

I hear and agree a lot with the concerns about traffic and safety and how the new development will generate and increase accidents.

I wanted to bring up another big concern that I already have in a multi use complex.

Are we ready for an increase of crime (and drugs), therefore an increase of call for our police department? Is Legado going to contribute with our police department?

As of today, I live on 1800 S PCH and crime has increased a lot.

Underground parking will definitely increase those activities in our neighborhood.

As of today in my community (1800 PCH) we had crime increasing and we had car stolen inside the gated area of our garage, the residential area that you need the remote control to get in.

Also constantly we have packages (fedex, ups, etc) stolen in front of the Mail boxes - another area for residents only.

So it is very important to remember that a structure big like that with levels of underground parking will definitely increase our crimes.

To add to that, it is important to share that often we get into the garage in our condominium and there is a strong marijuana smell. Workers from the commercial places hang out in the garage during breaks and after hours as well as teens that ride their skates in the garage late at night.

Underground garage attract teens on skates, workers to hang out...

I was in the meeting in March and I wanted to give you feedback regarding regarding the community outreach done after the meeting in March. I found it to be very impersonal and unacceptable. I got a generic letter asking me to get in touch with them but there was no person, name or phone number that I could reach. All they provided was a generic email that I could find in their website. I don't think they did what was suggested and I do not consider that a community outreach.

The proposed project is over-sized for the 4.275 acre site. The design is still very bulky and does not fit in the current area and its neighborhood. Traffic will increase congestion, it will threaten pedestrians and bicyclist safety. There is the "walk to school bus" project for the Redondo beach schools and kids walk to school passing on those crossroads every morning.

Can't finish this email without bringing up concerns with our environment. Pollution will increase and what about the water usage during & after construction. We are in a drought!!

Let's keep our Amazing community SAFE.

Thank you.

Sincerely,
Viviane Giusti
1800 S Pch

From: Claire McCurry [REDACTED]
Sent: Monday, July 13, 2015 6:37 PM
To: Anita Kroeger
Subject: Just Say No



Hi Anita,

I'll be at the meeting on Thursday but wanted to make my voice heard via email as well. I'm not opposed to development of the 2 areas that Legado is proposing, I'm just opposed to OVERdevelopment. With thoughtful consideration, a good architect, and input from the community everyone can win.

Thank you and see you Thursday,

Claire McCurry
Upper Riviera

From: dicknor [REDACTED]
Sent: Monday, July 13, 2015 7:56 PM
To: Anita Kroeger
Subject: Legado Project Traffic - PCH/PVB & PCH traffic problems



Legado Traffic Consultants main claim to cure PCH/PVB traffic problem is to **add a PCH right turn** (at Rock and Brews.)

This PCH/PVB intersection has almost unsurmountable problems:-

On a bend, with 3 additional nearby intersections:-Ave I, PVB (frontage), and particularity **Vista Del Mar**,

Their proposed right turn cure will solve nothing!

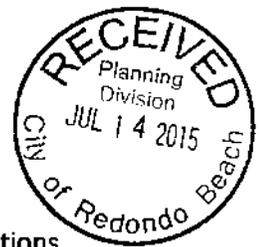
- 1) Traffic already make their own right turn lane there.
- 2.) Frustrated traffic on Vista Del Mar (from busy Riviera parking lot) have to push in into PCH, blocking any right turning traffic.
- 3.) Plus, not allowing for the increased Legado traffic turning left into PVB will make PCH/PVB traffic problem far worse.

(that left turn pocket is inadequate)

Remember this? RB planning stated that PCH traffic is the same since 1972!

The reason: PCH has been physically maxed-out at peak times (1900/hour) - for all those years

Dick Norris



Anita,

The Legado Corporation has spewed a lot of misstatements, miss information and exaggerations in support of their massive project. If we don't call them out on these misstatements now, we will be left with a huge, unwanted ugly development for years and years to come and the only recourse will be to complain to the City Council after the fact. They need to be held accountable for what they are telling us before ground is broken. Here are just a very few of their misstatements from their 56 page Community Outreach Report:

Pg. 3 – Community Outreach Phase 1 – The only mailers received by our Sunset Rivera residents was one mailed August 2014 to attend Jeff Ginsburg community meeting and a generic form letter mailed April 2015. (attached)

October 2014: *Again a mailer inviting residents from the condominiums directly behind the project was sent* **FALSE**- A mailer was never sent to our townhomes in October 2014 inviting residents. Those who attended Jeff's meeting were surprised when at the end of his meeting a consultant from Lerado's marketing/PR team was introduced as we were not expecting them to be there.

Pg. 4 – EDDM – The map indicating where they claim to have mailed a flyer and comment card with return postage - no one in our complex received this, nor have I found anyone else that received any mailings other than the generic form letter with no return information .

Pg. 5 – Community Outreach Phase 2 – *We believe our submission to Redondo Beach Planning Commission reflect their vision.* **FALSE**- The residents who attended their meetings were adamantly opposed to the revised project.

Pg. 6 – Community Open House 1 - We were given a 3 day notice of this event on a marquee (this was during Torrance and Redondo's spring break with many residents out of town) If people didn't know what Legado was when they drove by they would assume it was a corporate meeting the way it was listed on the marquee.

Pg. 7 – Email Marketing - Many stated they had asked to be included on the email after their first outreach meeting at the hotel but were still not on the list. Local residents did the emailing for them as we wanted our neighbors to know about this.

Pg. 9 – Design: *Many of the community members like the clean modern design Legado is proposing* **FALSE**- Those of us that attended overwhelming opposed the design. When we said the town homes, etc on either side were Spanish - they didn't listen but told us this is what would be better and the city staff approved it.

Our team members explained the current traffic flow and proposed improvements. We are following up with these individuals most concerned with traffic to further explain our studies....
As of July 13, no one has received any additional information.

Pg. 10 – Community Open House 2 - This time we were given a 5 day notice on the marquee – same with emails which we then took upon ourselves to resend to get the word out.

Same format as the first one – stand, sign in, go to a station to ask a question and if we disagree or object with their findings we are told we are wrong, etc. They have no interest in really listening to the community.

It was at this open house that Heather and Fernando were saying how they had reached out to several businesses and HOA's. I finally had to point out to them that for as long as this had been in development, not one of them had ever reached out to the **Sunset Riviera Homeowners Association Board** and we were the closest neighbor to them. After a blank look of surprise Fernando did some great PR by saying they would love to meet with us, etc. I received a phone call the following Monday requesting a meeting with the Board. On June 1 we met and after hearing our objections to the bulk and density, etc and how they hadn't addressed traffic, (one of our major concerns) especially on cut through streets like Ave. G, Ave. F etc. we were again told their studies proved otherwise.

As a result of the meeting, Legado agreed to provide several items including additional renderings, security and acoustic reports, and will look into setting up a pole and flag height demonstration. As of July 13, we have heard or received nothing from them.

Pg. 11 – *Many of the project opponents used this as an opportunity to attack the changes they asked for.* **FALSE** - Very interesting as no changes had been made and if we disagreed with their findings we were told that based on their facts we, who live here, are wrong and they know best. So, in reading their report our disagreement with them not listening to us is perceived as attacks on them.

Pg. 14 – *Design –* **FALSE** - overwhelming their modern design was rejected in not keeping with neighborhood – no one thought it would bring a fresh modern look. They told us the *Spanish and Mediterranean architectural features are inconsistent with the surrounding area.* The townhomes and condos surrounding the project are Spanish and Mediterranean.

Traffic – *There are still lingering questions regarding the traffic study. A few residents claim the study is wrong yet refuse to provide their evidence* **FALSE** – Extensive technical rebuttal was provided to them and CAL-Trans is still reviewing .

Pg. 15 – *Community reaction was mixed and the issue of density has become a bigger concern. Residents seem to be more comfortable with 149 units.* **FALSE** - All overwhelming stated that 149 units are still too massive!

Pg. 16 – *Door –step community communication to 5200 households in Redondo. No one close to this project received a door-step communication. Perhaps they walked in No Redondo far away from this project? If they did engage 5200 households and then received only 200 pretty generic 'Yes' responses it doesn't seem like a very positive outcome.*

Pg. 20 – *Although some still felt the project was too big and had concerns about traffic, the fears of many had been drastically reduced. Several folks even commented that it was a great project and wanted to see the project move forward.* **FALSE** – Overwhelming residents were against

this and many stated that all Legado did was make it look more massive and like a wall and had removed the open areas. Still way to big and traffic still not addressed!

Surveyors on Sunset Riviera Property – June 22

After the meeting with the board on June 1, Fernando called and asked permission for surveyors to come on our property - (last time they just showed up and when asked why they were there on private property said they had every right to be there because Legado told them to.) This time I told Fernando that I needed to call Anita to clarify this and would get back to him. Bottom line - Anita said the PC wanted to see the height variances, etc along with several other things from different levels on our property. I asked Anita if the best way to do this would also be to have them in our homes taking pictures from different vantage points in the complex in order to be fair to all so we could all work together to come up with a reasonable compromise. She said that would be a good idea. I called Fernando back, told him what Anita said and he contacted the surveyors. A board member and I arranged to take a Monday off beginning at 7:00 a.m. to stay with the surveyors so neighbors would know it was approved. The surveyors were very nice and it was obvious they had no idea about the controversy that was going on. When we told them that we had several residents ready to have them in their homes to take pictures they replied that Legado specifically said not to go into any units. When we started talking to them and asking general questions they told us going into homes would be the best way to take the pictures, but that they were given instructions not to do so.

Conclusion:

Legado has not been acting in good faith to respond to the Planning Commission as directed and has no interest in listening to the residents. It appears that these were just more empty promises received from the talking heads of a developer that is intent on building what he wants on that sight regardless of the negative impact to the neighbors and community.

Please do no approve this! I respectfully request a moratorium on this project due to safety concerns with traffic, water shortage, too massive and not compatible with the neighborhood.

**Thank you,
Julie Moore
416 Avenue G, Unit S
Redondo Beach, CA 90277**

Legado Outreach Team
121 S. Beverly Dr.
Beverly Hills, CA 90212
April 16, 2015

Mr. Don Moore
318 Avenue I #819
Redondo Beach, CA 90277

Dear Mr. Don Moore:

We are reaching out to you in regards to your testimony at the March, City of Redondo Beach Planning Commission. We are supporting the Legado Companies with our the residential mixed use project on the corner of Palos Verdes Blvd and Pacific C Hwy in Redondo Beach. As part of our outreach effort we'd like the opportunity with you to discuss the project and listen to your concerns. It is our goal to establish meaningful and open dialogue with residents.

We would appreciate an opportunity to speak with you to discuss the project. Thank you for your time and we look forward to hearing from you soon.

Sincerely,

Legado Outreach Team
Redondo@Legado.net

From: Joray Zhou Ess [REDACTED]
Sent: Tuesday, July 14, 2015 9:52 AM
To: Aaron Jones; Anita Kroeger
Subject: Re: Legado project- Redondo City



Dear Commissioners,

I am sending this letter to support Redondo mixed use project on the corner of Pacific Coast Highway and Palos Verdes Avenue.

As a local resident in Redondo Beach, I think it would be nice to have a modern, up-to-date compound to meet the needs of a growing Redondo Beach, especially in the highly desired South Redondo. The growing housing pricing and limited house inventories have driven many local young professionals out of Redondo to Torrance, Hawthorne, Gardena and Lomita. I would like to see a project which can sustain the lifestyle Redondo Beach has to offer and also make it more available for younger professionals who are starting their families here.

To start any kind of projects anywhere, there will always be resistance first, since people don't like to change. But how else can we resolve the issue of a growing population and limited land? We are seeing multi-use complexes going up in Playa del Rey, Playa Vista and Santa Monica, which truly helped drive their local economies. More people living in these cities help grow local eateries, shops and more. Redondo Beach can learn from these beach cities and grow with them.

The risk is relatively small for Redondo Beach, since it won't be the first beach cities who are doing a project like this. I have friends who moved to Playa Vista and Playa del Rey and they are very happy with their modern buildings with great amenities and also the relaxed small beach city lifestyle.

I look forward to seeing the growing process for Redondo Beach in the coming years and think Legado project can be a great fit for our needs. Thanks and have a wonderful day!

Cheers,
joray

Joray Zhou

707 N. Guadalupe Ave,
Redondo Beach, CA 90277

13 July 2015 (Revised)

To: Redondo Beach Planning Commission
c/o: Anita Kroeger, Senior Planner
City of Redondo Beach
425 Diamond Street
Redondo Beach, CA 90277



Subject: Opposition to the Approval/Certification of a (REVISED/FINAL) MITIGATED NEGATIVE DECLARATION and INITIAL STUDY (IS-MND), a (REVISED) APPLICATION FOR CONDITIONAL USE PERMIT, and the PROPOSED MINOR SUBDIVISION (VESTING TENTATIVE TRACT MAP NO. 72662) for 1700 S. Pacific Coast Highway, Redondo Beach

Redondo Beach Planning Commissioners:

After carefully reviewing the subject documents, I must strongly oppose their approval and/or certification by the City of Redondo Beach. I am registering this opposition on behalf of myself and all parties whose safety and quality of life will be adversely affected by the traffic generation that is both unacknowledged and unmitigated in the subject Mitigated Negative Declarations.

While not a traffic engineer, I am an engineer by training. My assessment of the subject documents is based on whether these documents adequately support the conclusions reached. The conclusions advanced in these documents are that the project's traffic generation can be assimilated by the existing infrastructure given the proposed mitigation measures described. I found that the documents do not adequately support that conclusion. Therefore, if approved/certified, the Planning Commission would be approving a project application that can be easily shown to contain severely flawed and inadequate documentation. Some of the issues with the documentation are highlighted in the attached file (1700 S PCH MND Issues B2.pdf).

The subject MNDs present a deceptive and misleading view of the acceptability of the proposed project. The MND begins with a misleading estimate of project traffic generation. ITE trip generation guidelines show this project to add 3,846 new vehicle trips per day to Pacific Coast Hwy. and Palos Verdes Blvd. The net project traffic generation used in these MNDs reduces this amount by showing the "Halloween Store" (936 trips/day) as an existing retail use, deceptively reducing the net added project traffic by 24%.

Any existing traffic baseline should be established independent of project generated traffic. As all traffic mitigation requirements are based on the impact of net project traffic generation added to an escalated traffic baseline, the included mitigation analysis is at the very minimum questionable. The traffic study follows this questionable future traffic estimate by avoiding any discussion of the traffic and circulation issues associated with the key access points (intersections) on Palos Verdes Blvd. Please see the (1700 S PCH Traffic Analysis Issues.pdf) attachment for a discussion of these issues and the (1700 S PCH Traffic Narrative.pdf) attachment for a description of the current traffic conditions at these locations. The project access "intersections" on Palos Verdes Blvd. clearly require mitigation. However, the latest MND update calls for removing the raised medians on PVB which will not address the congestion and chaos associated with traffic leaving the project. A thorough analysis and plan for PVB project related traffic is called for before any MNDs should be considered ready for approval/certification.

It is difficult to understand why these documents went to such lengths to obfuscate the impact of the traffic this project will have on the surrounding infrastructure. One can only assume that it is because the specific site characteristics do not support the level of traffic generated by this project at the proposed MU-3A mixed-use maximum densities of 149 residential units AND an overall FAR (Floor-Area-Ratio) of 1.5 (now 1.44)

It is helpful to remember, that when Bristol Farms terminated its lease in 2010, company President and CEO Kevin Davis indicated that the configuration of the parking off Palos Verdes Boulevard, posed challenges (with street access) that were difficult to overcome; "The site just never really was designed as a grocery store." These sited access and traffic circulation issues remain the same today.

All sites are not perfect and therefore should not be allowed to be developed at the maximum density provided by the zoning code. In the case of this project, the current level of traffic congestion on adjacent roadways and the limited mitigation options available for this site's access points should be sufficient for the city to restrict its development well below the 1.5 FAR maximum provided by MU-3A. By way of example (not a recommendation), the hotel generates a commercial FAR component of 0.371. This would fall within the MU-3A zoning requirement range of (.3-.7) if it was located within 130 ft of PCH. If possible, eliminating any new commercial development on this site would have significant impact reducing the overall project density and project traffic generation.

The proposed minor subdivision that severs the hotel (creates a separate lot) from the remaining site should also not be approved. The developer is basing his application for 149 dwelling unit residential density using the hotel site acreage as support. Should this level of residential density ever be approved, the deed for tract # 72662 should have a restriction added to prohibit any future subdivision of the hotel site.

In summary, **the Approval/Certification of a (REVISED/FINAL) MITIGATED NEGATIVE DECLARATION and INITIAL STUDY (IS-MND), a (REVISED) APPLICATION FOR CONDITIONAL USE PERMIT, and the PROPOSED MINOR SUBDIVISION (VESTING TENTATIVE TRACT MAP NO. 72662) for 1700 S. Pacific Coast Highway, Redondo Beach should be denied by the City of Redondo Beach.** To approve this project, based on the documentation provided, is not justified. If approved, this project will likely cause irreparable harm to the serviceability of the adjacent vehicular infrastructure, endanger the public using this infrastructure, and lower the quality of life for those who live, work, and transit the immediate area of the project.

Respectfully submitted,

[signed]

Peter B Verenkoff
533 Via La Selva
Redondo Beach, CA 90277
Email: [REDACTED]
Phone: [REDACTED]

Attachments:

1700 S PCH MND Issues B2.pdf
1700 S PCH Traffic Analysis Issues.pdf
1700 S PCH Traffic Narrative.pdf

Building Height	Hotel: 50 feet Retail: 20 feet Market: 25 feet	45 feet at the highest point.
Building Stories	Hotel: 4 stories (existing) Retail: 1 story Market: 1 story	2-3 stories (varies throughout the new development project site)
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	Same

Renovations of the existing Palos Verdes Inn would include interior and exterior renovations such as renovation of the lobby, removal of the exterior canopy and demolition of approximately 1,000 sf of the Chez School of Food and Wine on the southeastern corner of the hotel building. The number of rooms (110) would remain the same.

The on-site retail space (both the 21,130 sf market space and 7,224 sf of in-line retail) would be demolished to allow construction of the mixed-use development. The mixed-use development would consist of 149 residential units and approximately 37,000 sf of neighborhood-serving commercial development. Commercial uses would include up to 22,800 sf of market space, 3,300 sf of ground floor restaurant space, 5,600 sf of ground floor retail space, 1,500 sf cafe space, and a 3,800 sf podium level restaurant. The proposed mixed-use building would include a total of 649 parking spaces on three levels of enclosed parking and a surface parking lot. The mixed-use project would be two and three stories tall above ground plus the subterranean parking garage.

The 149 residential units would include, 87 one-bedroom units, and 62 two-bedroom units. The average size of the units would be 1,060 square feet. The units include private balconies and private patios.

Site Access, Circulation, Parking, and Loading:

Figure 5 shows the vehicular circulation plan. The main vehicular access to the commercial components of the project would be provided from a driveway on Pacific Coast Highway (PCH). This driveway would be restricted to right turns in and out. PCH would be widened north and south of the driveway to accommodate an acceleration and deceleration lane for vehicles entering and exiting. Redesign of the existing raised center median on PCH would be conducted as part of the proposed project to lengthen the northbound PCH left turn lane to Palos Verdes Boulevard. In addition, the project would widen PCH along the project frontage to install a northbound right turn lane to Palos Verdes Boulevard. The bike lane and Caltrans standard lane widths would be provided.

Another garage opening would be located on Palos Verdes Boulevard between the retail and leasing office. This garage entrance would provide secondary access for commercial guests and would be the main vehicular access point for residents. This access would provide two way ingress and egress for vehicles. Left turns and right turns in would be permitted upon entry and exit. The residential and commercial parking would be separated by access gates. Parking for employees of the commercial businesses are part of the required Commercial Parking requirements, and are provided.

Summary of Comments on Annotated Project Description Legado revised 149 unit 05.29.15 for Traffic Issues for RBPC 7-16-15B1.pdf

Page: 1

T Number: 1 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 9:35:11 PM

See Page 6 of this file. What are the implications of the term "main vehicular access?" What does this statement mean in terms of a vehicles ability to use any driveway at any time?

T Number: 2 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 5:04:34 PM

Unclear how parking access gates and controls separating residential and commercial areas affect vehicle access to various driveways.

Figure 5 Vehicular Circulation Plan (on Page 6 of this file) does not provide sufficient insight into how residential and commercial vehicles access the various project driveways.

A secondary Palos Verdes Boulevard entrance ("access road") would be located approximately 100 feet northeast from the aforementioned garage entrance. This access road would provide access to a mezzanine parking field for overflow commercial guests, leasing and overflow hotel parking. The access road continues around the mixed-use building to the main PCH driveway.

The existing driveway for the hotel, located southeast of the new main driveway along Pacific Coast Highway would remain and would be enlarged to 30 feet. This driveway would continue to be restricted to right turns in and out.

Commercial loading would be provided from this main driveway on Pacific Coast Highway. The Loading Dock area would be adjacent to the residential/commercial driveway with sufficient open air visibility to provide safe interaction with the driveway.

The residents, commercial employees, and guests would have the option to use driveways from both Palos Verdes Boulevard and Pacific Coast Highway.

Open Space

The proposed project involves approximately 35,853 sf of private open space. Each unit would include private open space in the form of a patio or balcony (total balcony and patio would be 20,055 sf). The proposed project would also provide 13,525 sf of common private open space including a 10,959 sf pool area, a 1,042 sf gym, and a game/pool room of 1,524 sf.

Public open space would total 26,752 sf, with 14,321 sf of public open space on the P1 level and 12,431 sf of public open space on the L1 level .

Green Building Features

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

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

Construction

Construction and hotel renovations would occur over approximately 24 months. Grading and excavation would include 70,900 cubic yards (CY) of cut and 80 CY of fill for a net export of approximately 70,820 CY of earth material. Assuming an average truck load of 20 cubic yards, approximately 3,541 round trip truckloads would be needed to export the material. Existing on-site retail and hotel operation would cease when construction commences.

T Number: 1 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 5:05:06 PM

This statement seems somewhat inconsistent with the access, parking and circulation statements highlighted in yellow on Page 1 above.

On site traffic circulation, access, and parking controls are not discussed in sufficient detail to determine the likely traffic distribution from the project's access points.

It is impossible to determine the validity of any analysis provided in the MND documentation.

These documents do not appear appropriate to support any legal decision process.

See notes on Figure 5. (Page 6)

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>
Apartment	220	6.65	0.51	0.10	0.41	0.62	0.40	0.22
Hotel*	310	8.17	0.53	0.31	0.22	0.60	0.31	0.29
Specialty Retail**	826	44.32	1.33	0.80	0.53	2.71	1.19	1.52
Shopping Center	820	42.94	1.00	0.61	0.39	3.73	1.828	1.902
Market	850	102.24	3.40	2.11	1.29	9.48	4.83	4.65
Quality Restaurant	931	89.95	0.81	0.45	0.36	7.49	5.02	2.47
Restaurant	932	127.15	10.81	5.95	4.86	9.85	5.91	3.94

Rates are per 1,000sf with exception of Housing which is per unit

* Hotel description includes sleeping accommodations & supporting facilities including restaurants, cocktail lounges, meeting, banquet rooms or convention facilities with limited recreational facilities

** AM Rate per SANDAG

<u>Description</u>	<u>Size</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>
<u>Proposed Project</u>								
High Turnover Restaurant	1,500 sf	191	16	9	7	15	9	6
Internal Trips	10%	(19)	(1)	(1)	0	(2)	(1)	(1)
Pass-By	20%	(34)	(3)	(2)	(1)	(3)	(2)	(1)
Quality Restaurant	7,100 sf	639	6	3	3	53	36	17
Internal Trips	10%	(64)	(1)	(1)	(0)	(5)	(3)	(2)
Pass-By	20%	(115)	(1)	(0)	(1)	(10)	(7)	(3)
Retail	5,600 sf	248	7	4	3	15	7	8
Internal Trips	10%	(25)	(1)	(1)	(0)	(2)	(1)	(1)
Pass-By	10%	(22)	0	(0)	(0)	(1)	(1)	0
Market	22,800 sf	2,331	78	48	30	216	110	106
Internal Trips	10%	(233)	(8)	(5)	(3)	(22)	(11)	(11)
Pass-By	20%	<u>(420)</u>	<u>(14)</u>	<u>(9)</u>	<u>(5)</u>	<u>(39)</u>	<u>(20)</u>	<u>(19)</u>
Subtotal Commercial	37,000 sf	2,477	78	45	33	215	116	99
Apartment	149 units	991	76	15	61	92	60	32
Proposed Subtotal		3,468	154	60	94	307	176	131
<u>Existing Use</u>								
Miscellaneous Retail	4,800 sf	213	7	4	3	13	6	7
Pass-By	10%	(21)	(1)	(1)	(0)	(2)	(1)	(1)
1 Retail Store	21,130 sf	936	28	17	11	57	25	32
Pass-By	10%	(94)	(3)	(2)	(1)	(7)	(4)	(3)
Existing Subtotal		1,035	31	18	13	62	27	35
Net Commercial (Project-Existing)		1,442	47	27	20	153	89	64
Net New Apartment		991	76	15	61	92	60	32
Combined Net New		2,433	123	42	81	245	149	96
2 Let without pass by		2,910	137	50	87	292	176	116
Hotel (to Remain)	110 room	899	58	34	24	66	34	32
3 Total Volume at Driveways		3,809	195	84	111	358	210	148

T: Number: 1 Author: Peter B Verenkoff Subject: Highlight Date: 7/5/2015 12:06:23 PM

This is the Bristol Farms Market building. This 21,130 sf building has been vacant since the market closed in 2010. Legado Cos. has rented the building for use by a Halloween retailer for 3 weeks a year. See Picture on Page 6 of this file.

To treat this "retail store" as Existing Use for the purpose of determining Project Trip Generation is just plain wrong. To do so massively distorts the impact of this project to traffic in the area by 35% (3276 vs. 2433) combined net new (with pass by).

As these numbers form the basis for traffic mitigation determination for all studied intersections, conclusions reached by this study cannot be relied on.

Any use of this study to make or support legal decisions would be inappropriate.

T: Number: 2 Author: Peter B Verenkoff Subject: Highlight Date: 7/5/2015 11:12:31 AM

Corrected Combined Net New without pass by or Hotel:

3846 165 67 98 349 201

T: Number: 3 Author: Peter B Verenkoff Subject: Highlight Date: 7/5/2015 11:24:26 AM

Corrected Net New Volume plus Hotel at Driveways:

4745 223 101 122 415 235 180

- *Future Traffic Conditions (2017)*;
- *Future Traffic Conditions (2017) + Project*

Existing Traffic Conditions (2013/2014). Traffic counts were conducted in September and October 2011 and were increased with an ambient growth rate of 1.6% to represent existing (2013) conditions. This ambient growth represents newly constructed projects as well as overall growth in the area. Seasonal retailers occupying the previous market building on site were not present until after the traffic counts were taken. This newer retail trip generation has been added to the 2011 traffic counts to establish a baseline count for the study intersections. Two intersections were added to the analysis with traffic data collected in September 2014. The intersection of Palos Verdes Boulevard and Pacific Coast Highway (Intersection 5) was also recounted in September 2014. This is the closest intersection to the project and the one that is most influenced by project traffic. As can be seen in Table 28 in the Final MND, existing ICU delay values at Intersection 5 have been reduced during the pm peak hour in comparison to the values provided in the Draft IS-MND as a result of the updated 2014 traffic counts (i.e. traffic conditions are improved in comparison to previous estimates).

Existing Traffic Conditions (2013/2014) + Project. The existing plus project analysis measures existing traffic conditions with the addition of traffic expected to be generated by the Project. By comparing Existing Traffic Conditions (2013/2014) + Project scenario against the Existing Traffic Conditions (2013/2014) scenario, the project's incremental impacts on the existing operating conditions are identified. As described in greater detail above in Table 24, the project's trip generation rate was determined by calculating (1) the existing trip generation rate, based upon the existing square footage and the ITE trip generation rates in Table 21, and (2) the proposed project's trip generation rate, based upon the proposed square footage and the ITE trip generation rates in Table 24. The difference between (2) and (1) provides the increases in trip generation.

Future Traffic Conditions (2017). For the purposes of a cumulative analysis, traffic conditions were projected for the year 2017 without the project. The objective of this analysis is to forecast the future traffic growth and intersection operating conditions expected to result from general regional growth for the year 2017 and from planned or pending projects in the area. This scenario is used in the comparison to the Future Traffic Conditions (2017) + Project scenario to determine the project's contribution to potential cumulative traffic impacts.

To estimate Future Traffic Conditions (2017) traffic volumes, the Existing Traffic Conditions (2013/2014) traffic volumes were increased by 1.6% annually to the year 2017, when the Project is expected to open (6.4% total for the four years of growth), to reflect general regional growth in traffic volumes. The growth rate of 1.6% per year was obtained from the Southern California Association of Governments (SCAG) Integrated Growth Forecast¹¹ for the City of Redondo Beach from the 2012 Regional Transportation Plan (RTP).¹² To obtain an annual growth rate, the total forecast growth for 2035 was divided by the number of years from the 2008, which resulted in an average annual growth of 1.6% per year for the City of Redondo Beach.

¹¹ SCAG Integrated Growth Forecast available online at:
http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf

¹² SCAG 2012 RTP available online at: <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>

T Number: 1 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 5:05:38 PM

The (Bristol Farms) market building has been vacant since 2010. Legado has rented the building approx. 3 weeks per year for the past few years (See page 5 in this file).

To treat this use as full up retail existing use for the purpose of distorting the traffic impact created by the proposed project should not be allowed. The statement that the 2011 traffic counts have been adjusted is too vague and unsupported for use in a "legal" document upon which decisions will be based.

The IS-MND, Final-MND, mitigation plans and traffic impact conclusions are severely distorted as a result.



Photo 1 - View from Pacific Coast Highway looking north at existing market building.

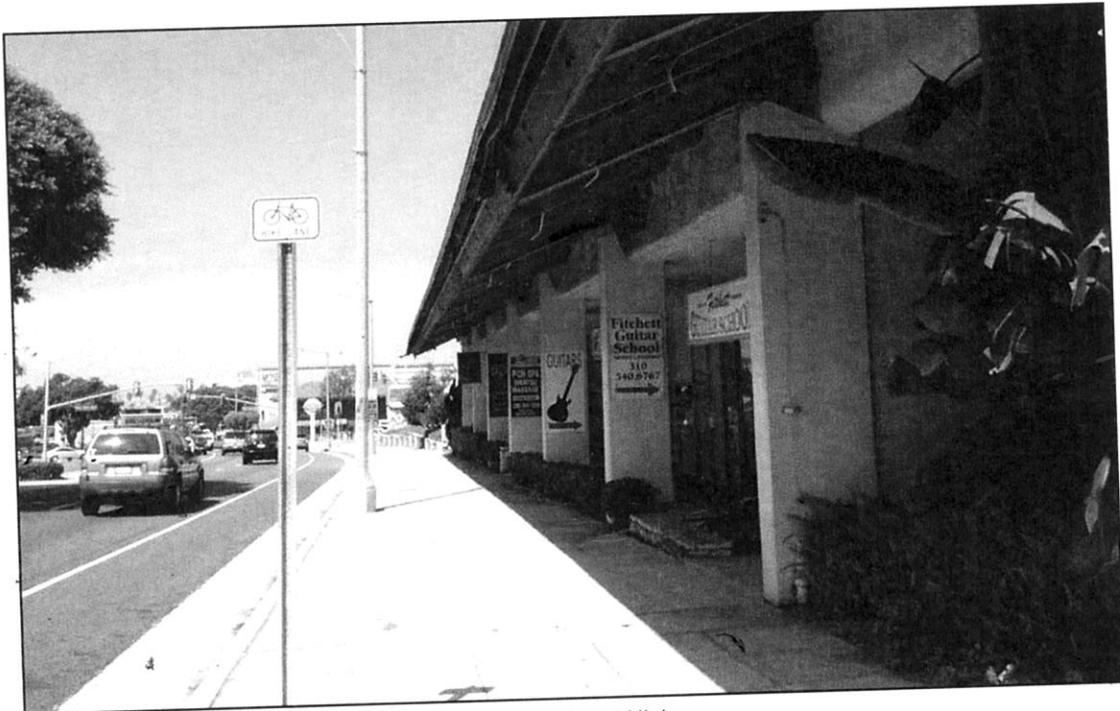
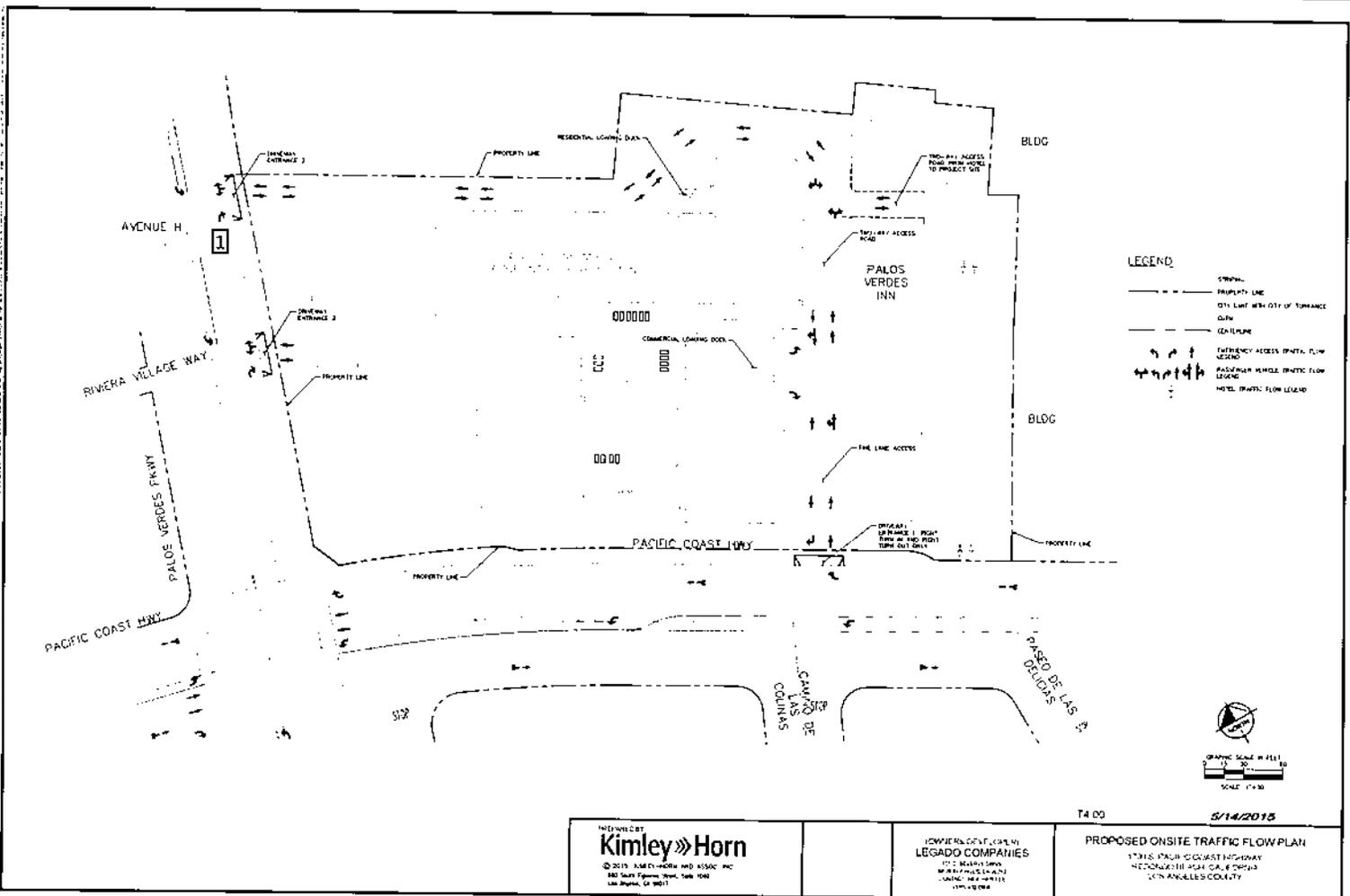


Photo 2 - View of existing in-line retail facing Pacific Coast Highway.



LEGEND

- SWING
- DRIVEWAY
- CITY LIMIT WITH CITY OF TOLERANCE
- CURB
- CONTINUUM
- EMERGENCY ACCESS (PADA FLOW LEGEND)
- PASSENGER VEHICLE (PADA FLOW LEGEND)
- MOTOR TRAVEL (PADA FLOW LEGEND)



T4.00 5/14/2015

DESIGNED BY
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 Los Angeles, CA 90017

FOR THE CLIENT OF THE
LEGADO COMPANIES
 11111 Wilshire Blvd.
 Suite 1000
 Los Angeles, CA 90024
 (310) 206-1000

PROPOSED ONSITE TRAFFIC FLOW PLAN
 17705 PALM COAST HIGHWAY
 REDONCILLI HILL, CALIFORNIA
 LOS ANGELES COUNTY

Number: 1 Author: Peter B Verenkoff Subject: Sticky Note Date: 7/11/2015 7:37:12 AM

Traffic flow shown from PVB driveways allows for both right and left turns.

These driveways align with Riviera Village Way and Avenue H. There is no discussion in the traffic analysis or MND about the inevitable through traffic that can be expected AND the impact to PVB traffic flow resulting from through traffic and left turns.

As these key uncontrolled project access points were not studied, their mitigation needs were not addressed.

REDUCED PROJECT

Demolish Existing and Construct: 149 apartment units, 1,500 sf café, 7,100 sf quality restaurant, 5,600 sf retail, and 22,800 sf market

No. Inter ¹	Location	Peak Hour	Existing		Existing + Project			Significant Impact?	Existing with Mitigation With Project			Significant Impact
			ICU or Delay	LOS	ICU or Delay	LOS	Impact		ICU	LOS	IMPACT	
1	Pacific Coast Highway & Torrance Boulevard	AM	0.927	E	0.934	E	+ 0.007	NO				
		PM	0.848	D	0.858	D	+ 0.010	NO				
2	Pacific Coast Highway & Avenue C	AM	0.599	A	0.607	B	+ 0.008	NO				
		PM	0.610	B	0.626	B	+ 0.016	NO				
3	Pacific Coast Highway & Avenue F	AM	0.718	C	0.729	C	+ 0.011	NO				
		PM	0.732	C	0.755	C	+ 0.023	NO				
4	Pacific Coast Highway & Avenue I	AM	11.10	B	11.20	B	+ 0.10	NO				
		PM	15.40	C	15.90	C [*]	+ 0.50	NO				
5 ^o	Pacific Coast Highway & Palos Verdes Boulevard	AM	0.879	D	0.888	D	+ 0.009	NO	0.883	D	0.004	NO
		PM	0.970	E	0.993	E	+ 0.023	YES	0.892	D	-0.078	NO
6	Avenue F & Palos Verdes Boulevard	AM	12.82	B	13.23	B	+ 0.41	NO				
		PM	12.78	B	13.46	B	+ 0.68	NO				
7	Helberta Avenue & Palos Verdes Boulevard	AM	12.37	B	12.64	B	+ 0.27	NO				
		PM	12.51	B	13.15	B	+ 0.64	NO				
8	Prospect Avenue & Palos Verdes Boulevard	AM	0.457	A	0.471	A	+ 0.014	NO				
		PM	0.540	A	0.567	A	+ 0.027	NO				
9	Pacific Coast Highway & Prospect Avenue	AM	0.603	B	0.611	B	+ 0.008	NO				
		PM	0.676	B	0.691	B	+ 0.015	NO				
10	Palos Verdes Bl & Avenue G	AM	13.10	B	13.30	B	+ 0.20	NO				
		PM	15.60	C	16.00	C [^]	+ 0.40	NO				
11	Prospect Bl & Avenue G	AM	9.24	A	9.48	A	+ 0.24	NO				
		PM	9.09	A	9.41	A	+ 0.32	NO				

ICU for signalized intersections 1,2,3,5,8,9

Delay HCM Analysis for stop controlled intersections 4,6,7,10,11

* Capacity of one through lane on PCH reduced by one quarter to simulate occasional through lane blockage

% impact used at nonsignalized locations over LOS C to determine if the significance threshold is exceeded

- 4% impact is determined as significant at LOS C
- * Existing +Project PM is 3.1% impact therefore not significant
- * Future With Project PM is 1.8% impact therefore not significant
- ^ Existing +Project PM is 2.5% impact therefore not significant
- ^ Future With Project PM is 1.8% impact therefore not significant

Number: 1 Author: Peter B Verenkoff Subject: Sticky Note Date: 7/11/2015 7:50:10 AM

Key intersections and driveway/intersections remain absent from the latest traffic study/update:

- PCH & Avenue G
- PCH & Vista Del Mar & PCH/PVB Left Turn Pocket
- Project Driveway & PVB & Riviera Village Way
- Project Driveway & PVB & Avenue H

REDUCED PROJECT

Demolish Existing and Construct: 149 apartment units, 1,500 sf café, 7,100 sf quality restaurant, 5,600 sf retail, and 22,800 sf market

No. Intersection	Peak Hour	Future (2017) Without Project			Future (2017) With Project			Significant Impact	Future with Mitigation With Project			Significant Impact
		ICU or Delay	LOS	Growth	ICU or Delay	LOS	IMPACT		ICU	LOS	IMPACT	
1 Pacific Coast Highway & Torrance Boulevard	AM	0.980	E	+ 0.053	0.987	E	+ 0.007	NO	0.961	E	-0.019	NO
	PM	0.884	D	+ 0.036	0.895	D	+ 0.011	NO	0.895	D	0.011	NO
2 Pacific Coast Highway & Avenue C	AM	0.613	B	+ 0.014	0.621	B	+ 0.008	NO				
	PM	0.624	B	+ 0.014	0.641	B	+ 0.017	NO				
3 Pacific Coast Highway & Avenue F	AM	0.758	C	+ 0.040	0.770	C	+ 0.012	NO				
	PM	0.773	C	+ 0.041	0.795	C	+ 0.022	NO				
4 Pacific Coast Highway & Avenue I	AM	11.50	B	+ 0.40	11.60	B	+ 0.10	NO				
	PM	16.60	C	+ 1.20	16.90	C*	+ 0.30	NO				
5 ^o Pacific Coast Highway & Palos Verdes Boulevard	AM	0.888	D	+ 0.009	0.896	D	+ 0.008	NO	0.891	D	0.003	NO
	PM	0.980	E	+ 0.010	1.003	E	+ 0.023	YES	0.897	D	-0.083	NO
6 Avenue F & Palos Verdes Boulevard	AM	13.73	B	+ 0.91	14.23	B	+ 0.50	NO				
	PM	13.76	B	+ 0.98	14.58	B	+ 0.82	NO				
7 Helberta Avenue & Palos Verdes Boulevard	AM	13.20	B	+ 0.83	13.66	B	+ 0.46	NO				
	PM	13.38	B	+ 0.87	14.11	B	+ 0.73	NO				
8 Prospect Avenue & Palos Verdes Boulevard	AM	0.480	A	+ 0.023	0.494	A	+ 0.014	NO				
	PM	0.569	A	+ 0.029	0.595	A	+ 0.026	NO				
9 Pacific Coast Highway & Prospect Avenue	AM	0.636	B	+ 0.033	0.644	B	+ 0.008	NO				
	PM	0.712	C	+ 0.036	0.729	C	+ 0.017	NO				
10 Palos Verdes Bl & Avenue G	AM	13.80	B	+ 0.70	14.00	B	+ 0.20	NO				
	PM	16.50	C	+ 0.90	16.80	C [^]	+ 0.30	NO				
11 Prospect Bl & Avenue G	AM	9.77	A	+ 0.53	10.05	B	+ 0.28	NO				
	PM	9.62	A	+ 0.53	10.01	B	+ 0.39	NO				

ICU for signalized intersections 1,2,3,5,8,9

Delay HCM Analysis for stop controlled intersections 4,6,7,10,11

* Capacity of one through lane on PCH reduced by one quarter to simulate occasional through lane blockage

% impact used at nonsignalized locations over LOS C to determine if the significance threshold is exceeded

- 4% impact is determined as significant at LOS C
- * Existing +Project PM is 3.1% impact therefore not significant
- * Future With Project PM is 1.8% impact therefore not significant
- ^ Existing +Project PM is 2.5%, impact therefore not significant
- ^ Future With Project PM is 1.8% impact therefore not significant

Number: 1 Author: Peter B Verenkoff Subject: Sticky Note Date: 7/11/2015 7:50:57 AM

Key intersections and driveway/intersections remain absent from the latest traffic study/update:

- PCH & Avenue G
- PCH & Vista Del Mar & PCH/PVB Left Turn Pocket
- Project Driveway & PVB & Riviera Village Way
- Project Driveway & PVB & Avenue H

- However, any progress regarding repairs is contingent on the insurance claim process.

The applicant's representative has indicated that he will keep the City updated on this matter.

XI. REVISED TRAFFIC EVALUATION

Overland Traffic Consultants prepared a 'Supplemental Traffic Evaluation', dated May 29, 2015 (attached) to address the Revised Project with 149 units, 37,000 SF of commercial space and 649 parking spaces. The findings indicate that the Revised Project will result in fewer vehicle trips to and from the site, resulting in reduced impacts. It also indicates that the supply of parking provided on-site meets the parking requirements as established by the City of Redondo Beach zoning ordinance.

Specifically, the number of 'Combined Net New Trips' of Daily Traffic for the Original Project was 2,677. This number is reduced to 2,433 for the Revised Project, which is equivalent to a 9% reduction. There are projected to be 123 AM Peak Hour Trips, a reduction of 14% and 245 PM Peak Hour Trips, a reduction of 8.5%.

The following is a brief summary of traffic evaluation parameters and criteria:

- 11 intersections were studied of which 6 are signalized and 5 are Stop controlled, including PVB & Ave G and Prospect & Ave G, as requested by the community;
- The trip generation rates used in the analysis come from the National Standards established by the Institute of Transportation Engineers;
- The conditions at each of the intersections is determined using the geometrics and signal operation data, as well as traffic counts during Peak Hours;
- Different methods are used depending on if the intersections are signalized or not; signalized intersections – Intersection Capacity Utilization (ICU), stop sign controlled intersections – 'Delay Highway Capacity Manual (HCM) Analysis;
- The performance of an intersection is described as Level of Service (LOS): Letter Grades A (Good) through F (Failure);
- The projected trips are then distributed to the various street intersections;
- The criteria for determining if a project has a significant impact are contained in the 2010 Circulation Element of the Redondo Beach General Plan They are as follows:
 - 4% increase or more at LOS C
 - 2% increase or more at LOS D
 - 1% increase or more at LOS E or F
 - Unsignalized Intersections: 3 second increase in delay at LOS E intersections and LOS F for side streets;
- A comparison is then made of the traffic conditions at the 11 intersections as they currently exist and what conditions they would be at if the project were built;

T Number: 1 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 5:17:18 PM

Again, the original number is understated by 35% due to the inclusion of the "Halloween Store" as a Existing Use. The number of trips reduced (244) is correctly stated. The overall total for the revised project in this calculation should be 3,275.

This would represent a 7% reduction had the "Combined Net New trips" be stated correctly in the first place.

To suggest there is any reduction in traffic as far as this analysis is concerned is pure fantasy. The study is begins with a flawed baseline position and continues using it through every revision.

T Number: 2 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 5:18:21 PM

Again:

Key intersections and driveway/intersections remain absent from the latest traffic study/update:

- PCH & Avenue G
- PCH & Vista Del Mar & PCH/PVB Left Turn Pocket
- Project Driveway & PVB & Riviera Village Way
- Project Driveway & PVB & Avenue H

- A comparison is then made of the traffic conditions at the 11 intersections as they will be 2017 (the future) without the project and what conditions they would be at in 2017 if the project were built.

¹Reanalysis of the PCH & PVB intersection for the Revised Project was conducted with a more conservative approach. This included reducing the capacity at the intersection for occasional through lane blockage as a result of vehicles stacking in the interior northbound travel lane on PCH waiting to make a westbound turn onto Ave I. The impact results for the Revised Project are the same as the results for the Original Project. Therefore, the Mitigation Measure for this intersection remains the same, as follows:

The impact results for the Revised Project are reduced from the Original Project. However, the Mitigation Measure for this intersection will remain the same, as follows:

T1 Palos Verdes Boulevard and Pacific Coast Highway.

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

The improvement shall be fully funded by the applicant and implemented prior to final inspection and the opening of the project. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit.

The project will also be required to implement the following traffic improvements:

- Caltrans is requiring the extension of the bike lanes on PCH, both north and south of PVB, which will improve the safety for cyclists.
- ²The removal of the raised medians on the north and south legs of PCH, which will improve the left turn storage (stacking area) and thereby reducing the current problems that stacked or backed up vehicles sometimes interfere with the traffic movements in the intersection.
- The Northbound left turn pocket to Avenue I will be extended by a minimum of 75 feet.
- The travel lanes south of PCH will be widened from the existing widths of 10 and 11 feet to 12 feet as per the required of Caltrans, which will improve the traffic movements in the portion of the intersection.
- PCH will be widened along the PCH Project frontage to allow for the construction of a deceleration and acceleration/merge lane to/from primary PCH Driveway.
- ³The raised medians along the PVB frontage will be removed to improve access, visibility and provide increased storage (vehicular stacking) to/from driveways.

T Number: 1 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 9:41:17 PM
Reanalysis is hardly more conservative when capacity is reduced.

T Number: 2 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 9:42:38 PM
These medians are not a full lane width in size (as they are on PVB west of PCH). How is this going to improve stacking without interference?
How has this changed from the last proposed mitigation plan? This sounds different? Are we no longer shifting lanes and removing parking on PCH? Mitigation details are unclear.

T Number: 3 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 9:41:13 PM
PVB access issues remain unaddressed. Removing the medians should increase chaos associated with the PVB driveways and the streets opposite.

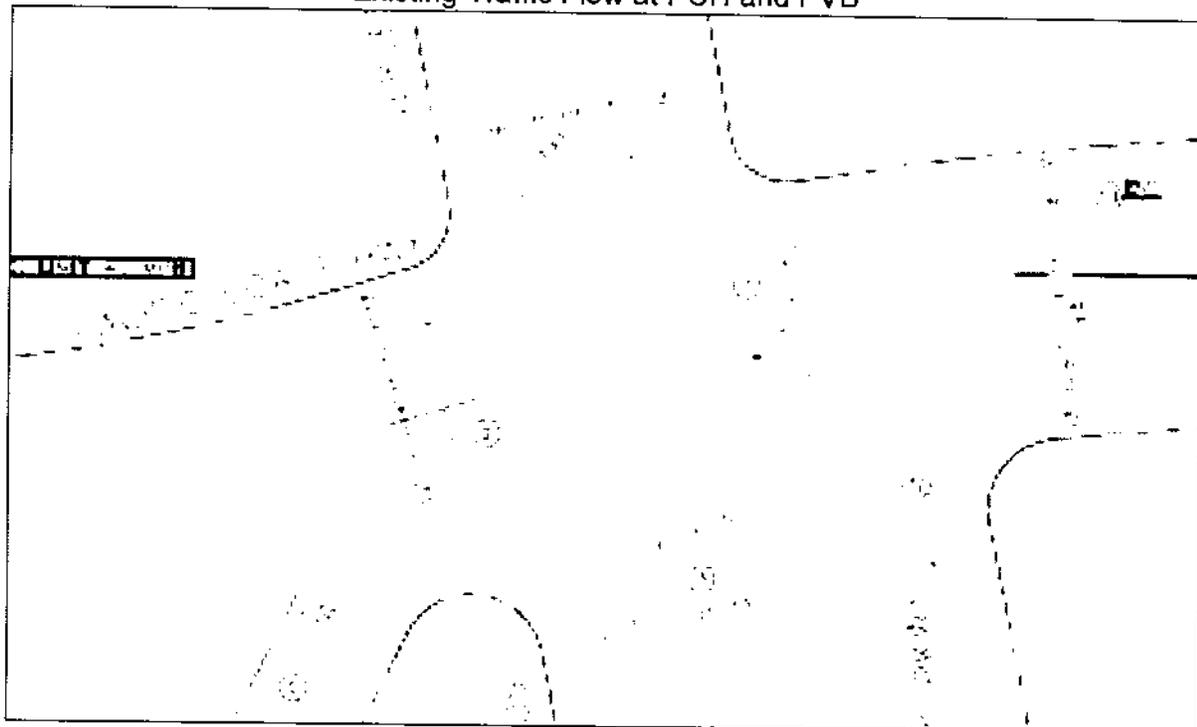
- The sidewalks along with curb and gutter, traffic pole and bus stop will be removed and relocated to allow for the construction a new street section with ADA curb ramp improvements.

It is difficult for most individuals without a background in transportation planning and engineering to understand how the addition of a southbound right only turn lane can solve the identified significant traffic impact, which is the addition of 245 additional PM Peak Hour Trips at the intersection of PCH and PVB.

The drawing on the following page, Illustration #1, illustrates the current lane configuration at the intersection of PCH and PVB.

- The existing lane configuration travelling southbound on PCH consists of one dedicated left turn only lane, one through lane and one shared through and right turn only lane.
- The lane configuration travelling northbound on PCH consists of one dedicated left turn only lane, one through lane and one shared through and right turn only lane.

Illustration # 1
Existing Traffic Flow at PCH and PVB



T: Number: 1 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 9:41:02 PM

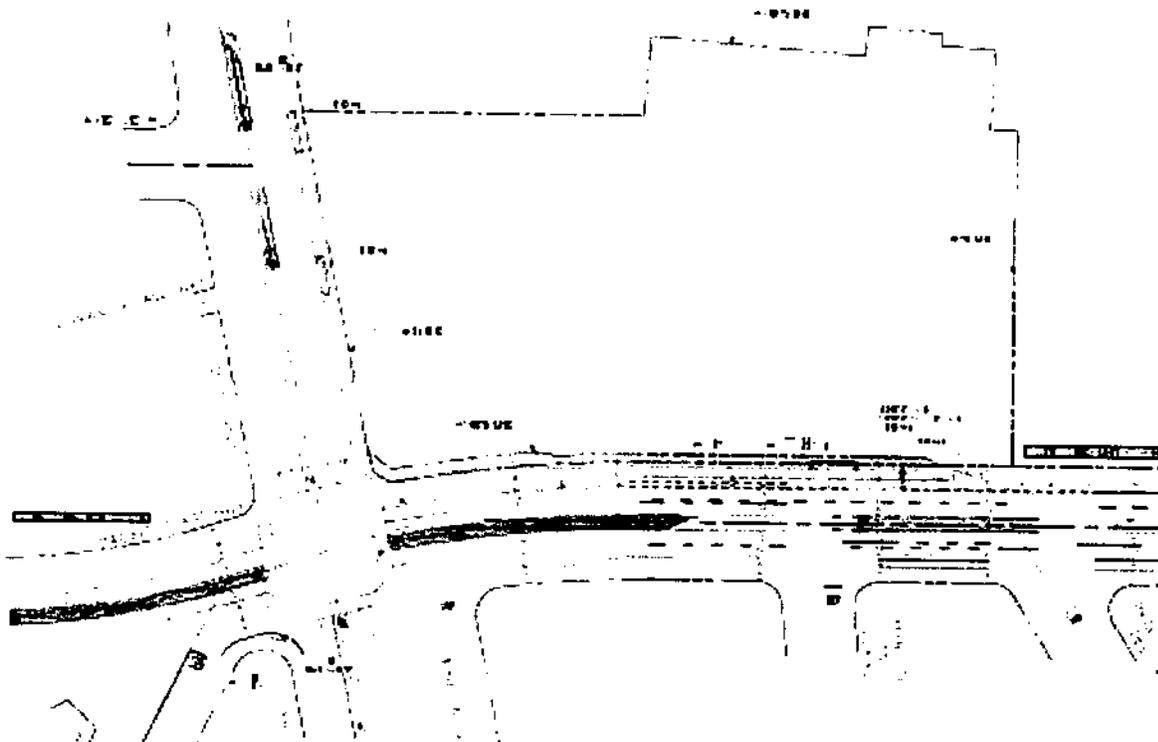
It becomes even harder to understand when you consider there will be 295 additional PM Peak Hour Trips (remember all the numbers used in this analysis are incorrect to start with).

But hey, according to these documents, you can put anything on this site and the impact will be somewhere between little and none! So what's another 20% give or take.

The following, Illustration #2, illustrates some of the components of the proposed traffic improvements as follows:

- The raised center medians on both the south and north legs of PCH will be removed thereby increasing the capacity of the left turn movements northbound at PVB and Avenue I as well as southbound at PVB. The PCH median striping between Camino de las Colinas and Paseo de las Delicias northbound and southbound currently allows for left turns in both directions. This striping will be changed to only allow northbound left turns, which will reduce the traffic conflicts that currently slow down the traffic down flow at that location.
- The raised center medians on the east leg of PVB will be removed to allow left turns only into the two (2) new Legado driveways. This will facilitate the traffic flow into the project travelling westbound on PVB without disrupting the traffic flow of vehicles travelling westbound through the intersection.
- A new 12'-wide sidewalk will be constructed along the PCH frontage of the project. This will increase 'walkability' around the site; providing a safer environment for pedestrian movements.

Illustration #2
Proposed Traffic Improvements



Number: 1 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 9:40:59 PM

The source of this westbound PVB traffic is unclear. It is reasonable to expect much of it to originate from PCH southbound via Avenue "G" and Avenue "E" to PVB westbound . The traffic analysis associated with this project does not acknowledge or predict any such traffic.

Again, this entire traffic study and its conclusions are extremely questionable.

Pacific Coast Highway and Torrance Boulevard

As requested by Caltrans, the project will also provide a fair share contribution to the proposed improvements at the intersection of PCH and Torrance Boulevard as described below:

- Northbound: Provide a separate northbound right turn lane to reduce congestion. The improvements extend approximately 300 feet south of the intersections
- Southbound: Provide a separate southbound right turn lane to reduce congestion. The improvements extend approximately 120 feet north of the intersections.

The improvements will include removing/relocating the sidewalk along with the curb and gutter, relocating traffic signal poles and bus stop improvements, and constructing a new street section with ADA curb ramp improvements.

Other Traffic Suggestions

Several community members suggested that the proposed southbound right turn only lane onto PVB would be improved if Vista Del Mar were changed to a one-way only westbound street or if it were completely closed to PCH. The City of Redondo Beach has discussed with the City of Torrance on several occasions. Unfortunately, they don't appear to have any interest in doing so. As such Redondo Beach is not in a position to make any such changes.

Other Traffic Improvements

It should be noted that the City of Redondo Beach in collaboration with the City of Torrance is finalizing some mechanisms for the construction of a new right turn only pocket on PVB at the intersection of PCH and PVB as part of a series of joint improvements designed to improve the flow of traffic throughout the South Bay area. This improvement is not required by the project.

XII. (REVISED) MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY (IS-MND) AND MITIGATION MONITORING AND REPORTING PROGRAM, (INCLUDING MODIFIED MITIGATION MEASURES)

The IS-MND-MMRP and Response to Comments (RTC) were updated to reflect the changes in the Revised Project. The revisions made to the environmental documents are as follows:

- a. IS-MND:
 - a. The date on the cover page was changed to 'June 2015';
 - b. The Table of Contents was changed on Page i to reflect the insertion of pages v and vi (discussed below), and on Page iii to reflect the insertion of the 'Supplemental Traffic Evaluation for the Revised Project (May 29, 2015)

T Number: 1 Author: Peter B Verenkoff Subject: Highlight Date: 7/13/2015 9:40:55 PM

This project will fund improvements to PCH at Torrance Blvd. caused by a previously approved CVS development.

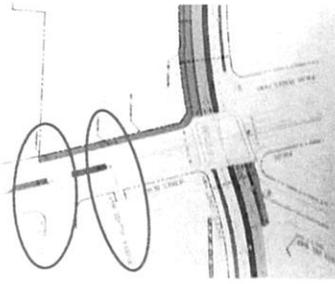
Question: What project will fund the unacknowledged improvements required by this project if allowed to go forward?

Project Traffic Generation Estimates Understated By 35%:

- Exiting use credit is given for a Halloween Store used for 3-weeks / year in the former Bristol Farms market building that has been closed since 2010.
- Mitigation assessments based on understated net project traffic generation cannot be accurate.

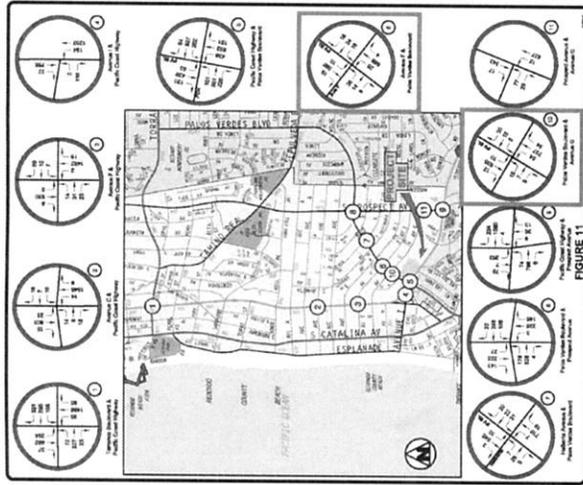
Intersections That Were Not Analyzed:

- PCH & Avenue G
- PCH & Vista Del Mar & PVB
- PVB & Avenue H & Driveway
- PVB & Riviera Village Way & Driveway

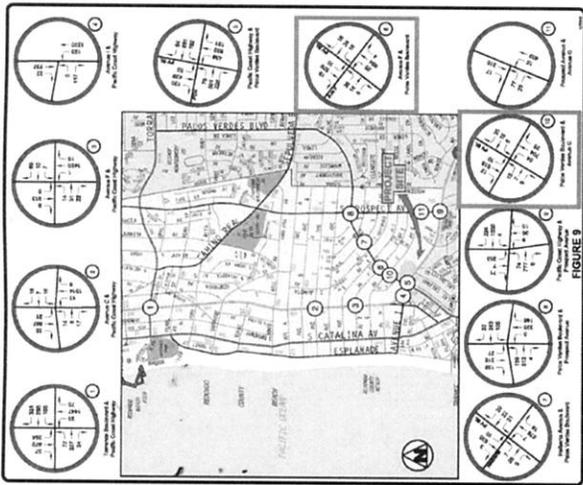
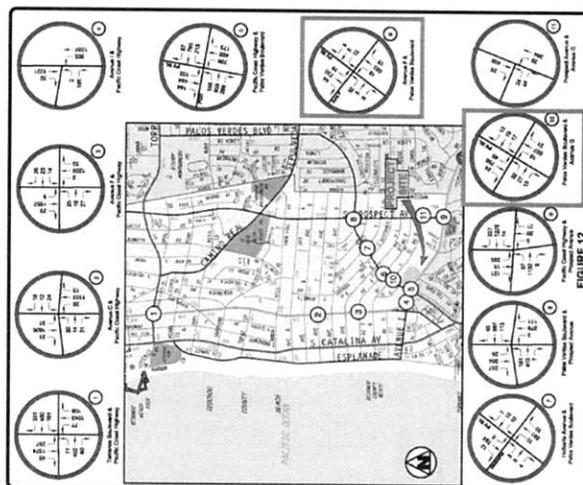


Traffic Circulation Projections Are Clearly Not Realistic:

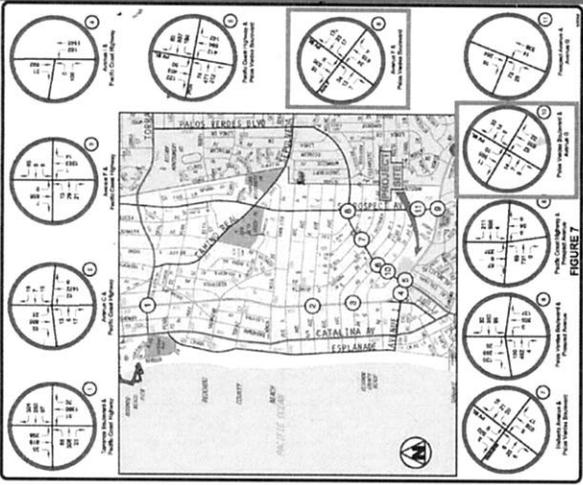
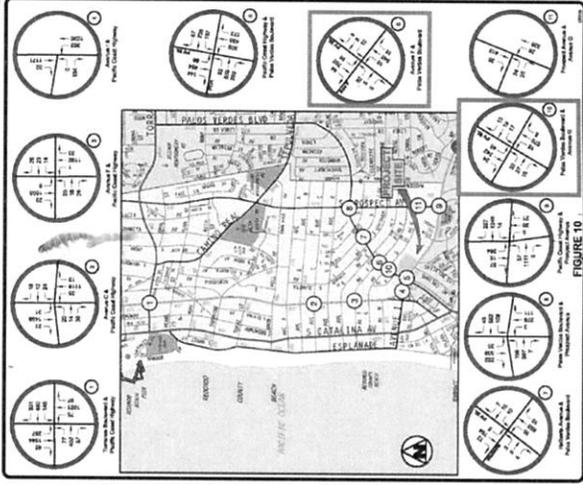
- Avenue G North of PVB
- Avenue F North of PVB (See Red Boxes to the Left)
- Charts show NO Traffic to or from Project on these Streets!!



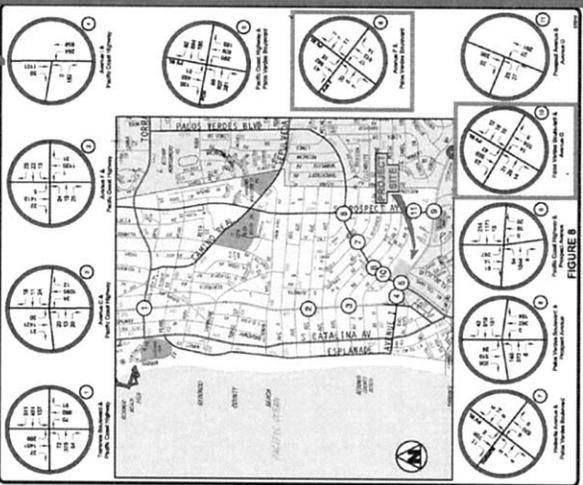
2017



2017



2013 Estimate = Today



Redondo Beach City Legado Traffic Analysis - February 2015 (37,600 sq.ft. + 180 Apts.)



COMMUNITY OUTREACH REPORT

Submitted in opposition to Legado Redondo

We believe the residents who live here,
pay taxes, support our schools and shop locally
have more right to be heard than
an outside corporation with no ties to
Redondo Beach which claims it is entitled
to degrade the Riviera Village
with a massive multi-use development.



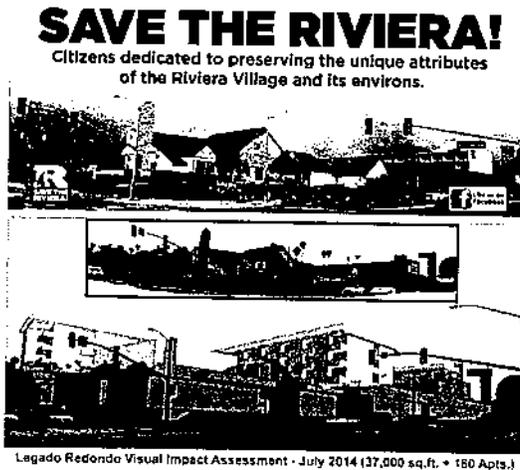
Citizens dedicated to preserving the unique attributes
of the Riviera Village and its environs.

Save The Riviera

COMMUNITY OUTREACH

Riviera Village Summer Festival, June 27-28, 2015

Save the Riviera Booth – Results Summary



- Approx. 300 visitors stopped to talk at length about the issues.
- Approx. 95% had negative response to Legado Redondo proposal.
- Collected 185 email addresses requesting continued information on how to fight the proposed Legado Redondo development.
- 0% supported Legado proposal.

Top concerns

- Traffic/congestion.
- High density.
- Inappropriate design appearance for beach community, urban style (right on street with little set-back.)

Some visitors suggested alternatives to apartments

- A Bristol Farms style gourmet market; an upscale restaurant; a destination resort.
- All visitors want to see site developed/restored.
- Several voiced additional issues posed by Sea Breeze project.

Report prepared by



The following are signatures collected
at the Riviera Summer Village Festival
in support of **Save The Riviera!**

NAME	EMAIL	PHONE	NEIGHBORHOOD
Robert Schwert			P.V. Est. (15 years on Redondo Beach)
Ann Westgaard			Riviera
Ina Danche			Riviera
Susan Baw			here!
Sally Bridgman			P.V.
Suzanne Steinbocker			Redondo Beach
Frank Kravchak			
Sabrina Conway			Manhattan
Beth Martin			Redondo Beach

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

NAME	EMAIL	PHONE	NEIGHBORHOOD
Susana Zollinger			Hollywood River
Shirley Dwyer			Torrance
Jim Phillips			Redondo Beach
Ashley Diniello			Riviera
Diana Davis			North R.B.
Bill Bentley			South R.B.
Tim McDonald			Hollywood Riviera

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

	NAME	EMAIL	PHONE	NEIGHBORHOOD
1	Brigitte Kilby			Redondo Beach Village
2	GORIS SATELY			Beach + Village
3	Raul + Pia Gonzalez			202 6 + Catalina INNOVATION RESIDENCE
4	DER PAGE			RPV
5	LUCIA OMANOVI			
6	Jan Schlesinger			AVENUES
7	Gabrielle Vera			NRB
8	John + Kirt Stouffer			Riviera
9	MARY K ARGYRIS			4 blocks away
0				

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

	NAME	EMAIL	PHONE	NEIGHBORHOOD
1	Tom Hendrix			Esplanade
2	Marija Marino			Riviera
3	Max Turner			RV
4	RANDY LORENTZEN			HOLLYWOOD RIVIERA
5	Sam Dooce			ESPLANADE B25
6	Tina Phillip			HR
7	Jim Leduc			HR
8	RICK BATTAGLINI			HR (+ Laura #2 210)
9	Mary Stuppel			Hollywood Riv.
10	John Jure			San Pedro

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

	NAME	EMAIL	PHONE	NEIGHBORHOOD
1	Jessica May		/	South Redondo 90077
2	Jay Chandler		—	—
3	Jesus Nebst			Torrance
4	Brian Hittelman			R-B.
5	Robin Bucci			S. Redondo
6	Dean Curtin			North side South-Redondo
7	Nancy Curtin			
8	Helen Sutton			So Redondo
9	Judy Lombard			Riviera Beach Colony
10	Jeanette Rovayo			Riviera

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

Sun PM

1	Toxoe			R.B
2	Alan Day			R.B
3	Mel		n.net	PR
4	MARZANI		—	R.P. VILLAGE
5	Jason Vincent			San Pedro, WOOD HARD.
6	Yara Lang			South Redondo
7	David Andrick			South Redondo
8	MARTA DE LEON			So. Redondo
9	Sebastian Vana			RB
10	Erik Virgil			South Bay

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

Sun PM

	NAME	EMAIL	PHONE	NEIGHBORHOOD
1	Tim Tindall			Torrance
2	Ben Maggid			Riviera Terr
3	Stan Cummins			Riviera Terr
1	Ron Lyon			RIVIERA
	TIG STRONG			SEASIDE MARINA
	Summer Rodriguez			Riviera Village
	WYRE BARR			VILLAGE PALMS VERDES
	Phyllis			R.V. Redondo
	Robert Poole			Redondo Beach
	Marcia Dentzer			RB

THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

	NAME	EMAIL	PHONE	NEIGHBORHOOD / City
1	Art Arellanos			Redondo Beach (Hollywood)
2	MARIO VICOLO CASTILLO			South Redondo near PV Blvd
3	William J. Barnes			South Redondo
1	Sheila Schrank			South Torrance
	Edward Staal			Redondo Beach
	Andrea Perez			Riviera (Torrance)
	Rebecca Zino			South Redondo
	ERICH MOSIG			AVENUES
	TRED TOPPEL			South Redondo
	NANCY TOPPEL			SOUTH REDONDO

THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

NAME	EMAIL	PHONE	NEIGHBORHOOD
Ed Arenberg			Avenues/RV
Betty Jones			Village Pt
WALT HOWELLS II			BETTY & IRENA
MIKE HIRSCH			WILSON INT'L AREA Prospect
Michelle Cardido			Cardano/Car
Walt Warriner			Hollywood Riviera
SUE Keaben			"
Sanford Forman			"
Sarah Ramsey-Duke			Hollywood Riviera
Gary Burkson			Lower Riviera

IVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

NAME	EMAIL	PHONE	NEIGHBORHOOD
1 Andrea			KB
2 Don Thomas			Pete - ST 49 Torre
3 J Perchuk			RB
D. Palma			
S Hayati			Upper Riviera
Scott Edwards			RIVIERA RB
Red Curtis			RB
Douglas Hickey			ST 49
Susy Parrott			RB
Eric Hsu			Upper RIVIERA

IVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

	NAME	EMAIL	PHONE	NEIGHBORHOOD
1	Amy Powers			Riviera Village RB
2	Maggie Dennis Lippow			Riviera, RB
3	MARK TEAGUE			RIVIERA
4	Greg McEntyre			Tulak
5	Jim Ellingson			Riviera
6	Nan Wilson			Pier RB
7	Fam Sproule NEF			Riviera
8	JOHN FUJITA			To "
9	Cecilia Hardin			Riviera
10	Robert & Donna Haupt			Riviera

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

Sun PM

	NAME	EMAIL	PHONE	NEIGHBORHOOD
1	Cara Evans			RB
2	Sherry Sanders			RB
3	Michael DiSario			RB
4	RS last			RB
5	LOREN TREVINO			RB/Riviera
6	STUART OKATA			RB/Riviera
7	Richard Maguire			RB
8	Nick Sharbin			
9	Tauf			RB
10	Lynne Peterson			RB Riviera + RB owner

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

Sun PM

NAME	EMAIL	PHONE	NEIGHBORHOOD
Robert Franklin			P.V.E.
Ryan Cortes			R.P.V.
Donna Triningham			Redondo
Beth Stewart			Redondo
Emily Beeler			Hollywood Riviera
Donna Hockey			P.V.E.
Sandra Rush			Redondo Beach
Rae Lord			P.V.E.
LANCA HINDBERG			TORRANCE
Meg Mendoza			S. Redondo.

AVE THE RIVIERA – Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

NAME	EMAIL	PHONE	NEIGHBORHOOD
1 Alise White			Seaside
2 John Ross			Riviera
3 Jennifer Chen			Riviera
4 Steve Davis			Riviera
5 Peter Costell			Pepper
6 Brenda Nowotka			Riviera
7 Greg B.			Avenues
8 Jen Hardwick			P.V.
9 Charles Ludlow			R.V.
10 Katarina Phelps			Riviera

VE THE RIVIERA – Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

NAME	EMAIL	PHONE	NEIGHBORHOOD
ALDO KOCH			LES W
Kelly Chapel			RIVIERA
KROPP			Esplanade
ERNEST Dossa			RIVIERA
JOANN EAST			Avenue C
Alicia Gutierrez			Ave. I
TERRY & Leigh GASPARIAN			TOR. ^{Redwood} 242nd
Tom Lucas			Southwood, Terrance
James Liu			R.B. Paseo de la Concha
PIERRE VALLEE			R.B.
			RIVIERA

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

	NAME	EMAIL	PHONE	NEIGHBORHOOD
1	Andy Felz			Avenue G
2	Dolores GRAHAM			CATALINA AVE
3	James Pizafils			Ave F
4	John CARMICHAEL			NORTH RIVIERA
5	S. Rosa Amphelakorn			Prospect
6	Elen Engerke			PV
7				
8				
9				
10				

SAVE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

NAME	EMAIL	PHONE	NEIGHBORHOOD
MELISSA Kline			Esplanade
Vi Ballard			Lower Melega Cove
Norman Ballard			"
SHERRIE WALTERS			BROOKSIDE/ PROSPECT
Jay Stuart			
Siobhan Porcio			manhattan/ Redondo
Megan White			Redondo
Sarah Valentine			Redondo
Chris Farr			Redondo
Mike Farro			724 S. Serravallo R.B.

VE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

NAME	EMAIL	PHONE	NEIGHBORHOOD
Lynn A STEINBECK		310	RIVIERA Redondo Beck
HETTERA QUAY			RB
John Conyne			RB
KEN ALLEN			RB
DAVID GOLLING			R.B.
Laura Skykind-Versa			R.B. (Riviera)
DANIELLE CROW			Riviera
J. Seyranian			Riviera Village RB Sath
T. GRAY			
R. STRUSZEMBERG			RIVIERA

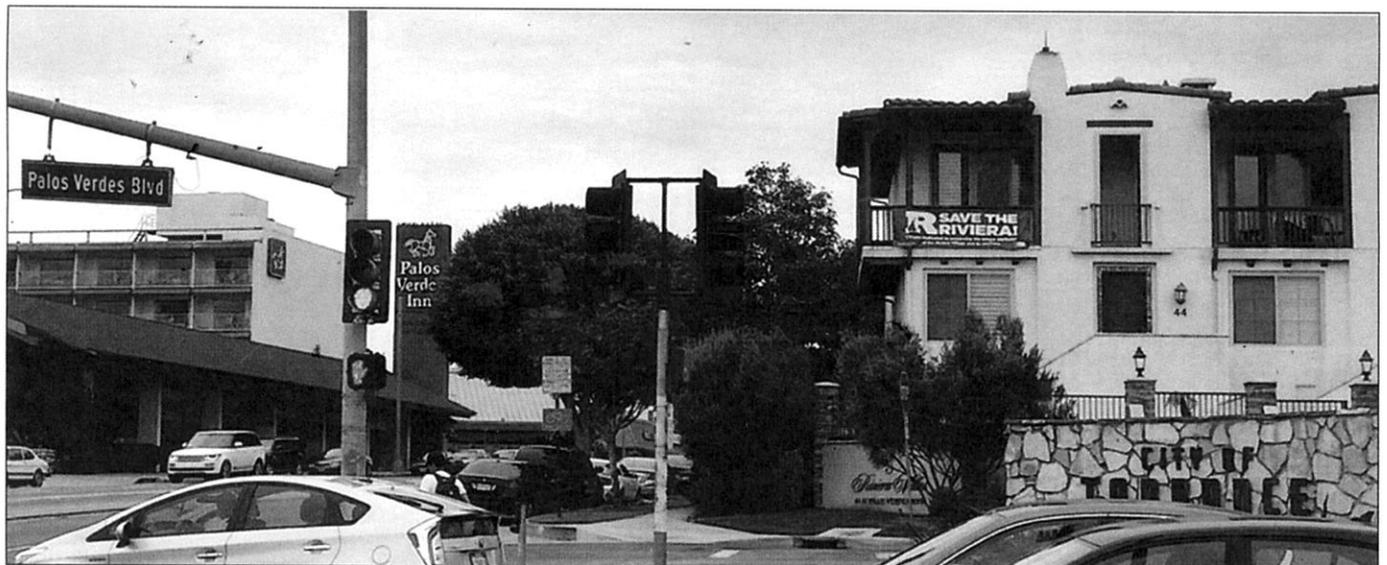
VE THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

NAME	EMAIL	PHONE	NEIGHBORHOOD
STEPHANIE MONTALCINI			Torrance
Glenda Owens			Sunset Riv.
DAN DUCHAME			
Paula Jones			Riviera
John Riffs			Gertruda
LOURA CHARPENTIER			Torrance
Stephanie Rath			Torrance
Jon WOLFE			Villose
Carol Hermatz			Torrance
CHRIS SABOL			RB

THE RIVIERA - Residents dedicated to preserving the unique attributes of the Riviera Village and its environs through suitable & sustainable development

Save The Riviera! Booth

Riviera Village Summer Festival, June 27 & 28, 2015



Save The Riviera From Aggressive Over-Development

The Riviera is special, join our efforts to keep it that way.

Developer Legado Companies' is proposing a dense, mixed-use project of 149 apartments and 37,000 sq.ft. of commercial space on the old Bristol Farms Market site. Their proposal also includes a renovated Palos Verdes Inn hotel and massive underground garage and mezzanine level parking areas.

We are not anti-development, we oppose the wrong kind of development. If Legado is successful in developing this project, the unique ambiance of our Riviera will change forever. *When it's gone it's gone!*

We Need Your Help to Fight Back

Join your Redondo Beach and Hollywood Riviera neighbors by showing up at the upcoming Redondo Beach Planning Committee hearing on the project.

The key issues at this hearing are:

1. **DENSITY:** This is the villain and key factor in over-development. Legado is asking for 43 units per buildable acre (149 apts). The Redondo Beach zoning code sets a maximum of 35 units per acre.

Supporting a higher project density using the hotel is just plain wrong and should not be allowed.

Solution: DENSITY MUST BE MINIMIZED!

2. **TRAFFIC:** The already busy and dangerous PCH and Palos Verdes Blvd. intersection will be impacted with even more traffic. Pedestrians, bicyclists and drivers alike will be at risk.

Current traffic plans are inadequate and will neither reduce nor mitigate congestion. Mitigation only lengthens periods of severe congestion and spreads traffic to adjacent residential streets.

Solution: DENSITY MUST BE MINIMIZED!

3. **UNSUITABLE STYLE:** Legado's project is out of character with the surrounding neighborhood.

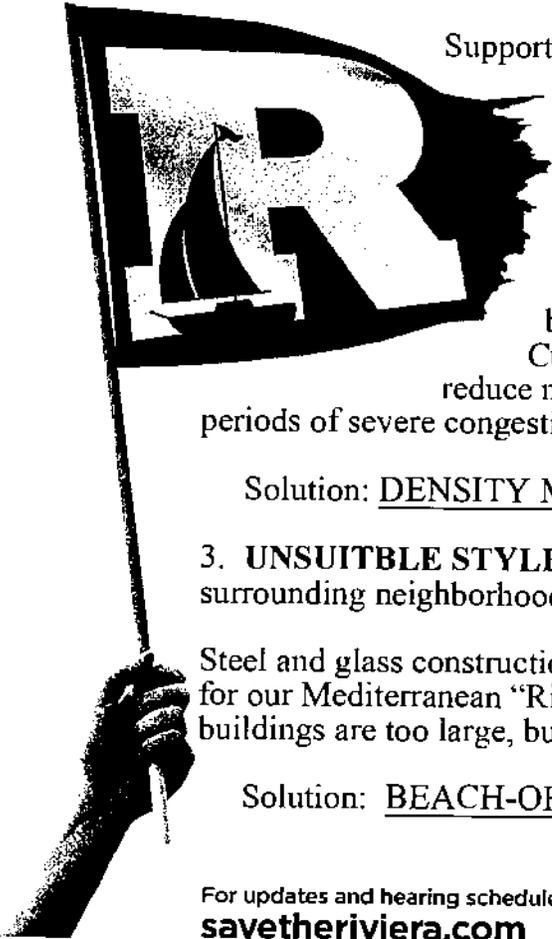
Steel and glass construction may be great for Westwood but not appropriate for our Mediterranean "Riviera" beach neighborhood. Three-story apartment buildings are too large, bulky, and urban for this site.

Solution: BEACH-ORIENTED ARCHITECTURE and OPEN SPACE!

For updates and hearing schedule changes go to:
savetheriviera.com



facebook.com/savetheriviera



SAVE THE RIVIERA!

Citizens dedicated to preserving the unique attributes of the Riviera Village and its environs.



Legado Companies are pushing plans for a massive, mixed-use development on the former Bristol Farms & PV Inn site at Palos Verdes Blvd. and Pacific Coast Hwy.

PUBLIC HEARING: July 16 at 7pm
Council Chambers, 415 Diamond St.

❖ ❖ ❖ ❖ ❖

Cape Point Development's proposal for 52 condos plus commercial at Prospect and Pacific Coast Hwy has been approved by the Planning Commission but appeals have been filed.

PUBLIC HEARING: July 21 at 6pm
Council Chambers, 415 Diamond St.

❖ ❖ ❖ ❖ ❖

PLEASE NOTE: Dates subject to change. See www.redondo.org for date/time changes

We support sustainable development that enhances our family-friendly beach community. These high-density, urban projects threaten to permanently change the nature of our neighborhood.



WHAT CAN YOU DO?

1. **SHOW UP** for these hearings. We need a large turnout to influence the City Council & Planning Commission's decisions.
2. **SPEAK OUT.** Everyone is permitted three minutes to make a statement. Just say "no" to these high-density mixed-use projects.
3. **WRITE LETTERS** to the Planning Commission, City Council members, and the media.
4. **Hold our City Planners and Council Members accountable.** The City Council needs to stop piecemeal approval of projects without considering the overall impact - we need a master plan for Redondo to ensure sustainable and suitable development.
5. **Mixed-use developments have not worked in this area.** It's time to change the zoning laws in Redondo.

❖ ❖ ❖ ❖ ❖

Check out www.SaveTheRiviera.com & Save the Riviera's Facebook page for more info & updates

HERE'S HOW

- ❖ Email/write Anita Kroeger, RB City Planner, with your views on these developments Anita.Kroeger@redondo.org
- ❖ Email/write Redondo City Council members (email addresses available at www.redondo.org)
- ❖ Email/write CalTrans regarding the increase in traffic on main streets and residential streets: Carrie.Bowen@dot.ca.gov
- ❖ Send your opinion to local papers:
 - ♦ The Beach Reporter: editor@tbrnews.com
 - ♦ Easy Reader, Redondo editor: DavidMendez@easyreadernews.com; Torrance editor: Mark@easyreadernews.com
 - ♦ Daily Breeze: letters@dailybreeze.com
- ❖ Share information with your friends and neighbors - spread the word!
- ❖ Attend the July 16th and July 21st hearings. Come support your neighbors.

❖ ❖ ❖ ❖ ❖

Talking / Writing Points:

Too dense ❖ Visually massive ❖ Traffic increase threatens safety ❖ Not in character with our family-friendly beach community ❖ Environmental consequences: noise, pollution, increased water usage pre- & post-construction

Legado Redondo - 1700 S. PCH

PUBLIC HEARING: July 16 at 7pm

What we know: Legado purchased this property in 2006 and has let it founder ever since. In 2012, Legado proposes a mixed-use development with 150 residential units, 27,000 sq. ft. for retail use, and the Palos Verdes Inn. Then-City Council member Steve Aspel notes that the proposal is a good start, but says the size needs to be addressed. Fast forward to 2015: Legado presents a plan for 181 rental units and 37,000 sq. ft. for retail use plus the Palos Verdes Inn. The Planning Commission does not approve the project at the March 19th public hearing -- no doubt due in large part to the many letters it received from residents objecting to the density, traffic, safety, and design and to the standing room only crowd at the hearing.

What's in the works: Legado now appears to be going back to 149 rental units but with even more retail space than the proposal from March. No photos or any updated plans have been made available to residents.



Cape Point - 1914-1926 PCH

PUBLIC HEARING: July 21 at 6pm

What we know: The Redondo Planning Commission unanimously approved this project... and appeals were filed immediately. Unfortunately, only band-aid fixes were offered, not real solutions. This project, if built as approved, will endanger children who cross Prospect, walking to St Lawrence Martyr Church School, or are dropped off at the school entrance in the alley. The alley isn't wide enough for 2-way traffic (especially emergency vehicles), yet that is what's planned as the alley is the designated entry and exit route for Cape Point's 52 condo owners.

The traffic study never acknowledged the guaranteed increase of cars on Prospect due to the alley's use as sole access for condo residents. These residents will exit the alley, avoid turning left onto Prospect, and instead make a right turn using our residential avenues to access PVB and PCH.

What's in the works: An appeal based on traffic and safety concerns on the use of the alley as the major access route for the 52 condos.



We are citizens of Redondo Beach and Torrance. We want our area to grow in smart and environmentally sustainable ways that maintain our family-friendly beach community.

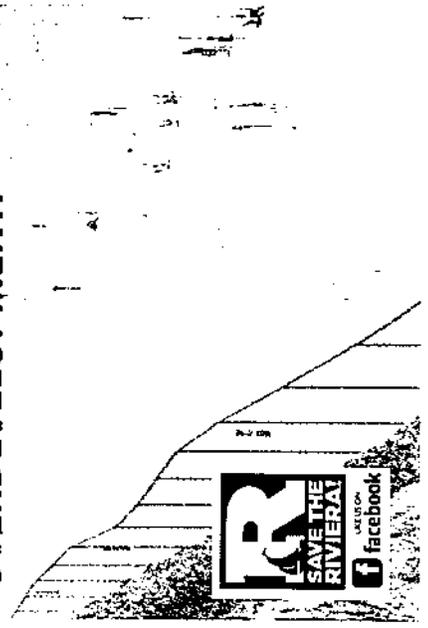
The RB City Council must work with residents to develop a long-term vision for the development of this area and stop piecemeal approvals. The RB Planning Commission and City Council are working without a vision for the future of our community and thereby approving projects better suited to urban centers.



What kind of development do you want to see in the Riviera?

Support development that enhances our quality of life, not detracts from it.

ACT NOW TO SAVE THE RIVIERA FROM OVERDEVELOPMENT!



PCH & Palos Verdes Blvd. Traffic Impact

1. Today the Legado Site is virtually unoccupied. What traffic it produces use the PCH driveways. Legado's proposed project, however, plans to have ALL residential traffic use an entrance on PVB. Due to a CALTRANS ruling, all project commercial south and eastbound traffic from the PCH driveways will use PVB, as well. See Project Site Plan in the picture below.

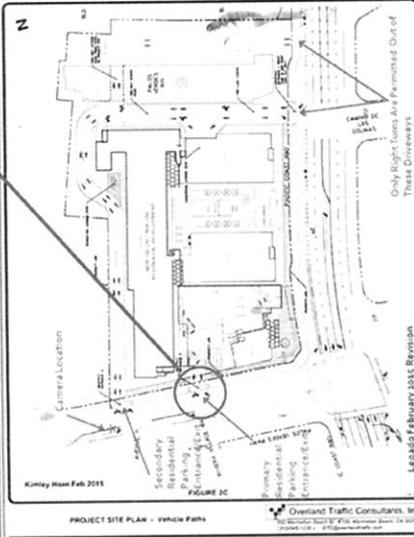
The Legado Mixed-Use Project
Estimated Traffic Based on
37,000 sq ft Commercial Plus
Apartments (Hotel Not Included)

Net Commercial - 1,480 trip/day
Net 100 Apts. - 1,197 trip/day
Net 149 Apts. - 991 trip/day
Net 121 Apts. - 865 trip/day

Number of trip/day per
Redondo Beach Traffic Study
Trip Generation Rates for 149 &
121 Apts. per ITE Code 220 Avg
Rate Equation

Tuesday, 18 November 2014

07:45:12:33



2. Legado Primary Residential Parking Access: A single vehicle (white truck on left) arrives at this key Legado driveway. The driver wishes to get onto PCH North. Pretend he is a resident leaving for work at 9AM.

Tuesday, 18 November 2014

07:58:04:49

3. Legado Primary Residential Parking Access (cont.): After waiting 51 seconds the driver makes it safely half-way across PVB. If Legado was up and running, there would certainly be multiple cars in line wanting to do the same. Traffic is moving quickly on PVB in both directions. This picture is one frame from a 60 frame / second video selected to capture the time stamp.

Tuesday, 18 November 2014

07:58:55:37

4. Legado Primary Residential Parking Access: After waiting an additional 10 seconds, our truck has entered the PVB West traffic flow and is positioned to turn north on PCH. This one truck took over a minute to exit Legado's Primary residential parking driveway.

Redondo Beach's Legado Traffic Impact Study didn't study this section of PVB and therefore does not acknowledge any issues or recommend any mitigation.

Tuesday, 18 November 2014

07:59:05:09

5. PVB East of PCH: This section of PVB is notorious for frequent accidents. PVB is extremely congested and chaotic in this area. Legado's Primary Residential Garage entrance west at this location can only worsen the situation. Redondo Beach City Planning has shown no interest in discussing studying or addressing this traffic issue prior to approving Legado's project.

Tuesday, 18 November 2014

08:16:00:32

6. PCH Northbound: With the exception of turning left onto Avenue I from PCH, traffic density on PCH northbound north of PVB is currently reasonable in the Riviera area. However, congestion on PVB and the intersection of PCH and PVB make it difficult for Legado traffic to take advantage of this.

Monday, 17 November 2014

07:57:25:07

7. PCH Southbound: Lengthening the Southbound PCH left turn pocket will help alleviate congestion from current overflow. Will it be enough to accommodate the Legado traffic? In the picture no one can enter the left turn pocket because it is blocked with PCH through traffic. Legado residents who enter this queue back at Elena will still have to wait through at least one light cycle to get their chance to turn left.

Monday, 17 November 2014

17:02:41:24

8. PCH Southbound: Traffic currently backs up from Elena Avenue to PVB. All Legado Project traffic coming from the north will use this route, unless they cut through residential streets. Redondo Beach Avenues to the North and PCH Northbound traffic will be impacted, unless additional no left turn protocols are implemented (such as currently on Ave. F).

Redondo Beach's Legado Traffic Impact Study shows no Legado traffic begin The Avenue I between PCH and PVB which is unrealistic.

Monday, 17 November 2014

18:12:15:49

9. Avenue I: Car in this picture waited 27 seconds to make a left turn. Lengthening the PCH left turn pocket will only allow more cars to stand in line to make this turn. This mitigation will not improve wait times.

Monday, 17 November 2014

18:23:29:39

The Legado Redondo Project Will Increase Traffic on Pacific Coast Hwy. (PCH), Palos Verdes Blvd. (PVB), and Adjacent Residential Streets. To Limit the Negative Impact, Project Density Must Be Minimized!

Legado Project Proposed Vehicle Paths
Routes South and East Bound Commercial Traffic onto PVB
All Residential Traffic Begins and Ends on PVB.
PCH Southbound Traffic Will Use PVB, the Avenues and Prospect to Access PCH
Current Traffic Flow, Legado Site, and Street Light Timing Traffic Assimilation

Redondo Beach City Planning: No Mitigation Needed or Planned for PVB to Address Legado Project Traffic

Current PCH Mitigation Plan Based on 2009 Recommendations

Planned Mitigation will NOT Significantly Reduce Current or Future Congestion

The following is a partial list
of attendees at the
Redondo Beach
Planning Commission Public Hearing
re: Legado Redondo
held on March 19, 2015

I was at the RB Planning Commission
Public Hearing 3/19/15

NAME

- ✓ Cliff Namovik
- ✓ Igor Nassaskin
- ✓ J. P. Mirovanich
- ✓ ~~Tom Gallagher~~
- ✓ Laurie Quarles
- ✓ Floyd Quarles
- ✓ Karen Whitehead
- ✓ David Whitehead
- ✓ Julie Beach
- ✓ Susie Zollinger
- ✓ Kathleen Davis
- ✓ Diane Trimble
- ✓ Nancy Longdon
- ✓ Mutsumi Mirovanich
- ✓ Kana ^{Mirovanich}
- ✓ Marilyn Segura
- ✓ SAM CHARK
- ✓ Sheila Garcia
- ✓ Ethan Hoadley
- ✓ Kim Schapke
- ✓ Vicki Starker
- ✓ Nicholas Burke
- ✓ Rosaline Chow
- ✓ Glean Trattner
- ✓ Louis Fermelia

I oppose
Legado's
Plan

I was at the RB Planning Commission
Public Hearing 3/15

- Nicolle M. Arroyo
Jenny Blandford
DAVID AMENDT
Jenny Blandford
Rosalia
Sung Kim
Bertin Guillory
TAMI RUSY
Suzanne Vanderbilt
Bud Vansler
Jodi M. Smith
SAL GARCIA
Mike Pua
Linda Feather 18005 PCH
Nils Nehrenheim
Patrick Harrigh
Pattie Ness
ROBERT C BANKS R. HCP 2
JOHN M. KELLAM (310) 378-5791
Tom Tanaka
Jennifer Vandermeulen
DUKE VEROFF
Peter Santillan
Norma Santillan
STACEY TIMBERLAKE

I was at the R.B Planning Committee Meeting on 3/19/5

MICHAEL REIGAN

Mott Mellier

John Lucero

A. Taylor

Debra Breckheimer

William Elliott

Diane Elliott

Mia Elliott

Babette Wald

DEBI BLAIR

MARC BLAIR

Cathy Juhas

Lisa Huber

Cliff Mumark

Krisy Harrington

Patrick Harrington

JAMES TOMICH

Angole Summe

John Summe

Louis Fermeja

Bob Hahn

Sheila Garcia

Ethan Hoadley

Marcere Guithner

Nicholas Bunker

CHRISTIAN VONZ

Vicki + Eric Goldbach

Heidi Adler

Linda Braalen

VIRGINIA GONZALEZ

Lion Rodriguez

Sam Rinehart

Viviane Grist

David Gerten

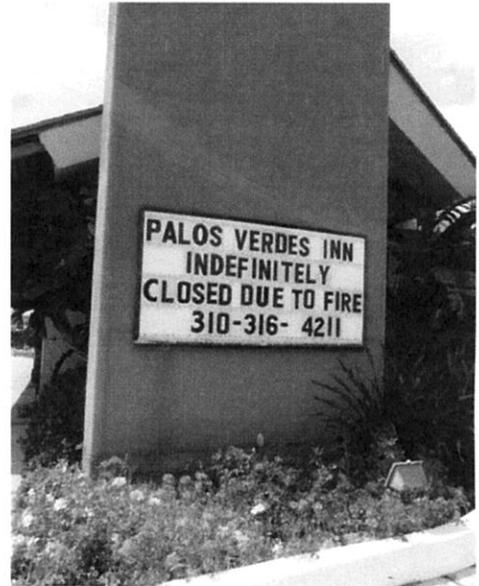
Mike Mome

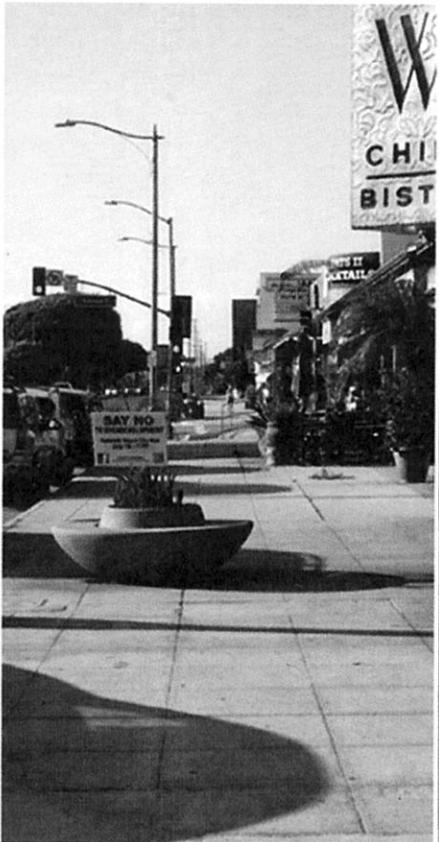
J. H. VERENKOFF

Peter Verenkoff

Sandy Spallino

Jon Spallino





We appreciate how the planning commission worked to make the CVS on PCH and Torrance Blvd. fit with the neighborhood and intersection.



The new 7-11 and Chase buildings on the opposite corners also feature Mediterranean styling.



Does not Legado's huge complex on PCH and Palos Verdes Blvd. deserve the same architectural consideration?





FOUNDING MEMBERS

Jeff Abrams

Jane Abrams

Amy Josefek

Joyce Neu

Gigi Gonzales

Julie Moore

Don Moore

Roxy Chow

Ellen Margetich

Mike Dube

Pete Verenkoff

Bruce Szeles

Mary Trainor

Nils Nehreheim

Susan Renick

Andy Shelby

Arinna Shelby

Gloria Balcolm

Dick Norris

Christine Norris

From: Amy Josefek [REDACTED]
Sent: Wednesday, July 15, 2015 1:02 PM
To: Anita Kroeger; Aaron Jones
Cc: [REDACTED]
[REDACTED]
[REDACTED]



Subject: Comments for July 16 hearing for 1700 PCH (Legado). Please confirm that this will be included in the file to all Planning Commissioners prior to 7pm meeting.

To Anita Kroeger, Aaron Jones, and Planning Commissioners -

In the letter I submitted in September 2014, when we first began hearing about Legado's plans for the development of the old Bristol Farms parcel, part of my response was: "we are pleased that someone is looking to create something of value in this space. We too would much prefer that it be inhabited rather than allowed to sit fallow. However, the current Legado Redondo plans bring little positive to this area and instead promise excessive traffic and noise, safety issues, and an overly dense development."

Unfortunately, very few things have changed in their proposal over these past 11 months (really, merely a few less apartments), and the basic problems still remain: this Beverly Hills developer who, in spite of the Planning Commission's explicit direction on March 19th, has done virtually nothing to create a dialogue leading to a plan more in keeping with the surrounding neighborhood, nor to any increased satisfaction of the neighbors themselves.

The "Community Outreach" portion of their presentation is as fine a piece of fiction as I've seen in some time; the "misrepresentations" are numerous, and what *is* actual fact is indicative of the low level quality of work exhibited by Legado's hired marketing reps, Pear Strategies. Some examples:

- *Executive Summary, p 2: "The keys to any successful outreach program is clear messages, materials, and a variety of ways that make it easy for organizations and individuals to get the word out."* - It's apparent that they gave us residents the job of doing their outreach, as we always had a far greater number of attendees at our own meetings than they ever did at theirs. It became clear from the first one that they seemed to be a waste of (our) time, since either no actual employee of the Legado company actually showed up (Open House #1), or we would offer comments (ie about preferring a different architectural style), and were met with a response of "Residents told us they like this" or "The city staff said to proceed with this plan."

- *"the most important outreach we did was direct community engagement. Our outreach team went door to door and spoke with residents on the merits of the project and solicited their support on comment cards."* Where did Pear go door to door? Was it in any neighborhood remotely near the property site? Or, did they approach residents of say, North Redondo, miles away? No one I know has been able to identify a single resident who was approached in this manner.

On p 4-5 they say "*comments we received were not constructive*" = they didn't like residents' opinions that plans were too dense, bringing too much traffic, and not right for our

community." And, they state "*we prioritized more (sic) details documentation to show the evolution of the project.*" - being told about their evolution is not only meaningless, but an insulting waste of our time, if they keep telling us that what we say and want is wrong, and continue to ignore what residents say they want.

Walk Campaign p 16 - they refer to "*community education on the merits of the project*" - we thought outreach was to hear resident reaction, not just to inform us what plans you're presenting. Offering the same bad plan, over and over, is not educational.

- Community Outreach Phase I, p 3 - when Pear "*heard a number of misperceptions that unnecessarily agitated the community,*" I'm curious why they didn't correct the misperceptions, if that's what they were. More likely, they were truths that the residents were smart enough to understand, and not allow slick marketing photos on a website to lull us into believing something that wasn't real (ie how this would actually improve our neighborhood when, in fact, it was too dense and not right for this location from the get-go.

- "*our goal has been to work with and develop an open dialogue with our neighbors to gain a better understanding of their vision.*" - Legado/Pear has failed spectacularly in this goal, since all we ever heard (in attitude or direct comment) was something like, we're here to be the saviors of your sad, rundown community. That was very clearly Heather Lee's attitude in her comments at the March 19 meeting (addressing us like unhappy children, saying no one likes change) as well as when she did appear at two of the PV Inn meetings. (We understand that she's gone now, but that attitude and impression is pervasive and nothing has been done to remove it for any of us).

- Community Business Groups p 3. - Curious that Pear/Lgado presented twice to Redondo Beach Chamber of Commerce, but "*they have chosen not to involve themselves in taking a position on the project.*" They also met with R4, Sunset Riviera HOA and Redondo Beach Voices (a community group dedicated to responsible development) but there is no comment about having gained the support of any of these groups.

- May 30 Outreach for Open House III - "*Through listening to the community we are coming to the commission with a project that fits what the community wants for this project.*" - Incredible, outright misrepresentation of possible kernels of truth! Since we know that Pear comes from a political background, one can see why there is such distrust with politicians*, when they are represented by marketers who quite easily seem to make stuff up. Also amazing that they call "*marquee advertising*" outreach. To anyone other than neighbors who already know about the project, that looks simply like a sign for a corporate meeting.

- 5/30 Notes p 20: "*The tone of the meeting was much less contentious...the fears of many had been drastically reduced.*" If they felt like tone had changed, that was because we all realized by then it was futile to give our opinion, since it was clear they didn't want to actually hear our reactions. When we'd ask about changes (ie in style or size), they responded that they were sticking with what was, and that Planning Staff had given them the go-ahead. "*The meeting featured new renderings.*" - which we were immediately told were not final (and therefore could not be photographed, and therefore not shared with other concerned neighbors).

Following the Planning Commission hearing in March, I did receive a letter, presumably from someone associated with Legado; I can't really say for sure, because, while it was signed "Legado Outreach Team," and they expressed a desire to speak with me and listen to my concerns, it was a form letter which did absolutely nothing to make me believe they cared what I thought. Not a person's name with whom to be in contact, not a phone number, no return envelope, no signature, not on any corporate letterhead, not even any follow up ever afterwards.

It's telling that, between April 6 and May 30, Pear added a grand total of eleven (11) names to their email outreach list that alerted folks to their Open House meetings. What about the 5,200 households who received a walk up visit (I live across the street but never got a knock)? Or even the 200 comment cards supposedly "in support of the project" Who were they talking to all this time? Looks like a grand total of 114 names on their email list.

As you see from the Save the Riviera Community Outreach Report which has been distributed to you all, our group of residents were able to cobble together (from emails, facebook, festival booth, signs, flyers, and actual conversations with actual residents of the surrounding neighborhoods), **hundreds** of concerned neighbors, almost three times the number that all of Legado and Pear's untold thousands of dollars were able to reach themselves. And that package (along with the clarification of their comments in your report) should make it abundantly clear how, even with the mandate from this very own Planning Commission on March 19th, so very little was done in the way of actually talking to and listening to the community who will be forced to live with this monstrosity for the rest of our lives here. Unlike, of course, the developers who head home to Beverly Hills after this hearing is all over.

Okay, other than their arrogance, and refusal to listen to any residents who didn't like what was presented, over and over and over again, there are other problems with this project.

It continues to defy imagination that the submitted traffic reports indicate that the only significant increase in traffic will be at the intersection of Palos Verdes Blvd and PCH. To pretend that there will be no impact on other areas (even just a few yards away at Avenue G and PVB) is incredible. Traffic is already horrendous in this area, and it only continues to expand, in rush hour and beyond, up and down PCH, into neighborhoods like Hermosa and Torrance. How the traffic expert can say that adding more cars to an already horrendous situation will create **LESS** traffic boggles the mind. Sorry, but no extra turn lane (especially on PCH southbound, where drivers already make their own right turn lane at Rock & Brews, and on PCH northbound, where drivers use the mini-bike lane to do the same thing) is going to lessen the traffic nightmare on these streets. Unless, of course, you're counting on drivers who continue to get frustrated waiting for too-many light changes, and cut off onto residential side streets, so they don't have to wait for another light or two to get through. Obviously, that's not a great solution - for pedestrians, for kids playing, for anyone!

We're not against adding housing; we're just against adding housing that stops us from being able to get to the store!

And, here we all are, with a mandate to reduce our water consumption by some 20%, right now! I'm trying hard to understand how adding 211 toilets, 211 bath/showers, 149 dishwashers

and dozen(s?) of washing machines can be appropriate. That doesn't include the incredible use of water during a two-year construction period, nor the laundry usage from these families, and most certainly not a **swimming pool** for these renters and all their guests.

And, while I know that you don't feel that it necessary for an EIR to be undertaken for this Legado project, I believe that one should have been done. But, should this project be approved anyway, and then another one at Prospect (Cape Point), I try hard to envision the "**cumulative impact**" of both of these. And, adding then another, and another. Are you actually saying that there is no limit to how much more we can cram into this already overburdened main artery. Is there no one willing to see and say that there is a breaking point?

Thank you for your attention to this issue, which is so important to me, my neighbors and, we believe, the future viability of this lovely beach community in which we now live. We'd like to think that it will remain wonderful even after you have all left your positions.

Sincerely,

Amy and Robert Josefek



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
July 16, 2015

VIII. OLD BUSINESS

10. A Public Hearing to consider adopt/certify a (Revised) Mitigated Negative Declaration, Initial Study (IS-MND), and Mitigation Monitoring and Reporting Program (including modified mitigation measures), a revised application for Conditional Use Permit, Planning Commission Design Review, Landscape and Irrigation Plans, and Minor Subdivision (Vesting Tentative Tract Map No. 72662) for the construction of a mixed-use development to include 149 residential apartment units (a reduction from 180), approximately 37,000 square feet of neighborhood serving commercial development (a reduction from 37,600), and renovation of the existing 100-room hotel. A total of 649 parking spaces (an increase from 614) will be provided, with 587 parking spaces in an enclosed parking structure and 62 spaces in an existing surface parking lot. The project is designed to be a maximum of three (3) stories and 45 feet above existing grade (a reduction from four (4) stories and 56 feet). The IS-MND is being revised, and includes an approximately two page discussion to reflect these and other changes, and impacts are anticipated to be reduced in comparison to the previously analyzed project description. The property is located with a Mixed-Use (MU-3A) zone.

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

RECOMMENDATION: 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 (Revised) 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 for a (revised) mixed-use project with 149 units, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) subject to the findings and conditions as contained in the staff report.

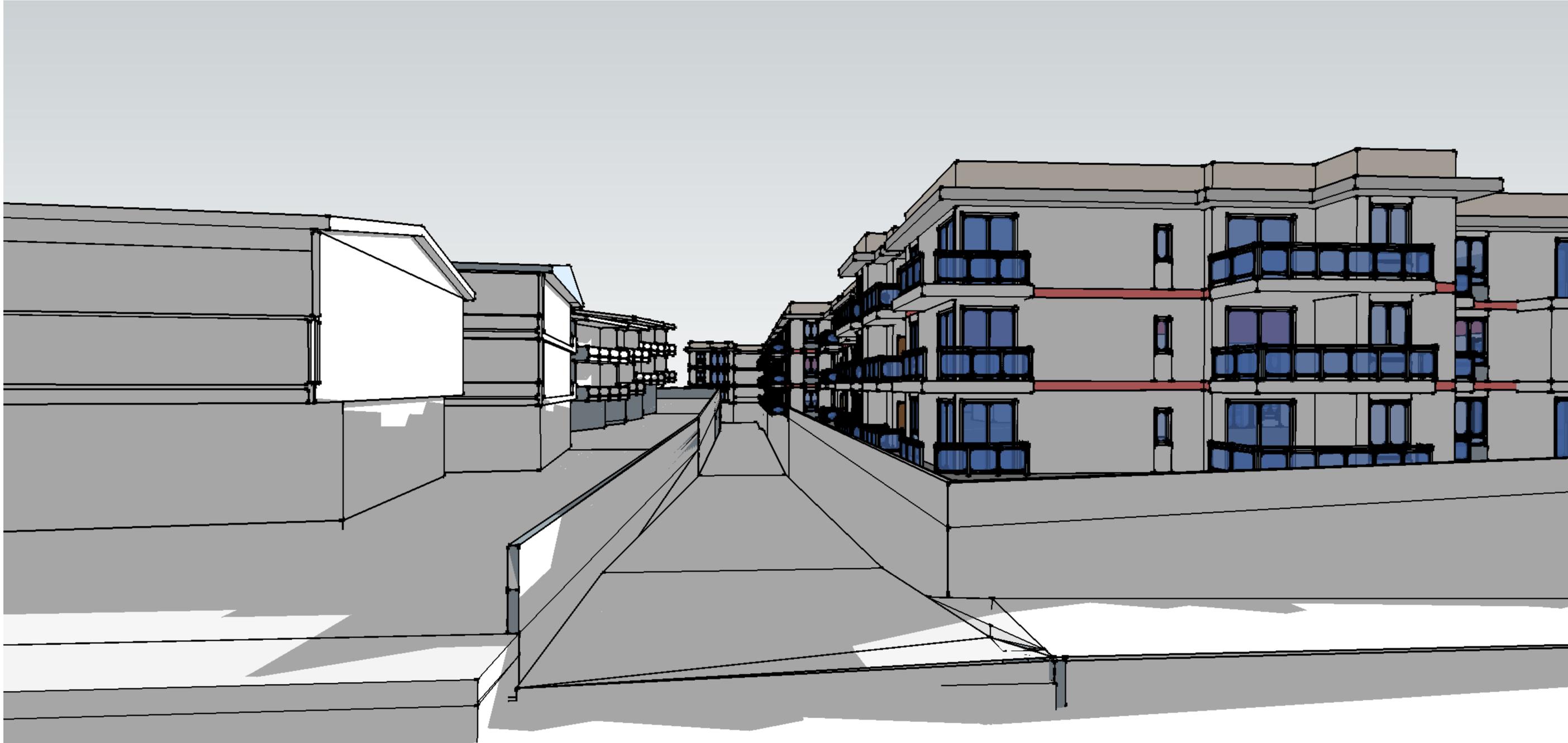
- New project renderings
- New 3D Models Visual Impact renderings



LEGADO COMPANIES

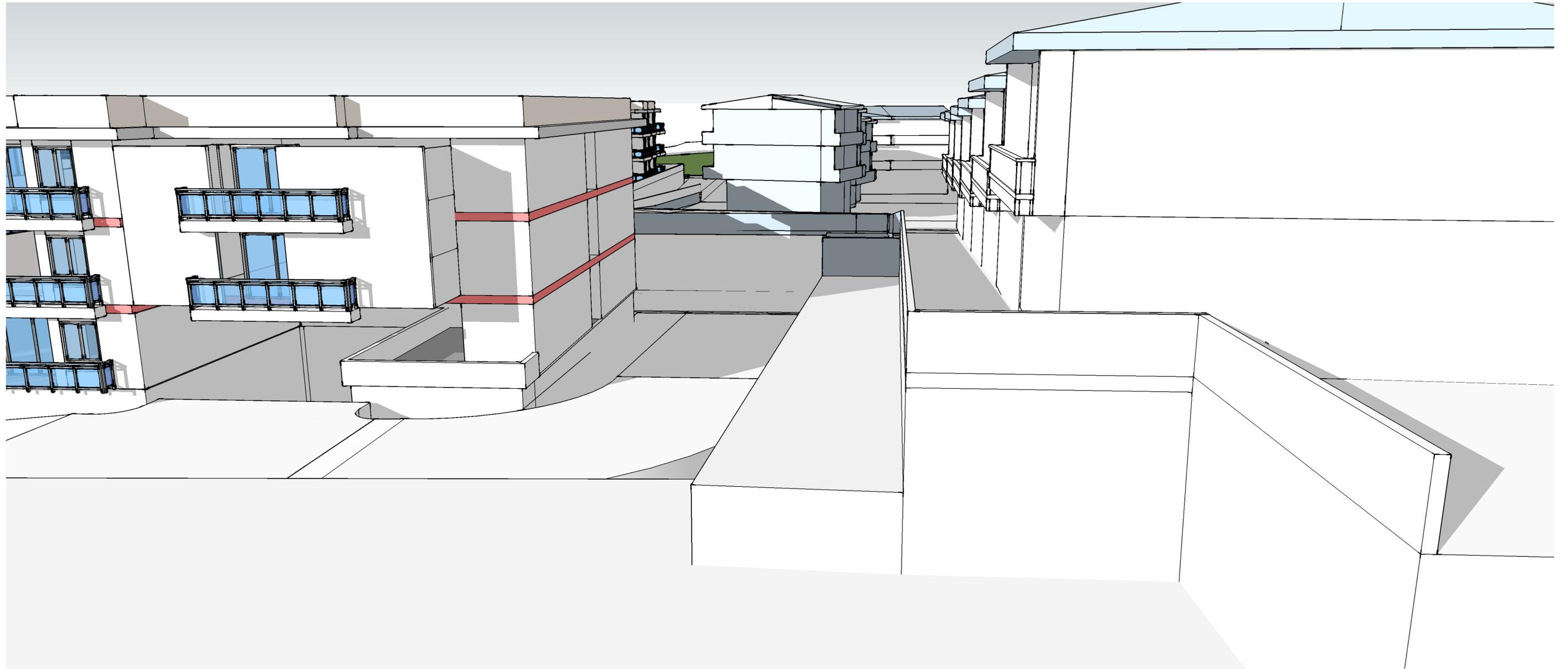
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**AGENDA – REGULAR MEETING
PLANNING COMMISSION
CITY OF REDONDO BEACH
THURSDAY JULY 16, 2015 – 7:00 P.M.
CITY COUNCIL CHAMBERS
415 DIAMOND STREET**

I. OPENING SESSION

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

II. APPROVAL OF ORDER OF AGENDA

III. CONSENT CALENDAR

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

4. Approval of Affidavit of Posting for the Planning Commission meeting of July 16, 2015.
5. Approval of the following minutes: Regular Meetings of May 14, 2015 and May 21, 2015.
6. Receive and file the Strategic Plan Update of June 16, 2015.
7. Receive and file written communications.

IV. AUDIENCE OATH

V. EX PARTE COMMUNICATIONS

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

VI. EXCLUDED CONSENT CALENDAR ITEMS

VII. PUBLIC HEARINGS

8. A Public Hearing to consider an Exemption Declaration and Lot Line Adjustment to realign the property lines of two adjacent lots located within a Single-Family Residential (R-1) zone.

APPLICANT:	Lori and Richard Kamrath
PROPERTY OWNER:	Same as applicant
LOCATION:	537 S. Gertruda Avenue
CASE NO.:	2015-07-PC-009
RECOMMENDATION:	Approve and adopt the attached resolution with conditions

9. A Public Hearing to consider a Lot Line Adjustment to realign the property lines of three adjacent lots to the original 50-foot widths, and Planning Commission consideration of Exemption Declarations, Administrative Design Reviews, and Vesting Tentative Parcel Map Nos. 73555, 73556, and 73557 to allow the construction of three, 3-unit residential condominium developments on properties located within a Low-Density Multiple-Family Residential (R-3) zone.

APPLICANT: E&S Prime Builders, Inc.
PROPERTY OWNERS: Mike and Traian Cracium; James and Carol Romero
LOCATION: **2516, 2518, and 2520 Nelson Avenue**
CASE NO.: 2015-07-PC-010
RECOMMENDATION: Approve and adopt the attached resolution with conditions

VIII. OLD BUSINESS

Items continued from previous agendas.

10. A Public Hearing to consider adopt/certify a (Revised) Mitigated Negative Declaration, Initial Study (IS-MND), and Mitigation Monitoring and Reporting Program (including modified mitigation measures), a revised application for Conditional Use Permit, Planning Commission Design Review, Landscape and Irrigation Plans, and Minor Subdivision (Vesting Tentative Tract Map No. 72662) for the construction of a mixed-use development to include 149 residential apartment units (a reduction from 180), approximately 37,000 square feet of neighborhood serving commercial development (a reduction from 37,600), and renovation of the existing 100-room hotel. A total of 649 parking spaces (an increase from 614) will be provided, with 587 parking spaces in an enclosed parking structure and 62 spaces in an existing surface parking lot. The project is designed to be a maximum of three (3) stories and 45 feet above existing grade (a reduction from four (4) stories and 56 feet). The IS-MND is being revised, and includes an approximately two page discussion to reflect these and other changes, and impacts are anticipated to be reduced in comparison to the previously analyzed project description. The property is located with a Mixed-Use (MU-3A) zone.

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

RECOMMENDATION: 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 (Revised) 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 for a (revised) mixed-use project with 149 units, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) subject to the findings and conditions as contained in the staff report.

IX. NEW BUSINESS

Items for discussion prior to action.

11. Proposed 2015-2020 Capital Improvement Program: Finding of consistency with the General Plan.

RECOMMENDATION: Adopt the attached resolution finding consistency

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, August 20, 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.

July 9, 2015

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

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 Thursday July 9, 2015, the agenda for the July 16, 2015 Regular Meeting of the City of Redondo Beach Planning Commission in the following locations:

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



Lina Portolese
Planning Analyst



CITY OF REDONDO BEACH
PROOF OF POSTING
PLANNING COMMISSION MEETING AGENDA

I, Lina Portolese, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, and that the following document: Planning Commission Regular Meeting Agenda of July 16, 2015 was posted by me at the following location(s) on the date and hour noted below:

Posted on: 7/9/2015 at 3:00 pm
(date) (time)

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

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

Lina Portolese
Signature

7/9/15
Date

CALL TO ORDER

A Regular Adjourned 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, Rodriguez, Sanchez
Commissioners Absent: Gaian, Mitchell, Ung
Officials Present: Mike Webb, City Attorney
Cheryl Park, Assistant City Attorney
Aaron Jones, Community Development Director
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

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

CONSENT CALENDAR #4

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 May 14, 2015.**

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 resident regarding Item #5.

Commissioner Goodman disclosed speaking with Commissioner Sanchez regarding Item #5.

Commissioner Sanchez disclosed speaking with Commissioner Goodman regarding Item #5.

EXCLUDED CONSENT CALENDAR ITEMS – None

PUBLIC HEARINGS

5. APPROVE DRAFT AMENDMENTS CITY-WIDE Case No. 2015-05-PC-007

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to open the Public Hearing and receive and file all documents at 7:04 p.m. regarding Case No. 2015-05-PC-007, the applicant being City of Redondo Beach, to Draft Amendments to the Redondo Beach General Plan, Harbor/Civic Center Specific Plan, Zoning contained in Title 10, Chapter 2 of the Municipal Code, the Coastal Land Use Plan, and Coastal Zoning contained in Title 10, Chapter 5 of the Municipal Code collectively referenced as the "Draft Amendments" or "Amendments." The Amendments relate to the permitted uses of property in the Coastal Zone placing further restrictions on uses related to Electrical Generating Facilities and Electricity Storage/Battery Storage facilities. Motion carried unanimously.

City Attorney Webb gave a report and discussed the following:

- Background
 - City acts as intervenor in AES' Application for Certification (AFC)
 - AFC requests new 496 Megawatt (MW) electrical generating facility
 - City Council Resolution adopted opposing licensing of new facility
 - Moratorium on construction enacted in 2013 – expires 22 months and 15 days from January 14, 2013 – end of this year it expires
 - Moratorium creates conflict between Laws, Ordinances, Regulations and Standards (LORS) and proposed AFC
 - Zoning and Land Use Amendments must be enacted during moratorium
 - California Energy Commission (CEC) must make additional findings for AFC
- CEC Permitting Authority
 - Generally defined as:
 - New thermal electricity generating facilities of 50 megawatts or more of electric generating capacity
 - Applies to modifications of existing thermal electricity generating facilities that result in a 50 megawatt or more increase in electric generating capacity
- Coastal Commission Authority
 - General position – Electricity Generating Facilities are not subject to Coastal Commission's approval where the CEC has permitting authority
 - 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) – effective without review or certification by the Coastal Commission
- Recommended Actions:
 - Adopt Resolution 1
 - Adopt Resolution 2
 - Adopt Resolution 3
- Resolution 1 – Limited Prohibition
 - Amendments to the City's Zoning (Title 10, Chapter 2 and Title 10, Chapter 7) to prohibit the following uses:
 - New thermal Electricity Generating Facilities of 50 Megawatts or more
 - 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
 - Construction of any facility subject to the California Energy Commission's jurisdiction under Public Resources Code Section 25502.3
 - Tailored so that Coastal Commission review is not necessary

- Resolution 1 – Proposed Amendments
 - Amending the definition of “Public Utility Facility” contained in Section 10-2.402(a)(128), to clean up language in recognition of prohibition contained in Title 10, Chapter 7
 - Thereby eliminating these uses from zones which allow Public Utility Facilities
 - Adding a specific prohibition on new thermal Electricity Generating Facilities of 50 Megawatts or more (or modifications to existing thermal facilities of 50 MW or more), or otherwise subject to the CEC’s jurisdiction to Tile 10, Chapter 7, Section 10-7.101
- Resolution 2 – Electricity Storage
 - Additional amendments to the City’s Zoning (Title 10, Chapter 2) to:
 - Remove off-site Electricity Storage uses and on-site commercial Electricity Storage Systems from the definition of Public Utility Facility
 - Amendments to the Harbor/Civic Center Specific Plan to more explicitly cross-reference the definitions and regulations contained in Title 10, Chapter 2
 - Avoids restricting on-site non-commercial electricity storage facilities, such as emergency power systems for hospitals, electric storage systems for residential development, and electric vehicle charging stations
- Resolution 2 – Proposed Amendments
 - Adding a definition of “Electricity Storage Facility” (Off-Site) to Section 10-2.402(a)
 - Modifying the definition “Public Utility Facility” to eliminate Electrical Storage Systems (Off-Site) and eliminating on-site commercial Electricity Storage Systems
- Resolution 3 – Local Coastal Program Modifications with Facility Limitations
 - Includes modifications to:
 - Coastal Land Use Plan (CLUP)
 - CLUP implementing Ordinance (Title 10, Chapter 5 of the Municipal Code)
 - Modifications to the Local Coastal Plan (LCP):
 - Remove off-site Electricity Storage uses and on-site commercial Electricity Storage from the definition of Public Utility Facility
 - 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
- Resolution 3 – Proposed Modifications
 - 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 Cod)
 - Same modifications to be made to the CLUP “Generating Plant” Land Use District, Policy 9

Tyson Sohagi, Sohagi Law Group, gave a report as follows:

- Environmental Analysis:
 - City adopted a Negative Declaration for its 2013 Moratorium Ordinance, the Addendum (Attachment 5) to this Negative Declaration is considered appropriate
 - Amendments are exempt from the California Environmental Quality Act (CEQA) pursuant to Statutory Exemptions in Section 15265 and Categorical exemptions contained in Section 15061 (b)3) [Common Sense Exemption]
 - Planning Commission is only required to “review and consider” these CEQA documents
- Staff Recommendation
 - Open the public hearing and accept testimony
 - Close the public participation section
 - Adopt Resolution(s)
 - Recommend that the City Council act on modifications in Resolution 1 first, then subsequently on modifications in Resolutions 2 and 3

- Forward the report and Resolutions to the City Council

In response to Commissioner Goodman, City Attorney Webb clarified that the moratorium expires at the end of this year. He also explained that Resolution 1 would prevent creation of a new power plant, modifications to existing thermal facilities of 50 MW or more, prevention of getting a business license approved for the establishment, or maintenance or construction of an electrical generating facility. He said that once through cooling requires that power plants through 2020 no longer be able to use ocean water to cool their steam generators. He also stated that the proposal does not cover a water desalinization plant and noted that Resolution 3 bans commercial battery storage facilities in the Coastal Zone.

Commissioner Goodman expressed concern with leaving a non-operable power plant sitting in place and addressing any possible outcomes.

City Attorney Webb stated possible outcomes could be addressed by a task force. He also said if this proposal doesn't pass, AES will be going through the Energy Commission with the goal of getting certification and the power purchase agreement, seeking to put the almost 500 MW power plant in place.

In response to Chair Biro, City Attorney Webb stated that AES has been very clear that their application is for a new power plant of almost 500 MW, and clarified this proposal would not prevent anything outside the Energy Commission's jurisdiction. He also said all electrical generating facilities citywide could be banned if recommended.

In response to Commissioner Goodman, City Attorney Webb believed the City has spent thus far in excess of \$400k-\$500k. He explained that Council chose Option 1 at first and then changed to Option 3 with approximately \$360k left budgeted. He also said it may cost another \$200k to continue the process to its completion. He said there has been a full discussion on costs at the last City Council meeting which will also be discussed during the budget process next month.

In response to Chair Biro, City Attorney Webb stated he has reviewed the letter received from AES in the Blue Folder items.

In response to Chair Biro, Mr. Sohagi stated the Commission is only being asked to review and consider a Categorical Exemption or Addendum, and believed that the statements in AES' letter shows a misunderstanding of the requirements of CEQA. He also said he did not see any evidence in the letter that shows that the proposed modifications are causing physical changes to the existing environment.

In response to Commissioner Biro, City Attorney Webb believed that the letter received from AES would not change any language in Resolution 1, and stated staff will provide written responses to the Commission next week.

In response to Commissioner Goodman, City Attorney Webb stated that the decision will be up to Energy Commission and then ultimately the CA Supreme Court if there is a conflict with the LORS.

In response to Commissioner Rodriguez, City Attorney Webb stated if AES chooses to do modifications outside the Energy Commission process, staff is not recommending any changes to the ordinance.

In response to Commissioner Goodman, City Attorney Webb stated if the CEC does not have jurisdiction, the City would then decide under a conditionally permitted use.

Chair Biro administered the Audience Oath to Delia Vechi.

Delia Vechi, District 2, questioned what would happen if any company comes to the City for the land.

In response to Chair Biro, City Attorney Webb explained that the intent is not to change every possible use to the site, and only focusing on energy generation and battery storage. He said this is a much more limited approach and ideally the fully comprehensive approach would involve the task force.

Community Development Director Jones referred to Page 4 of Resolution, Section B9, which states the City is open to considering subsequent amendments to the Generating Plant District/Zone to incorporate additional nonpublic 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.

Motion by Commissioner Rodriguez, seconded by Commissioner Goodman, to received and file the Blue Folder Items. Motion carried unanimously.

Chair Biro administered the Audience Oath to Lezlie Campeggi.

Lezlie Campeggi, Redondo Beach, supported the recommendation to continue this item for another week. She believed there is \$335k allocated left to spend with approximately \$210k additional expected through January. She suggested following the staff recommendation and the City's own attorneys. She also said it is important that the resolutions presented are for something new but AES could have chosen to do a modification of an existing power plant which wouldn't have come before the Commission. She noted that Mr. Pendergraft from AES in November 2011 stated he would work collaboratively with the City which didn't happen and in January 2014, AES asked for battery storage and desalinization which didn't take place because AES resumed their application with the CEC that specifically excluded these items. She stated the CEC specifically asked AES if they were changing their application and AES said no and were just applying for a new power plant per what they applied for initially. She also said it is important to understand that the other parts of the recommended resolutions that do define things to prohibit such as battery storage are important because should AES be granted a permit to build a new power plant, there are still 38 acres of the property on which they could build.

Motion by Chair Biro, seconded by Commissioner Rodriguez, to continue the Public Hearing to the May 21, 2015 meeting. Motion carried unanimously.

OLD BUSINESS – None

NEW BUSINESS – None

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

COMMISSION ITEMS AND REFERRALS TO STAFF - None

ITEMS FROM STAFF

Community Development Director Aaron Jones announced that the application for 1700 PCH will not appear on the May 21 agenda and has been pulled. He said the area will be re-advertised and tentatively set for June 18, 2015 with full public re-notification, and stated the project is being significantly revised down in scale.

Chair Biro stated he will not be at the June 18, 2015 Planning Commission meeting.

In response to Chair Biro, Assistant Attorney Park stated the matter is just taken off the agenda and will re-appear, and is not a new application. She also said the previous testimony can be taken into consideration and it doesn't have to be consecutive.

COUNCIL ACTION ON PLANNING COMMISSION MATTERS – None

ADJOURNMENT: 8:16 P.M.

There being no further business to come before the Commission, Commissioner Goodman moved, seconded by Commissioner Sanchez, to adjourn at 8:16 p.m. to a regular meeting to be held at 7:00 p.m. on Thursday, May 21, 2015 in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California. Motion carried unanimously.

Respectfully submitted,

Aaron Jones
Community Development Director

CALL TO ORDER

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

ROLL CALL

Commissioners Present: Biro, Gaian, Goodman, Mitchell, Rodriguez, Sanchez, Ung
Commissioners Absent: None
Officials Present: Mike Webb, City Attorney
Cheryl Park, Assistant City Attorney
Tyson Sohagi, Outside Legal Counsel
Aaron Jones, Community Development Director
Anita Kroeger, Associate Planner
Marianne Gastelum, Assistant Planner
Alex Plascencia, Assistant Planner
Lina Portolese, Planning Analyst
Diane Cleary, Minutes Secretary

SALUTE TO THE FLAG

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

APPROVAL OF ORDER OF AGENDA

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

CONSENT CALENDAR #4 THROUGH #7

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

4. **APPROVED AFFIDAVIT OF POSTING FOR THE PLANNING COMMISSION MEETING OF May 21, 2015.**
5. **APPROVED THE FOLLOWING MINUTES: REGULAR MEETING OF APRIL 16, 2015.**
6. **RECEIVED AND FILED THE STRATEGIC PLAN UPDATE OF APRIL 21, 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 with the applicant and a neighbor regarding Item 8.

Commissioner Sanchez disclosed speaking with the Chair regarding Items 8 and 9.

Chair Biro disclosed meeting with the applicant regarding Item 8.

EXCLUDED CONSENT CALENDAR ITEMS – None

BLUE FOLDER ITEMS

Motion by Commissioner Rodriguez, seconded by Commissioner Goodman, to receive and file all blue folder items. Motion carried unanimously.

PUBLIC HEARINGS

8. APPROVE MIXED-USE DEVELOPMENT 1914-1926 S. PACIFIC COAST HIGHWAY Case No. 2015-05-PC-008

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to open the Public Hearing and receive and file all documents at 7:03 p.m. regarding Case No. 2015-05-PC-008, the applicant being EHOFF II Redondo Beach LLC, 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 within a Mixed-Use (MU-3A) zone. Motion carried unanimously.

Associate Planner Anita Kroeger gave a report and discussed the following:

- Vicinity Map
- Errata Sheet
- Project Description
- Architecture – Eco Contemporary
- Landscape/hardscape: Waterwise
- Lighting: Well designed, respect residential neighbors
- Signage:
- Project Rendering
- Environmental Review
 - Final IS-MND
 - 3 potentially significant impacts unless mitigation incorporated:
 - CR-1 Unanticipated discovery of cultural resources
 - GEO-1 Geotechnical design considerations
 - N-1 – N-5 construction noise mitigation measures
 - Response to Comments – prepared to address public interest, though not required by CEQA
 - Cumulative Impacts: Not required for this project by CEQA, GP EIR (92) addressed impacts of total “buildout”
 - Traffic Impact Analysis: Adequate based on results of ITE Trip Generation Analysis

- Parking: Adequate on-site parking provided, church, church/school related vehicles have been parking on the subject property
- No requirements that proposed project solve existing issues related to other sites & land uses
- Alley access for residential garage for proposed project
- Alley Traffic Analysis
 - Conducted at City's request, May 12-18, 2015 to;
 - Determine volume of traffic & trip generations during 5 peak periods
 - Compare trip generation on alley between existing & proposed at the subject property
 - Assess safety of vehicular traffic in the alley
 - View of Alley
 - Alley Traffic Analysis continued
 - The findings of the analysis are as follows:
 - The proposed project with alley access for 52 condominium units would impact traffic volumes in the alley resulting in:
 - Proposed project – reduce pedestrians crossing the alley because parking on the subject property would no longer be available
 - Visibility exiting alley northbound would be improved with 20 feet of red curb on Prospect Avenue, directly north of the alley.
 - Conclusion:
 - Recommended location for red curb
 - RBPD Data
 - Tragic accident last Friday, May 15, late evening
 - PD Traffic investigation still underway
 - PD traffic investigator reported that the traffic accident occurred mid-block, not at an intersection or crosswalk; the traffic accident was not a result of any roadway condition or lack of appropriate road signage
 - Entitlement Process
 - IS-MND-MMRP
 - Project Entitlements
 - Conditional Use Permit (CUP)
 - Planning Commission Design Review
 - Vesting Tentative Tract Map
 - CUP Evaluation
 - Proposed project meets all criteria
 - Site in conformity with General Plan, and setbacks etc.
 - Site has adequate access to public streets of adequate capacity
 - Use will not have adverse effect on abutting properties
 - PCDR Evaluation
 - Proposed project meets all criteria
 - User impact & needs
 - Relationship to physical features
 - Consistency of architectural style
 - Balance & integration with neighborhood, subject to redesign
 - Recommendation:

Nick Buchanan, representing the applicant, gave a report and discussed the following:

- Location

- 52 homes will be provided – walking distance to beach, less energy than typical homes, generate common footprint
- Track home development in Temecula – residents have to commute as opposed to homes where people want to be
- For sale homes, employment, work from home, quality time at home, keeping off roads
- Organic contemporary style of architecture
- Newly remodeled home on Avenue F
- Contemporary lines but soften with wood and natural landscaping
- Reached out to residents and stakeholders in the community – met with everyone in the immediate vicinity and other project several blocks west
- Community is passionate where they live – validates community pride and Redondo Beach fantastic place to live
- Church to the north – formalize their aspect across Prospect in the alley
- Traffic in alley – biggest concern by residents
- Support reduction in traffic – site today – reduce commercial – removing 20,000 sq of commercial space – removing tenants – compensates 52 homes

Dan Withee, Withee Malcolm Architects, reviewed the design concepts as follows:

- Mixed use site
- Ground floor plan
- Circulation is key on the properties
- Locating commercial entrance off PCH
- Split driveways – one off alley and one off PCH
- Took pressure off a very busy street
- Caltrans only allows one entrance off PCH
- Center of the building – public open space
- Second floor – court yard surrounded by the units
- 22 three-story townhomes – located closer to the church on the north
- Residential parking lot is farthest west side – lowest point - overparked – every unit has a storage locker
- Organic contemporary feel - give homes light and feeling of space
- All homes have private decks
- Top four units have mezzanines
- Every floor steps back from the floor below it
- North elevation – street elevation facing the alley – townhomes
- Floor plans – variety of plan types and sizes
- All plans have the flex space – people working out of home
- 3D rendering – materials and breakup of the building
- Stepping back of units and articulation of roof decks/mezzanines
- Center view – public open space intersecting with two commercial retail uses.
- Alley elevation – gave it articulation – architecture on four sides
- Design concept meets intent of MU zone

In response to Commissioner Mitchell, Mr. Buchanan stated there are currently 52 tenants in the building, and everyone will eventually be put on notice regarding the redevelopment of this property. He said the bulk of the tenants are short-term and on month-to-month leases and conversations have taken place regarding finding alternative locations. He also noted there are security issues with the current building which will be corrected. He explained that the residential trash will be located on the back of the property and stated there is a truck turnaround easement on the church's parking lot in the back. He stated

commercial trash will be picked up in the front and a smaller vehicle will come onto the site and pick up the trash and bring it out to the main truck.

In response to Commissioner Rodriguez, Mr. Buchanan said there is a lot of emotion with mixed-used development and believed that most people he has spoken to see this project being different from the other proposed project in the area. He stated concerns have been traffic and the alley, and also said that Pacific Coast Highway is regulated by Caltrans and there is only one curb. He said it was important that they separate the commercial traffic from the residential which helps to reduce traffic. He also stated he has been involved with several sustainable housing projects and noted this particular project Title 24 is a stringent code which is equivalent to LEED certification.

Mr. Withee stated this project will be LEED Silver, and stated his firm has done seven platinum LEED buildings and one net zero, all residential.

In response to Commissioner Rodriguez, Mr. Buchanan stated the landlord will be responsible for leasing the spaces with 50% office/commercial serving, and believed there will only be small neighborhood serving commercial. He also said there is a location designated for bicycle storage that allows for 36 and in addition, every unit will have a sizable lockable storage space.

In response to Commissioner Gaian, Associate City Planner Anita Kroeger stated there is only one driveway onto Sea Breeze Plaza.

Mr. Buchanan stated they are allowed to go up to 45 feet in height of 14% of the project and the balance would be below 38 feet.

In response to Commissioner Sanchez, Mr. Buchanan reviewed their outreach and explained that they sent out flyers within a 300 foot radius of the project to include the church, animal hospital and commercial building. He said there are no residential neighbors in the immediate vicinity except on the other side of PCH. He said they reached out to the City, everyone on the list regarding the Legado project, and 96 people who wrote to the City, and community groups and businesses. He noted concerns have included too much mixed-use in the City, traffic and the alley. He also said he met with the Sunset Riviera Association and the Riviera Homeowners Association. He stated he had a number of meetings with the administrative manager of the church, legal counsel representation and Father Paul. He also said he has made himself available to meet with members of the church.

Commissioner Gaian stated the concern has been empty store fronts in the neighborhood and noted mixed use has not worked in the City.

Mr. Buchanan stated mixed use development typically works in areas with sufficient pedestrian traffic and enough density. He said he would be building the minimum amount of retail required at this location per the code and believed the retail will work. He stated the site is on Pacific Coast Highway and parking needs to be convenient to be successful along with having the right tenant mix.

In response to Commissioner Gaian, Associate Planner Anita Kroeger stated the current zoning precludes all residential, and the current property is zoned MU3A, building either exclusively commercial or commercial/residential. She also stated the mixed use projects requires a minimal amount of commercial.

In response to Commissioner Gaian, Mr. Buchanan stated their proposal is minimum and rents will be adjusted and should be relatively successful. He also stated the correct circulation is critical and it is important the project face west, putting the vehicle entrance on the east most end of the site, preventing people coming to and from the retail crossing a parking structure entrance.

In response to Commissioner Rodriguez, Mr. Buchanan stated their goal is to have active retail space which will be an amenity for the residents, and will be market rents determined by the market force.

In response to Commissioner Goodman, Mr. Buchanan stated they generally sell the condominiums and keep the retail in syndication.

In response to Commissioner Ung, Mr. Buchanan explained that going east on Pacific Coast Highway would require going further up to the next turning lane and going back in order to enter the facility.

In response to Chair Biro, Mr. Buchanan stated larger projects make it difficult to have a human scale, and noted this project will only have 52 units and everyone will know each other in the project. He said it will be important to have a good mix of housing, and the community amenities will include being close to the beach and Riviera. He also said they will be using high efficiency air conditioning, natural ventilation, and there will be a substantial courtyard in the middle for good air circulation. He said they tried to design the project in a natural environmentally friendly way to reduce the energy consumption with low water consumption.

In response to Commissioner Sanchez, Associate Planner Anita Kroeger stated the ITE includes trip generation and is a national standard, commonly used and considered the source.

Community Development Director Aaron Jones explained that the ITE trip generation figures are a national source of data but studies are done from a large number of case studies, looking at a wide range of numbers to come up with standard numbers. He said for the uses that are being replaced by this project, staff is comfortable that the existing trip generation is consistent with ITE numbers, and noted a traffic engineer has worked throughout this project, including up to last week to look at the alley issues.

In response to Commissioner Sanchez, Associate Planner Anita Kroeger stated staff always meets with all departments including public safety, and noted part of the approval is based on the turnaround easement on the church property. She said the alley is 20 feet wide which is wider than a typical alley and adequate, and public safety will have access to the property who expressed no concerns.

Community Development Director Aaron Jones stated the early consultation with public safety included some design changes to the building to include lowering some of the roof heights and rooms/units being rearranged for ladder access, hose pull, hydrants and standpipes.

In response to Commissioner Goodman, Community Development Director Aaron Jones stated staff has gone back and verified projects later if necessary, but this project is a clear case of substantial reduction in average daily traffic from the current condition. He said there have not been tube counts conducted except there were manual counts conducted for alley traffic for origin and destination. He also said for commercial centers of 30,000 square feet, the numbers can be determined which works both citywide, countywide and further.

Commissioner Goodman stated that models are only good if they can be tied to the real world, particularly long-term, and noted the numbers in the General Plan are based on 1992.

Community Development Director Aaron Jones explained that traffic counts were reviewed on Pacific Coast Highway as far back as 1972 and the numbers are roughly the same today per Caltrans and tube count. He also pointed out that the net housing change last year was +14 units and the year before was +1 unit.

Commissioner Goodman suggested getting information to people and let them know how the numbers have been validated.

Community Development Director Aaron Jones stated staff will be reporting to the City Council on June 2 with the annual Congestion Management Plan Report which will include the housing unit data, explaining the change in housing units in the City over the last ten years of 6.8 units per year out of 30,000 homes in the City. He also said the Circulation Element includes some mention of developing traffic impact fees, but right now there are more traffic improvement projects than engineers and people to accomplish.

Commissioner Rodriguez referred to a letter dated July 9, 2014 from Overland Traffic Consultants which shows that the net total trips decrease by 270 but in an Initial Study Mitigated draft dated April 2015 shows the net total trips being down by 255.

Traffic Consultant Liz Culhane explained that the current version is dated August 6, 2014 in the environmental document showing an average reduction of daily trips of 273.

In response to Commissioner Rodriguez, Associate Planner Anita Kroeger stated the curb north of the alley will be painted 20 feet and south of the alley is already red with no parking and complete visibility.

Commissioner Gaian stated going down from 30,000 feet of commercial space to 10,000 will dictate less traffic going into the property off PCH and stated the issue is the alley. He also did not see a lot of traffic coming and going from the condominiums and pointed out that a lot of people telecommute.

Associate Planner Anita Kroeger stated an alley analysis took place, counting trips, and the traffic is mainly trips related to the church currently. She said it was shown that the proposed project will generate fewer trips on the alley than the existing development.

In response to Commissioner Goodman, Associate Planner Anita Kroeger stated the entrance/exit is about 240 feet away from Prospect and said it is beneficial to split the trips.

Commissioner Gaian expressed concern with people from the parking garage turning right and accessing PCH through the pet hospital easement. He also did not encourage people turning left onto Prospect from the alley.

Commissioner Rodriguez stated the school's handbook states that drop-offs are not to be done in the alley.

Associate Planner Anita Kroeger stated the developer, applicant or the City does not have the right to put a condition on an adjacent property.

Commissioner Rodriguez stated making a right out of the driveway and then going through the pet hospital, making a right onto PCH may be a benefit to help spread the traffic between two different places.

In response to Commissioner Ung, Associate Planner Anita Kroeger stated the alley provides access to parking behind the medical center, directly into the residential garage and into the church parking lot. She also agreed that fencing with signage would be the only way to keep traffic from going through the private property. She also informed of a signed memorandum of agreement from the church that states they are willing to provide the easement for the Fire Department turnaround and would support the alley becoming dedicated as a public alley which would ensure that they will always have access from Prospect. She also explained that the church has two parking lots, one on the north which has access directly from Prospect and one to the south which is much smaller. She said currently, the church has access by driving over a portion of a public property and a portion of private property to get there from Prospect or traffic can wind their way through the veterinary clinic property. She pointed out that if the ability to park at Sea Breeze is removed, there will be fewer parking spaces where the students' caretakers can park and there will be fewer people who can stop in the alley.

Commissioner Mitchell suggested the parents of the children be notified through the administration of the church that they have to use the north parking lot only and no use of the alley. He also suggested having signage posted informing people that the alley is not a through street.

Associate Planner Anita Kroeger Anita stated the current applicant has chosen to not tow cars away and people have gotten used to taking advantage of the situation. She also said the current traffic and pedestrians are church-related.

In response to Commissioner Goodman, Associate Planner Anita Kroeger stated the trips on the alley are actual counts done last Tuesday, Saturday and Sunday.

Jan Abrams spoke on the alley and said it is very crowded when cars are coming both ways. She said she witnessed some events and noted she presented photos. She also expressed concern with traffic and commuting and stated their business does not have telecommuting. She said the impact to the Redondo Beach community will be significant if the project is approved, noting it is out of character, boxy and too much for the site. She also did not support the one and two bedroom condos stacked on commercial and stated the beach community feeling is missing from the project. She asked that the Commission not approve this project tonight and that the applicant come back with a project that is a better fit for Redondo Beach.

Jeff Abrams, Redondo Beach, stated that MU zoning in Redondo Beach has failed. He spoke on the alley and said there are still no solid numbers since the project doesn't exist yet. He said the alley was never designed to carry 120 possible vehicles daily that the project could generate, and said the alley is overloaded and very narrow. He also said the medical building wall comes right out to the sidewalk which creates and blocks the view when turning left or right. He also said the reduction of 220+ is being rerouted to the back side of the project, cutting down in one spot and adding in another. He said the CVS plaza and gas station have driveways that are directly opposite the thoroughfare, and noted traffic backs up to Avenue G with people trying to turn left. He said everything being built is legal but it doesn't mean it's right, and zoning of MU3 in Redondo Beach is too liberal and generous and will always overburden the property. He asked that the Planning Commission deny the proposal and ask the developer to come back with a plan that better fits the area.

Mike Dube, Paseo De Granada, objected to the high density mixed use project proposed along with the Legado project, and expressed concern with impacts to quality. He also believed that the applicant was unreceptive to adapting to the beach type of low organic architectural styles. He noted strong planning guidance forced Cape Point to conform to local styles in San Clemente. He said the high density large proposals are not suited for South Redondo Beach where residents value a family friendly neighborhood of private homes where the infrastructure depends critically upon automobile commuting via PCH especially along the section already operating at maximum capacity per Caltrans. He also expressed concern with the increased water consumption of 52 new homes. He stated that mixed use has been a consistent failure in South Redondo Beach, and supported a vision preserving and enhancing the City's unique beach community, not just meeting zoning requirements. He asked that the Planning Commission and City Council stop developments before committing to massive dysfunctional eyesore developments which residents would have to live with for generations.

Motion by Chair Biro, seconded by Commissioner Mitchell, to receive and file material presented by Mr. Dube. Motion carried unanimously.

Carol Perry, Avenue G and Avenue F for 40 years, stated many parked cars on Avenue G are gone during the day and not everybody is telecommuting. She said residents of the condos will be going out the alley and parents will be coming into the alley dropping off students, with two-way traffic in a narrow alleyway.

She also questioned people being able to make left turns from the alley onto Prospect. She said there are two major projects before the Commission and people on the six streets in between Palos Verdes Boulevard and Prospect are going to be squeezed in terms of getting out of the area, which are the only two ways to get out.

Scott Crowell, 517 Avenue G since 2008, expressed concern with the alley and stated he has seen traffic trying to make a left backing up to Avenue G or past. He said traffic will make a right turn and go down the Avenues to get to Palos Verdes Boulevard to get out, and Avenue G cannot manage this type of traffic. He said Sea Breeze currently is almost an empty building and expressed concern with the counts presented.

Bruce Szeles, Torrance, said he knows the area very well and stated that traffic cannot flow out onto Prospect, and it's the City's responsibility to rectify or remedy the situation. He said it is untenable to make a left-hand turn onto Prospect and difficult to make a right-hand turn. He said 52 units of traffic cannot be sustained in the area and also said there will be trash trucks, moving trucks and people wanting to drive to the beach. He suggested that the project be refigured, reduce the footprint, and reduce the residential, and work out with Caltrans for a curb cut coming out to PCH and leave the alley onto Prospect alone.

Bruce Cavkin, Via La Circula, stated he is familiar with the area and graduated from South High. He noted currently, there are no trips going in or out and said he questioned fewer trips with this project. He stated Pacific Coast Highway will be extremely impacted by Legado and with this project, it will be difficult getting out of the Riviera. He also suggested having a traffic signal for the project, noting it will be dangerous getting in and out of it. He also said the project will be built on sand as a base which is risky, and he suggested adding another fire hydrant down the alley.

Ellen Margetich, 434 Avenue E for the past four years, and prior resident of San Clemente which would never approve a project of this size and is out of character. She expressed concern with the water, and she stated 1 out of 4 cars will go through the crosswalk at Avenue G and Prospect which is very dangerous. She also questioned having less traffic out of the alley and said the traffic will just be pushed off PCH onto Prospect which will now impact the Tulita children who walk to school. She suggested the project be smaller and to think about water impacts.

Joyce Neu, Calle Mirimar, expressed concern that the area having many empty store fronts. She supported sustainable and smart development but the mixed use in the City isn't working. She thanked Nick Buchanan and his colleagues who have done a nice job trying to listen. She suggested having a strategic plan long-term before approving large developments piecemealed. She said the City is family oriented and believed the proposed architecture is not in character.

Julie Moore, Avenue G, stated traffic has increased, asked that a study be done and supported Mr. Buchanan. She also read a statement from Amie Josifef who believed that the project is too large for the parcel, too dense mixed use development, will create more traffic on PCH and alley impacts, and believed a beach town setting would work better. She requested the project be sent back to the drawing board so that the residents' opinions be integrated into a revised and acceptable plan, and have no more piecemeal approval of projects which will affect everyone for decades.

Edward Friend, Avenue F for 18 years, supported the previous comments. He expressed concern with residents coming onto Prospect, trying to turn left onto PCH, and more traffic backing up in addition to what is already taking place.

Judy Brunetti, 4815 Green Meadows Avenue, Torrance, Riviera Homeowners Association, thanked Mr. Buchanan and stated she opposed the project which is too large for the parcel. She believed there could

be fewer larger luxury unit with less density, and she also said the General Plan is over 20 years old. She asked about the planning, vision for the future and suggested laying out guidelines for new developments.

Mario Obejos, Torrance, stated they had a business in Sea Breeze and noted there was no elevator. He suggested that Pacific Coast Highway have red curb, expressed concern with backups on Prospect, suggested putting up mirrors on the alley for better visibility, and believed that mixed use should be changed if it isn't working. He suggested seeing a comparison to what's there now to what will be there. He said his business generated about 21 trips a day and replacing them with a smaller residential unit will create less traffic. He also believed there will be fewer people making a U-turn at Robert Road and making a left turn and coming back. He said people cannot go out the funeral home because there is a chain and suggested the veterinary building do the same. He also said it is important to focus on the traffic issues.

George Ikeda, Redondo Beach since 1974, stated that PCH used to only have two lanes and now has three lanes, and he questioned the numbers presented. He also said the backup on PCH never used to go all the way down to Albertson's. He said the picture shows telephone poles and power lines but the applicant's picture in the alley doesn't show this, and asked if the power lines will be underground paid by the City.

Mary Gillette, Riviera 55 years, stated that traffic has increased dramatically. She noted the traffic on PCH from Calle Mayor is going 45 to 50 mph and expressed concern with trying to get into the parking lot of the new development. She also pointed out many vacant mixed use developments in the City and she supported cutting down the density.

Nils Nehrenheim, 343 Avenue E since 2006, stated the alleyway is not a street and there is no striping or markings or pavement for pedestrians. He said the majority of traffic will be put in the alleyway and the commercial traffic will go to the PCH side which is the best way to exit. He said the City is more dense today than ever before, and noted traffic on PCH is now using side streets, Catalina or Prospect. He thanked Mr. Buchanan and Cape Point for talking to the residents, and noted the traffic is impacting the local streets.

Mr. Buchanan believed that an amount of density allows public transportation, retail, and water recycling, and a true village environment works better than a single family track home environment. He said LA does not have a functional public transportation system which creates traffic issues. He said he is complying with the rules and is within the height that is allowed. He said there is mixed use on the site and he is trying to provide something that complies with the rules. He stated the building today is 86% occupied and the project will reduce the traffic. He said the thoroughfare at the animal hospital will always be available due to an easement across the property. He also believed it is a positive to provide a mix of housing which will provide a housing option for those who can't afford to buy elsewhere.

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to close the Public Participation Section of the Public Hearing at 9:38 p.m. Motion carried unanimously.

Community Development Director Aaron Jones stated the Commission recommended and Council adopted some reforms to the MU zoning in 2011/2012, reducing the allowable building height, allowing some office use on the group floor up to 50%. He said the Commission also recommended to Council rezoning mixed use from the 35 units to acre down to 30 units per acre, but this triggers a public vote requirement at a cost of about \$180k. He said staff is in the process of updating the codes as problems come forward.

In response to Chair Biro, Community Development Director Aaron Jones stated the City has residential design guidelines that encourage high quality architectural design, but do not regulate a particular architectural style. He believed the proposed design is a good example of an eco-contemporary style

which is becoming the most desired type of architecture in surrounding communities and in Redondo Beach.

In response to Commissioner Gaian, Mr. Withee stated the structure of architecture helps achieve the energy and green levels much better than other types of architecture.

Commissioner Gaian opposed saying this project is unacceptable, and noted the styles in Redondo Beach are eclectic.

In response to Commissioner Gain, Community Development Director Aaron Jones noted infill recycling, and unit gains are small compared to the construction activity.

Commissioner Gaian observed no massive housing development in South Redondo Beach, and believed that the community has a responsibility to provide housing at some point.

Associate City Planner Anita Kroeger stated the City has removed small units and replaced them with very large houses which are perceived as more dense, and this project will provide some smaller new high quality units which meet all the current standards.

In response to Commissioner Gaian, Community Development Director Aaron Jones stated the average citywide unit change in the last six years is 6.8 dwelling units net gain per year.

Commissioner Gaian clarified that the Planning Commission does not make zoning decisions which are made solely by City Council and the public involvement.

In response to Commissioner Ung, Community Development Director Aaron Jones stated that the driveway proposed on PCH will be a commercial speed driveway which will be designed for that purpose getting vehicles off the highway in a safe manner. He also said a second driveway would be very difficult and would require the project be fully redesigned.

Commissioner Ung suggested making the alley one way going east such that the north entrance to the residential parking lot is just an entrance, but would require access from that parking lot to the commercial lot, such that traffic could exit being one-way.

Chair Biro stated there is extra parking and asked if there is the possibility of an internal ramp within the structure to ease some of the traffic flow from being able to access on PCH and have the residents go through the internal structure.

Community Development Director Aaron Jones Aaron stated there is a grade separation between the two parking areas, with parking above and beyond code which would be lost if a ramp were installed. He also referred to alley utilization rates and stated staff may not be able to make findings that there's justification to limit or deny alley use.

Motion by Commissioner Sanchez, seconded by Commissioner Ung, to reopen the Public Participation Section at 9:53 p.m. Motion carried unanimously.

Mr. Buchanan stated his preference is to have an entrance on the back of the project. He said circulation is important and supported separating commercial and residential parking, with a higher use on the front, and less use in the back.

Marcie Guillermo requested that the pedestrians be kept in mind for this project, and expressed concern with people walking through that alley which is a safety issue. She supported a sensible high quality

development but in an organized manner and with a plan. She also suggested surveying the residents of 1800 PCH to see how they like living in that setting. She suggested using actual numbers and counts regarding traffic, and suggested that the Commission listen to the residents.

Motion by Chair Biro, seconded by Commissioner Mitchell, to close the Public Participation Section at 10:00 p.m. Motion carried unanimously.

Commissioner Mitchell noted a recession with housing being led to a shortage and trying to make up for it now. He believed the young professional group would have an opportunity to buy one of these smaller units. He suggested a recommendation to the church to continue to remind the parents to only use the main parking lot and there should be discussion about a sign set up for the alley stating it is not a through street. He also suggested restricting the trash trucks going into the alley at certain hours, and also suggested possibly doing some more red curbing on PCH. He also supported having mirrors on the alley for better accessibility, and possible right-turns only northbound onto Prospect during certain hours.

Community Development Director Aaron Jones stated that signage, restrictions on hours for both loading trash, mirrors are not an approved traffic control safety device, red curbing creates sight distance, and suggested striping the crossing (do not block) which would free up a space for vehicles to exit and safely turn.

Commissioner Goodman stated the City is eclectic and the Commission cannot rezone something if the project meets all zoning requirements, and approvals have to be consistent.

In response to Commissioner Goodman, Community Development Director Aaron Jones stated the alley serves both the medical buildings, the church buildings, church parking lot, the veterinary building and the end building that used to be the mortuary. He said there are significant power poles on the alleyway along with a retaining wall on the left side on the church property and the church could dedicate land for public purpose which would allow an alley widening project and/or have a shared cost for that, but this would not be a subject of this application. He said this is a 20-foot alley and staff does not have a concern with the small number of users of the alley. He also stated the City can impose restrictions on stopping, standing or passing on public ways. He suggested requiring striping and signage to create a free zone in front of the alley subject to Traffic Engineer's approval. He also said further improvements can be made if needed.

In response to Commissioner Rodriguez, Associate Planner Anita Kroeger stated the 20 feet is the legal width of the alley but there is no survey that shows whether or not anything encroaches into it.

Commissioner Rodriguez suggested making the curbing in front of the development on PCH red or white for loading or unloading. He also asked if speed humps in the alley could be considered, and he supported the applicant adding extra parking. He hoped that traffic will turn right out of the alley when there is traffic backing up behind them and suggested right-turn only during certain hours.

In response to Chair Biro, Community Development Director Aaron Jones stated there is a wide parkway at 14 feet from the curb line to the property line of the buildings which provides the needed sight distance but the driveway opening could be widened. He believed the last tree towards the driveway is artistic and the driveway apron off PCH will be a type C3 commercial 30-foot driveway minimum width which works off the highway. He also said Caltrans may not support having the trees for the design speed of PCH. He said the owners on the street could come up with the possibility to underground, and would have to do an individual assessment. He also stated the site would have to be rezoned to residential if there was no retail or the Commission could consider granting a variance but the property is not unique.

Commissioner Gaian suggested focusing on the alley and come back to the Commission with recommendations.

Motion by Chair Biro, seconded by Commissioner Rodriguez, to adopt RESOLUTION NO. _____:

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), to include:

- The 9 findings in the staff report
- The 23 conditions in the staff report
- The Errata Sheet which includes Condition No. 24
- Section 5 stating that the location and custodian of documents and other materials which constitute the record of proceedings upon which this decision is based are held by the Redondo Beach City Clerk, located at City Hall, 415 Diamond Street, Redondo Beach, CA, 90277.
- Additional condition No. 25 stating that the applicant shall fund and install the following improvements, subject to the approval of the City Engineer:
 - That the entrance to the alley off of Prospect Avenue be widened to the maximum extent possible as per the approval and design specifications of the City of Redondo Beach Engineering and Public Works Divisions.
 - That the portion of Prospect Avenue directly adjacent to the alley be marked as a “Keep Clear Zone” to facilitate vehicular turning movements into and out of the alley and the adjacent driveway on the south side of the street that provide ingress and egress to the commercial center located there as per the approval and design specifications of the City of Redondo Beach Engineering and Public Works Division.
 - That the curb on Prospect Avenue directly north of the alley entrance be painted red for a length of 20’-0” to improve visibility when turning northbound off of the alley on to Prospect Avenue as per the approval and design specifications of the City of Redondo Beach Engineering and Public Works Divisions.
 - That a sign be posted in the alley stating that there is “No Parking” and “No Stopping” in the alley as per the approval and design specifications of the City of Redondo Beach Engineering and Public Works Divisions.
 - That the use of the alley for deliveries and trash removal be restricted to non-peak hours and that signage to that effect be posted in the alley as per the approval and design specifications of the City of Redondo Beach Engineering and Public Works Divisions.
 - That the public sidewalk that crosses the alley be striped so as to caution the vehicular traffic using the alley to the potential for pedestrian traffic at that the placement shall be as per the approval and design specifications of the City of Redondo Beach Engineering and Public Works Divisions.

Motion carried unanimously.

RECESS: 10:27 P.M.

Motion by Chair Biro, seconded by Commissioner Goodman, to recess at 10:27 p.m. Motion carried unanimously.

RECONVENE: 10:33 P.M.

ROLL CALL

Commissioners Present: Biro, Gaian, Goodman, Rodriguez, Sanchez, Ung
Commissioners Absent: Mitchell (recused)
Officials Present: Mike Webb, City Attorney
Aaron Jones, Community Development Director
Anita Kroeger, Associate Planner
Diane Cleary, Minutes Secretary

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

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.

Motion by Commissioner Sanchez, seconded by Commissioner Goodman, to open the Public Hearing at 10:36 p.m. Motion carried unanimously.

Commissioners Ung and Gaian affirmed that they reviewed the tapes and documents of the hearing of May 14, 2015.

City Attorney Webb gave a report and discussed the following:

- Background
 - City acts as intervenor in AES' Application for Certification (AFC)
 - AFC requests new 496 Megawatt (MW) electrical generating facility
 - City Council Resolution adopted opposing licensing of new facility
 - Moratorium on construction enacted in 2013 – expires 22 months and 15 days from January 14, 2013 – end of this year it expires
 - Moratorium creates conflict between Laws, Ordinances, Regulations and Standards (LORS) and proposed AFC
 - Zoning and Land Use Amendments must be enacted during moratorium
 - California Energy Commission (CEC) must make additional findings for AFC
- CEC Permitting Authority
 - Generally defined as:
 - New thermal electricity generating facilities of 50 megawatts or more of electric generating capacity
 - Applies to modifications of existing thermal electricity generating facilities that result in a 50 megawatt or more increase in electric generating capacity
- Coastal Commission Authority
 - General position – Electricity Generating Facilities are not subject to Coastal Commission's approval where the CEC has permitting authority
 - 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) – effective without review or certification by the Coastal Commission
- Recommended Actions:
 - Adopt Resolution 1
 - Adopt Resolution 2
 - Adopt Resolution 3
- Resolution 1 – Limited Prohibition
 - Amendments to the City's Zoning (Title 10, Chapter 2 and Title 10, Chapter 7) to prohibit the following uses:
 - New thermal Electricity Generating Facilities of 50 Megawatts or more
 - 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
 - Construction of any facility subject to the California Energy Commission's jurisdiction under Public Resources Code Section 25502.3
 - Tailored so that Coastal Commission review is not necessary

- Resolution 1 – Proposed Amendments
 - Amending the definition of “Public Utility Facility” contained in Section 10-2.402(a)(128), to clean up language in recognition of prohibition contained in Title 10, Chapter 7
 - Thereby eliminating these uses from zones which allow Public Utility Facilities
 - Adding a specific prohibition on new thermal Electricity Generating Facilities of 50 Megawatts or more (or modifications to existing thermal facilities of 50 MW or more), or otherwise subject to the CEC’s jurisdiction to Title 10, Chapter 7, Section 10-7.101
- Resolution 2 – Electricity Storage
 - Additional amendments to the City’s Zoning (Title 10, Chapter 2) to:
 - Remove off-site Electricity Storage uses and on-site commercial Electricity Storage Systems from the definition of Public Utility Facility
 - Amendments to the Harbor/Civic Center Specific Plan to more explicitly cross-reference the definitions and regulations contained in Title 10, Chapter 2
 - Avoids restricting on-site non-commercial electricity storage facilities, such as emergency power systems for hospitals, electric storage systems for residential development, and electric vehicle charging stations
- Resolution 2 – Proposed Amendments
 - Adding a definition of “Electricity Storage Facility” (Off-Site) to Section 10-2.402(a)
 - Modifying the definition “Public Utility Facility” to eliminate Electrical Storage Systems (Off-Site) and eliminating on-site commercial Electricity Storage Systems
- Resolution 3 – Local Coastal Program Modifications with Facility Limitations
 - Includes modifications to:
 - Coastal Land Use Plan (CLUP)
 - CLUP implementing Ordinance (Title 10, Chapter 5 of the Municipal Code)
 - Modifications to the Local Coastal Plan (LCP):
 - Remove off-site Electricity Storage uses and on-site commercial Electricity Storage from the definition of Public Utility Facility
 - 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
- Resolution 3 – Proposed Modifications
 - 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 Cod)
 - Same modifications to be made to the CLUP “Generating Plant” Land Use District, Policy 9

Tyson Sohagi, Sohagi Law Group, gave a report as follows:

- Environmental Analysis:
 - City adopted a Negative Declaration for its 2013 Moratorium Ordinance, the Addendum (Attachment 5) to this Negative Declaration is considered appropriate
 - Amendments are exempt from the California Environmental Quality Act (CEQA) pursuant to Statutory Exemption in Section 15265 and Categorical exemptions contained in Section 15061 (b)3) [Common Sense Exemption]
 - Planning Commission is only required to “review and consider” these CEQA documents
- Staff Recommendation
 - Open the public hearing and accept testimony
 - Close the public participation section
 - Adopt Resolution(s)
 - Recommend that the City Council act on modifications in Resolution 1 first, then subsequently on modifications in Resolutions 2 and 3

- Forward the report and Resolutions to the City Council

George Ikeda, District 1, questioned why it took 14-15 months to get to this point, and suggested it should have been taken care of a long time ago.

City Attorney Webb stated a hearing took place in January and Measure B was proposed by the land owner and supported by the Mayor and majority of City Council as a certain way to remove the power plant, with no reason to go forward with this different zoning.

Marcie Guillermo, District 1, questioned the 50 MW, and encouraged that the Planning Commission adopt the resolutions which is critical due to a conflict with the CEC.

City Attorney Webb explained that the larger power plants will have more of the negative impacts and also create a conflict with the CEC. It also doesn't prohibit applications for energy generating facilities less than 50 MW but this is a conditionally permitted use and doesn't take away the ability to apply for all electrical facilities and just creates a conflict with LORS. He believed the recommendation will address the primary concerns and he recommended this more cautious approach.

In response to Chair Biro, City Attorney Webb stated the justification for having the power plant was for once through cooling but now this no longer exists. He suggested it would be better to eliminate the larger energy generating facilities within the Energy Commission jurisdiction and no power plant will get certification unless the Energy Commission finds it is required for public necessity and convenience. This will require a conflict with LORS if the Energy Commission make the findings. He explained that the broader problem is larger power plants and if just the Coastal Zone is restricted, there will not be a conflict with LORS. He suggested banning those energy facilities that are under the Energy Commission jurisdiction that can be overridden by the Energy Commission if needed, creating a more recognized conflict with LORS.

Mr. Sohagi reviewed the response to comments C7, and stated he has not seen any arguments associated with significant environmental impacts to the existing environment in the City.

Community Development Director Aaron Jones stated there is a question of fairness and equity, noting all facilities in the City are being treated equally to allow facilities if they are truly needed, overridden and directed by the Energy Commission.

City Attorney Webb stated the previous approach would ban all electrical generating facilities in that zone. He said there may be smaller plants that land owners may want to use, and this resolution would leave room for that and only bans those where the City can be overridden by the Energy Commission.

Mark Hansen, King Harbor Boaters Advisory Panel, stated the boaters and harbor community are interested in the AES property which could add a huge amount to the culture in the harbor. He expressed concern with 9 pages of rebuttal to an 11-page letter that he couldn't find.

Eric Pendergraft, AES, noted changes made from what was presented last Thursday and tonight, and he believed things are coming out on this issue at the eleventh hour with blue folder items right before the meeting which has made it challenging for them to respond. He suggested having a redline and strikeout version from last Thursday to tonight which would also have been helpful. He said they are still in opposition and changes still have all of the deficiencies noted in their May 14 letter which have not been addressed. He questioned why energy storage is a part of this and it's clear the intention is to create a LORS inconsistency in order to try to force the CEC to issue a public convenience and necessity. He stated the prohibition against energy storage has no relevance to that part of it, and the objectives are accomplished by having the prohibition to electrical generating facilities. He said energy storage is

extremely important for the state to meet its policy goals with respect to the environment and going forward. He also said it's necessary to integrate renewables and solar wind which is clean, no water use, no emissions, and no traffic. He said the battery storage building would only be two or three stories at 32 to 50 feet in height. He also expressed concern with taking away their ability to do battery storage and all they are left with is applying for a power plant.

Motion by Commissioner Rodriguez, seconded by Goodman, to receive and file a picture presented by Mr. Pendergraft. Motion carried unanimously.

Mr. Pendergraft asked that an alternative to a power plant be considered such as a large energy storage facility.

City Attorney Webb stated staff has taken into consideration comments from Mr. Pendergraft and other members from AES. He stated that bullet point 4 states that the Commission is recommending that the City Council act on modifications contained in Resolution 1 first and not Resolution 2 and 3 until a later time. He said the only thing that AES has applied for and had made very clear is the power plant and there is no proposal in combination with that power plant that involves battery storage. He said battery storage is not a coastal dependent use and is being restricted in the coastal zone. He also encouraged that AES have a separate plan which is the battery storage but it is not a coastal dependent use and there would be better locations for it.

In response to Commissioner Goodman, City Attorney Webb stated this is the second meeting and there has not been a great outpour of public comment on this item and he didn't view it as rushed. However, there is an urgency to get to the Mayor and Council zoning being recommended because of the moratorium.

Commissioner Goodman stated wording matters and in fairness there are some slight changes. He also questioned restricting energy storage in the area or taking away their alternatives.

Chair Biro stated he would prefer energy storage over a 24-hour shipping distribution center.

City Attorney Webb clarified that the City is not taking AES' land unless they want to sell it.

Commissioner Goodman suggested recommending Resolution #1 and then consider Resolution #2 and #3.

City Attorney Webb would not recommend taking up #2 and #3 at the same time if they were considered.

Commissioner Gaian expressed concern with unintended consequences and going after the landowner to impair his ability to utilize his property.

City Attorney Webb stated there has been a conflicting message from AES as to their intent and it was staff's recommendation that battery storage in the Coastal Zone would not be the best place for it. He also said that Resolution 1 would be the most important of the three Resolutions.

Commissioner Gaian stated he only supported Resolution No. 1.

Motion by Commissioner Rodriguez, seconded by Commissioner Goodman, to close the Public Hearing at 11:30 p.m. Motion carried unanimously.

Motion by Commissioner Goodman/Sanchez to adopt:

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."

Motion carried with the following roll call vote:

AYES: Rodriguez, Gaian, Ung, Goodman, Sanchez, Biro
NOES: None
RECUSED: Mitchell

Commissioner Mitchell returned to the dais at 11:46 p.m.

NEW BUSINESS – None

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Marcie Guillermo, expressed concern with the Commission only adopting Resolution No. 1, noting this issue is about the health of the residents and AES has not played fair to the residents or proposed an alternative. She also expressed concern with accidents involved with pedestrians, asked when the General Plan will be updated, and to update the zoning at AES. She also suggested the City grow in an organized manner.

George Ikeda expressed concern with the decision made by the Commission and not taking action for the City.

Motion by Commissioner Rodriguez, seconded by Commissioner Goodman, to close the Public Participation Section on Non-Agenda Items. Motion carried unanimously.

COMMISSION ITEMS AND REFERRALS TO STAFF

Commissioner Goodman suggested putting something together showing changes in density along with traffic.

Chair Biro stated he will not be present at the next Planning Commission meeting of June 18, 2015.

ITEMS FROM STAFF

Community Development Director Aaron Jones state that the Legado project will be brought back at the next Planning Commission meeting of June 18, 2015.

COUNCIL ACTION ON PLANNING COMMISSION MATTERS

Community Development Director Aaron Jones stated the budget was introduced which is up for public review.

ADJOURNMENT: 11:58 P.M.

There being no further business to come before the Commission, Chair Biro moved, seconded by Commissioner Mitchell, to adjourn at 11:58 p.m. to 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. Motion carried unanimously.

Respectfully submitted,

Aaron Jones
Community Development Director



Administrative Report

Council Action Date: June 16, 2015

To: MAYOR AND CITY COUNCIL

From: JOE HOEFGEN, CITY MANAGER

Subject: STRATEGIC PLAN UPDATE ON SIX-MONTH OBJECTIVES

RECOMMENDATION

Receive and file the monthly updates to the six-month strategic objectives established at the Strategic Planning Retreat held on April, 2, 2015.

EXECUTIVE SUMMARY

On April 2, 2015, the City Council held a Strategic Planning Workshop to establish six-month objectives. The objectives set were adopted by the City Council at the April 21, 2015 Council Meeting. Monthly updates are provided to the Mayor and Council to enable them to monitor the City's progress. This current update is the second of the April 2, 2105 Strategic Planning session's six-month objectives. The next Strategic Planning Retreat will be held on October 14, 2015.

BACKGROUND

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

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

- Vitalize the waterfront, Artesia Corridor, Riviera Village and North Redondo Beach 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 Manager provides monthly updates to the adopted six-month objectives to enable the Mayor and City Council to monitor the City's progress on the Strategic Plan.

COORDINATION

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

FISCAL IMPACT

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

Submitted by:

Joe Hoefgen, City Manager

Attachment:

- Strategic Plan Update - Six-Month Objectives dated June 16, 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 Manager, City Attorney, PW Director, Finance Director	Develop and present to the City Council for action consideration of a resolution in support of the formation of a BID for Artesia Boulevard.			X	Staff to provide NRBBA with BID calculations prior to July 1, 2015. Resolution to be prepared upon receipt of request from NRBBA.
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.		X		
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.		X		
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.		X		
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.		X		
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.		X		
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.	X			
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.)	X			Council approved continued Intervenor activities
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).		X		Planning Commission held a public hearing on May 14, 2015 to provide recommendations to the City Council
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.	X			City Council received report on May 5, 2015 and deferred land use process decision until September 1, 2015
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.			X	On hold pending follow up report on possible Task Force formation at the Sept. 1 st , 2015 Council Meeting.
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.		X		
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.			X	Initially deferred until September 1, 2015 - now to be considered on June 16, 2015
g. At the August 4 th 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.			X	Deferred until September 1, 2015

h. Future date _____	Task Force, working with Consultants	Task Force/Consultants present findings and recommendations to the City Council.				
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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.			X	Budget Response Report to be presented on June 16, 2015

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.		X		
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.			X	Deferred to July 21, 2015 City Council Meeting

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.	X			
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.		X		
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.		X		
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.		X		
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.		X		HR and WED Director appointed June 1, 2015
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.		X		

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.	X			BRR completed on June 2, 2015
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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.	X			
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.		X		

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.	X			
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.	X			

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).		X		Budget Response Report to be presented on June 16, 2015
4. At the May 5, 2015 City Council Meeting	CS Director working with City Attorney	Present to the City Council for direction a report on whether and how to negotiate with Car2Go for continuing service in Redondo Beach beyond June 6, 2015.	X			Car2Go decided to suspend their service to Redondo Beach residents until further notice on Sunday, May 31, 2015

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.	X			Ordinance presented at the June 2, 2015 council Meeting
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.	X			
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.		X		Ordinance to be presented for second reading at the June 16, 2015 council meeting.
4. By July 1, 2015	Police Chief, working with the ACM	Provide training and fully implement the jail surveillance video camera system.		X		Human Resources Department is working with employee association groups to get concurrence on the associated APP.
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.		X		
6. By September 1, 2015	PW Director and Police Chief	Develop plans and specifications for security fencing around the police station.		X		
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.	X			A Budget Response Report that provides a sworn staffing update presented to City Council on June 2, 2015.
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.			X	On hold pending decisions by Northrop Grumman on construction plans at their facility that may impact the Police Department's use of an identified City parcel.

BRAINSTORMED STRATEGIES TO ADDRESS IN THE NEXT 6 MONTHS:

No suggestions

9. At the May 5, 2015 City Council Meeting	City Attorney working with the City Manager and Police Chief	Provide a report on a potential change to the Municipal Code to allow for extended hours of parking meter enforcement.			X	Work not completed as City Council designate did not provide follow up information
--	---	---	--	--	---	--



Administrative Report

Planning Commission Hearing Date:

July 16, 2015

AGENDA ITEM: 8 (PUBLIC HEARING)

PROJECT LOCATION: 537 S. GERTRUDA AVENUE

APPLICATION TYPE: LOT LINE ADJUSTMENT AND AN EXEMPTION DECLARATION

CASE NUMBER: 2015-07-PC-009

APPLICANT'S NAME: LORI AND RICHARD KAMRATH

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of an Exemption Declaration and Lot Line Adjustment to realign the property lines of two adjacent lots located within a Single-Family Residential (R-1) zone.

DEPARTMENT'S RECOMMENDATION:

The Planning Division recommends that the Planning Commission make the findings as set forth in the staff report and attached resolution, approve the Lot Line Adjustment and adopt the Exemption Declaration subject to the plans and applications submitted.

BACKGROUND/EXISTING CONDITIONS:

The subject property consists of an existing site with two underlying parcels totaling 10,370 square feet in area. Prior to the Subdivision Map Act, it was common practice to deed a portion of property to an abutting property. The subject property is an example of two side by side portions of lots that make up the site. The two underlying parcels have lot frontages of approximately 21.16 feet and 60.00 feet along S. Gertruda Avenue. The site is currently developed with a single family residence built in 1942.

This block is part of the City's Townsite of Redondo Beach tract which is the historic tract subdivision was founded on in 1889. This tract is unique for its winding streets, front property line curvature and irregular lot shapes.

DETAILED DESCRIPTION OF REQUEST:

The request involves relocating the property line between the two underlying parcels approximately 20 feet to the south. The lot line adjustment will result in lot frontages

widths of 40.58 feet for both parcels and will maintain average lot depths over 100 feet in depth. The adjustment to the property line will result in parcel sizes and shapes that are consistent with other properties in the neighborhood and consistent with the City's zoning ordinance.

EVALUATION OF REQUEST:

Pursuant to Section 10-1.1101 of the Redondo Beach Municipal Code the adjustment of property lines may be permitted when such change can be shown to be in the best interest of the public health, safety and welfare and when such adjustment will result in boundary lines, which allows properties to be developed according to the property standards for that zone.

In order for the adjusted parcels to be conforming under the zoning ordinance, the parcels must comply with the lot standards set forth in the zoning ordinance. These standards are as follows 1) parcel dimensions and area shall be consistent with the neighborhood; 2) have a minimum lot depth of 100 feet, and 3) have 40 foot lot widths where the prevailing lot width is 40 feet.

Based on staff's analysis, the average lot area for this block is between 4,400 square feet to 4,800 square feet. The lot line adjustment proposal as shown in Exhibit A would move the property line approximately 19.43 feet to the south and would increase the size of Parcel A from 2,573 square feet to 5,044 square feet, and adjust the size of Parcel B from 7,797 square feet to 5,325 square feet. The resulting lot square footages exceeding 5,000 square feet are consistent with other parcels in the neighborhood.

With respect to the proposed lot depth, Parcel A will have a 122.59 foot lot depth and Parcel B a 101.60 foot average lot depth which meets the minimum 100 foot lot depth. Lot depth varies considerably between the parcels due to the unique lot shapes and front property line curvature, but meet the minimum 100 foot lot depth criteria.

Currently, one parcel has 60 feet of lot frontage while the other has just over 20 feet of frontage along Gertruda Avenue. The proposed lot line adjustment will result in revised lot widths of 40.58 feet for both parcels which is consistent with other parcels within this block.

Both parcels will continue to have public street access. The proposed lot widths and depths are consistent with the prevailing neighborhood lot patterns. Both parcels will exceed 5,000 square feet in size.

This request brings the two properties into improved conformance with the municipal code. The adjustments are designed to have the least amount of impact to all properties involved. Factors taken into consideration were maintaining functional parcel shape, size and orientation to be properly developed under the zoning code. All adjustments

occur to interior property lines shared between properties and no alterations occur to front property lines or street accessibility. Each of the adjusted lots is fully capable of accommodating a single-family residence consistent with all development of the R-1 zone.

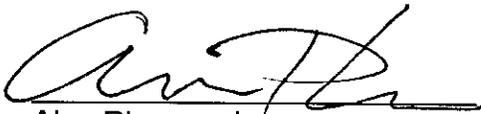
ENVIRONMENTAL STATUS:

The proposed Lot Line Adjustment is Categorically Exempt from further environmental analysis, pursuant to Section 15315 of the Guidelines to the California Environmental Quality Act (CEQA).

FINDINGS:

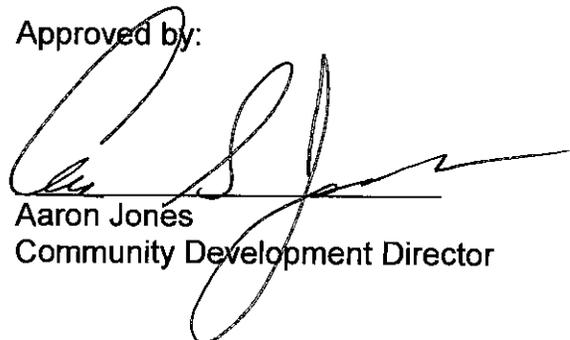
1. That the proposed lot line adjustment conforms to the City of Redondo Beach zoning, building and engineering ordinances and is consistent with the Comprehensive General Plan.
2. The Planning Commission hereby finds that the lot line adjustment is in the best interest of the public health, safety, and welfare since the adjustment will result in new boundary lines which provide code-conforming parcels consistent with all property development standards, and consistent with prevailing neighborhood lot size and shape.
3. The project is Categorically Exempt from the preparation of environmental documents, pursuant to Section 15315 of the Guidelines of the California Environmental Quality Act (CEQA).
4. 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.

Prepared by:



Alex Plascencia
Associate Planner

Approved by:



Aaron Jones
Community Development Director



CITY OF REDONDO BEACH

EXEMPTION DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

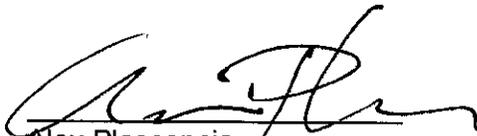
DATE: July 16, 2015

PROJECT ADDRESS: 537 S. Gertruda Avenue

PROPOSED PROJECT: Consideration of an Exemption Declaration, and Lot Line Adjustment to adjust the property line between two properties, on properties located within a Single-Family Residential (R-1) zone.

In accordance with Chapter 3, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced project is Categorically Exempt from the preparation of environmental review documents pursuant to:

Section 15315 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), which states, in part, that the division of property in urbanized areas zoned for residential, commercial or industrial use into four or fewer parcels when division is in conformance with the General Plan and zoning; no variances or exceptions are required; all services and access are provided; does not have an impact on the environment. This finding is supported by the fact that the proposed lot line adjustment between the two parcels will not result in new parcels, and comply with the General Plan and zoning ordinance.


Alex Plascencia
Associate Planner

RESOLUTION NO. 2015-07-PCR-0XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN EXEMPTION DECLARATION AND GRANTING THE REQUEST FOR A LOT LINE ADJUSTMENT TO REALIGN THE PROPERTY LINE BETWEEN TWO ADJACENT PROPERTIES LOCATED WITHIN A SINGLE-FAMILY RESIDENTIAL (R-1) ZONE AT 537 S. GERTRUDA AVENUE

WHEREAS, an application was filed on behalf of the owners of property located at 537 S. Gertruda Avenue for approval of an Exemption Declaration and consideration of a Lot Line Adjustment on properties located within a Single-Family Residential (R-1) zone; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and application 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 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 16th day of July, 2015, with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. That the proposed lot line adjustment conforms to the City of Redondo Beach zoning, building and engineering ordinances and is consistent with the Comprehensive General Plan.
2. That the lot line adjustment is in the best interest of the public health, safety, and welfare since the adjustment will result in new boundary lines which provide code-conforming parcels consistent with all property development standards, and consistent with prevailing neighborhood lot size and shape.
3. The project is Categorically Exempt from the preparation of environmental documents, pursuant to Section 15315 of the Guidelines of the California Environmental Quality Act (CEQA).
4. 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.

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 Exemption Declaration and Lot Line Adjustment pursuant to the plans and application considered by the Planning Commission at its meeting of the 16th day of July, 2015.

Section 2. That the approved Lot Line Adjustment shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 3. 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 16th day of July, 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. 2015-07-PCR-0xx 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 16th day of July, 2015, by the following roll call vote:

AYES:

NOES:

ABSENT:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

Alex Plascencia

From: Vicki Goldbach [REDACTED]
Sent: Wednesday, July 08, 2015 3:51 PM
To: Alex Plascencia
Subject: South Gertruda density -



Hello

We are very, very concerned about your plan to allow a variance in dividing a lot (Gladys Kamraths lot) into 2 homes which will be discussed at mtg next week apparently.

As a neighbor to the south but on the east side at 544 So. Gertruda Ave Redondo Beach CA 90277 We already have massive overcrowding on this block due to such small width lots and parking is an issue on 90% of his block because of it. Why on earth they ever allowed 40 foot wide lots here on our particular block either shallow squished lots (and nowhere else around us) is beyond me.

Other lots on most other blocks in this entire area around us of hilled section up to Alta vista school are mainly 50' plus wide.

Especially because many of our lots on this ONE particular block are shallow and are not deep as compared to Helberta, Irena, Juanita, and even the 400 and 600 blocks of Gertruda ect....

Our lots should have been 50' wide also.

Please, PLEASE do not add to this poor planning error by allowing two homes on one lot on our already high density block.

Please compare the number Of homes here versus on other blocks surrounding us!
It's very apparent on the city map plan that shows lots.

Sincerely concerned,
Eric and Vicki Goldbach
544 So. Gertruda Ave
Redondo Beach

Sent from my iPhone

CITY OF REDONDO BEACH
PLANNING DIVISION

RECEIVED BY: AF
DATE RECEIVED: 6/15/15

APPLICATION FOR LOT LINE ADJUSTMENT

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 Lot Line adjustments(s) on the property described below.

PART I - GENERAL INFORMATION

A		APPLICANT INFORMATION	
STREET ADDRESS OF PROPERTY: 537 S. GERTRUDA AVE			
EXACT LEGAL DESCRIPTION OF THE PROPERTY: PORTION LOT: 5,6,13+14 BLOCK: 132 TRACT: TWN. REDONDO			ZONING: R-1
RECORDED OWNER'S NAME: LORI AND RICHARD KAMRATH		AUTHORIZED AGENT'S NAME: IWS SURVEYING	
MAILING ADDRESS: 1317 BEECH AVE Torrance, CA. 90501 TELEPHONE: 310 7792085		MAILING ADDRESS: 2556 VIA TEJON P.V.E. 90274 TELEPHONE: 310 791 0904	
B			
SHOWINGS: It shall be shown that the following circumstances are found to apply: Give full and complete answers			
1. Indicate the present use of the property and buildings thereon (if any) and the expectable future use of the parcel or parcels which would be altered by the proposed Lot Line Adjustment: THIS PROPERTY CONTAINS ONE OLDER SINGLE FAMILY RESIDENCE WHICH STRADDLES THE LINE BETWEEN THE TWO LARGER PARCELS THAT MAKE UP THIS SITE. IT IS EXPECTED TO DEMOLISH THE EXISTING HOUSE AND CONSTRUCT TWO HOME AFTER THE LOT LINE IS ADJUSTED.			
2. Indicate how the proposed adjusted parcel or parcels will front on, or have adequate access to a			

CID 6/15/15

20151405

public street (not alley) of adequate width to carry the quantity and kind of traffic generated by the uses allowed in the land use district in which they are located:

BOTH ADJUSTED PARCELS WILL HAVE THE REQUIRED 40 FEET OF FRONTAGE ON GERTRUDA AVE. THE TWO PARCELS WILL GENERATE THE USUAL AND EXPECTED AMOUNT OF VEHICULAR TRAFFIC FROM R-1 USES.

3. Indicate how the proposed Lot Line Adjustment 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:

AFTER ADJUSTMENT THESE TWO PARCELS WILL BE COMPATIBLE IN SIZE AND ORIENTATION WITH THE OTHER PARCELS IN THE NEIGHBORHOOD.

4. Indicate how the revision of the proposed parcel(s) would be in conformance with the intent and

OWNER'S AFFIDAVIT

Project address: 537 S. GERTRUDA AVE

Project description: LOT LINE ADJUSTMENT

I (We) Richard and Lori Kamrath, 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): [Signature]
Lori Roscoe Kamrath

Address: 1317 Beech Ave
TORRENCE, CA 90501

Phone No. (Res.) 310 993-7000
(Bus.) _____

Subscribed and sworn to (or affirmed) before me this 8th day of June, 2015

by _____, proved to me on the basis of satisfactory

evidence to be the person(s) who appeared before me.

see attached certificate

FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss

Seal

California Jurat Certificate

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

} s.s.

Subscribed and sworn to (or affirmed) before me on this 8th day of June,
Month

20 15, by Richard Paul Kamrath _____ and
Name of Signer (1)

Lori Rossick Kamrath _____, proved to me on the basis of
Name of Signer (2)

satisfactory evidence to be the person(s) who appeared before me.

Signature of Notary Public



For other required information (Notary Name, Commission No., etc.)

Seal

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this jurat to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The certificate is attached to a document titled/for the purpose of

Owner's Affidavit
(Re: 537 S. Gertruda Ave)

containing 1 pages, and dated no date
June 8th, 2015

Additional Information

Method of Affiant Identification

Proved to me on the basis of satisfactory evidence:
 form(s) of identification credible witness(es)

Notarial event is detailed in notary journal on:

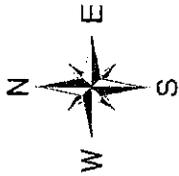
Page # _____ Entry # _____

Notary contact: _____

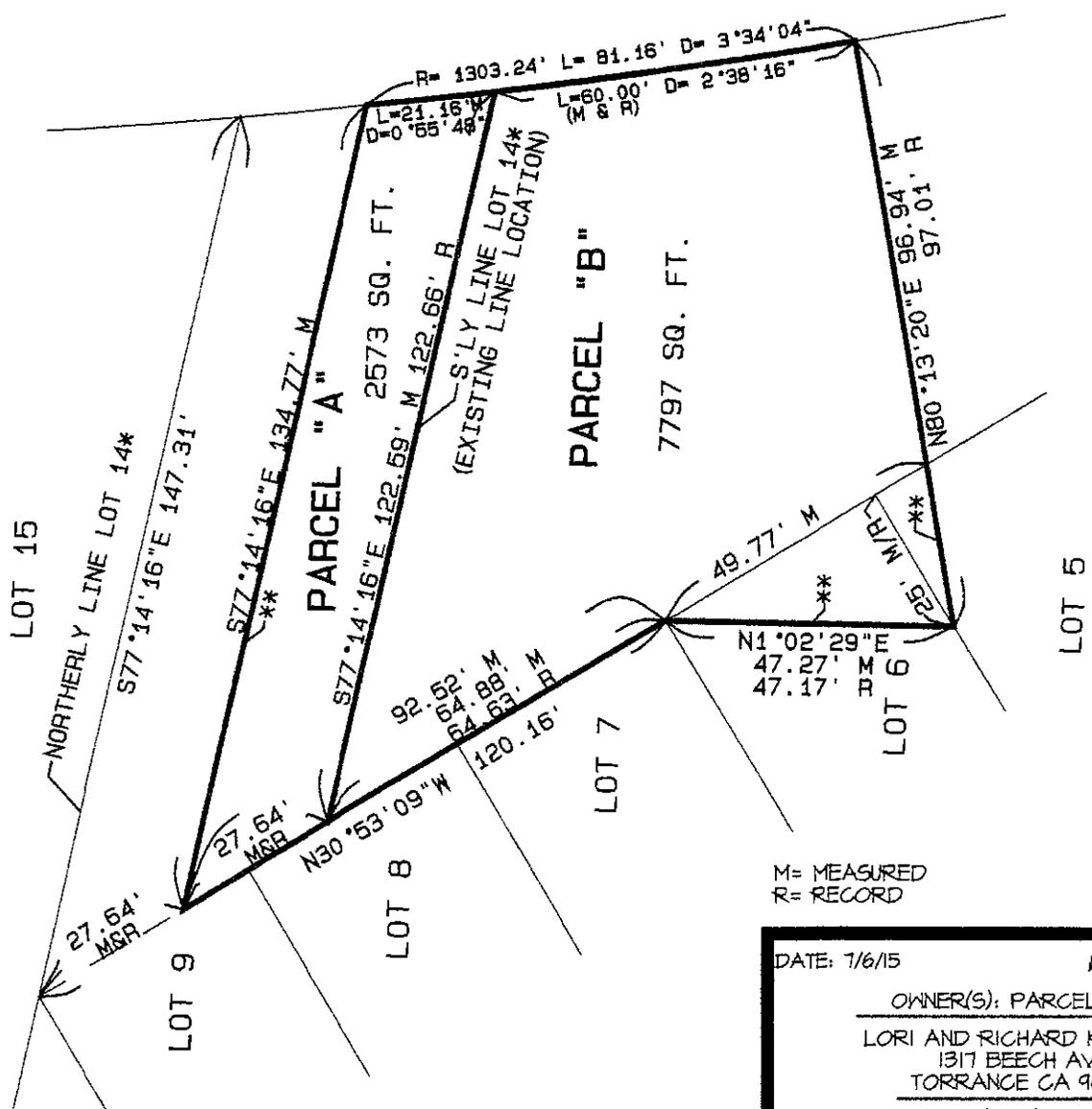
Other

Affiant(s) Thumbprint(s) Describe: _____

EXHIBIT 'A' (SHEET 1 OF 2)
EXISTING PARCELS A&B



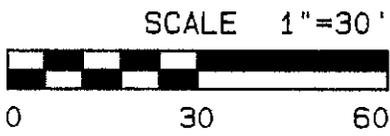
S GERTRUDA AVENUE 30'
SAPPHIRE



FIELD MEASUREMENTS AND RECORD DATA SHOWN
* BLK 132 TOWNSITE OF REDONDO BEACH, M.R. 34-1-17
** DEED LINE PER INSTR REC'D 2/2/1956 IN BK 50210, P. 447, O.R.

M= MEASURED
R= RECORD

TOTAL AREA: PARCELS A&B
10,370 S.F.



LEGAL:
PORTION OF LOTS 5, 6, 13 & 14
BLK 132, TOWNSITE OF REDONDO
BEACH, M.R. 34-1

DATE: 7/6/15 SHEET 1 OF 2
OWNER(S): PARCELS A&B
LORI AND RICHARD KAMRATH
1317 BEECH AVE.
TORRANCE CA 90501
JOB: KAMRATH 15-058

THIS MAP PREPARED BY:



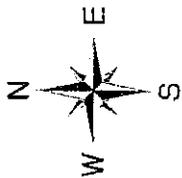
Bruce Bornemann 7/7/15
BRUCE BORNEMANN RCE 28456 DATE

PREPARED BY:
I/W/S SURVEYING
2556 VIA TEJON
PALOS VERDES ESTATES
CALIFORNIA 90274
PHONE: 310.791.0904
FAX: 310.791.0914
BHB@IWSURVEYING.COM

LOT LINE ADJUSTMENT SKETCH

537 S. GERTRUDA AVE
REDONDO BEACH CA 90277

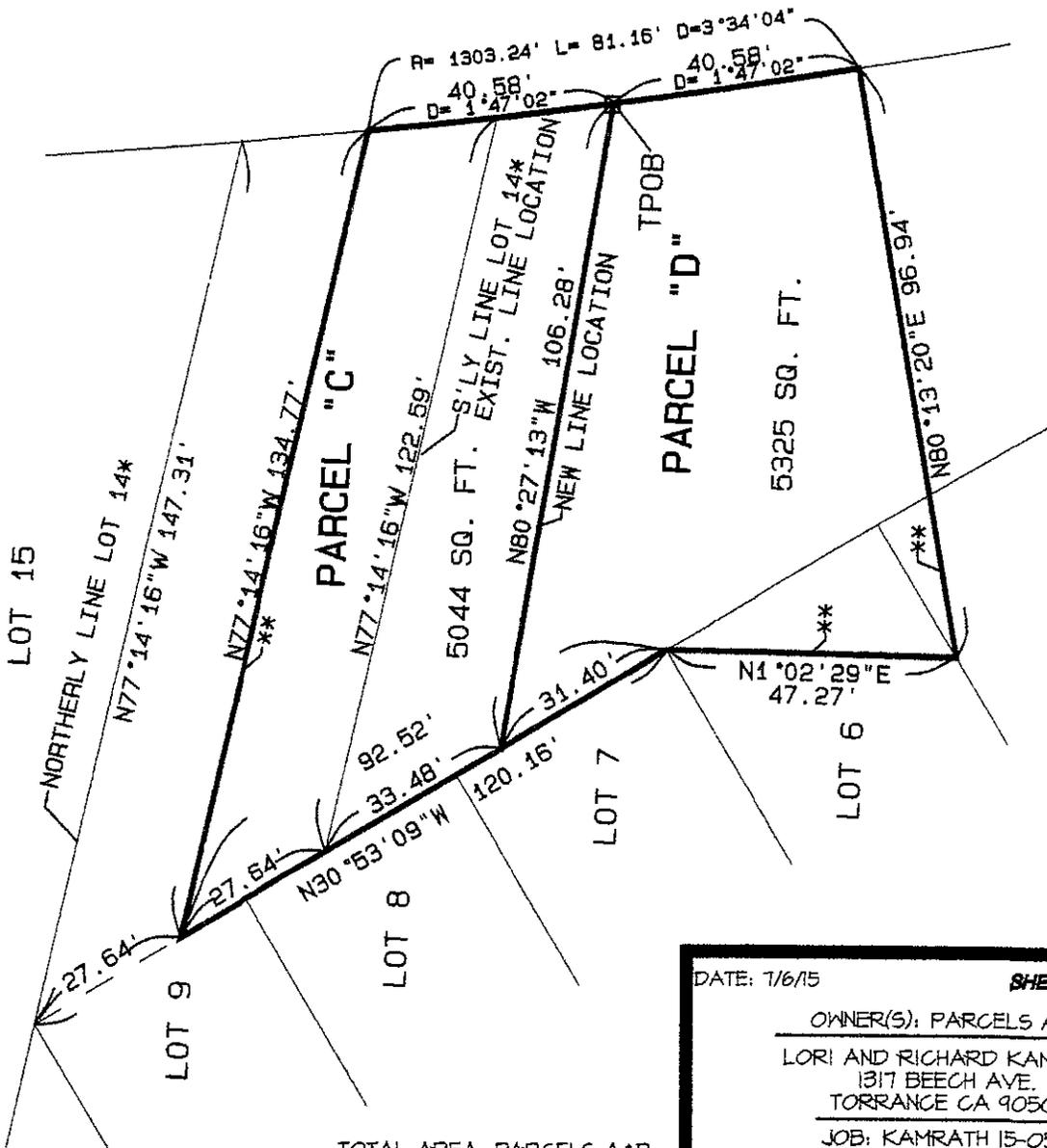
EXHIBIT "A" (SHEET 2 OF 2)
PROPOSED PARCELS C&D



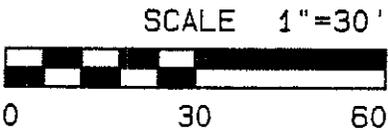
S GERTRUDA AVENUE

30' 30'

SAPPHIRE



TOTAL AREA: PARCELS A&B
10,369 S.F.



LEGAL:
PORTION OF LOTS 5, 6, 13&14,
BLK 132, TOWNSITE OF REDONDO
BEACH, M.R. 34-1

FIELD MEASUREMENTS SHOWN
* BLK 132 TOWNSITE OF REDONDO BEACH, M.R. 34-1-17
** DEED LINE PER INSTR REC'D 2/2/1956 IN BK 50210, P. 447, O.R.

DATE: 7/6/15 SHEET 2 OF 2

OWNER(S): PARCELS A&B
LORI AND RICHARD KAMRATH
1317 BEECH AVE.
TORRANCE CA 90501
JOB: KAMRATH 15-058

THIS MAP PREPARED BY:



Bruce Bornemann 7/6/15
BRUCE BORNEMANN RCE 28456 DATE

PREPARED BY:
I/WS SURVEYING
2556 VIA TELON
PALOS VERDES ESTATES
CALIFORNIA 90274
PHONE: 310.791.0904
FAX: 310.791.0914
BHB@IWSURVEYING.COM

LOT LINE ADJUSTMENT SKETCH

537 S. GERTRUDA AVE
REDONDO BEACH CA 90277

EXHIBIT "B" (PAGE 1 OF 2)

EXISTING LEGAL DESCRIPTIONS FOR LOT LINE ADJUSTMENT

537 SOUTH GERTRUDA AVENUE, REDONDO BEACH, CA. 90277

EXISTING PARCEL "A"

THE SOUTHWESTERLY 20 FEET OF LOT 14, BLOCK 132, TOWNSITE OF REDONDO BEACH, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 39, PAGE 1 ET. SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY.

EXISTING PARCEL "B"

THOSE PORTIONS OF LOTS 5, 6, AND 13, BLOCK 132, TOWNSITE OF REDONDO BEACH, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 39, PAGE 1 ET. SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED BOUNDARY LINES:

BEGINNING AT A POINT IN THE SOUTHEASTERLY LINE OF LOT 6, WHICH POINT LIES 25 FEET SOUTHWESTERLY FROM THE MOST EASTERLY CORNER OF SAID LOT 6; THENCE NORTHERLY IN A DIRECT LINE 47.17 FEET, MORE OR LESS, TO THE MOST NORTHERLY CORNER OF SAID LOT 6; THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LINE OF SAID LOT 13, 64.63 FEET TO THE NORTHWEST CORNER OF SAID LOT 13; THENCE SOUTHEASTERLY ALONG THE NORTHERLY LINE OF SAID LINE OF SAID LOT 13, 122.66 FEET TO SOUTH GERTRUDA AVENUE, 60 FEET WIDE; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SOUTH GERTRUDA AVENUE, WITH SAID WESTERLY LINE BEING A CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1303.24 FEET AND A CENTRAL ANGLE OF 02°38' 16", A LENGTH OF 60 FEET; THENCE WESTERLY IN A DIRECT LINE, 97.01 FEET MORE OR LESS TO THE POINT OF BEGINNING.

NOTE:

THESE LEGAL DESCRIPTIONS SHOWN ON PAGE 1 AND 2 OF THIS EXHIBIT "B" SHALL NOT BE USED BY ANY PERSON FOR THE DIVISION AND/OR CONVEYANCE OF SAID LAND IN VIOLATION OF THE SUBDIVISION MAP ACT OF THE STATE OF CALIFORNIA.

Bruce Bornemann 7/7/15

BRUCE BORNEMANN, R.C.E. 28456

DATE

CITY ENGINEER, CITY OF REDONDO BEACH

DATE

WISAM ALTLOWAJI, R.C.E. 44413



EXHIBIT "B" (PAGE 2 OF 2)

NEW LEGAL DESCRIPTIONS FOR LOT LINE ADJUSTMENT

537 SOUTH GERTRUDA AVENUE, REDONDO BEACH, CA. 90277

PROPOSED PARCEL "C"

BEING A PORTION OF LOTS 13 AND 14, BLOCK 132, TOWNSITE OF REDONDO BEACH, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 39, PAGE 1 ET. SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT IN THE WESTERLY SIDELINE OF SOUTH GERTRUDA AVENUE, 60 FEET WIDE, AS SHOWN ON SAID TOWNSITE OF REDONDO BEACH, WITH SAID POINT ALSO BEING ON THE NORTHEASTERLY LINE OF THE SOUTHWESTERLY 20 FEET OF SAID LOT 14; THENCE SOUTHERLY ALONG SAID WESTERLY LINE OF SOUTH GERTRUDA AVENUE BEING A CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1303.24 FEET AND A CENTRAL ANGLE OF 01°47' 02" WITH A LENGTH OF 40.58 FEET; THENCE NORTH 80° 27' 13" WEST 106.28 FEET TO A POINT IN THE NORTHEASTERLY LINE OF LOT 7 OF SAID BLOCK 132; THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY LINES OF LOT 7, 8, AND 9 OF SAID BLOCK 132 A DISTANCE OF 61.12 FEET TO A POINT OF INTERSECTION WITH THE NORTHEASTERLY LINE OF THE SOUTHWESTERLY 20 FEET OF SAID LOT 14; THENCE EASTERLY ALONG SAID NORTHEASTERLY LINE 134.77 FEET TO THE POINT OF BEGINNING.

PROPOSED PARCEL "D"

BEING A PORTION OF LOTS 5, 6, AND 13, BLOCK 132, TOWNSITE OF REDONDO BEACH, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 39, PAGE 1 ET. SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT IN THE WESTERLY SIDELINE OF SOUTH GERTRUDA AVENUE, 60 FEET WIDE, AS SHOWN ON SAID TOWNSITE OF REDONDO BEACH, WITH SAID POINT ALSO BEING ON THE NORTHEASTERLY LINE OF THE SOUTHWESTERLY 20 FEET OF SAID LOT 14; THENCE SOUTHERLY ALONG SAID WESTERLY LINE OF SOUTH GERTRUDA AVENUE ALONG SAME SAID CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1303.24 FEET AND A CENTRAL ANGLE OF 01°47' 02" WITH A LENGTH OF 40.58 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTHERLY ALONG SAME SAID WESTERLY LINE BEING A CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1303.24 FEET AND A CENTRAL ANGLE OF 01°47' 02" A LENGTH OF 40.58 FEET PLUS OR MINUS TO A POINT IN SAID WESTERLY LINE THAT LIES 60 FEET OF ARC LENGTH SOUTHERLY OF THE NORTHEAST CORNER OF SAID LOT 13; THENCE SOUTH 80° 13' 20" WEST 96.94 FEET MORE OR LESS TO A POINT IN THE SOUTHEASTERLY LINE OF SAID LOT 6 WITH SAID POINT BEING 25 FEET FROM THE MOST EASTERLY CORNER OF SAID LOT 6; THENCE N 01° 02' 29" E IN A DIRECT LINE TO THE MOST NORTHERLY CORNER OF SAID LOT 6, 47.27 FEET, MORE OR LESS; THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY LINE OF LOT 7, BLOCK 132 A DISTANCE OF 31.40 FEET; THENCE SOUTH 80° 27' 13" EAST 106.28 FEET, MORE OR LESS TO THE TRUE POINT OF BEGINNING.





Administrative Report

Planning Commission Hearing Date:

July 16, 2015

AGENDA ITEM: 9 (PUBLIC HEARING)

PROJECT LOCATION: 2516, 2518 AND 2520 NELSON AVENUE

APPLICATION TYPE: LOT LINE ADJUSTMENT, EXEMPTION DECLARATIONS, ADMINISTRATIVE DESIGN REVIEWS, AND VESTING TENTATIVE PARCEL MAP NUMBERS 73555, 73556, AND 73557

CASE NUMBER: 2015-07-PC-010

APPLICANT'S NAME: E&S PRIME BUILDERS, INC.

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of a Lot Line Adjustment to realign the property lines of three adjacent lots to the original 50-foot widths and Planning Commission consideration of Exemption Declarations, Administrative Design Reviews, and Vesting Tentative Parcel Map Numbers 73555, 73556, and 73557 to allow the construction of three 3-unit residential condominium developments on properties located within a Low-Density Multiple-Family Residential (R-3) zone.

DEPARTMENT'S RECOMMENDATION:

The Planning Division recommends that the Planning Commission make the findings as set forth in the staff report and attached resolution, and grant the request for a Lot Line Adjustment, Exemption Declarations, Administrative Design Reviews, and Vesting Tentative Parcel Map Numbers 73555, 73556, and 73557 with the stated conditions.

BACKGROUND/DETAILED DESCRIPTION OF REQUEST:

The subject adjoining lots are currently configured with lot sizes that do not conform to the original nor typical standards of the R-3 zone. At some time in the past, 5-feet of 2516 Nelson Avenue and 5-feet of 2520 Nelson Avenue were conveyed to 2518 Nelson Avenue, leaving the lot widths at 45-feet for the prior two properties and 60-feet for the latter property. The applicant proposes to restore the three lots to their original conforming lot sizes, and construct 3-unit residential condominium developments on each now conforming lot.

The applicant initially submitted three Administrative Design Review applications for the condominium developments located at 2516, 2518 and 2520 Nelson Avenue with Vesting Tentative Parcel Maps exhibiting parcels that restored the individual lots to their original sizes of 7,500 square feet. Notices of Pending Decision were mailed to neighbors within a 100-foot radius of the subject properties, as required by Section 10-2.2500 of the Zoning Ordinance. In response to the notices, a letter was received from adjoining property owners raising concerns. Specifically, the property owners stated that the increased density would result in losses of view, privacy, street parking, and natural light, as well as increases in neighborhood traffic and noise.

In order to best address the neighbors' concerns, the signees of the letter were invited to attend a meeting held by the Community Development Director and planning staff. The neighbors provided a list of suggestions to staff for the project developer to consider revising the plans for 2520 Nelson Avenue as submitted. They proposed that the developer construct a green wall on the building wall facing their property, lower the overall height, reconfigure the placement of windows to maximize their privacy, lower the finished floor of the building by 6-inches in the rear, and replace their two existing side property line walls on the west side of their property with a single boundary wall between the lots. Staff consulted with the developer, who was agreeable to lower the height of the development located at 2520 Nelson Avenue, immediately to the west of the neighbors' properties, by 1-foot. The developer considered the other proposed changes to be infeasible or not in the best interest of the project.

An additional comment was received from a neighbor located down the street from the subject properties, expressing concern that the developments would lead to increased parking congestion on Nelson Avenue. Staff contacted this neighbor to advise them that the projects meet the parking requirements for developments of this type, and that they would be further reviewed at an upcoming Planning Commission meeting.

After further review with the City's Engineering Division, it has since been determined that a formal Lot Line Adjustment is necessary, which requires the approval of the Planning Commission. In order to expedite the review process for the proposed three 3-unit condominium developments, out of convenience for all parties involved, the Community Development Director has referred the project design reviews to the Planning Commission rather than process them administratively.

The following information summarizes the development layout and design for the three proposed 3-unit condominium projects.

<u>Zone:</u>	R-3
<u>Lot Sizes (after lot line adjustment):</u>	Approximately 50' x 150', with a total land area of 7,500 square feet per lot
<u>Number/Type of Units per Lot:</u>	Three attached residential condominium units

<u>Number of Stories:</u>	2, on grade
<u>Height:</u>	
2516 Nelson Ave:	30-feet
2518 Nelson Ave:	29-feet, 10-inches
2520 Nelson Ave:	28-feet, 6-inches (revised/lowered by 1-foot)
<u>Topography:</u>	The lots slope downward from the front to the rear with a slope of approximately 2%
<u>Parking:</u>	2 enclosed spaces per unit and 1 guest parking space per lot
<u>Setbacks, Turning Radius, Projections Meet Code?</u>	Yes
<u>Living Space in Square Feet:</u>	
Unit 1 (on each lot):	1,992 square feet
Unit 2 (on each lot):	1,925 square feet
Unit 3 (on each lot):	1,903 square feet
<u>First Floor Rooms:</u>	
Unit 1 (on each lot):	Entry, 2 bedrooms, 1 bathroom, laundry area, garage
Unit 2 (on each lot):	Entry, 2 bedrooms, 1 bathroom, laundry area, garage
Unit 3 (on each lot):	Entry, 2 bedrooms, 1 bathroom, laundry area, garage
<u>Second Floor Rooms:</u>	
Unit 1 (on each lot):	Living room, dining room, kitchen, 2 bedrooms, and 2 bathrooms
Unit 2 (on each lot):	Living room, dining room, kitchen, 2 bedrooms, and 2 bathrooms
Unit 3 (on each lot):	Living room, dining room, kitchen, 2 bedrooms, and 2 bathrooms
<u>Outdoor Living Space:</u>	
Unit 1 (on each lot):	Deck off living room
Unit 2 (on each lot):	Deck off living room
Unit 3 (on each lot):	Deck off living room and rear yard
<u>Storage Space:</u>	
Unit 1:	Storage in garage and under stairs
Unit 2:	Storage in garage and under stairs
Unit 3:	Storage in garage and under stairs
<u>Architectural Style:</u>	Modern
<u>Exterior Materials:</u>	Stucco

Roofing Materials:

Flat Cap Sheet

EVALUATION OF REQUEST:

Lot Line Adjustment

Section 10-1.1101 of the City's Zoning Ordinance (Subdivision section) permits the Planning Commission to grant lot line adjustments in those instances where it can be shown that such change will clearly be in the best interest of the public health, safety, and welfare and when such adjustment will result in new boundary lines that provide code-conforming parcels consistent with all property development standards and where a greater number of parcels is not created. The application will not create new parcels.

The purpose of lot line adjustments is to facilitate and streamline review of minor alterations of property lines that are consistent with the General Plan, Zoning Code, Uniform Building Code and engineering requirements.

The lot line adjustment application request will restore the original lot configuration of the three subject properties. Such an adjustment will be in the best interest of the community safety and welfare by allowing for development consistent with the neighborhood.

Design Review

In response to the Notice of Pending Decision dated May 20, 2015, a letter was received from the property owners of a 3-unit condominium located down the street from the subject property, raising a concern that their property values would be lowered by this development. Specifically, the property owners stated concerns over losses in view, privacy, street parking, and natural light, as well as increases in neighborhood traffic, and noise resulting from increased density.

The subject properties and neighboring property are located in an R-3 zone, where multi-family developments are permitted as long as they meet the applicable development standards. Regarding the neighbors' concerns over loss in view, the City does not have a view protection ordinance that restricts an owner's right to impact a private view. As for the concerns over losses in privacy and natural light, the developments comply with the maximum building height of 30-feet, and are not subject to any other restrictions regarding the obstruction of natural light to adjacent properties or the lessening of their privacy.

The proposed 3-unit condominium developments meet the off-street parking requirements established in the Zoning Code. As designed, each unit has a full-size two-car garage with overhead storage and a larger than typical garage door opening. Additionally, there is one full-size guest parking space onsite for each lot. Typically, inadequate parking occurs to a large extent in areas where there are older buildings that were developed at higher densities under previous parking standards of less than

the 2.3 parking spaces per unit required by the current code. Given the City's average household size of 2.31 persons per unit and the fact that not all residents will be of driving age, the parking provided is adequate.

As for the concern over increased traffic around the neighborhood, these developments are typical of other 3-unit condominiums throughout the city, comply with the requirements and intent of both the Zoning Ordinance and General Plan, and are not subject to additional standards. Similarly, the noise potential of these residential developments is typical of other developments of this density in Redondo Beach, and the projects are permissible under all development codes.

The proposed projects meet all of the development standards and are typical of other projects approved throughout the city, including the neighboring sites. Exemption Declarations stating that the projects do not require additional environmental review have been prepared.

The proposed design of each of the projects is a California contemporary adaptation of modernist architecture, using a combination of materials such as wood siding and stucco, and having flat roofs with parapet walls. The overall designs are in keeping with typical architecture throughout the neighborhood and the rest of the city. The massing and scale are consistent with the Residential Design Guidelines, and the exterior materials and architectural details are stylistically consistent. The designs of the three project sites complement each other, but will vary enough in color and detail to create an aesthetically pleasing appearance from the street. A condition of approval has been added to this staff report and the attached resolution to that effect.

ENVIRONMENTAL STATUS:

The proposed Lot Line Adjustment and each project is Categorically Exempt from further environmental analysis, pursuant to Sections 15315 and 15332 of the Guidelines to the California Environmental Quality Act (CEQA).

FINDINGS FOR LOT LINE ADJUSTMENT AND ADMINISTRATIVE DESIGN REVIEW FOR THREE 3-UNIT CONDOMINIUM PROJECTS:

1. That the proposed lot line adjustment conforms to the City of Redondo Beach zoning, building, and engineering ordinances and is also consistent with the Comprehensive General Plan.
2. The Planning Commission hereby finds and determines that the proposed projects will not have a significant effect on the environment.
3. The Lot Line Adjustment is Categorically Exempt from the preparation of environmental documents, pursuant to Section 15315 (Minor Subdivisions) of the Guidelines of the California Environmental Quality Act (CEQA). The projects are Categorically Exempt from the preparation of environmental documents,

pursuant to Section 15332 (Infill Development) of the Guidelines of the California Environmental Quality Act (CEQA).

4. The Planning Commission hereby finds that the proposed projects will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.
5. In accordance with Section 10-2.2500(b) of the Redondo Beach Municipal Code, the applicant's requests for Administrative Design Reviews are consistent with the City's General Plan, the Zoning Ordinance, specific development standards and design criteria set forth therein for the following reasons:
 - a) The proposed use is permitted in the land use district in which the sites are located, and the sites are adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features, and the projects are consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, with the existing predominant land and uses in the neighborhood;
 - b) The projects are consistent with the Comprehensive General Plan of the City;
 - c) The location and design of the projects do not significantly impact surrounding properties or harmfully impact the public health, safety and general welfare;
 - d) Traffic congestion or impairment of traffic visibility is avoided;
 - e) The designs are compatible with the overall community and surrounding neighborhood;
 - f) The architectural styles and designs of the projects:
 - i) Enhance the neighborhood, contribute beneficially to the overall design quality and visual character of the community, and maintain a stable, desirable character;
 - ii) Make use of complementary materials and forms that are harmonious with existing improvements and that soften the appearance of volume and bulk, while allowing flexibility for distinguished design solutions;
 - iii) Avoid a box-like appearance through variations in the roof lines and building elevations and through distinguishing design features;
 - iv) Continue on all elevations the architectural character established for the street facing elevations to the extent feasible;

- v) Ensure that the physical proportion of the projects and the manner in which the projects are designed is appropriate in relation to the size, shape, and topography of the sites;
 - vi) Include windows on the front façade;
 - vii) Provide sufficient area available for use of extensive landscaping to complement the architectural design of the structures, and to minimize the amount of paving to the degree practicable.
 - g) Pedestrian safety and welfare are protected;
 - h) The condominium projects conform to all of the requirements of the Zoning Ordinance;
 - i) The projects are consistent with the intent of the Residential Design Guidelines adopted by the City Council;
 - j) The design of the projects consider 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.
6. Vesting Tentative Parcel Map Nos. 73555, 73556 and 73557 are consistent with the Comprehensive General Plan of the City, and the Subdivision Map Act of the State of California.
7. The Planning Commission hereby finds that the proposed projects will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.
8. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

CONDITIONS FOR ADMINISTRATIVE DESIGN REVIEWS:

Plan Check

1. That a copy of the adopted Resolution from the July 16, 2015 Planning Commission public hearing shall be included as part of the final set of construction documents for each site.

2. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Planning Division approval prior to issuance of a building permit.
3. The applicant shall submit a landscape and sprinkler plan, including a clock-operated sprinkler control, for approval prior to issuance of building permits.
4. If the selected design of the water and/or heating system permits, individual water shut-off valves shall be installed for each unit, subject to Community Development Department approval.
5. The garage doors shall be equipped with remotely operated automatic door openers and maintain a minimum vertical clearance of 7-feet, 4-inches with the door in the open position.
6. No plastic drain pipes shall be utilized in common walls or ceilings.
7. Color and material samples shall be submitted for review and approval of the Planning Division prior to the issuance of Building Permits.
8. The applicants and/or their successors shall maintain the subject properties in a clean, safe, and attractive state until construction commences.
9. That an automatic fire sprinkler system is required and installation shall comply with Redondo Beach Fire Department regulations.

Construction

10. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the specifications of the Engineering Division.
11. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
12. The Planning Division shall be authorized to approve minor changes.
13. A new 6-foot decorative masonry wall or a 6-foot high mixed construction wall measured from finished grade shall be constructed on all common property lines with adjacent properties, exclusive of the front setback. Mixed construction walls shall consist of a masonry base and masonry pilasters, which shall be composed of a least thirty percent (30%) masonry and seventy percent (70%) wood. Projects may only utilize existing property line walls when the walls are 6-foot masonry or mixed construction, exclusive of the front setback.
14. The applicant shall finish all new property line walls equally on both sides wherever possible. Projects utilizing existing property line walls shall restore the

walls to an "as new condition," on both sides at time of final condominium inspection subject to Planning Division approval.

15. That a minimum of 15% decorative material will be utilized for all driveways.
16. The applicant shall utilize materials and colors that allow the three project sites to complement each other, yet still maintain a varied and aesthetically pleasing appearance from the street.
17. The sites shall be fully fenced prior to the start of construction.
18. All on-site litter and debris shall be collected daily.
19. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays.
20. Material storage on public streets shall not exceed 48-hours per load.
21. 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.
22. Streets and sidewalks adjacent to job sites shall be clean and free of debris.

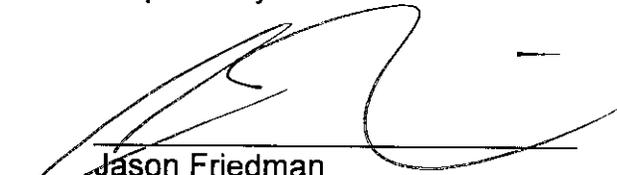
Final Inspection

23. The landscaping and sprinklers shall be installed per the approved plan, prior to final inspection.
24. Fire protection system shall be equipped with an alarm initiating device and an outside horn/strobe located at the front of the front of the building and/or as near as possible to the front. Horn/strobe shall not be obstructed from front of residence view by down spouts, gutters, trim or mullions, etc.
25. The existing driveway approaches shall be removed and a new sidewalk, curb, gutter, and asphalt concrete pavement shall be constructed, to the specifications of the Public Works Engineering Services Division and be noted on the plans.
26. Prior to final inspection, the developer shall provide a pedestrian (ADA) access path at each new driveway approach, to the specifications of the Public Works Engineering Services Division and note the path of travel on the construction drawings.

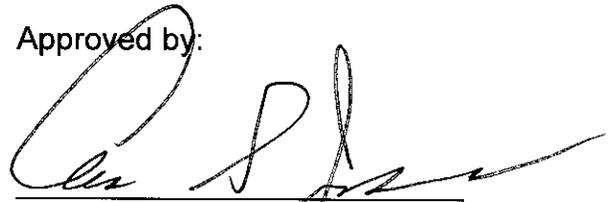
27. The three Vesting Tentative Parcel Maps shall be recorded within 36-months of the effective date of this approval, unless an extension is granted pursuant to law. If said maps are not recorded within said 36-month period, or any extension thereof, the maps shall be null, void, and of no force and effect.
28. The developer shall plant a minimum 36-inch box tree within the front-yard of each site, subject to Planning Division approval (not a palm tree).
29. Any future exterior or interior alterations shall require the approval of the Home Owner's Association and the Community Development Department.

Prepared by:

Approved by:



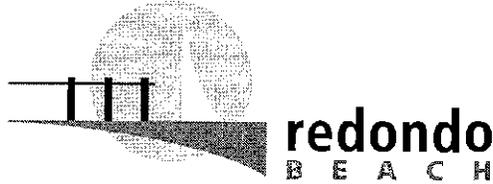
Jason Friedman
Project Planner



Aaron Jones
Community Development Director



Marianne Gastelum
Assistant Planner



CITY OF REDONDO BEACH

EXEMPTION DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

DATE: July 8, 2015

PROJECT ADDRESSES: 2516, 2518 and 2520 Nelson Avenue, Redondo Beach

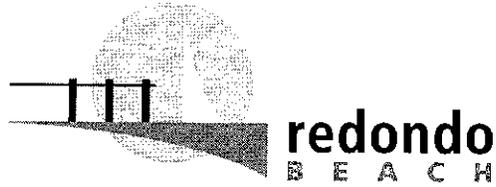
PROPOSED PROJECT: Lot Line Adjustment to realign the property lines of three adjacent lots to the original 50-foot widths

In accordance with Chapter 3, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced project is Categorical Exempt from the preparation of environmental review documents pursuant to:

Section 15315 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), which states, in part, that minor land divisions of property in urbanized areas zoned for residential use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, and all services and access to the proposed parcels to local standards are available are categorically exempt. This finding is supported by the fact that the proposed Lot Line Adjustment will restore the lots to their original lot widths, and involves three parcels.

A handwritten signature in black ink, appearing to read "Jason Friedman", is written over a horizontal line.

Jason Friedman
Project Planner



CITY OF REDONDO BEACH

EXEMPTION DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

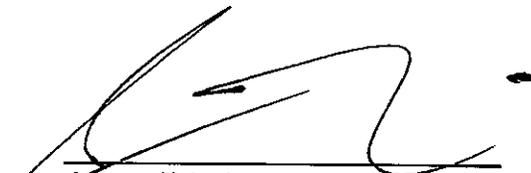
DATE: July 8, 2015

PROJECT ADDRESSES: 2516, 2518 and 2520 Nelson Avenue, Redondo Beach

PROPOSED PROJECTS: Construction of three 3-unit residential condominium developments, totaling 9 units, on properties located within a Low-Density Multiple-Family Residential (R-3) zone.

In accordance with Chapter 3, Title 10, Section 10-3.301(a) of the Redondo Beach Municipal Code, the above-referenced projects are Categorically Exempt from the preparation of environmental review documents pursuant to:

Section 15332 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), which states, in part, that in-fill development projects that are consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, and in which the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses qualify for this exemption. This finding is supported by the fact that the proposed projects are each 3-unit residential condominium developments which meet all of the development standards for the R-3 zone, and are located on three separate lots that have a total lot size less than five acres.



Jason Friedman

Project Planner

RESOLUTION NO. 2015-07-PCR-XXX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING A LOT LINE ADJUSTMENT TO REALIGN THE PROPERTY LINES OF THREE ADJACENT LOTS TO THE ORIGINAL 50-FOOT WIDTHS, EXEMPTION DECLARATIONS, ADMINISTRATIVE DESIGN REVIEWS, AND VESTING TENTATIVE PARCEL MAP NUMBERS 73555, 73556, AND 73557 TO ALLOW THE CONSTRUCTION OF THREE 3-UNIT RESIDENTIAL CONDOMINIUM DEVELOPMENTS ON PROPERTIES LOCATED WITHIN A LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-3) ZONE AT 2516, 2518 AND 2520 NELSON AVENUE

WHEREAS, an application was filed on behalf of the owner of the properties located at 2516, 2518 and 2520 Nelson Avenue for approval of a Lot Line Adjustment to realign the property lines of the three adjacent lots to the original 50-foot widths and Planning Commission consideration of Exemption Declarations, Administrative Design Reviews, and Vesting Tentative Parcel Map Numbers 73555, 73556, and 73557 to allow the construction of three 3-unit residential condominium developments on properties located within a Low-Density Multiple-Family Residential (R-3) 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 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 16th day of July, 2015, with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. That the proposed lot line adjustment conforms to the City of Redondo Beach zoning, building, and engineering ordinances and is also consistent with the Comprehensive General Plan.
2. The Planning Commission hereby finds and determines that the proposed projects will not have a significant effect on the environment.

3. The Lot Line Adjustment is Categorically Exempt from the preparation of environmental documents, pursuant to Section 15315 (Minor Subdivisions) of the Guidelines of the California Environmental Quality Act (CEQA). The projects are Categorically Exempt from the preparation of environmental documents, pursuant to Section 15332 (Infill Development) of the Guidelines of the California Environmental Quality Act (CEQA).
4. The Planning Commission hereby finds that the proposed projects will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.
5. In accordance with Section 10-2.2500(b) of the Redondo Beach Municipal Code, the applicant's requests for Administrative Design Reviews are consistent with the City's General Plan, the Zoning Ordinance, specific development standards and design criteria set forth therein for the following reasons:
 - a) The proposed use is permitted in the land use district in which the sites are located, and the sites are adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features, and the projects are consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, with the existing predominant land and uses in the neighborhood;
 - b) The projects are consistent with the Comprehensive General Plan of the City;
 - c) The location and design of the projects do not significantly impact surrounding properties or harmfully impact the public health, safety and general welfare;
 - d) Traffic congestion or impairment of traffic visibility is avoided;
 - e) The designs are compatible with the overall community and surrounding neighborhood;
 - f) The architectural styles and designs of the projects:
 - i) Enhance the neighborhood, contribute beneficially to the overall design quality and visual character of the community, and maintain a stable, desirable character;

- ii) Make use of complementary materials and forms that are harmonious with existing improvements and that soften the appearance of volume and bulk, while allowing flexibility for distinguished design solutions;
 - iii) Avoid a box-like appearance through variations in the roof lines and building elevations and through distinguishing design features;
 - iv) Continue on all elevations the architectural character established for the street facing elevations to the extent feasible;
 - v) Ensure that the physical proportion of the projects and the manner in which the projects are designed is appropriate in relation to the size, shape, and topography of the sites;
 - vi) Include windows on the front façade;
 - vii) Provide sufficient area available for use of extensive landscaping to complement the architectural design of the structures, and to minimize the amount of paving to the degree practicable.
 - g) Pedestrian safety and welfare are protected;
 - h) The condominium projects conform to all of the requirements of the Zoning Ordinance;
 - i) The projects are consistent with the intent of the Residential Design Guidelines adopted by the City Council;
 - j) The design of the projects consider 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.
6. Vesting Tentative Parcel Map Nos. 73555, 73556 and 73557 are consistent with the Comprehensive General Plan of the City, and the Subdivision Map Act of the State of California.
 7. The Planning Commission hereby finds that the proposed projects will have no impact on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.
 8. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

CONDITIONS FOR ADMINISTRATIVE DESIGN REVIEWS:

Plan Check

1. That a copy of the adopted Resolution from the July 16, 2015 Planning Commission public hearing shall be included as part of the final set of construction documents for each site.
2. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Planning Division approval prior to issuance of a building permit.
3. The applicant shall submit a landscape and sprinkler plan, including a clock-operated sprinkler control, for approval prior to issuance of building permits.
4. If the selected design of the water and/or heating system permits, individual water shut-off valves shall be installed for each unit, subject to Community Development Department approval.
5. The garage doors shall be equipped with remotely operated automatic door openers and maintain a minimum vertical clearance of 7-feet, 4-inches with the door in the open position.
6. No plastic drain pipes shall be utilized in common walls or ceilings.
7. Color and material samples shall be submitted for review and approval of the Planning Division prior to the issuance of Building Permits.
8. The applicants and/or their successors shall maintain the subject properties in a clean, safe, and attractive state until construction commences.
9. That an automatic fire sprinkler system is required and installation shall comply with Redondo Beach Fire Department regulations.

Construction

10. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the specifications of the Engineering Division.
11. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.

12. The Planning Division shall be authorized to approve minor changes.
13. A new 6-foot decorative masonry wall or a 6-foot high mixed construction wall measured from finished grade shall be constructed on all common property lines with adjacent properties, exclusive of the front setback. Mixed construction walls shall consist of a masonry base and masonry pilasters, which shall be composed of a least thirty percent (30%) masonry and seventy percent (70%) wood. Projects may only utilize existing property line walls when the walls are 6-foot masonry or mixed construction, exclusive of the front setback.
14. The applicant shall finish all new property line walls equally on both sides wherever possible. Projects utilizing existing property line walls shall restore the walls to an "as new condition," on both sides at time of final condominium inspection subject to Planning Division approval.
15. That a minimum of 15% decorative material will be utilized for all driveways.
16. The applicant shall utilize materials and colors that allow the three project sites to complement each other, yet still maintain a varied and aesthetically pleasing appearance from the street.
17. The sites shall be fully fenced prior to the start of construction.
18. All on-site litter and debris shall be collected daily.
19. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, with no work occurring on Sunday and holidays.
20. Material storage on public streets shall not exceed 48-hours per load.
21. 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.
22. Streets and sidewalks adjacent to job sites shall be clean and free of debris.

Final Inspection

23. The landscaping and sprinklers shall be installed per the approved plan, prior to final inspection.

24. Fire protection system shall be equipped with an alarm initiating device and an outside horn/strobe located at the front of the front of the building and/or as near as possible to the front. Horn/strobe shall not be obstructed from front of residence view by down spouts, gutters, trim or mullions, etc.
25. The existing driveway approaches shall be removed and a new sidewalk, curb, gutter, and asphalt concrete pavement shall be constructed, to the specifications of the Public Works Engineering Services Division and be noted on the plans.
26. Prior to final inspection, the developer shall provide a pedestrian (ADA) access path at each new driveway approach, to the specifications of the Public Works Engineering Services Division and note the path of travel on the construction drawings.
27. The three Vesting Tentative Parcel Maps shall be recorded within 36-months of the effective date of this approval, unless an extension is granted pursuant to law. If said maps are not recorded within said 36-month period, or any extension thereof, the maps shall be null, void, and of no force and effect.
28. The developer shall plant a minimum 36-inch box tree within the front-yard of each site, subject to Planning Division approval (not a palm tree).
29. Any future exterior or interior alterations shall require the approval of the Home Owner's Association and the Community Development Department.

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 16th day of July, 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. 2015-07-PCR-XXX 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 16th day of July, 2015, by the following vote:

AYES:

NOES:

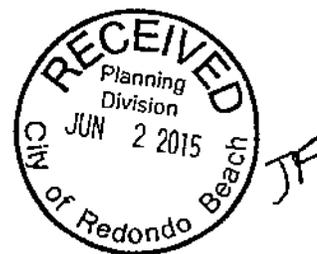
ABSENT:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

Attention:
Redondo Beach City Hall
Planning Division
415 Diamond St, Redondo Beach, 90277



**Re: Notice of Pending Decision at 2516 Nelson Ave, 2518 Nelson Ave, 2520 Nelson Ave.
Case no: 2015-06-ADR-019, 2015-06-ADR-020, 2015-06-ADR-021**

Dear Planning Division,

We are homeowners and residents at 2522 Nelson Ave Units A,B, and C, Redondo Beach, CA 90278. We have each owned our homes between 3 and 32 years and have significantly invested both time and money to improve and upgrade the interior and exterior of each of our individual properties to help improve the property values.

We the owners of 2522 Nelson Ave, Luck Pho (Unit C), Amy Quan (Unit B), Rachel and Chase Mahoney (Unit A), sternly object to the construction of the residential condominium units proposed on: 2516 Nelson Ave, Redondo Beach, CA 90278; 2518 Nelson Ave, Redondo Beach, CA 90278; 2520 Nelson Ave, Redondo Beach, CA 90278. The construction of these units will significantly reduce the market value, eliminate key amenities and change the overall atmosphere of the three properties at 2522 Nelson Ave, Redondo Beach, CA 90278

1. Property values at 2522 Nelson Ave: Unit A, Unit B and Unit C, will be lowered by 40-50% each due to:
 - a. Loss of the vast West facing view currently available. A clear West facing view is a premium feature in Redondo Beach and other cities in the South Bay not easily found in the dense
 - b. Reduction in privacy from increased visibility over fence line
 - c. Reduction in natural light (currently chiefly provided by the large West facing patio doors and windows)
 - d. Loss of daily sunset views on the horizon
 - e. Increased traffic and/or increased use of street parking on Nelson Ave and surrounding streets
 - f. Increased noise due to increased occupancy from the current 8 bedrooms total to the new development with up to 27 bedrooms total
2. The vast open views, large amount of natural light, daily sunsets and high privacy allowed the homes at 2522 Nelson Ave to be priced high in 1983, 2008 and 2012 when we each purchased our condo units, and continues to make it highly marketable and desirable today and into the future. The loss of view, light, and increased proximity to visible neighbors significantly reduces market value of each individual property unit. The construction of 2 story homes on the adjacent parcels will effectively eliminate every one of these amenities that were paid for.
3. Loss of property value will occur at 2522 Nelson Ave if the plans are approved, executed and condominiums are built. Proposed Revision Options to reduce impact of Loss of Property Value include:
 - a. Re-location of main driveway on 2520 Nelson Ave, Redondo Beach, CA 90278 from the West end of the Parcel to the East end of the parcel. This may

- effectively increase the distance between outer walls of 2520 Nelson Ave and 2522 Nelson Ave, reducing the loss of property value at 2522 Nelson Ave.
- b. Construction of 1 story units with maximum height no greater than the current homes that reside on the Parcel #s 73555, 73556, and 73557, which no loss of value to homes on 2522 Nelson Ave shall be incurred.
 - c. Construction of 1 story units with maximum height no greater than the current homes that reside on 2520 Nelson Ave and 2518 Nelson, which loss of value to homes on 2522 Nelson Ave shall be reduced.
 - d. Construction of 1 story units with maximum height no greater than the current home that resides on 2520 Nelson Ave, which loss of value to homes on 2522 Nelson Ave shall be reduced.
4. If current plans are approved, executed and condominiums are built, we request reimbursement from the City of Redondo Beach and/or Barcelona Investments, Inc to account for a 50% loss of current market value to each condo at 2522 Nelson Ave.

Other environmental impacts to the neighboring homes to include:

1. Increased traffic safety concerns due to increased number of residents near an elementary school zone. Madison Elementary School resides ~500 feet away from the proposed development.
2. Traffic is already generally high and street parking is limited at the current state of residency. Additionally the St Paul's United Methodist Church (2600 Nelson Ave. Redondo Beach, CA 90278) activities on Sunday and Food Bank activities in the parking lot on Thursdays contribute to the increased congestion on the streets. The Church resides ~150 feet away from the proposed development

We gracefully request that the decision on the project considers the proposed revisions, general environmental impacts and concerns of the neighboring owners, and financial impact to the residents at 2522 Nelson Ave.

We request and would appreciate a meeting with the City of Redondo Beach, We are willing and available to meet and discuss further at your earliest convenience, to examine options regarding this condominium development.

Please contact Luck Pho regarding any follow up. We prefer not to partake in legal action, although we have been advised and instructed to file an injunction on the development, as necessary.

Regards,

Your Neighbors at 2522 Nelson Ave, Redondo Beach, CA 90278.

 6/11/15

Luck Pho
Owner, Unit C
luck.pho@gmail.com
626-272-7280

 6/11/15

Amy Guan
Owner, Unit B
aaquan@yahoo.com
310-370-8151

 6/11/15

Chase and Rachel Mahoney
Owners, Unit A
rosyrachelmahoney@gmail.com
310-376-5270

**CITY OF REDONDO BEACH
PLANNING DIVISION**

RECEIVED BY: JF
DATE RECEIVED: 6/22/15

APPLICATION FOR LOT LINE ADJUSTMENT

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 Lot Line adjustments(s) on the property described below.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 2516 – 2518 – 2520 Nelson Avenue	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOT: 2, 3, 4 BLOCK: 22 TRACT: Redondo Villa Tract No. 2	ZONING: R-3
	RECORDED OWNER'S NAME: 2516 & 2518 Nelson ownership as follows: Angura, LLC Attn: Ebrahim Soltani 2520 Nelson: see text box below MAILING ADDRESS: 1981 Artesia Blvd., Suite B Redondo Beach, CA 90278 TELEPHONE: 310-466-5811	AUTHORIZED AGENT'S NAME: Srour & Associates, LLC Attn: Elizabeth C. Srour MAILING ADDRESS: 1001 – 6 th Street, Suite 110 Manhattan Beach, CA 90266 TELEPHONE: 310-372-8433
B	SHOWINGS: <i>It shall be shown that the following circumstances are found to apply. Give full and complete answers</i>	
	<p>1. Indicate the present use of the property and buildings thereon (if any) and the expectable future use of the parcel or parcels which would be altered by the proposed Lot Line Adjustment:</p> <p>The subject property consists of three adjacent lots originally subdivided as 50x150' lots. At some point in the past, the middle lot 3 (2518) was expanded to include 5' from each of the adjacent lots 2 & 4 (2516 & 2520) resulting in a 45' x 150' lot on either side of a 60' lot. The purpose of the Lot Line Adjustment application is to realign the lots into the original 50' width having a total lot size of 7500 sf.</p> <p>Each of the lots contains a one story SFD ranging from 59 to 77 years in age. Realignment of the three lots will not result in any nonconforming aspects related to lot size or configuration and all three will comply with all applicable zoning provisions.</p> <p>All existing structures will be demolished and new construction will provide a three unit, attached residential development on each of the lots. Each unit will have a private two car garage and there will be an additional guest parking space for each of the three lots. All development will meet applicable zoning and building code requirements and will be in keeping with surrounding development which includes several other three unit residential structures.</p>	

2520 Nelson: current owner as originally submitted with Condominium application:
James E. Romero & Carol A. Allen-Romero

CID 50309

2015/5/18

2. Indicate how the proposed adjusted parcel or parcels 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 land use district in which they are located:

The project site is located on a fully improved public street and will provide adequate visibility, driveway access and turn-around to allow vehicles to safely enter and exit proposed driveway and parking areas. Location of the proposed driveway locations for each lot will not result in any change to traffic patterns or pedestrian access.

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

The Lot Realignment and subsequent subdivision process will restore each lot to its originally subdivided configuration of 50' x 150' and 7500 sf in size. This realignment will not result in any nonconforming aspects related to lot size or configuration for any of the affected lots.

Each of the three lots will be 7500sf in size, which is common lot configuration for the area and of sufficient area to accommodate proposed development in compliance with current zoning provisions. Proposed development is similar to development throughout the surrounding neighborhood which includes several other three unit condominium residential structures.

4. Indicate how the revision of the proposed parcel(s) would be in conformance with the intent and purpose of the Comprehensive General Plan for the City of Redondo Beach;

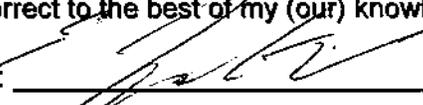
Each realigned lots will be restored to the original 50x 150' lot configuration which is the standard configuration for the surrounding area. The R-3 zoning allows three residential units on each of the realigned lots. The overall proposal conforms to all development standards for condominium use as well as zoning requirements and is totally in keeping with the surrounding neighborhood and potential future development throughout the area.

OWNER'S AFFIDAVIT

Project address: 2616 - 2618 - 2620 NELSON AVENUE

Project description: realign the lots so that each will be restored to originally subdivided configuration of 50' lot width. Lots 4 and 2 will each be widened from 45' to 50' and Lot 3 will be reduced from 60' to 50' in width.

I (We) EBRAHIM SOITANI, 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: _____

SEE ATTACHED ACKNOWLEDGMENT

Phone No. (Res.) _____

(Bus.) _____

Subscribed and sworn to (or affirmed) before me this day of June, 2015

by _____, proved to me on the basis of satisfactory

evidence to be the person(s) who appeared before me.

FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles)

ss

Seal

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

RE: 2516, 2518, 2520 NELSON AVENUE

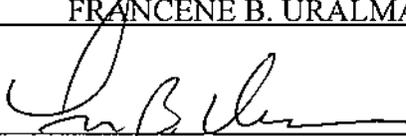
STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

Subscribed and sworn to (or affirmed) before me this 22nd day of June, 2015

by EBRAHIM SOLTANI,, proved to me on the basis

of satisfactory evidence to be the person(s) who appeared before me, _____

FRANCENE B. URALMAN, Notary Public

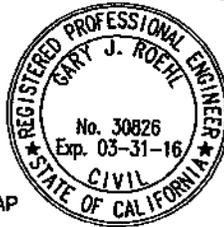


Notary Public



EXHIBIT A

EXISTING PARCELS 1,2&3

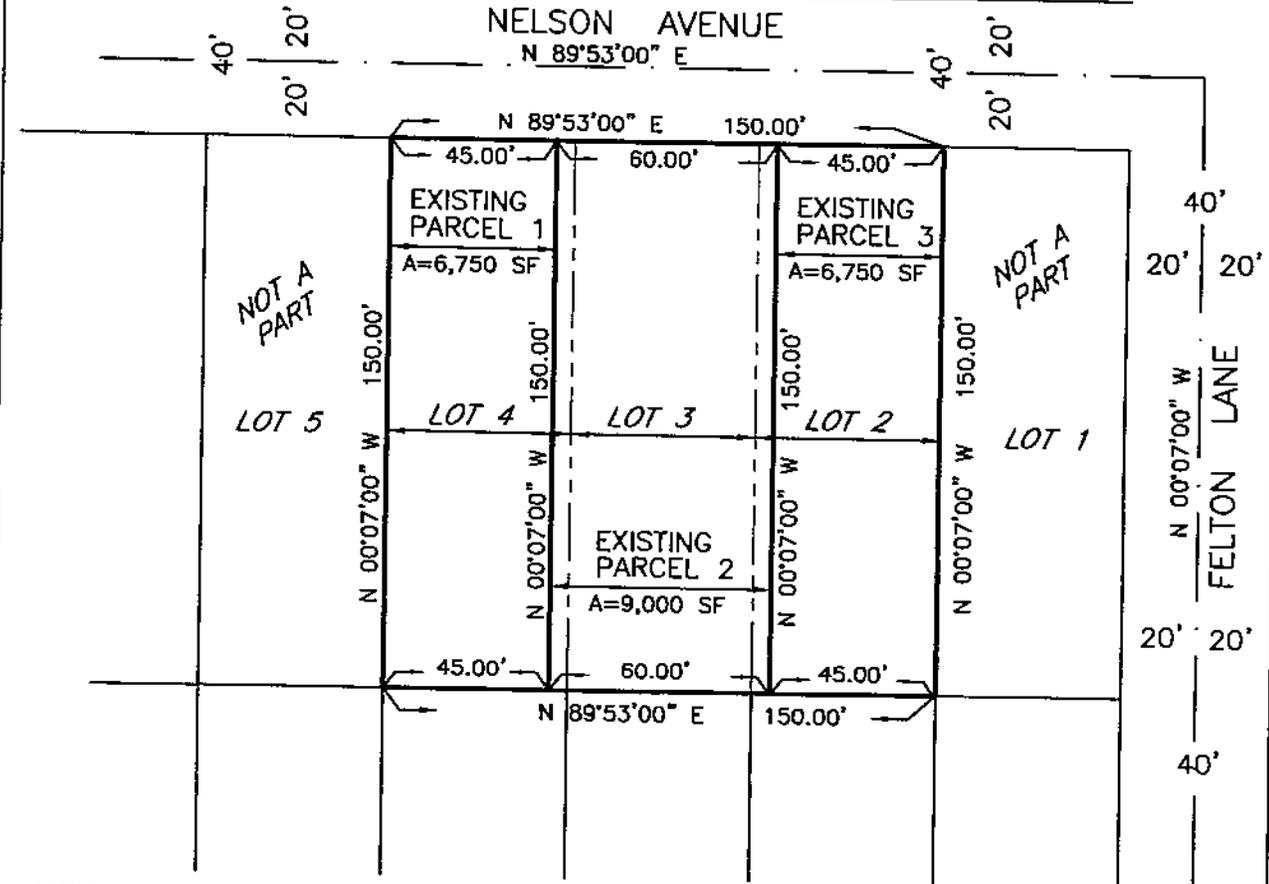


THIS MAP PREPARED BY:

Gary J. Roehl

GARY J. ROEHL DATE
 RCE 30826, EXP 3/31/2016
 DENN ENGINEERS
 3914 DEL AMO BLVD., STE 921
 TORRANCE, CA 90503

NOTES:
 THIS LEGAL DESCRIPTION SHALL NOT BE USED FOR THE DIVISION
 AND/OR CONVEYANCE OF LAND IN VIOLATION OF THE SUBDIVISION MAP
 ACT OF THE STATE OF CALIFORNIA.



AREAS

EXISTING PARCELS:
 PARCEL 1 = 6,750 S.F.
 PARCEL 2 = 9,000 S.F.
 PARCEL 3 = 6,750 S.F.

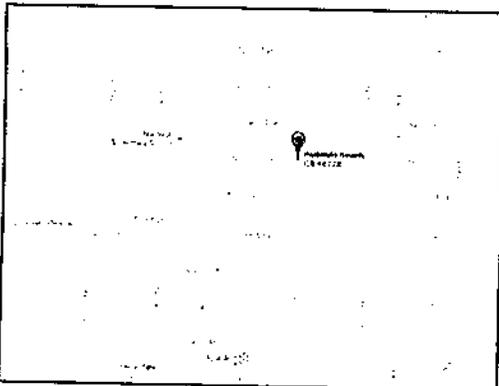
PROPOSED PARCELS:
 PARCEL 1 = 7,500 S.F.
 PARCEL 2 = 7,500 S.F.
 PARCEL 3 = 7,500 S.F.

OWNERSHIP

2516 & 2518 NELSON AVENUE:
 ANGURA, LLC

2520 NELSON AVENUE:
 JAMES E. ROMERO AND CAROL A. ALLEN-ROMERO

VICINTY MAP (NOT TO SCALE)



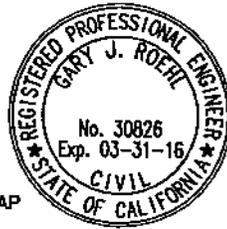
CITY OF REDONDO BEACH
 PUBLIC WORKS DEPARTMENT
 ENGINEERING SERVICES DIVISION

MAP SHOWING LOT LINE ADJUSTMENT ON
 2516 - 2520 NELSON AVENUE
 LOTS 2, 3 AND 4, BLOCK 22, REDONDO VILLA TRACT No. 2
 COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

SUBMITTED BY:		REFERENCE: REDONDO VILLA TRACT No. 2		SCALE: 1"=50'
APPROVED BY:	DATE:	DESIGNED BY:	DRAWN BY:	
		CHECKED BY:		SHEET 1 OF 2

EXHIBIT A

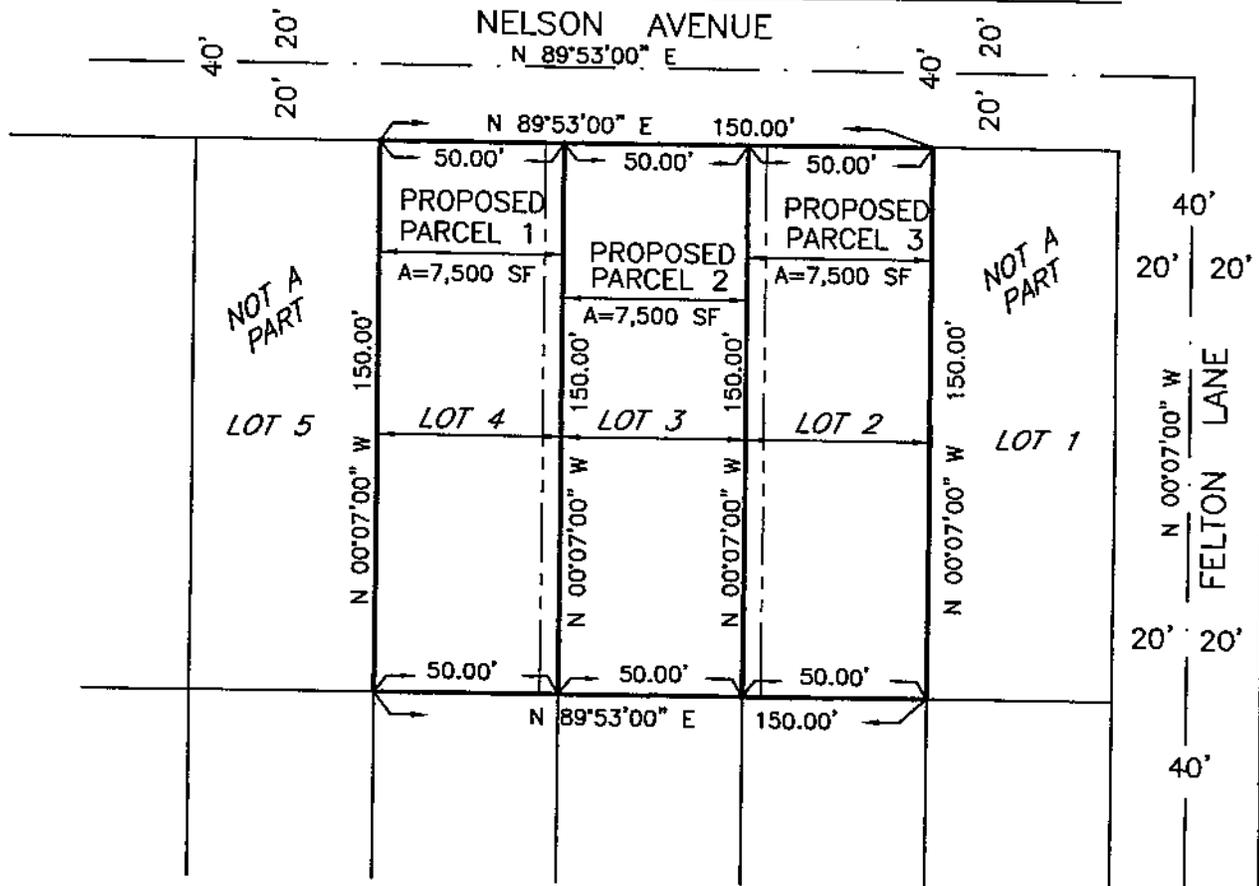
PROPOSED PARCELS 1,2&3



THIS MAP PREPARED BY:

Gary J. Roehl
 GARY J. ROEHL DATE
 RCE 30826, EXP 3/31/2016
 DENN ENGINEERS
 3914 DEL AMO BLVD., STE 921
 TORRANCE, CA 90503

NOTES:
 THIS LEGAL DESCRIPTION SHALL NOT BE USED FOR THE DIVISION
 AND/OR CONVEYANCE OF LAND IN VIOLATION OF THE SUBDIVISION MAP
 ACT OF THE STATE OF CALIFORNIA.



AREAS

EXISTING PARCELS:

PARCEL 1 = 6,750 S.F.
 PARCEL 2 = 9,000 S.F.
 PARCEL 3 = 6,750 S.F.

PROPOSED PARCELS:

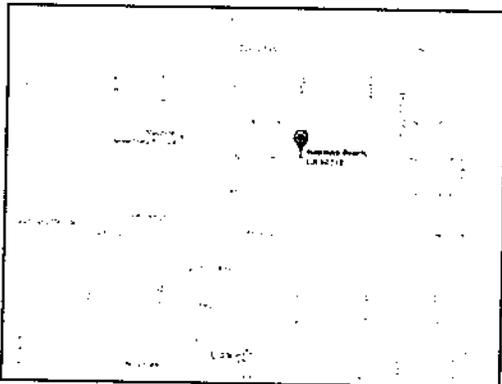
PARCEL 1 = 7,500 S.F.
 PARCEL 2 = 7,500 S.F.
 PARCEL 3 = 7,500 S.F.

OWNERSHIP

2516 & 2518 NELSON AVENUE:
 ANGURA, LLC

2520 NELSON AVENUE:
 JAMES E. ROMERO AND CAROL A. ALLEN-ROMERO

VICINTY MAP (NOT TO SCALE)



**CITY OF REDONDO BEACH
 PUBLIC WORKS DEPARTMENT
 ENGINEERING SERVICES DIVISION**

MAP SHOWING LOT LINE ADJUSTMENT ON
 2516 - 2520 NELSON AVENUE
 LOTS 2, 3 AND 4, BLOCK 22, REDONDO VILLA TRACT No. 2
 COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

SUBMITTED BY:		REFERENCE: REDONDO VILLA TRACT No. 2		SCALE: 1"=50'
APPROVED BY:	DATE:	DESIGNED BY:	DRAWN BY:	
		CHECKED BY:		

EXHIBIT "B"
EXISTING LEGAL DESCRIPTIONS
FOR LOT LINE ADJUSTMENT

2516 - 2520 NELSON AVENUE

PARCEL 1: (A.P.N. 4153-019-004)

LOT 4, BLOCK 22, REDONDO VILLA TRACT No. 2, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 101 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; EXCEPTING THEREFROM THE EAST 5 FEET THEREOF.

CONTAINING 6,750 SQUARE FEET, MORE OR LESS.

PARCEL 2: (A.P.N. 4153-019-003)

THE WESTERLY 5 FEET OF LOT 2, ALL OF LOT 3, AND THE EAST 5 FEET OF LOT 4, BLOCK 22, REDONDO VILLA TRACT No. 2, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 101 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

CONTAINING 9,000 SQUARE FEET, MORE OR LESS.

PARCEL 3: (A.P.N. 4153-019-002)

LOT 2, BLOCK 22, REDONDO VILLA TRACT No. 2, IN THE CITY OF REDONDO BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10 PAGE 101 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; EXCEPTING THEREFROM THE WEST 5 FEET THEREOF.

CONTAINING 6,750 SQUARE FEET, MORE OR LESS.

VTPM 73557

CITY OF REDONDO BEACH

PLANNING DIVISION

2015-00-ADR-019

RECEIVED BY: JF
DATE RECEIVED: 5/11/15

**APPLICATION FOR ADMINISTRATIVE DESIGN REVIEW TO ESTABLISH
CONDOMINIUM USAGE (2-3 UNITS)**

Application is hereby made to the Planning Division of the City of Redondo Beach, for Administrative Design Review to establish condominium usage, pursuant to Section 10-2.2500, in Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 2516 Nelson Ave.	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOT: 4 BLOCK: 22 TRACT: Redondo Villa Tract #2	ZONING: R-3
	RECORDED OWNER'S NAME: Mike Cracium and Traian Cracium MAILING ADDRESS: 2516 Nelson Avenue Redondo Beach, CA 90278 TELEPHONE: 310-719-5540	AUTHORIZED AGENT'S NAME: Srour & Associates / Elizabeth Srour MAILING ADDRESS: 1001 6 th Street Manhattan Beach, CA 90266 TELEPHONE: 310/372-8433
	PROJECT DEVELOPER: E & S Prime Builders, Inc. Attn: Ebrahim Soltani MAILING ADDRESS: 1980 Artesia Blvd., #B Redondo Beach, CA 90278 TELEPHONE: 310-466-5811	PROJECT ARCHITECT/FIRM/PRINCIPAL: Manuel George MAILING ADDRESS: 205 Avenue I, Suite 7 Redondo Beach, CA 90277 TELEPHONE: LICENSE NO. 310-753-4180

B	PROJECT PLANS
	For new construction, 2 enlarged sets of conceptual plans, and 8 reduced copies 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: I. Site Plan (including property lines and adjacent uses); II. Floor Plans (fully dimensioned); III. Building Elevations (showing natural and finished grades); IV. Transverse and Longitudinal Sections (showing natural grades); and V. Roof Plan .

EKS ALINE BUILDERS
2516 NELSON AVENUE

C PROJECT DESCRIPTION: Give the following data for the project:

- Area of project site: 7,500 square feet: .171 acres.
- Land coverage of buildings: 4,675 square feet: 61 %.
- Landscaped area: 1,333 square feet: 18.5 %.
- Number of units: 3 Minimum size of units: 1,900^{sq}ft Lot area per unit: 2,500^{sq}ft
- Number of parking spaces assigned to units: 6 Assigned to guests: 1 Total: 7
- Number of stories: TWO Maximum height: 30'-0"
- Compute the outdoor living space serving each unit (i.e., patios, decks, balconies, etc.) using the table below:

UNIT NUMBER	TYPE OF SPACE AND DIMENSIONS (deck, balcony, patio, yard, etc.)	ACTUAL AREA	CREDITING PERCENTAGE	RESULTING CREDITABLE AREA
"A"	FRONT BALCONY	179 ^{sq} ft	200%	358 ^{sq} ft
"B"	FRONT BALCONY	175 ^{sq} ft	200%	350 ^{sq} ft
"C"	FRONT BALCONY	146 ^{sq} ft	100%	146 ^{sq} ft
	REAR YARD	750 ^{sq} ft	100%	750 ^{sq} ft

- 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? Yes No
- 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? Yes No

D WALL AND FLOOR/CEILING ASSEMBLIES

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.

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.?	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	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.?	XX	
	3. Will wood floor joists and subflooring be non-continuous between separate condominium units?	XX	
	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?	XX	
	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.?	XX	
	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.)	N/A	
E	TREATMENT OF UTILITIES		
	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	YES	NO
			XX
	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?	XX	
	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?	XX	
	5. Are all domestic water lines (except sprinkler and fire protection systems) of copper tubing or equivalent material approved by the Building Official?	XX	
F	ISOLATION OF VIBRATION AND SOURCES OF STRUCTURE BORNE NOISE IN PROJECTS WHERE UNITS HAVE COMMON WALLS AND/OR COMMON FLOORS/CEILINGS		
	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?	YES	NO
		XX	
	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?	XX	
	3. Will the cabinets in which the above-mentioned appliances are installed be offset from the back wall with strip gasketing?	XX	
	4. Will all non-permanent appliances such as clothes washers and dryers be mounted on permanent rubber bases and surface plates?	XX	
	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?	XX	

	6. Will there be at least eight and one-half (8-1/2) feet of pipe between the closest plumbing fixtures in contiguous units?	XX	
	7. Will all water supply lines within the project be isolated from wood and metal framing with specifically manufactured pipe insulators?	XX	
	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?	XX	
G	ADDITIONAL INFORMATION		
	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?	YES XX	NO
	2. What is the amount of the regular annual assessment? \$1200.00 / YR <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>		

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.

**CITY OF REDONDO BEACH
PLANNING DIVISION**

RECEIVED BY:
DATE RECEIVED:

APPLICATION FOR CONDOMINIUM 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 Condominium Subdivision on the property described below.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 2516 Nelson Avenue	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOT: 4 BLOCK: 22 TRACT: Redondo Villa Tract #2	ZONING: R-3
	RECORDED OWNER'S NAME: Mike Cracium & Traian Cracium MAILING ADDRESS: 2516 Nelson Avenue Redondo Beach, CA 90278 TELEPHONE: 310-719-5540	AUTHORIZED AGENT'S NAME: Srour & Associates, LLC Attn: Elizabeth Srour MAILING ADDRESS: 1001 - 6 th Street, Suite 110 Manhattan Beach, CA 90266 TELEPHONE: 310/372-8433

B	CONFORMANCE TO SUBDIVISION CRITERIA: Give full and complete answers:
	<p>I. 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 Condominium Subdivision.</p> <p>There is an existing, 62 year old, one story single family residence and detached garage with driveway access on the west side. All existing structures will be demolished. The new driveway will be relocated to the east side of the lot, with elimination of the existing curb cut. New construction will provide three new, attached residential units, each having a private attached two car garage. There is one shared guest parking space at the end of the driveway adjacent to the rear unit. All construction will meet applicable zoning and building code requirements and the homes will provide new opportunities for home ownership in the community.</p>

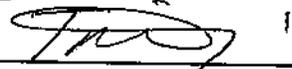
B	CONFORMANCE TO SUBDIVISION CRITERIA: Give full and complete answers:
	<p>2. Indicate how the proposed parcel(s) will front on or have adequate access to a public street (not alley) of adequate width to carry the quantity and kind of traffic generated by the uses allowed in the zone in which they are located.</p> <p>The project site is located on a fully improved public street and will provide adequate visibility, driveway access and turn-around to allow vehicles to safely enter and exit driveway and parking areas. Relocation of the existing driveway access to the east side will not result in any change to traffic patterns of pedestrian access.</p>
	<p>3. Indicate how the proposed Condominium 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>Presently the subject site is 45' x 150' as at some point in the past, the easterly 5' was deeded over to the adjacent lot 3 at 2618 Nelson. The subdivision process will realign the two lots such that 2516 (Lot 4) will revert to its originally subdivided configuration of 50' x 150' and 7500 sf in size. This realignment will not result in any nonconforming aspects related to lot size or configuration for either of the affected lots. An existing garage on adjacent Lot 3 will encroach onto Lot 4 – 2416- but that garage will be demolished under separate development permits to be processed concurrently with permits for the subject 2516 property.</p> <p>The newly realigned project site is 7500sf in size, which is common lot configuration for the area and of sufficient area to accommodate proposed development in compliance with current zoning provisions. Proposed development is similar to development throughout the surrounding neighborhood which includes several other three unit condominium residential structures.</p>
	<p>4. Indicate how the proposed Condominium Subdivision would be in conformance with the intent and purpose of the General Plan for the City of Redondo Beach.</p> <p>The zoning is R-3 which allows three residential units on this site. The proposal conforms to all development standards for condominium use as well as zoning requirements and is totally in keeping with the surrounding neighborhood and potential future development throughout the area.</p>

OWNER'S AFFIDAVIT

Project address: 2516 NELSON AVE, REDONDO BEACH, CA 90278

Project description: NEW TOWNHOMES

I (We) MIKE CRACIUN, 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: 2516 NELSON AVE.
REDONDO BEACH, CA 90278

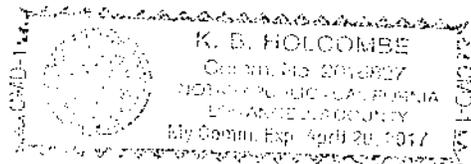
Phone No. (Res.) (310) 719. 5540
(Bus.) _____

Subscribed and sworn to (or affirmed) before me this 11th day of May, 200²⁰¹⁹ by Mike Craciun & Travis Craciun, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.


FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss

Seal



ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On 5-11-2015 before me, K. B. Holcombe

A Notary Public personally appeared Mike Craciun & Traian Craciun

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature K. B. Holcombe



(Seal)

CITY OF REDONDO BEACH

UTPM 73556

PLANNING DIVISION

2015-06-ADR-020

RECEIVED BY: JF
DATE RECEIVED: 5/12/15

APPLICATION FOR ADMINISTRATIVE DESIGN REVIEW TO ESTABLISH CONDOMINIUM USAGE (2-3 UNITS)

Application is hereby made to the Planning Division of the City of Redondo Beach, for Administrative Design Review to establish condominium usage, pursuant to Section 10-2.2500, in Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 2518 Nelson Avenue	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOT: 3 BLOCK: 22 TRACT: Redondo Villa Tract #2	ZONING: R-3
	RECORDED OWNER'S NAME: James E. Romero & Carol A. Allen-Romero MAILING ADDRESS: 2518 Nelson Avenue Redondo Beach, CA 90278 TELEPHONE: 310-569-2432	AUTHORIZED AGENT'S NAME: Srou & Associates / Elizabeth Srou MAILING ADDRESS: 1001 6 th Street Manhattan Beach, CA 90266 TELEPHONE: 310/372-8433
	PROJECT DEVELOPER: E & S Prime Builders, Inc. Attn: Ebrahim Soltani MAILING ADDRESS: 1980 Artesia Blvd., #B Redondo Beach, CA 90278 TELEPHONE: 310-466-5811	PROJECT ARCHITECT/FIRM/PRINCIPAL: Manuel George MAILING ADDRESS: 205 Avenue I, Suite 7 Redondo Beach, CA 90277 TELEPHONE: 310-753-4180 LICENSE NO.

B	PROJECT PLANS
	For new construction, 2 enlarged sets of conceptual plans, and 8 reduced copies 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: I. Site Plan (including property lines and adjacent uses); II. Floor Plans (fully dimensioned); III. Building Elevations (showing natural and finished grades); IV. Transverse and Longitudinal Sections (showing natural grades); and V. Roof Plan .

~~ETS~~ PRIME BUNDLES
2518 NELSON AVENUE

C. PROJECT DESCRIPTION: Give the following data for the project:

1. Area of project site: 7,500 ^{sq} square feet: .171 acres.
2. Land coverage of buildings: 4,575 square feet: 61 %.
3. Landscaped area: 1,338 square feet: 18.5 %.
4. Number of units: 3 Minimum size of units: 1,903 Lot area per unit: 2,500 ^{sq}
5. Number of parking spaces assigned to units: 6 Assigned to guests: 1 Total: 7
6. Number of stories: TWO Maximum height: 29'-10"
7. Compute the outdoor living space serving each unit (i.e., patios, decks, balconies, etc.) using the table below:

UNIT NUMBER	TYPE OF SPACE AND DIMENSIONS (deck, balcony, patio, yard, etc.)	ACTUAL AREA	CREDITING PERCENTAGE	RESULTING CREDITABLE AREA
"A"	FRONT BALCONY	179 ^{sq}	200%	358 ^{sq}
"B"	FRONT BALCONY	175 ^{sq}	200%	350 ^{sq}
"C"	FRONT BALCONY	146 ^{sq}	100%	146 ^{sq}
	REAR YARD	750 ^{sq}	100%	750 ^{sq}

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? Yes No
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? Yes No

D. WALL AND FLOOR/CEILING ASSEMBLIES:

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.

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.?	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	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.?	XX	
	3. Will wood floor joists and subflooring be non-continuous between separate condominium units?	XX	
	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?	XX	
	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.?	XX	
	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.)	N/A	
E	TREATMENT OF UTILITIES		
	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	YES XX	NO XX
	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?	XX	
	4. Will all units have individual circuit breaker panels accessible from within the unit?	XX	
	5. Are all domestic water lines (except sprinkler and fire protection systems) of copper tubing or equivalent material approved by the Building Official?	XX	
F	ISOLATION OF VIBRATION AND SOURCES OF STRUCTURE BORNE NOISE IN PROJECTS WHERE UNITS HAVE COMMON WALLS AND/OR COMMON FLOORS/CEILINGS		
	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?	YES XX	NO
	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?	XX	
	3. Will the cabinets in which the above-mentioned appliances are installed be offset from the back wall with strip gasketing?	XX	
	4. Will all non-permanent appliances such as clothes washers and dryers be mounted on permanent rubber bases and surface plates?	XX	
	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?	XX	

	6. Will there be at least eight and one-half (8-1/2) feet of pipe between the closest plumbing fixtures in contiguous units?	XX	
	7. Will all water supply lines within the project be isolated from wood and metal framing with specifically manufactured pipe insulators?	XX	
	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?	XX	
G	ADDITIONAL INFORMATION		
	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?	YES XX	NO
	2. What is the amount of the regular annual assessment? \$1200.00 / YR <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>		

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.

**CITY OF REDONDO BEACH
PLANNING DIVISION**

RECEIVED BY:
DATE RECEIVED:

APPLICATION FOR CONDOMINIUM 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 Condominium Subdivision on the property described below.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 2518 Nelson Avenue	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOT: 3 BLOCK: 22 TRACT: Redondo Villa Tract #2	ZONING: R-3
	RECORDED OWNER'S NAME: James E. Romero & Carol A. Allen-Romero	AUTHORIZED AGENT'S NAME: Srou & Associates, LLC Attn: Elizabeth Srou
	MAILING ADDRESS: 2518 Nelson Avenue Redondo Beach, CA 90278 TELEPHONE: 310-569-2432	MAILING ADDRESS: 1001 - 6 th Street, Suite 110 Manhattan Beach, CA 90266 TELEPHONE: 310/372-8433

B	CONFORMANCE TO 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 Condominium Subdivision.</p> <p>There is an existing, 77 year old, one story single family residence. detached garage and accessory building with driveway access on the west side. All existing structures will be demolished including a block wall along the rear yard and west side yard. The new driveway will be located in the aproximate location as it presently exists although it will be realigned to conform with the west property line which is also to be realigned by moving it 5' east. New construction will provide three new, attached residential units, each having a private attached two car garage. There is one shared guest parking space at the end of the driveway adjacent to the rear unit. All construction will meet applicable zoning and building code requirements and the homes will provide new opportunities for home ownership in the community</p>

B	CONFORMANCE TO SUBDIVISION CRITERIA: Give full and complete answers:
	<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 project site is located on a fully improved public street and will provide adequate visibility, driveway access and turn-around to allow vehicles to safely enter and exit driveway and parking areas. The realignment of an existing driveway curb cut will not result in any change to traffic patterns or pedestrian access.</p>
	<p>3. Indicate how the proposed Condominium 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>Presently the subject site is 60' x 150' as at some point in the past, it acquired an additional 5' from each of the adjacent lot 4 (2516) on the west and lot 2 (2520) on the east.</p> <p>The concurrent subdivision process for all three properties will realign the three lots such that 2518 (Lot 3) will revert to its originally subdivided configuration of 50' x 150' and 7500 sf in size. Each of the adjacent lots 4 and 2 (2416 and 2420) will also be restored to the originally subdivided lot size of 7500 sf and 50 x 150' configuration. This realignment will not result in any nonconforming aspects related to lot size or configuration for any of the affected lots. An existing garage for the 2418 property presently encroaches onto Lot 4 – 2416- but that garage will be demolished under separate development permits to be processed concurrently with permits for both properties</p> <p>The newly realigned project site is 7500sf in size, which is common lot configuration for the area and of sufficient size to accommodate proposed development in compliance with current zoning provisions. Proposed development is similar to development throughout the surrounding neighborhood which includes several other three unit condominium residential structures.</p>
	<p>4. Indicate how the proposed Condominium Subdivision would be in conformance with the intent and purpose of the General Plan for the City of Redondo Beach.</p> <p>The zoning is R-3 which allows three residential units on this site. The proposal conforms to all development standards for condominium use as well as zoning requirements and is totally in keeping with the surrounding neighborhood and potential future development throughout the area.</p>

OWNER'S AFFIDAVIT

Project address: 2518 NELSON AVE, REDONDO BEACH, CA 90278

Project description: NEW TOWNHOMES

I (We) CAROL ALLEN-ROMERO, 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): James E Romero
Carol A Allen - Romero

Address: 2518 Nelson Avenue
Redondo Beach, CA 90278

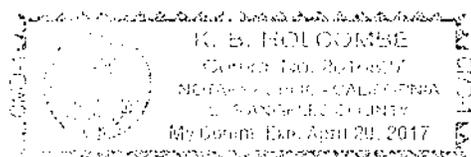
Phone No. (Res.) 1-310-569-2432
(Bus.) _____

Subscribed and sworn to (or affirmed) before me this 11th day of May, 2005 by James E Romero Carol A Allen Romero proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

OB Hofcombe
FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss

Seal



ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles _____

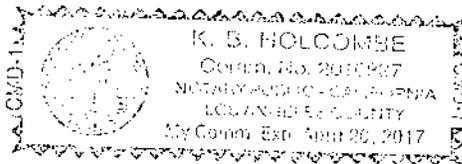
On May 11, 2015 _____ before me, K.B. Holcombe _____,

A Notary Public personally appeared James E. Romero and Carol A. Allen Romero _____

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature K.B. Holcombe

(Seal)

VTPM 73555

CITY OF REDONDO BEACH

PLANNING DIVISION

2015-04-ADR-021

RECEIVED BY:

JF

DATE RECEIVED:

5/11/15

APPLICATION FOR ADMINISTRATIVE DESIGN REVIEW TO ESTABLISH CONDOMINIUM USAGE (2-3 UNITS)

Application is hereby made to the Planning Division of the City of Redondo Beach, for Administrative Design Review to establish condominium usage, pursuant to Section 10-2.2500, in Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A APPLICANT INFORMATION	
STREET ADDRESS OF PROPERTY: 2520 Nelson Avenue	
EXACT LEGAL DESCRIPTION OF THE PROPERTY:	
LOT: 2	BLOCK: 22
TRACT: Redondo Villa Tract #2	
ZONING: R-3	
RECORDED OWNER'S NAME: James E. Romero & Carol A. Allen-Romero	AUTHORIZED AGENT'S NAME: Srouer & Associates / Elizabeth Srouer
MAILING ADDRESS: 2520 Nelson Avenue Redondo Beach, CA 90278 TELEPHONE: 310/719-5540	MAILING ADDRESS: 1001 6 th Street Manhattan Beach, CA 90266 TELEPHONE: 310/372-8433
PROJECT DEVELOPER: E & S Prime Builders, Inc. Attn: Ebrahim Soltani MAILING ADDRESS: 1980 Artesia Blvd., #B Redondo Beach, CA 90278 TELEPHONE: 310-466-5811	PROJECT ARCHITECT/FIRM/PRINCIPAL: Manuel George MAILING ADDRESS: 205 Avenue I, Suite 7 Redondo Beach, CA 90277 TELEPHONE: 310-753-4180
	LICENSE NO.

B PROJECT PLANS
For new construction, 2 enlarged sets of conceptual plans, and 8 reduced copies 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: I. Site Plan (including property lines and adjacent uses); II. Floor Plans (fully dimensioned); III. Building Elevations (showing natural and finished grades); IV. Transverse and Longitudinal Sections (showing natural grades); and V. Roof Plan .

REFS PRIME BUILDERS
2520 WELSON AVENUE

C PROJECT DESCRIPTION: Give the following data for the project:

1. Area of project site: 7500 square feet: .171 acres.
2. Land coverage of buildings: 4,575 square feet: 61 %.
3. Landscaped area: 1388 square feet: 18.5 %.
4. Number of units: 3 Minimum size of units: 1933 Lot area per unit: 21500⁺
5. Number of parking spaces assigned to units: 6 Assigned to guests: 1 Total: 7
6. Number of stories: TWO Maximum height: 29'-6"
7. Compute the outdoor living space serving each unit (i.e., patios, decks, balconies, etc.) using the table below:

UNIT NUMBER	TYPE OF SPACE AND DIMENSIONS (deck, balcony, patio, yard, etc.)	ACTUAL AREA	CREDITING PERCENTAGE	RESULTING CREDITABLE AREA
"A"	FRONT BALCONY	179 ⁺	100%	358 ⁺
"B"	FRONT BALCONY	175 ⁺	100%	350 ⁺
"C"	FRONT BALCONY	146 ⁺	100%	146 ⁺
	REAR YARD	750 ⁺	100%	750 ⁺

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? Yes No
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? Yes No

D WALL AND FLOOR/CEILING ASSEMBLIES:

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.

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.?	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	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.?	XX	
	3. Will wood floor joists and subflooring be non-continuous between separate condominium units?	XX	
	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?	XX	
	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.?	XX	
	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.)	N/A	
E	TREATMENT OF UTILITIES		
	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	YES	NO
		XX	XX
	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?	XX	
	4. Will all units have individual circuit breaker panels accessible from within the unit?	XX	
	5. Are all domestic water lines (except sprinkler and fire protection systems) of copper tubing or equivalent material approved by the Building Official?	XX	
F	ISOLATION OF VIBRATION AND SOURCES OF STRUCTURE BORNE NOISE IN PROJECTS WHERE UNITS HAVE COMMON WALLS AND/OR COMMON FLOORS/CEILINGS		
	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?	YES	NO
		XX	
	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?	XX	
	3. Will the cabinets in which the above-mentioned appliances are installed be offset from the back wall with strip gasketing?	XX	
	4. Will all non-permanent appliances such as clothes washers and dryers be mounted on permanent rubber bases and surface plates?	XX	
	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?	XX	

	6. Will there be at least eight and one-half (8-1/2) feet of pipe between the closest plumbing fixtures in contiguous units?	XX	
	7. Will all water supply lines within the project be isolated from wood and metal framing with specifically manufactured pipe insulators?	XX	
	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?	XX	
G	ADDITIONAL INFORMATION		
	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?	YES XX	NO
	2. What is the amount of the regular annual assessment? \$1200.00 / YR <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>		

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.

**CITY OF REDONDO BEACH
PLANNING DIVISION**

RECEIVED BY:
DATE RECEIVED:

APPLICATION FOR CONDOMINIUM 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 Condominium Subdivision on the property described below.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 2520 Nelson Avenue	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOT: 2 BLOCK: 22 TRACT: Redondo Villa Tract #2	ZONING: R-3
	RECORDED OWNER'S NAME: James E. Romero & Carol A. Allen-Romero MAILING ADDRESS: 2520 Nelson Avenue Redondo Beach, CA 90278 TELEPHONE: 310-719-5540	AUTHORIZED AGENT'S NAME: Srour & Associates, LLC Attn: Elizabeth Srour MAILING ADDRESS: 1001 - 6 th Street, Suite 110 Manhattan Beach, CA 90266 TELEPHONE: 310/372-8433

B	CONFORMANCE TO 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 Condominium Subdivision.</p> <p>There is an existing, 59 year old, one story single family residence with street facing, attached garage with driveway access on the east side. The new driveway will be relocated to the west side of the lot and the existing curb cut will be closed. All existing structures will be demolished. There are also several mature trees within the permitted building envelope at the rear of the subject property, one of which contains a substantial overhang onto adjacent property to west. All these trees will be removed. A new landscaping plan will be incorporated as part of proposed development.</p> <p>New construction will provide three new, attached residential units, each having a private attached two car garage. There is one shared guest parking space at the end of the driveway adjacent to the rear unit. All construction will meet applicable zoning and building code requirements The three new homes will provide new opportunities for home ownership in the community.</p>

B CONFORMANCE TO SUBDIVISION CRITERIA: Give full and complete answers:

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

The project site is located on a fully improved public street and will provide adequate visibility, driveway access and turn-around to allow vehicles to safely enter and exit driveway and parking areas. Relocation of the existing driveway access to the west side will not result in any change to traffic patterns or pedestrian access.

3. Indicate how the proposed Condominium 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.

Presently the subject site is 45' x 150' as at some point in the past, the westerly 5' was deeded over to the adjacent lot 3 at 2618 Nelson. The subdivision process will realign the two lots such that 2520 (Lot 2) will revert to its originally subdivided configuration of 50' x 150' and 7500 sf in size. This realignment will not result in any nonconforming aspects related to lot size or configuration for either of the affected lots.

The newly realigned project site is 7500sf in size, which is common lot configuration for the area and of sufficient area to accommodate proposed development in compliance with current zoning provisions. Proposed development is similar to development throughout the surrounding neighborhood which includes several other three unit condominium residential structures.

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

The zoning is R-3 which allows three residential units on this site. The proposal conforms to all development standards for condominium use as well as zoning requirements and is totally in keeping with the surrounding neighborhood and potential future development throughout the area.

OWNER'S AFFIDAVIT

Project address: 2520 NELSON AVE, REDONDO BEACH, CA 90278

Project description: NEW TOWNHOMES

I (We) CAROL ALLEN-ROMERO, 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): James E Romero
Carol A Allen - Romero

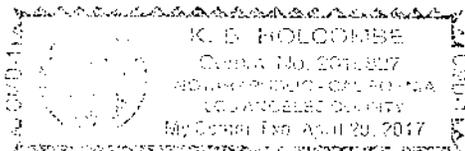
Address: 2520 Nelson Avenue
Redondo Beach, CA 90278

Phone No. (Res.) 1-310-569-2432
(Bus.) _____

Subscribed and sworn to (or affirmed) before me this 11th day of May, 2005 by James E Romero & Carol A. Allen Romero proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

OB Holcombe
FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss Seal



ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles _____

On May 11, 2015 _____ before me, K.B.Holcombe _____,

A Notary Public personally appeared James E. Romero and Carol A. Allen Romero _____

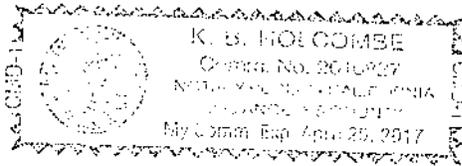
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

K.B. Holcombe



(Seal)

Architectural Drawings on file in the Planning Division



Administrative Report

Planning Commission Hearing Date:

July 16, 2015

AGENDA ITEM: 8 (PUBLIC HEARING)

PROJECT LOCATION: 1700 SOUTH PACIFIC COAST HIGHWAY

PROJECT LOCATION: 1700 SOUTH PACIFIC COAST HIGHWAY

APPLICATION TYPE: CONSIDERATION OF ADOPTION OF A (REVISED) MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY (IS-MND), AND MITIGATION MONITORING AND REPORTING PROGRAM, (REVISED) CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW INCLUDING LANDSCAPE AND IRRIGATION PLANS, AND SIGN REVIEW AND VESTING TENTATIVE TRACT MAP NO. 72662 FOR THE LEGADO MIXED USE DEVELOPMENT

CASE NUMBER: 2015-03-PC-005

APPLICANT'S NAME: LEGADO

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of the approval/certification of a (Revised) Final Mitigated Negative Declaration/Initial Environmental Study (IS-MND), and Mitigation Monitoring and Reporting Program (including Modified Mitigation Measures), a Conditional Use Permit, Design Review, Landscape and Irrigation Plan, Sign Review, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) to permit the construction of a mixed-use project with 149 residential apartment units, (a reduction from 180 units) and approximately 37,000 square feet of neighborhood-serving commercial development (a decrease from 37,600) with a total of 649 parking spaces (an increase from 614) at a maximum height of three stories and 45 feet above existing grade (a reduction from four stories and 56 feet), and the renovation of an existing 110-room hotel, on property located within a Mixed Use (MU-3A) zone, located at 1700 South Pacific Coast Highway.

DEPARTMENT'S RECOMMENDATION:

The Community Development Department recommends that the Planning Commission make the findings as set forth in the staff report and the attached Draft Resolution, approve/certify the (Revised) 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 for a (revised) mixed-use project with 149 units, and a Minor Subdivision (Vesting Tentative Tract Map No. 72662) subject to the findings and conditions as contained in the staff report.

I. BACKGROUND INFORMATION

On March 19, 2015, a Public Hearing was held on the proposed project. At that meeting Staff presented a project overview and discussed the requested entitlements, (See attached Administrative Staff Report, dated March 19, 2015, and Planning Commission Minutes dated March 19, 2015.) This was followed by a presentation from the applicant and a brief report regarding the applicant's community outreach efforts. Following questions from the Planning Commission, public testimony was taken from forty-six (46) individuals.

Thereafter, the Planning Commission continued the Public Hearing to May 21, 2015 to allow the applicant time to address issues and concerns raised by the Planning Commission, and the public during the public hearing. The primary issues and concerns included the need to:

- Perform additional outreach and engage the community
- traffic impacts of the project and the effectiveness of the required traffic mitigation
- Provide a security / crime prevention plan and program
- Address potential noise including mechanical equipment and access driveway impacts
- Consider design revisions to break up the large, linear east/west mass of the proposed structure

As of the deadline for the May 21, 2015 meeting the applicants were not able to provide the necessary revised plans and information for Planning Commission consideration. Therefore, the item was postponed and a notice of postponement was published.

During the intervening time the applicant has assigned Ki Ryu as a new representative for Legado. This has resulted in some difficulty in Staff obtaining information and drawings that were previously promised. Since this change in project management, Staff has been extensively engaged in ensuring that the Planning Commission receives all plans, materials and information necessary from the applicant to render a decision on this project.

In order that the Planning Commission has a complete understanding of the significant project modifications that have taken place since the last consideration of this project it is important that Staff provides the following synopsis of actions taken.

After the Planning Commission meeting the applicant met with Staff to consider options to revise the design while retaining the proposed 180 units. Staff met with the Legado

team, consisting of Heather Lee (Developer Representative), Fernando Villa (Legado Legal Counsel), Henry Rogers (Community Outreach Consultant), and Julie Oakes (Architect), on five (5) occasions to discuss the concerns and issues that were raised during the March 19, 2015 Public Hearing. The discussions focused on possible options to reconfigure the project and attempt to retain the requested 180 unit count. The need for community outreach and engagement and the needs for a detailed security plan and additional acoustical studies were also discussed. (See attached “Summary of Meetings regarding Options for 180 Units” for more details.)

After examining at least 5 options for reconfiguration it was determined that none of the reconfigurations sufficiently addressed concerns of the large, linear east/west building mass. This opinion was communicated to the applicant, and suggestions were made for consideration of further significant reductions.

REVISED PLANS WITH 149 UNITS:

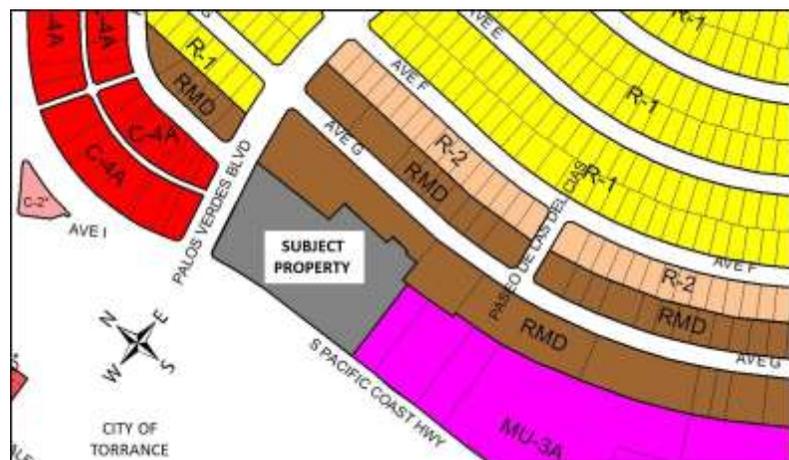
On June 4, 2015, the Planning Division was informed by Legado that they intended to submit a revised project proposal that would be code compliant in all respects including building height¹ and with no more than 149 units. They withdrew their request for a Density Bonus (“DBL”) and the commensurate incentives and concessions for building height, story and parking, and they requested that the continued public hearing scheduled for May 21, 2015 be re-scheduled to the June 18 Planning Commission meeting.

Based on this request the Planning Division notified the public that the May 21, 2015 hearing was ‘postponed’. The revised project was then noticed in the Easy Reader on July 2, 2015. All individuals on our mailing list for this project were also sent notifications of the public hearing.

II. DESCRIPTION AND EVALUATION OF REVISED PROJECT

A detailed description of the subject property, the existing development, and surrounding community is provided in the attached Administrative Report, dated March 19, 2015.

In brief, the 4.275 acre project site is currently developed with a 69,000 square foot (SF) 110-room hotel (Palos Verdes Inn) and 28,354 square feet (SF) of retail space, consisting of a 21,130 square foot (SF) former Bristol Farms grocery store and 7,224 SF of other retail spaces.



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

The project includes the demolition of all on-site retail space, the new construction of a mixed-use development project along with the renovation of the existing hotel.

The revised mixed-use development project (“Revised Project”) is a down-sized variation of the original project (“Original Project”). It consists of 149 market rate residential rental units and approximately 37,000 SF of neighborhood-serving commercial development. A total of 649 parking spaces are provided with 587 parking spaces located in a subterranean parking structure and 62 spaces in an existing surface parking lot located directly south of the Palos Verdes Inn (“PV Inn”). The project is substantially lower in overall height and story than the Original Project.

The following table (Table 1) summarizes the changes between the Original Project, and the Revised Project.

TABLE 1
SUMMARY OF CHANGES

	Original Project in the MND	Revised Project	Difference between Original and Revised
Units Total	180	149	31 less
Studio	34	0	34 less
One Bedroom	78	87	9 more
Two Bedroom	68	62	6 less
Restaurant/Cafe	7,600	8,600	Increase of 1000 SF
Retail	6,000	5,600	Decrease of 400
Market	24,000	22,800	Decrease of 1,200
Parking Required	548	649	101 more*
Parking Provided	614	649	35 more
Public Open Space	26,241	26,752	511 sq. ft. more
Private Open Space	48,995	33,580	15,415 SF less**
Total (SF) including the existing Hotel	278,727 SF	267,572 SF	11,155 SF less
FAR	1.5	1.5	4% reduction
Stories	4 stories	2-3 stories	1-2 stories lower
Height at highest point	56 feet	Mostly 38 feet; 45 feet in limited areas	11-18 feet lower

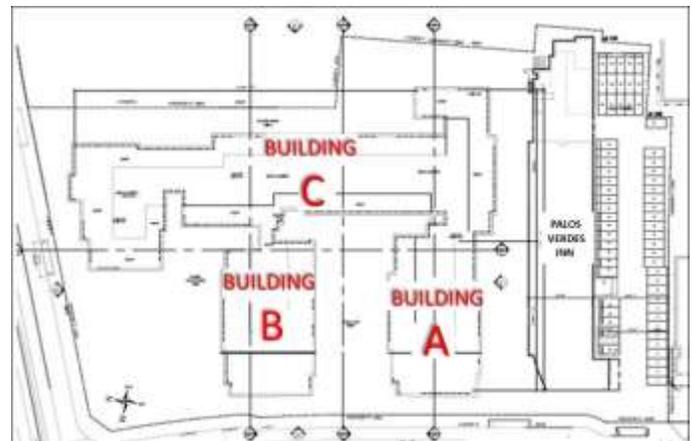
- * The Original Project was parked under a reduced parking standard as per the State DBL.
- **The SF of the Private Open Space is the same per unit. The total is reduced based on the reduction in total number of units.

The Original Project proposed 180 residential units, 37,600 SF of commercial space and the renovation of an existing 110 room hotel. The Original Project included 614 parking spaces. The project requested entitlements under the provisions of the State's DBL under SB 1818, which required the Original Project to provide nine (9) very low income units in exchange for the right to increase the project density by 22% and to receive one incentive. The incentive allowed for an increase in the maximum building height from 45 feet to 56 feet and included a waiver of the development standard for maximum number of stories allowing the applicant to request to develop the project with four (4) stories instead of three (3) stories and exceed the allowable height. By operation of law the DBL also allowed the project to provide a reduced parking standard for residential units equivalent to one (1) parking space for every studio and one (1) bedroom unit. The City's requirement is to provide two (2) enclosed parking spaces per unit regardless of its size or number of bedrooms, and one (1) guest parking space for every three units.

The Revised Project does not rely on the DBL; it has been redesigned to meet the City's development standards and regulations for a mixed-use development in a MU-3A zone. The Revised Project complies with the City's General Plan objectives and policies as contained in the Housing Element, Land Use Element and Circulation Element, for this subject property. The Revised Project with 149 residential units is in compliance with the allowable density. The residential units will be developed as rental units available at market rate rents. The size, square footage ("SF") of commercial tenant space is 37,000 SF including 22,800 SF planned as a market, 5,600 SF of retail shops and 7,600 SF of restaurant and café space. The locations and configuration of the tenant spaces have remained essentially the same in the Revised Project as in the Original Project.

The City Planning Commission recently amended the Zoning Ordinance to reduce allowable heights in Mixed Use Districts to require that projects be designed to maximum heights between 38'-45'. The Revised Project is designed to provide that 77% of the maximum ridgeline elevations are below 38 feet above existing grade. A total of 23% of the project ridgeline elevations are between the height of 38'-0" and 45'-0" and no portion is above 45 feet as shown on Sheet A2.2, the Grade Plane/Height Exhibit.

To assist the Planning Commission in fully understanding the Revised Project the three (3) residential components have been labeled A, B, and C.



The Revised Project modifies the exit stairways at the southerly ends of Building A and B (facing PCH). These components have been moved further back into the buildings and the portions of the buildings closest to PCH have been lowered to two (2) stories. The combined effect is that the mass and bulk of west-facing PCH elevations has been minimized.

Building C, the most easterly residential structure, was four (4) stories high in the Original Project. This building is now three (3) stories with a maximum height of 38'-0" as measured from existing grade. The redesign of Building C also incorporates significant architectural enhancements along the easterly façade by additional building offsets that provide added visual benefits and architectural interest.

Both Staff and the Planning Commission had expressed particular concern with Building C as it related to adjacent residential development. In Staff's opinion the revisions as proposed by the applicant to reduce the project by a full story and add features to the architectural design address the concerns raised regarding this project component.

The total size of the public open space has increased slightly in the Revised Project from 26,241 SF to 26,752 SF (see Sheets A2.4.1 and A2.4.2).

The corner plaza (Area 'B' on Sheet A2.4.1) continues to be a feature of the Revised Project. The Revised Project has additional public open space areas along PCH including two (2) areas on the hotel portion of the site (Areas 'D' and 'E'), and the public corridor (Area 'C') that provide access from the sidewalk to the public parking spaces located behind the commercial tenant spaces. This corridor, with a proposed market on one side and café and retail space on the other, will allow those businesses to provide seating opportunities and to attract patrons in a marketplace like setting.



The public open space located on the upper level is slightly reduced in the Revised Project by 5,230 SF. However, at 9,270 SF it is reasonable in size and will provide the public with a pleasant outdoor setting and significant views to the west and the north. The podium level restaurant and outdoor dining area will have the best views. While there were many discussions between the City and the Legado Team about pushing the restaurant further back into the project so as to reserve the best unobstructed views for the public, this modification was rejected because the placement of a restaurant with outdoor dining in closer proximity to the residential units would increase the potential for conflict between the proposed uses.

The Revised Project reduces the overall amount of private open space for the residents from 48,995 SF to 33,580 SF. However, the amount of private open space in size is a

direct result of the reduction in the number of units. There are two (2) private residential open spaces including the resident's pool area and gym facilities that is 10,959 SF in size, much like in the Original Project, and a more passive landscaped area, that is 2,273 SF in size.

Both the public open space and private open space provided in the Revised Project meet or exceed the City's zoning code requirements.

The overall floor area of the project has been reduced from 278,727SF to 267,572 SF mostly due to the reduction in number of dwelling units.

With the reduction in the number of residential units from 180 units to 149 units, the size of the units has increased and the mix of unit types has changed. The Original Project included 16 Studios, with unit sizes ranging from 478 SF for the Studios, 656–751 SF for the 96 one-bedroom units, and 979–989 square feet for the 68 two-bedroom units. The Revised Project has eliminated the Studios, and has 87 one-bedroom units ranging in size from 642-872 SF. The two-bedroom units range in size from 991-1,091 SF.

The Revised Project retains some of the overall character, architectural style, site layout and functional organization of the Original Project. However, the Revised Project is substantially smaller in apparent size, mass, scale, and bulk in response to community and Commission concerns. In addition, the project incorporates another level of subterranean parking (P3), at a substantial cost to address community concerns about the adequacy of on-site parking. The Revised Project now provides the full parking requirement as set forth in the City's Zoning Ordinance.

The proposed architectural style of the Revised Project has been retained as 'South Bay' eco-contemporary. This type of architecture reflects current trends and current and future resident preferences as has been observed in the greater South Bay real estate market. The overall design of the project is appropriate in light of the need to encourage and promote environmental sustainability and to design buildings to capitalize on environmental opportunities given site characteristics. In this case, the Revised Project proposes a design utilizing high quality materials and incorporating passive and active design features that enhance sustainability. The project will be significantly more resource efficient than any buildings constructed under prior building codes.

The overall approach to the Revised Project landscaping, hardscape, furnishing and lighting plans is essentially the same. The design is considered to be appropriate for the Revised Project (see the Administrative Report dated March 19, 2015 for comments and an evaluation of these aspects of the project).

The sign program concept as revised for the Proposed Project is essentially the same as in the Original Project. The proposed types, sizes, content and locations of the signs, shown in concept, are appropriate and compatible with the other design components of the Revised Project.

The renovation of the existing 110-room hotel, in the Revised Project is the same as in the Original Project. If and when the overall Revised Project is approved, the applicant has stated that they will partner with a hotel management company with whom they will develop exterior and interior exterior remodeling plans.

The Revised Project includes the same green building/sustainable design features as the Original Project.

In summary, the Revised Project meets all of the development standards for a mixed-use project on the subject property zoned MU-3A. In Staff's opinion the revised design addresses concerns raised by the Planning Commission and those concerns raised in public testimony. Therefore, Staff is recommending that the Planning Commission consider the following findings.

III. PROJECT ENTITLEMENT CRITERIA AND FINDINGS CRITERIA

CONDITIONAL USE PERMIT

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

These CUP Criteria include:

- The site for the proposed use shall be in conformity with the General Plan and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood. (RBMC § 10-2.2506(b)(1))
- The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use. (RBMC § 10-2.2506(b)(2))
- The proposed use shall have no adverse effect on abutting property or the permitted use thereof. (RBMC § 10-2.2506(b)(3))
- The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare...." (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 Density Bonus Law. It meets the criteria for the approval of a Conditional Use Permit.

PLANNING COMMISSION DESIGN REVIEW CRITERIA

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

Design Review criteria include:

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

Additional criteria/conditions can include: (a) Changes to the design of buildings and structures (10-2.2502(b)(8)(a)), such other conditions as will make possible the development of the City in an orderly and efficient manner..." (RBMC § 10-2.2502(b)(8)(k).)

User impacts and needs

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

The proposed project provides 649 parking spaces including 587 parking spaces on three levels of subterranean parking and 62 parking spaces on a surface lot south of the hotel.

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

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

Relationship to Physical Features

The predominant physical feature of the existing lot is the downward slope of the existing grade towards the northwest corner of the site. The organization of the project around the semi-subterranean podium is the most efficient solution for this design challenge.

The existing landscaping on the site is very limited. The proposed plan removes the existing landscaping and replaces it with new, landscaped areas, and planted with a greater quantity and a more appropriate plant palette.

The existing grades along the west side of the adjacent residential property to the east on Avenue G vary in elevation, but are generally substantially higher than the highest existing grades along the east property line of the subject property. Consequently, the residential development east of the proposed project is situated on much higher ground than the project site.

Consistency of the Architectural Style & Building Design

The architecture and overall design of the proposed project can be described as an eco-contemporary style that incorporates an aesthetic balance between cool materials such as glass, steel, and concrete and warm, traditional materials such wood and tiles. The design is characterized by the use of clean lines, flat roofs with overhangs, large expanses of windows, cantilevered spaces and a distinct lack of ornamentation. These design elements are used consistently throughout the commercial component, public and private open spaces and residential structures. The scale of the Revised Project is appropriate and compatible in the neighborhood context.

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 the units; and a water-wise landscaping pallet.

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

Balance and Integration with the Neighborhood

The Revised Project addresses all concerns raised through the following revisions:

The Revised Project is now three (3) stories high with a maximum of 45'-0" in height. This resembles the other structures in the surrounding areas. The lowering in height of the project by 11'-18', and the fact that 77 percent of the project is now at or below 38' have enabled a finding of balance and integration with the neighborhood.

Signs

The overall project approach to signage as reflected in the conceptual sign design package proposed by the applicant is modest and reasonable. Staff is recommending that the final sign design plan be administratively approved should the Planning Commission approve the proposed project. The final sign design package would be returned to the Planning Commission in the event of a disagreement.

The Revised Project meets the criteria for the approval of a Planning Commission Design Review subject to the conditions recommended.

IV. PUBLIC RIGHT-OF-WAY DEDICATION

The Revised Project will provide public right-of-way dedication and improvements along the frontage of South Pacific Coast Highway, (see Sheet C1.00) required for the purpose of providing a 12'-0" wide public sidewalk in keeping with the City's adopted Administrative Policy No. 12.2, Living Streets Guidelines and Policies for Redondo Beach (City Council Resolution No. 1310-095, October 1, 2013). This requirement remains the same as the Original Project.

V. VESTING TENTATIVE TRACT MAP

Vesting Tentative Tract Map No. 72662 consolidates the subject property for the purposes of developing it as a mixed-use project. The proposed Map meets the requirements of Chapter 1, Subdivisions, Article 5 of the City's Zoning Ordinance, and the California State Subdivision Map. No change is necessary for the Revised Project.

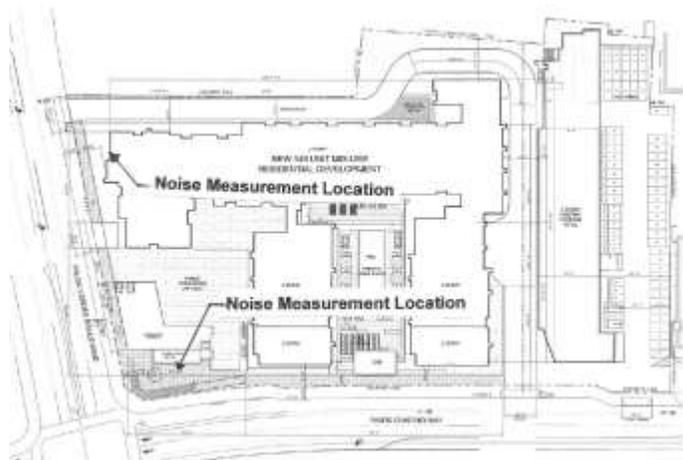
VI. DEVELOPER COMMUNITY OUTREACH EFFORTS:

The Planning Commission strongly suggested that the applicant meaningfully engage the community in a public outreach effort. The applicant's response was to conduct a series of three (3) community outreach events (open houses) held on site at the PV Inn on April 11th, April 25th, and May 30th. The applicant's team included the former project representative Heather Lee, Architects Julie and Lee Oakes, Land Use Attorney Fernando Villa, LEED Consultant Travis Cage, and the PEAR Strategies outreach team members Henry Rogers and Weston LaBar. It is Staff's understanding that several other individuals assisted the applicant's team.

A detailed report regarding the community outreach has been provided by PEAR Strategies, Legado's outreach consultants (see the attached Community Outreach Report dated June 3, 2015).

VII. NOISE – ACOUSTICAL STUDIES:

In response to concerns regarding rooftop HVAC (heating, ventilation, and air conditioning) noise the applicant enlisted the services of Davy & Associates, Inc., a highly qualified acoustical consultant to further assess the noise. Two (2) separate sets of analyses were provided. The results of that analysis demonstrate that neither



the rear access roadway nor the project's mechanical equipment will result in noise impacts. As an initial matter, under CEQA, impacts are based upon a comparison to existing conditions. The existing structures on-site currently include HVAC systems, some of which are located approximately 40 feet from the residential structures to the north/west of the project. As also described in the MND, under existing conditions the parking lot directly abuts the northern wall in close proximity to the northern residential units; the majority of noise in the vicinity of the project site is associated with existing traffic and parking lot activities. With implementation of the proposed project, many of these existing parking lot noise sources would occur underground (and be inaudible). This topic was addressed on page 72 of the Final MND.

Mechanical Equipment Noise

The Acoustical Analysis, referred to as JN2015-05B, examines the impacts of the rooftop mechanical equipment against the City's standard for both exterior and interior noise limits. This analysis examines the noise impacts of the mechanical equipment on the surrounding residences. The analysis is based on an estimate of 108 roof-mounted heat pump units in seven (7) locations with a worst case scenario of 69 dBA for each unit and an assumption that the pumps will run for more than an hour at a time and that they will all be running at the same time. Calculating the effects of distance to the residences located to the east and north, it is expected that the noise levels from the equipment will meet the maximum allowable interior noise limit of 40 dB during nighttime conditions.

In conclusion, the noise impacts of the rooftop mechanical equipment will meet the City of Redondo Beach Noise Ordinance for exterior and interior noise limits on the surrounding residential developments.

VIII. SECURITY/CRIME PREVENTION:

As discussed in Section XIV(a)(ii) of the Final MND, the proposed project would be required to comply with all police department requirements, including the requirements for building access and security for subterranean parking garages. 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, and camera surveillance. (See also RBMC 10-2.912(a)(2) and (3) and 10-1706(c)(10) [security regulations, including lighting for outdoor and parking areas, separate residential access, hallways, and balconies].) Further Input from the Police Department was requested regarding a comprehensive approach towards security and the prevention of crime at the proposed project. After several discussions were had with the Police Department and the applicant, they (Legado) agreed to the following additional security / crime prevention conditions:

- Submit a garage gate design and type that ensures separation between the residential and commercial parking locations.

- Provide specifications on security hardware to be installed on all residential balconies that abut the ground level access road on the East side of the mixed use building.
- Provide specifications for a secured gate system between the 2nd floor public open space plaza and the 2nd floor private open space.
- Provide Security Plans that show the location of audio and visual camera systems for any area in which access is granted to outside parties.
- Provide specifications and/or security plans for the installation of commercial glass that provides the police with visual access to the interior of the commercial tenant spaces.
- Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an “on-site” map.
- Provide information on how a secured mail room will be designed to provide restricted access only to mail/delivery services, commercial tenants and residential occupants.
- Provide plans that allow for an “off street” delivery area within the commercial parking garage to accommodate the delivery of mail and packages/parcels.
- Provide security plans and design specifications for the installation of a security camera system that monitors:
 - all public open space areas;
 - all garage floors;
 - access road, including hotel parking areas;
 - all storage and bicycle areas, trash areas, elevator access and stairwells.
- Provide a garage lighting plan along with design specifications that includes lighting the “access road.” The plan shall ensure that the lighting does not encroach on the adjacent residential properties on Avenue G.
- Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve the effectiveness of the lights.
- Provide a detailed way-finding plan.
- Provide plans for the installation of a “repeater” system for the use of personal cell phones on all levels of the parking garage.

IX. DISCUSSION OF RENTAL UNITS VERSUS CONDOMINIUM UNITS

The proposed project is designed to provide new, high-end, market rate residential units. There is an on-going debate, not only in this community but elsewhere, as to the value or benefits of providing rental units versus owner-occupied units. Such a discussion needs to address the benefits / advantages, or conversely the drawbacks of providing rented versus owned units, in and of itself. A similar discussion needs to take place within the context of a mixed-use project.

Rental versus Owner-occupied Units

Objective, statistically-based analyses that examine trends related to rental units versus owner-occupied units and how those trends impact a community, are not readily available. Having said that, the following reports and articles provide some insights on the matter.

A report called "America's Rental housing, Evolving Markets and Needs", prepared in 2013 by the Joint Center for Housing Studies of Harvard University (www.jchs.harvard.edu/americas-rental-housing) examines the reverse of the long upward trend in homeownership comparing the renter share of all US households in 2004 at 31 percent to 35 percent in 2012. It identifies the interdependent factors responsible for this change in trend, namely the economic turmoil and recession after 2008, which caused record number of foreclosures and displaced millions of homeowners; resulted in the loss of personal wealth for many families; increased unemployment at all levels of income preventing would-be buyers from purchasing a home due to financial hardships; and the high costs of relocating to better job markets. This has resulted in a renewed interest in rental housing with its benefits that include a greater ease in moving, the ability to choose housing that more closely matches income, and freedom from the responsibility and cost of home maintenance.

While the idea that rental living consists primarily of young, single people and unrelated roommates is still predominant in the minds of many, the largest sector of renters (based on age of household head) is those who are between 35-39 years of age. Additionally, as baby-boomers become empty-nesters, their share of rental households also continues to increase. Renters reflect the full diversity of US households in terms of the 'Age of Household Head', 'Household Type' (meaning single, single parent, married with children, married without children) and 'Household Income'.

Future demand for rental housing over the next decade is based on two factors; changes in the number and characteristics of households; and changes in the tendency of different groups to own homes. The first is easier to project based on existing demographics. The second is more difficult to project, since trends towards or away from homeownership can fluctuate significantly based on unpredictable economic conditions, as was been the case in the recession of 2008.

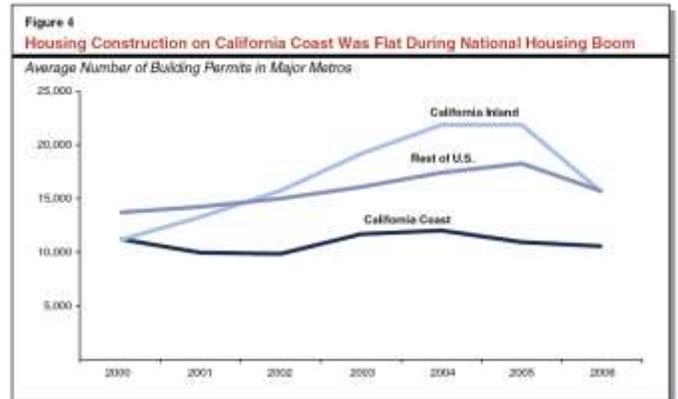
The report documents a steady increase in rents that have exceeded overall inflation and the fact that rental properties have generated solid returns over the period of 2010 to 2013. Based on low rental vacancies, increasing rents, and an increasing number of individuals and families who are seeking rental housing, it is unlikely that recent construction rates for new rental units will surpass demand in the immediate future. The report continues at length in examining issues of affordability by household characteristics and location.

Another extensive study relevant to this discussion is called "Emerging Trends in Real Estate 2015", prepared jointly by the Urban Land Institute and PricewaterhouseCoopers (www.pwc.com/.../real-estate/.../emerging-trends). It is a highly regarded trends and forecast publication, now in its 36th edition. This study is based on the views of 1,400 individuals who completed reports or were interviewed as part of the research process for the report. Very briefly, some of identified trends reported in the publication include the following:

- "The 18-hour City", which includes key ingredients of housing, retail, dining and walk-to-work offices spurs investment and development while raising the quality of life.
- Millennials are becoming a larger cohort than the baby-boomer generation in terms of shaping the economy, marketing, consumption, and real estate trends; and that these trends will accelerate over the next ten years.
- Millennials are currently "renters-by choice". Their desire and ability to become homeowners in the future will depend on their ability to pay off student debts, and on improved income mobility.
- There is 50-50 split in the prediction that millennials will become typical suburban homeowners over the next 10 years versus that they will continue to exhibit the same behaviors including being renters-by choice.
- Unlike expectations of a decade or more ago, the 77 million baby boomers are not all flocking to resorts and retirement communities in the Sunbelt. The leading edge of baby boomers, those age 65 to 73 are moving to city centers where they can be close to their children.
- Technology, disruptive and incremental, such as internet shopping and viral offices are the driving force behind changes in the use and location of space.
- The millennial generation is more comfortable with sharing than owning, with impacts on the usage of taxis, hotels and offices that are already apparent.
- On-going geopolitical and economic "event risks" are here to stay. These events influence many trends including real estate trends.
- Global jobs, markets and economies make high-end rental units more desirable.
- Housing itself, once considered "too big to fail", is no longer a guaranteed financial investment.
- The trend of the over-65-cohort to move 'downtown' instead of to resort communities is spurring the trend to urban village concepts such as mixed-use development approaches that are meeting with success.

A recent article with the title 'How Much Does Los Angeles Have to Build to Get Out Of Its Housing Crisis' by Biannca Barragan, published March 18, 2015, (http://la.curbed.com/archives/2015/03housing_crisis_losanjeles_constructopm.php) discusses the fact that Los Angeles has the biggest disconnect between incomes and rents of anywhere in the nation. Explained are the some of the measures in California that have kept the growth of housing much lower than the demand, especially in Coastal communities, which accounts for the fact that the cost of housing in California versus the rest of the nation doubled between 1940 and 2015. Furthermore, during the period of

1980 and 2010 the number of housing units in the typical US metro grew by 54 percent, compared with 32 percent for California coastal metros and 20 percent for Los Angeles. According to the US Census, the number of housing units in Redondo Beach has only increased by 3.6 percent over the ten-year period of 2000 to 2010. Why isn't more housing being built? "One reason is NIMBY'S..... while it is important that local residents have input on new housing, their resistance to new development is 'heightened' especially in coastal California."



An article by Jason Islas, published March 2015, discusses a report released by the California's Legislative Analyst's Office that looks at the roots of California's dire housing affordability crisis and how to solve it. The Legislative Analyst's Office report (discussed more specifically below) lays the blame for the current housing crunch (and the skyrocketing rents and housing prices it's producing) at the feet of state's many coastal cities and counties, two thirds of which have enacted formal constraints on housing growth. To make up for decades of stifling housing growth, California, and especially, its coastal cities would have to roughly double the amount of housing built each year, the report says..... "First, build more housing. Do it in coastal cities and build it densely." "Local residents are often resistant to new housing development and they'll use their local communities' land- use authority to delay or block new housing development," said Brian Uhler, senior fiscal and policy analyst with the LAO. "We see that this type of resistance is particularly heightened in California's coastal communities."

The Executive Summary of the publication by the Legislative Analyst's Office, March 17, 2015, "California's High Housing Costs, Causes and Consequences" provides five conclusions on the subject as follows:

1. *California's Prices and Rents Are Higher than Just About Anywhere Else*
2. *Building Less Housing Than People Demand Drives High Housing Costs*
3. *High Housing Costs are Problematic for Households and the State's Economy*
4. *The Legislature Must Consider Targeted Programs to Provide Affordable Housing Programs*
5. *The Legislature must change policies to Facilitate More Private Home and Apartment Building*

"Millenials in Adulthood, Detached from Institutions, Networked with Friends" a study published March 7, 2014 by the Pew Research Center (www.pewresearch.org), states that Millenials are the 'first in the modern era' to have higher levels of student loan debt, poverty and unemployment, and lower levels of wealth and personal income than their

two immediate predecessor generations (Gen Xers and Boomers) had at the same stage of their life cycles.

There are several significant points that these reports make as they relate to the proposed project:

- 1) Rental housing units are becoming increasingly attractive to a wide variety of households in terms of age, type and income.
- 2) The newest generation, known as “Millennials”, are more likely to be renters than homeowners, at least over the next decade.
- 3) A history of 30 plus years of policies blocking the construction of new housing in California, especially in coastal communities, has caused home prices and rents to skyrocket causing unintended consequences on the State demographics and economy.

Rental versus Ownership Units in a Mixed-Use Project

Mixed-use projects can take on numerous incarnations with respect to the mix of land use types, and the forms of ownership, that are co-mingled within a given physical and legally defined project.

Mixed-use projects, as defined by the City of Redondo Beach zoning ordinance, must include both residential and commercial uses (commercial uses include various types of uses / businesses such retail, service-oriented, limited office and restaurant uses). The development standards for mixed-use projects on properties that are zoned MU-3A specify that the projects must include both commercial and residential uses and that such projects can have a maximum floor area ratio (F.A.R.) of 1.5. Additionally, all floor area exceeding a F.A.R. of 0.7 must be developed for residential uses. Furthermore, the commercial component of mixed-use projects must have a minimum floor area of 0.3 multiplied by the lot area within 130 feet of the property line abutting Pacific Coast Highway.

Not specified in the City’s development standards and regulations for mixed-use projects are the forms of ownership that can be established for the various land use types. Three basic types of ownership models can be developed as follows:

- 1) all of the land use types, and therefore all of the interior, exterior, subterranean floor areas and shared common spaces, with a mixed-use project may remain under the ownership and management of one individual or company;
- 2) all of the land use types, and therefore all of the interior, exterior, subterranean floor areas and shared common spaces can be made available for sale resulting in a conglomeration of multiple residential owners (149 owners) and commercial owners (9 owners as currently configured) operating under two (2) HOAs, with the hotel operating as a third independent legal entity; or

- 3) the residential units only within a mixed-use project can be made available for sale resulting in multiple residential owners (149) operating under a residential HOA, with the shared common spaces, the commercial spaces, a portion of the subterranean garage and the hotel remaining under the ownership and management of one individual or company with a master agreement that governs the responsibilities of the HOA and the owner/operator of the commercial interests and their relationship to each other.

* What cannot occur after a mixed-use project is approved is a change in the ownership of the residential units from rental to units.

Even without going into a detailed description of the pros and cons of each of these three ownership models, it is easy to predict that ownership model (1), where all the land use types and all the physical areas and spaces are owned and operated by one legal entity would allow for the most consistent and cohesive implementation of the operational rules, regulations as well as the physical maintenance and on-going re-investment into the project.

Condominium projects and other cooperative forms of housing (collectively referred to as Common Interest Developments or CIDs) are very common in California. According to a 2014 report by CACM (California Community Managers) there are over 50,000 CIDs in the State, 56% of which are condominium projects. 14.3 million Californians or 38% of the State population live in some form of CID. However, given the operational and legal complexities of such ownership models, a niche industry consisting of specialized managers, lawyers, accounts and relators has emerged to support them.

Skimming through several of the many on-line websites for HOAs, such as the 'Communities Association Network', the 'California Homeowners Association', the 'HOA Leader' and the California 'HOA Law Blog', it quickly becomes obvious that the issues dealt with by HOAs are diverse and complex. HOAs function as governing bodies over condominium owners and the physical assets of condominium projects creating some of the same type of tension that arises between residents and local governments who make decisions on their behalf. HOAs deal with a wide variety of issues and processes such as arbitration, architectural control, assessments, boards of directors, collections, construction defects, contracts & easements, enforcement issues, fixtures, finances, governance, insurance, litigation, maintenance, renters, rules & regulations, solar power installations, utilities, voting and elections. On the surface, such decisions may not appear to be difficult or contentious; what makes the decisions difficult is reaching a consensus or a majority vote of the owners on a specific issue or action, especially if they are time sensitive in nature. Resolving contentious issues between owners and the HOA can create a great deal of friction within a condominium project. Resolving issues between an HOA and a third party can be much more complicated, expensive and time-consuming since all important decisions made by the HOA require input from their membership. Condominium owners include a broad cross section of individuals; being a condominium owner does not guarantee, in and of itself, that such individuals are like-minded, much as

families cannot ensure that its members share economic, social, political, and religious views or behaviors.

An examination of the record for HOAs that are embattled with other non-residential owners / operators within the physical and legal parameters of a project, indicates that conflicts can become very nasty. Experience shows that over time, once the original owner relinquishes control over the residential units, it is not uncommon for one or more of residential owners to decide, for example, that they are not satisfied with the way the rules and regulations (as contained in their CC&R's and/or in a master agreement for the project) address odors created by the restaurant, or by the noise coming from the outdoor dining area, or the music that played by a retail shop. As such, the opinions of a minority of residential owners can create considerable havoc and ill will not only within the residential component of the project but also between the residential, and commercial components within a project.

The key points from this discussion are as follows:

1. The on-going management of large condominium projects (51 units plus) is complex. More often than not, HOAs must deal with conflict resolution regarding both internal and external issues.
2. Mixing several forms of ownership within the parameters of one physical and legal project is extremely complicated, and is exacerbated by the fact that these multiple entities with differing priorities must come to terms over the fact that they co-habit the same project and that they share responsibilities over common areas including subterranean garage.

X. STATUS REPORT ON THE PALOS VERDES INN

The following information was provided by the Legado team with respect to the current and future status of the Palos Verdes Inn, which experienced a fire on June 17th, 2015.

- A fire broke out in the hotel around 6:30 pm on June 17th.
- The fire started in one of the hotel guestrooms and spread to another guestroom as well as some common areas.
- Firefighters were able to extinguish the fire in early evening hours.
- There is substantial damage to the guestrooms and common areas as a direct result of the fire. This includes the smoke damage, as well as the damage from extinguishing the fire, including water damage to the floors and ceilings, broken doors and door frames.
- Legado is undertaking every effort to re-open the hotel as quickly as is practically possible once the required repairs are undertaken and the required City building inspections are completed. The Community Development Department has assured Legado that the issuance of building permits and inspections for the repair work will be expedited to the maximum extent possible

- However, any progress regarding repairs is contingent on the insurance claim process.

The applicant's representative has indicated that he will keep the City updated on this matter.

XI. REVISED TRAFFIC EVALUATION

Overland Traffic Consultants prepared a 'Supplemental Traffic Evaluation', dated May 29, 2015 (attached) to address the Revised Project with 149 units, 37,000 SF of commercial space and 649 parking spaces. The findings indicate that the Revised Project will result in fewer vehicle trips to and from the site, resulting in reduced impacts. It also indicates that the supply of parking provided on-site meets the parking requirements as established by the City of Redondo Beach zoning ordinance.

Specifically, the number of '*Combined Net New Trips*' of Daily Traffic for the Original Project was 2,677. This number is reduced to 2,433 for the Revised Project, which is equivalent to a 9% reduction. There are projected to be 123 AM Peak Hour Trips, a reduction of 14% and 245 PM Peak Hour Trips, a reduction of 8.5%.

The following is a brief summary of traffic evaluation parameters and criteria:

- 11 intersections were studied of which 6 are signalized and 5 are Stop controlled, including PVB & Ave G and Prospect & Ave G, as requested by the community;
- The trip generation rates used in the analysis come from the National Standards established by the Institute of Transportation Engineers;
- The conditions at each of the intersections is determined using the geometrics and signal operation data, as well as traffic counts during Peak Hours;
- Different methods are used depending on if the intersections are signalized or not; signalized intersections – Intersection Capacity Utilization (ICU), stop sign controlled intersections – 'Delay Highway Capacity Manual (HCM) Analysis';
- The performance of an intersection is described as Level of Service (LOS): Letter Grades A (Good) through F (Failure);
- The projected trips are then distributed to the various street intersections;
- The criteria for determining if a project has a significant impact are contained in the 2010 Circulation Element of the Redondo Beach General Plan They are as follows:
 - 4% increase or more at LOS C
 - 2% increase or more at LOS D
 - 1% increase or more at LOS E or F
 - Unsignalized Intersections: 3 second increase in delay at LOS E intersections and LOS F for side streets;
- A comparison is then made of the traffic conditions at the 11 intersections as they currently exist and what conditions they would be at if the project were built;

- A comparison is then made of the traffic conditions at the 11 intersections as they will be 2017 (the future) without the project and what conditions they would be at in 2017 if the project were built.

Reanalysis of the PCH & PVB intersection for the Revised Project was conducted with a more conservative approach. This included reducing the capacity at the intersection for occasional through lane blockage as a result of vehicles stacking in the interior northbound travel lane on PCH waiting to make a westbound turn onto Ave I. The impact results for the Revised Project are the same as the results for the Original Project. Therefore, the Mitigation Measure for this intersection remains the same, as follows:

The impact results for the Revised Project are reduced from the Original Project. However, the Mitigation Measure for this intersection will remain the same, as follows:

T1 Palos Verdes Boulevard and Pacific Coast Highway.

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

The improvement shall be fully funded by the applicant and implemented prior to final inspection and the opening of the project. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit.

The project will also be required to implement the following traffic improvements:

- Caltrans is requiring the extension of the bike lanes on PCH, both north and south of PVB, which will improve the safety for cyclists.
- The removal of the raised medians on the north and south legs of PCH, which will improve the left turn storage (stacking area) and thereby reducing the current problems that stacked or backed up vehicles sometimes interfere with the traffic movements in the intersection.
- The Northbound left turn pocket to Avenue I will be extended by a minimum of 75 feet.
- The travel lanes south of PCH will be widened from the existing widths of 10 and 11 feet to 12 feet as per the required of Caltrans, which will improve the traffic movements in the portion of the intersection.
- PCH will be widened along the PCH Project frontage to allow for the construction of a deceleration and acceleration/merge lane to/from primary PCH Driveway.
- The raised medians along the PVB frontage will be removed to improve access, visibility and provide increased storage (vehicular stacking) to/from driveways.

- The sidewalks along with curb and gutter, traffic pole and bus stop will be removed and relocated to allow for the construction a new street section with ADA curb ramp improvements.

It is difficult for most individuals without a background in transportation planning and engineering to understand how the addition of a southbound right only turn lane can solve the identified significant traffic impact, which is the addition of 245 additional PM Peak Hour Trips at the intersection of PCH and PVB.

The drawing on the following page, Illustration #1, illustrates the current lane configuration at the intersection of PCH and PVB.

- The existing lane configuration travelling southbound on PCH consists of one dedicated left turn only lane, one through lane and one shared through and right turn only lane.
- The lane configuration travelling northbound on PCH consists of one dedicated left turn only lane, one through lane and one shared through and right turn only lane.

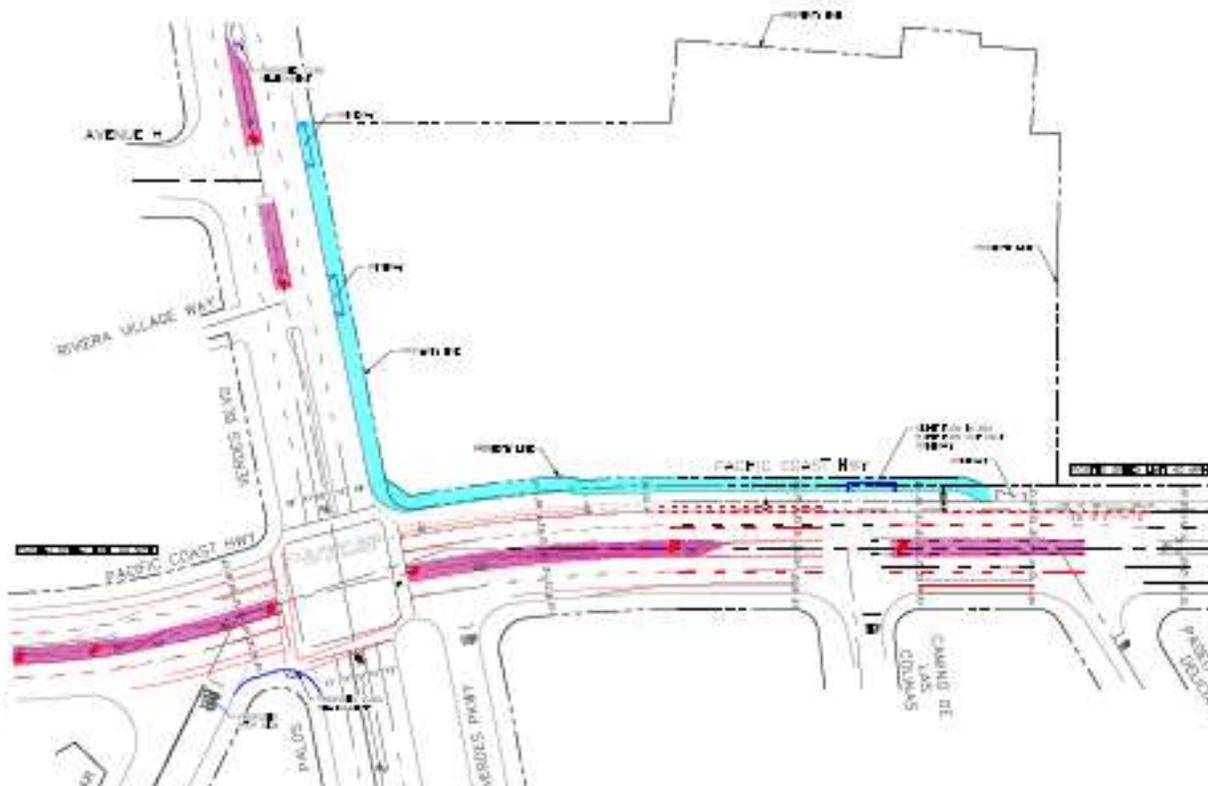
Illustration # 1
Existing Traffic Flow at PCH and PVB



The following, Illustration #2, illustrates some of the components of the proposed traffic improvements as follows:

- The raised center medians on both the south and north legs of PCH will be removed thereby increasing the capacity of the left turn movements northbound at PVB and Avenue I as well as southbound at PVB. The PCH median striping between Camino de las Colinas and Paseo de las Delicias northbound and southbound currently allows for left turns in both directions. This striping will be changed to only allow northbound left turns, which will reduce the traffic conflicts that currently slow down the traffic down flow at that location.
- The raised center medians on the east leg of PVB will be removed to allow left turns only into the two (2) new Legado driveways. This will facilitate the traffic flow into the project travelling westbound on PVB without disrupting the traffic flow of vehicles travelling westbound through the intersection.
- A new 12'-wide sidewalk will be constructed along the PCH frontage of the project. This will increase 'walkability' around the site; providing a safer environment for pedestrian movements.

Illustration #2
Proposed Traffic Improvements



The following, Illustration #3, illustrates some more components of the proposed traffic improvements as follows:

- A new right turn only lane will be added travelling southbound on PCH at PVB. This is possible because there is an existing street dedication at that corner, meaning that a portion of the property in front of the existing restaurant, known as Rock 'n Brews, that is currently lawn and a sidewalk will be removed and relocated to allow for the construction of a new dedicated right turn only lane.
- Travelling northbound on PCH a new deceleration lane along the PCH frontage will facilitate right turns only into and out of the primary Legado driveway, thereby minimizing the disruption of the traffic flow of other vehicles travelling northbound through the intersection.
- The northbound deceleration lane on PCH will transition into a new right turn only lane at PVB also minimizing the disruption of the traffic flow of other vehicles travelling northbound through the intersection.

Illustration #3
Proposed Traffic Improvements

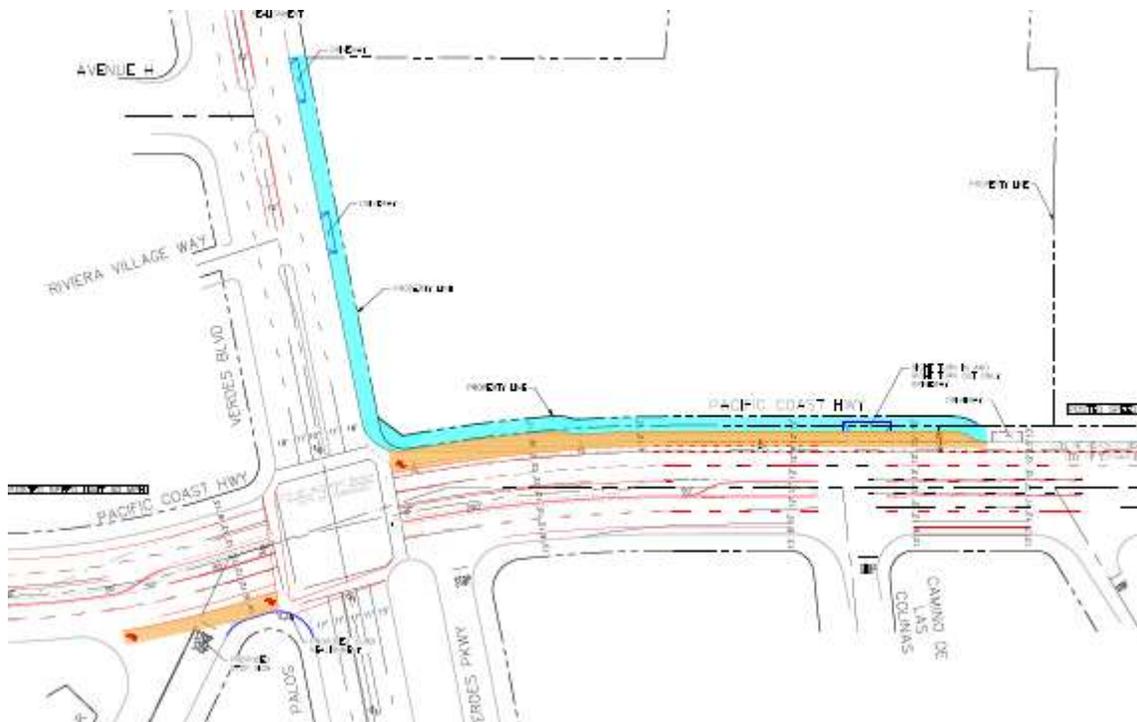


Illustration #4 demonstrates that

- The lane configurations on PCH travelling both southbound and northbound will include a dedicated right turn only lane, two (2) through lanes, and a dedicated left turn only lane. This will improve the capacity of all the traffic movements at that intersection.
- The existing vehicular lanes are 10 feet and 11 feet in width. The new lanes will all be 12 feet in width as per the requirements of Caltrans. The increased width of the travel lanes will improve the driving conditions around the intersection of PCH and PVB thereby minimizing the risks for vehicular collisions.
- The extension of the bike lanes on PCH, north and south of PVB, will increase safety for cyclists, thereby encouraging this alternative mode of transportation.
- The signal crosswalk timing on both the south and north side of PVB on PCH will be adjusted to give pedestrians more time to walk across PCH.

Illustration #4
Proposed Traffic Improvements

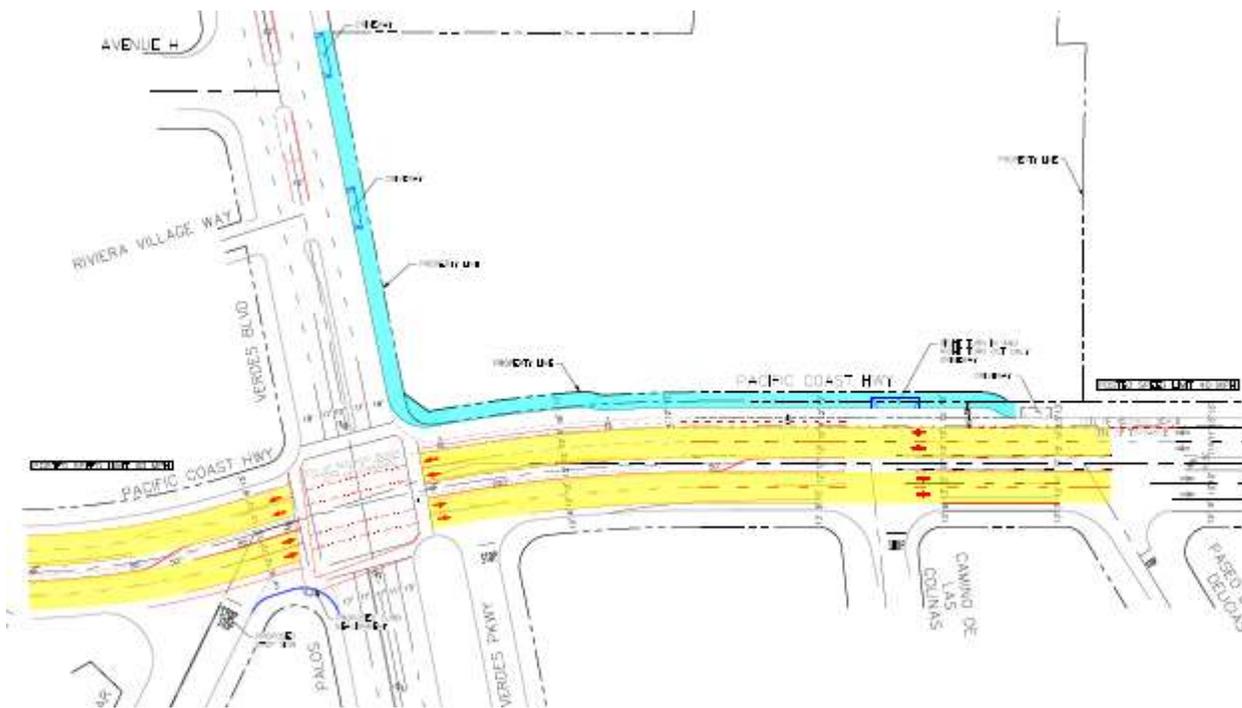
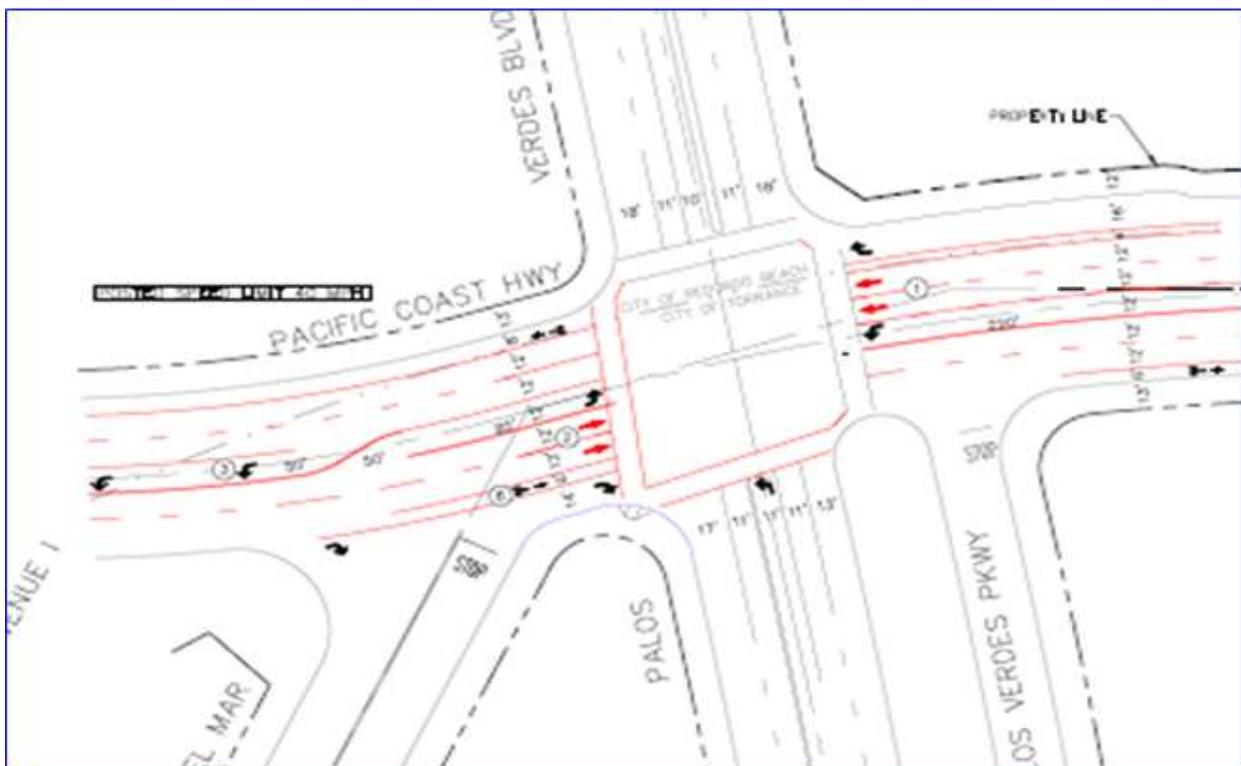


Illustration #5, shows all the future lane additions and configurations both southbound and northbound on PCH. The combined effect of all the proposed changes include:

- The addition, reconfiguration and re-striping of lanes, along with the removal of center medians, will increase the traffic flow capacity at the intersection of PCH and PVB to the extent that it will mitigate the 245 additional trips during the PM Peak Hour that will be generated by the Revised Project. It will not only mitigate the traffic impact from the proposed project, but it will improve the vehicular traffic flow condition at the intersection, during the PM Peak hour, from LOS E to D.
- The extension of the bike lanes will improve safety conditions for cyclists travelling in either direction on PCH. This will encourage travel via an alternative mode of transportation that assists in reducing vehicular trips in the surrounding area.
- The construction of a 12-foot wide sidewalk along the PCH frontage of the subject property and an adjustment to the crosswalk timing at the intersection of PCH and PVB will improve safety conditions for pedestrians. Improved pedestrian safety conditions and enhanced pedestrian environments encourage travel via an alternative mode of transportation that assists in reducing vehicular trips in the surrounding area.

Illustration #5
Combined Traffic Improvements at PCH and PVB



Pacific Coast Highway and Torrance Boulevard

As requested by Caltrans, the project will also provide a fair share contribution to the proposed improvements at the intersection of PCH and Torrance Boulevard as described below:

- Northbound: Provide a separate northbound right turn lane to reduce congestion. The improvements extend approximately 300 feet south of the intersections
- Southbound: Provide a separate southbound right turn lane to reduce congestion. The improvements extend approximately 120 feet north of the intersections.

The improvements will include removing/relocating the sidewalk along with the curb and gutter, relocating traffic signal poles and bus stop improvements, and constructing a new street section with ADA curb ramp improvements.

Other Traffic Suggestions

Several community members suggested that the proposed southbound right turn only lane onto PVB would be improved if Vista Del Mar were changed to a one-way only westbound street or if it were completely closed to PCH. The City of Redondo Beach has discussed with the City of Torrance on several occasions. Unfortunately, they don't appear to have any interest in doing so. As such Redondo Beach is not in a position to make any such changes.

Other Traffic Improvements

It should be noted that the City of Redondo Beach in collaboration with the City of Torrance is finalizing some mechanisms for the construction of a new right turn only pocket on PVB at the intersection of PCH and PVB as part of a series of joint improvements designed to improve the flow of traffic throughout the South Bay area. This improvement is not required by the project.

XII. (REVISED) MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY (IS-MND) AND MITIGATION MONITORING AND REPORTING PROGRAM, (INCLUDING MODIFIED MITIGATION MEASURES)

The IS-MND-MMRP and Response to Comments (RTC) were updated to reflect the changes in the Revised Project. The revisions made to the environmental documents are as follows:

- a. IS-MND:
 - a. The date on the cover page was changed to 'June 2015';
 - b. The Table of Contents was changed on Page i to reflect the insertion of pages v and vi (discussed below), and on Page iii to reflect the insertion of the 'Supplemental Traffic Evaluation for the Revised Project (May 29, 2015)

- c. Pages v and vi, were inserted, which discuss the changes to the Revised Project.
- b. Appendix F Traffic:
 - a. The 'Supplemental Traffic Evaluation for the Revised Project (May 29, 2015) was added to this Appendix.
- c. Appendix J RTC:
 - o Minor revisions were made, including a footnote on Page 8 reflecting the changes that were made to the 'Fair Share Calculations for Improvements to the Torrance and PCH Intersection'.
 - o

REVISIONS TO THE IS-MND

The following is the text that appears on Pages v and vi of the Revised IS-MND:

REVISIONS TO FINAL IS-MND

The IS-MND was circulated for a 30-day public review period that began on August 7, 2014, and concluded on September 8, 2014. A Final IS-MND was prepared and the proposed project was considered by the Planning Commission on March 19, 2015. Following circulation and the hearing, the project plans were slightly revised to reduce the size of the project. The following table summarizes the project changes:

	<i>Original Project Analyzed in IS-MND</i>	<i>Revised Project</i>
<i>Project Site Lot Size</i>	<i>4.275 acres (186,226 sf)</i>	<i>Same</i>
<i>Parking Provided</i>	<i>Commercial: 196 spaces Residential: 308 spaces Hotel: 110 spaces Total: 614 spaces</i>	<i>Residential Units: 298 spaces Residential Guest: 50 spaces Hotel: 110 spaces Retail: 113 spaces Café: 7 spaces Restaurant: 71 spaces Total: 649 spaces</i>
<i>Building Floor Area</i>	<i>Residential Units: 168,562 sf Retail: 6,000 sf Market: 24,000 sf Restaurant: 7,600 sf Common Amenities 3,565 sf Hotel: 69,000 sf (110 rooms) Total Floor Area: 278,727 sf</i>	<i>Residential Units: 132,079 sf Retail: 5,600 sf Café: 1,500 sf Market: 22,800 sf Restaurant: 7,100 sf Hotel: 69,000 sf (110 rooms) Total Floor Area (including amenities and circulation): 267,572 sf</i>
<i>Residential Unit Summary</i>	<i>Studios: 16 units One Bedroom: 96 units</i>	<i>One bedroom: 87 units Two bedroom: 62 units</i>

	<i>Two Bedrooms: 68 units Total: 180 units</i>	Total: 149 units
<i>Floor Area Ratio (FAR)</i>	1.5	1.5
<i>Building Height</i>	<i>Hotel: 50 feet (existing) New Building: 56 feet at the highest point</i>	<i>Hotel: 50 feet (existing) New Building: 45 feet at the highest point</i>
<i>Building Stories</i>	<i>Hotel: 4 stories (existing) New Building: 3-4 stories (varies throughout the project site)</i>	<i>Hotel: 4 stories (existing) New Building: 2-3 stories (varies throughout the project site)</i>

The revised project would increase the number of onsite parking spaces and reduce the building height. The reduced building height would reduce the project's impact upon views and visual character compared to the original project. The revised project would also reduce the number of residential units by 31 (180 to 149 units) and reduce the amount of commercial space by 600 square feet (37,600 square feet of retail, café, market, and restaurant space to 37,000 square feet).

A supplemental traffic evaluation (see Appendix F) was conducted based on the changes associated with the revised project. The revised project generates fewer overall trips than the original project analyzed in the MND. Nonetheless, traffic impacts remain significant unless mitigation is incorporated and mitigation measure T-1 is still required.

Overall, as the number of units and amount of commercial space would be reduced compared to the original project, impacts associated with operation of the proposed project (traffic, wastewater generation, water use, air pollution and greenhouse gas emissions, traffic noise, operational noise) would be reduced compared to what was analyzed in the IS-MND. In addition, impacts associated with construction (noise, air quality, greenhouse gases) would be reduced compared to what was analyzed in the IS-MND as the amount of overall floor area constructed would be reduced. No new significant impacts would occur and no new mitigation measures would be required; therefore, recirculation of the MND is not warranted.

The (Revised) Final MND determined that there would be potential impacts associated with the following resource areas (1) Air Quality (construction emissions associated with Reactive Organic Gas-Paint related emissions), (2) Biology (Bird nests), (3) Geology and Soils (unstable soils), (4) Transportation/Traffic (Intersection at Palos Verdes Blvd/Pacific Coast Highway), (5) Utilities and Services Systems (Local wastewater infrastructure).

All of these impacts can be mitigated to less than significant with implementation of the mitigation measures provided in the (Revised) Final MND (and incorporated into the

MMRP).² These mitigation measures include AQ-1 (Low-VOC Paint), BIO-1 (Nesting/Breeding Native Bird Protection), GEO-1 (Geotechnical Design Considerations), T-1 (Palos Verdes Boulevard and Pacific Coast Highway), and U-1 (Wastewater Conveyance).

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

REVISIONS TO APPENDIX F TRAFFIC:

The 'Supplemental Traffic Evaluation for the Revised Project (May 29, 2015) is discussed in greater detail above.

REVISIONS TO the RTC

As a reminder, the City made a decision to prepare a formal Response to Comments (RTC) document for this project proposal although not obligated to do so according to the California Environmental Quality Act (CEQA). Responses were prepared addressing the 82 comments that were received from the community and the three (3) public agencies including Caltrans, the Los Angeles County Metropolitan Transportation Authority (MTA), and County Sanitation Districts of Los Angeles County also provided comments. (See the March 19, 2015 Administrative Report for more details.)

Only one revision to the document was required. That revision is a footnote on page 8 of the Response to Comments that states the following:

Calculation of fair share contribution: Total intersection volumes with the revised project (June 2015) are 3,902 vehicles during the AM peak hour and 4,633 vehicles during the PM peak hour. The project contributes 39 and 79 vehicle trips respectively. This equates to 1.0% of the morning peak hour traffic and 1.7% of the evening peak traffic. The project will contribute 1.0% of the cost for the northbound improvement and 1.7% of the cost for the southbound improvement.

² Mitigation Measure U-1 proposes to construct additional wastewater conveyance infrastructure. Additional revisions to this measure have been made in the Final MND to clarify that it is the applicant's obligation to construct and fund these improvements.

XIII. FINDINGS

1. In accordance with Section 10-2.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the following reasons:
 - a) The proposed use is permitted in the land use district in which the site is located, and the site is adequate in size and shape to accommodate the use and all yards, open spaces, walls, and fences, parking, landscaping and other features, and the project is consistent with the requirements of Chapter 2, Title 10 of the Redondo Beach Municipal Code, to adjust the use with the land and uses in the neighborhood.
 - b) The site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the proposed use provided that the project includes a street dedication and improvements for safe access to Pacific Coast Highway with the implementation of mitigation measure, T-1 Palos Verdes Boulevard and Pacific Coast Highway: Reconfigure the southbound Pacific Coast Highway approach from a left, through and shared through/right lane to a left, two through and right turn only lane.
 - 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.
4. The Vesting Tract Map 72662 is consistent with the Comprehensive General Plan of the City.
 5. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.
 6. The Planning Commission hereby finds that (Revised) Mitigated Negative Declaration No. No. 2014-08-IES-MND-001 has been prepared and circulated in compliance with the provisions of the California Environmental Quality Act (CEQA), and the procedures set forth in the ordinances of the City of Redondo Beach.
 7. A Mitigation and Monitoring Reporting Program (MMRP) has been developed that includes a mitigation monitoring table listing the mitigation measures and identifies the timing and responsibility for monitoring each measure.
 8. The Planning Commission hereby finds that the proposed project will have no effect on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.
 9. The Planning Commission further finds that in reviewing the (Revised) Mitigated Negative Declaration No. 2014-08-IES-MND-001 it has exercised its own independent judgment.
 10. The Planning Commission hereby finds and determines that the proposed project will not have a significant effect on the environment, subject to the conditions of approval and mitigation measures.

XIV. CONDITIONS OF APPROVAL

1. That the approval granted herein is for the demolition of the 21,130 square-foot former Bristol Farm grocery store, the demolition of 7,224 square feet of in-line retail tenant spaces, the renovation of the existing 110-room hotel, and the

construction of a new mixed-use project that consists of 149 residential units and approximately 37,000 square feet of commercial development with the required private open space and public open space and 649 parking spaces in substantial compliance with the plans approved by Planning Commission on July 16, 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. The applicant shall continue to work with the Planning staff to complete the sign plans with respect to missing dimensions, and other details such the design of the directional signs. The sign programs shall be approved by the Planning Department prior to issuance of Certificate of Occupancy.
4. The hotel shall be required to provide valet parking services on an on-going basis to ensure that the ten (10) tandem parking spaces located on the surface parking lot are used to the maximum extent possible.
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).
6. That the applicant shall provide the Planning Commission with the proposed exterior modifications and signs for the hotel renovation at a future date. That the review and approval of the hotel renovations by the Planning Commission shall occur prior to the issuance of a building permit for the hotel, and the issuance of a Certificate of Occupancy for the mixed-use project.
7. The City's newly adopted Public Art Ordinance requires the project applicant to provide a zoning requirement contribution equivalent of one percent (1%) of the building valuation above \$250,000. This zoning requirement contribution can take the form of: 1) an installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund: or 4) pay the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If the decision regarding the public art contribution is not finalized prior to the issuance of a building permit, the project developer will be required to deposit the required 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. If the art contribution for the subject property is not

satisfied within a one (1) year period from the date of the issuance of a construction permit, the monetary public art deposit will revert to the John Parsons Public Art Fund for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program.

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 Kimley-Horn & Associates. Inc., dated February 2014.
9. Color and material samples shall be submitted for review and approval of the Planning Department prior to the issuance of Building Permits.
10. The Vesting Tract Map shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law. If said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.
11. A Standard Urban Stormwater Mitigation Plan (SUSMP) shall be included on final plans and implemented during construction and the operation of the project.
12. The applicant shall comply with the following mitigation measures and the associated procedures listed in the MMRP.

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

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

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

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

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

The improvement shall be fully funded by the applicant and implemented prior to final inspection and the opening of the project. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit.

U-1 Wastewater Conveyance. The applicant shall fully fund the construction of a new downstream 12-inch mainline wastewater conveyance system connection to an alternative sewershed by connecting manhole 3445 to manhole 3648 (approximately 300 linear feet). The applicant shall also fully fund an upgrade to the existing wastewater collection system between manhole 3447 and manhole 3446 (approximately 150 linear feet) to a 12-inch line. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit and shall apply for a Caltrans Encroachment Permit. Construction in rights of way will require a Caltrans Encroachment Permit, which includes a Traffic Control Plan in compliance with Manual on Uniform Traffic Control Devices (MUTCD) [Traffic Control Plans Part 6]. These improvements must be implemented prior to final inspection and the opening of the project.

13. The applicant shall be required to adhere to the adopted Mitigation Monitoring and Reporting Program prepared in conjunction with approved Initial Environmental Study No. 2014-08-IES-MND-001 and Mitigated Negative Declaration No. 2014-08-IES-MND-001.
14. The applicant shall fulfill the following requirements as they relate to the Security/Crime Prevention Program for the proposed project. The plans, specifications and other related documents shall be reviewed and approved by the Building and Planning Divisions, Police and Fire Departments as appropriate. These requirements shall be completed prior to the issuance of a Building Permit. Inspections by the appropriate Staff members shall be made to ensure compliance with these requirements prior to the issuance of a Certificate of Occupancy.
 - Submit a garage gate design and type that ensures separation between the residential and commercial parking locations.

- Provide specifications on security hardware to be installed on all residential balconies that abut the ground level access road on the East side of the mixed use building.
- Provide specifications for a secured gate system between the 2nd floor public open space plaza and the 2nd floor private open space.
- Provide Security Plans that show the location of audio and visual camera systems for any area in which access is granted to outside parties.
- Provide specifications and/or security plans for the installation of commercial glass that provides the police with visual access to the interior of the commercial tenant spaces.
- Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an “on-site” map.
- Provide information on how a secured mail room will be designed to provide restricted access only to mail/delivery services, commercial tenants and residential occupants.
- Provide plans that allow for an “off street” delivery area within the commercial parking garage to accommodate the delivery of mail and packages/parcels.
- Provide security plans and design specifications for the installation of a security camera system that monitors:
 - all public open space areas;
 - all garage floors;
 - access road, including hotel parking areas;
 - all storage and bicycle areas, trash areas, elevator access and stairwells.
- Provide a garage lighting plan along with design specifications that includes lighting the “access road.” The plan shall ensure that the lighting does not encroach on the adjacent residential properties on Avenue G.
- Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve the effectiveness of the lights.
- Provide a detailed way-finding plan.
- Provide plans for the installation of a “repeater” system for the use of personal cell phones on all levels of the parking garage.

- The applicant/property owner shall ensure that the audio and visual security equipment be monitored on a 24/7 basis and that regular daily patrols of the subject property be made by security personnel.
15. The following conditions are required to ensure that the proposed project meets the standards as contained in the City of Redondo Beach Noise Ordinance as established in the Acoustical Analysis by Davy & Associates, Inc., prepared May 1, 2015:
- Roof ceiling construction will be roofing on plywood. Batt insulation will be installed in joist spaces. The ceiling will be one layer of gypboard nailed direct.
 - All exterior walls will be 2x4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors will be plaster or stucco. The interiors will be gypboard.
 - All southwest and northwest facing perimeter windows and glass doors in all buildings will be glazed with STC 29 glazing which would achieve a noise reduction of the building of approximately 26 dB. STC 29 glazing can be provided with a dual pane assembly with a ½" airspace. The glazing supplier should submit test reports documenting the STC ratings. The test reports should be prepared in an independent, accredited testing laboratory in accordance with ASTM E-90.
 - All entry doors should be 1-3/4" solid core flush wood doors with vinyl bulb weatherstripping on the sides and top.
 - There should be no ventilation openings in the exterior walls or roof/ceilings without approved acoustical baffles.
16. That the applicant shall make a dedication of the subject property fronting onto South Pacific Coast Highway for the purpose of providing a twelve (12) foot wide public sidewalk as per Exhibit C1.00 of the approved plans as prepared by Kimley-Horn and Associates, January 30, 2015. The applicant shall also be responsible providing the public improvements in keeping with the City's adopted Administrative Policy No. 12.2, Living Streets Guidelines and Policies for Redondo Beach (City Council Resolution No. 1310-095, October 1, 2013).
17. The applicant shall work with the City and adhere to Caltrans requirements to determine the appropriate length for the PCH northbound left turn pocket. The applicant shall prepare a design that appropriately balances the southbound PCH left turn pocket and the northbound Avenue I left turn pocket. The applicant shall

restripe the lanes as appropriate based on Caltrans criteria and shall obtain a Caltrans permit for this work.

18. The applicant shall pay a fair share contribution* for the following proposed improvements at Pacific Coast Highway and Torrance Boulevard which shall include both Northbound and Southbound Intersection Improvements as described below. These physical improvements do not need to be in place prior to the issuance of the certificate of occupancy for the proposed project; however the funds shall be submitted to Caltrans prior to the issuance of a certificate of occupancy for the proposed project.
 - a) Northbound: To provide a separate north bound right turn lane to reduce congestion and improve the levels of service at this intersection. The physical limits of the improvements extend to approximately 300 feet south of the intersection. (The improvements include removing/relocating sidewalk along with curb and gutter, relocating traffic signal poles, and constructing a new street section with ADA curb ramp improvements.)
 - b) Southbound: To provide a separate south bound right turn lane to reduce congestion and improve the levels of service at this intersection. The physical limits of the improvements extend to 120 feet north of the intersection. (The improvements include removing/relocating sidewalk along with curb and gutter and a driveway approach, relocating traffic signal poles and bus stop improvements, and constructing a new street section with ADA curb ramp improvements.)

(*Calculation of fair share contribution: Total intersection volumes with the revised project (June 2015) are 3,902 vehicles during the AM peak hour and 4,633 vehicles during the PM peak hour. The project contributes 39 and 79 vehicle trips respectively. This equates to 1.0% of the morning peak hour traffic and 1.7% of the evening peak traffic. The project will contribute 1.0% of the cost for the northbound improvement and 1.7% of the cost for the southbound improvement.)

19. In exchange for the City's issuance and/or adoption of the Project Approvals, the Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand made, including in particular but not limited to any claims brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA") or other state or local law, including attorney's fees and costs, and any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In addition, Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every liability, loss, damage or

expense of any nature whatsoever and all costs or expenses incurred in connection therewith, including attorneys' fees, which arise at any time, by reason of, or in any way related to the City's decision to grant the Project Approvals, or which arise out of the operation of the Applicant's business on the Property; provided, however, that in no case shall the Applicant be responsible for the active negligence of the City."

Construction Related Conditions:

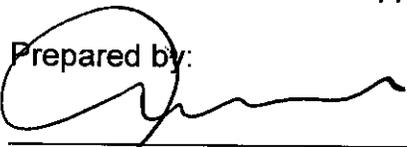
20. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
21. The applicants and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the Planning Commission.
22. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.
23. All on-site litter and debris shall be collected daily.
24. 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.
25. Material storage on public streets shall not exceed 48-hours per load.
26. 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.
27. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
28. Streets and sidewalks adjacent to job sites shall be clean and free of debris.
29. **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

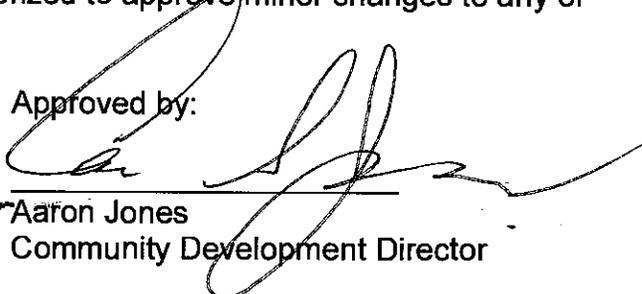
30. **GEO-1 Geotechnical Design Considerations.** The recommendations included on pages 12 through 27 in the 2013 Geotechnical Engineering Exploration Update conducted by Irvine Geotechnical, Inc. (Appendix G) related to soil engineering must be incorporated into the proposed project grading and building plans. The recommendations are related to:
 - Site preparation (general grading specifications),
 - Foundation design (general conditions, spread footings, foundation settlement),
 - Retaining walls (general design-static loading, seismic surcharge, surcharge loading, subdrain, backfill),
 - Temporary excavations (shoring, lateral design of shoring, lagging, earth anchors, anchor testing, internal bracing, deflection monitoring),
 - Floor slabs and concrete decking,
 - Corrosion,
 - Drainage (onsite surface water filtration), and
 - Waterproofing.
31. **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.
32. **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.
33. **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).
34. **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.

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

Hard Copy Attachments:

- Draft Resolution
- Applications
- Revised Full Scale Architectural Drawings, and
 - Sign Program
 - Signage Concepts
- Supplemental Traffic Evaluation for the Revised Project, May 29, 2015
- Revised Vesting Tentative Tract Map
- Two (2) Acoustical Studies, Davy & Associates, May, 2015:
 - Acoustical Analysis, JN2015-05 (Traffic)
 - Rooftop Mechanical Equipment, JN2015-05B
- Administrative Staff Report, March 19, 2015
- Planning Commission Minutes, March 19, 2015
- Summary of Meetings regarding Options for 180 Units
- Community Outreach Report, PEAR Strategies, June 3, 2015
- Public Correspondence

Electronic Attachments:

- (Revised) Final Initial Study – Mitigated Negative Declaration (IS-MND), Rincon, June 2015
 - Appendix A -
 - Appendix B -
 - Appendix C -
 - Appendix D -
 - Appendix E -
 - Appendix F
 - (New) Supplemental Traffic Evaluation of Revised Project
 - Traffic Impact Analysis
 - Appendix G
 - Appendix H
 - Appendix I
 - Appendix J – (Revised) Response to Comments (RTC)
 - Appendix K – Mitigation Measure Monitoring & Reporting (MMRP)

RESOLUTION NO. 2015-07-PCR-0XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING A REVISED MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM WITH REVISED MEASURES, CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, SIGN REVIEW AND VESTING TENTATIVE TRACT MAP NO. 72662 TO ALLOW THE CONSTRUCTION OF A MIXED-USE DEVELOPMENT INCLUDING ONE HUNDRED AND FORTY-NINE (149) RESIDENTIAL RENTAL UNITS AND APPROXIMATELY 37,000 SQUARE FEET OF COMMERCIAL SPACE WITH 649 PARKING SPACES IN THE MIXED-USE (MU-3A) ZONE AT 1700 S. PACIFIC COAST HIGHWAY (CASE NO. 2015-03-PC-005)

WHEREAS, an application was filed on behalf of the owner of the property located at 1700 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. 72662 to allow the construction of a mixed-use development including one hundred and forty-nine (149) residential units and approximately 37,000 square feet of commercial space with 649 parking spaces in the Mixed-Use (MU-3A) zone; and

WHEREAS, notice of the time and place of the public hearing where the Revised Mitigated Negative 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 16st day of July, 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 a street dedication and improvements for safe access to Pacific Coast Highway with the implementation of mitigation measure, T-1 Palos Verdes Boulevard and Pacific Coast Highway: Reconfigure the southbound Pacific Coast Highway approach from a left, through and shared through/right lane to a left, two through and right turn only lane, and other traffic improvements.
 - 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 72662 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 (Revised) Mitigated Negative Declaration No. No. 2014-08-IES-MND-001 has been prepared and circulated in compliance with the provisions of the California Environmental Quality Act (CEQA), and the procedures set forth in the ordinances of the City of Redondo Beach.
 6. The Planning Commission has reviewed and considered the Revised Final Mitigated Negative Declaration (included in the Administrative Report), together with any comments received up to the close of the public hearing.
 7. A Mitigation and Monitoring Reporting Program (MMRP) has been developed that includes a mitigation monitoring table listing the mitigation measures and identifies the timing and responsibility for monitoring each measure. The Planning Commission further finds that the revised version of Mitigation Measure U-1 is as equally effective as the original draft of the Mitigation measure U-1 in mitigating potentially significant effects and that it in itself will not cause any potentially significant effects on the environment.
 8. The Planning Commission hereby finds that the proposed project will have no effect on fish and game resources pursuant to Section 21089(b) of the Public Resources Code.
 9. The Planning Commission further finds that in reviewing the (Revised) Mitigated Negative Declaration No. 2014-08-IES-MND-001 it has exercised its own independent judgment and analysis.
 10. The Planning Commission hereby finds and determines that the proposed project will not have a significant effect on the environment, subject to the 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 Revised Final Mitigated Negative Declaration/Initial Environmental Study and adopt the Mitigation Monitoring and Reporting Program, including the revised Mitigation Measure U-1 (included in the Administrative Report), a Conditional Use Permit, Design Review, Sign Review, and Vesting Tentative Tract Map No. 72662 pursuant to the plans and applications considered by the Planning Commission at its meeting of the 16th day of July, 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 demolition of the 21,130 square-foot former Bristol Farm grocery store, the demolition of 7,224 square feet of in-line retail tenant spaces, the renovation of the existing 110-room hotel, and the construction of a new mixed-use project that consists of 149 residential units and approximately 37,000 square feet of commercial development with the required private open space and public open space and 649 parking spaces in substantial compliance with the plans approved by Planning Commission on July 16, 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. The applicant shall continue to work with the Planning staff to complete the sign plans with respect to missing dimensions, and other details such the design of the directional signs. The sign programs shall be approved by the Planning Department prior to issuance of Certificate of Occupancy.
4. The hotel shall be required to provide valet parking services on an on-going basis to ensure that the ten (10) tandem parking spaces located on the surface parking lot are used to the maximum extent possible.
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).
6. That the applicant shall provide the Planning Commission with the proposed exterior modifications and signs for the hotel renovation at a future date. That the review and approval of the hotel renovations by the Planning Commission shall occur prior to the issuance of a building permit for the hotel, and the issuance of a Certificate of Occupancy for the mixed-use project.

7. The City's newly adopted Public Art Ordinance requires the project applicant to provide a zoning requirement contribution equivalent of one percent (1%) of the building valuation above \$250,000. This zoning requirement contribution can take the form of: 1) an installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) pay the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If the decision regarding the public art contribution is not finalized prior to the issuance of a building permit, the project developer will be required to deposit the required 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. If the art contribution for the subject property is not satisfied within a one (1) year period from the date of the issuance of a construction permit, the monetary public art deposit will revert to the John Parsons Public Art Fund for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program.
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 Kimley-Horn & Associates. Inc., dated February 2014.
9. Color and material samples shall be submitted for review and approval of the Planning Department prior to the issuance of Building Permits.
10. The Vesting Tract Map shall be recorded within 36-months of the effective date of this resolution, unless an extension is granted pursuant to law. If said map is not recorded within said 36-month period, or any extension thereof, the map shall be null, void, and of no force and effect.
11. A Standard Urban Stormwater Mitigation Plan (SUSMP) shall be included on final plans and implemented during construction and the operation of the project.
12. The applicant shall comply with the following mitigation measures and the associated procedures listed in the MMRP.

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

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

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

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

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

The improvement shall be fully funded by the applicant and implemented prior to final inspection and the opening of the project. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit.

U-1 Wastewater Conveyance. The applicant shall fully fund the construction of a new downstream 12-inch mainline wastewater conveyance system connection to an alternative sewer shed by connecting manhole 3445 to manhole 3648 (approximately 300 linear feet). The applicant shall also fully fund an upgrade to the existing wastewater collection system between manhole 3447 and manhole 3446 (approximately 150 linear feet) to a 12-inch line. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit and shall apply for a Caltrans Encroachment Permit. Construction in rights of way will require a Caltrans Encroachment Permit, which includes a Traffic Control Plan in compliance with Manual on Uniform Traffic Control

Devices (MUTCD) [Traffic Control Plans Part 6]. These improvements must be implemented prior to final inspection and the opening of the project.

13. The applicant shall be required to adhere to the adopted Mitigation Monitoring and Reporting Program prepared in conjunction with approved Initial Environmental Study No. 2014-08-IES-MND-001 and Mitigated Negative Declaration No. 2014-08-IES-MND-001.
14. The applicant shall fulfill the following requirements as they relate to the Security/Crime Prevention Program for the proposed project. The plans, specifications and other related documents shall be reviewed and approved by the Building and Planning Divisions, Police and Fire Departments as appropriate. These requirements shall be completed prior to the issuance of a Building Permit. Inspections by the appropriate Staff members shall be made to ensure compliance with these requirements prior to the issuance of a Certificate of Occupancy.
 - Submit a garage gate design and type that ensures separation between the residential and commercial parking locations.
 - Provide specifications on security hardware to be installed on all residential balconies that abut the ground level access road on the East side of the mixed use building.
 - Provide specifications for a secured gate system between the 2nd floor public open space plaza and the 2nd floor private open space.
 - Provide Security Plans that show the location of audio and visual camera systems for any area in which access is granted to outside parties.
 - Provide specifications and/or security plans for the installation of commercial glass that provides the police with visual access to the interior of the commercial tenant spaces.
 - Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an “on-site” map.
 - Provide information on how a secured mail room will be designed to provide restricted access only to mail/delivery services, commercial tenants and residential occupants.
 - Provide plans that allow for an “off street” delivery area within the commercial parking garage to accommodate the delivery of mail and packages/parcels.

- Provide security plans and design specifications for the installation of a security camera system that monitors:
 - all public open space areas;
 - all garage floors;
 - access road, including hotel parking areas;
 - all storage and bicycle areas, trash areas, elevator access and stairwells.
 - Provide a garage lighting plan along with design specifications that includes lighting the “access road.” The plan shall ensure that the lighting does not encroach on the adjacent residential properties on Avenue G.
 - Provide a painting scheme for the garage areas that employs the use of light and highly reflective color to enhance visibility and improve the effectiveness of the lights.
 - Provide a detailed way-finding plan.
 - Provide plans for the installation of a “repeater” system for the use of personal cell phones on all levels of the parking garage.
 - The applicant/property owner shall ensure that the audio and visual security equipment be monitored on a 24/7 basis and that regular daily patrols of the subject property be made by security personnel.
15. The following conditions are required to ensure that the proposed project meets the standards as contained in the City of Redondo Beach Noise Ordinance as established in the Acoustical Analysis by Davy & Associates, Inc., prepared May 1, 2015:
- Roof ceiling construction will be roofing on plywood. Batt insulation will be installed in joist spaces. The ceiling will be one layer of gypboard nailed direct.
 - All exterior walls will be 2x4 studs 16” o.c. with batt insulation in the stud spaces. Exteriors will be plaster or stucco. The interiors will be gypboard.
 - All southwest and northwest facing perimeter windows and glass doors in all buildings will be glazed with STC 29 glazing which would achieve a noise reduction of the building of approximately 26 dB. STC 29 glazing can be provided with a dual pane assembly with a ½” airspace. The glazing supplier should submit test reports documenting the STC ratings. The test reports should be prepared in an independent, accredited testing laboratory in accordance with ASTM E-90.

- All entry doors should be 1-3/4" solid core flush wood doors with vinyl bulb weatherstripping on the sides and top.
 - There should be no ventilation openings in the exterior walls or roof/ceilings without approved acoustical baffles.
16. That the applicant shall make a dedication of the subject property fronting onto South Pacific Coast Highway for the purpose of providing a twelve (12) foot wide public sidewalk as per Exhibit C1.00 of the approved plans as prepared by Kimley-Horn and Associates, January 30, 2015. The applicant shall also be responsible providing the public improvements in keeping with the City's adopted Administrative Policy No. 12.2, Living Streets Guidelines and Policies for Redondo Beach (City Council Resolution No. 1310-095, October 1, 2013).
 17. The applicant shall work with the City and adhere to Caltrans requirements to determine the appropriate length for the PCH northbound left turn pocket. The applicant shall prepare a design that appropriately balances the southbound PCH left turn pocket and the northbound Avenue I left turn pocket. The applicant shall restripe the lanes as appropriate based on Caltrans criteria and shall obtain a Caltrans permit for this work.
 18. The applicant shall pay a fair share contribution* for the following proposed improvements at Pacific Coast Highway and Torrance Boulevard which shall include both Northbound and Southbound Intersection Improvements as described below. These physical improvements do not need to be in place prior to the issuance of the certificate of occupancy for the proposed project; however the funds shall be submitted to Caltrans prior to the issuance of a certificate of occupancy for the proposed project.
 - a) Northbound: To provide a separate north bound right turn lane to reduce congestion and improve the levels of service at this intersection. The physical limits of the improvements extend to approximately 300 feet south of the intersection. (The improvements include removing/relocating sidewalk along with curb and gutter, relocating traffic signal poles, and constructing a new street section with ADA curb ramp improvements.)
 - b) Southbound: To provide a separate south bound right turn lane to reduce congestion and improve the levels of service at this intersection. The physical limits of the improvements extend to 120 feet north of the intersection. (The improvements include removing/relocating sidewalk along with curb and gutter and a driveway approach, relocating traffic signal

poles and bus stop improvements, and constructing a new street section with ADA curb ramp improvements.)

(*Calculation of fair share contribution: Total intersection volumes with the revised project (June 2015) are 3,902 vehicles during the AM peak hour and 4,633 vehicles during the PM peak hour. The project contributes 39 and 79 vehicle trips respectively. This equates to 1.0% of the morning peak hour traffic and 1.7% of the evening peak traffic. The project will contribute 1.0% of the cost for the northbound improvement and 1.7% of the cost for the southbound improvement.)

19. In exchange for the City's issuance and/or adoption of the Project Approvals, the Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand made, including in particular but not limited to any claims brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA") or other state or local law, including attorney's fees and costs, and any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In addition, Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every liability, loss, damage or expense of any nature whatsoever and all costs or expenses incurred in connection therewith, including attorneys' fees, which arise at any time, by reason of, or in any way related to the City's decision to grant the Project Approvals, or which arise out of the operation of the Applicant's business on the Property; provided, however, that in no case shall the Applicant be responsible for the active negligence of the City."

Construction

20. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
21. 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.
22. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.

23. All on-site litter and debris shall be collected daily.
24. 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.
25. Material storage on public streets shall not exceed 48-hours per load.
26. 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.
27. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
28. Streets and sidewalks adjacent to job sites shall be clean and free of debris.
29. **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.
30. **GEO-1 Geotechnical Design Considerations.** The recommendations included on pages 12 through 27 in the 2013 Geotechnical Engineering Exploration Update conducted by Irvine Geotechnical, Inc. (Appendix G) related to soil engineering must be incorporated into the proposed project grading and building plans. The recommendations are related to:
 - Site preparation (general grading specifications).
 - Foundation design (general conditions, spread footings, foundation settlement),
 - Retaining walls (general design-static loading, seismic surcharge, surcharge loading, subdrain, backfill),
 - Temporary excavations (shoring, lateral design of shoring, lagging, earth anchors, anchor testing, internal bracing, deflection monitoring),

- Floor slabs and concrete decking,
 - Corrosion,
 - Drainage (onsite surface water filtration), and
 - Waterproofing
31. **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.
 32. **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.
 33. **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).
 34. **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.
 35. **N-5 Sound Barriers.** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and sensitive residential receptors (residential buildings to the north) as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 dBA of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed on or in front of the existing residential buildings to the north of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and adjacent sensitive land uses is blocked.
 36. **Cross Walk Timing:** During construction associated with Mitigation Measure T-1 to widen Pacific Coast Highway, the signal timing on the roadway shall be adjusted with sufficient minimum crossing time for pedestrians to completely and safely cross the roadway surface. The flashing Don't Walk sign will be increased by 3.5 seconds on the south side of Pacific Coast Highway for a total of 18.5 seconds and by 1.3 seconds on the north side for a total of 19.3 seconds to accommodate the wider roadway width for crossing. Subsequent adjustments to pedestrian crossing sign timing may be made so long as they comply with the requirements of Caltrans or the California Department of Transportation.

37. The Planning Department 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.

Section 5. That the location and custodian of documents and other materials which constitute the record of proceedings upon which this decision is based are held by the Redondo Beach City Clerk, located at City Hall, 415 Diamond Street, Redondo Beach, CA, 90277.

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 16th day of July, 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. 2015-07-PCR-00X 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 16th day of July, 2015, by the following vote:

AYES:

NOES:

ABSENT:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

**CITY OF REDONDO BEACH
PLANNING DEPARTMENT**

PLANNING DEPT REVIEWED BY: AK
DATE REVIEWED: 5/29/15

APPLICATION FOR CONDITIONAL USE PERMIT

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

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 1700 S. Pacific Coast Highway, Redondo Beach, CA 90277	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: Parcel 2, as shown on Parcel Map No. 11291, in the City of Redondo Beach, in the County of Los Angeles, State of California, as per Map filed in Book 125, Page(s) 10 and 11 of Parcel Maps.	ZONING: MU-3A
	FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)	
	SITE SIZE (SQ. FT.): 186,463.8 GROSS FLOOR AREA (SQ. FT.): 267,572 FLOOR AREA RATIO: 1.5:1	
	RECORDED OWNER'S NAME: Legado Redondo, LLC	AUTHORIZED AGENT'S NAME: Heather Lee
MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0800	MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0808	
APPLICANT'S NAME: Legado Redondo, LLC	PROJECT ARCHITECT: Oakes Architects	
MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0800	MAILING ADDRESS: 545 Cypress Avenue Hermosa Beach, CA 90254 TELEPHONE: (310) 374-9133 LICENSE NO. 18150	
B	REQUEST	
	<p>The applicant requests a Conditional Use Permit to use the above described property for the following purposes:</p> <p>To construct 149 multi-family units on the above referenced property in conjunction with 28,400 square feet of retail and 8,600 square feet of restaurant uses.</p>	

C

SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2506(B) of the Zoning Ordinance.

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

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

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

The site is currently 4.275 acres, and consists of the above stated uses. The hotel will remain the same. The remainder of the property will consist of a new mixed use development. The Owner requests a conditional use permit for the development of 149 multi-family residential units in the MU-3A zone and will meet all other development standards in the zoning ordinance.

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

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

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

The property is currently underutilized, underperforming, as well as unattractive. As a multi-family residential and commercial retail mixed-use project, the new development will be compatible with and enhance the existing and future multi-family and retail uses surrounding the property at one of the City's more active commercial hubs. The development will bring a vibrant mixed use aspect to the Redondo Beach commercial area along Pacific Coast Highway. This new development will invigorate the neighborhood with a new attractive building, new grocery store, restaurants, and retail uses. Further, new rentable housing stock will be added to the City. The project will also widen Pacific Coast Highway ("PCH"), add north and south-bound right turn lanes to PCH that will help alleviate traffic congestion, and add upgraded sewer improvements.

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

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

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

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

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

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

The project increases the economic utilization of the site, which currently has seasonal commercial uses and hotel uses. The current uses severely underutilize this key site along Pacific Coast Highway. The project will bring a new grocery store, retail and restaurant uses to the site totaling 37,000 square feet. The project will continue to include the hotel use at the Palos Verdes Inn. The new development is projected to increase tax revenue for the City, while revitalizing the site and encouraging pedestrian oriented commercial activity. The surrounding area is commercial in nature along Pacific Coast Highway and therefore, this project is compatible with adjacent uses.

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

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

**CITY OF REDONDO BEACH
PLANNING DEPARTMENT**

RECEIVED BY: AK
DATE RECEIVED: 5/29/15

APPLICATION FOR PLANNING COMMISSION DESIGN REVIEW

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

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 1700 S. Pacific Coast Highway, Redondo Beach, CA 90277	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: Parcel 2, as shown on Parcel Map No. 11291, in the City of Redondo Beach, in the County of Los Angeles, State of California, as per Map filed in Book 125, Page(s) 10 and 11 of Parcel Maps.	ZONING: MU-3A
	FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)	
	SITE SIZE (SQ. FT.): 186,463.8 GROSS FLOOR AREA (SQ. FT.) 267,572 FLOOR AREA RATIO: 1.5:1	
	RECORDED OWNER'S NAME: Legado Redondo, LLC MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0800	AUTHORIZED AGENT'S NAME: Heather Lee MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0808
	APPLICANT'S NAME: Legado Redondo, LLC MAILING ADDRESS: 121 S. Beverly Drive Beverly Hills, CA 90212 TELEPHONE: (310) 432-0800	PROJECT ARCHITECT: Oakes Architects MAILING ADDRESS: 545 Cypress Avenue Hermosa Beach, CA 90254 TELEPHONE: (310) 374-9133 LICENSE NO. 18150
B	REQUEST	
	<p>The applicant requests a Planning Commission Design Review to use the above described property for the following purposes:</p> <p align="center">A project consisting of 149 residential apartment units over 37,000 sq. ft. of commercial uses and maintaining existing hotel uses.</p>	

C	SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2514(C) of the Zoning Ordinance
	1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain.
	<p>The Owner requests a conditional use permit for 149 multi-family residential units in the MU-3A zone. The development will comply with all Redondo Beach Municipal Code development standards.</p>
	2. Indicate how the location of buildings and structures respects the natural terrain and is integrated with natural features of the landscape including the preservation of existing trees where feasible.
	<p>The property is mildly sloped without any significant topography. There are several existing trees on the property and one in the public right-of-way along Palos Verdes Boulevard. The trees are not endangered species and cannot be feasibly preserved because they will impede the design and construction of the proposed development. They will be removed and replaced with new tree stock. The street tree in the public right-of-way may be maintained or replaced per the Department of Public Works. Native vegetation will be re-incorporated onto the site, as well as in the public right-of-way, to further reinforce the Community's character.</p>
	<p>The project is intended to take advantage of its sighting at an axial point and will create access at the lowest elevation at Palos Verdes Boulevard and Pacific Coast Highway onto a public plaza. The plaza will lead up to a public open space above.</p>
	3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.
	<p>The site is bounded by Pacific Coast Highway on the West and Palos Verdes Boulevard on the South. Vehicular access to the development is from both streets. Pacific Coast Highway is a California State Highway (Highway 1) and designated as a Major Arterial by the City of Redondo Beach. Pacific Coast Highway currently provides 100 feet of right-of-way with approximately 74 – 76 foot wide roadway and two lanes in each direction along the project frontage. Palos Verdes Boulevard is designated as a Secondary Highway by the City of Redondo Beach. Palos Verdes Boulevard currently provides 100 feet of right-of-way with approximately 74 foot wide roadway and two lanes in each direction along the project frontage.</p>

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

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

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

The building is broken into three components with setbacks on Pacific Coast Hwy. of 10 feet at Street Level and 2nd Floor Retail, and a minimum of 19-21 feet at 2nd Floor Residential (Front); 10 feet at Street Level and 23 feet at Residential (Northside); and 20 feet at the Rear. The building breaks on the PCH side for the open space plaza and then mid block for a pool deck on the podium deck. On Palos Verdes Blvd., the building is set- back for the public open space plaza.

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

See Master Sign Program attached.

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

**CITY OF REDONDO BEACH
PLANNING DEPARTMENT**

RECEIVED BY: AK
DATE RECEIVED: 5/29/18

APPLICATION FOR MINOR SUBDIVISION

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

PART I - GENERAL INFORMATION

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

B CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers:
<p>1. Indicate the present use of the property and buildings thereon (if any) and the expected future use of the parcels which would be created by the Minor Subdivision.</p> <p>The property consists of the Palos Verdes Inn and a commercial (previously Bristol Farms Supermarket) building. The Parcel Map would separate the one parcel into two parcels with the Palos Verdes Inn located within an airspace parcel and the new mixed use development on a surface parcel.</p> <p>The proposed future use is a 2 and 3-story mixed use residential/commercial project that would include 149 residential apartment units with three levels of subterranean parking. New construction on the site would also include 28,400 SF general retail space and 8,600 SF of proposed restaurant space. The existing, adjacent Palos Verdes Inn would remain and be within the airspace parcel.</p>

B	CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers:
	<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>Parcel 1 with the Palos Verdes Inn has access off of Pacific Coast Highway, where it takes access now. Parcel 2, with the future mixed use building, takes access off of Palos Verdes Drive on the south and Pacific Coast Highway on the west as it currently does now. These public streets are of adequate width to carry the traffic generated by the Inn and mixed use development. Please see Traffic Report.</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 Minor Subdivision will not be detrimental to the lot pattern, because the surrounding lots are smaller in size than the proposed parcels. Furthermore, due to the location of the current and proposed buildings on the proposed future lots, it would not be possible to create smaller lots.</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>The Minor Subdivision will be in conformance with the intent and purpose of the General Plan because it will:</p> <p>“a. retain existing residential neighborhoods and principal commercial districts, allowing for infill development and recycling for uses which are comparable in function and scale to existing development;”</p> <p>The proposed mixed-use project would create a desirable retail/residential infill development opportunity at the present site of a shuttered grocery store and “strip retail” building, along a major regional thoroughfare through the City (PCH). The proposed new development would retain a grocery store use on site, and place residential units above.</p> <p>The proposed mixed-use development is also consistent with Land Use Element Objective 1.21, which “(Provides) for the development of community-serving retail and office commercial and mixed-use projects integrating residential with commercial uses southeast of Palos Verdes Boulevard as a primary activity center of the City.”</p> <p>“b. allow for the modest intensification of selected “key” sites which are economically underutilized or contain “marginal” uses, have the potential for achieving significant benefits to the City, and can be designed to be compatible with adjacent uses;”</p> <p>The project increases the economic utilization of the site, which currently has seasonal commercial uses and hotel uses. The current uses severely underutilize this key site along Pacific Coast Highway. The project will bring a new grocery store, retail and restaurant uses to the site totaling 37,000 square feet. The project will continue to include the hotel use at the Palos Verdes Inn. The new development is projected to increase tax revenue for the City, while revitalizing the site and encouraging pedestrian oriented commercial activity. The surrounding area is commercial in nature along Pacific Coast Highway and therefore, this project is compatible with adjacent uses.</p>

B	<p>CONFORMANCE TO MINOR SUBDIVISION CRITERIA: Give full and complete answers:</p> <p>“c. allow for a change of use on selected sites to improve their economic viability and compatibility with adjacent uses.”</p> <p>Redeveloping the site with mixed use commercial and residential uses would improve the economic viability of the site, which currently contains a shuttered grocery store and hotel. Local residents and the City could benefit from increased tax revenues from the commercial components of the proposed project. Also, implementation of the proposed project would improve the site’s economic viability with increased employment opportunities resulting from the construction phase of the proposed project, and operational activities of the grocery, restaurant, and hotel components. The proposed mixed-use commercial/retail-residential project would be compatible with existing adjacent residential and commercial uses.</p>
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APPLICATION FOR ENVIRONMENTAL ASSESSMENT

DATE FILED:
I.E.S. No.:
2014-08-HUD-001

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

INSTRUCTIONS FOR FILING:

Application Form

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

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 1700 S. Pacific Coast Highway, Redondo Beach, CA 90277	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: Parcel 2, as shown on Parcel Map No. 11291, in the City of Redondo Beach, in the County of Los Angeles, State of California, as per Map filed in Book 125, Page(s) 10 and 11 of Parcel Maps.	LAND USE DISTRICT: MU-3A
	ASSESSOR'S PARCEL NO.: 7510-030-064	
	PROJECT SPONSOR NAME: Legado Redondo LLC	
	MAILING ADDRESS: 121 S. Beverly Drive, Beverly Hills, CA 90212	
	TELEPHONE: 310-432-0800	
	PROJECT DESCRIPTION (include types of discretionary approvals sought):	
	<p>The Project is a mixed use development consisting of 149 apartment units with 37,000 square feet of commercial over a subterranean garage in a Type V over Type I construction. The Palos Verdes Inn will remain on site.</p> <p>The request for entitlements include:</p> <ol style="list-style-type: none"> a. A Conditional Use Permit to build more than Four Residential Units; b. A Planning Commission Design Review; c. An Environmental Review; d. A Minor Subdivision 	

B DESCRIPTION OF EXISTING ENVIRONMENT:

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

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

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

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

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

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

The proposed project meets General Plan Section 1.21.7's criteria to convey a "village" character by taking advantage of its sighting at an axial point to create access at the lowest elevation at Palos Verdes Boulevard and Pacific Coast Highway ("PCH") onto a public plaza that leads up to a public space above, incorporating varied setbacks at the street level and the residential level, breaking the building on the PCH side for the open space plaza and then mid block for a pool deck on the podium deck, and setting back the building from Palos Verdes Blvd. for the public open space plaza. The project also has a unified architectural design style that connects the residential and commercial uses, proposes an attractive landscape plan that provides a three-dimensional character and includes signage that would clearly identify points of entry and be oriented to pedestrians.

C	POTENTIAL ENVIRONMENTAL IMPACTS OF PROJECT:																											
	<table border="0"> <tr> <td style="text-align: center;">YES</td> <td style="text-align: center;">NO</td> <td></td> </tr> <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 type="checkbox"/></td> <td><input checked="" 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> <tr> <td>5. <input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> <td>Will the project substantially change existing noise or vibration levels in the vicinity?</td> </tr> <tr> <td>6. <input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> <td>Will the project substantially change demand for municipal services (police, fire, water, sewage, etc.)?</td> </tr> <tr> <td>7. <input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td>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.)</td> </tr> <tr> <td>8. <input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Is this project considered a "Priority Project" as defined by the City's NPDES Permit and will therefore require the submission of a SUSWMP?</td> </tr> </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 type="checkbox"/>	<input checked="" 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. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project substantially change existing noise or vibration levels in the vicinity?	6. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project substantially change demand for municipal services (police, fire, water, sewage, etc.)?	7. <input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project require certification, authorization, or issuance of a permit by any county, estate or federal environmental control agency such as the California Coastal Commission, APCD, EPA, or the Regional Water Quality Control Board? (If so, please identify those agencies.)	8. <input checked="" type="checkbox"/>	<input type="checkbox"/>	Is this project considered a "Priority Project" as defined by the City's NPDES Permit and will therefore require the submission of a SUSWMP?
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	DISCUSSION OF "YES" AND "NO" RESPONSES FOR ITEMS 1 THROUGH 7 ABOVE. (Attach additional sheets as needed.)																											
	#4 – The project alters the drainage pattern only to the extent that the roof drains will collect and disperse rainwater and therefore we will be capturing and treating more water than before.																											
	#7 – The Regional Water Quality Control Board will be involved, because over one acre of ground surface area is being disturbed and therefore they will be issuing an NPDES Permit.																											
	#8 – This project is considered a "priority project" and will require a SUSMP due to the disturbance of ground surface area greater than one acre.																											
D	SUPPLEMENT TO ENVIRONMENTAL ASSESSMENT APPLICATION (Must accompany Environmental Assessment Application for any project which involves physical construction .)																											
	<p>Please include the following with your submittal:</p> <ul style="list-style-type: none"> A site plan showing topographic contours and location of proposed improvements. Floor plans of all levels. Elevations (4). A longitudinal and transverse section. <p>Please give the following data for the project:</p> <p>A. Type of project of land use: <u>MU-3A</u></p> <p>B. Anticipated types of specific Activities: <u>Residential apartment above, commercial activities on ground floor, continuing hotel uses.</u></p> <p>Size of project site in square feet: <u>186,463 square feet</u></p>																											

- C. Number of employees: Unknown
- D. Improvements/modification in the public right-of-way: N/A
- E. Square footage of existing buildings on site: 98,282 sq. ft.
- F. Square footage of proposed buildings on site: 267,572
- G. Number of dwelling units: 149
- H. Number of parking spaces: 649
- I. Land Coverage: _____ %
- J. Landscaped area in square feet: _____
- K. Number of stories: 2-3 stories
- L. Maximum height above existing grade: 45 feet
- M. Grading proposals and estimate of cut and/or fill: 70.635 cubic yards cut and 60 cubic yards of fill
- N. Unique topographical features: None
- O. Mature vegetation: None
- P. Historical structures: None

E CERTIFICATION:

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

Sponsor's Signature

Date

OWNER'S AFFIDAVIT

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

Project description: Proposed mixed-use development consisting of 149 residential units and 37,000 sq. ft. of commercial/retail.

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

Signature(s): *Edward Czucker*

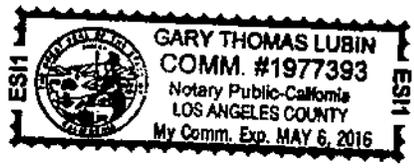
Address: 121 S. Beverly Drive
Beverly Hills, CA 90212

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

Subscribed and sworn to (or affirmed) before me this 19th day of MAY, 2015 by EDWARD CZUCKER, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

[Signature]
FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles) ss



Revised Full Scale Architectural Drawings on file in the Planning Division office.

Click below for links to

[Sign Program](#)

[Signage Concepts](#)

Click below for link to

[Supplemental Traffic Evaluation for Revised Project](#)

Click below for link to

[Revised Vesting Tentative Map](#)

Click below for links to

[Acoustical Analysis](#)

[Rooftop Mechanical Equipment Analysis](#)

Staff Report to the Planning Commission
March 19, 2015



Administrative Report

Planning Commission Hearing Date: March 19, 2015

AGENDA ITEM: 9 (PUBLIC HEARING)

PROJECT LOCATION: 1700 SOUTH PACIFIC COAST HIGHWAY

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

CASE NUMBER: 2015-03-PC-005

APPLICANT'S NAME: LEGADO

APPLICANT'S REQUEST AS ADVERTISED:

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

DEPARTMENT'S RECOMMENDATION:

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

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

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

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

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

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

I. EXECUTIVE SUMMARY

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

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

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

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

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

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

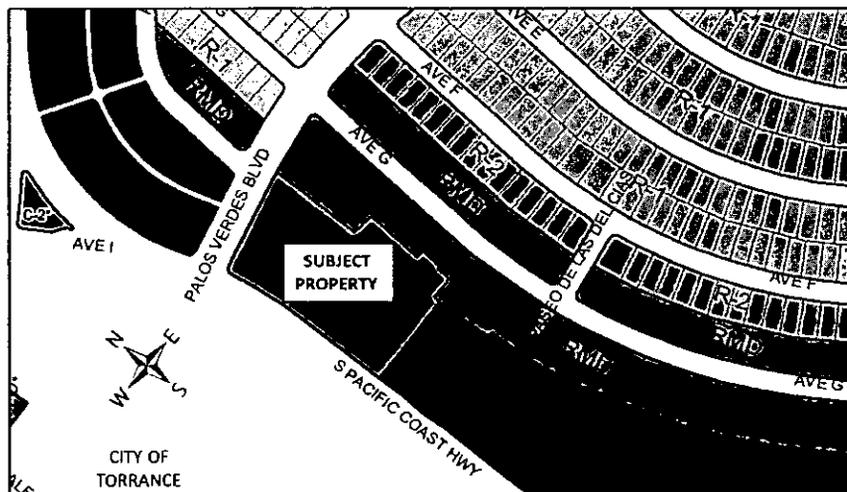
Staff recommends additional modifications to the project pursuant to the City's Design Review procedures. These modifications include (1) a redesign of the eastern four (4) story structure to break up the large, linear east/west mass, and (2) a redesign of the project to incorporate an additional 1,300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

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

II. BACKGROUND INFORMATION

Site Description

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



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

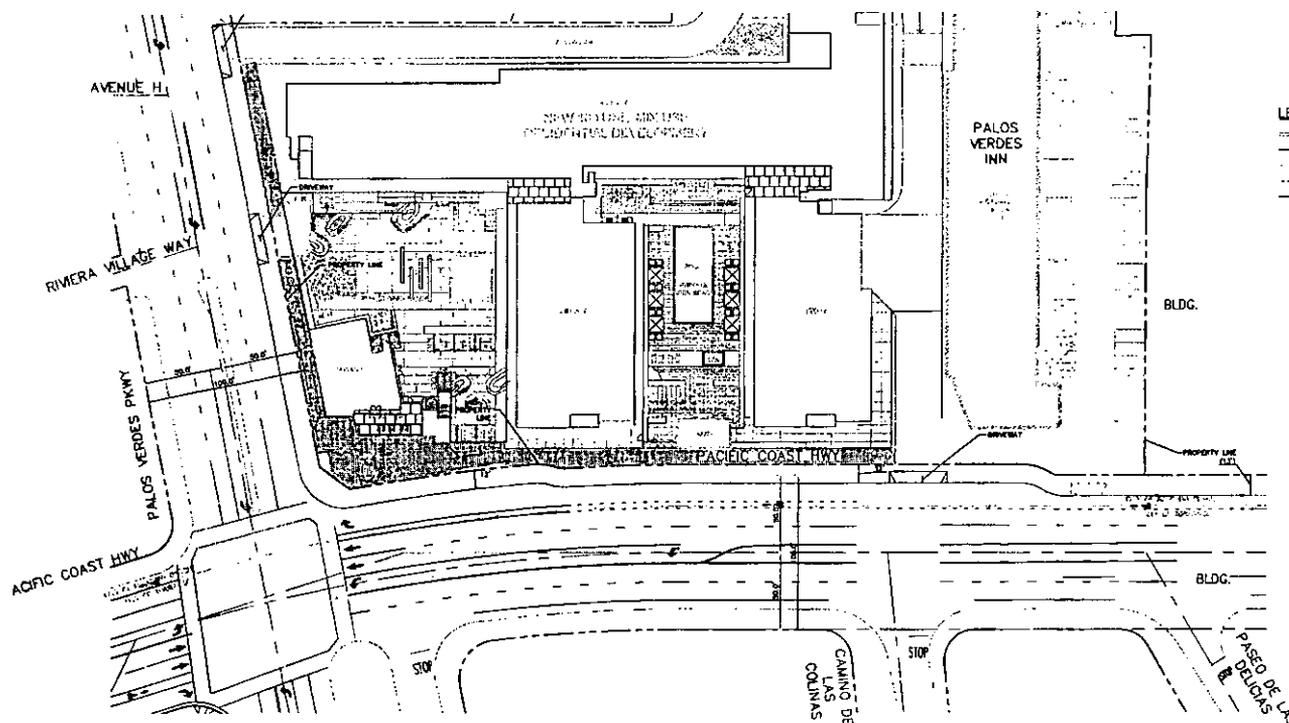
(MU-3A). (RBMC § 10-2.900 et seq.) One of the purposes behind this mixed use zone is to “encourage residential uses in conjunction with commercial activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic.” (RBMC § 10-2.900.)

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

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

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

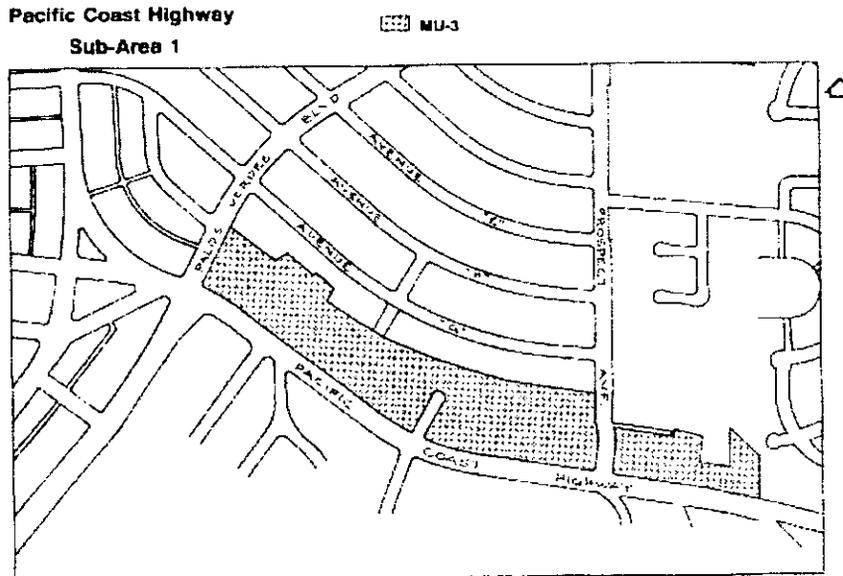
The properties across South Pacific Coast Highway to the west in the City of Torrance are zoned multi-family residential.



General Plan Designation Background

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

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



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

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

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

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

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

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

III. DETAILED DESCRIPTION OF THE PROJECT:

Introduction

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

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

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

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

Site Layout and Design

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

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

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

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

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

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

Residential Component

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

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

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

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

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

Commercial Component

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

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

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

Hotel Component

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

Private Open Space

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

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

Public Open Space Component

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

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

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

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

Parking

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

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

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

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

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

Architecture

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

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

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

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

Landscaping

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

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

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

Hardscape

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

Furnishings

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

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

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

Lighting

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

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

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

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

Signage

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

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

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

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

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

Green Building Features

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

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

Public Right-of-Way Dedication and Improvements

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

IV. DEVELOPER COMMUNITY OUTREACH EFFORTS:

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

DISCUSSION OF THE CALIFORNIA DENSITY BONUS LAW

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

a. Density Bonus Calculations:

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

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

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

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

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

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

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

DEVELOPMENT STANDARDS

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

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

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

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

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

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

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

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

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

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

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

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

a. Transportation (Traffic Study Methodology and Geographic Scope)

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

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

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

b. Transportation (Parking)

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

c. Access Road

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

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

d. Aesthetics

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

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

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

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

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

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

**COMPARITIVE SCALE
OF DEVELOPMENT**

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

*RMD = Medium Density Residential

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

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

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

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

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

VII. PROJECT ENTITLEMENT CRITERIA AND FINDINGS

CONDITIONAL USE PERMIT

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

These CUP Criteria include:

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

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

PLANNING COMMISSION DESIGN REVIEW

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

Design Review criteria include:

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

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

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

User impacts and needs

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

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

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

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

Relationship to Physical Features

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

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

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

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

Consistency of the Architectural Style & Building Design

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

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

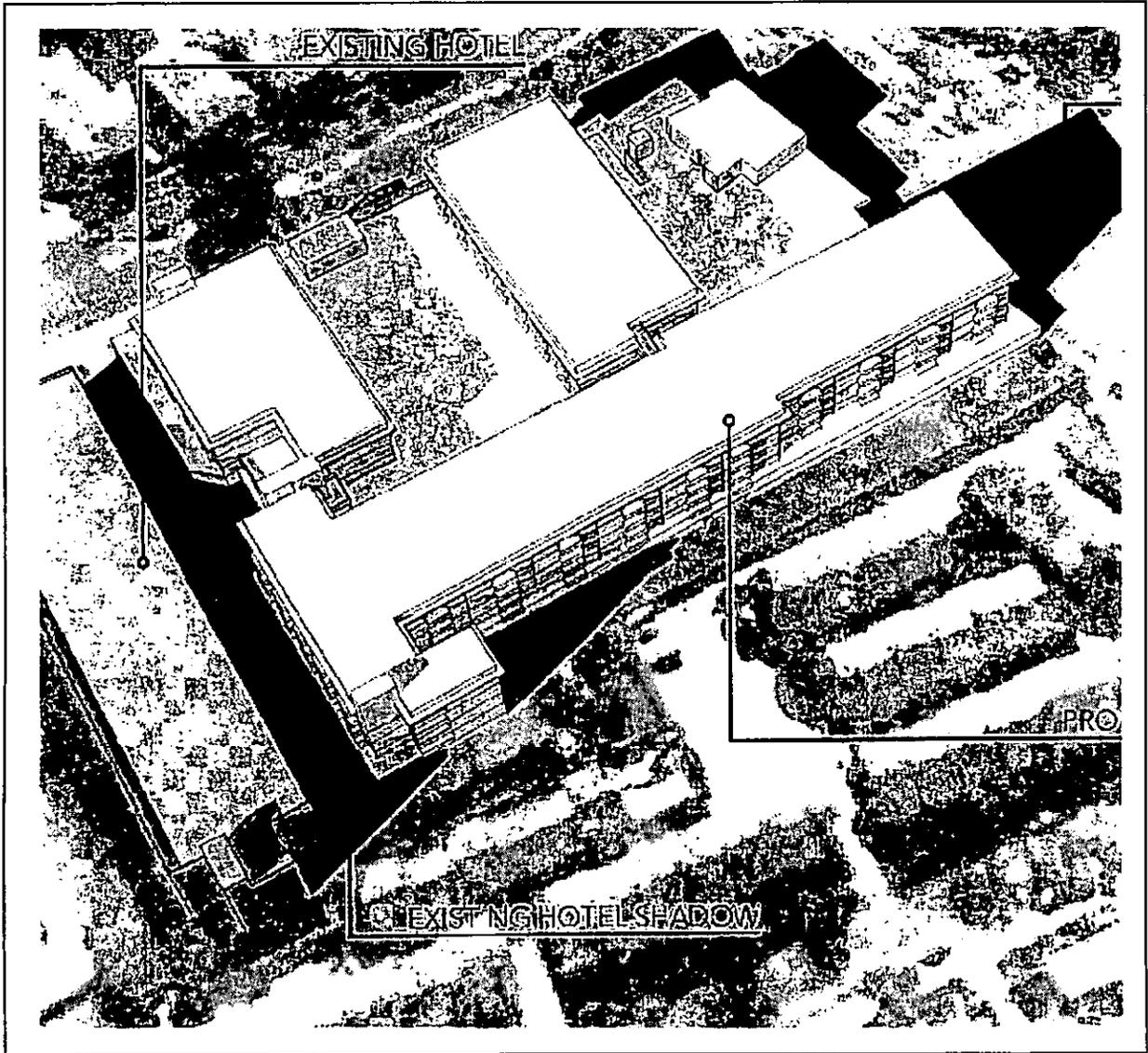
Planning staff will work with the project developer, the new hotel operator and their architectural team to ensure that the exterior modifications and signs for the hotel renovation are in keeping with the architectural design of the mixed-use component.

Balance and Integration with the Neighborhood

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

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

MASSING MODEL



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

MASSING OF THE PROJECT

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

NOTES:

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

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

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

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

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

Signs

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

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

Conclusion of the Planning Commission Design Review

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

VESTING TENTATIVE TRACT MAP

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

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

FINDINGS FOR APPROVAL:

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

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

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

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

CONDITIONS:

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

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

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

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

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

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

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

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

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

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

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

U-1 Wastewater Conveyance. The applicant shall fully fund the construction of a new downstream 12-inch mainline wastewater conveyance system connection to an alternative sewershed by connecting manhole 3445 to manhole 3648 (approximately 300 linear feet). The applicant shall also fully fund an upgrade to the existing wastewater collection system between manhole 3447 and manhole 3446 (approximately 150 linear feet) to a 12-inch line. The Applicant shall deposit funds for this measure with the City of Redondo Beach within two months of the approval of the Conditional Use Permit and shall apply for a Caltrans Encroachment Permit. Construction in rights of way will require a Caltrans Encroachment Permit, which includes a Traffic Control Plan in compliance with Manual on Uniform Traffic Control Devices (MUTCD) [Traffic Control Plans Part 6]. These improvements must be implemented prior to final inspection and the opening of the project.

26. The applicant shall be required to adhere to the adopted Mitigation Monitoring and Reporting Program prepared in conjunction with approved Initial Environmental Study No. 2014-08-IES-MND-001 and Mitigated Negative Declaration No. 2014-08-IES-MND-001.
27. The project shall be designed to provide sound attenuation between the units and the uses and noise generated by the vehicular traffic on Pacific Coast Highway, including dual-glazing and supplemental insulation, as determined necessary by an acoustical analysis.
28. Prior to the issuance of building permits for this project, the Developer shall enter into an Affordable Housing Agreement with the City to provide and deed restrict nine (9) dwelling units as affordable for very low-income households for a period of not less than 30 years in accordance with all applicable state and local laws. The recorded Affordable Housing Agreement shall be binding on all future owners and successors in interest.
29. The nine (9) units set aside for very low income households must be comparable with the other units provided in the project.
30. That the applicant shall make a dedication of the subject property fronting onto South Pacific Coast Highway for the purpose of providing a twelve (12) foot wide public sidewalk as per Exhibit C1.00 of the approved plans as prepared by Kimley-Horn and Associates, January 30, 2015. The applicant shall also be responsible providing the public improvements in keeping with the City's adopted

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

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

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

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

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

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

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

Construction Related Conditions:

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

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

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

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

VIII. PROCEDURES FOR POTENTIAL DENIAL OF THE PROJECT

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

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

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

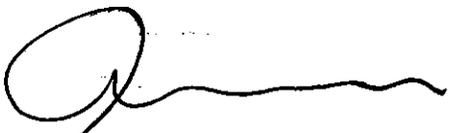
⁵ “Housing development project” includes “Mixed use development consistent of residential and nonresidential uses in which nonresidential uses are limited to neighborhood commercial uses and to the first floor of buildings that are two or more stories.” (Gov. Code 65589.5(h)(2).)

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

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

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

Prepared by:



Anita Kroeger
Senior Planner

Approved by:



Aaron Jones
Community Development Director

cc.

HARD COPIES:

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

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

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

❖ **ELECTRONIC COPIES ON USB FLASHDRIVES**

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

**Excerpt of Minutes from Planning Commission Meeting of
March 19, 2015**

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

EX PARTE COMMUNICATIONS

Commissioner Rodriguez disclosed conversations with residents on Item 9.

Commissioner Gaian disclosed conversations with residents on Item 9.

Commissioner Mitchell stated he will be recusing himself on Item 9 due to a potential conflict of interest.

Commissioner Sanchez disclosed conversations with the Mayor, Councilmember Ginsburg, Commissioner Mitchell and Chair Biro.

Chair Biro disclosed conversations with Commissioner Sanchez and staff.

EXCLUDED CONSENT CALENDAR ITEMS – None

PUBLIC HEARINGS

**8. APPROVE TANDEM PARKING WITH VALET SERVICES
221 AVENUE I
Case No. 2015-03-PC-004**

This item has been withdrawn by the applicant.

**9. APPROVE MIXED-USE DEVELOPMENT
1700 S. PACIFIC COAST HIGHWAY**

Commissioner Mitchell recused himself at 7:05 p.m.

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to open the Public Hearing and receive and file all documents at 7:05 p.m. regarding Case No. 2015-03-PC-005, the applicant being Legado Redondo, LLC, 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 110-room hotel with a total of 614 parking spaces on property located with a Mixed-Use (MU-3A) zone. Motion carried unanimously.

Associate Planner Anita Kroeger gave a staff report and discussed the following:

- Vicinity Map and zoning
- Two corrections – Bristol Farms structure underwent major renovations in 2000; staff report should state the east side and west side of Avenue G on page 24
- Zoning in place since 1992 per General Plan
- Site – corner lot – lower than property to the east
- Artist rendering
- Additional project components/attributes

- Traffic circulation plan
- Dedication along Pacific Coast Highway
- Architecture – Eco-contemporary
- Landscape/hardscape: Waterwise
- Lighting
- Signage
- Green Building Features
- Two driveways off PCH and two off Palos Verdes Drive
- Density Bonus Law – accommodate affordable housing 6% of units – 22.5% density bonus – can build 183 units, coming in with 180 units – incentive maximum height of 56 feet for some portions – build four stories
- FAR: 1.5
- Residential Density: 180 units, 4 stories, 56 feet height
- Public Open Space: 10% FAR – 27,535 SF (equivalent to 15% of the site)
- Parking: Total 614, 552 underground
- Environmental Review – potential for impact
 - Air Quality
 - Biological Resources
 - Geology/soils
 - Traffic
 - Utilities
- Summary of 82 responses to comments
 - Traffic – impacts mitigated by redesign of intersection
 - Parking – meets RBMC except studio & one-bedroom (120 units); project promotes pedestrian & cycling
 - Access road – less noise & activity
 - Aesthetics – Private views; scale of development; redesign most easterly structure
- Scale of Development
- Entitlement Process
 - IS-MND-MMRP
 - Project Entitlements
 - Conditional Use Permit
 - Planning Commission Design Review
 - Vesting Tentative Tract Map
- CUP Evaluation – proposed project meets all criteria subject to mitigation and design modification
- PCDR Evaluation
 - Proposed project meets all criteria subject to mitigation and design modification:
 - User impact & needs
 - Relationship to physical features
 - Consistency of architectural style
 - Balance & integration with neighborhood subject to redesign
 - Building design, subject to redesign
 - Signs
 - Landscaping/hardscaping
- Recommendation

Heather Lee, Legado Companies, discussed outreach and concerns addressed as following:

- PCH/PVB Intersection Plan
- Enhance Redondo Beach
- Project similar to what has been there in the past

- Will add infrastructure to the area that is needed
- Widening of PCH
- Upgrades to the sewer lines
- Renovate hotel
- Maintain architectural design
- Residents and visitors can walk to shops
- Walk and ride bicycles
- Public open space
- Mixed Use Concept – present synergy
- Building infrastructure to support project
- Traffic – PCH and Palos Verdes Boulevard already impacted – the project will mitigate traffic already there
- Number of changes to intersection
- Additional through lane added to each direction on PCH
- Level of service upgrade from currently existing levels – upgrade to D level in the evenings
- Upgrades to intersection will generate better traffic flow
- Parking – no additional employee parking is required and already accounted for – commercial will close each night and parking will be available for overnight guests for residential
- Density – project in aerial perspective – doesn't overwhelm the area
- Density – not overly dense compared to what already exists in the area
- Legado could have applied for 201 apartment sites – project submitted at 180 units – creating low income housing as well
- Views and height – only a portion of the corner of the building is visible – set back from neighbors approximately 50 feet
- Height plane image – height fluctuates throughout the project - west and north elevations - housing setback from pedestrian experience allow for public interaction at the corner
- Height is necessary because of slope
- Height plane image – from back
- Continue dialogue throughout process
- Development will activate the intersection, increase walkability and serve the lifestyles of the Redondo Beach community

In response to Commissioner Sanchez, Community Development Director Aaron Jones stated that this project was not part of the recent Housing Element update but the zoned capacity of the area of MU-3A zoning from Palos Verdes south to the City boundary was included in the Housing Element to meet the state capacity for affordable housing sites.

In response to Commissioner Sanchez, Ms. Lee reviewed the outreach to the community on this project and other projects as well, to include community meetings, comment cards and community feedback to City staff. She also said she attended two different meetings with Councilmember Ginsburg's group and the Chamber of Commerce, along with many one-on-one meetings as requested by the public.

Henry Rogers, PEAR Strategies, submitted an outreach memo detailing the community outreach efforts over the last eight months.

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to receive and file a memo presented by Mr. Rogers. Motion carried unanimously.

Mr. Rogers stated their efforts have included community meetings supplemented by Councilmember Ginsburg's monthly meeting, stakeholder group meetings and individual one-on-one meetings. He also

said they did an every door direct mailing campaign to 3300 households with only 37 responses received. He further said they set up a Facebook account to allow for further interaction and outreach from the Hollywood Riviera Homeowners Association.

Weston LaBar, PEAR Strategies, clarified that the every door direct mail is based on postal routes, with a map in the outreach showing the postal routes.

Ms. Lee stated she also sent out invitations to all of the condominium owners behind the project which is why they came to the meeting.

Mr. LaBar stated they also reached out to the Riviera Village Business Improvement District with the Board of Directors to go over the project with a followup meeting where they voted to support the project.

Commissioner Sanchez asked what outreach took place beyond Councilmember Ginsburg's monthly meetings.

Mr. LaBar stated the best way to answer questions was one-on-one and to set up small group meetings through the mail piece.

Ms. Lee stated they did do outreach in other areas besides Councilmember Ginsburg's meetings.

In response to Commissioner Sanchez, Ms. Lee referred to other projects by Legado to include Culver City and stated they had two small meetings with the local residents before the Planning Commission, but also noted there are no guidelines in the City of Redondo Beach regarding outreach. She further stated they had submitted their information to staff about approaching the community and did not note other methods besides those employing from staff.

Community Development Director Aaron Jones stated staff has consistently asked that the applicant maximize their public outreach and get together with the neighborhood.

In response to Commissioner Sanchez, Ms. Lee stated they felt they were complete regarding community outreach.

Commissioner Rodriguez pointed out that on Page 1 of the California Legislative Information of the Government Code states 55 years. Mr. LaBar believed the 30 years is referenced in the City's Municipal Code but if the density bonus law requires more, they would comply with the 55 years.

Commissioner Rodriguez noted discrepancies on page 5 of the application which states that the site is bounded by PCH on the west and Palos Verdes Boulevard on the south. Associate Planner Kroeger clarified that because of the orientation not lining up with the compass points, staff and the consultants later agreed to refer to PCH as south/north and Palos Verdes Boulevard east/west.

In response to Commissioner Rodriguez, Community Development Director Aaron Jones explained that the RHNA number provided in the City's Housing Element is delegated from state to the local county and cities and is not an obligation to construct 1300+ units but only for the zoning to allow for that many units.

In response to Commissioner Rodriguez, Associate Planner Kroeger referred to the Government Code which dictates the parking ratio and states the City is not allowed to ask for more than one parking space for studios and one parking space for one-bedrooms.

Commissioner Gaian asked about the plans for the hotel and noted that boutique hotels are destination places for drink, food and entertainment with impacts on traffic and noise which is not reflected in the

reports. He also questioned the traffic mitigation and pointed out nothing has been done at PCH and Torrance Blvd. for the CVS project which included traffic mitigation measures, and that the City of Torrance does not intend to implement in any traffic mitigation.

Ms. Lee stated they will actually be making the mitigation and infrastructure changes themselves for their project and the City of Torrance does not need to participate. She also said they will be widening the highway at PCH and pulling the sidewalks back over 7 feet in order to make room for 12-foot sidewalks and additional lanes.

Liz Culhane, Overland Traffic Consultants, noted that the project will be taking away the shared lane, making a dedicated through lane and making a dedicated right-turn lane.

Commissioner Gaian expressed concern with traffic backing up on PCH northbound when turning left onto Avenue I.

Ms. Lee stated there will be two lanes on the other side of Palos Verdes Boulevard and the far right lane that used to go through and to the right, and now will be two lanes in both directions on PCH. She also said there will not be a restaurant in the hotel and the existing restaurant space will be taken out. She also said there will be no plans for a roof deck.

In response to Commissioner Sanchez, Ms. Lee envisioned that the demographics will consist of those who wish to live in Redondo Beach who can't afford to buy a home or are downsizing from homes, with a more walkable lifestyle, close to the ocean, and those wishing to live in an apartment similar in the area.

Commissioner Sanchez pointed out there may be double income residents living in a one bedroom/studio unit and will have two cars and asked how this would be addressed.

Ms. Lee said there will be additional guest parking in the project.

Fernando Villa stated the parking reflected in the standards included in the Conditions of Approval meet or exceed the national standards for parking demand for residential uses for one bedroom and two bedrooms from exhaustive studies done nationally, taking into account the possibility of having two people in a one-bedroom unit or one person in a two-bedroom unit and the parking demands. He said this is very well documented under various demographic scenarios. He also said during the evening and early morning there will be surplus parking because commercial uses will not be open during this time. He also said a condition in the MND states that the improvements have to be fully funded by the applicant and implemented before the City will issue final inspection and allow the opening of the project. He said the City has complete control over the process.

In response to Commissioner Sanchez, Mr. Villa assumed that every developer wants to have as tenants people who can pay their rent and that Legado has that same motivation. He said Redondo Beach is a very attractive community which is why Legado is investing in this community.

Commissioner Ung suggested lopping off the fourth floor and still allowing the capacity for 153 units which is well within the 149 units. He also said with two spaces per 149 units, the number of spaces proposed would fit within the guidelines of 149 units. He also asked what considerations were made to fit within the guidelines the City already has in place.

In response to Commissioner Ung, Ms. Lee stated they looked at the different variations of the project and that the current proposal is being finalized on financially. She stated taking into consideration the number of units and concessions, the current proposal made the most sense.

Commissioner Ung questioned if the concessions are required or desired and having 9 over 149 which is only 5%, and believed that people would pay an extra 5% in rent for a parking spot.

Mr. Villa stated both the City and state have made a policy decision to encourage the development of affordable housing and the density bonus law is incorporated into every city's ordinance. He said there is no longer community redevelopment law which was a mechanism designed to develop affordable housing and the only means today is to turn to industry to provide an incentive to develop affordable housing.

Commissioner Rodriguez asked if the parking standards take into account that this is a beach community, being more desirable on the weekends and surrounded by permit parking.

Liz Culhane stated the standards are based on national standards and surveys of multiple residential apartment projects and are averaged out for the standard average for parking demand for the number of units in the building.

In response to Commissioner Rodriguez, Ms. Lee stated the parking is already overparked with no parking overnight in the commercial area except for residents, and noted the location is well-parked.

Mr. Villa stated the City's consultant did the independent study who said the area was over-parked.

Ms. Lee stated there are also 60 additional guest parking spaces that aren't part of the parking scenario per state law.

Commissioner Gaian stated that traffic and parking around a condominium building and apartment building are different. He said parking is a premium at the beach and noted people have visitors. He said it is important to consider the location, the dynamics, Village and beach area, and noted a problem at this intersection for a long time. He believed the project is just too big.

In response to Chair Biro, Ms. Lee stated they have spent approximately two years on the process.

Amy Josefek, Torrance, expressed concern with parking impacts and that the block is too dense for this project, with no community outreach taking place. She said the plan is too dense and too tall and wrong for the parcel and neighborhood.

Joyce Neu, Calle Miramar, expressed concern with health, safety, welfare impacts and impacting generations to come. She said Legado has not been a credible partner with the community, sending marketing and consultants to the community meeting who could not answer questions. She also expressed concern with the history of Legado and developing five projects simultaneously. She further asked how the City can hold Legado accountable to ensure that the units specified as low-income will be rented to low income residents and maintained for 30 years as low income housing.

Carol Perry, 400 Block of Avenue G, behind the proposed project, stated the project is incompatible with the neighborhood. She supported preserving the community lifestyle and once high density is built, the City cannot go back. She also said she never received a contact representative or direct mailing.

Jeff Abrams, 416 Avenue G, expressed concern with adding 2600 cars a day to the mix, the building and project not being harmonious to the neighborhood and overwhelming the surrounding area. He stated based on the City's calculation of 1 unit for every 1245 sf, the new base number is 131, not 149, and with a density bonus, 157 units would be provided and would not need a third story on the project anywhere. He said the project is out of character with the surrounding neighborhood and too oversized. He also did not believe the requirement of a bonus is needed to justify this project. He said the intersection of PCH and Palos Verdes Boulevard is very dangerous and difficult to cross the street, and that Legado is not a

responsible development and should be rejected by the Planning Commission.

Jane Abrams, Redondo Beach, 18 year resident at Sunset Riviera on Avenue G, opposed the project and stated the overdevelopment threatens the quality of life in the neighborhood. She also said the outreach has been minimal and she and her neighbors never received the mailings. She questioned where the residents, employees, shoppers and guests will find parking and there will be no security or management plan with an open parking area. She asked where the mezzanine will be located off the access road and why there is an overflow. She also asked about the staff valet parking and where the 118 cars go to find parking when short 112 spaces. She said street parking is not available and there would be no relief. She asked that the Planning Commission reject the project, keep Redondo Beach beautiful and find a more reasonable development.

Marilyn Brajevich, 49 year resident at Prospect Avenue and Palos Verdes Boulevard, expressed concern with traffic and accidents, and stated there are three schools within blocks. She said valet would be located where traffic backs up on Prospect, and stated people drive fast at Prospect and Palos Verdes Boulevard which is a busy corner with several accidents. She believed the project would bring more hardship for the area and people will go down Prospect and go around to get into the project. She also said turning onto Palos Verdes Boulevard from PCH is already very difficult. She supported something not so large and overpowering.

Michael Dube reviewed a bullet point rebuttal to Legado's response to the Traffic Analysis, to include making cosmetic changes, removing the eastbound approach to Palos Verdes Boulevard which has been negated by the Torrance plan, the revised right-hand turn entry/exit only will only add further load on the left-hand turn lane onto Palos Verdes Boulevard and greater congestion, making changes to the PCH and Torrance Boulevard intersection, using the County Congestion Management Plan, and referring to the California Environmental Quality Act.

Motion by Commissioner Rodriguez, seconded by Commissioner Sanchez, to receive and file documentation presented by Mr. Dube. Motion carried unanimously.

Jacki Puzik, 410 Avenue G, opposed the planning, design, and congestion, and that the project is not aesthetically pleasing. She suggested consideration of rejecting the project.

Berny Puzik, 410 Avenue G, expressed concern with ignoring the existing conditions, and that the real impact to the living area has not been addressed.

Susan Renick, Avenue G, opposed the Legado project with 2600 cars going through peak hours, noting it is already difficult on PCH. She also opposed an access road running along the retaining wall behind Avenue G which will impact her street with delivery traffic within 20 feet. She expressed concern with exhaust, dust and noise from the traffic. She said the project is not an improvement and there is only a financial interest for an out of town developer. She said Avenue G is not moderate density and matching it is a bad idea. She reviewed impacts and health hazards, and stated the project will create an architectural nightmare and ruin the beach atmosphere.

Andy Shelby, 17 year resident of Redondo Beach, opposed the Legado project as proposed due to traffic and resulting safety impacts. He said walking will be impacted, and noted it is difficult to cross the corner of Palos Verdes Boulevard and PCH. He said the volume of cars will back up and congest the corner more so than now. He stated the project as proposed is out of character, with safety, traffic and congestion impacts. He opposed the development as proposed and asked that the Planning Commission unanimously reject the proposal.

Arinna Shelby stated she lives a block away from the project and that she is opposed the Legado project

due to the size and scope of the complex which is out of character with the neighborhood. She pointed out that the traffic on the corner of PCH and Palos Verdes Boulevard is already problematic and the project will cause more traffic impacts. She also said the increased density of people and vehicles will create a hazard for pedestrians in the intersection, parking proposed is inadequate, and expressed concern with the 9 units of low income housing being worth 31 additional units and 20 additional feet of height on an already large structure. She noted increased noise, crime, strain on the City infrastructure and traffic and parking nightmares. She urged the Planning Commission support the residents and unanimously vote down the project which will have an adverse effect on the quality of life.

Ray Benning, 211 Avenue G, 39 year resident, opposed the project which must be rejected by the Planning Commission. He stated he served two terms on the Commission and stated he is familiar with the role as Planning Commissioners. He said the project complies with the standards of the state law but there are other issues to reject this project. He said the project is out of place with the surrounding neighborhood, will have an adverse effect on the surrounding neighborhood, is not compatible to the surrounding neighborhood, is too bulky for surrounding area, and the traffic study is flawed. He stated the project will create many more vehicle and pedestrian safety issues within an area which is already very heavily traveled. He said as construction goes up on the peninsula, more and more cars come down the hill using this intersection. He suggested all street improvement be approved prior to the start of the project and that the money be put up for what Caltrans wants. He noted objection from residents at previous meetings and also pointed out parking is unavailable in the 600 block on a warm beach day.

Bruce Szeles, Torrance, stated the infrastructure needs to be done, signed off on and put in place before a shovel is moved from that project. He said the maps don't show the Torrance side where there will have to be right and left hand turn lanes, and Vista Del Mar would be best suited to be cut off to get a right turn lane by Rock and Brews, noting the intersection is very dangerous.

Donald Szerlip, stated the City in 1992 rezoned the major boulevard to MU-3, and now there is an opportunity for an ideal MU-3 development that addresses concerns that include meeting with all criteria legally to allow approval of the facility. He said, however, there is no consideration about the emotional effect of the people in the neighborhood or the Commission. He suggested staff answer some of the questions about the parking and the intersection.

Robin Crevelt, 32 year resident and homeowner and business owner in Redondo Beach, opposed the Legado project, due to crime and safety. She expressed concern with the large underground parking garage increasing crime and personal violations to the local citizens. She also expressed concern with pedestrian safety and increase in traffic fatalities.

Linda Slade stated she would be interested in an apartment and possibly low income and stated she is responsible and is a beach person. She said she is looking for a place where she can cycle to local shops and the beach, and suggested the possibility of building a pedestrian bridge.

Ellen Margebich, Avenue E, noted young families in the area that walk to the Village and it is dangerous at the corner of Palos Verdes Boulevard and PCH. She expressed concern with traffic and accidents, and more cars will not improve walkability of the neighborhood.

Daniel Margebich questioned how pedestrians can safely cross when there is a right hand turn lane at the corner of Palos Verdes Boulevard and PCH. He also noted if a signal is put in place on Avenue F, the cars will back up through the intersection and would be a hazard as much as an opportunity to cross the street. He supported preserving safe neighborhoods and increase in property values.

It was noted that Lois Zells had to leave the meeting and could not speak, but did oppose the project.

Richard Norris stated he did not support turning left into the entrance of the property and noted that young crowds will be attracted to the site for apartments and ocean views close to the Village and restaurants. He expressed concern with more than one person renting an apartment and more people living at the complex with more cars than being proposed.

Christine Norris opposed the project and believed this is the wrong concept, wrong size, wrong developer, and should be reduced by at least half.

Lenore Bloss, supported everything being in place before there is any occupancy. She also supported having apartments, and a balance in the community, having housing at all levels. She said affordable housing would benefit those who work in the Riviera Village and appreciate having affordable housing and being able to walk to work rather than contributing to the overall traffic issues of Southern California. She expressed concern with excess mixed use projects in the City which have struggled. She also expressed concern with having bike lanes on PCH that don't go anywhere beyond the project. She suggested funding a study to have Class 2 bike lanes on Palos Verdes Boulevard going from Torrance to Sepulveda which is part of the South Bay Master Bike Plan. She also agreed that the metal glass wood elevation does not fit into the character of Redondo Beach.

Patrice Rodgers, 712 Avenue C for 22 years, opposed the Legado project which is too large and does not fit into the character of the neighborhood which cannot accommodate added volume of residents. She also said the traffic is already impossible to navigate and adding 3,000 car trips and pedestrians is impossible. She asked that the Planning Commission reject the project.

Bruce Cavkin stated the project is out of character, and expressed concern with the intersection being blocked creating more impacts to access. He also expressed concern with one lane at Fatburger if the Avenue I turn lane is blocked, and stated the project will impinge property down the line.

Don Moore, Board Certified Crime Prevention Specialist, noted the higher the outlying buildings, the more propensity for crime since the potential witnesses will be further away. He expressed concern with the potential demographics residing at the development with an unsecured parking lot.

Julie Moore, Avenue G, expressed concern with traffic which is worse when weather is warm, safety, noise, dust, parking, and vibration. She also said air conditioners generate noise, and expressed concern about the vacant businesses on PCH. She said the project is too bulky and out of place with the character of the neighborhood and she asked that the Commission oppose the development.

Rhonda Cress, resident for 30 years, expressed concern with traffic flow and that the retaining wall will be compromised greatly. She suggested something be put in place where their wall will be protected. She further said she had a meeting with a representative regarding the project but she never heard back.

Sung Kim, Sunset Riviera adjacent to the project, asked that it be opposed due to traffic and safety, and traffic not being mitigated.

Bertin Guillard, Avenue G, opposed this project for Redondo Beach which does not fit in the City. He noted the only way out of the project is to make a right turn onto PCH, right turn on Palos Verdes Boulevard and then a right turn on Avenue G. He said Avenue G is already congested and will be impacted if the project is approved. He asked that the Planning Commission oppose the project.

Jill Verenkoff, Hollywood Riviera 40 years, supported low cost housing and mixed use development, but not the bulk of this proposed project. She said Legado has maximized the density. She said they like the ambience of the village atmosphere and did not support it becoming the Westwood Village.

Peter Verenkoff, Hollywood Riviera 40 years, expressed concern with traffic and only right turns onto PCH which loads Palos Verdes Boulevard for anyone going south. He expressed concern with the traffic analysis provided and noted PCH and Avenue G, and Palos Verdes Boulevard and Avenue H were omitted. He also said none of the traffic in and out of the four driveways were analyzed, along with Riviera Village Way and Palos Verdes Boulevard, and Vista Del Mar and PCH, and now there will be three lanes, making the traffic worse. He disagreed with the traffic flow analysis which states there would be no impact north of Palos Verdes Boulevard on Avenues G and H from this project. He said he would like to see more numbers and that staff take a look at the traffic analysis.

Carol Schultz, 1800 PCH, noted concerns about the project and traffic impacts which is already an issue, noting traffic could back up for several blocks. She also said the project is wrong for the neighborhood and urged that the Commission vote no.

Taimi Riley, Redondo Beach, stated Avenue G traffic is very difficult as well as Avenue E. She also noted open retail space which needs to be filled first before looking at new retail spaces. She said she did not support the project.

Kim Schaeffer, 1800 PCH, opposed the size of the project and increase in noise, traffic, pollution and strain on the City. She expressed concern with the Environmental Impact Report and asked how the project would impact the treatment plant. She said she did not support the project which is not good for the City.

Sean Guthrie, supported the Blue Zones projects living streets principals and improving Palos Verdes Boulevard to the east of PCH in terms of adding bike lanes and better pedestrian conditions. He also submitted a letter.

Motion by Commissioner Rodriguez, seconded by Commissioner Sanchez, to receive and file a letter presented by Mr. Guthrie. Motion carried unanimously.

Viviane Giush, 1800 PCH, expressed concern with crime impacts and thefts and also impacts to the streets. She also noted many open retail stores and expressed concern with water impacts as well.

Cliff Numark, former Councilmember City of Torrance, asked if Code Section 10-5.911 applies to this provision and pointed out that if it is applicable, the 186,000 sf included in the development should exclude the hotel section.

Community Development Director Aaron Jones clarified that the section presented by Mr. Numark is in the Coastal Zoning Ordinance not the zoning ordinance applicable to this property.

Mr. Numark also referred to the mixed use requirements of 1,245 sf for the lot size and believed it is irrespective of the amount of space dedicated for residential purposes. He suggested that one store front in a mixed use area could be considered or 75% of the space covered with commercial space, having the same amount of potential residential. He also pointed out that this is how the 149 number was calculated based on the total square footage. He also noted that the smaller number of spaces that are being required are due to the density bonus. He said the density bonus allows for a number of waivers including the parking, height and number of stories, and this would allow a number of changes to the character of the community. He suggested consideration of meeting the code requirement complimentary to the character of the neighborhood and to address any adverse effects on abutting property and permitted use. He urged that the Commission reject the proposal.

Gigi Gonzalez, Palos Verdes Boulevard, reviewed the outreach she experienced from Legado and noted responses were not provided and outreach was minimal.

Marcie Guillermo, District 1, expressed concern with impacts from the project including traffic and noise and requested opposing the project due to reasons presented by the residents. She also said the General Plan is outdated and a moratorium should be put on any type of development at this time. She also referred to the development at PCH and Prospect for 52 condominiums plus retail and offices which will create more traffic and congestion to the area. She further informed of another project at Knob Hill and PCH which will create more traffic. She expressed concern with a traffic accident on Avenue I adjacent to PCH which should be addressed before going forward with any project around that area. She said the pedestrians should be considered and to make sure the streets are safe and walkable. She also expressed concern with the vibration from the air conditions with this project and that the aesthetics need to be addressed.

Ms. Lee stated she outlined the concerns at the beginning of her presentation such as traffic and parking, and also had a full two-hour meeting with Councilmember Ginsburg who that the applicant attend at a certain time. She further said a lot of questions presented are answered in the MND which pointed out that many of the concerns have less than significant impacts.

Mr. Villa stated they have put together a development plan that has evolved over time, putting in much time and effort, coming up with a plan that conforms to the City's requirements of the state density bonus law. He said they will be working with staff in two areas that need minor redesign to include an increase in public space and breaking up the back side of the project. He suggested reconvening to consider a redesign that addresses the concerns and still presenting a project that is consistent for the City's designation for the property. He said the residents have the right to question the sufficiency and validity of the findings in the MND and pointed out that it was prepared by the City and traffic experts and has been fully vetted by the City and Caltrans in the case of traffic. He said the Commission has the right to rely upon the study because it was prepared on the City's behalf to help guide in the determination of whether or not the project complies with CEQA.

Ms. Lee noted concerns brought up tonight include crime prevention programs, understanding how mixed use buildings work, separation between residential and commercial, showing where height will be located, condensers on roofs being noisy, which they will be happy to address. She also requested that the Planning Commission provide her very specific feedback about the direction to address the project.

The energy efficiency and sustainability specialist for the project stated the condenser units are very high efficiency and designed to function at very low noise levels, and the placement on the roof will be strategic so that noise is not discharged toward the exterior. He also said the applicant will be looking at possibilities of combining the various number of condensers so there will be fewer fans and moving parts.

Commissioner Sanchez requested that studies be done regarding decibel levels at different locations.

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to close the Public Participation Section of the Public Hearing at 10:36 p.m. Motion carried unanimously.

In response to Commissioner Rodriguez, Community Development Director Jones stated the City's average household size has gone up to 2.31 persons per unit including homes, but the City cannot control the definition of a family and who wants to live together and a limit cannot be placed on a specific occupancy of units. He said staff can come back with some anticipated occupancies based on single professional and empty nesters which tend to be the occupants for these types of units.

Commissioner Gaian expressed concern with impacts to the intersection across the street from the project, regardless of who is responsible. He also believed that the traffic study doesn't jive with real life living in the location. He shared that the traffic count on PCH in 2013 is less than it was in 1988 which was presented by Caltrans, and also agreed there are too many vacant businesses on PCH. He also pointed

out there is not a lot of mixed use Manhattan Beach or Hermosa Beach on PCH. He agreed that the traffic situation will be impacted by the proposed project and it is also too big.

Commissioner Sanchez stated affordable housing has to be tempered with the project and pointed out concerns raised include "Legado is taking advantage of the law." He pointed out that he did not hear any statements of not doing anything and believed there is still something to work with. He also encouraged that Legado outreach to the neighbors beyond Councilmember Ginsburg's meetings.

In response to Commissioner Gaian, Assistant City Attorney Park advised that if the Commission decides to deny the project, that the Public Hearing be continued and to provide staff and the City Attorney's Office an opportunity to come back with appropriate findings. She said in order to deny a project such as the one proposed, there are certain steps that need to be taken to include conducting a study regarding the denial, and to address the economic, social and environmental effects before a denial is actually voted upon.

Commissioner Gaian suggested if the Commission does not take an up or down vote, to set a timetable for Legado to respond to concerns and to consider different outreach.

Motion by Commissioner Rodriguez to consider continuing the hearing until Legado can come back with some of the recommendations and a different modified plan.

Prior to the vote:

In response to Chair Biro, Ms. Lee stated they are willing to work with the Commission if specific direction is provided. She also clarified that 1,300 square feet of open space already exists in the project and there is room for public open space but they were asked to remove it as requested by Planning Staff.

Chair Biro stated that specific items include additional public outreach and how the comments were incorporated.

Community Development Director Jones stated it is important that the applicant recognize that the public's input is valuable which was heard by the Commission and to work toward addressing all of the issues discussed this evening to include outreach, traffic mitigation, parking, design, compatibility, scale, massing, bulk, too big in size, noise, pedestrian safety, etc. He clarified that based on Planning Commission comments and public testimony a cosmetic or minor modification to the project did not appear to be acceptable. He suggested a date certain and recommended a 60-day continuance at a minimum.

Mr. Villa supported a 60-day continuance to May 21, 2015.

Amended Motion by Commissioner Rodriguez, seconded by Commissioner Ung, to continue the Public Hearing to May 21, 2015 to allow for the applicant to address concerns including community outreach, a security study and security for the residents, the building design elevation on the east side being too massive, and the adverse effects on the surrounding properties.

OLD BUSINESS – None

NEW BUSINESS – None

10. DISCUSSION AND INPUT TO THE CITY MANAGER FOR FISCAL YEAR 2015-2016 BUDGET.

This item has been removed from the Agenda.

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Summary of Meetings regarding Options for 180 Units

LEGADO REDONDO SUMMARY OF MEETINGS

03/31/15

Attendees: Aaron Jones, Anita Kroeger, Stacey Kinsella, Heather Lee, Fernando Villa, Henry Rogers, and Julie Oakes

Summary: Reviewed the key topics from the Planning Commission meeting on 03/19/15. Topics included, but were not limited to, parking, traffic, scale, noise, safety/crime, geology, water supply, infrastructure, livability, vacancy of commercial in mixed-use, Code compliance, outreach, demographics, removal of 4th story, and breaking up eastern building with view sheds. Discussed providing more information regarding how the amount of parking will work for the site, note that the parking will most likely be ticketed, the types of people and number of people per unit, and vacancy rates within the city. Clearly note that there is interest in the commercial spaces already. Traffic exhibit needs to be simplified for better clarity. Explain the existing traffic conditions, what the project adds, and the proposed improvements to the streets. Address noise off of the rear access road. Plans are to be routed to the Police Department to further review for security/crime prevention planning. Explain the sustainable qualities of the project and show that there is adequate water supply.

04/07/15

Attendees: Aaron Jones, Stacey Kinsella, Heather Lee, Fernando Villa, Henry Rogers, and Julie Oakes

Summary: Applicant presented four draft sketches with varying massing changes. Staff suggested a 5th option that provides larger view sheds within the eastern building and the removal of the 4th story. Parking increased to the full requirement with one more subterranean level. More very low income units provided which will allow for a second concession to reduce the public open space. Safety plan is being prepared. An acoustical engineer is reviewing options to address noise. Traffic consultant working on responses to traffic concerns including Avenue I loading beyond PV Blvd. and school concerns. Applicant to provide a new height plane study for revised sketch #3. Three open houses planned. First open house scheduled for 04/11 at PV Inn and will allow for community to provide further feedback. Another open house will be held two weeks later to share more defined sketches. A third open house will be held the weekend before the May hearing.

04/14/15

Attendees: Aaron Jones, Anita Kroeger, Stacey Kinsella, Heather Lee, Fernando Villa, Henry Rogers, and Julie Oakes

Summary: Building height plane study reviewed for sketch #3. New Option 5 reviewed. A potential Option 6 discussed with no upper podium commercial. Open space discussed and various options for the upper public space and corner ground space. Discussed the feedback received from the 4/11 open house. Police Department provided some feedback regarding security requirements. Discussed apartments vs. condos.

04/21/15

Attendees: Aaron Jones, Anita Kroeger, Stacey Kinsella, Heather Lee, Henry Rogers, and Julie Oakes

Summary: Company obtained by applicant to further design open space areas. Upper podium open space still being studied. Units will remain apartments. Option 5 presented with design revisions. Massing model is being prepared.

04/28/15

Attendees: Aaron Jones, Anita Kroeger, Stacey Kinsella, Heather Lee, Fernando Villa, Henry Rogers, and Julie Oakes

Summary: Discussed 4/25 open house. Reviewed draft architectural elevations. Discussed massing elements that may still need study. Suggested modifications to drawings to further illustrate the view from Avenue G properties and to show the difference in building envelope since March.

Click below for link to

[Community Outreach Report](#)

PUBLIC CORRESPONDENCE

LEGADO 149-UNIT MIXED-USE PROJECT 1700 S PACIFIC COAST HIGHWAY PLANNING COMMISSION PUBLIC HEARING OF JULY 16, 2015

- Gail Noon
- Jim Phillips
- William and Patricia McKaig
- Joseph and Sheila Millman
- Diana Neidert
- Robert Long and RJL Consulting (3 comments)
- Mike Suson
- Joyce Watanabe
- Neva and Fernando Gallegos
- Richard and Christine Norris
- Barbara Schroeder
- Michael Lombard
- Brett Levin
- Roslyn Fanello
- Pete Verenkoff
- Richard Norris
- Mike Dube

Case Details

[Print](#) [Close](#)



Case Number: 23228

Status: Resolved

Tags:

Request Type: Comment

Customer: Noon, Gail
external customer
642 W 40th St 4
San Pedro CA 90731
310.547.5676

Location of Request: Redondo Beach CA
Redondo Beach CA

Facility: N/A

Preferred Contact Method: Email

Submitted By: Noon, Gail
customer

Primary Owner: Portolese, Lina

Topic: Planning>Zoning/Land
Use (Community
Development)

Secondary Owner: Portolese, Lina

Date/Time Created: 03/22/2015 08:47

Date/Time Closed: 03/23/2015 08:45

Custom Fields

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Original Request

I've just now (03/22/2015) seen the artist's rendition of the proposed development for the acreage at the corner of Pacific Coast Highway and Palos Verdes Blvd.

1. Where do the developers of this (humongous) development live ? As the meeting commenters stated, this development is the size and design of a project that would be built in downtown Los Angeles, NOT the South Bay !

2. From the looks of the SIZE of the acreage (and size of the development itself) in the artist's rendering, that development would not only take up ALL the space where Bristol Farms has been, and the shops on the west side of Palos Verdes Blvd., but looks like it would ALSO replace the restaurant (IHOP ?) that's immediately to the east of Bristol Farms (the former Plus Horse Inn), AND would it also possibly force LensCrafters (which is immediately to the east of the restaurant) to have to vacate ITS building/property ?? I happen to be an ongoing patron of that LensCrafter's (I started using THAT LensCrafter's instead of the Del Amo mall branch, when the Del Amo mall optometrist discovered my Glaucoma and instructed me to get the photos that take pictures of the inside of the patient's eye. Your eyes have to blurred up to do that, and I did not want to have the possibility of accidently falling down the 2nd floor escalator - that USED to be in that part of the Carson Mall - because my eyes would be blurred up, so I started using the Redondo Beach LensCrafters BECAUSE it is on street level, and I would not have to worry about falling down any escalator when I was leaving).

Plus, the size of the artist's rendition of the development ALSO looks like it would ALSO force the private property owners, for at LEAST 1 or 2 blocks to the north, to have sell their homes/property, or ben evicted by the City of Redondo Beach.

3. I AGREE with the residents who don't like developers coming in and demanding to be able to construct huge and very dense development projects. I have lived in San Pedro for 53 years, and San Pedrans have periodically had to "fight off" developers whose vision is WAY TOO BIG for the size, and traffic ability, of our smallish town. There are still many of us who are NOT satisfied that the City of Los Angeles, and especially our City Councilman, Joe Buscaino, have "succumbed" to Ponte Vista's latest (3 times downscaled) development design that is starting to

be constructed on Western Avenue, across from Green Hills Memorial Park. We KNOW that there WILL be development on that property, but we WANTonly ALL single family homes built there, NOT the combination of single family homes AND numerous multiple family units that WILL be built there. Western Avenue is ALREADY gridlock much of the time - we are dreading what that street will be like when the latest rendition of Ponte Vista is completed and hundreds of additional vehicles are pouring out of that development and onto already crowded Western Ave.

Customer Communications

From	Text	Date
Portolese, Lina	Send an Email TO: gailmaria51@att.net CC: BCC: Date: 03/23/2015 Subject: RE: Redondo Beach - Customer Service Center case number 23228	03/23/2015 08:45

Collapse

Ms. Noon,
Your letter has been received, thank you. It will be added as part of the comment section of the project packet, and distributed to the Planning Commission for its future meeting.

<https://clients.comcate.com/myfeedbackView.php?view=890890&id=23>

Lina Portolese | Planning Technician
Planning Division
415 Diamond St.
Redondo Beach, CA. 90277
P (310) 318-0637 F (310) 372-8021



On 03/22/2015, Gail Noon wrote:

I've just now (03/22/2015) seen the artist's rendition of the proposed development for the acreage at the corner of Pacific Coast Highway and Palos Verdes Blvd.

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From: gerryjim
Sent: Saturday, April 25, 2015 12:51 PM
To: Eleanor Manzano
Subject: Re: the Legado Project. (Formerly Bristol Farms)



Dear Ms. Manzano,

As per the instructions of Jeff Ginsburg, I am writing to you to add my request to their agenda. Rather than more condos, how about a Laemelle Theater, or some similar Art House Cinema in that location? Movie goers could shop or eat in the Village after the cinema.

Thanks

Jim Phillips
510 S. Catalina Ave. "A"
Redondo Beach, Ca 90277

From: [REDACTED]
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. 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.

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

May 11, 2015

Anita Kroeger
Redondo Beach Planner



Re: Support of Legado Project and Support of Affordable Housing

We find it very disturbing that an elitist group may succeed in blocking or removing affordable housing from what appears to be a smart development, designed to be consistent with the character of the community, by using misinformation and falsehoods.

When we moved to South Redondo Beach in 1976, there was a lot of affordable housing. Our first house cost us \$52,000; that's \$220,000 in today's dollars. This is not the case today. The City is short-sighted in placating the elitist groups who are fighting this project because of a few affordable housing units and mixed use. When Northrop's young entry-level engineers can no longer afford to live in Redondo Beach, it will not be long before Northrop moves where they can. The elitist groups wrongly equate affordability with section 8.

We support this project with a few reservations.

- We like the original design of stepping the massing as it leaves Palos Verdes Boulevard and Pacific Coast Highway towards the very tall Palos Verdes Inn.
- The mixed use is ideal for this area and allows for continued public use of the commercial site that would otherwise be lost.
- We find 32+/- units per acre appropriate for this highly desirable suburban location 7 miles from freeways and lacking convenient public transportation.
- The architecture is current and an appropriate addition to the mid-century architecture prevalent to Riviera Village.
- Anyone one who has had the misfortune of of staying at the Palos Verdes Inn is aware of its need for improvements.
- Apartments are dearly needed if we expect our children or grandchildren to be included in our community. Especially the few affordable units that should be set aside.
- We see no reason that this project should be rejected due to "overdevelopment." These comments appear to be unsubstantiated and self-serving to a "Not In My Backyard" group that does not recognize an owner's right to use their property according to its zoning. This is an infill project; we are not talking about pristine chaparral.

Our reservations:

- There is a need for outdoor recreation for the apartment side of the project. The local beach area does not necessarily accommodate young families. The only nearby local park is El Retiro in the City of Torrance. This park would be unfairly impacted due to its proximity, while its maintenance would not be funded by this site.
- The commercial portion should accommodate outdoor dining and strolling, and space for plantings in keeping with the current development. This has been absent from past projects in the area, making them less desirable.

Joseph and Sheila Millman
169 Vista del Parque
Redondo Beach, CA 90277

NEIDERT 5/13/15



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.

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.

RIL Consulting
Redondo Beach, Ca.

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.

From: RJI Consulting [mailto:████████████████████]
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.

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Why not put this to the voters directly?

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RJI Consulting
Redondo Beach, Ca.

From: Mika Suson [REDACTED]
Sent: Friday, May 22, 2015 11:55 PM
To: Anita Kroeger
Subject: PCH projects



Hello,

I wanted to strongly oppose both projects being proposed on PCH. I have lived on Avenue G for over 10 years. My children and I have to use the crosswalk on Prospect Avenue daily (they are students of St. Lawrence Martyr School) and it is already dangerous enough. I can not even keep count of how many times we have almost been hit crossing ON A CROSSWALK! We can not afford any more cars and traffic clogging up this area. This is just one problem out of many that these multi unit housing projects will cause.

Thank you for your time.

Case Details

[Print](#) [Close](#)



Case Number: 23516

Status: Pending

Tags:

Request Type: Comment

Customer:

Location of Request:



Watanabe, Joyce
 Joyce carol
 external customer
 [REDACTED]
 [REDACTED]
 [REDACTED]
 Joycecarolwatanabe [REDACTED]

Facility: N/A

Preferred Contact Method: Email

Submitted By: Watanabe, Joyce
 customer

Primary Owner: Colborn,
 Emily

Topic: Mayor & Council>Public
 Comment on Agenda Item
 (Mayor and Council)

Secondary Owner: Manzano,
 Eleanor

Date/Time Created: 05/19/2015
 19:40

Date/Time Closed:

Custom Fields

* internal custom field

Original Request

To Mayor Aspel and City Council:

I oppose the Rlegado redondo development proposal at Palos Verdes Boulevard and Pacific Coast Highway as 200 apartments, 37600 square feet of retail space and 614 parking spaces. Redondo Beach is too dense and increased traffic reduce the quality of life. The streets coming into Rivera Village are quite small and oftentimes difficult to turn right or left onto Pacific Coast Highway even during low traffic times. I would propose buildings not higher than two stories to maintain ocean views, greatly reduce the apartments and put in single family town houses of lofts above retail stores. Adequate green space and parking should be planned for. Even though I am not a Redondo Beach voting citizen (Torrance provides my city services), I am very disappointed in a project where the city and large development companies make a lot of money at the expense of homeowners in the area. Please contact me if you have questions. I cannot come to the city council meeting because I am working evening shift that night. Thank you for your time. Joyce Watanabe, PharmD.

Customer Communications *

From	Text	Date
auto notification	Auto Case Notification Created TO: Joycecarolwatanabe [REDACTED] Date: 05/19/2015 Subject: Your request (23516) has been received - City of Redondo Beach	05/19/2015 19:40

[Collapse](#)

Dear Joyce Watanabe,

From: neva gallegos [REDACTED]
Sent: Friday, June 05, 2015 3:50 PM
To: Anita Kroeger
Subject: Legado project



Dear Anita Kroeger,

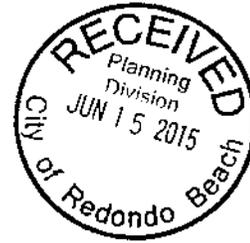
If I had more time I'd write a more comprehensive letter but in the mean time I'll just say this Legado Project is a terrible idea! The area is too densely populated as it is, so how can we handle more? It needs to be scaled WAY back! Instead of so many apartments, fewer condos could be built. Please listen to the community and your conscience and do the right thing. REJECT the Legado proposal!

Regards,

Neva and Fernando Gallegos

(residents and property owners in the Hollywood Riviera for 42 years. Also, property owners in Redondo Beach for 30 years)

From: dicknor@[REDACTED]
Sent: Saturday, June 13, 2015 1:52 PM
To: sredondo@[REDACTED]
Cc: Anita Kroeger
Subject: Traffic Safety Issue: 1700 S. PCH, Redondo Beach, CA 90277



Sandy Marchese, RB Public Safety commission

We discussed this issue at your "Gateway" stall today.
Also, there was a bad traffic collision at this location at about 4pm 6/12/15,
which we seem to predict below on 6/4/15!
This is an urgent safety issue that needs immediate attention.
This e-mail deserves an acknowledgement from Redondo Beach and Caltrans.
I hope this leads to early resolution.

Sincerely
Richard & Christine Norris
110 Camino de las Colinas
Redondo Beach 90277
[REDACTED]

From: barbara schroeder [REDACTED]
Sent: Saturday, June 27, 2015 7:44 AM
To: Anita Kroeger
Subject: Legado: another native objects!



Dear Ms. Kroeger,

The Legado project is just too big. I bicycle responsibly at least daily through those dangerous intersections and can't imagine how the Legado traffic impact can reasonably be minimized. Maybe streets should just be closed to mechanical vehicles on the ocean side of PCH!!

I am very opposed to the project as proposed, especially since a similar one is proposed near Prospect and PCH.

Thank you.

Barbara Schroeder
4623 Newton Street
Torrance, CA 90505

From: Michael Lombard [REDACTED]
Sent: Tuesday, June 30, 2015 6:42 PM
To: Anita Kroeger
Subject: Legado Project



To: Anita Kroeger 30 June 2015

During the recent Riviera Village Fair I was made aware of the Legado Project on the former Bristol Farms site at Palos Verdes Blvd and PCH.

I agree with the "Save The Riviera" petition on the grounds of high density, parking and traffic congestion.

For many years I have felt the highest and best use for this property, considering the PV Inn already occupies the site, is for the property to become a 5-star resort under one of the well known boutique or legacy hotel operators. The Village as come back to life and Redondo Beach is once again becoming an international destination: We are ready for another major hotel/resort property. Both Terranea and Trumps are starting to have success, and we are much closer to LAX, Downtown LA, beaches, the pier, Riviera Village, etc. This type of development will work very well with plans that currently exist for the Pier.

Unfortunately, based on my brief conversations with the "Save the Riviera" people and review of their literature, they only offer objections without sound alternatives. I think we need a committee of both City Leaders and community activists to develop a solicitation plan for presentation to operators of this type of resort property. What's needed:

- o Architectural committee to develop a general concept with graphics and details.
- o Economics committee to evaluate the potential for occupancy, usage for workshops & meetings, restaurants, shops, spa.
- o Economics committee to evaluate the best revenue for the city comparing a resort property to the planned Legado development. The resort will become a good employment base and hotels++ can bring in lots of revenue.
- o Sales committee to develop a selling presentation to resort operators and then make contact to these operators soliciting their interest.

I'm willing to help where I can. I will try to arrange my calendar to attend one of the hearings.

Please feel free to share my ideas to whomever you feel might be interested.

With a handshake,

Michael Lombard
416 Paseo Miramar
Redondo Beach, CA 90277

[REDACTED]
[REDACTED]
[REDACTED]

From: Brett Levin [REDACTED]
Sent: Thursday, July 02, 2015 10:51 AM
To: Anita Kroeger
Subject: Legado project



Hopefully you approve next meeting I live in Area and look forward to it being built and property revitalized. The haters will always not approve anything that is built there.

Regards
Brett Levin

From: Roslyn Fanello [REDACTED]
Sent: Monday, July 06, 2015 12:46 PM
To: Anita Kroeger
Subject: Legado



Hello;

Will the project going in at the Palos Verdes Blvd/PCH site accommodate senior housing? The South Bay could use more imaginative housing units to provide senior housing. Has the City of Redondo Beach been interested in the Village Type of community project? One where elders can remain in a home like environment? I am a Registered Nurse who works with seniors and I have been pleased with the 55 and over apartments and condos that Redondo Beach has built in the past. I know that this new project is conflicted for many residents. Perhaps sharing the property with Seniors might be a solution to some of the complaints.

Thank You

Roslyn Fanello
216 15th Pl
Manhattan Beach CA 90266

From: Pete Verenkoff [REDACTED]
Sent: Tuesday, July 07, 2015 11:25 AM
To: dianna_watson@dot.ca.gov
Cc: Anita Kroeger; [REDACTED]
Subject: Traffic issues associated with the 1700 S PCH Mixed-Use Project



Dianna,

During our meeting last Thursday, you mentioned that the Legado Redondo Project was still in review by you and your team. I send this email to request that CALTRANS take a very close look at the traffic analysis and mitigation plans proposed for this project. ITE trip generation guidelines show this project to add 3,846 new vehicle trips per day to Pacific Coast Hwy. and Palos Verdes Blvd.

This project is scheduled for a public hearing intended to adopt/certify the most recent version of the Mitigated Negative Declaration (MND) supported by a traffic analysis. Attached is the hearing notice. I reviewed the posted materials related to the traffic analysis and mitigation for this project. To me, these materials raise considerable concern regarding the appropriateness of their use in supporting the MND approval and certification. I have attached an annotated pdf of selected excerpts, including my comments for the highlighted areas. Additional information about the traffic issues associated with the site area and the MND traffic analysis can be found at: <http://www.vsdev.com/traffic>

Residents in this area are not against development. However, we believe that each individual project's site needs to be evaluated to identify all issues caused by any increase in density (the current FAR is 0.5). All sites are not perfect and therefore should not be developed at the maximum density allowed by the zoning code. In the case of this project, the current level of traffic congestion on adjacent roadways and the limitations associated with this site's access points should be sufficient for the city to restrict development well below the 1.5 FAR maximum provided by MU-3A. We hope the City recognizes this need and takes this approach.

In addition, we agree with your position that a holistic approach to traffic growth management for PCH through the South Bay cities needs to be undertaken. To assume the validity of any master plan that is updated at 10 year intervals would appear to be foolish for this purpose. Ten years ago, the Riviera Village area was a sleepy little neighborhood. During the ensuing interval, this area has seen major growth and has become a major destination for visitors from across the southland.

Thank you on behalf of the many concerned citizens in South Redondo & Torrance (Riviera Village) area.

Best regards,
Pete Verenkoff



From: dicknor [redacted] [mailto:dicknor [redacted]]
Sent: Wednesday, July 08, 2015 6:53 PM
To: Anita Kroeger
Subject: Legado Development: Public Perception versus Traffic Studies

I take issue regarding statements by RB officials at recent planning commission meetings on the subject of traffic.

Some commissioners brought up the public perception concern of increasing traffic.

The rather glib reply from RB officials was that PCH traffic is about the same and even less than in years past. Their advice: do not go by your perceptions, we have numerous traffic studies that prove otherwise.

(I am personally insulted by this statement, living on a cut-thru street with increasing traffic.)

This statement was obviously intended to quash any traffic concerns caused by proposed developments, and was either very naive or deliberately misleading.

As Mark Twain said "There are lies, darn lies and statistics."

Checking up on previous RB traffic studies, it appears that they are misusing data to infer there is no increasing traffic.

PCH traffic in RB is rated as a LOS F= Failure. That is, traffic has reached the maximum traffic flow capacity at peak times. From the 2007 survey, this bottleneck max flow is 1900/hr. in one direction. (actually, flow will be less with the trend to large SUVs).

So the physical characteristics of PCH alone, limits peak PCH traffic, and has so for many years.

This result is the opposite to what RB officials are implying. That over the years, traffic is the same and even less! In fact traffic is a problem! It has been a problem for years and will get worse in the future. Increasing traffic causes drivers to adapt by changing their commute time and planning routes around the bottleneck. This results in a longer peak traffic period.

Frustrated commuters will then divert and rush through residential streets never intended to handle such traffic.

The end result is a serious safety concern, plus a quality of life concern for both residents and commuters. The proposed Legado development will increase traffic by 300/hr and the Pier/AES development is forecast to produce about 2000/hr.

With an already maxed-out PCH, isn't it time for our city to get their priorities right.

That the quality of life of their residents should come first.

Sincerely,
Richard Norris
110 Camino De Las Colinas
Redondo Beach, CA 90277



From: Mike Dube [REDACTED]
Sent: Thursday, July 09, 2015 11:37 AM
To: Aaron Jones; Anita Kroeger
Subject: Attn: Planning Commission members -- Manhattan Beach extends downtown zoning moratorium for another year

Dear Commissioners

Please take a look at this [article](#) (reprinted below, esp bolded text) and take note before you destroy the character of Riviera Village. We worry about becoming another Manhattan Beach, but it looks like they're worried about becoming another Redondo Beach, with unplanned, unbridled development.

Manhattan Beach extends downtown zoning moratorium for another year

Posted: Thursday, July 9, 2015 10:03 am
by Ellen Robinson

Manhattan Beach City Council approved a 12-month extension on the moratorium which prohibits changes in the commercial use of downtown property. **Council members hope the interim zoning ordinance will continue to have a "calming effect" on preserving the character of downtown as a charming, quiet village amid skyrocketing rents.**

The city approved the zoning ordinance last July, putting the brakes on the trend forcing the city's beloved mom and pop stores out of downtown. Ballooning rents resulted in many of the unique shops being replaced by real estate offices and banks. Residents and business owners say this change undermined the city's character as a small beach community that attracts residents and visitors to shop and play. Downtown once was home to a hardware store, three independent pharmacies and a toy store. In the past two years, these types of businesses have had to close shop.

Kelly Stroman, executive director of the Downtown Manhattan Beach Business and Professional Association, said the extension on the moratorium will allow the advisory committee for the city's specific plan enough time to devise details for a permanent implementation. The city's specific plan is being developed based on recommendations presented by consultant Urban Land Institute.

"We support the extension of the IZO because, in the last year, it has created a peace over the land. There is action being taken. The ULI did an excellent job," said Stroman, who sits on the advisory committee assisting in writing the city's specific plan.

The scope of the specific plan includes engaging the public in a visioning process, developing a land use plan and private property design guidelines, studying parking access and circulation, coming up with a street-scape improvement and infrastructure plan, and identifying funding options.

Community Development Director Marissa Lunstedt projected the completion of the specific plan in 12 to 16 months. With the moratorium expiring in July, 2016, Councilmember David Lesser questioned the timing.

"I am suspicious that the specific plan will not be completed in 12 months," he said. However he gave full support of the extension to prevent any regression.

"We need to make sure we have a plan for what happens in 12 months," he said.

Mayor Pro Tem Tony D'Errico said the moratorium is not the council's effort to prevent change, but rather a method of managing change.

"I think the ordinance has been a successful calming measure. It's not so hard and fast that it doesn't allow change. We need to extend it until we can get the specific plan in place, because if we don't, we will be back to where we were 12 or 18 months ago. In 12 months we better get the specific plan done," he said.

Valet parking

On Tuesday evening, Council also approved expanding its valet parking program to include the north side of Manhattan Beach Boulevard between Ocean Drive and Manhattan Avenue and the west side of Manhattan Avenue between Ninth Street and Ninth Place.

Even though the expansion increases the number of unusable metered spaces from 10 to 18, it "transforms one parking space into seven spots."

Council and supporters say this allows more residents and visitors to come enjoy the businesses, restaurants and the beach and relieves them of the burden of having to find parking spaces, feed meters and risk getting a \$48 ticket.

The agreement also expands the hours of valet parking to include from Wednesday through Saturday to having it available Monday through Friday from 6 p.m. to midnight, Saturday from noon until midnight and on Sunday from noon until 10 p.m. Also, the fee increased from \$9 to \$11, which Council member Amy Howorth said is more than reasonable.

Manhattan Beach has contracted with Crimson Parking Inc. since it debuted the program in 1999. Crimson has secured 130 parking spaces that would normally not be used by downtown patrons, mainly at the Sketchers' employee parking garage and in the Chase Bank parking lot. As demand for valet parking continues to increase, the Downtown Business and Professional Association will work with Crimson to secure more underutilized private parking spots.

While Councilmember Wayne Powell is supportive of expanding valet services, he questioned having it expand hours to midnight on weekday nights and also its expansion prior to updating the downtown parking management plan as recommended in the ULI final report.

"As a part of the specific plan, the ULI recommendations include updating our downtown parking management plan. This seems like we are piecemealing this prior to our comprehensive plan," he said. Vehicles left beyond midnight will be moved to lot 3, the Metlox parking garage and the owners can retrieve the keys from The Kettle, 1138 Highland Ave. Vehicles left overnight will be subject to parking enforcement which begins at 8 a.m.

D'Errico said he is generally supportive of expanding valet services in downtown to alleviate what he called a parking crisis in downtown.

"Taking one spot and turning it into 10 benefits businesses, residents and the visitors," said D'Errico. "This is helping to increase access to downtown and is not limited to restaurant patrons, it's for anyone who wants to use it and avoid a \$48 ticket. They can go to the beach all day for \$11. It creates additional parking and will help drive more sales tax which is currently flat. This is an opportunity to change that." While the council approved expanding valet parking in downtown, it admonished the company's owner Kyle Stiffarm for double and triple parking vehicles.

"We should not have vehicles double and triple parked, it creates a safety problem," said Howorth. "It is not acceptable and we should be enforcing that. If there is no place to park these vehicles, simply don't take their money."

Stiffarm said, "We are not creating a problem, but instead providing a solution to the parking problem in downtown."

Traffic and parking engineer Eric Zandvliet said the city can evaluate the expanded valet program in two months and make any needed adjustments to the terms of the one-year contract.

Food waste recycling causes increase in waste charges

Residents will notice a 32-cent increase on solid waste fees starting next month after Council opted to participate in Athens Waste Management's food waste recycling program. Residents are being asked to bag food waste that was being thrown into the gray bins and instead placing what can be composted into their green waste bins.

Resident Bill Victor, who owns a multi-unit complex, said residents are upset and confused with the fee increase.

"People don't understand why we have to pay more to help the waste management company. They have to bag their food waste now and put it in the green bins instead of the gray bins and are being charged for it," Victor said. "The flyers were not informative and people are very confused."

Powell said while there is a 32-cent increase, the food recycling program actually offers residents an opportunity to reduce their solid waste fees.

"This will allow residents to size down from the 64 gallon gray bins to the 32 gallon gray bins, which overall is a savings. When I first learned people would be charged more, I looked into it and it's 32 cents a month extra on the \$10.87 charge. It's a 3 percent increase. We are willing to go with the extra charge because we need to get off of fossil fuels. I took a tour of the food recycling facility center and it's an amazing process that turns food waste into fuel," he said.

Howorth said while food recycling may be revolutionary in the U.S., it is common practice in Europe. "This goes beyond feeling good, it actually creates an energy source. It's incredible disgusting sledge. This is about doing the right thing for a cleaner environment, cleaner air and a cleaner beach for our children," she said.

Councilmember David Lesser said being an environmental leader among other municipalities is an important role for Manhattan Beach.

"I regret food waste recycling was not included in the 2011 agreement. We can serve as a model city and help promote this to others and thereby creating a market for this alternative fuel source. Waste management has invested in the infrastructure. The cost of 32 cents per month is affordable," he said.

PUBLIC CORRESPONDENCE FROM PREVIOUS
PLANNING COMMISSION MEETINGS FOR THE
LEGADO PROJECT



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 March 19, 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.
- Correspondence received after distribution of agenda packet
 - Letter from Joyce Neu dated October 30, 2014 (2 pages)
 - Email from Vicki and Eric Goldbach (1page)
 - Email from Jim Light (1 page)
 - Email from Linda Gallucci (1 page)
 - Email and letter from Pete and Jill Verenkoff (2 pages)
 - Email and backup material from Jan and Jeff Abrams (12 pages)
 - Letter from Virginia Gonzalez (1 page)
 - Email from Bridgette Ellis (1 page)
 - Email from Barbra (1 page)
 - Email from Robert Dunne (1 page)
 - Letter from Department of Transportation dated December 18, 2014 (1 page)
 - Letter from LA County Sanitation dated March 16, 2015 (3 pages)
 - Letter from Department of Fish and Wildlife dated March 18, 2015 (1 page)

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

October 30, 2014

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

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

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

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

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

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

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

Sincerely,

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

Joyce Neu, Ph.D.

Anita Kroeger

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

PLease stop this project.

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

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



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

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>

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

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

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

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

VR,

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



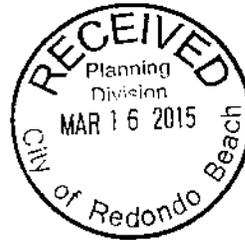
From: Linda Gallucci [REDACTED]

Sent: Saturday, March 14, 2015 10:45 AM

To: Anita Kroeger

Cc: [REDACTED]

Subject: Legado Project



Hello Ms. Kroeger,

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

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

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

Thank you for your consideration,
Linda Gallucci

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

Dear Ms. Kroeger,

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

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

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



15 March 2015

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

Subject: Concerns and Opposition to the Proposed Legado Redondo Development

Dear Ms. Kroeger:

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

Three of our concerns we would like to highlight:

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

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

Respectfully submitted,

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

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

Dear Mayor Aspel and all City Council members,

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

Here are the links:

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

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

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

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



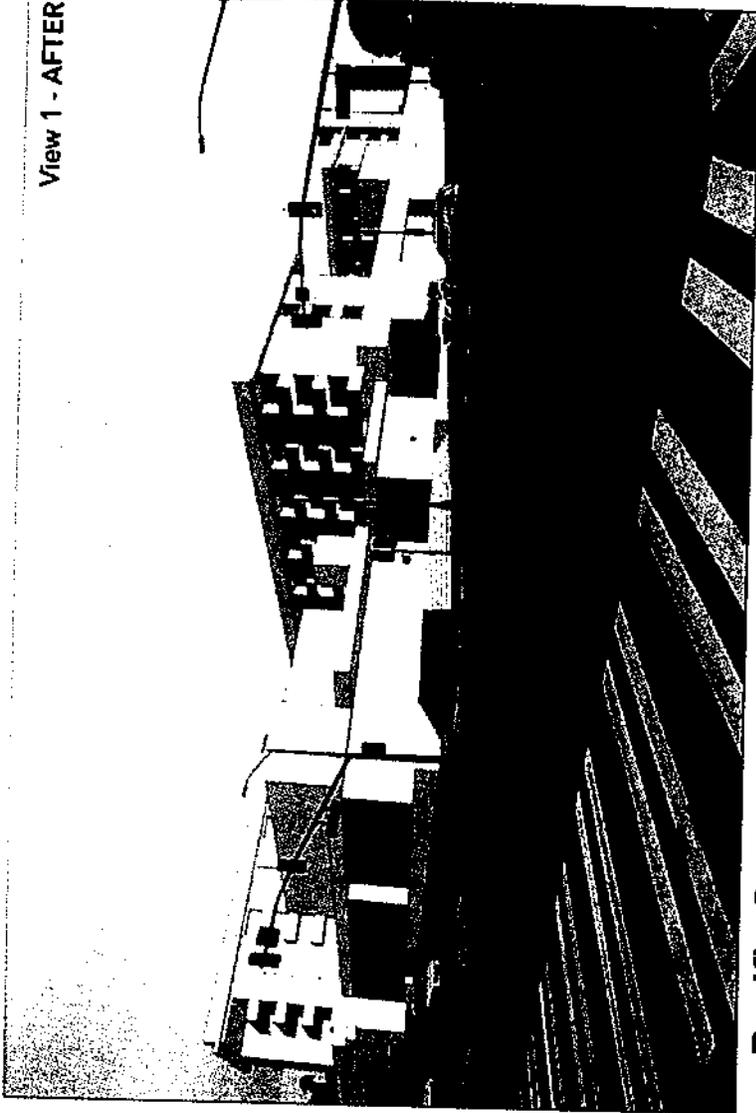
Legado Redondo

Mixed-Use Development Project

CALTRANS Estimates the Project Will

Already Very Busy Intersection (video here)

View 1 - AFTER



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

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February 2015



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

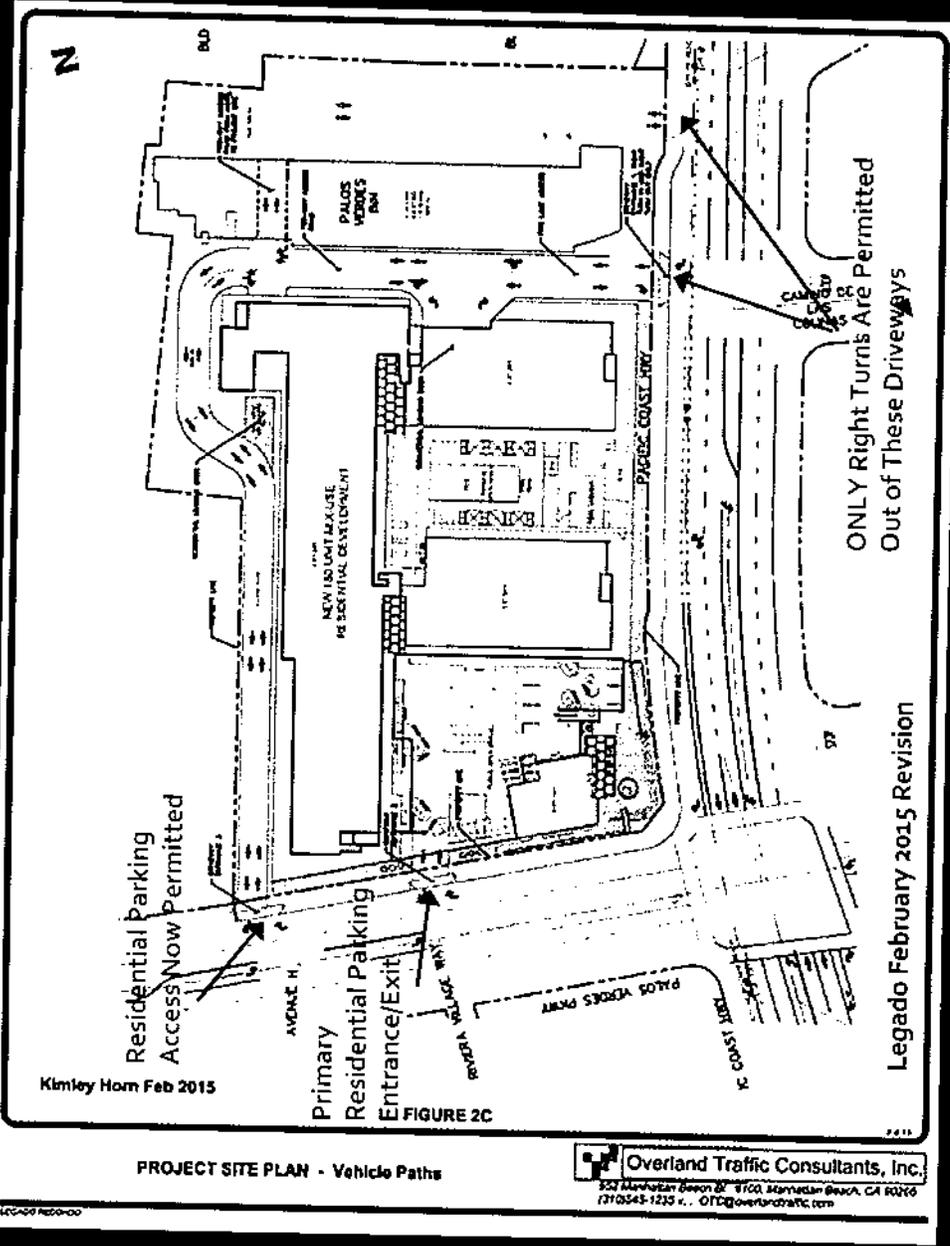
The residential and commercial parking areas will be separated by access gates on site. Commercial loading for the market will be provided from an internal roadway with access from the driveway off of Pacific Coast Highway north of the hotel.

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



Legado Redondo
Updated Traffic Plan -

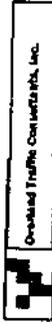
Mixed-Use Development Project



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

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

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



Table 13
Future (2017) Traffic Conditions
With Project

No. Intersection	Peak Hour	Future (2017) Without Project		Future (2017) With Project		Significant Impact	
		ICU or Delay	LOS	ICU or Delay	LOS		
1 Pacific Coast Highway & Torrance Boulevard	AM	0.960	E	0.969	E	0.009	NO
2 Pacific Coast Highway & Avenue C	AM	0.613	B	0.623	B	0.011	NO
3 Pacific Coast Highway & Avenue F	AM	0.758	B	0.643	B	0.013	NO
4 Pacific Coast Highway & Avenue I	AM	0.773	C	0.771	C	0.013	NO
5 Pacific Coast Highway & Palms Verdes Boulevard	AM	17.50	B	11.00	B	0.10	NO
6 Avenue F & Palms Verdes Boulevard	PM	16.60	C	17.00	C	0.40	NO
7 Palms Verdes Boulevard & Avenue G	PM	0.855	D	0.661	D	0.009	NO
8 Palms Verdes Boulevard & Prospect Avenue	PM	0.920	E	0.920	E	0.000	YES
9 Palms Verdes Boulevard & Prospect Avenue	PM	13.73	B	14.29	B	0.56	NO
10 Palms Verdes Boulevard & Prospect Avenue	PM	13.72	B	14.59	B	0.82	NO
11 Palms Verdes Boulevard & Avenue G	PM	13.28	B	14.17	B	0.79	NO
12 Palms Verdes Boulevard & Avenue G	PM	0.460	A	0.468	A	0.018	NO
13 Palms Verdes Boulevard & Avenue G	PM	0.909	A	0.998	A	0.029	NO
14 Palms Verdes Boulevard & Avenue G	PM	0.606	B	0.646	B	0.029	NO
15 Palms Verdes Boulevard & Avenue G	PM	0.712	C	0.729	C	0.017	NO
16 Palms Verdes Boulevard & Avenue G	PM	13.28	B	14.19	B	0.30	NO
17 Palms Verdes Boulevard & Avenue G	PM	18.50	C	17.10	C	0.80	NO
18 Palms Verdes Boulevard & Avenue G	PM	9.77	A	10.16	B	0.39	NO
19 Palms Verdes Boulevard & Avenue G	PM	9.62	A	10.07	B	0.45	NO

ICU for significant intersections
17.358
2
Daily HCM Analysis for unsaturated intersections 4.8, 7, 10, 11
% impact level at unsaturated locations over LOS C is determined if the significance provided is exceeded
and impact is maintained as significant at LOS C
Future With Project PM is 3.2% impact therefore not significant
Future With Project PM is 3.7% impact therefore not significant
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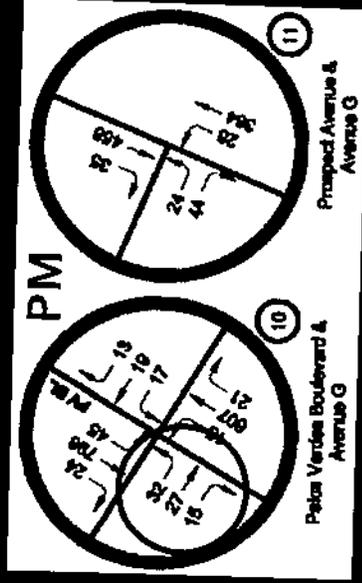
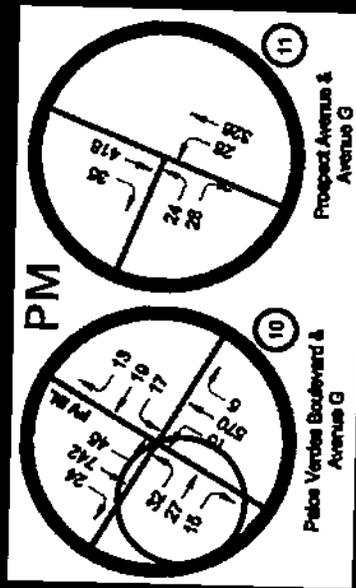
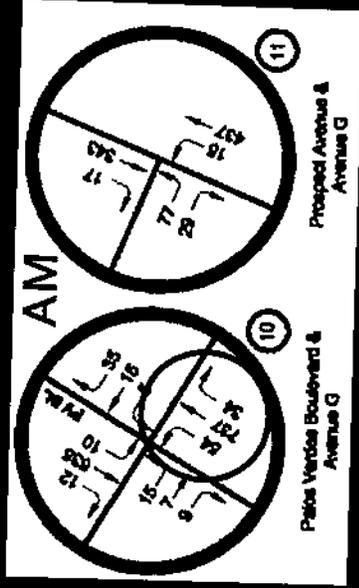
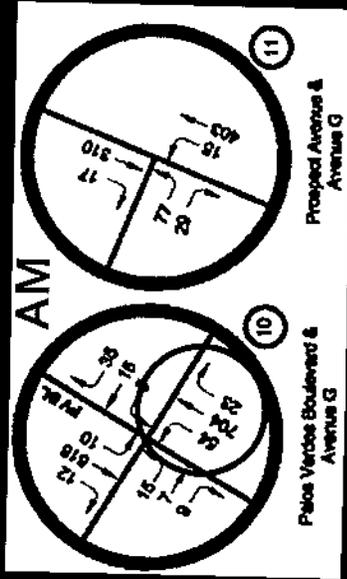
Legado Redondo

Mixed-Use Development Project

Updated Traffic Analysis –

2017 Without Project

2017 With Project



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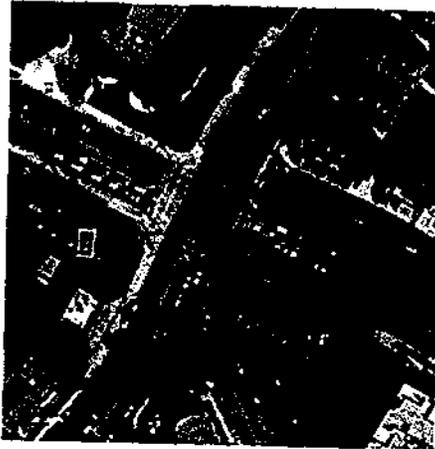
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February 2015

Legado Redondo Traffic Mitigation –



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



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

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

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Traffic Impact Study
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Traffic Conditions Analysis

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Mixed-Use Development Project



The first improvement of the westbound dedicated right turn lane has been fully funded and is in the design phase at the time of this report. The future improvements included in the "future without project" and "future with" project traffic evaluation (What is the plan for this 3 or 4 to 4 lanes? How? Widening north side of PCH?)

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

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

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

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

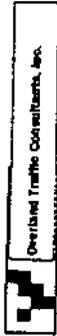
Verified PRIOR to any
Permit Being Granted???)

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Traffic Conditions Analysis

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Legado Redondo Traffic Mitigation –



CHAPTER 7

MITIGATION MEASURES

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

Palos Verdes Boulevard and Pacific Coast Highway

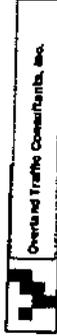
Reconfigure the southbound Pacific Coast Highway approach from a left, through and shared through/right lane to a left, two through and right turn only lane. The addition of the southbound right turn lane provides sufficient additional capacity at the intersection to fully mitigate the significant impact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

Intersection	Peak Hour	Existing 2017			Existing + Project			Future + Project With Mitigation			Significant Impact
		ICU	LOS	IMPACT	ICU	LOS	IMPACT	ICU	LOS	IMPACT	
Pacific Coast Hwy & AM	PAI	0.848	D	0.007	0.863	D	0.007	0.659	D	0.007	NO
Palos Verdes Bl	PAI	0.221	E	0.031	0.231	E	0.010	0.843	D	-0.078	NO

Intersection	Peak Hour	Future (2017) Without Project			Future (2017) With Project			Future with Mitigation With Project			Significant Impact
		ICU	LOS	IMPACT	ICU	LOS	IMPACT	ICU	LOS	IMPACT	
Pacific Coast Hwy & AM	PAI	0.855	D	0.008	0.601	D	0.008	0.561	D	0.008	NO
Palos Verdes Bl	PAI	0.828	E	0.029	0.829	E	0.010	0.845	D	-0.004	NO

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

Mixed-Use Development Project



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

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

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

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

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

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

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

*Legado Redondo
Updated Traffic Mitigation –*

Mixed-Use Development Project

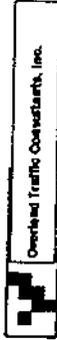


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Legado Redondo Traffic Analysis and TDM Plan -



Transportation Demand Management

In order to reduce the number of vehicles to and from the site, the project has developed a Transportation Demand Management Plan (TDM) as required by the City of Redondo Beach Municipal Code 10-2-2400 Development Standards. The TDM requirements are based upon the square footage of the non-residential components of the project. This project will provide 37,600 square feet of retail and restaurant as part of the new components of the project. The TDM plan includes:

TDM PLAN

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

- Current maps, routes and schedules for public transit routes serving the site.
- Telephone numbers for referrals on transportation information including numbers for Beach Cities Transit, Los Angeles County Metro, Los Angeles Department of Transportation Commuter Express and Torrance Transit.
- Role sharing promotional material supplied by commuter-oriented organizations.
- A list of facilities available for carpools, vanpools, bicyclists, transit riders and pedestrians at the site. These will include priority parking for commercial employees who carpool or vanpool, easily accessible and secure bicycle facilities on site, transit service information, and a site that has been designed to accommodate and enhance the pedestrian enjoyment around the site, in and out of the site and on the interior of the site.
- Up to 19 of the parking spaces will be designated Low-E Fuel Efficient Carpool and Vanpool parking stalls and adaptable facilities provided on site. Not less than 3% of the parking will be stalls with 220-340 volt grounded outlets.
- As shown on the site plan, sidewalks and on-site pathways follow direct and safe routes from the external pedestrian sidewalk system to each area in the development. (Where a the increased pedestrian traffic analysis for PCI PVD?)

Mixed-Use Development Project



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

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

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

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

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

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

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

March 18, 2015

To the Mayor and Planning Commission:

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

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

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

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

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

My concern today is:

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

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

Thank you for your time and assistance with the above,

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



Anita Kroeger

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



Hi Ms. Kroeger,

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

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

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

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

Kind regards,

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

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

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

U.S. Treasury Department Circular 230 Disclosure

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

Disclaimer

Anita Kroeger

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



Brisol Farm project
NO

Sent from my iPhone

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

The message was checked by ESET Endpoint Antivirus.

<http://www.eset.com>



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

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

GRACE ROBINSON HYDE
Chief Engineer and General Manager

March 16, 2015

Ref File No.: 3246687

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

Dear Ms. Kroeger:



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

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

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

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

Very truly yours,

Grace Robinson Hyde

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

cc: M. Tremblay
J. Ganz

DOC: #3261719.D99SBC



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
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www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

September 17, 2014

Ref File No.: 3059347

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

Dear Ms. Kroeger:

Legado Mixed-Use Project

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

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

September 17, 2014

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

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

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

Very truly yours,

Grace Robinson Hyde



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: M. Tremblay
J. Ganz



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
March 19, 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.
- Correspondence received at the Public Hearing

Memo

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



R&F at
PC meeting

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

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

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

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

Redondo Beach Chamber of Commerce Friday, October 24, 2014

Redondo Beach Chamber of Commerce Thursday, December 11, 2014

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

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

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

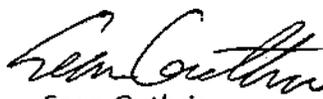
Transforming Palos Verdes Boulevard, east of the proposed development, into more of a Living Street by adding bike lanes to link with existing bike lanes on Palos Verdes Boulevard from Sepulveda Boulevard North and Torrance Boulevard East will greatly facilitate making the Beach Cities more livable.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

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

Sincerely,

Jim Hannon

Chair, Beach Cities Livability Committee



Sean Guthrie

City of Redondo Beach Liaison, Beach Cities Livability Committee

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

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



*RFF at
PC
meeting*

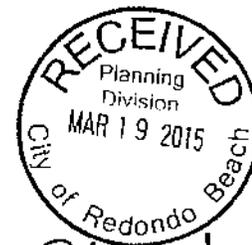
REBUTTAL TO LEGADO TRAFFIC ANALYSIS RESPONSE



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

Rd Fat
PC meeting

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



Ref at
PC meeting

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

Dear Ms. Kroeger,

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

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

Sincerely,
Robert Dunne

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

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

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



rd Fat meeting

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

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

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

Sincerely, 
Louis Fermelia

Click below for links to

[Revised IS/MND](#)

[Appendix F Supplemental Traffic Evaluation](#)

[Appendix J \(Revised\) Response to Comments](#)

[Appendix K Mitigation Measure Monitoring & Reporting \(MMRP\)](#)



Administrative Report

Planning Commission Hearing Date:

July 16, 2015

AGENDA ITEM: 11 (New Business)

SUBJECT: PROPOSED 2015-2020 CAPITAL IMPROVEMENT PROGRAM FINDING OF CONSISTENCY WITH THE GENERAL PLAN

RECOMMENDATION:

The Community Development Department recommends that the Planning Commission adopt the attached resolution, by title only, waiving further reading:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH FINDING THAT THE PROPOSED 2015-2020 CAPITAL IMPROVEMENT PROGRAM (CIP) IS CONSISTENT WITH THE ADOPTED GENERAL PLAN OF THE CITY OF REDONDO BEACH, AS REQUIRED BY SECTION 65401 OF THE CALIFORNIA GOVERNMENT CODE

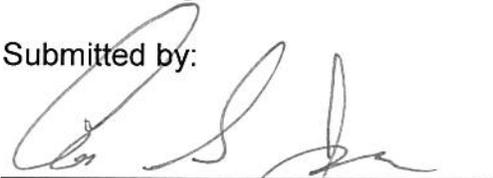
SUMMARY:

Attached is a copy of the City of Redondo Beach Five-Year Capital Improvement Program (CIP) for the years 2015 through 2020. A continuing priority of the CIP is the improvement of the City's infrastructure, including but not limited to sewers, storm drains, streets, Harbor assets, parks, and other public facilities.

Pursuant to State Law, the Planning Commission is responsible for reviewing the City's Capital Improvement Program and finding that the projects contained in the CIP are consistent with the City's General Plan. Community Development Department staff was involved in the CIP preparation process and finds that the projects listed in the document are consistent with the City's General Plan.

The Planning Commission's role is limited to a determination of consistency with the General Plan in this process. The Planning Commission role does not include prioritization of the projects, evaluation of costs, or determining the efficacy of implementing any of the projects. This is the role of the City Council, in consultation with the Budget and Finance Commission and Public Works Commission.

Submitted by:



Aaron Jones
Community Development Director

RESOLUTION NO. 2015-07-PCR-XXX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH FINDING THAT THE PROPOSED 2015-2020 CAPITAL IMPROVEMENT PROGRAM (CIP) IS CONSISTENT WITH THE ADOPTED GENERAL PLAN OF THE CITY OF REDONDO BEACH, AS REQUIRED BY SECTION 65401 OF THE CALIFORNIA GOVERNMENT CODE

WHEREAS, Section 65401 of the California Government Code requires that the "Planning Agency" (i.e. Planning Commission) of a municipality review any Capital Improvement Program (CIP) within its jurisdiction for conformance with the adopted General Plan for the jurisdiction; and

WHEREAS, at its meeting of July 16th, 2015, the Redondo Beach Planning Commission reviewed the proposed 2015-2020 CIP for the City as to its conformance with the adopted City of Redondo Beach General Plan; and

WHEREAS, the projects proposed reflect the need for public roadways, public utilities and other community facilities during the next five-years in concert with the provisions of the General Plan.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the proposed 2015-2020 CIP for the City of Redondo Beach is consistent with the adopted General Plan for the City of Redondo Beach, pursuant to Section 65401 of the California Government Code.

SECTION 2. The Planning Commission shall 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 16th day of July, 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. 2015-07-PCR-XXX 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 16th day of July, 2015, by the following vote:

AYES:

NOES:

ABSENT:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

Assistant City Attorney

City of Redondo Beach, California



Proposed Five-Year
Capital Improvement Program
2015-2020



City of Redondo Beach

Proposed Five Year Capital Improvement Program 2015-2020



**CITY OF REDONDO BEACH
2015-2020 CAPITAL IMPROVEMENT PROGRAM**

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May 15, 2015

The Honorable Mayor and Members of the City Council
City of Redondo Beach, California

Subject: Proposed Five Year Capital Improvement Program: 2015-2020

Fiscal Year 2015-16 marks the 16th year Redondo Beach has produced a five year Capital Improvement Program, commonly referred to as our CIP. The CIP is comprised of capital improvement projects that meet the following parameters:

- New, replacement of, or improvements to infrastructure (buildings, roads, parks, etc.) that have a minimum life expectancy of five-years and a minimum expense of \$15,000.
- Projects that typically involve multiple phases including conceptual design, design, engineering (plans and specifications), construction, and construction management.

During our budget season we reflect upon what the CIP has meant to the City, as well as look forward to projects that will enhance the quality of life for people who live, work and play in Redondo Beach. Ongoing struggles with state and national infrastructure continue to remind us of the importance of the CIP in addressing the challenges that face the community. It is clear that the preservation and enhancement of City facilities and infrastructure for both current and future generations can only be sustained through the maximization of available capital resources.

Over the past year, the City again focused on maintaining and improving its core infrastructure. Notable projects included the Herondo/Harbor Gateway Improvements (\$4.8 million) and the Citywide Curb Ramp Improvements (\$230,000). The City's established process for evaluating, reviewing, and prioritizing future capital efforts has concentrated on enhancing the quality of existing public facilities, streets, sewers, and open spaces. The recommendations included in this year's CIP continue that effort and account for the high quality design standards included in the City's recently adopted Living Streets Policy which places an emphasis on implementing transportation improvements that encourage walking, bicycling and public transit use while also promoting safety for all users.

The Five Year CIP is a multiyear budget planning tool used during the City's budget process. Preparation of this multiyear plan forces an assessment of longer term community needs and provides the impetus for prioritizing the use of capital resources over an extended period of time which is essential to executing larger projects that take several years to fund, design, and build. The CIP process encourages plan development and regular plan status checks with Department Directors to ensure accountability on the part of project managers and ultimately produces a "what gets measured, gets done" approach to timely and cost effective project completion.

Although this process seeks to establish the long term priorities of the City Council and the community, periodic review of how the City's limited CIP funds are allocated and the projects that receive top priority is critical. The City Council's semi-annual Strategic Planning Workshops, monthly Strategic Plan updates, and year end CIP review, allow for adjustments as priorities are re-evaluated and shifted. Further review during mid-year budget discussions combined with Commission input, make the CIP process a more collaborative, community-wide endeavor that reflects the City's core values.

2014-15 Accomplishments

In FY 2014-15, the City continued to plan, design, and construct a significant set of capital improvements projects. Street improvement projects, with the most diverse funding sources, continued to represent much of the work plan with City staff. However, other categories of projects were completed throughout the City.

The City received almost \$8.3 million in Regional Measure R funding for transportation related capital projects. The right turn lane projects along Pacific Coast Highway at Palos Verdes Boulevard and at Torrance Boulevard are currently with Caltrans for the final phase of design review. Additional right turn lane projects on Aviation Boulevard at Artesia Boulevard and Inglewood Avenue at Manhattan Beach Boulevard are also moving forward and the feasibility analysis for arterial traffic improvements along Pacific Coast Highway (PCH) is in the predesign phase.

In addition to the Regional Measure R grant funded projects, several other significant transportation related CIP projects were completed over the last year and several are about to begin construction. The City completed a resurfacing project on Avenida del Norte in Riviera Village (\$190,000) and the Citywide Curb Ramp Improvements Project (\$230,000). The Herondo/Harbor Gateway Improvement Project, a signature City project incorporating many living street design elements, will be completed in the next few weeks at an estimated cost of \$4.8 million. Palos Verdes Boulevard Resurfacing, a partnership project with the City of Torrance, is currently under construction and Phase 11 of the Residential Street Resurfacing Street Program will begin construction in June. Other resurfacing projects that are in the final stages of design and will be constructed early in FY 2015-16 include Aviation Boulevard Resurfacing between Manhattan Beach Boulevard and Marine Avenue and the next phase of Riviera Village Streetscape Improvements. Additionally, design is nearly complete for the Beryl Street/Drainage Improvements, the next phase of the Citywide Curb Ramp Improvements Project,

and the Esplanade Resurfacing Project between Knob Hill and Catalina. These projects are expected to be constructed in early to mid FY 2015-16.

Two waterfront improvement projects were completed in FY 2014-15 including installation of the Harbor Trash Skimmer (\$13,000) and new Transient Vessel Moorings (\$330,000). The upgrade to the Portofino Sewer Pump Station Electrical Panel was completed (\$95,000) and the systemwide sewer system cleaning and video inspection project was also completed (\$788,000). Design of the Public Works Yard Clarifier Unit Installation Project concluded in April and construction is anticipated to begin by the end of the fiscal year.

The new Library Generator Project (\$215,000) was completed in FY 14-15 along with various health and safety enhancements at the Civic Center. Improvements to the Police Facility, including interior office improvements are underway and anticipated for completion early in FY 15-16. Design of the Police Station Security and Parking Lot Improvements Project has also begun. Installation of new carpeting at the Veterans Park Historic Library and upgrades to the senior centers at Veterans Park, Perry Park, and Anderson Park will occur next fiscal year as well. The new Transit Center project continues to progress through the design and permitting process and will be the City's signature FY15-16 groundbreaking.

In summary, the City will have completed 8 CIP projects in FY 2014-15 and designed an additional 15 projects for execution in FY15-16 for a total capital expenditure of approximately \$6.5 million. The combined impact of these various efforts, along with the proposed new projects, will be felt in the community for generations to come.

2015-16 Project Recommendations

Staff has continued the coordinated effort of developing a well balanced program of capital project recommendations for FY 2015-16 with an emphasis on rehabilitation of existing infrastructure consisting of sewers, drainage, streets, parks, waterfront, and City public facilities. The following City Council adopted criteria have been used in developing the recommendations:

- ✓ Is it necessary to address an immediate public health or safety concern?
- ✓ Is it mandated by the state or federal government?
- ✓ Does it complete an existing project?
- ✓ Will it result in significant operating savings in the future?
- ✓ Is there significant outside funding for the project?
- ✓ Does it promote economic development?
- ✓ Does it implement a Strategic Planning goal for 2015-16?

The application of the criteria is noted in the funding recommendations for FY 2015-16 using a scale of one through seven noted at the bottom of page xi. Based on the financial challenges facing the City, it is essential that available grant and restricted funds be coordinated and leveraged to maximize the City's capital resources and complete as many projects as possible.

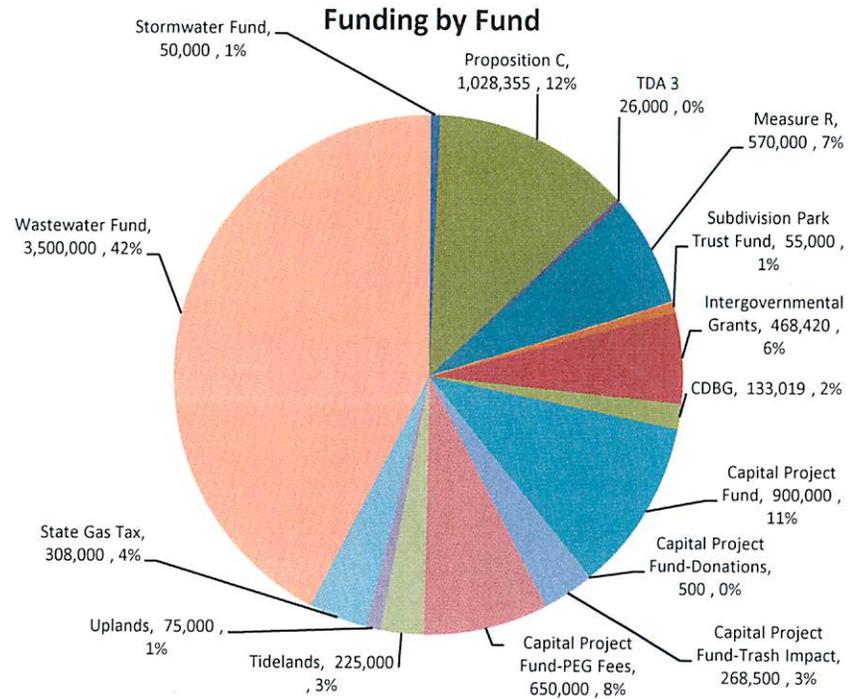
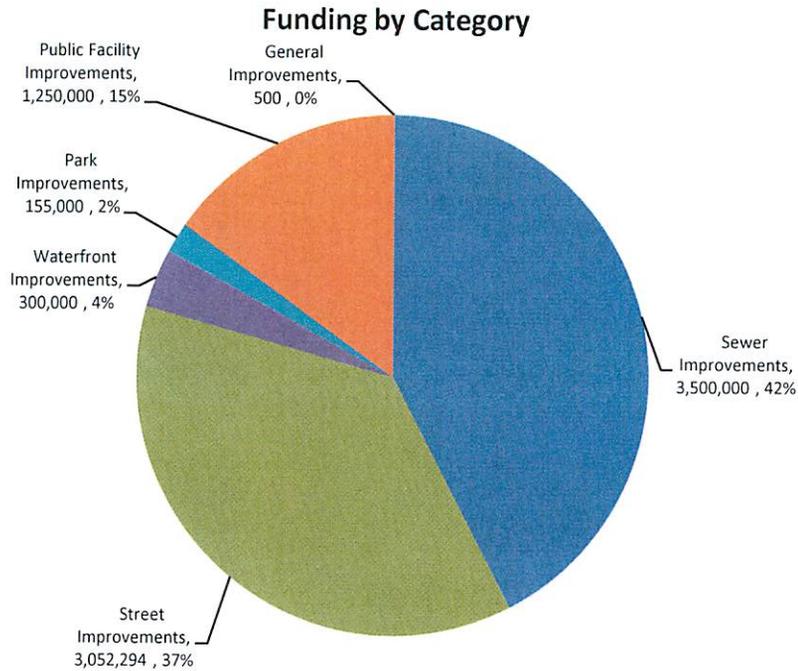
The proposed capital expenditures for FY 2015-16 accomplish the goals of completing existing projects while addressing health and safety issues, legislated mandates and elements arising out of the Mayor and City Council's three year Strategic Plan. The proposed FY 2015-16 CIP contains \$29.9 million of carryover funding for 67 previously approved projects and \$8,257,794 of appropriations for 23 new and existing projects (only one of which was not included in the previous Five-Year Plan), for a total FY 2015-16 CIP of approximately \$38.2 million and 73 projects.

In summary, the project breakout is as follows:

	Carryover Funding	New Appropriations
❖ Sewer Projects	\$ 5,059,412	\$ 3,500,000
❖ Drainage Projects	\$ 1,256,588	\$ 0
❖ Street Projects	\$11,304,563	\$ 3,052,294
❖ Waterfront Projects	\$ 4,376,454	\$ 300,000
❖ Park Projects	\$ 356,721	\$ 155,000
❖ Public Facility Projects	\$ 7,257,166	\$ 1,250,000
❖ General Improvement Projects	<u>\$ 296,643</u>	<u>\$ 500</u>
TOTAL	\$29,907,547	TOTAL \$ 8,257,794

The breakout and funding for proposed new projects is shown in more detail below.

New Project Summary \$8,257,794



In addition to the funding recommendations for FY 2015-16, the proposed Five Year CIP also includes a funding plan through FY 2019-20. The funding plan is based on anticipated available CIP revenues of \$44,133,300 in various funds and represents our attempt to prioritize projects over a five year period. Projects not in the funding plan have been listed as unfunded or underfunded.

It should be noted that the FY 2015-16 CIP includes \$1,168,500 in projects funded by the Capital Projects Fund (General Fund) which includes \$268,500 in annual street impact fees from the City's trash hauler. The funding projection for projects identified in years 2-5 of the plan assumes a \$1 million transfer from the General Fund to the CIP each year. Given the recent economic conditions, the City Council has transferred an average of \$910,000 over each of the last five years and transferred \$1 million in FY 2014-15. This is a marked improvement from transfers that were reduced to \$800,000

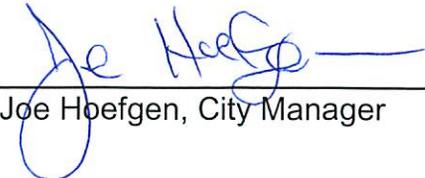
in FY 08-09, \$0 in FY 09-10, and \$750,000 in FY 10-11, due to the impacts of the recession. The reduced interfund transfer amounts have impacted the scope of project execution and particularly affected the residential street rehabilitation program which is now estimated to take 15 years to complete rather than the originally planned 10 years.

The notable projects recommended for funding and construction in FY 2015-16 include Living Streets projects such as the Transit Center, Beryl Street/Drainage Improvements, and Bicycle Transportation Plan projects and other basic facility rehabilitation projects such as the Civic Center Safety and Workplace Health Improvements, Police Station Security and Parking Lot Improvements, and the Redondo Beach Performing Arts Center Roof Replacement. Only the first year funding recommendations are included in the proposed FY 2015-16 Budget. The recommended projects should be viewed as part of a larger/longer term plan which also encompasses fiscal years 16-20.

Traditional State and Federal funding for local capital improvement projects can no longer be assumed to continue indefinitely. State and Federal funding challenges in Sacramento and Washington, D.C., require the City to be extremely judicious in the way it spends its limited capital resources. In particular, Section 2103 State Gas Tax Funding available to Cities for capital projects has been significantly reduced. Redondo Beach's annual share of this funding has been reduced 56%, from \$711,951 to \$308,484. The projected FY 2015-16 allocation reflects a negative settle-up for an over-collection of excise tax revenue as well as a downward trend in taxable sales of gasoline and a related reduction in the excise tax rate set by the Board of Equalization (BOE). These funds are typically used for street improvement projects that are not eligible for funding using more restricted transportation funds.

While significant infrastructure needs have been addressed over the past several years, it will take time to completely rehabilitate all of the City's assets, particularly the major facilities such as the Police Station, Public Works Yard and City Hall. The proposed five year CIP serves as a blueprint for the City to proactively plan to meet current and future operating uses of these facilities as well as the many infrastructure systems located throughout the City.

I want to express my thanks and appreciation to the Public Works Commission and the wide range of staff who participated in the development of the five year CIP, as well as the team that oversees capital improvements on a monthly basis to ensure we keep our projects on time and within budget. The diligence that has been demonstrated during the past 16 years of CIP planning has served the City well in meeting the community's short and long term capital goals.



Joe Hoefgen, City Manager

ACKNOWLEDGEMENTS

The City Manager wishes to thank and acknowledge those listed below for the hard work and long hours to produce the Proposed Five Year Capital Improvement Program

Department Heads & Staff

CAPITAL PROJECTS ADVISORY COMMITTEE

Mike Witzansky - Assistant City Manager

Wisam Altowaiji - City Engineer

Aaron Jones - Community Development Director

Craig Koehler - Financial Services Director

Laurie Koike – Interim Waterfront & Economic Development Director

Brad Lindahl – Capital Projects Program Manager

Tim Shea, Interim Public Works Director

Dan Smith - Interim Community Services Director

**SUMMARY 2015-2020 CAPITAL IMPROVEMENT PROGRAM
FUNDING BY FISCAL YEAR - ALL PROGRAMS**

PROJECT	2015-16	2016-17	2017-18	2018-19	2019-20	TOTAL
Sewer Improvements	3,500,000	2,500,000	2,500,000	1,000,000	1,000,000	10,500,000
Drainage Improvements	-	1,800,000	1,000,000	1,000,000	1,050,000	4,850,000
Street Improvements	3,052,294	8,563,156	3,856,016	1,038,500	1,038,500	17,548,466
Waterfront Improvements	300,000	2,400,000	2,400,000	1,900,000	1,400,000	8,400,000
Park Improvements	155,000	362,000	50,000	380,000	95,000	1,042,000
Public Facility Improvements	1,250,000	100,000	235,000	-	-	1,585,000
General Improvements	500	750	750	750	750	3,500
TOTAL	8,257,794	15,725,906	10,041,766	5,319,250	4,584,250	43,928,966
FINANCING						
State Gas Tax	308,000	-	700,000	-	-	1,008,000
Storm Drain Improvement	50,000	-	-	-	-	50,000
TDA Article 3	26,000	-	100,000	-	-	126,000
Proposition C	1,028,355	350,000	332,170	-	-	1,710,525
Measure R	570,000	783,070	826,666	470,000	470,000	3,119,736
Intergovernmental Grants	468,420	6,861,586	1,328,680	-	-	8,658,686
CDBG	133,019	-	-	-	-	133,019
Park & Rec Facilities Fees	-	20,000	25,000	30,000	40,000	115,000
Subdivision Park Trust Fund	55,000	342,000	25,000	350,000	55,000	827,000
Capital Project Fund	900,000	2,200,000	1,535,000	1,300,000	1,350,000	7,285,000
Capital Project Fund-Donation:	500	750	750	750	750	3,500
Capital Project Fund-PEG Fee	650,000	-	-	-	-	650,000
Capital Project Fund-Trash Im	268,500	268,500	268,500	268,500	268,500	1,342,500
Tidelands	225,000	950,000	950,000	450,000	450,000	3,025,000
Uplands	75,000	1,450,000	1,450,000	1,450,000	950,000	5,375,000
Wastewater Fund	3,500,000	2,500,000	2,500,000	1,000,000	1,000,000	10,500,000
TOTAL	8,257,794	15,725,906	10,041,766	5,319,250	4,584,250	43,928,966

RECOMMENDED FY15-16 PROJECT FUNDING BY PROJECT

Project Title	Project Number	Page Number	Fund	Recommended Funding	Estimated Carryover	Total Funding
Alta Vista/Anderson Park Tennis Courts Resurfacing PARK IMPROVEMENTS	New	40	254 - Subdivision Park Trust	\$ 55,000	\$ -	\$ 55,000
			TOTAL PROJECT	\$ 55,000	\$ -	\$ 55,000
Beryl/190th Traffic Signal Project STREET IMPROVEMENTS	40850	16	214-Proposition C	\$ 300,000	\$ -	\$ 300,000
			TOTAL PROJECT	\$ 300,000	\$ -	\$ 300,000
Beryl St. - Flagler to 190th Drainage & St. Impr. STREET IMPROVEMENTS	40860	17	202-State Gas Tax	\$ -	\$ 98,289	\$ 98,289
			204-Storm Drain Improvement	\$ 50,000	\$ 170,000	\$ 220,000
			214-Proposition C	\$ 150,000	\$ 645,152	\$ 795,152
			TOTAL PROJECT	\$ 200,000	\$ 913,441	\$ 1,113,441
Bicycle Transportation Plan Implementation STREET IMPROVEMENTS	40510	18	214-Proposition C	\$ -	\$ 76,437	\$ 76,437
			215-Measure R	\$ 70,000	\$ 150,063	\$ 220,063
			TOTAL PROJECT	\$ 70,000	\$ 226,500	\$ 296,500
Bicycle Transportation Plan Impl. - Phase 2 STREET IMPROVEMENTS	New	19	214-Proposition C	\$ 58,355	\$ -	\$ 58,355
			230-Intergovernmental Grants	\$ 233,420	\$ -	\$ 233,420
			TOTAL PROJECT	\$ 291,775	\$ -	\$ 291,775
City Council Chambers & RBTB Broadcast Fac. Upg PUBLIC FACILITIES IMPROVEMENTS	20560	48	300-Capital Projects Fund - PEG	\$ 650,000	\$ 97,836	\$ 747,836
			TOTAL PROJECT	\$ 650,000	\$ 97,836	\$ 747,836
Citywide Curb Ramp Improvements STREET IMPROVEMENTS	40399	20	210-TDA Article III	\$ 26,000	\$ 48,354	\$ 74,354
			234-CDBG	\$ 133,019	\$ 3,002	\$ 136,021
			TOTAL PROJECT	\$ 159,019	\$ 51,356	\$ 210,375
Civic Center Safety & Workplace Health Improv. PUBLIC FACILITIES IMPROVEMENTS	20610	49	300-Capital Projects Fund	\$ 150,000	\$ 61,195	\$ 211,195
			TOTAL PROJECT	\$ 150,000	\$ 61,195	\$ 211,195
Ensenada Parkette Rehabilitation PARK IMPROVEMENTS	30620	43	300-Capital Projects Fund	\$ 100,000	\$ 50,000	\$ 150,000
			TOTAL PROJECT	\$ 100,000	\$ 50,000	\$ 150,000
Esplanade Resurfacing - Knob Hill to Catalina STREET IMPROVEMENTS	New	21	202-State Gas Tax	\$ 308,000	\$ -	\$ 308,000
			215-Measure R	\$ 400,000	\$ -	\$ 400,000
			300-Capital Projects Fund-Trash Impa	\$ 268,500	\$ -	\$ 268,500
			TOTAL PROJECT	\$ 976,500	\$ -	\$ 976,500
Inglewood at MBB Right Turn Lane - Design STREET IMPROVEMENTS	40880	23	230-Intergovernmental Grants	\$ 185,000	\$ -	\$ 185,000
			TOTAL PROJECT	\$ 185,000	\$ -	\$ 185,000
Marine Ave. Resurfacing - Aviation Blvd. to I405 STREET IMPROVEMENTS	40990	25	214-Proposition C	\$ 520,000	\$ 80,000	\$ 600,000
			TOTAL PROJECT	\$ 520,000	\$ 80,000	\$ 600,000

RECOMMENDED FY15-16 PROJECT FUNDING BY PROJECT

Project Title	Project Number	Page Number	Fund	Recommended Funding	Estimated Carryover	Total Funding
Morgan Sewer Pump Station Design SEWER IMPROVEMENTS	New	4	603-Wastewater Fund	\$ 200,000	\$ -	\$ 200,000
			TOTAL PROJECT	\$ 200,000	\$ -	\$ 200,000
Path of History - Vincent GENERAL IMPROVEMENTS	10210	55	300-Capital Projects Fund-Donations	\$ 500	\$ 8,493	\$ 8,993
			TOTAL PROJECT	\$ 500	\$ 8,493	\$ 8,993
Pier Deck & Piling Critical Repair WATERFRONT IMPROVEMENTS	70350	35	600-Tidelands Fund	\$ 200,000	\$ 532,402	\$ 732,402
			TOTAL PROJECT	\$ 200,000	\$ 532,402	\$ 732,402
Pier Parking Structure Critical Repairs WATERFRONT IMPROVEMENTS	70610	36	600-Tidelands Fund	\$ 25,000	\$ 215,002	\$ 240,002
			601-Uplands Fund	\$ 75,000	\$ 129,655	\$ 204,655
			TOTAL PROJECT	\$ 100,000	\$ 344,657	\$ 444,657
Police Station Improvements PUBLIC FACILITIES IMPROVEMENTS	20690	50	252-Narcotics Forfeiture & Seizure	\$ -	\$ 26,059	\$ 26,059
			300-Capital Projects Fund	\$ 100,000	\$ 130,211	\$ 230,211
			TOTAL PROJECT	\$ 100,000	\$ 156,270	\$ 256,270
Police Station Security & Parking Lot Impr. PUBLIC FACILITIES IMPROVEMENTS	20680	51	300-Capital Projects Fund	\$ 200,000	\$ 200,000	\$ 400,000
			TOTAL PROJECT	\$ 200,000	\$ 200,000	\$ 400,000
Prospect Resurfacing - Beryl to Del Amo - Design STREET IMPROVEMENTS	New	28	230-Intergovernmental Grants	\$ 50,000	\$ -	\$ 50,000
			TOTAL PROJECT	\$ 50,000	\$ -	\$ 50,000
RBPAC East Roof Repair PUBLIC FACILITIES IMPROVEMENTS	New	52	300-Capital Projects Fund	\$ 150,000	\$ -	\$ 150,000
			TOTAL PROJECT	\$ 150,000	\$ -	\$ 150,000
Residential Street Rehabilitation STREET IMPROVEMENTS	40190	29	215-Measure R	\$ 100,000	\$ 36,021	\$ 136,021
			300-Capital Projects Fund	\$ 200,000	\$ 698,620	\$ 898,620
			TOTAL PROJECT	\$ 300,000	\$ 734,641	\$ 1,034,641
Sanitary Sewer Facilities Rehabilitation SEWER IMPROVEMENTS	50150	6	603-Wastewater Fund	\$ 2,000,000	\$ 534,527	\$ 2,534,527
			TOTAL PROJECT	\$ 2,000,000	\$ 534,527	\$ 2,534,527
Yacht Club Way Sewer Pump Station Construction SEWER IMPROVEMENTS	50260	7	603-Wastewater Fund	\$ 1,300,000	\$ 200,000	\$ 1,500,000
			TOTAL PROJECT	\$ 1,300,000	\$ 200,000	\$ 1,500,000
TOTAL RECOMMENDED PROJECT				\$ 8,257,794	\$ 4,191,318	\$ 12,449,112

RECOMMENDED FY15-16 PROJECT FUNDING BY FUND

Fund	Project Number	Page Number	Project Title	Amount	Evaluation Criteria*
202-State Gas Tax	New	21	Esplanade Resurfacing - Knob Hill to Catalina	\$ 308,000	3,4
			TOTAL FUND 202	\$ 308,000	
204-Storm Drain Improvement	40860	17	Beryl St. - Flagler to 190th Drainage & St. Impr.	\$ 50,000	3,4
			TOTAL FUND 204	\$ 50,000	
210-TDA Article III	40399	20	Citywide Curb Ramp Improvements	\$ 26,000	1,2
			TOTAL FUND 210	\$ 26,000	
214-Proposition C	40850	16	Beryl/190th Traffic Signal Project	\$ 300,000	1,3
214-Proposition C	40860	17	Beryl St. - Flagler to 190th Drainage & St. Impr.	\$ 150,000	3,4
214-Proposition C	New	19	Bicycle Transportation Plan Implementation - Ph. 2	\$ 58,355	3,5
214-Proposition C	40990	25	Marine Ave. Resurf. - Aviation Blvd. to I-405	\$ 520,000	3,4
			TOTAL FUND 214	\$ 1,028,355	
215-Measure R	40510	18	Bicycle Transportation Plan Implementation	\$ 70,000	3,6
215-Measure R	New	21	Esplanade Resurfacing - Knob Hill to Catalina	\$ 400,000	3,4
215-Measure R	40190	29	Residential Street Rehab	\$ 100,000	3,4
			TOTAL FUND 215	\$ 570,000	
230-Intergovernmental Grants	New	19	Bicycle Transportation Plan Implementation - Ph. 2	\$ 233,420	3,5
230-Intergovernmental Grants	40880	23	Inglewood at MBB Right Turn Lane - Design	\$ 185,000	1
230-Intergovernmental Grants	New	28	Prospect Resurfacing - Beryl to Del Amo - Design	\$ 50,000	3,4
			TOTAL FUND 230	\$ 468,420	
234-CDBG Funds	40399	20	Citywide Curb Ramp Improvements	\$ 133,019	1,2
				\$ 133,019	
254-Sub. Park Trust Funds	New	40	Alta Vista/Anderson Park Tennis Courts Resurfacing	\$ 55,000	1,4
			TOTAL FUND 254	\$ 55,000	
300-Capital Projects Fund	20610	49	Civic Center Safety & Workplace Health Improve.	\$ 150,000	1,3
300-Capital Projects Fund	30620	43	Ensenada Parkette Rehabilitation	\$ 100,000	3
300-Capital Projects Fund	20690	50	Police Station Improvements	\$ 100,000	1,3,4
300-Capital Projects Fund	20680	51	Police Station Security & Parking Lot Improvements.	\$ 200,000	1,3,4
300-Capital Projects Fund	New	52	RBPAC East Roof Repair	\$ 150,000	1,4,7
300-Capital Projects Fund	40190	29	Residential Street Resurfacing	\$ 200,000	3,4
			TOTAL FUND 300	\$ 900,000	

Project Evaluation Criteria:

- (1) Health and Safety Issue
- (2) State and Federal Mandates
- (3) Completes an Existing Project
- (4) Operating Savings
- (5) Required Grant Match
- (6) Implements Strategic Plan Goal
- (7) Supports Economic Development

RECOMMENDED FY15-16 PROJECT FUNDING BY FUND

Fund	Project Number	Page Number	Project Title	Amount	Evaluation Criteria*
300-Capital Projects Fund-Donations	10210	55	Path of History	\$ 500	3
			TOTAL FUND 300-DONATIONS	\$ 500	
300-Capital Projects Fund-Trash Impact	New	21	Esplanade Resurfacing - Knob Hill to Catalina	\$ 268,500	3,4
			TOTAL FUND 300-TRASH IMPACT FUNDS	\$ 268,500	
300-Capital Projects Fund-PEG Fees	20560	48	City Council Chambers & RBTB Broadcast Fac. Upgr.	\$ 650,000	3,4
			TOTAL FUND 300-PEG FEES	\$ 650,000	
600-Tidelands	70350	35	Pier Deck & Piling Critical Repair	\$ 200,000	1,4
600-Tidelands	70610	36	Pier Parking Structure Critical Repairs	\$ 25,000	1,4
			TOTAL FUND 600	\$ 225,000	
601-Uplands	70610	36	Pier Parking Structure Critical Repairs	\$ 75,000	1,4
			TOTAL FUND 601	\$ 75,000	
603-Wastewater Fund	New	4	Morgan Sewer Pump Station Design	\$ 200,000	1,4
603-Wastewater Fund	50150	6	Sanitary Sewers Facilities Rehabilitation	\$ 2,000,000	1,4
603-Wastewater Fund	50260	7	Yacht Club Way Sewer Pump Station Construction	\$ 1,300,000	1,4
			TOTAL FUND 603	\$ 3,500,000	
			TOTAL RECOMMENDED PROJECT FUNDING	\$ 8,257,794	

Project Evaluation Criteria:

- (1) Health and Safety Issue
- (2) State and Federal Mandates
- (3) Completes an Existing Project
- (4) Operating Savings
- (5) Required Grant Match
- (6) Implements Strategic Plan Goal
- (7) Supports Economic Development

**Proposed Five Year CIP Funding - FY 15-16 to FY 19-20
with Projected FY 14-15 Carryover Funds
(Carryover Projects and Funds are shown in italics)**

Fund Number/Name	Page Number	Projects	Est. 14-15 C/O	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20
202-State Gas Tax	21	Esplanade Resurfacing - Knob Hill to Catalina		\$ 308,000				
	26	North Redondo Beach Commercial Streets	\$ -			\$ 700,000		
	17	<i>Beryl Street Improvements - Flagler to 190th</i>	\$ 98,289					
		TOTAL	\$ 98,289	\$ 308,000	\$ -	\$ 700,000	\$ -	\$ -
204-Storm Drain Improvement	17	Beryl Street Improvements - Flagler to 190th	\$ 170,000	\$ 50,000				
	9	<i>Calle Miramar Low Flow Div/EWMP Implementatic</i>	\$ 51,900					
	10	<i>Catch Basin Trash Screener Install/SM Bay Debris</i>	\$ 187,860					
		TOTAL	\$ 409,760	\$ 50,000	\$ -	\$ -	\$ -	\$ -
210-TDA Article III	20	Citywide Curb Ramp Improvements	\$ 48,354	\$ 26,000		\$ 100,000		
		TOTAL	\$ 48,354	\$ 26,000	\$ -	\$ 100,000	\$ -	\$ -
214-Proposition C	16	Beryl/190th Traffic Signal - Construction		\$ 300,000				
	17	Beryl Street Improvements - Flagler to 190th	\$ 645,152	\$ 150,000				
	19	Bicycle Transportation Plan Implementation, Ph 2		\$ 58,355		\$ 332,170		
	25	Marine Avenue Resurfacing - Aviation to I-405	\$ 80,000	\$ 520,000	\$ 350,000			
	14	<i>Aviation Boulevard Resurfacing - MBB to Marine</i>	\$ 68,000					
	14	<i>Bicycle Plan Grant - Beryl Street Bike Lanes</i>	\$ 27,582					
	14	<i>Bicycle Plan Grant - N. Catalina Ave Bike Lanes</i>	\$ 82,874					
	14	<i>Bicycle Plan Grant - S. Catalina Ave/Ave I Bike Lar</i>	\$ 8,928					
	14	<i>Bicycle Plan Grant - Lilienthal Lane Bike Lanes</i>	\$ 56,505					
	14	<i>Bicycle Plan Grant - Torrance Boulevard Bike Lane</i>	\$ 43,158					
	14	<i>Bicycle Plan Grant - Citywide Bike Facilities</i>	\$ 170,668					
	18	<i>Bicycle Transportation Plan Implementation</i>	\$ 77,545					
	14	<i>Bus Bench & Shelter Replacement Program</i>	\$ 422,805					
	14	<i>Grant Ave/Artesia Blvd CountdownPed Signals</i>	\$ 3,300					
	14	<i>Kingsdale Avenue Resurfacing - 182nd to Grant</i>	\$ 460,000					
	14	<i>North Redondo Bikeway Lighting</i>	\$ 18,073					
	47	<i>Transit Center</i>	\$ 1,995,845					
		TOTAL	\$ 4,160,435	\$ 1,028,355	\$ 350,000	\$ 332,170	\$ -	\$ -
215-Measure R	18	Bicycle Transportation Plan Implementation	\$ 151,171	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000
	21	Esplanade Resurfacing - Knob Hill to Catalina		\$ 400,000				
	22	Grant Avenue Signal Improvements			\$ 313,070			
	26	North Redondo Beach Commercial Streets				\$ 356,000		
	29	Residential Resurfacing	\$ 36,021	\$ 100,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
	14	<i>Kingsdale Avenue Resurfacing - 182nd to Grant</i>	\$ 400,000					
		TOTAL	\$ 587,192	\$ 570,000	\$ 783,070	\$ 826,000	\$ 470,000	\$ 470,000

Proposed Five Year CIP Funding - FY 15-16 to FY 19-20
with Projected FY 14-15 Carryover Funds
(Carryover Projects and Funds are shown in italics)

Fund Number/Name	Page Number	Projects	Est. 14-15 C/O	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20
230-Inter-Governmental Grants								
MTA Call For Projects	19	Bicycle Transportation Plan Implementation, Ph 2		\$ 233,420		\$ 1,328,680		
MTA Call For Projects	22	Grant Avenue Signal Improvements			\$ 1,221,586			
Regional Measure R	23	Inglewood Ave. at MBB SB Right Turn Lane Design		\$ 185,000				
Regional Measure R	24	Inglewood Ave. at MBB SB Right Turn Lane Construction			\$ 4,865,000			
STPL	28	Prospect Avenue Resurfacing - Beryl to Del Amo		\$ 50,000	\$ 775,000			
Regional Measure R	14	<i>Aviation/Artesia NB Right Turn Lane</i>	\$ 729,960					
STPL	14	<i>Aviation Boulevard Resurfacing - MBB to Marine A</i>	\$ 523,526					
MTA Call For Projects	14	<i>Bicycle Plan Grant - Beryl Street Bike Lanes</i>	\$ 110,328					
MTA Call For Projects	14	<i>Bicycle Plan Grant - N. Catalina Ave Bike Lanes</i>	\$ 331,496					
MTA Call For Projects	14	<i>Bicycle Plan Grant - S. Catalina Ave/Ave I Bike La</i>	\$ 35,712					
MTA Call For Projects	14	<i>Bicycle Plan Grant - Lilienthal Lane Bike Lanes</i>	\$ 226,020					
MTA Call For Projects	14	<i>Bicycle Plan Grant - Torrance Boulevard Bike Lan</i>	\$ 172,632					
MTA Call For Projects	14	<i>Bicycle Plan Grant - Citywide Bike Facilities</i>	\$ 682,672					
Transit	14	<i>Bus Bench & Shelter Replacement Program</i>	\$ 1,250,236					
HSIP Grant	14	<i>Grant Ave/Artesia Blvd Countdown Ped Signals</i>	\$ 29,682					
Regional Measure R	14	<i>Inglewood Ave. at MBB SB Right Turn Lane Feasi</i>	\$ 123,811					
COPS Tech Grant	47	<i>Main Library EOC Generator & Equipment</i>	\$ 70,943					
HSIP Grant	14	<i>North Redondo Beach Bikeway Lighting</i>	\$ 162,720					
Regional Measure R	14	<i>Palos Verdes Boulevard/PCH WB Right Turn Lane</i>	\$ 271,214					
Regional Measure R	14	<i>PCH Study Recommendations Implementation</i>	\$ 997,552					
Regional Measure R	14	<i>PCH/Torrance NB Right Turn Lane</i>	\$ 524,243					
MTA Call For Projects	14	<i>Riviera Village Improvements - Phase IV</i>	\$ 545,325					
CMAQ	47	<i>Transit Center</i>	\$ 3,469,278					
		TOTAL	\$ 10,257,350	\$ 468,420	\$ 6,861,586	\$ 1,328,680	\$ -	\$ -
234-CDBG								
	20	Citywide Curb Ramp Improvements	\$ 3,002	\$ 133,019				
		<i>Sr. Center Improvements - Anderson Pk/Perry Pk</i>	\$ 122,300					
		<i>Veterans Park Senior Center Improvements</i>	\$ 101,739					
		TOTAL	\$ 227,041	\$ 133,019	\$ -	\$ -	\$ -	\$ -
250-Park & Rec Facilities Fees								
	41	Aviation Park Field Light Replacement			\$ 20,000			
	42	Aviation Track Resurfacing				\$ 25,000		
	44	Rubber Resurfacing Gregg & Aviation						\$ 40,000
	45	Veterans Park Play Equipment					\$ 30,000	
	47	<i>RBPAC East Patio Repairs</i>	\$ 13,100					
	47	<i>Sr. Center Improvements - Anderson Pk/Perry Pk</i>	\$ 17,740					
		TOTAL	\$ 30,840	\$ -	\$ 20,000	\$ 25,000	\$ 30,000	\$ 40,000
252-Narcotic Forfeiture & Seizure								
	50	<i>Police Station Improvements</i>	\$ 26,059					
		TOTAL	\$ 26,059	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed Five Year CIP Funding - FY 15-16 to FY 19-20
with Projected FY 14-15 Carryover Funds
(Carryover Projects and Funds are shown in italics)

Fund Number/Name	Page Number	Projects	Est. 14-15 C/O	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20
254-Subdivision Park Trust	40	Alta Vista/Anderson Park Tennis Courts Resurf.		\$ 55,000				
	41	Aviation Park Field Light Replacement			\$ 342,000			
	42	Aviation Track Resurfacing				\$ 25,000		
	44	Rubber Resurfacing Gregg & Aviation						\$ 55,000
	45	Veterans Park Play Equipment					\$ 350,000	
	39	<i>North Redondo Beach Bikeway Irrigation Impr.</i>	\$ 100,000					
	47	<i>Veterans Park Community Center Carpet/Tile</i>	\$ 41,120					
	47	<i>Veterans Park Senior Center Improvements</i>	\$ 6,900					
		TOTAL	\$ 148,020	\$ 55,000	\$ 342,000	\$ 25,000	\$ 350,000	\$ 55,000
300-Capital Projects	9	Calle Miramar Low Flow Div/EWMP Implementation	\$ 512,078		\$ 400,000	\$ 250,000	\$ 250,000	\$ 300,000
	10	Catch Basin Trash Screener Install/SM Bay Debris	\$ 345,816		\$ 1,150,000	\$ 750,000	\$ 750,000	\$ 750,000
	49	Civic Center Safety & Workplace Health Improve.	\$ 61,195	\$ 150,000				
	11	Cross Drains/Culverts - Design			\$ 50,000			
	43	Ensenada Parkette Rehabilitation	\$ 50,000	\$ 100,000				
	50	Police Station Improvements	\$ 130,211	\$ 100,000				
	51	Police Station Security & Parking Lot Improvements	\$ 200,000	\$ 200,000				
	27	Preventive Maintenance - Sidewalks, Curb & Gutter	\$ 243,432		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
	52	RBPAC East Roof Repair		\$ 150,000				
	29	Residential Street Resurfacing	\$ 698,620	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
	12	Storm Drain CMP Replacement - Design			\$ 200,000			
	30	Traffic Calming Improvements - Citywide	\$ 69,010		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
	47	<i>Alta Vista Park Facilities Inspection & Repair</i>	\$ 53,900					
	39	<i>Alta Vista Tennis Court Lights</i>	\$ 33,169					
	54	<i>Comprehensive City Identity Program</i>	\$ 50,000					
	8	<i>Enhanced Water Management Program Des.</i>	\$ 158,934					
	39	<i>Landscaping - Herondo ROW & Grant/Ingle.</i>	\$ 100,000					
	47	<i>New Police Station & Fire Stations 1&2 Planning</i>	\$ 100,000					
	39	<i>North Redondo Beach Bikepath Irrigation Impr.</i>	\$ 150,000					
	14	<i>PCH/Catalina Entryway Property Acquisition</i>	\$ 105,000					
	14	<i>PCH/Torrance NB Right Turn Lane</i>	\$ 63,890					
	54	<i>Public Art</i>	\$ 40,561					
	47	<i>PW Yard and Police Parking Lot ADA Improvemer</i>	\$ 150,000					
	47	<i>RBPAC East Patio Repairs</i>	\$ 34,000					
	14	<i>Riviera Village Improvements - Phase III</i>	\$ 57,416					
	14	<i>Riviera Village Improvements - Phase IV</i>	\$ 178,639					
		TOTAL	\$ 3,585,871	\$ 900,000	\$ 2,100,000	\$ 1,300,000	\$ 1,300,000	\$ 1,350,000

Proposed Five Year CIP Funding - FY 15-16 to FY 19-20
with Projected FY 14-15 Carryover Funds
(Carryover Projects and Funds are shown in italics)

Fund Number/Name	Page Number	Projects	Est. 14-15 C/O	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20
300-Capital Projects - Donations	55	Path of History - Vincent	\$ 8,493	\$ 500	\$ 750	\$ 750	\$ 750	\$ 750
	39	<i>Veterans Park Memorial Railing Installation</i>	\$ 23,552					
		TOTAL	\$ 32,045	\$ 500	\$ 750	\$ 750	\$ 750	\$ 750
300-Capital Projects - PEG Fees	48	City Council Chambers & RBTB Broadcast Fac. Up	\$ 97,836	\$ 650,000				
		TOTAL	\$ 97,836	\$ 650,000	\$ -	\$ -	\$ -	\$ -
300-Capital Projects - Trash Hauler Impact	15	Annual Roadway Maintenance			\$ 268,500	\$ 268,500	\$ 268,500	\$ 268,500
	21	Esplanade Resurfacing - Knob Hill to Catalina		\$ 268,500				
		TOTAL	\$ -	\$ 268,500	\$ 268,500	\$ 268,500	\$ 268,500	\$ 268,500
600-Tidelands	33	Harbor Dredging			\$ 500,000	\$ 500,000		
	34	Harbor Railing Replacement	\$ 500,000		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
	35	Pier Deck & Piling Structure Repair	\$ 532,402	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
	36	Pier Parking Structure Critical Repairs	\$ 215,002	\$ 25,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
	37	Pier Revitalization - Phase 2			\$ 120,000	\$ 50,000	\$ 50,000	\$ 50,000
	54	<i>Comprehensive City Identity Program</i>	\$ 123,089					
	47	<i>Fire Station 3 Generator</i>	\$ 240,000					
	32	<i>Harbor Area Flagpole</i>	\$ 18,000					
	32	<i>Moonstone Park Area Design & Construction</i>	\$ 2,426,395					
	32	<i>Pier Parking Structure Operation Enhancements</i>	\$ 25,000					
	32	<i>Relocation of Boat Launch</i>	\$ -					
	38	<i>Sea Level Rise Improvements</i>	\$ 50,000					
	32	<i>Waterside Signage</i>	\$ 75,000					
		TOTAL	\$ 4,204,888	\$ 225,000	\$ 1,070,000	\$ 1,000,000	\$ 500,000	\$ 500,000
	601-Uplands	34	Harbor Railing Replacement	\$ 100,000		\$ 100,000	\$ 100,000	\$ 100,000
36		Pier Parking Structures Critical Repairs	\$ 129,655	\$ 75,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000
37		Pier Revitalization - Phase 2			\$ 120,000	\$ 50,000	\$ 50,000	\$ 50,000
38		Sea Level Rise Improvements	\$ 50,000		\$ 500,000	\$ 500,000	\$ 500,000	
54		<i>Comprehensive City Identity Program</i>	\$ 25,000					
32		<i>International Boardwalk Restrooms</i>	\$ 30,000					
32		<i>Pier Parking Structure Operation Enhancements</i>	\$ 225,000					
32		<i>Relocation of Boat Launch</i>	\$ -					
	TOTAL	\$ 559,655	\$ 75,000	\$ 1,570,000	\$ 1,500,000	\$ 1,500,000	\$ 1,000,000	

**Proposed Five Year CIP Funding - FY 15-16 to FY 19-20
with Projected FY 14-15 Carryover Funds
(Carryover Projects and Funds are shown in italics)**

Fund Number/Name	Page Number	Projects	Est. 14-15 C/O	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20
603-Wastewater	2	Alta Vista Sewer Pump Station Design			\$200,000			
	3	Alta Vista Sewer Pump Station Construction				\$ 1,500,000		
	4	Morgan Sewer Pump Station Design		\$ 200,000				
	5	Morgan Sewer Pump Station Construction			\$ 1,300,000			
	6	Sanitary Sewers Facilities Rehabilitation	\$ 534,527	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
	7	Yacht Club Way Sewer Pump Station - Construction		\$ 1,300,000				
	1	<i>Portofino Way Sewer Pump Station</i>	\$ 2,076,190					
	1	<i>Public Works Yard Clarifier Unit Installation</i>	\$ 248,695					
	1	<i>Sanitary Sewer SCADA Installation</i>	\$ 2,000,000					
	1	<i>Yacht Club Way Sewer Pump Station-Design</i>	\$ 200,000					
		TOTAL	\$ 5,059,412	\$ 3,500,000	\$ 2,500,000	\$ 2,500,000	\$ 1,000,000	\$ 1,000,000
700-Self Insurance Program	54	<i>733 N. Paulina Demolition</i>	\$ 49,500					
		TOTAL	\$ 49,500	\$ -	\$ -	\$ -	\$ -	\$ -
701-Vehicle Replacement	47	<i>City Fueling Station Replacement - Design</i>	\$ 200,000					
	1	<i>Public Works Yard Clarifier Unit Installation</i>	\$ 50,000					
	47	<i>PW Yard and Police Parking Lot ADA Improvemer</i>	\$ 75,000					
		TOTAL	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ -
		TOTAL	\$ 29,907,547	\$ 8,257,794	\$ 15,865,906	\$ 9,906,100	\$ 5,419,250	\$ 4,684,250
		Recommended 5 Year Total						\$ 74,040,847

**Unfunded and Underfunded CIP Projects by Fund
FY 15-16 to FY 19-20**

Project Name	Five Year Recommended & C/O Funds	230-Grants	254-Subdivisic Park Trust	300-Capital Projects (Gen'l Fund)	600/601 Harbor Enterprise	Donations	Developer	Bonds	Unfunded/ Underfunded TOTAL
DRAINAGE IMPROVEMENTS									
Belmont Lane Storm Drain Improvements				\$ 200,000					\$ 200,000
Cross Drains/Culverts - Construction	\$ 50,000			\$ 500,000					\$ 500,000
Pier Storm Drain Improvements					\$ 250,000				\$ 250,000
Storm Drain CMP Replacement - Construction	\$ 200,000			\$ 2,350,000					\$ 2,350,000
SUB-TOTAL	\$ 250,000	\$ -	\$ -	\$ 3,050,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 3,300,000
STREET IMPROVEMENTS									
Carnelian/PCH Streetscape Improvements		\$ 660,000		\$ 100,000					\$ 760,000
Catalina Corridor Beautification							\$ 900,000		\$ 900,000
Gamet/Catalina Accessible Pedestrian Signal		\$ 60,000							\$ 60,000
Grant Avenue Pedestrian Improvements		\$ 500,000							\$ 500,000
I-405 Freeway On/Off Ramp Landscaping		\$ 630,000							\$ 630,000
I-405 Freeway SB On Ramp at Inglewood Avenue		\$ 10,600,000							\$ 10,600,000
Parking Meter Replacement				\$ 800,000					\$ 800,000
Residential Street Resurfacing	\$ 3,034,641			\$ 1,000,000					\$ 1,000,000
SUB-TOTAL	\$ 3,034,641	\$ 12,450,000	\$ -	\$ 1,900,000	\$ -	\$ -	\$ 900,000	\$ -	\$ 15,250,000
PARK IMPROVEMENTS									
Anderson Park Improvements - Phase 1B (Fountain)			\$ 210,000						\$ 210,000
Anderson Park Improvements - Phase 2			\$ 450,000						\$ 450,000
Anderson Park Improvements - Phase 3			\$ 585,000						\$ 585,000
Anderson Park Improvements - Phase 4			\$ 155,000						\$ 155,000
Anderson Park Improvements - Phase 5			\$ 275,000						\$ 275,000
Anderson Park Improvements - Phase 6			\$ 975,000						\$ 975,000
Anderson Park Improvements - Phase 7			\$ 860,000						\$ 860,000
Dominguez Park Play Equipment			\$ 300,000						\$ 300,000
Edison ROW Greenspace at Herondo		\$ 400,000							\$ 400,000
Sneary Parkette Decorative Fence				\$ 60,000					\$ 60,000
SUB-TOTAL	\$ -	\$ 400,000	\$ 3,810,000	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 4,270,000

**Unfunded and Underfunded CIP Projects by Fund
FY 15-16 to FY 19-20**

Project Name	Five Year Recommended & C/O Funds	230-Grants	254-Subdivisic Park Trust	300-Capital Projects (Gen'l Fund)	600/601 Harbor Enterprise	Donations	Developer	Bonds	Unfunded/ Underfunded TOTAL
PUBLIC FACILITY IMPROVEMENTS									
Anderson Park Community Center (Phase 8)				\$ 5,100,000					\$ 5,100,000
City Hall Replacement								\$ 10,000,000	\$ 10,000,000
Corporation Yard				\$ 37,800,000					\$ 37,800,000
Dominguez Park Community Center				\$ 600,000					\$ 600,000
Emergency Operation Center Relocation		\$ 500,000		\$ 150,000					\$ 650,000
Fire Stations 1 & 2 Modernization								\$ 10,000,000	
Main Library Administration Carpet Replacement				\$ 50,000					\$ 50,000
New Police Station								\$ 40,000,000	
North RB Emergency Operations Center		\$ 750,000							\$ 750,000
Planning HVAC Replacement				\$ 85,000					\$ 85,000
RBPAC Seating Refurbishment				\$ 373,000					\$ 373,000
Seaside Lagoon Rehabilitation		\$ 5,500,000			\$ 5,500,000				\$ 11,000,000
SUB-TOTAL	\$ -	\$ 6,750,000	\$ -	\$ 44,158,000	\$ 5,500,000	\$ -	\$ -	\$ 60,000,000	\$ 66,323,000
GENERAL IMPROVEMENTS									
Ainsworth Court Stairs Rehabilitation		\$ 407,500							\$ 407,500
SUB-TOTAL	\$ -	\$ 407,500	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 407,500
TOTAL	\$ 3,284,641	\$ 20,007,500	\$ 3,810,000	\$ 49,168,000	\$ 5,750,000	\$ -	\$ 900,000	\$ 60,000,000	\$ 89,550,500

SUMMARY OF ESTIMATED REVENUES & APPROPRIATIONS AND
ESTIMATED CHANGES IN FUND BALANCES

<i>Fund</i>	Fund Balances July 1, 2015	+ Revenues 2015-16	- Appropriations 2015-16	+ Transfers In	- Transfers Out	+ Fund Balances June 30, 2016
General Fund	2,322,025	78,606,557	78,552,997	337,222	873,500	1,839,307
Traffic Congestion Relief		-	-	-	-	-
State Gas Tax	(477,937)	1,459,462	1,876,593	-	-	(895,068)
Storm Drain Improvement	16,048	36,000	50,000	-	-	2,048
Street Landscaping and Lighting	-	1,576,500	2,630,736	873,500	-	(180,736)
Local Transportation Tax	(8,508)	43,310	26,000	-	-	8,802
Proposition A	665,419	1,234,785	-	-	1,824,868	75,336
Proposition C	36,971	1,043,001	1,030,452	-	-	49,520
Measure R	(195,530)	767,410	570,000	-	-	1,880
Air Quality Improvement	93,014	80,500	71,264	-	-	102,250
Intergovernmental Grants	-	612,369	612,369	-	-	-
South Bay Youth Project	-	-	-	-	-	-
Comm Develop Block Grant	-	274,524	274,524	-	-	-
Workforce Investment Act	-	-	-	-	-	-
Housing Authority	853,605	5,795,686	5,760,585	-	-	888,706
Parks and Recreation Facilities	29,701	20,000	-	-	-	49,701
Narcotic Forfeiture and Seizure	897,687	24,000	58,699	-	-	862,988
Subdivision Park Trust	540,467	200,620	55,000	-	-	686,087
Disaster Recovery	(29,169)	1,440	17,060	-	-	(44,789)
CalPERS Reserve	-	-	-	-	-	-
Capital Projects	2,050,125	519,000	1,974,422	-	-	594,703
Harbor Tidelands	7,677,604	6,128,430	5,979,579	-	87,222	7,739,233
Harbor Uplands	1,791,086	4,625,400	4,580,570	-	-	1,835,916
Solid Waste	1,017,746	3,772,204	3,702,109	-	-	1,087,841
Wastewater	8,046,078	5,407,093	6,350,494	-	-	7,102,677
Transit	-	2,198,330	4,023,198	1,824,868	-	-
Self-Insurance Program	(4,449,639)	5,291,577	4,530,751	-	-	(3,688,813)
Vehicle Replacement	5,358,348	3,278,757	1,761,527	-	-	6,875,578
Building Occupancy	(526,577)	3,031,028	2,899,052	-	-	(394,601)
Information Technology	(665,022)	3,093,702	2,935,894	-	-	(607,214)
Printing and Graphics	-	-	-	-	-	-
Emergency Communications	1,820,157	3,767,329	2,724,247	-	-	2,863,239
Major Facilities Repair	692,271	123,628	-	-	-	815,899
Total Before Adjustments	27,555,970	133,012,642	133,048,122	3,035,590	2,785,590	27,770,490
Less: Int Svc Fds/Overhead	-	26,107,786	26,107,786	-	-	-
Total City	27,555,970	106,904,856	106,940,336	3,035,590	2,785,590	27,770,490
Redevelopment Agency	-	-	-	-	-	-
Successor Agency	-	1,300,692	1,050,692	-	250,000	-
Housing Successor Agency	3,732,724	100,703	10,500	-	-	3,822,927
Community Financing Authority	-	343,971	343,971	-	-	-
Public Financing Authority	-	840,100	840,100	-	-	-
Grand Total	32,056,500	109,490,322	109,185,599	3,035,590	3,035,590	32,361,223

• The 8.33% "minimum contingency reserve" set by the City council has already been removed from the beginning fund balance of the General Fund.
• Beginning fund balances of the Harbor Tidelands and Harbor Uplands Funds exclude capital assets such as the pier and the parking structures.

**Previously Funded Carryover Projects
Currently In Design, Out to Bid, or In Construction
(As of 5/10/15)**

Project Category	Project Number	Project Title	FY 14-15 Appropriation	Estimated FY 14-15 Carryover
Sewer	50210	Portofino Way Sewer Pump Station	\$ 2,076,190	\$ 2,076,190
Sewer	50250	Public Works Yard Clarifier Installation	\$ 299,837	\$ 298,695
Sewer	50230	Sanitary Sewer SCADA Installation	\$ 2,000,000	\$ 2,000,000
Sewer	50260	Yacht Club Way Sewer Pump Station Design	\$ 200,000	\$ 200,000
TOTAL			\$ 4,576,027	\$ 4,574,885

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Alta Vista Sewer Pump Station Design

DEPARTMENT: Public Works

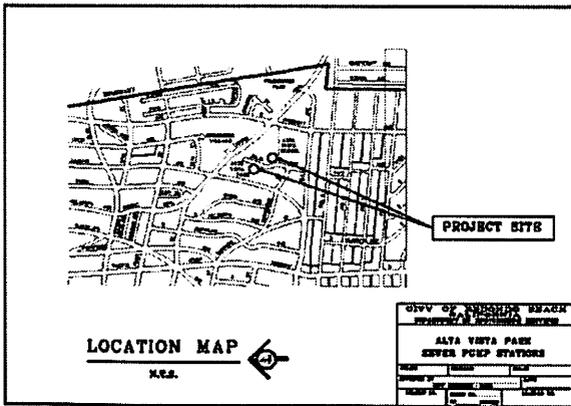
PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Begin design in Fourth Quarter of Fiscal Year 16-17.

PROJECT DESCRIPTION: The Alta Vista Sewer Pump Station project will replace the two small existing deficient and damaged pump houses, discharge and suction pipes, valves, wet and dry wells, controls, electronics, and mechanical components. This project will combine the two small deficient pump stations into one pump station. This project includes the design phase only.

JUSTIFICATION: It is the City's responsibility to proactively manage, operate, and maintain all parts of the sanitary sewer system. The project supports the Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location Alta Vista Sewer Pump Station



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Wastewater Fees	\$ -		\$ 200,000			
TOTAL	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Design		\$ 200,000			
TOTAL	\$ -	\$ 200,000	\$ -	\$ -	\$ -

NOTES:

FUND:	603 - Wastewater
PROJECT NO.:	New
PROJECT TYPE:	Rehabilitation
CATEGORY:	Sewer
INITIAL YEAR OF FUNDING:	FY 16-17

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Alta Vista Sewer Pump Station Construction

DEPARTMENT: Public Works

PROJECT MANAGER: TBD

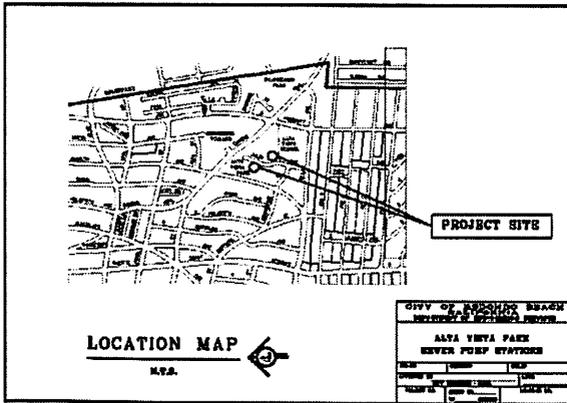
ESTIMATED SCHEDULE: Begin construction in Fiscal Year 17-18.

PROJECT DESCRIPTION:

The Alta Vista Sewer Pump Station project will replace the two small existing deficient and damaged pump houses, discharge and suction pipes, valves, wet and dry wells, controls, electronics, and mechanical components. This project will combine the two small deficient pump stations into one pump station. This project includes the construction phase only.

JUSTIFICATION: It is the City's responsibility to proactively manage, operate, and maintain all parts of the sanitary sewer system. The project supports the Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible

Project Location
Alta Vista Sewer Pump Station



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Wastewater Fees	\$ -		\$ -	\$ 1,500,000		
TOTAL	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction		\$ -	\$ 1,500,000		
TOTAL	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -

NOTES:

FUND:	603 - Wastewater
PROJECT NO.:	New
PROJECT TYPE:	Rehabilitation
CATEGORY:	Sewer
INITIAL YEAR OF FUNDING:	FY 17-18

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Morgan Sewer Pump Station Design

DEPARTMENT: Public Works

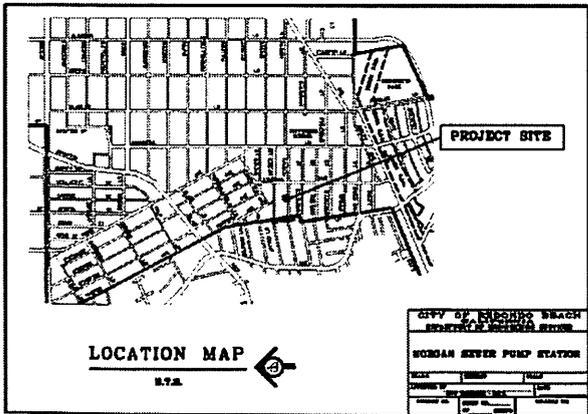
PROJECT MANAGER: Geraldine Trivedi

ESTIMATED SCHEDULE: Begin design in Fourth Quarter of Fiscal Year 15-16.

PROJECT DESCRIPTION: The Morgan Sewer Pump Station project will replace the existing deficient and damaged pump house, discharge and suction pipes, valves, wet and dry wells, controls, electronics, and mechanical components. This project includes the design phase only.

JUSTIFICATION: It is the City's responsibility to proactively manage, operate, and maintain all parts of the sanitary sewer system. The project supports the Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location
Morgan Sewer Pump Station



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Wastewater Fees	\$ -	\$ 200,000				
TOTAL	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Design	\$ 200,000				
TOTAL	\$ 200,000	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	603 - Wastewater
PROJECT NO.:	New
PROJECT TYPE:	Rehabilitation
CATEGORY:	Sewer
INITIAL YEAR OF FUNDING:	FY 15-16

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Morgan Sewer Pump Station Construction

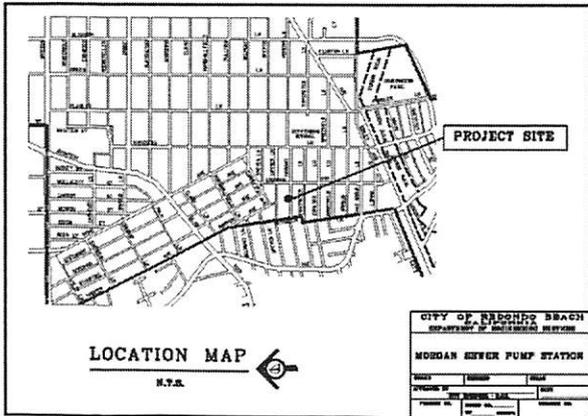
DEPARTMENT: Public Works
PROJECT MANAGER: Geraldine Trivedi

ESTIMATED SCHEDULE: Begin construction in Fiscal Year 16-17.

PROJECT DESCRIPTION: The Morgan Sewer Pump Station project will replace the existing deficient and damaged pump house, discharge and suction pipes, valves, wet and dry wells, controls, electronics, and mechanical components. This project includes the construction phase only.

JUSTIFICATION: It is the City's responsibility to proactively manage, operate, and maintain all parts of the sanitary sewer system. The project supports the Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location Morgan Sewer Pump Station



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Wastewater Fees	\$ -		\$ 1,300,000			
TOTAL	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction		\$ 1,300,000			
TOTAL	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -

NOTES:

FUND:	603 - Wastewater
PROJECT NO.:	New
PROJECT TYPE:	Rehabilitation
CATEGORY:	Sewer
INITIAL YEAR OF FUNDING:	FY 16-17

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Sanitary Sewers Facilities Rehabilitation

DEPARTMENT: Public Works

PROJECT MANAGER: Geraldine Trivedi

ESTIMATED SCHEDULE: Begin construction in Third Quarter of Fiscal Year 15-16.

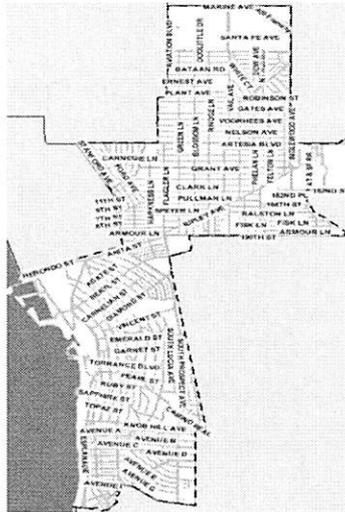
PROJECT DESCRIPTION:

This Project is intended to maintain and improve the City's sewer infrastructure to meet existing and future sewer demands.

JUSTIFICATION:

Through the City's sewer video inspection program, the entire sewer system has been documented for damage and deficiencies. The inspection has revealed that the existing sanitary sewer system sustains various damage patterns and deficiencies that require repair and/or replacement. Failure to perform the required repairs could cause serious backups or spills. The project supports the City's Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner..

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Wastewater Fees	\$ 534,527	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
TOTAL	\$ 534,527	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 2,534,527	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
TOTAL	\$ 2,534,527	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000

NOTES:

FUND:	603 - Wastewater
PROJECT NO.:	50150
PROJECT TYPE:	Rehabilitation
CATEGORY:	Sewer
INITIAL YEAR OF FUNDING:	FY 02/03

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Yacht Club Way Sewer Pump Station
Construction

DEPARTMENT: Public Works

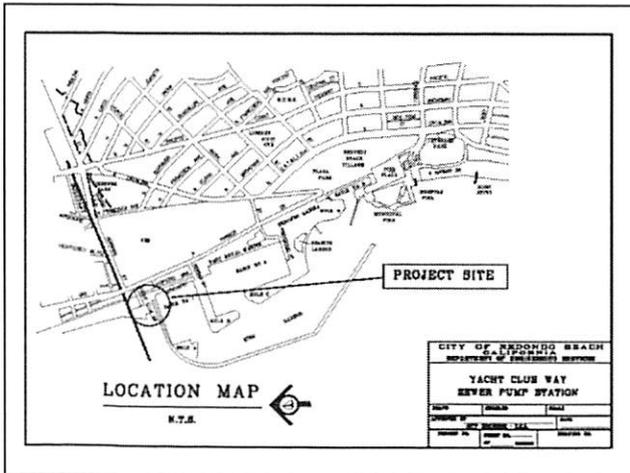
PROJECT MANAGER: Geraldine Trivedi

ESTIMATED SCHEDULE: Begin construction in
Fiscal Year 15-16.

PROJECT DESCRIPTION: The Yacht Club Way Sewer Pump Station project will replace the existing deficient and damaged pump house, discharge and suction pipes, valves, wet and dry wells, controls, electronics, and mechanical components. This project includes the construction phase.

JUSTIFICATION: It is the City's responsibility to proactively manage, operate, and maintain all parts of the sanitary sewer system. The project supports the Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location Yacht Club Way Sewer Pump Station



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Wastewater Fees	\$ -	\$ 1,300,000				
TOTAL	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 1,300,000				
TOTAL	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	603 - Wastewater
PROJECT NO.:	New
PROJECT TYPE:	Rehabilitation
CATEGORY:	Sewer
INITIAL YEAR OF FUNDING:	FY 15-16

**Previously Funded Carryover Projects
Currently In Design, Out to Bid, or In Construction
(As of 5/10/15)**

Project Category	Project Number	Project Title	FY 14-15 Appropriation	Estimated FY 14-15 Carryover
Drainage	60230	Enhanced Water Management Program Design	\$ 280,277	\$ 32,286
TOTAL			\$ 280,277	\$ 32,286

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Calle Miramar Low Flow Diversion/Dry
Weather/EWMP Implementation

DEPARTMENT: Public Works

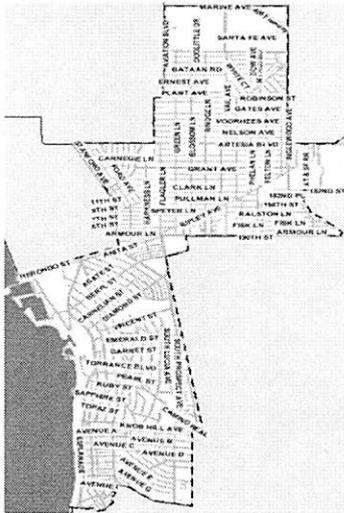
PROJECT MANAGER: Geraldine Trivedi

ESTIMATED SCHEDULE: Ongoing

PROJECT DESCRIPTION: The new Municipal MS4 NPDES permit was adopted by the Regional Board on November 8, 2012 and became effective on December 28, 2012. The City joined with neighboring cities to develop an Enhanced Watershed Management Program (EWMP) to implement various permit requirements. EWMP implementation will include both structural water quality enhancement projects and non-structural measures that address the need to comply with three new TMDLs recently approved by the EPA. They are PCB/DDT and debris for Santa Monica Bay and toxics for Dominguez Channel. Structural projects include dry weather diversion projects such as the Calle Miramar Low Flow Diversion.

JUSTIFICATION: The project supports the City's strategic plan goals to maintain a high level of public safety and improve public facilities and infrastructure in an environmentally responsible manner.

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Stormwater	\$ 51,900		\$ -	\$ -	\$ -	\$ -
Capital Projects	\$ 512,078		\$ 400,000	\$ 250,000	\$ 250,000	\$ 300,000
TOTAL	\$ 563,978	\$ -	\$ 400,000	\$ 250,000	\$ 250,000	\$ 300,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Programs	\$ 163,978	\$ 150,000			
Construction	\$ 400,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 300,000
TOTAL	\$ 563,978	\$ 400,000	\$ 250,000	\$ 250,000	\$ 300,000

NOTES:

FUND:	204 - Stormwater/300 - CIP
PROJECT NO.:	60150
PROJECT TYPE:	Construction
CATEGORY:	Drainage
INITIAL YEAR OF FUNDING:	FY 03-04

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Catch Basin Trash Screener/Wet
Weather/Santa Monica Bay Debris

DEPARTMENT: Public Works

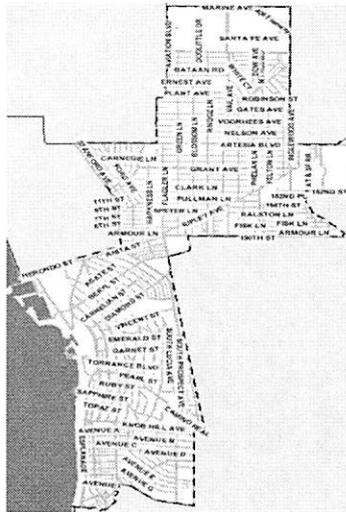
PROJECT MANAGER: Geraldine Trivedi

ESTIMATED SCHEDULE: Ongoing

PROJECT DESCRIPTION: The Santa Monica Bay nearshore and offshore debris TMDL was adopted by the Los Angeles Regional Water Quality Control Board on November 4, 2010 and became effective on March 20, 2012. The City is subject to the new regulation: zero trash in Santa Monica Bay and zero plastic pellets in Santa Monica Bay. Four years from the effective date of the TMDL, the City is responsible to achieve 20% trash reduction; five years - 40%; six years - 60%; seven years - 80%; and eight years - 100% trash reduction. The compliance milestones have been incorporated into the new Municipal NPDES permit. The project includes the installation of catch basin trash screeners.

JUSTIFICATION: The project is necessary to meet NPDES mandates and supports the City's strategic plan goals to maintain a high level of public safety with public engagement and improve public infrastructure and facilities in an environmentally responsible manner.

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Stormwater Fee	\$ 187,860	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Projects	\$ 345,816	\$ -	\$ 1,150,000	\$ 750,000	\$ 750,000	\$ 750,000
TOTAL	\$ 533,676	\$ -	\$ 1,150,000	\$ 750,000	\$ 750,000	\$ 750,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Study/Design	\$ -	\$ 400,000	\$ -	\$ -	\$ -
Implementation	\$ 533,676	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
TOTAL	\$ 533,676	\$ 1,150,000	\$ 750,000	\$ 750,000	\$ 750,000

NOTES:

FUND:	204 - Stormwater/300 - CIP
PROJECT NO.:	60190
PROJECT TYPE:	Construction
CATEGORY:	Drainage
INITIAL YEAR OF FUNDING:	FY 04-05

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Cross Drain/Culverts - Design

DEPARTMENT: Public Works

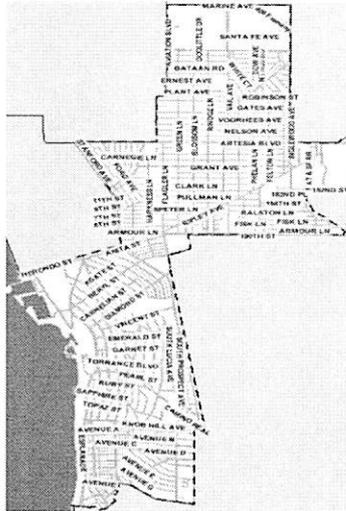
PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Design in Fiscal Year 16-17.

PROJECT DESCRIPTION: This project will replace all of the of the corrugated metal pipe (CMP) cross-drains and culverts throughout the City with reinforced concrete pipe (RCP) of similar size. The cross drains are located at approximately 25 locations throughout the City and were constructed in the 1930's and 1940's. This phase of the project is for design only.

JUSTIFICATION: CMP leaks can cause sink holes to occur in City streets. The project supports the City's Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Grants						
Capital Projects			\$ 50,000			
TOTAL	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Design		\$ 50,000			
TOTAL	\$ -	\$ 50,000	\$ -	\$ -	\$ -

NOTES:

FUND:	300 - CIP
PROJECT NO.:	NEW
PROJECT TYPE:	Design
CATEGORY:	Drainage
INITIAL YEAR OF FUNDING:	FY 16-17

**Unfunded and Underfunded CIP Projects by Fund
FY 15-16 to FY 19-20**

Project Name	Five Year Recommended & C/O Funds	230-Grants	254-Subdivision Park Trust	300-Capital Projects (Gen'l Fund)	600/601 Harbor Enterprise	Donations	Developer	Bonds	Unfunded/ Underfunded TOTAL
DRAINAGE IMPROVEMENTS									
Belmont Lane Storm Drain Improvements				\$ 200,000					\$ 200,000
Cross Drains/Culverts - Construction	\$ 50,000			\$ 600,000					\$ 600,000
Pier Storm Drain Improvements					\$ 250,000				\$ 250,000
Storm Drain CMP Replacement - Construction	\$ 200,000			\$ 1,800,000					\$ 1,800,000
TOTAL	\$ 250,000	\$ -	\$ -	\$ 2,600,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 2,850,000

**Previously Funded Carryover Projects
Currently In Design, Out to Bid, or In Construction
(As of 5/10/15)**

Project Category	Project Number	Project Title	FY 14-15 Appropriation	Estimated FY 14-15 Carryover
Streets	40780	Aviation/Artesia NB Right Turn Lane	\$ 839,001	\$ 729,960
Streets	40930	Aviation Boulevard Resurfacing - MBB to Marine Avenue	\$ 593,000	\$ 592,811
Streets	40940	Bicycle Plan Grant - Beryl Street Bike Lanes	\$ 137,910	\$ 137,910
Streets	40941	Bicycle Plan Grant - N. Catalina Ave. Bike Lanes	\$ 414,370	\$ 414,370
Streets	40942	Bicycle Plan Grant - S. Catalina Ave./Ave. I Bike Lanes	\$ 44,640	\$ 44,640
Streets	40943	Bicycle Plan Grant - Lilienthal Lane Bike Lanes	\$ 282,525	\$ 282,525
Streets	40944	Bicycle Plan Grant - Torrance Boulevard Bike Lanes	\$ 215,790	\$ 215,790
Streets	40945	Bicycle Plan Grant - Citywide Bike Facilities	\$ 853,340	\$ 853,340
Streets	40120	Bus Bench and Shelter Replacement Program, Phase 2	\$ 1,685,830	\$ 1,673,041
Streets	40710	Grant Ave/Artesia Blvd Countdown Pedestrian Signals	\$ 32,982	\$ 32,735
Streets	40960	Inglewood att MBB SB Right Turn Lane - Feasibility Anal	\$ 125,000	\$ 123,811
Streets	40880	Kingsdale Resurfacing - 182nd to Grant	\$ 860,000	\$ 860,000
Streets	40740	North Redondo Beach Bikeway Lighting	\$ 180,793	\$ 180,793
Streets	40800	PCH Arterial Improvement Study/Design/Construction	\$ 998,642	\$ 997,552
Streets	40910	PCH/Catalina Entryway Property Acquisition	\$ 105,000	\$ 105,000
Streets	40650/40810	PCH/Torrance NB Right Turn Lane	\$ 618,043	\$ 586,128
Streets	40970	PV Blvd/Catalina Avenue Improvements	\$ 387,450	\$ 13,344
Streets	40790	PV Blvd/PCH WB Right Turn Lane	\$ 300,429	\$ 271,214
Streets	40640	Riviera Village Improvements Phase 3	\$ 56,066	\$ 7,550
Streets	40980	Riviera Village Improvements Phase 4	\$ 727,325	\$ 723,964
Streets	41000	Riviera Village Parking Meter Replacement	\$ 256,528	\$ 256,528
TOTAL			\$ 9,714,664	\$ 9,103,006

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Annual Roadway Maintenance

DEPARTMENT: Public Works

PROJECT MANAGER: Gene Kim

ESTIMATED SCHEDULE: Construction is scheduled for FY15-16.

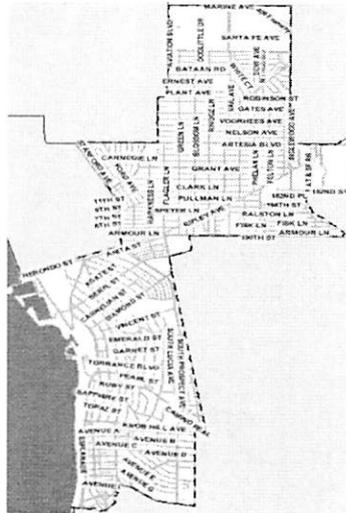
PROJECT DESCRIPTION:

This project will repair streets citywide impacted by trash hauling vehicles. The FY15-16 allocation has been programmed to the Esplanade Resurfacing - Knob Hill to Catalina Avenue Project.

JUSTIFICATION:

The project supports the City's Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Capital Projects	\$ -	\$ -	\$ 268,500	\$ 268,500	\$ 268,500	\$ 268,500
TOTAL	\$ -	\$ -	\$ 268,500	\$ 268,500	\$ 268,500	\$ 268,500

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ -	\$ 268,500	\$ 268,500	\$ 268,500	\$ 268,500
TOTAL	\$ -	\$ 268,500	\$ 268,500	\$ 268,500	\$ 268,500

NOTES:

FUND:	300 - CIP (Trash Hauler)
PROJECT NO.:	40840
PROJECT TYPE:	Maintenance
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	FY11-12

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Beryl/190th Traffic Signal - Construction

DEPARTMENT: Public Works

PROJECT MANAGER: Saila Potukuchi

ESTIMATED SCHEDULE: Construction is scheduled for FY15-16.

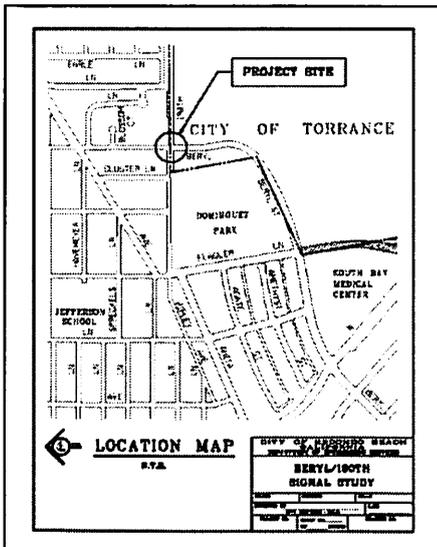
PROJECT DESCRIPTION:

This project will install recommended traffic control/signal options at the intersection of Beryl/190th Street/Blossom Lane. The project will be a joint project with the City of Torrance as one half of the intersection falls within the Torrance city limits.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to maintain a high level of public safety with public engagement and improve public infrastructure and facilities in an environmentally responsible manner.

Project Location
Beryl/190th Street Intersection



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Prop C		\$ 300,000				
TOTAL	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 300,000				
TOTAL	\$ 300,000	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	214 - Prop C
PROJECT NO.:	40850
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	Design - FY 12-13

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Beryl Street - Flagler to 190th Drainage & Street Improvements

DEPARTMENT: Public Works

PROJECT MANAGER: Saila Potukuchi

ESTIMATED SCHEDULE: Construction is scheduled for FY15-16.

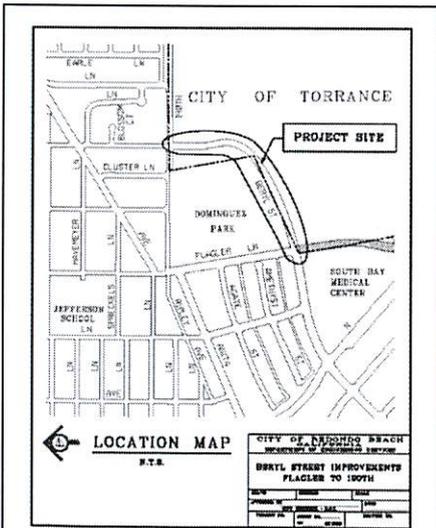
PROJECT DESCRIPTION:

This project will construct street and drainage improvements on Beryl Street from Flagler to 190th. This will be a joint project with the City of Torrance as one half of the street falls within the Torrance city limits. The design of the project will incorporate Living Street Design principles.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to maintain a high level of public safety with public engagement and improve public infrastructure and facilities in an environmentally responsible manner.

Project Location
Beryl Street - Flagler to 190th



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
State Gas Tax	\$ 98,289					
Stormwater	\$ 170,000	\$ 50,000				
Prop C	\$ 645,152	\$ 150,000				
TOTAL	\$ 913,441	\$ 200,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 1,113,441				
TOTAL	\$ 1,113,441	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	202-Gas Tax/204-Stormwater/214-Prop C
PROJECT NO.:	40860
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	Design - FY 12-13

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Bicycle Transportation Plan Implementation

DEPARTMENT: Public Works

PROJECT MANAGER: Gene Kim

ESTIMATED SCHEDULE: Ongoing review with the Public Works Commission

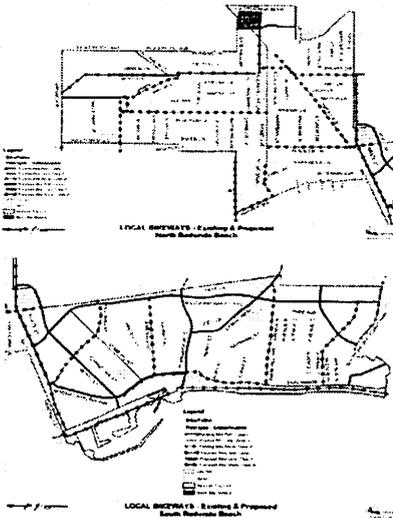
PROJECT DESCRIPTION:

The project will update and continue the implementation of the City's Bicycle Transportation Plan that was adopted by the City Council. The project will fund bicycle improvements not included in the Metro Bicycle Plan Grant.

JUSTIFICATION:

Additional bicycle lanes improve the attractiveness, livability, and vitality of our neighborhoods. The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally responsible manner and maintain a high level of public safety with public engagement.

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Measure R	\$ 150,063	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000
Prop C	\$ 76,437					
TOTAL	\$ 226,500	\$ 70,000				

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 296,500	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000
TOTAL	\$ 296,500	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000

NOTES:

FUND:	214-Prop C/215-Measure R
PROJECT NO.:	40510
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	FY 07-08

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Bicycle Transportation Plan Implementation
Phase 2

DEPARTMENT: Public Works

PROJECT MANAGER: Gene Kim

ESTIMATED SCHEDULE: Ongoing review with
the Public Works Commission

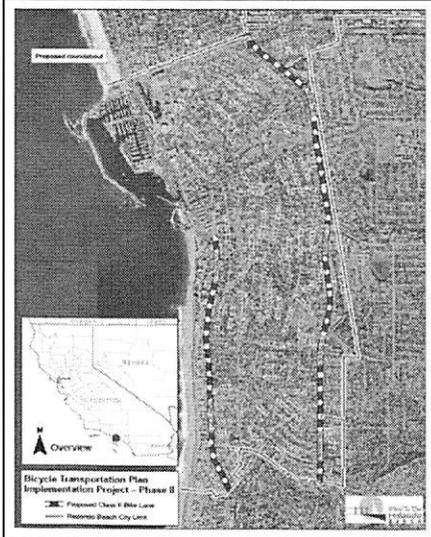
PROJECT DESCRIPTION:

The project will update and continue the implementation of the City's Bicycle Transportation Plan that was adopted by the City Council. The project will fund bicycle improvements not included in the Metro Bicycle Plan Phase I Grant including Catalina Avenue and Prospect Avenue.

JUSTIFICATION:

Additional bicycle lanes improve the attractiveness, livability, and vitality of our neighborhoods. The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally responsible manner and maintain a high level of public safety with public engagement.

Project Location
Catalina Ave & Prospect Ave



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Prop C		\$ 58,355		\$ 332,170		
MTA CFP Grant		\$ 233,420		\$ 1,328,680		
TOTAL	\$ -	\$ 291,775	\$ -	\$ 1,660,850	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Fesibility/Design	\$ 291,775				
Construction			\$ 1,660,850		
TOTAL	\$ 291,775	\$ -	\$ 1,660,850	\$ -	\$ -

NOTES: Metro 2013 Call for Projects Grant.

FUND:	214-Prop C/230-Intergov. Grants
PROJECT NO.:	New
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	New

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Citywide Curb Ramp Improvements

DEPARTMENT: Public Works

PROJECT MANAGER: Javier Urista

ESTIMATED SCHEDULE: Construction in the winter of FY15-16.

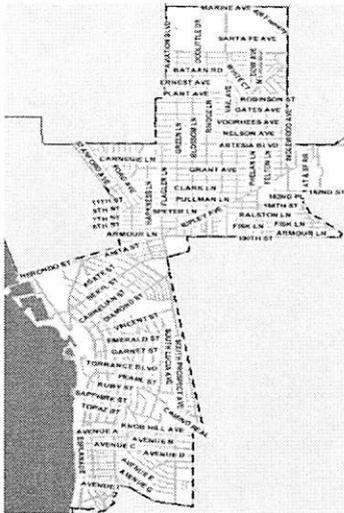
PROJECT DESCRIPTION:

The project includes the installation of curb ramps on City sidewalks to meet ADA requirements.

JUSTIFICATION:

The project supports the City's strategic plan goals to improve public infrastructure and facilities in an environmentally responsible manner and to maintain a high level of public safety with public engagement.

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
TDA Article III	\$ 48,354	\$ 26,000		\$ 100,000		
CDBG	\$ 3,002	\$ 133,019				
TOTAL	\$ 51,356	\$ 159,019	\$ -	\$ 100,000	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 210,375		\$ 100,000		
TOTAL	\$ 210,375	\$ -	\$ 100,000	\$ -	\$ -

NOTES:

FUND:	210 - TDA Art III/234-CDBG
PROJECT NO.:	40399
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	+20 years

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Esplanade Resurfacing - Knob Hill to Catalina Avenue

DEPARTMENT: Public Works

PROJECT MANAGER: Javier Urista

ESTIMATED SCHEDULE: Construction is scheduled for FY15-16.

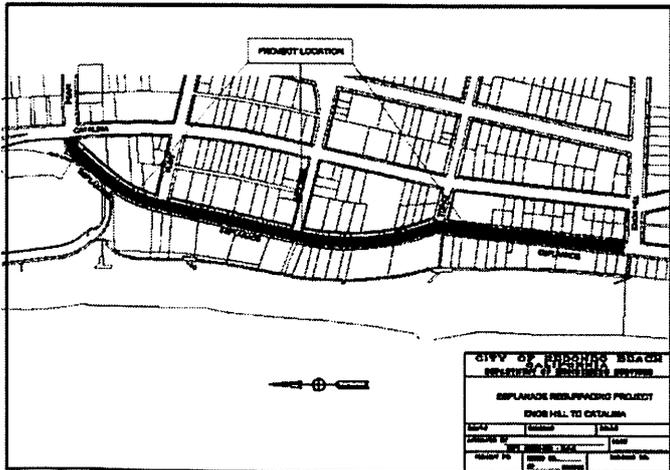
PROJECT DESCRIPTION:

This project will resurface and rehabilitate the Esplanade from Knob Hill to Catalina Avenue. This is the last stretch of the Esplanade that has not been resurfaced. Curbs and gutters will be repaired and replaced as necessary.

JUSTIFICATION:

The project supports the City's Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
State Gas Tax		\$ 308,000				
Measure R		\$ 400,000				
CIP - Trash		\$ 268,500				
TOTAL	\$ -	\$ 976,500	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 976,500				
TOTAL	\$ 976,500	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	202-State Gas/215-Mea. R/300-Trash
PROJECT NO.:	New
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	New

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Grant Avenue Signal Improvements

DEPARTMENT: Public Works

PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Construction is scheduled for FY16-17.

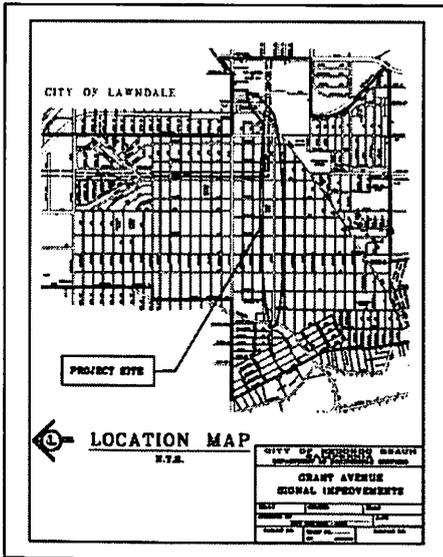
PROJECT DESCRIPTION:

The project will upgrade the six traffic signals from Flagler Lane to Felton Lane. The project involves synchronization, bike detection, signal replacement, video detection, adaptive signal coordination and wireless connection and integration into the Redondo Beach Traffic Management Center.

JUSTIFICATION:

The project will improve the mobility and safety of the driving public by maintaining a better flow of traffic. It supports the City's Strategic Plan goals to maintain a high level of public safety with public engagement and improve public infrastructure and facilities in an environmentally responsible manner.

**Project Location
Grant Avenue**



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Measure R			\$ 313,070			
Metro Grant			\$ 1,221,586			
TOTAL	\$ -	\$ -	\$ 1,534,656	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Design		\$ 60,000			
Construction		\$ 1,474,656			
TOTAL	\$ -	\$ 1,534,656	\$ -	\$ -	\$ -

NOTES:

FUND:	215-Measure R/230-Grants
PROJECT NO.:	New
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	FY16-17

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Inglewood at MBB SB Right Turn Lane - Design

DEPARTMENT: Public Works

PROJECT MANAGER: Didar Khandker

ESTIMATED SCHEDULE: Construction in FY16-17.

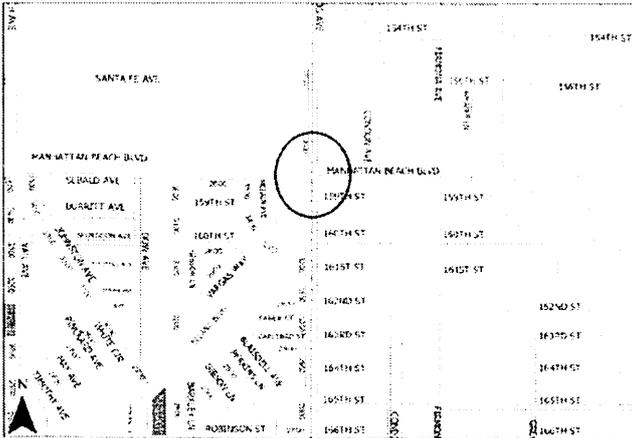
PROJECT DESCRIPTION:

The project will widen Inglewood Avenue at Manhattan Beach Boulevard in order to add a southbound right turn lane. This project will fund the project design.

JUSTIFICATION:

The project supports the City's strategic plan goals to improve public infrastructure and facilities in an environmentally responsible manner and maintain a high level of public safety with public engagement.

Project Location
Southbound Inglewood at MBB



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Reg. Measure R		\$ 185,000				
TOTAL	\$ -	\$ 185,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Design	\$ 185,000				
TOTAL	\$ 185,000	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	230 - Grants
PROJECT NO.:	NEW
PROJECT TYPE:	Design
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	NEW

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Inglewood at MBB SB Right Turn Lane -
Construction

DEPARTMENT: Public Works

PROJECT MANAGER: Didar Khandker

ESTIMATED SCHEDULE: Construction in FY16-17.

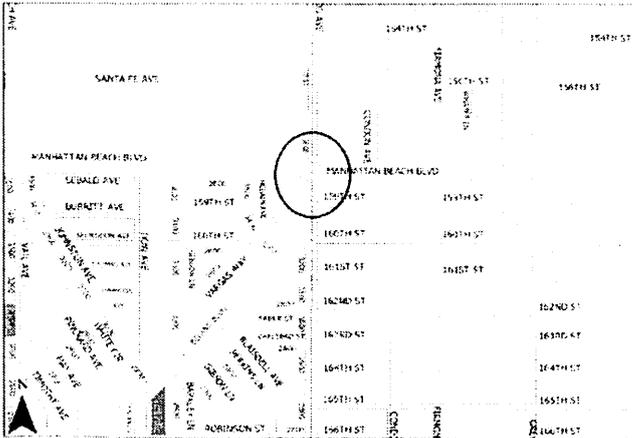
PROJECT DESCRIPTION:

The project will widen Inglewood Avenue at Manhattan Beach Boulevard in order to add a southbound right turn lane. This project will fund the project construction.

JUSTIFICATION:

The project supports the City's strategic plan goals to improve public infrastructure and facilities in an environmentally responsible manner and maintain a high level of public safety with public engagement.

Project Location
Southbound Inglewood at MBB



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Reg. Measure R			\$ 4,865,000			
TOTAL	\$ -	\$ -	\$ 4,865,000	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction		\$ 4,865,000			
TOTAL	\$ -	\$ 4,865,000	\$ -	\$ -	\$ -

NOTES:

FUND:	230 - Grants
PROJECT NO.:	NEW
PROJECT TYPE:	Design
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	NEW

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Marine Avenue Resurfacing - Aviation
Boulevard to I-405

DEPARTMENT: Public Works

PROJECT MANAGER: Didar Khandker

ESTIMATED SCHEDULE: Construction is
scheduled for FY15-16/16-17.

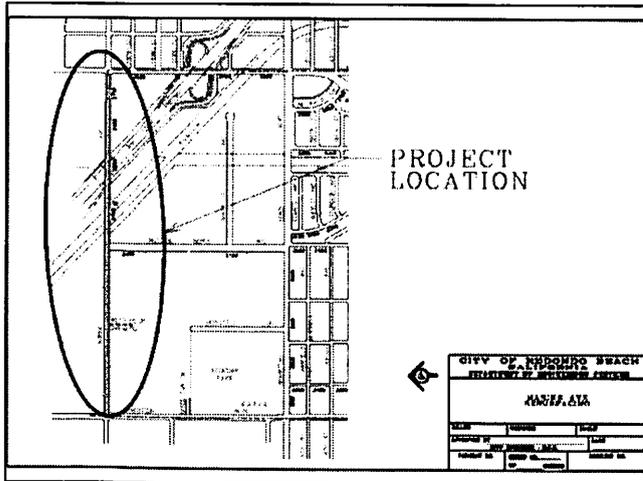
PROJECT DESCRIPTION:

This project will resurface and rehabilitate Marine Avenue from Aviation Boulevard to the I-405 freeway. Curbs and gutters will be repaired and replaced as necessary.

JUSTIFICATION:

The project supports the City's Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner and to vitalize the North Redondo Industrial Complex.

Project Location
Marine Avenue - Aviation Boulevard to I-405



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Prop C	\$ 80,000	\$ 520,000	\$ 350,000			
TOTAL	\$ 80,000	\$ 520,000	\$ 350,000	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Design	\$ 80,000				
Construction		\$ 870,000			
TOTAL	\$ 80,000	\$ 870,000	\$ -	\$ -	\$ -

NOTES:

FUND:	214 - Prop C
PROJECT NO.:	40990
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	FY 14-15

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Preventive Maintenance - Sidewalks, Curbs
and Gutters

DEPARTMENT: Public Works

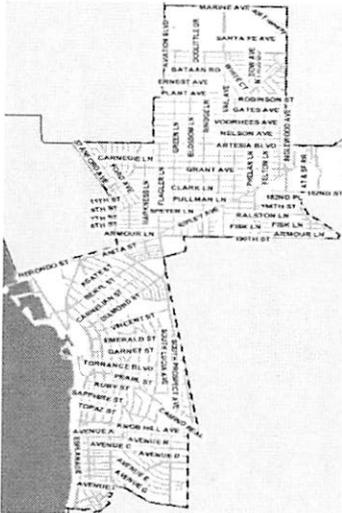
PROJECT MANAGER: Javier Urista

ESTIMATED SCHEDULE: Construction - Spring,
2016.

PROJECT DESCRIPTION: The project includes resurfacing and construction as necessary to maintain and repair City alleys, sidewalks, curbs and gutters - tasks that are too small to become separate CIP projects, but too large for the Public Works crews to undertake.

JUSTIFICATION: The project supports the City's strategic plan goals to improve public infrastructure and facilities in an environmentally responsible manner and to maintain a high level of public safety with public engagement. It provides customer service to our residents by providing a faster response to their concerns and complaints. It also reduces the City's trip-and-fall liability by repairing sidewalks in a timely manner and allows the City to proactively address ADA issues.

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Capital Projects	\$ 243,432		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
TOTAL	\$ 243,432	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 243,432	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
TOTAL	\$ 243,432	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000

NOTES:

FUND:	300 - Capital Projects Fund
PROJECT NO.:	40140
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	+10 years

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Prospect Avenue Resurfacing - Beryl to Del Amo

DEPARTMENT: Public Works

PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Construction is scheduled for FY16-17.

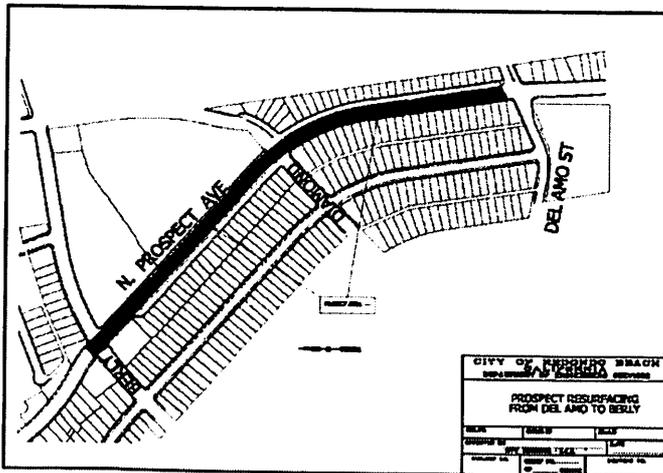
PROJECT DESCRIPTION:

This project will resurface and rehabilitate Prospect Avenue from Beryl Street to Del Amo. This is the last stretch of Prospect that has not been resurfaced. Curbs and gutters will be repaired and replaced as necessary.

JUSTIFICATION:

The project supports the City's Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
STPL		\$ 50,000	\$ 775,000			
TOTAL	\$ -	\$ 50,000	\$ 775,000	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Design	\$ 50,000				
Construction		\$ 775,000			
TOTAL	\$ 50,000	\$ 775,000	\$ -	\$ -	\$ -

NOTES:

FUND:	230 - Intergovernmental Grants
PROJECT NO.:	New
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	New

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Residential Street Rehabilitation

DEPARTMENT: Public Works

PROJECT MANAGER: Javier Urista

ESTIMATED SCHEDULE: To be completed in spring FY 15-16.

PROJECT DESCRIPTION:
Resurface and repair residential streets.

JUSTIFICATION:
The project will increase the life of the existing pavement and improve the ride of the streets. It supports the City's Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Capital Projects	\$ 698,620	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Measure R	\$ 36,021	\$ 100,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
TOTAL	\$ 734,641	\$ 300,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 1,034,641	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TOTAL	\$ 1,034,641	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000

NOTES:

FUND:	215 - Measure R / 300 - CIP
PROJECT NO.:	40190
PROJECT TYPE:	Rehabilitation
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	FY 00-01

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Traffic Calming Improvements - Citywide

DEPARTMENT: Public Works

PROJECT MANAGER: Gene Kim

ESTIMATED SCHEDULE: Ongoing

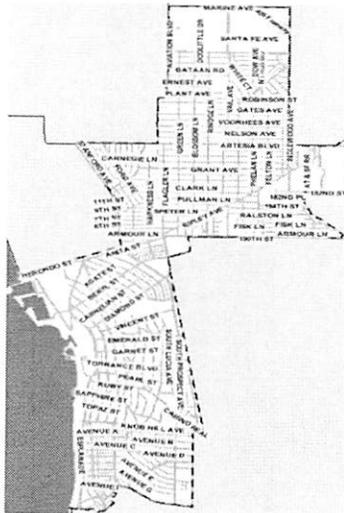
PROJECT DESCRIPTION:

Determine if particular intersections or neighborhoods can have traffic minimized by the use of traffic calming measures. Install traffic calming devices, such as partial diverters, extended curbs, and raised intersections as appropriate.

JUSTIFICATION:

The project supports the City's Strategic Plan goal to maintain a high level of public safety with public engagement and improve public infrastructure and facilities in an environmentally responsible manner.

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Capital Projects	\$ 69,010		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TOTAL	\$ 69,010	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 69,970	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TOTAL	\$ 69,970	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

NOTES:

FUND:	300 - Capital Projects Fund
PROJECT NO.:	40470
PROJECT TYPE:	Construction
CATEGORY:	Streets
INITIAL YEAR OF FUNDING:	FY 05-06

**Unfunded and Underfunded CIP Projects by Fund
FY 15-16 to FY 19-20**

Project Name	Five Year Recommended & C/O Funds	230-Grants	254-Subdivision Park Trust	300-Capital Projects (Gen'l Fund)	600/601 Harbor Enterprise	Donations	Developer	Bonds	Unfunded/ Underfunded TOTAL
STREET IMPROVEMENTS									
Carmelian/PCH Streetscape Improvements		\$ 660,000		\$ 100,000					\$ 760,000
Catalina Corridor Beautification							\$ 900,000		\$ 900,000
Garnet/Catalina Accessible Pedestrian Signal		\$ 60,000							\$ 60,000
Grant Avenue Pedestrian Improvements		\$ 500,000							\$ 500,000
I-405 Freeway On/Off Ramp Landscaping		\$ 630,000							\$ 630,000
I-405 Freeway SB On Ramp at Inglewood Avenue		\$ 10,600,000							\$ 10,600,000
Parking Meter Replacement				\$ 800,000					\$ 800,000
Residential Street Resurfacing	\$ 3,034,641			\$ 1,000,000					\$ 1,000,000
SUB-TOTAL	\$ 3,034,641	\$ 12,450,000	\$ -	\$ 1,900,000	\$ -	\$ -	\$ 900,000	\$ -	\$ 15,250,000

**Previously Funded Carryover Projects
Currently In Design, Out to Bid, or In Construction
(As of 5/10/15)**

Project Category	Project Number	Project Title	FY 14-15 Appropriation	Estimated FY 14-15 Carryover
Waterfront	70630	Harbor Area Flagpole	\$ 18,000	\$ 18,000
Waterfront	70640	International Boardwalk Restrooms	\$ 30,000	\$ 30,000
Waterfront	70600	Moonstone Park Master Plan Design & Construction	\$ 2,611,352	\$ 2,426,395
Waterfront	70620	Pier Parking Structures Operational Enhancements	\$ 250,000	\$ 250,000
Waterfront	70170	Relocation of Boat Launch (Planning & Design)	\$ 428,076	\$ -
Waterfront	70560	Waterside Signage	\$ 75,000	\$ 75,000
			\$ 3,412,428	\$ 2,799,395

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Harbor Dredging

DEPARTMENT: Public Works / Waterfront & Economic Development
PROJECT MANAGER: TBD

ESTIMATED SCHEDULED: Dredging will occur in 2017.

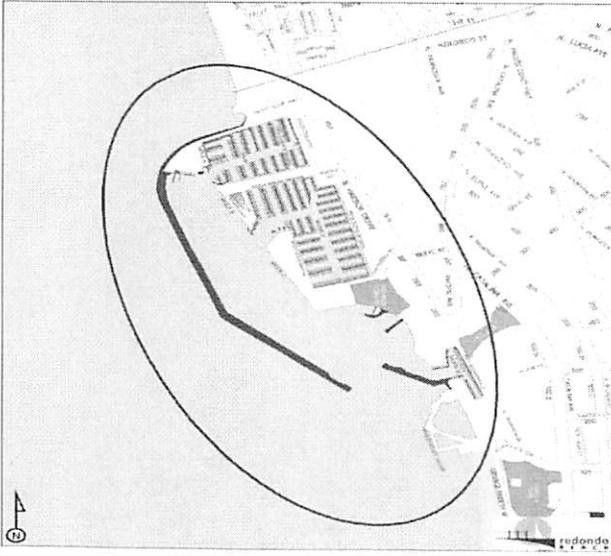
PROJECT DESCRIPTION:

In order to sustain appropriate depth for safe navigation into and out of King Harbor, this project will dredge the harbor.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally responsible manner, maintain a high level of public safety with public engagement, and vitalize the waterfront.

**Project Location
HARBOR**



WATERFRONT

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Tidelands Funds			\$ 500,000	\$ 500,000		
TOTAL	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Dredging	\$ -	\$ 500,000	\$ 500,000		
TOTAL	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -

NOTES:

FUND:	600 - Tidelands Funds
PROJECT NO.:	New
PROJECT TYPE:	Construction
CATEGORY:	Waterfront
INITIAL YEAR OF FUNDING:	New

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Harbor Railing Replacement

DEPARTMENT: Public Works / Waterfront &
Economic Development
PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Installation of phase II
to be completed in 2016.

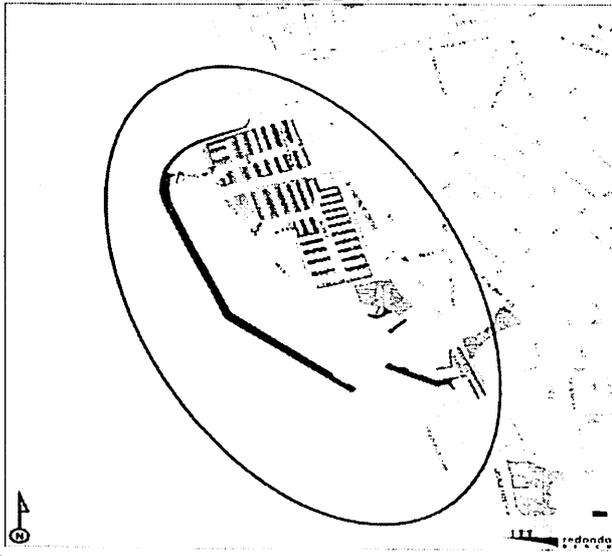
PROJECT DESCRIPTION:

Replace existing City railing around the entire Harbor including all the boat basins. Approximately 2 miles of railing should be replaced.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to maintain a high level of public safety with public engagement, improve public infrastructure and facilities in an environmentally responsible manner, and vitalize the waterfront.

**Project Location
HARBOR**



WATERFRONT

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Tidelands Funds	\$ 500,000		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Uplands	\$ 100,000		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TOTAL	\$ 600,000	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 400,000	\$ 400,000	\$ 200,000	\$ 200,000	\$ 200,000
TOTAL	\$ 400,000	\$ 400,000	\$ 200,000	\$ 200,000	\$ 200,000

NOTES:

FUND:	00 - Tidelands/601 - Uplands
PROJECT NO.:	70360
PROJECT TYPE:	Construction
CATEGORY:	Waterfront
INITIAL YEAR OF FUNDING:	FY 06-07

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Pier Deck & Piling Structure Repairs

DEPARTMENT: Public Works / Waterfront & Economic Development
PROJECT MANAGER: Geraldine Trivedi

ESTIMATED SCHEDULE: Ongoing

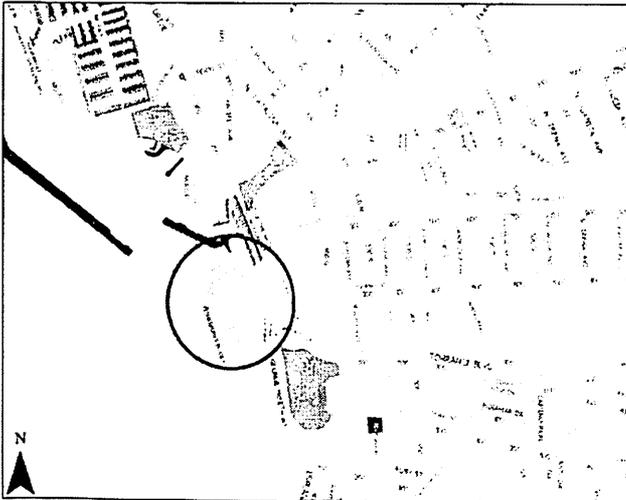
PROJECT DESCRIPTION:

Repair pier structure including decking and pilings and pertinent utilities pursuant to annual maintenance inspections.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to maintain a high level of public safety with public engagement, improve public infrastructure and facilities in an environmentally responsible manner, and vitalize the waterfront.

Project Location
Pier



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Tidelands Funds	\$ 532,402	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
TOTAL	\$ 532,402	\$ 200,000				

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 732,402	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
TOTAL	\$ 732,402	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000

NOTES:

FUND:	600 - Tidelands Funds
PROJECT NO.:	70350
PROJECT TYPE:	Construction
CATEGORY:	Waterfront
INITIAL YEAR OF FUNDING:	+20 years

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Pier Parking Structure Critical Repairs

DEPARTMENT: Public Works / Waterfront & Economic Development
PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Winter, 2016.

PROJECT DESCRIPTION:

The project will repair joints, leaks, damaged floor, and other structural members of the pier parking structure using various repair methods.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to maintain a high level of public safety with public engagement, improve public facilities and infrastructure in an environmentally responsible manner, and vitalize the waterfront.

**Project Location
Harbor**



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Uplands Funds	\$ 129,655	\$ 75,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000
Tidelands	\$ 215,002	\$ 25,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
TOTAL	\$ 344,657	\$ 100,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 444,657	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
TOTAL	\$ 444,657	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000

NOTES:

FUND:	600 - Tidelands/601 - Uplands
PROJECT NO.:	70370/70610
PROJECT TYPE:	Construction
CATEGORY:	Waterfront
INITIAL YEAR OF FUNDING:	FY 04-05

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Pier Revitalization Phase 2

DEPARTMENT: Public Works / Waterfront & Economic Development
PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Phase 2 will begin in late FY 16-17.

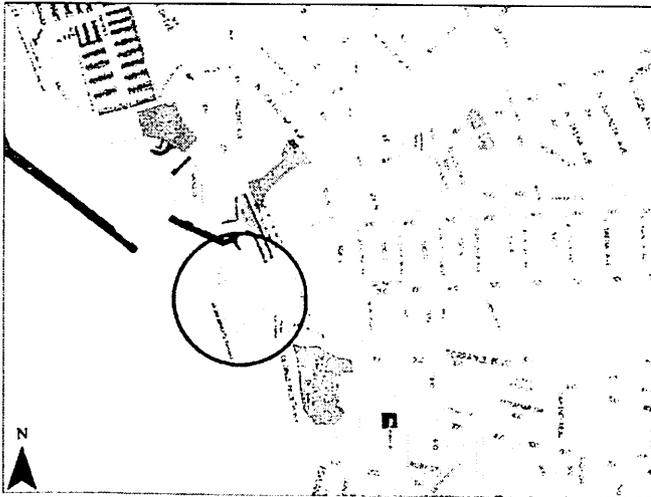
PROJECT DESCRIPTION:

The project continues the improvements to the public areas on the pier, including pavement, landscaping, and furniture.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally responsible manner, and vitalize the waterfront.

Project Location
Harbor



WATERFRONT

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Uplands Funds			\$ 120,000	\$ 50,000	\$ 50,000	\$ 50,000
Tidelands			\$ 120,000	\$ 50,000	\$ 50,000	\$ 50,000
TOTAL	\$ -	\$ -	\$ 240,000	\$ 100,000	\$ 100,000	\$ 100,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction		\$ 240,000	\$ 100,000	\$ 100,000	\$ 100,000
TOTAL	\$ -	\$ 240,000	\$ 100,000	\$ 100,000	\$ 100,000

NOTES:

FUND:	600-Tidelands/601-Uplands
PROJECT NO.:	New
PROJECT TYPE:	Construction
CATEGORY:	Waterfront
INITIAL YEAR OF FUNDING:	FY 16-17

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Sea Level Rise Improvements

DEPARTMENT: Public Works/Waterfront &
Economic Development
PROJECT MANAGER: TBD

ESTIMATED SCHEDULE:
Study in FY 14-15 & 15-16.

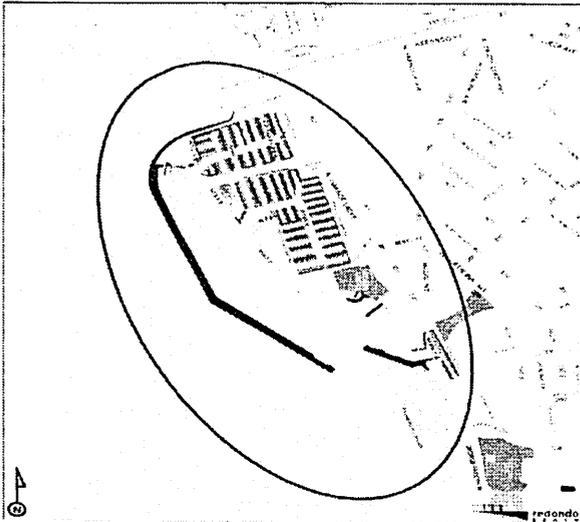
PROJECT DESCRIPTION:

This project will increase the height of existing concrete seawalls and breakwaters, and make other facility improvements in response to issues related to sea level rise. The first phase will take the findings of the LA County Coastal Communities Sea Level Rise Study and apply them to facilities within the City Coastal Zone.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally responsible manner, maintain a high level of public safety with public engagement, and vitalize the waterfront.

**Project Location
Harbor**



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Uplands	\$ 50,000		\$ 500,000	\$ 500,000	\$ 500,000	
Tidelands	\$ 50,000					
TOTAL	\$ 100,000	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction		\$ 500,000	\$ 500,000	\$ 500,000	
Study/Survey	\$ 100,000				
TOTAL	\$ 100,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ -

NOTES:

FUND:	600-Tidelands/601-Uplands
PROJECT NO.:	70650
PROJECT TYPE:	Rehabilitation
CATEGORY:	Waterfront
INITIAL YEAR OF FUNDING:	FY 14-15

**Previously Funded Carryover Projects
Currently In Design, Out to Bid, or In Construction
(As of 5/10/15)**

Project Category	Project Number	Project Title	FY 14-15 Appropriation	Estimated FY 14-15 Carryover
Parks	30570	Alta Vista Tennis Court Lights	\$ 68,328	\$ 33,169
Parks	30650	Landscaping - Herondo ROW & Grant/Inglewood	\$ 100,000	\$ 100,000
Parks	30640	North RB Bikeway Irrigation Improvements	\$ 250,000	\$ 250,000
Parks	30250	Veterans Park Memorial Railing	\$ 69,071	\$ 23,552
TOTAL			\$ 487,399	\$ 406,721

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

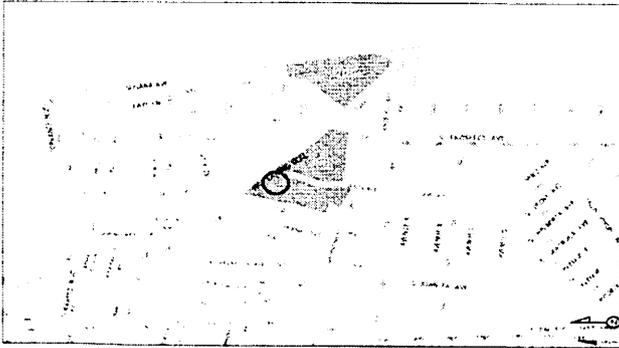
PROJECT TITLE:
Alta Vista & Anderson Park
Tennis Court Resurfacing

DEPARTMENT: Public Works / Recreation

PROJECT MANAGER: Cuong Dang

ESTIMATED SCHEDULE:
Construction 2016

Project Location
Alta Vista Park



PROJECT DESCRIPTION:

The project will resurface the tennis courts at Alta Vista and Anderson Park.

JUSTIFICATION:

The Alta Vista and Anderson Tennis Courts are very popular and generate user-pay revenue for the City. The project supports the City's Strategic Plan goals to build an economically vital and financially sustainable city and to improve public infrastructure and facilities in an environmentally responsible manner.

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Subdivision		\$ 55,000				
TOTAL	\$ -	\$ 55,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 55,000				
TOTAL	\$ 55,000	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	254 - Subdivision Park
PROJECT NO.:	NEW
PROJECT TYPE:	Construction
CATEGORY:	Parks
INITIAL YEAR OF FUNDING:	NEW

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Aviation Park Field Light Replacement

DEPARTMENT: Public Works

PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Installation in FY 16-17.

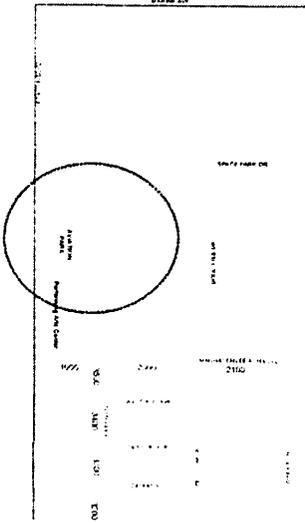
PROJECT DESCRIPTION:

The project will replace the five existing deteriorated and outdated filed lights and 90' poles at Aviation Park with four new energy efficient modern lights and 70" poles.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally responsible manner and maintain a high level of public safety with public engagement.

Project Location
Aviation Park



PARKS

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Park & Rec			\$ 20,000			
Subdivision			\$ 342,000			
TOTAL	\$ -	\$ -	\$ 362,000	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction		\$ 362,000			
TOTAL	\$ -	\$ 362,000	\$ -	\$ -	\$ -

NOTES:

FUND:	250 - Park & Rec/300 - Capital
PROJECT NO.:	NEW
PROJECT TYPE:	Construction
CATEGORY:	Parks
INITIAL YEAR OF FUNDING:	NEW

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Aviation Track Resurfacing

DEPARTMENT: Public Works

PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Installation in FY 17-18.

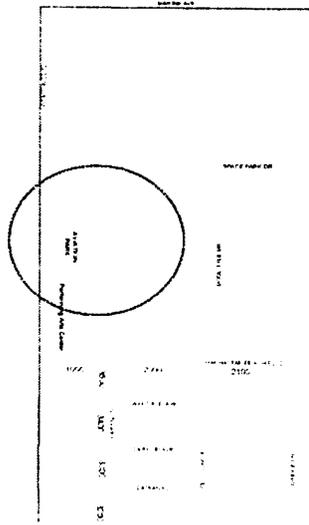
PROJECT DESCRIPTION:

The project will resurface the running track at Aviation Park. The project involves resurfacing the top layer of the track with a latex spray to eliminate worn and uneven spots and ensure an appropriate cushion for runners/walkers.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally responsible manner and maintain a high level of public safety with public engagement.

Project Location
Aviation Park



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Park & Rec				\$ 25,000		
Subdivision				\$ 25,000		
TOTAL	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction			\$ 50,000		
TOTAL	\$ -	\$ -	\$ 50,000	\$ -	\$ -

NOTES:

FUND:	250-Park & Rec/254-Subdivision
PROJECT NO.:	NEW
PROJECT TYPE:	Construction
CATEGORY:	Parks
INITIAL YEAR OF FUNDING:	NEW

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Ensenada Parkette Rehabilitation

DEPARTMENT: Public Works

PROJECT MANAGER: CUONG DANG

ESTIMATED SCHEDULE: Construction in FY 15-16.

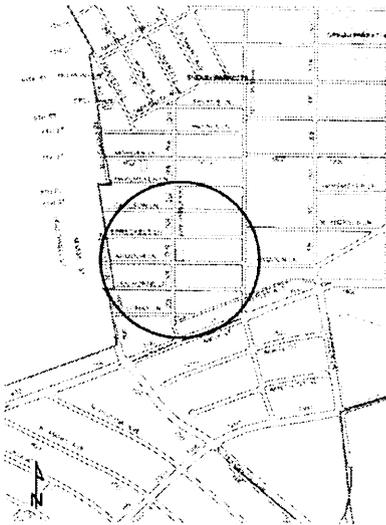
PROJECT DESCRIPTION:

The project will make landscape, irrigation, and hardscape improvements and install new benches and furniture at Ensenada Parkette.

JUSTIFICATION:

The park is heavily used and needs rehabilitation. The project supports the City's Strategic Plan goal to improve public facilities and infrastructure in an environmentally responsible manner.

Project Location
Ensenada Parkette



PARKS

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Capital Projects	\$ 50,000	\$ 100,000				
TOTAL	\$ 50,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 150,000				
TOTAL	\$ 150,000	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	300 - Capital Projects
PROJECT NO.:	30620
PROJECT TYPE:	Rehabilitation
CATEGORY:	Parks
INITIAL YEAR OF FUNDING:	FY 13-14

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Rubber Surfacing at Gregg & Aviation

DEPARTMENT: Public Works

PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Construction in FY 19-20.

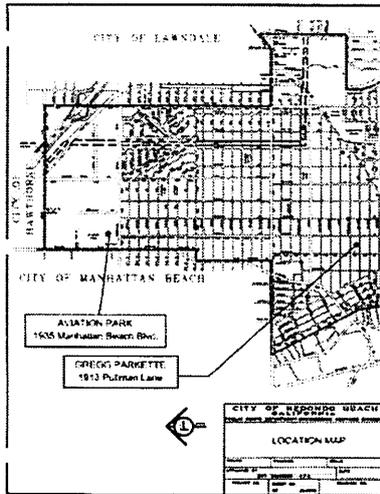
PROJECT DESCRIPTION:

The project will replace the rubber surfacing at the Aviation Park and Gregg Parkette play areas.

JUSTIFICATION:

The rubber surfacing at both play areas is deteriorating and becoming inflexible. The Public Works Department has had to repeatedly patch the surfacing due to age, cracking, hardening and wear. The project supports the City's Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner and maintain a high level of public safety with public engagement.

Project Location
Gregg Parkette & Aviation Park



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Subdivision						\$ 55,000
Park & Rec Fac.						\$ 40,000
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,000

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction					\$ 95,000
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 95,000

NOTES:

FUND:	250-Park & Rec/254-Sub. Park Trust
PROJECT NO.:	NEW
PROJECT TYPE:	Rehabilitation
CATEGORY:	Parks
INITIAL YEAR OF FUNDING:	NEW

**Unfunded and Underfunded CIP Projects by Fund
FY 15-16 to FY 19-20**

Project Name	Five Year Recommended & C/O Funds	230-Grants	254-Subdivisic Park Trust	300-Capital Projects (Gen'l Fund)	600/601 Harbor Enterprise	Donations	Developer	Bonds	Unfunded/ Underfunded TOTAL
PARK IMPROVEMENTS									
Anderson Park Improvements - Phase 1B (Fountain)			\$ 210,000						\$ 210,000
Anderson Park Improvements - Phase 2			\$ 450,000						\$ 450,000
Anderson Park Improvements - Phase 3			\$ 585,000						\$ 585,000
Anderson Park Improvements - Phase 4			\$ 155,000						\$ 155,000
Anderson Park Improvements - Phase 5			\$ 275,000						\$ 275,000
Anderson Park Improvements - Phase 6			\$ 975,000						\$ 975,000
Anderson Park Improvements - Phase 7			\$ 860,000						\$ 860,000
Dominguez Park Play Equipment			\$ 300,000						\$ 300,000
Edison ROW Greenspace at Herondo		\$ 400,000		\$ 60,000					\$ 400,000
Sneary Parkette Decorative Fence									\$ 60,000
SUB-TOTAL	\$ -	\$ 400,000	\$ 3,810,000	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 4,270,000

**Previously Funded Carryover Projects
Currently In Design, Out to Bid, or In Construction
(As of 5/10/15)**

Project Category	Project Number	Project Title	FY 14-15 Appropriation	Estimated FY 14-15 Carryover
Public Facilities	20600	Alta Vista Park Facilities Inspection & Repair	\$ 53,900	\$ 53,900
Public Facilities	20670	City Fueling Station Replacement - Design	\$ 200,000	\$ 200,000
Public Facilities	20620	Fire Station 3 Generator	\$ 240,000	\$ 240,000
Public Facilities	20420	Main Library EOC Generator & Equipment Upgrades	\$ 72,263	\$ 70,943
Public Facilities	20520	New Police Station & Fire Stations 1 & 2 Planning	\$ 100,000	\$ 100,000
Public Facilities	20700	PW Yard and Police Parking Lot ADA Improvements	\$ 225,000	\$ 225,000
Public Facilities	20640	RBPAC East Patio Repairs	\$ 47,100	\$ 47,100
Public Facilities	20710	Senior Center Improvements - Anderson Park & Perry Park	\$ 147,008	\$ 139,095
Public Facilities	20120	Transit Center	\$ 6,236,132	\$ 5,465,123
Public Facilities	20570	Veterans Park Community Center Carpet/Tile	\$ 41,120	\$ 39,493
Public Facilities	20650	Veterans Park Senior Center Improvements	\$ 114,003	\$ 106,654
TOTAL			\$ 7,476,526	\$ 6,687,308

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
City Council Chambers & RBTB Broadcast
Facility Upgrades

DEPARTMENT: Public Works & City Clerk

PROJECT MANAGER: Nancy Wong

ESTIMATED SCHEDULE:
Construction - 2016

Project Location
City Hall



PUBLIC FACILITIES

PROJECT DESCRIPTION: The project will continue the improvements that were installed in the City Council Chambers. The new improvements include a new microphone system at the dais, an automatic speaker timer, a digital recorder for clear audio record transcription, remodeling the Council Dias to accomodate stationary touch screen monitor, audio visual room software and hardware upgrades and library improvements to accomodate an offsite meeting room for City Council meetings. This project includes funding for the related construction improvements to the Council Chambers and Lobby area.

JUSTIFICATION: The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally respsible manner and to increase

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
CIP (Peg Fees)	\$ 97,836	\$ 650,000		\$ -	\$ -	\$ -
TOTAL	\$ 97,836	\$ 650,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Design	\$ 97,836				
Construction	\$ 650,000				
TOTAL	\$ 747,836	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	300 - CIP (PEG Fees)
PROJECT NO.:	20560
PROJECT TYPE:	Rehabilitation
CATEGORY:	Public Facilities
INITIAL YEAR OF FUNDING:	FY 12-13

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Civic Center Safety & Workplace Health Improvements

DEPARTMENT: Public Works

PROJECT MANAGER: Mike Klein

ESTIMATED SCHEDULE:
Construction - Ongoing

Project Location
City Hall



PUBLIC FACILITIES

PROJECT DESCRIPTION:

The project will include safety and workplace health improvements in the Civic Center. Improvements will take place in employee areas, public entry areas and in conference rooms.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally responsible manner.

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Capital Projects	\$ 61,195	\$ 150,000				
TOTAL	\$ 61,195	\$ 150,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 211,195				
TOTAL	\$ 211,195	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	300 - CIP
PROJECT NO.:	20610
PROJECT TYPE:	Construction
CATEGORY:	Public Facilities
INITIAL YEAR OF FUNDING:	FY 13-14

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Police Station Improvements

DEPARTMENT: Public Works

PROJECT MANAGER: Mike Klein

ESTIMATED SCHEDULE: Construction - Fall 2015

Project Location
Police Station



PUBLIC FACILITIES

PROJECT DESCRIPTION:

The project will combine previous City Council approved CIP projects into one project including: updated juvenile detention area, women's locker room expansion, report writing trailer purchase, and community policing unit transfer. The project will create a report writing and interview room area within the police station, negating the need to buy a temporary trailer. Additional upgrades will be completed in public areas and offices.

JUSTIFICATION:

The project supports the City's Strategic Plan goal to improve public facilities and infrastructure in an environmentally responsible manner and maintain a high level of public safety with public engagement. It will allow the police department to meet

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Narcotics Forfeit.	\$ 26,059					
Capital Projects	\$ 130,211	\$ 100,000				
TOTAL	\$ 156,270	\$ 100,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 256,270				
TOTAL	\$ 256,270	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	252-Narc. Forfeit./300 - CIP Fund
PROJECT NO.:	20690
PROJECT TYPE:	Construction
CATEGORY:	Public Facilities
INITIAL YEAR OF FUNDING:	FY 14-15

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Police Station Security & Parking Lot Improvements

DEPARTMENT: Public Works

PROJECT MANAGER: Cuong Dang

ESTIMATED SCHEDULE: Construction - Fall 2015

Project Location
Police Station



PROJECT DESCRIPTION:

The project will use existing block walls with added metal fencing and gates to enclose the south and west parking lots of the Police Facility to increase the safety of employees and the public, to restrict access to police vehicles, and to reduce the opportunities for transfer prisoner escapes. The project includes electronic access gates.

JUSTIFICATION:

The project supports the City's Strategic Plan goal to improve public facilities and infrastructure in an environmentally responsible manner and maintain a high level of public safety with public engagement.

Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Capital Projects	\$ 200,000	\$ 200,000				
TOTAL	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 400,000				
TOTAL	\$ 400,000	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	300 - Capital Projects Fund
PROJECT NO.:	20680
PROJECT TYPE:	Construction
CATEGORY:	Public Facilities
INITIAL YEAR OF FUNDING:	FY14-15

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
RBPAC East Roof Repairs

DEPARTMENT: Public Works

PROJECT MANAGER: TBD

ESTIMATED SCHEDULE: Fall 2015

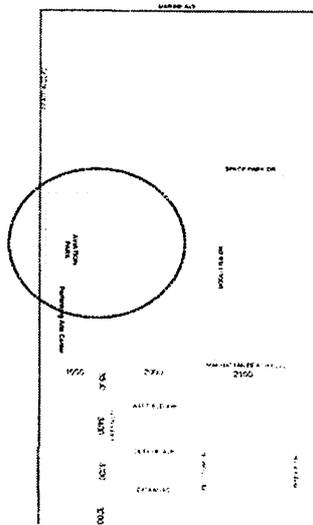
PROJECT DESCRIPTION:

The project will remove and replace the "cool roof" modified bitument roofing system and repair damaged roofing decking on the east roof at the Redondo Beach Performing Arts Center.

JUSTIFICATION:

The project supports the City's Strategic Plan goals to improve public infrastructure and facilities in an environmentally responsible manner and maintain a high level of public safety with public engagement.

**Project Location
RBPAC**



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Capital		\$ 150,000				
TOTAL	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Construction	\$ 150,000				
TOTAL	\$ 150,000	\$ -	\$ -	\$ -	\$ -

NOTES:

FUND:	300 - Capital Projects Fund
PROJECT NO.:	NEW
PROJECT TYPE:	Construction
CATEGORY:	Public Facilities
INITIAL YEAR OF FUNDING:	New

**Unfunded and Underfunded CIP Projects by Fund
FY 15-16 to FY 19-20**

Project Name	Five Year Recommended & C/O Funds	230-Grants	254-Subdivision Park Trust	300-Capital Projects (Gen'l Fund)	600/601 Harbor Enterprise	Donations	Developer	Bonds	Unfunded/ Underfunded TOTAL
PUBLIC FACILITY IMPROVEMENTS									
Anderson Park Community Center (Phase 8)				\$ 5,100,000					\$ 5,100,000
City Hall Replacement								\$ 10,000,000	\$ 10,000,000
Corporation Yard				\$ 37,800,000					\$ 37,800,000
Dominguez Park Community Center				\$ 600,000					\$ 600,000
Emergency Operation Center Relocation		\$ 500,000		\$ 150,000					\$ 650,000
Fire Stations 1 & 2 Modernization								\$ 10,000,000	
Main Library Administration Carpet Replacement				\$ 50,000					\$ 50,000
New Police Station								\$ 40,000,000	
North RB Emergency Operations Center		\$ 750,000							\$ 750,000
Planning HVAC Replacement				\$ 85,000					
RBPAC Seating Refurbishment				\$ 373,000					\$ 373,000
Seaside Lagoon Rehabilitation		\$ 5,500,000							\$ 5,500,000
SUB-TOTAL	\$ -	\$ 6,750,000	\$ -	\$ 44,168,000	\$ 5,500,000	\$ -	\$ -	\$ 60,000,000	\$ 66,323,000

**Previously Funded Carryover Projects
Currently In Design, Out to Bid, or In Construction
(As of 5/10/15)**

Project Category	Project Number	Project Title	FY 14-15 Appropriation	Estimated FY 14-15 Carryover
General	10290	733 N. Paulina Demolition	\$ 49,500	\$ 49,500
General	10160	Comprehensive City Identity Program	\$ 198,089	\$ 197,951
General	10120	Public Art	\$ 46,561	\$ 40,561
TOTAL			\$ 294,150	\$ 288,012

CITY OF REDONDO BEACH CAPITAL IMPROVEMENT PROJECT INFORMATION

PROJECT TITLE:
Path of History - Vincent

DEPARTMENT: Community Services
PROJECT MANAGER: John LaRock

ESTIMATED SCHEDULE: Ongoing

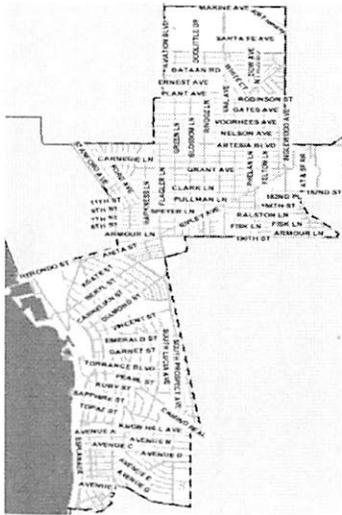
PROJECT DESCRIPTION:

The Path of History is a plan for a series of pedestrian-oriented markers, located in significant, accessible public locations throughout the City. The markers portray the City's rich history through photographs and educational text. The City assumed oversight of the project from the Leadership Class of 2002. The next planned marker is the Vincent Park - Lamp of Learning marker.

JUSTIFICATION:

The project supports the City's Strategic Plan goal to improve public infrastructure and facilities in an environmentally responsible manner.

Project Location
Various Locations in the City



Funding Sources	Est. C/O	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Donations	\$ 8,493	\$ 500	\$ 750	\$ 750	\$ 750	\$ 750
TOTAL	\$ 8,493	\$ 500	\$ 750	\$ 750	\$ 750	\$ 750

Project Costs	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Design / Installation	\$ 8,993				\$ 3,000
TOTAL	\$ 8,993	\$ -	\$ -	\$ -	\$ 3,000

NOTES:

FUND:	300 - Capital Project Donations
PROJECT NO.:	10210
PROJECT TYPE:	Construction
CATEGORY:	General
INITIAL YEAR OF FUNDING:	FY 03-04

**Unfunded and Underfunded CIP Projects by Fund
FY 15-16 to FY 19-20**

Project Name	Five Year Recommended & C/O Funds	230-Grants	254-Subdivision Park Trust	300-Capital Projects (Gen'l Fund)	600/601 Harbor Enterprise	Donations	Developer	Bonds	Unfunded/ Underfunded TOTAL
GENERAL IMPROVEMENTS									
Ainsworth Court Stairs Rehabilitation		\$ 407,500							\$ 407,500
TOTAL	\$ -	\$ 407,500	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 407,500