

**AGENDA – REGULAR MEETING
PLANNING COMMISSION
CITY OF REDONDO BEACH
THURSDAY SEPTEMBER 17, 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 September 17, 2015.
5. Approval of the following minutes: Regular Meeting of August 20, 2015.
6. Receive and file the Strategic Plan Update of August 18, 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 review, consider, and approve an addendum to the Mitigated Negative Declaration, Initial Study, and Mitigation Monitoring and Reporting Program, and for consideration of Amendments to the previously approved Planning Commission Design Review and Conditional Use Permit to allow the construction of a third four-story hotel with 184 rooms that is approximately 136,372 square feet in size to include 1,163 square feet of meeting space, an outdoor swimming pool and sport court, 185 parking spaces, with a private park for hotel guests developed on the existing SCE utility right-of-way with a service road, walking path, and play field on property located within an Industrial (I-1) zone.

APPLICANT:	TRCF Redondo, LLC
PROPERTY OWNER:	Same as applicant
LOCATION:	2430 Marine Avenue
CASE NO.:	2015-09-PC-013
RECOMMENDATION:	Approve with conditions

VIII. OLD BUSINESS

Items continued from previous agendas.

IX. NEW BUSINESS

Items for discussion prior to action.

X. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

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

XI. COMMISSION ITEMS AND REFERRALS TO STAFF

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

XII. ITEMS FROM STAFF

XIII. COUNCIL ACTION ON PLANNING COMMISSION MATTERS

XIV. ADJOURNMENT

The next meeting of the Planning Commission of the City of Redondo Beach will be a Regular Meeting to be held at 7:00 p.m. on Thursday, October 15, 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.

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: Michael Webb, City Attorney
Cheryl Park, Assistant City Attorney
Jillian Martins, Deputy City Attorney
Tyson Sohagi, CEQA Legal Consultant
Aaron Jones, Community Development Director
Stacey Kinsella, Special Projects Planner
Lina Portolese, Planning Analyst
Diane Cleary, Minutes Secretary

SALUTE TO THE FLAG

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

APPROVAL OF ORDER OF AGENDA

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to consider item 10 prior to Item 8. Motion carried unanimously.

CONSENT CALENDAR #4 THROUGH #7

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

4. **APPROVED AFFIDAVIT OF POSTING FOR THE PLANNING COMMISSION MEETING OF August 20, 2015.**
5. **APPROVED THE FOLLOWING MINUTES:** Regular Meeting of July 16, 2015.
6. **RECEIVED AND FILED THE STRATEGIC PLAN UPDATE OF July 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 to citizens.

Commissioner Gaian disclosed speaking with neighbors.

EXCLUDED CONSENT CALENDAR ITEMS – NONE

BLUE FOLDER ITEMS - NONE

OLD BUSINESS

10. APPROVE CONSTRUCTION OF A MIXED-USE DEVELOPMENT 1700 S. PACIFIC COAST HIGHWAY CASE NO. 2015-03-PC-005

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.

Community Development Director Aaron Jones informed that the applicant is requesting a continuance to October 15, 2015.

Motion by Chair Biro, seconded by Commissioner, to continue this item to October 15, 2015. Motion carried, with Commissioner Mitchell abstaining.

The public requested speaking on this item.

Motion by Commissioner Rodriguez, seconded by Commissioner Gaian, to open the Public Hearing at 7:09 p.m. Motion failed with no vote taken.

Commissioner Goodman stated given that the applicant wants to redesign the project at this time, there is no project to consider tonight.

Community Development Director Aaron Jones stated that the Commission may continue this item to a time and date certain in accordance with the written request, noting that the applicant has stated they desire to engage with the community and are planning to perform significant project revisions.

Bruce Szeles, Linda Drive, Torrance, indicated that Mr. Zuker stated that he did not want to do anything further which is why the people are here. He asked that the project be denied, and noted there is still an appeal process to City Council that can take place.

Chair Biro explained that the Commission at the last meeting requested staff make findings for denial, which the Commission does not have tonight, since the applicant has requested more time.

Commissioner Goodman explained that the applicant requested more time to come back with a substantially different project, and it is important to be fair to everybody, including the applicant.

Mr. Szeles stated the project presented last time should be either denied or approved, which can then go through the appeal process.

Assistant City Attorney Park advised that the public can comment on the motion but to limit comments with respect to the project. She also pointed out that the Planning Commission has already voted to continue the item and that the applicant come back with a revised project.

Mr. Szeles expressed concern with the project coming back with very minimal changes.

Chair Biro indicated that the Commission will only consider the project if there are significant changes, to avoid having to go through another hearing.

City Attorney Webb stated the public has the right to speak on any motion, and recommended a motion to reconsider and allow the public comment on this item.

Motion by Chair Biro, seconded by Commissioner Rodriguez, to reconsider the motion to continue the Public Hearing to October 15. Motion carried with the following roll call vote:

AYES: Rodriguez, Gaian, Sanchez, Goodman, Ung, Biro

NOES: None

ABSTAINED: Mitchell

Commissioner Goodman pointed out that the Commission cannot do anymore at this point since further information has not been received from staff at this time.

Amy Josefek expressed concern with disconnect with the applicant and the public and stated that the plan is too dense and there would be too much traffic that could not be mitigated. She said that the applicant has been given every opportunity to work with the community and she asked that the Planning Commission deny the plans presented.

Michael Dube, Paseo De Granada, believed that nothing will happen differently in six weeks' time and suggested starting over with a clean slate. He stated the process needs to be moved forward.

Mary Trainor, Paseo De Granada, stated the public feels left out with a disconnect, and expressed concern benefiting out of town developers while destroying the Riviera.

Commissioner Gaiian pointed out that the Sea Breeze project was not approved, Legado has not been approved, and the Commission does listen to the community and has been heard. He said the Commission tries to be fair and supported allowing a few more weeks for the applicant.

Commissioner Rodriguez stated he spoke to key people that this item will be continued. He said staff did not come back with findings for denial, and the only path the Commission has is to continue the item. He also expressed concern with setting up the City for a lawsuit if findings for denial cannot be made.

Commissioner Ung read part of the letter asking for the postponement, and he suggested putting trust in the Commission to make sure the applicant's proposal is implemented.

Commissioner Sanchez said it is important to allow everybody to have a voice to include the applicant.

Joyce Neu questioned the process of denial and the legal team not reporting back.

Chair Biro stated he asked staff to stop work once the applicant had requested extra time.

Ms. Neu also expressed concern with meeting with the applicant again with nothing changing, and lack of interest by the applicant in the community, noting the site has deteriorated.

Jeff Abrams, 416 Avenue G, stated the Commission is doing a great job, but noted concerns include lack of community outreach and questioned what would be different this time. He supported a development that will benefit the community and expressed concern with an appropriate project coming forward in 60 days addressing the community's concerns.

Commissioner Goodman stated the Commission supports proposals that will make sense for the community and will not support this project coming back with very little change.

City Attorney Webb said it is important to allow the members of the public to speak and that the Commissioners not be opinionate.

Suzanne McCune, S. Gertruda, stated she is confused about the process and thought the project was rejected at the last hearing. She suggested discussing the history of the site and stated she will email the Commission three pages of an article in the Daily Breeze about the former Plush Horse Hotel and its evolution through the years which would help on decisions of revitalizing the property.

David Garten, De Las Colinas, stated he is disappointed with the continuance and believed this is a tactic move on Legado's part.

Joe Oliveri thanked the Commission for this opportunity and he supported the City. He also said the property is prominent in the City and believed it should be something people are happy to see.

Nancy Mansfield Staudt, 145 Paseo De Las Delicias, spoke on safety, noting it is becoming very difficult to get out of the Riviera and make a left turn onto Pacific Coast Highway. She said traffic is getting worse and worse and supported the Commission's effort. She also said she has lived in the Riviera for 50 years.

Bertin Guillory expressed concern with a continuance and suggested denying the project and have the applicant come back with a new project.

Susan Renick believed that a private communication took place, allowing the developer to change the plan, ignoring the Commission's instruction. She expressed concern with the motion on continuing and the lack of community outreach, and she also believed that the applicant's changes will unlikely mitigate all of the testimony heard last time. She requested consideration of a moratorium and expressed concern with piecemeal projects. She supported denying the project tonight.

Don Moore, Avenue G, noted two fire hazard palm trees and asked that staff take care of it, gaining back some credibility.

Candace Nafissi, District 3, asked that the Commission be supportive and come to a consensus. She suggested not continuing the project over and over and supported Legado develop a plan in line with the community.

Brian Chiat, Redondo Beach, suggested that Legado work with the people from the area and look at projects that have been successful such as Riviera Colony. He also said even if the project is brought down further, it will not do the community any good.

Floyd Berlis stated no one was aware of a continuance and suggested a process going forward that the residents look to the Commission and social medial regarding any changes taking place at the October 15 meeting.

Community Development Director Aaron Jones stated a notice was mailed ten days prior and the agenda was published last Friday regarding continuing the hearing which is also listed on the City's website and included the waiver request from the applicant.

Assistant City Attorney Cheryl Park advised that the information regarding the denial was included in the staff report and the recommendation posted 72 hours before this meeting which indicated that staff recommends that the Commission continue the hearing.

Marcie Guillermo, District 1, supported postponing the hearing if there is not enough public at the October 15 meeting. She also said the corner has a lot of traffic and expressed concern with removing the raised medians. She further supported a moratorium on any major development until there is a good plan.

Emily Beiler, Paseo De Granada, expressed concern with the proposed aesthetics and suggested doing an inventory of projects that enhance Redondo Beach. She also suggested looking at other cities on how they worked on aesthetics and reduced density.

Edward Czucker, owner of Legado, stated they have reached out since the last meeting to many immediate neighbors with many refusing to meet with them. He also stated those of support have

expressed harassment. He noted that support development on the site but there are those that oppose any development on the site.

Motion by Commissioner Rodriguez, seconded by Commissioner Sanchez, to receive and file emails and flyers presented by Mr. Czucker. Motion carried unanimously.

Mr. Czucker stated mistakes have been made but they are approaching this with an open mind with everyone on the table, speaking to members of the community and organization. He stated they are willing to completely redesign the project, including changing it to a Mediterranean style asked by many and address the features of the project. He said they started their outreach and addressing concerns with the palm trees. He spoke on traffic including enlarging and lengthening left turn lanes in both directions and also the right turn lanes to allow for cueing not taking away the flow of traffic. He noted complaints coming from Torrance residents rather than Redondo Beach, and stated he has reached out to several residents who refused to meet with them. He supported all input up front and bringing back their item on October 15 with meaningful direction. He also said they can't address everyone's concerns but they will do their best to bring back an asset to the community, dealing with mitigation issues including sewer, street widening and traffic concerns, upgrading the neighborhood. He further stated they would like to renovate the hotel which is part of a master plan and which would generate TOT and revenue to the City. He requested giving them the time to make the efforts, spend the money, deal with the architects and community and present back to the Commission something more agreeable to everyone concerned.

In response to Commissioner Sanchez, Mr. Czucker stated they hope to address concerns to the best of their ability and apologized for any lack of sensitivity. He explained that they had some turnover in staff in-house and had to rely on outside consultants. He stated their intent is to come up with a design, having to address multiple opinions and competing desires and styles. He supported input and reaching out with an open mind to talk to neighbors and anyone else willing to work with them, coming up with a project that best suits the majority in the community. He said he understood the concerns and he is reaching out to the community to meet with him, working together to come up with a compromise that works for everybody.

Commissioner Sanchez expressed concern with the lack of community outreach on the part of Mr. Czucker, and believed the project is not quite there yet as far as being acceptable to everyone concerned.

Commissioner Gaian believed that the intersection is an issue and supported more discussions on the hotel.

In response to Chair Biro, Mr. Czucker supported an extension to October 15, 2015.

Chair Biro asked that people reach out to Mr. Czucker and contact him for input.

Mr. Czucker provided his contact information.

In response to Chair Biro, Community Development Director Aaron Jones stated the applicant would need to have a package in to staff by October 1 for the October 15 meeting.

Mr. Czucker requested an additional month to November 19, 2015.

Amended Motion by Chair Biro, seconded by Commissioner Rodriguez, to continue this item to November 19, 2015. Motion carried, with Commissioner Mitchell abstaining.

Commissioner Gaian suggested having a sign by the hotel regarding the proposed project.

Mr. Fernando Villa supported the motion for continuing the hearing and stated the comments made by Mr. Czucker are earnest. He said they are hopeful and optimistic in having a constructive dialogue.

Carol Perry, Avenue G, suggested a representative group of the neighbors, and also said Torrance residents are affected, noting PCH is a state highway.

Commissioner Rodriguez informed that the agenda was posted and he contacted people from the groups and presented information.

Motion by Chair Biro, seconded by Commissioner Sanchez, to receive and file documents from Ms. Amy Josefek. Motion carried unanimously.

Commissioner Gaian encouraged everyone, including Legado, to try to move forward.

Ellen Margetich, Avenue E, stated she wasn't contacted regarding any meetings from Legado, and pointed out that the residents would meet with the applicant if an agenda were provided.

Pam Cambar, Torrance, stated she plans to attend the City of Torrance Planning Commission and City Council meetings expressing Redondo Beach's sentiments. She also said the area is unique with Torrance and Redondo Beach overlay.

In response to Commissioner Sanchez, Community Development Director Jones stated that Code Enforcement has not yet reviewed the site but suggested this be considered as well as looking at the trees.

RECESS: 8:37 P.M.

Motion by Chair Biro, seconded by Commissioner Sanchez, to recess at 8:37 p.m. Motion carried unanimously.

RECONVENE: 8:45 P.M.

ROLL CALL

Commissioners Present:	Biro, Gaian, Goodman, Mitchell, Rodriguez, Sanchez, Ung
Commissioners Absent:	None
Officials Present:	Michael Webb, City Attorney Cheryl Park, Assistant City Attorney Jillian Martins, Deputy City Attorney Tyson Sohagi, CEQA Legal Consultant Aaron Jones, Community Development Director Stacey Kinsella, Special Projects Planner Diane Cleary, Minutes Secretary

PUBLIC HEARINGS

8. APPROVE ZONING TEXT AMENDMENTS REGULATING MASSAGE ESTABLISHMENTS CITY OF REDONDO BEACH CASE NO. 2015-08-PC-011

Motion by Commissioner Sanchez, seconded by Commissioner Goodman, to open the Public Hearing at 8:46 p.m. and receive and file all documents regarding Case. No 2015-08-PC-011, a Public Hearing to consider zoning text amendments to Sections 10-2.402, 10-2.610, 10-2.620, 10-2.630, 10-2.640, 10-2.910, 10-2.1600, 10-5.402, 10-5.610, 10-5.620, 10-5.630, 10-5.640, 10-5.910 and 10-5.1600 of the Zoning Ordinance and Coastal Zoning Ordinance to consider regulating massage establishments by Conditional Use Permit and placing restrictions on minimum separation between massage establishments. Planning Commission will consider adopting a resolution which recommends that City Council adopt the proposed zoning text amendments. The Planning Commission will also review and consider proposed findings/exemptions under the California Environmental Quality Act (CEQA). More specifically, findings that the zoning text amendments described in this notice are not subject to CEQA pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378(a) of the CEQA Guidelines because it has no potential for resulting in physical change to the environment, directly or indirectly). In the alternative the Commission will also review and consider CEQA exemptions. Motion carried unanimously.

Special Projects Planner Stacey Kinsella gave a report and discussed the summary of changes and staff recommendation.

Laura Sola, Nelson Avenue, noted a number of massage parlors on Artesia Boulevard between Inglewood and Aviation (total of 7) with some close together and one across the street from another. She expressed concern with their appearance and a collection of places that are not desirable to include bars, psychic advisors, etc., which doesn't feel like Redondo Beach. She questioned issues with quality businesses opening up, and supported more upscale businesses on Artesia Boulevard.

Marcie Guillermo questioned why the massage parlors on Torrance Boulevard are open so late, and also requested public input before these amendments take place. She further requested quality businesses on Artesia Boulevard.

In response to Commissioner Sanchez, Special Projects Planner Stacey Kinsella stated the spacing would be with regard to each massage establishment and each bar 1,000 feet from bar to bar from massage establishment to massage establishment.

In response to Commissioner Sanchez, Community Development Director Jones stated the City is maximizing the potential regulation of the use and until recently, the City had no authority to regulate these businesses differently than any other professional business which was specific in the Legislation. He stated the regulation is being recommended, noting there may be establishments that meet the spacing requirement which may not be appropriate for the location within a CUP's authority. He stated by imposing a spacing requirement, there shouldn't be any more than that number of 1,000 feet which is fairly restrictive.

In response to Chair Biro, Community Development Director Jones stated these amendments would apply to any new application but there is a provision in the recommended ordinance which states if the location is found to not be operating in compliance, they can be brought forward to the Commission to require a Conditional Use Permit at that time.

In response to Commissioner Ung, Special Projects Planner Stacey Kinsella stated there are existing restrictions on the massage businesses and massage practitioners in Title 6, Chapter 2 of the Redondo Beach Municipal Code, noting there were no land use restrictions specific to massage parlors prior to what is being recommended tonight. She further said there were state law restriction and the City also has its own massage body work business ordinance regulating that practice.

In response to Commissioner Ung, Community Development Director Jones stated there would not have been a land use restriction until state law changed, the City could not impose one. He said there is now an opportunity to consider regulation, requiring a CUP, and coming back with a use permit of a business that is not operating in compliance with law.

In response to Chair Biro, Community Development Director Jones informed that a CUP allows review of signs, hours, aesthetics, design, window coverings, etc.

In response to Chair Biro, Special Projects Planner Stacey Kinsella indicated for businesses going forward, they would have to go through a CUP process with the Planning Commission who would have authority over the type of signs within state law restrictions. She explained the zoning ordinance amendments would go to City Council also revisiting the current massage body works business regulations and tighten them up to comply with the additional regulatory authority given to the City by AB1147.

In response to Commissioner Rodriguez, Community Development Director Jones explained that there is a recommendation that the laws be revised if a location is found and closed for violations, and that no new establishment be located within three years on the same site.

Assistant City Attorney Park stated that businesses that have violations that do not close the business, would be forced to go through a CUP process to continue operation.

Commissioner Gaian suggested putting a moratorium on massage parlors.

Assistant City Attorney Park pointed out that the City enacted a moratorium and the two-year term expired. She said the purpose of the moratorium was to study the effects of massage businesses in the City and the land use implications.

Community Development Director Jones explained that now that the law is changed, the City is back to regulation.

In response to Commissioner Gaian, Community Development Director Jones stated the Police Department and Code Enforcement are doing a great job visiting establishments and checking them.

In response to Commissioner Mitchell, Special Projects Planner Stacey Kinsella explained that there are approximately five other cities that have taken action listed on the California League of Cities website since the passage of AB1147. She said they have enacted varying levels of

additional regulation, and stated the City has based a lot of the zoning changes on what was done in the San Gabriel Valley.

In response to Chair Biro, Special Projects Planner Stacey Kinsella indicated that AB1147 was passed by the state largely because so many cities had too many massage parlors and more authority was needed to ensure regulation. She also said the City is still not authorized to consider massage to be an adult use, so it was made a special use with additional restrictions on the opening of new businesses in addition to the CUP.

In response to Commissioner Ung, Community Development Director Jones stated there was precedence for the three year prohibition in the past law and since it had not been challenged, it was defensible and supported carrying it forward.

In response to Commissioner Goodman, Community Development Director Jones stated the Commission has brought objective authority based on findings made in the consideration of a case. He said the Commission has design control through the CUP process including design review, hours, etc. He also said the CUP once issued has a provision where a business can be brought up for modifications, suspension or revocation as well, being used as a safety net.

In response to Commissioner Rodriguez, Special Projects Planner Stacey Kinsella stated the lobbying efforts of the California League of Cities was a big part of passing AB1147 due to the proliferation of massage parlors after 2008.

In response to Chair Biro, Community Development Director Jones stated the recommendation is to treat the hours of operation at the time of each individual CUP.

Special Projects Planner Stacey Kinsella stated there are hours of operation restrictions in Title 6, Chapter 2, and the all massage businesses are required to comply with this pursuant to the zoning amendments proposed.

Community Development Director Jones stated there is a section of code outside of the zoning ordinance and the land use regulatory factors regarding permitting and licensing.

Special Projects Planner Stacey Kinsella stated that the businesses currently may not operate between 11 p.m. and 8 a.m. which was required by the state, and now the City is being given some additional authority.

Deputy City Attorney Jillian Martins reviewed the following amendments to the Staff Report and Resolution:

- Recommendation #2 of the Staff Report – strike out “approve” and insert “review, consider and recommend to City Council an Exemption Declaration”
- After bullet point 1 – strike out “approve” and insert “review, consider and recommend to City Council Exemption Declaration”
- Finding 1 – “Now therefore the Planning Commission of the City of Redondo does hereby find that it has reviewed, considered and now recommends to the City Council to adopt an Exemption Declaration for the proposed amendments to the Zoning Ordinance and Coastal Zoning Ordinance pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations”

Motion by Commissioner Sanchez, seconded by Commissioner Rodriguez, to close the Public Hearing and approve the Exemption Declaration and adopt the following resolutions by title only, as amended, waiving further reading:

- A. RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE CITY COUNCIL: (1) APPROVE AN EXEMPTION DECLARATION (2) AMEND SECTIONS 10-2.402, 10-2.610, 10-2.620, 10-2.630, 10-2.640, AND ADD SECTION 10-2.1628 TO AMEND THE ZONING ORDINANCE ESTABLISHING STANDARDS FOR APPROVING MASSAGE BUSINESSES AND REQUIRING ALL NEW MASSAGE BUSINESSES TO OBTAIN A CONDITIONAL USE PERMIT
- B. RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE CITY COUNCIL: (1) APPROVE AN EXEMPTION DECLARATION (2) AMEND SECTIONS 10-5.402, 10-5.620, 10-5.630, 10-5.640, 10-5.710, 10-5.810, 10-5.910 AND ADD SECTION 10-5.1628 TO AMEND THE COASTAL ZONING ORDINANCE ESTABLISHING STANDARDS FOR APPROVING MASSAGE BUSINESSES AND REQUIRING ALL NEW MASSAGE BUSINESSES TO OBTAIN A CONDITIONAL USE PERMIT

Motion carried unanimously.

**9. APPROVE ZONING TEXT AMENDMENTS REGULATING BODY ART ESTABLISHMENTS
CITY OF REDONDO BEACH
CASE NO. 2015-08-PC-012**

Motion by Commissioner Mitchell, seconded by Commissioner Sanchez, to open the Public Hearing at 9:23 p.m. and receive and file all documents regarding Case No. 2015-08-PC-012, a Public Hearing to consider zoning text amendments to Sections 10-2.402, 10-2.610, 10-2.620, 10-2.630, 10-2.640, 10-2.910, 10-5.402, 10-5.610, 10-5.620, 10-5.630, 10-5.640, 10-5.910 and the addition of Sections 10-2.1628 and 10-5.1628 of the Zoning Ordinance and Coastal Zoning Ordinance to consider allowing tattoo establishments as a permitted use. Planning Commission will consider adopting a resolution which recommends that City Council adopt the proposed zoning text amendments. The Planning Commission will also review and consider proposed findings/exemptions under the California Environmental Quality Act (CEQA). More specifically, findings that the zoning text amendments described in this notice are not subject to CEQA pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378(a) of the CEQA Guidelines because it has no potential for resulting in physical change to the environment, directly or indirectly). In the Alternative the Commission will also review and consider CEQA exemptions. Motion carried unanimously.

Special Projects Planner Stacey Kinsella gave a report and reviewed the draft ordinances, summary of changes and staff recommendation.

Motion by Commissioner Sanchez, seconded by Commissioner Mitchell, to close the Public Hearing at 9:24 p.m. Motion carried unanimously.

In response to Commissioner Mitchell, Community Development Director Jones stated medical marijuana use is not currently listed and not permitted in the City.

In response to Chair Biro, Community Development Director Jones stated the City has the authority to regulate alcoholic beverages and licenses in businesses, and it is recommended it not be allowed in conjunction with this use.

In response to Commissioner Sanchez, Special Projects Planner Stacey Kinsella stated alcoholic use is a common restriction with these uses, especially in the beach cities.

In response to Chair Biro, Special Projects Planner Stacey Kinsella referred to Section 3B, Item 7, in the staff report, and stated "massage businesses" should be replaced with "other body art businesses".

In response to Commissioner Ung, Community Development Director Jones indicated the current laws do not allow body art businesses currently in the City and the amendments would allow with restrictions to permit them in the City.

Special Projects Planner Stacey Kinsella stated the City is required by law to allow this use.

In response to Commissioner Ung, Special Projects Planner Stacey Kinsella said the provision in the massage ordinance was due to numerous existing massage businesses and would not retroactively require them to obtain CUP's. In this case, there are currently no tattoo businesses since it is not a current permitted use. She also said if a CUP is obtained and a violation occurs, there are other procedures in place to address them.

In response to Commissioner Sanchez, Special Projects Planner Stacey Kinsella stated the City of Torrance just approved a tattoo business within the last three weeks and with a 10 a.m. to 10 p.m. timeframe and a 1,000 foot separation between businesses. She also said the City is following precedent based upon the neighboring communities.

In response to Chair Biro, Special Projects Planner Stacey Kinsella stated the LA County Department of Health will be conducting inspections for massage businesses and body art businesses as well. She also said it will be recommended to City Council that the Municipal Code adopts the County of Regulations with regard to health and safety so they would be enforceable within the City of Redondo Beach.

In response to Chair Biro, Community Development Director Jones explained that the City has no inspectors with health certifications/qualifications and it would be up to the County to inspect the businesses or at the City's request.

Chair Biro expressed concern with transmission of diseases due to needles being used.

Community Development Director Jones stated staff has observed surrounding communities with no problems being experienced and no noted violations.

Deputy City Attorney Jillian Martins reviewed the following amendments to the Staff Report and Resolution:

- In the Staff Report, strike out "approve" and insert "review, consider and recommend to City Council an Exemption Declaration"

- Finding 1 – “Now therefore the Planning Commission of the City of Redondo does hereby find that it has reviewed, considered and now recommends to the City Council to adopt an Exemption Declaration for the proposed amendments to the Zoning Ordinance and Coastal Zoning Ordinance pursuant to Section 15060(c)(2), 15060(c)(3), and 15061(b)(3) of Title 14 of the California Code of Regulations”

Motion by Commissioner Rodriguez, seconded by Commissioner Mitchell, to approve the Exemption Declaration and adopt the following resolutions by title only, as amended, waiving further reading:

- A. RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE CITY COUNCIL: (1) APPROVE AN EXEMPTION DECLARATION (2) AMEND SECTIONS 10-2.402, 10-2.610, 10-2.620, 10-2.630, 10-2.640, AND ADD SECTION 10-2.1630 TO AMEND THE ZONING ORDINANCE TO ALLOW BODY ART BUSINESSES, ESTABLISHING STANDARDS FOR APPROVING BODY ART BUSINESSES AND REQUIRING ALL SUCH BUSINESSES TO OBTAIN A CONDITIONAL USE PERMIT

- B. RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE CITY COUNCIL: (1) APPROVE AN EXEMPTION DECLARATION (2) AMEND SECTIONS 10-5.402, 10-5.620, 10-5.630, 10-5.640, 10-5.710, 10-5.810, AND ADD SECTION 10-5.1630 TO AMEND THE COASTAL ZONING ORDINANCE TO ALLOW BODY ART BUSINESSES, ESTABLISHING STANDARDS FOR APPROVING BODY ART BUSINESSES AND REQUIRING ALL SUCH BUSINESSES TO OBTAIN A CONDITIONAL USE PERMIT

Motion carried unanimously.

NEW BUSINESS - NONE

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - NONE

COMMISSION ITEMS AND REFERRALS TO STAFF

Commissioner Rodriguez suggested using “find and replace” for Items 8 and 9 on the agenda.

Commissioner Gaian suggested having a uniform submission standard for projects.

Commissioner Sanchez suggested having Code Enforcement review the Legado site.

ITEMS FROM STAFF - NONE

COUNCIL ACTION ON PLANNING COMMISSION MATTERS

Community Development Director Jones stated the Sea Breeze project has been appealed and scheduled to be considered by City Council on September 1, and a request for a continuance has been received to be heard on September 15 if the continuance is granted. He also reported that City Council directed the City Attorney to proceed with a Noise Ordinance amendment for large commercial and industrial facilities in the community to include the AES site.

ADJOURNMENT: 9:38 P.M.

There being no further business to come before the Commission, Motion by Chair Biro, seconded by Commissioner Goodman, to adjourn at 9:38 p.m. to a regular meeting to be held at 7:00 p.m. on Thursday, September 17, 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: August 18, 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 fourth 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 2015-2016 Adopted Annual Budget.

Submitted by:

Joe Hoefgen, City Manager

Attachment:

- Strategic Plan Update - Six-Month Objectives dated August 18, 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: *VITALIZE THE WATERFRONT, ARTESIA CORRIDOR, RIVIERA VILLAGE AND NORTH REDONDO INDUSTRIAL COMPLEX*

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 provided NRBBA with BID calculations on June 9, 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 #9 below)

- Report on Manhattan Beach Boulevard landscaping and bike-ability (shown as #8 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. Council introduced Ordinance on June 30 and adopted on July 7. Storage amendments continued to September 15
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 June 30, 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	RFP authorized on July 21 and issued July 22. Proposals due August 6. See separate Discussion Item on August 18 th 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. Funding of \$157,500 was approved as part of FY 2015-16 Budget for Phase I
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. See separate Discussion Item on August 18 th Council Meeting
h. Future date _____	Task Force, working with Consultants	Task Force/Consultants present findings and recommendations to the City Council.				

THREE-YEAR GOAL: *IMPROVE PUBLIC INFRASTRUCTURE AND FACILITIES IN AN ENVIRONMENTALLY RESPONSIBLE MANNER*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the June 2, 2015 Council Meeting	PW Director	Report the status of Bike Path improvements and connectivity.	X			Budget Response Report was 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			Completed on July 21, 2015

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			Budget Response Report completed June 16, 2015
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	Delayed due to workload
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. Police Chief recruitment opened July 27, 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			RFP authorized for release on July 7, 2015
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	Deferred to September 1, 2015

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 was 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 was presented for second reading at the June 16, 2015 council meeting. Police Department to bring forward a Resolution with specific parking restrictions.
4. By July 1, 2015	Police Chief, working with the ACM	Provide training and fully implement the jail surveillance video camera system.			X	Associated APP is being finalized. Cameras are expected to be operational by August 14, 2015.
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	Report to be presented at the meeting of August 18, 2015
6. By September 1, 2015	PW Director and Police Chief	Develop plans and specifications for security fencing around the police station.			X	Date revised to October 20, 2015.
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 was 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
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Administrative Report

Planning Commission Hearing Date:

September 17, 2015

AGENDA ITEM: 8 (PUBLIC HEARING)

PROJECT LOCATION: 2430 MARINE AVENUE

APPLICATION TYPE: ADDENDUM TO THE ADOPTED/CERTIFIED MITIGATED NEGATIVE DECLARATION AND REVISED MITIGATION MONITORING AND REPORTING PROGRAM AND AMENDMENTS TO THE CONDITIONAL USE PERMIT AND THE PLANNING COMMISSION DESIGN REVIEW

CASE NUMBER: 2015-09-PC-013

APPLICANT'S NAME: TRCF REDONDO, LLC

APPLICANT'S REQUEST AS ADVERTISED:

Consideration of an Addendum to the adopted/certified Mitigated Negative Declaration and a Revised Mitigation Monitoring and Reporting Program and Amendments to the Conditional Use Permit and the Planning Commission Design Review, for a third hotel with a total of 184 guest rooms and 1,163 square feet of meeting space and a park in the Industrial (I-1B) zone located at 2430 Marine Avenue.

DEPARTMENT'S RECOMMENDATION:

The Planning Department recommends that the Planning Commission make the findings as set forth in the staff report and the attached Draft Resolution, consider and adopt an Addendum to the adopted/certified Mitigated Negative Declaration (2010-05-MND-004) and a Revised Mitigation Monitoring and Reporting Program, and Amendments to the Conditional Use Permit and the Planning Commission Design Review including the Landscape and Sign Plans subject to the findings and conditions as contained in the staff report.

I. BACKGROUND INFORMATION

Site Description

The project site consists of five (5) legal parcels with a combined size of 508,988 square feet (11.68 acres). Two of parcels are developed with hotels, and a third parcel provides vehicular access to the hotels and the surface parking areas. The fourth parcel, located south of the hotels is currently vacant. The fifth parcel west of the four (4) other parcels

is the Southern California Edison (SCE) utility right-of-way that is developed with two large transmission towers and power lines.

In June 2010 the Planning Commission adopted/certified a Mitigated Negative Declaration (2010-05- IES/MND-04) and Mitigation Monitoring and Reporting Program, a Conditional Use Permit and Planning Commission Design Review for the development of two hotels and an RV storage area. Much of the parking for the hotels was to be located on the SCE right-of way (ROW). The hotels have since been constructed and became operational in 2014, however, an RV storage business was never established on the fourth parcel. Thus, the most southerly parcel is still vacant and the parking that was to be located on the SCE ROW was provided on the most southerly vacant parcel.

Located directly east, parallel to the subject property is the County Flood Channel and the I-405 Freeway. The properties east of the freeway and south of Marine Avenue are located in the City of Redondo Beach and developed with a variety of commercial businesses. The properties east of the freeway, north of Marine Avenue are located in the City of Lawndale and are developed with a variety small industrial and commercial businesses as well as the Lawndale High School campus.

The properties across Marine Avenue to the north are located in the City of Hawthorne and are developed with a fast-food business and a car dealership. To the west of those uses is the Metro Green Line station, which is located both in the City of Hawthorne and in the City of Redondo Beach.

The property on the south side of Marine Avenue, west of the SCE ROW is owned by the Los Angeles County Metropolitan Transit Association (MTA) and is developed with railroad tracks. A number of light industrial uses are located west of that on Redondo Beach Avenue. The parcel located west of the southerly portion of the subject property is developed with a mini-storage facility. The most southerly tip of the subject property converges with the freeway, the County flood control channel, and the mini-storage facility.

II. DETAILED DESCRIPTION OF THE PROPOSED PROJECT

The proposed modified project consists of two components including the construction of a third hotel on the most southerly vacant parcel (that was previously approved for the operation of an RV storage business); and a recreation park on the SCE ROW.

HOTEL COMPONENT

The project includes the construction of a third, four-story hotel with 184 rooms that is approximately 136,372 gross square feet in size, known as Hilton Homewood Suites.

The hotel is designed to include two (2) meeting rooms with a combined total of 1,163 square feet; a 1,837 square foot lodge - an informal gathering space with tables and chairs at which guests can eat, enjoy a beverage, or simply relax; an 897 square foot fitness center; and an outdoor kitchen, swimming pool and sports court. The four (4) story structure is a maximum height of 58'-0" to the top of the tower components (as measured from existing grade) and an average height of 46'-6" to the top of the parapet for much of the structure. Access to the third hotel from Marine Avenue will be provided via a shared 25-foot wide driveway that will run the entire length of all three (3) hotels. All of the hotels will be linked via a reciprocal agreement for access, utility, drainage, and other agreements.

A surface parking lot located north and west of the new hotel will provide a total of 185 spaces. The parking will include three (3) compact, six (6) accessible, and 176 standard spaces. The compact and accessible spaces are located in and near the hotel entry motor court. A firetruck turnaround area is provided in the parking lot at the most southerly portion of the site. An outdoor bicycle rack will be located on the north side of the motor court

A new six (6) foot wide pedestrian walkway that runs the length of the hotel will connect to the existing pedestrian sidewalks in front of two existing hotels. Once complete, there will be pedestrian access to each of the three (3) hotels from Marine Avenue.

Landscaping

The proposed landscape plans call for the planting of evergreen trees around the perimeter of the hotel site including *Tristania Conferta* (Brisbane Box) and *Pinus canariensis* (Canary Island Pine). Ornamental palms including *Phoenix dactylifera* 'Deglet Noor' (Date Palm,) will be located around various outdoor areas including the motor court, front entry and the pool area. Various shrubs, vines and groundcovers will be planted throughout the site including such species as *Jasmin nitidum* (Angel Wing Jasmine), *Cistus* 'Sunset' (Orchid Rockrose), and *Bougainvillea* 'Raspberry Ice'. The plant palette is dominated by low water use and drought-tolerant plants.

The project also includes the installation of a new 10-foot high "green screen" along the western edge of the park as well as the western edge of the surface parking lot further south of this parcel. The green screen consists of a green color-coated wire mesh that will be covered over time by vines including *Bougainvillea* 'Raspberry Ice'. The design of the screening and landscaping is specifically intended to reduce the negative visual impact of the surrounding rail, heavy industrial and mini-storage uses.

Hardscape

The surface parking lot and driveway will be a dark grey colored asphalt in contrast to the pedestrian walkways that will be constructed of light grey colored concrete. This is consistent with the existing hardscape for the other two hotels. The motor court and pool area will be enhanced by concrete pavers that will highlight the entry and gathering spaces. The pavers in two (2) colors including a cool beige and a grey tone will match the color scheme of the hotel.

Outdoor Furnishings

Outdoor furnishings will be provided at the motor court and pool areas. The style of the furnishings is contemporary based on geometric shapes; constructed of concrete, metal, and glass materials. The clean lines and simplistic forms are consistent with the proposed architecture of the hotel. Lounge chairs and sofas are proposed on either side of the entry vestibule with accent planters and trash receptacles in close proximity. Patio tables, chaise lounges, a fire table, and an outdoor kitchen are proposed around the perimeter of the pool. Accent planters will be located throughout the pool area. Metal trellis structures are proposed above the outdoor kitchen and patio dining area.

Lighting

The lighting plan consists of three (3) types of fixtures, two types of pole lights and one style of bollard lights. A decorative pole with an extended, curved lamp is proposed along the pedestrian pathways adding flare to the hotel grounds. The second type consisting of an unadorned pole with a rectangular lamp will be used in the parking lot. Bollard lighting that casts a softer low-light will provide ambience around the pool and outdoor lounge.

Signage

A total of eight (8) signs are proposed for the hotel including six (6) wall signs, signage (the addition of a sign panel) on the existing monument sign at Marine Avenue, and signage (the addition of a sign panel) on the existing freeway pylon sign as follows:

- One (1) logo sign constructed of brushed stainless steel, which is 6'-0" in width and 3'-0" in height for a total size of 18.5 square feet (SF), will be located at a pedestrian level (approximately 4'-0" from grade) on the north elevation beside the hotel entrance.
- Five (5) other walls signs, approximately 11'-2" in width and 6'-8" feet in height for a total size of 75 SF each, will consist of internally illuminated channel letters and the hotel logo that are teal in color and backlit with white light for nighttime viewing. One of these signs will be located on the uppermost portions of the various exterior elevations.

- A new sign panel, 8.5 SF in size, will be added to the monument sign that is approximately eight 8'-0" feet in height and designed to accommodate three (3) vertically stacked sign panels, one (1) for each of the three (3) hotels.
- A new sign panel, 100 SF in size, will be added to the existing freeway pylon sign that is approximately 65'-0" feet in height and designed to accommodate three (3) vertically stacked sign panels, one (1) for each of the three (3) hotels.

Sustainability Features

The proposed project incorporates the principles of sustainability as follows:

- 1) **Building design:** Use of cool roof design; insulated roofing; insulated glazing for windows and doors; overhangs at exterior doors and the entry vestibule.
- 2) **Energy:** Use of efficient fluorescent and LED light fixtures; ballast type fluorescent (T8) and compact fluorescent lamps; automatic shut-off controls; motion sensors and dimmers; exterior lighting controlled by photocells; and exterior pole lights are to be Metal Halide with cut-off type luminaires (?).
- 3) **Landscaping:** Use of low water use plants; and the placement of shade trees that reduce the heat island effect, remove air pollutants, and reduce the need for air conditioning and heating while enhancing the site aesthetically;
- 4) **Water quality and efficiency:** "Low Impact Design" including on-site filtration to moderate the impacts of stormwater runoff; and the use of high efficiency hot water boilers.

PARK COMPONENT

A park for use by the hotel guests is to be developed on the existing SCE ROW, directly west of the hotels. The SCE parcel is approximately 133,804 square feet in size (3 acres). The two transmission towers and power lines are expected to remain unchanged indefinitely.

The park will include a new decomposed granite (D.G.) service road, a D.G. walking path, and an open recreation area with a mix of D.G. and turf. An existing 6-foot high "Rhino Rock" wall is located around the northern and eastern sides of this parcel. Rhino Rock is a type of fencing consisting of pre-cast concrete columns and panels comprised of a foam core with a fiber-reinforced concrete shell. The hotel guests will be able to access the park through the existing gates. The gates line up with existing pedestrian pathways that run east/west through the surface parking lot, leading to the hotels. An existing access gate along Marine Avenue provides vehicular access to the new service road.

As mentioned above, the project also includes the installation of a new 10-foot high "green screen" along the western edge of the park as well as the western edge of the

surface parking lot further south of this parcel. The green screen consists of a green color-coated wire mesh that will be covered over time by vines including Bougainvillea 'Raspberry Ice'. The design of the screening and landscaping is specifically intended to reduce the negative visual impact of the surrounding rail, heavy industrial and mini-storage uses.

Planting proposed within the park includes evergreen drought-tolerant shrubs such as Phormium t. 'Rubrum' (Red New Zealand Flax) and Nerium o. 'Petite Pink' (Petite Pink Oleander). The shade tree species proposed along the eastern edge of the site is Liquidambar styraciflua 'Palo Alto' (American Sweet Gum). Portions of the center of the site will be planted with common Bermuda grass.

Per Section 10-2.1900(2)(2)(g) grass areas are not to exceed (20%) percent of the total landscape area for nonresidential developments, although "higher percentages may be permitted when turf is an essential part of the development such as for playing fields for schools or parks..." The grass area proposed is no more than 20% of the project and the groundcover is essential to the use of the park.

III. EVALUATION OF THE PROJECT AND REQUESTED ENTITLEMENTS

General Plan and Zoning Designations

The General Plan Land Use Element identifies the project area as "I-1". The goal for this designation is to "[c]ontinue and enhance existing industrial districts which provide jobs to the residents of Redondo Beach and adjacent communities, are uniquely characterized by their functional role, uses, intensity, and physical form, and are compatible with adjacent neighborhoods". General Plan Policy 1.43.1 notes that hotels may also be permitted if they are located within 500 feet of the freeway and Policy 1.43.2 states that retail and service uses that support the industrial uses may be allowed. Amendments to the General Plan and Zoning Ordinance were adopted in 2006 allowing the development hotel in the I-1B zone as a Conditional Use.

The new hotel will be an enhancement to this area, providing further investment in the industrial zone, creating new jobs, and inviting visitors or potential clients to the City. The hotel will be compatible with the two existing hotels to the north and will provide accommodations for employees of the existing industrial uses or other large corporations in the surrounding area. The project area is immediately adjacent to the I-405 freeway and will provide a supporting service to the existing Industrial uses to the west of the site. There are no residential neighborhoods near this project.

Per Section 10-2.1010, hotels and motels are a use classification conditionally permitted within the I-1B zone. This type of use is not permitted in other Industrial zones within the City.

Development Standards

The following is a brief overview of the project's compliance with the development standards for the Industrial (I-1B) zone:

- Maximum Floor Area Ratio (F.A.R.): 0.7. The sum of all three hotels is approximately 339,967 square feet the total project area is approximately 508,988 square feet. This is equivalent to an F.A.R. of 0.67 which is below the maximum allowed. (Section 10-2.1014)
- The maximum building height is 110 feet for buildings located more than 60 feet from the property line at Marine Avenue. The proposed hotel is setback more than 1,258 feet from the property line abutting Marine Avenue and is approximately 58 feet in overall height which is well within the 110-foot standard. (Section 10-2.1014)
- The minimum front setback is 10 feet, the minimum side setback is 10 feet along the street side of a corner lot or for interior lot lines there is no minimum side setback, and there is no minimum rear setback. The hotel is proposed to be located more than 1,258 feet from the property line abutting Marine Avenue and approximately 130 feet from the parcel property line shared with the second hotel. The hotel is setback 10 feet from the easterly side property line, more than 62 feet from the westerly property line, and 10 feet from the rear angled property line. The hotel meets and exceeds the setback standards. (Section 10-2.1014)
- The maximum parking for hotels and motels is one space for each guest room without kitchen facilities and one and one-half spaces for each guest room with kitchen facilities. However, the Code allows the Planning Commission to vary these requirements depending upon the type, location, and demand of the project. The Code also provides one space per each 100 square feet of banquet, assembly, meeting or restaurant seating area. The hotel proposes 184 rooms with kitchen facilities and at 1.5 per room, this would equate to a potential 276 parking spaces. The hotel includes 1,163 square feet of meeting area which would equate to an additional 12 spaces. Per the calculation, 288 parking spaces would be required. The hotel provides 185 spaces. During the 2010 review process and in the years of operations since that approval, staff analyzed the site's location relative to its access to transit services such as the Green line, the numerous bus lines, and shuttle services available through the hotels. Based upon these factors, the actual parking utilization for the project was considered to be far less than the required spaces and less than one space for each guest room. Furthermore, staff has visited the site numerous times. While the two hotels have been close to maximum occupancy, the parking lots are not utilized

at maximum occupancy. Given the proximity of the project to transit services and the current use of the parking areas for the two hotels, staff concludes that the proposed parking is sufficient for the use, consistent with the previous approvals, and in full compliance with the intent of the parking requirements.

- The solid waste enclosure proposed is located at the northeast corner of the lot for the third hotel. The enclosure will be comprised of concrete block covered with stucco, enclosed on three sides and will have two access gates each approximately 8 feet in width. The proposed enclosure will be 11.7 feet high and 174 square feet. The enclosure meets the City's requirements for minimum size, bin capacity, and location.
- The signage proposed is consistent with the signage approved as part of the 2010 review. The monument sign and pylon exist at the site and were approved with spare allocations for the third hotel. The additional signage for the third hotel will be the same height and size as the approved signage and is attractive and well designed.

Conditional Use Permit

Pursuant to RBMC Section 10-2.1010 of the Zoning Ordinance, hotels and motels are a use classification that requires the approval of a Conditional Use Permit (CUP) in the I-1B zone. Approval of a Conditional Use Permit must generally meet certain criteria specified in RBMC 10-2.2506.

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))

Planning Commission Design Review

Pursuant to Section 10-2.2502 of the Zoning Ordinance, any new commercial or industrial development of any size involving more than 10,000 square feet of land requires Planning Commission Design Review. The purpose of the Design Review is to ensure the compatibility, originality, variety and innovation within the architecture, design, landscaping, and site planning of the project. The purpose of the review is also to protect surrounding property values, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety and welfare of the City.

Design Review criteria include the following:

1. **User impact and needs** – The design must consider impacts to circulation, parking, traffic, utilities, public services, noise and odor, private/common open spaces, trash collection, security/crime deterrence, energy consumption, physical barriers, and other design concerns.
2. **Relationship to physical features** – The location of buildings/structures must respect the natural terrain, be functionally integrated with the natural features of landscape including preservation of tree where feasible.
3. **Consistency of architectural style** – The building/structure must be harmonious and consistent with the proposed architectural style regarding roofing, materials, windows/doors, textures, colors, and exterior treatments.
4. **Balance and integration with the neighborhood** – The overall design must be integrated and compatible with the neighborhood; it must be in harmony with scale and bulk of surrounding properties.
5. **Building Design** – The design must provide innovation, variety, and creativity. All elevations must eliminate the appearance of flat facades or boxlike construction.

Additional criteria/conditions can include changes to the design of buildings, additional setbacks, provisions for walls and fences, and other such “conditions as will make possible the development of the City in an orderly and efficient manner and in conformity with the intent and purposes set forth in this chapter and the General Plan.” (10-2.2502(b)(8)(a-k))

User impacts and needs

This criterion includes an examination of a number of issues from the perspective of the user. On-site vehicular circulation is appropriately designed to meet the needs of the patrons for all three hotels as well as the needs of emergency vehicles. The site is adequately served by the required utilities. As part of the 2010 review process, California Water Service (Cal Water) provided documentation that adequate water

supply is available to serve the project site with the capability of delivering 120 percent of the service area demand through the year 2030.

Noise generated by construction, the operation of the hotel, and the adjacent existing uses is analyzed in detail within the attached Addendum. Given that the site is adjacent to the high noise levels generated by the I-405 Freeway and Marine Avenue, the three (3) hotels are not expected to increase the ambient noise levels of the area to a significant level.

The Police Department reviewed the project in 2010 and did not raise any concerns regarding safety or security. In fact, the increase in activity on the site - both day and night - was seen as an improvement that could deter criminal activity. There have been ongoing problems with transients in the area, and the third hotel will activate the vacant portion of the site thereby deterring transient use.

Relationship to Physical Features

The natural terrain, topography, and landscape of the site were altered as early as the 1950's for the construction of the SCE transmission towers, a family entertainment facility, and other public-works related uses. The site does not contain any plant or animal life listed as a state or federally rear species or biological resources. The modified project will remove any remaining plantings on the third hotel site and SCE parcel, then replant with appropriately designed species.

Consistency of the Architectural Style & Building Design

The design of the third hotel is representative of architecture found throughout the country in a variety of commercial buildings including hotels, shopping centers, offices, and institutional structures. Hotel brands often require that the architectural elevations and signage stay within a prescribed prototype, though there are variations from location to location.

The backbone of the hotel will run parallel with the eastern property line, adjacent to the I-405 freeway. The majority of the rooms will be located within this linear north/south section. There will be two smaller wings that project west and will be perpendicular to the north/south section. The motorcourt will be located between the two smaller wings and will include a pick-up/drop-off area as well as small seating areas for guests. The hotel entrance will be located immediately south of the motorcourt. The shape of the hotel is both innovative and avoids box-like or flat facades.

Articulation will be provided through varying roof heights, the use of different exterior building materials, and the application of different color finishes. Smooth exterior plaster will dominate the façade in four (4) shades ranging from a cool beige tone to a dark

grey. French limestone will accent portions of the entry wing as well as tower elements on the west and south elevations. Metal trim will be utilized throughout the building elevations and will also be used to construct the overhead trellis structures in the pool area.

The coolness of the color palette and the lack of ornamentation reflect the corporate nature of this industrial zone. As a supporting use to the adjacent businesses, it is appropriate to provide structures that are clean in design and uncomplicated. This style of commercial architecture is sophisticated and captures the essence of the professional culture in this area of the city.

Balance and Integration with the Neighborhood

As an Industrial site located adjacent to the freeway, the Northrup campus, the Green Line Station, and a mini-storage facility, this neighborhood is unique. As it relates to neighboring properties, there is no consistent or cohesive built environment in this area with which the project could conform or integrate. Given the location and shape of the site, the General Plan designation, and the Zoning classification, it was determined as part of the original project review that hotel use will be a good fit. The third hotel will, of course, integrate well with the existing hotels.

IV. SUMMARY OF ENVIRONMENTAL ANALYSIS

When the approved project was proposed in 2010, the City prepared and adopted a Mitigated Negative Declaration (2010-05-MND-004). The original scope included the construction and operation of two hotels and surface level boat and RV parking. As part of the environmental analysis, impacts were identified to Air Quality, Hydrology and Water Quality, Noise, and Traffic. Mitigation measures were then prepared to reduce those impacts to less than significant. Details of each of those mitigation measures are outlined within the attached Addendum. The MND was published and circulated as required per the California Environmental Quality Act (CEQA).

The attached Addendum re-examines the project with three (3) hotels to determine if there are any new 'Significant Effects or Substantially More Severe Previously Identified Significant Effects' compared to the project with two (2) hotels. Based on this analysis it was determined that the modified project will not result in new 'Significant Effects or Substantially More Severe Previously Identified Significant Effects'. There are however, two (2) new Traffic mitigation Measures (T-1 and T-2) that reflect a change in the conditions at those intersections.

The Addendum identifies the following Mitigation Measures:

AQ-1: The applicant and their contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403, Table 1: BEST AVAILABLE CONTROL MEASURES (Applicable to All Construction Activity Sources) to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

In addition, the project shall comply with at least one of the following Track-Out Control Options (a) – (d) at each vehicle egress from the site to a paved public road. Track-out shall not be allowed to extend to 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

(a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long.

(b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide.

(c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM may be omitted only if Engineering and Building Services agrees in a written agreement. The written agreement shall be completed prior to issuance of a demolition and/or building permit for the project. The Building Division shall ensure compliance with this Mitigation Measure.

AQ-2: To reduce VOC emissions, the applicant shall use paint with low VOC emissions (ROG emission rate of less than 0.80 pounds per gallon), limit painting to eight hours per day, use paint thickness of 0.75 millimeters or less, use water based and low-VOC coatings with ROG/VOC emissions of less than 8.0 pounds per 1,000 square feet of painted surface, and use high volume, low pressure sprayers. The Building Division shall ensure compliance with this Mitigation Measure.

AQ-3: To reduce ROG/VOC emissions, the applicant shall use lighter color roofing and road materials and tree planting programs to comply with AQMP Miscellaneous Sources MSC-01 measure. The measure reduces the need for cooling energy in the summer. Engineering and Building Services and the Planning Department shall ensure compliance with this Mitigation Measure.

NO-1 Conduct a focused acoustical analysis of the subject property for noise impacts from ambient traffic noise prior to submittal of final architectural drawings. Provide sound attenuation, including acoustical pane windows and supplemental insulation, as determined necessary by the acoustical analysis.

SW-1 The applicant and their contractors shall be required to comply with all of the Best Management Practices (BMPs) contained in the project specific Standard Urban Storm Water Mitigation Plan for 2410 – 2420 Marina Avenue Redondo Beach CA, Prepared by A.C.E. Civil Engineering, Inc. April 2010.

TR-1 The installation of a westbound right-turn lane at Aviation Boulevard/Marine Avenue, which can be accomplished within existing right-of-way by restriping, median island modification and residential parking restrictions or by acquiring right-of-way and installing the westbound right-turn lane with the project paying a fair share of the cost.

In the event that this Mitigation Measure cannot be accomplished due to restrictions by the City of Manhattan Beach or the City of Hawthorne, the developer will be required to pay a “fair share contribution” to the City of Redondo Beach in lieu of making the traffic improvements.

TR-2 To be Deleted - Not required as per a Subsequent Addendum to the Traffic Impact Study

TR-3 The installation of a westbound right-turn lane on Marine Avenue or northbound and southbound right-turn lanes on Inglewood Avenue at Inglewood Avenue / Marine Avenue which are all within the City of Lawndale and are planned, designed and funded for construction. (See correspondence from the City of Lawndale, 7/7/2010 regarding the implementation of this Mitigation Measure.).

TDM-1 Alternative (Flexible) Work Schedules - Employee shifts will be scheduled to minimize traffic during peak periods (7:30-9:30 A.M. and 4:00-6:00 P.M.).

TDM-2 Employees who carpool or vanpool to work on a regular basis, four out of five days/shifts a week, shall be provided with preferential parking spaces or other incentives of a similar nature. Any incentives other than preferential parking spaces must first be agreed to the Planning Department and approved in writing by both parties.

TDM-3 Public Transportation Information - Transit information will be made available to hotel guests to encourage them to use local transit (buses and Metro Green Line).

TDM-4 Guest Shuttle – Shuttle service will be provided between the hotels and LAX between 4:30 A.M. and 12:30 P.M. by request. Hotels will also provide guest shuttle service to major businesses and entertainment venues within three miles of the hotels by request.

TDM-5 Each hotel will make available bicycles available to their hotel guests. Additionally, each hotel will provided bicycle racks with a capacity of eight bicycles per hotel.

TDM-6 A minimum of two (2) parking spaces, one in close proximity to each of the hotels shall be designed with the appropriate infrastructure to allow the space to be converted to an alternative vehicle parking space in the future.

T-1 Aviation Blvd and Marine Ave. A dedicated westbound right-turn lane shall be added to the intersection of Aviation Boulevard and Marine Avenue with the project paying a fair share of the cost.

T-2 Inglewood Ave and Marine Ave. A dedicated southbound and eastbound right-turn lane shall be installed in the intersection of Inglewood Avenue and Marine Avenue with the project paying a fair share of the cost.

While significant impacts were not identified in other resource areas, the following conditions of approval are suggested as part of the modified project:

GHG-1Solar Panels. The applicant shall submit a plan that demonstrates the incorporation of solar panels into the project site either as roof top or parking lot shade structures. The plan shall be reviewed and approved by City Planning Staff prior issuance of building permits for the modified project.

N-1(a) Sound Blankets. The construction contractor shall implement the use of sound blankets on the perimeter of the proposed project's property line. The sound blanket shall be at least 10 feet high, and capable of blocking 20 dBA of construction noise. The blankets shall be placed such that the line-of-sight between the ground level construction and adjacent sensitive land uses is blocked.

N-1(b) Equipment Mufflers. The construction contractor shall implement the use of residential-grade mufflers on all construction equipment.

N-1(c) Stationary Equipment and Equipment Staging. All equipment staging and stationary construction equipment shall be located as far as practical from the adjacent occupied properties.

N-1(d) Electrically-Powered Tools and Facilities. To the extent practical, electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

UTL-1 Drought Tolerant Landscaping. Prior to issuance of grading permits for the site, the applicant shall submit a landscaping plan to the City of Redondo Beach Planning Department for review and approval. The landscaping plan shall utilize drought tolerant plants.

Staff recommends that this Condition of Approval be changed to state "Prior to issuance of building permits" instead of "Prior to issuance of grading permits" so as to conform with our standard practice regarding landscape and irrigation plans.

FINDINGS FOR APPROVAL:

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

2. In accordance with Section 10-2.2502(b) of the Redondo Beach Municipal Code, the applicant's request for Planning Commission Design Review is consistent with the criteria set forth therein for the following reasons:
 - a) The design of the project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.
 - b) The location of the structure respects the natural terrain of the site and is functionally integrated with natural features of the landscape to include the preservation of existing trees, where feasible.
 - c) The design of the project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment.
 - d) The design of the project is integrated and compatible with the neighborhood and is in harmony with the scale and bulk of surrounding properties.
 - e) The design of the project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction.
3. The plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.
4. The Planning Commission hereby finds that Addendum has been prepared 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.
5. 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.
6. The Planning Commission further finds that in reviewing the Addendum it has exercised its own independent judgment.
7. 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.

CONDITIONS:

1. That the approval granted herein is for the development of a third hotel with a total of 184 guest rooms and 1,163 square feet of meeting space and a park in the Industrial (I-1B) zone located at 2430 Marine Avenue in substantial compliance with the plans approved by Planning Commission on September 17, 2015
2. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Planning Department approval prior to issuance of a building permit.
3. Color and material samples shall be submitted for review and approval of the Planning Department prior to the issuance of a Building permit for the project.
4. That no guest stays at either hotel shall exceed 29 days in length.
5. No signs shall be installed prior to the approval and issuance of Sign Permits by the City's Planning and Building Divisions.
6. **UTL-1 Drought Tolerant Landscaping.** Prior to issuance of a building permit for the site, the applicant shall submit a landscaping plan to the City of Redondo Beach Planning Department for review and approval. The landscaping plan shall utilize drought tolerant plants. The final landscape plans shall comply with the State Model Efficient Landscape Ordinance (AB 1881 (226)). The landscape plans shall be subject to the approval of the Planning Department and the City's Urban Forestry Manager prior to issuance of a building permit.
7. That all electrical and mechanical equipment including heating and air conditioning units and related duct work, etc. shall be appropriately placed so as not be visible from the public right-of-way. In the event that this is not feasible, the equipment shall be screened by a design element integrated into the design of the architecture of building.
8. That all ground-mounted electrical and mechanical shall be appropriately screened from public view by a design element based on the architecture of building and/or appropriate landscaping and fencing.
9. That the backs of all of parapet roofs on all of the elevations shall be finished with the same building materials used on the front of the parapets roofs.
10. The City's newly adopted Public Art Ordinance requires the project applicant to provide a public art contribution equivalent of one percent (1%) of the building

valuation above \$250,000. The public art contribution can take the form of: 1) an installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and provide the balance of the 1% for the public art contribution to the John Parsons Public Art Fund; or 4) pay the public art contribution to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If the decision regarding the public art contribution is not finalized prior to the issuance of a building permit, the project developer will be required to deposit the required 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. If the art contribution for the subject property is not satisfied within a one (1) year period from the date of the issuance of a construction permit, the monetary public art deposit will revert to the John Parsons Public Art Fund for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program.

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. Furthermore, the 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: The applicant and their contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403, Table 1: BEST AVAILABLE CONTROL MEASURES (Applicable to All Construction Activity Sources) to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

In addition, the project shall comply with at least one of the following Track-Out Control Options (a) – (d) at each vehicle egress from the site to a paved public road. Track-out shall not be allowed to extend to 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

- (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long.
- (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide.
- (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle under carriages before vehicles exit the site.
- (d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- (e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM may be omitted only if Engineering and Building Services agrees in a written agreement. The written agreement shall be completed prior to issuance of a demolition and/or building permit for the project. The Building Division shall ensure compliance with this Mitigation Measure.

AQ-2: To reduce VOC emissions, the applicant shall use paint with low VOC emissions (ROG emission rate of less than 0.80 pounds per gallon), limit painting to eight hours per day, use paint thickness of 0.75 millimeters or less, use water based and low-VOC coatings with ROG/VOC emissions of less than 8.0 pounds per 1,000 square feet of painted surface, and use high volume, low pressure sprayers. The Building Division shall ensure compliance with this Mitigation Measure.

AQ-3: To reduce ROG/VOC emissions, the applicant shall use lighter color roofing and road materials and tree planting programs to comply with AQMP Miscellaneous Sources MSC-01 measure. The measure reduces the need for cooling energy in the summer. Engineering and Building Services and the Planning Department shall ensure compliance with this Mitigation Measure.

NO-1 Conduct a focused acoustical analysis of the subject property for noise impacts from ambient traffic noise prior to submittal of final architectural drawings. Provide sound attenuation, including acoustical pane windows and supplemental insulation, as determined necessary by the acoustical analysis.

SW-1 The applicant and their contractors shall be required to comply with all of the Best Management Practices (BMPs) contained in the project specific Standard Urban Storm Water Mitigation Plan for 2410 – 2420 Marina

Avenue Redondo Beach CA, Prepared by A.C.E. Civil Engineering, Inc.
April 2010.

TR-1 The installation of a westbound right-turn lane at Aviation Boulevard/Marine Avenue, which can be accomplished within existing right-of-way by restriping, median island modification and residential parking restrictions or by acquiring right-of-way and installing the westbound right-turn lane with the project paying a fair share of the cost.

In the event that this Mitigation Measure cannot be accomplished due to restrictions by the City of Manhattan Beach or the City of Hawthorne, the developer will be required to pay a "fair share contribution" to the City of Redondo Beach in lieu of making the traffic improvements.

TR-2 To be Deleted - Not required as per a Subsequent Addendum to the Traffic Impact Study

TR-3 The installation of a westbound right-turn lane on Marine Avenue or northbound and southbound right-turn lanes on Inglewood Avenue at Inglewood Avenue / Marine Avenue which are all within the City of Lawndale and are planned, designed and funded for construction. (See correspondence from the City of Lawndale, 7/7/2010 regarding the implementation of this Mitigation Measure.).

TDM-1 Alternative (Flexible) Work Schedules - Employee shifts will be scheduled to minimize traffic during peak periods (7:30-9:30 A.M. and 4:00-6:00 P.M.).

TDM-2 Employees who carpool or vanpool to work on a regular basis, four out of five days/shifts a week, shall be provided with preferential parking spaces or other incentives of a similar nature. Any incentives other than preferential parking spaces must first be agreed to the Planning Department and approved in writing by both parties.

TDM-3 Public Transportation Information - Transit information will be made available to hotel guests to encourage them to use local transit (buses and Metro Green Line).

TDM-4 Guest Shuttle – Shuttle service will be provided between the hotels and LAX between 4:30 A.M. and 12:30 P.M. by request. Hotels will also provide guest shuttle service to major businesses and entertainment venues within three miles of the hotels by request.

- TDM-5** Each hotel will make available bicycles available to their hotel guests. Additionally, each hotel will provided bicycle racks with a capacity of eight bicycles per hotel.
- TDM-6** A minimum of two (2) parking spaces, one in close proximity to each of the hotels shall be designed with the appropriate infrastructure to allow the space to be converted to an alternative vehicle parking space in the future.
- T-1 Aviation Blvd and Marine Ave.** A dedicated westbound right-turn lane shall be added to the intersection of Aviation Boulevard and Marine Avenue with the project paying a fair share of the cost.
- T-2 Inglewood Ave and Marine Ave.** A dedicated southbound and eastbound right-turn lane shall be installed in the intersection of Inglewood Avenue and Marine Avenue with the project paying a fair share of the cost.
13. **GHG – 1 Solar Panels.** The applicant shall submit a plan that demonstrates the incorporation of solar panels into the project site either as roof top or parking lot shade structures. The plan shall be reviewed and approved by City Planning Staff prior issuance of building permits for the modified project.
14. The applicant shall fund and construct the completion of the public sidewalk from the County access road east to the existing sidewalk east of the I-405 Freeway. Said improvements shall be reviewed and approved by the City Engineer and Caltrans prior to construction.
15. In exchange for the City's issuances and/or adoption of the Project Approvals, the Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand made, including in particular but not limited to any claims brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA") or other state or local law, including attorney's fees and costs, and any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In addition, Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every liability, loss, damage or expense of any nature whatsoever and all costs or expenses incurred in connection therewith, including attorneys' fees, which arise at any time, by reason of, or in any way related to the City's decision to grant the Project Approvals, or which arise out of the operation of the

Applicant's business on the Property; provided, however, that in no case shall the Applicant be responsible for the active negligence of the City."

16. The applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Department.
17. 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.
18. All on-site litter and debris shall be collected daily.
19. 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.
20. Material storage on a public street 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. Barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
23. Streets and sidewalks adjacent to job site shall be clean and free of debris.
24. The following noise-related conditions shall be implemented:

N-1(a) Sound Blankets. The construction contractor shall implement the use of sound blankets on the perimeter of the proposed project's property line. The sound blanket shall be at least 10 feet high, and capable of blocking 20 dBA of construction noise. The blankets shall be placed such that the line-of-sight between the ground level construction and adjacent sensitive land uses is blocked.

N-1(b) Equipment Mufflers. The construction contractor shall implement the use of residential-grade mufflers on all construction equipment.

September 17, 2015

N-1(c) Stationary Equipment and Equipment Staging. All equipment staging and stationary construction equipment shall be located as far as practical from the adjacent occupied properties.

N-1(d) Electrically-Powered Tools and Facilities. To the extent practical, electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

25. The Planning Division shall be authorized to approve minor changes to any of the Conditions of Approval.
26. In the event of a disagreement in the interpretation and/or application of these conditions, the issues shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.

Prepared by:



Anita Kroeger
Senior Planner

Approved by:



Aaron Jones
Community Development Director



Stacey Kinsella
Special Projects Planner

cc

1. Draft Resolution
2. Addendum & Revised Mitigated Monitoring and Reporting Program
3. 2010 Mitigated Negative Declaration (2010-05-IES-MND-004) Available via the following link: <http://laserweb.redondo.org/WebLink/DocView.aspx?id=21496>
4. Public Art Funding Ordinance No.3127-14
5. Applications

RESOLUTION NO. 2015-09-PCR-013

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH APPROVING AN ADDENDUM TO THE ADOPTED/CERTIFIED MITIGATED NEGATIVE DECLARATION AND AMENDMENTS TO THE CONDITIONAL USE PERMIT AND THE PLANNING COMMISSION DESIGN REVIEW TO ALLOW THE CONSTRUCTION OF A THIRD HOTEL APPROXIMATELY 136,372 SQUARE FEET AND A PARK IN THE INDUSTRIAL (I-1B) ZONE AT 2430 MARINE AVENUE (CASE NO. 2015-09-PC-013)

WHEREAS, an application was filed on behalf of the owner of the property located at 2430 Marine Avenue for approval of an Addendum to the Adopted/Certified Mitigated Negative Declaration and Amendments to the Conditional Use Permit and the Design Review to allow the construction of a third hotel approximately 136,372 square feet and a park in the Industrial (I-1B) zone; and

WHEREAS, notice of the time and place of the public hearing where the Addendum 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 17th day of September, 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. Recorded reciprocal agreements include easements that will benefit all three hotels and the park.
 - 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 plans, specifications and drawings submitted with the applications have been reviewed by the Planning Commission, and are approved.
4. The Planning Commission hereby finds that Addendum has been prepared 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.

5. 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.
6. The Planning Commission further finds that in reviewing the Addendum it has exercised its own independent judgment.
7. 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 Addendum to the Mitigated Negative Declaration and grants the Amendments to the Conditional Use Permit and Planning Commission Design Review pursuant to the plans and applications considered by the Planning Commission at its meeting of the 17th day of September, 2015.

Section 2. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. That the approval granted herein is for the development of a third hotel with a total of 184 guest rooms and 1,163 square feet of meeting space and a park in the Industrial (I-1B) zone located at 2430 Marine Avenue in substantial compliance with the plans approved by Planning Commission on September 17, 2015
2. The precise architectural treatment of the building exterior, roof, walks, walls, and driveways shall be subject to Planning Department approval prior to issuance of a building permit.
3. Color and material samples shall be submitted for review and approval of the Planning Department prior to the issuance of a Building permit for the project.
4. That no guest stays at either hotel shall exceed 29 days in length.
5. No signs shall be installed prior to the approval and issuance of Sign Permits by the City's Planning and Building Divisions.

6. **UTL-1 Drought Tolerant Landscaping.** Prior to issuance of a building permit for the site, the applicant shall submit a landscaping plan to the City of Redondo Beach Planning Department for review and approval. The landscaping plan shall utilize drought tolerant plants. The final landscape plans shall comply with the State Model Efficient Landscape Ordinance (AB 1881 (226)). The landscape plans shall be subject to the approval of the Planning Department and the City's Urban Forestry Manager prior to issuance of a building permit.
7. That all electrical and mechanical equipment including heating and air conditioning units and related duct work, etc. shall be appropriately placed so as not be visible from the public right-of-way. In the event that this is not feasible, the equipment shall be screened by a design element integrated into the design of the architecture of building.
8. That all ground-mounted electrical and mechanical shall be appropriately screened from public view by a design element based on the architecture of building and/or appropriate landscaping and fencing.
9. That the backs of all of parapet roofs on all of the elevations shall be finished with the same building materials used on the front of the parapets roofs.
10. The City's newly adopted Public Art Ordinance requires the project applicant to provide a public art contribution equivalent of one percent (1%) of the building valuation above \$250,000. The public art contribution can take the form of: 1) an installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and provide the balance of the 1% for the public art contribution to the John Parsons Public Art Fund; or 4) pay the public art contribution to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If the decision regarding the public art contribution is not finalized prior to the issuance of a building permit, the project developer will be required to deposit the required 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. If the art contribution for the subject property is not satisfied within a one (1) year period from the date of the issuance of a construction permit, the monetary public art deposit will revert to the John Parsons Public Art Fund for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program.

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. Furthermore, the 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: The applicant and their contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403, Table 1: BEST AVAILABLE CONTROL MEASURES (Applicable to All Construction Activity Sources) to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

In addition, the project shall comply with at least one of the following Track-Out Control Options (a) – (d) at each vehicle egress from the site to a paved public road. Track-out shall not be allowed to extend to 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

- (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long.
- (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide.
- (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle under carriages before vehicles exit the site.
- (d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- (e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM may be omitted only if the Engineering Division and the Building Division agree in a written agreement. The written agreement shall be completed prior to issuance of a demolition and/or building permit for the project. The Building Division shall ensure compliance with this Mitigation Measure.

AQ-2: To reduce VOC emissions, the applicant shall use paint with low VOC emissions (ROG emission rate of less than 0.80 pounds per gallon), limit painting to eight hours per day, use paint thickness of 0.75 millimeters or

less, use water based and low-VOC coatings with ROG/VOC emissions of less than 8.0 pounds per 1,000 square feet of painted surface, and use high volume, low pressure sprayers. The Building Division shall ensure compliance with this Mitigation Measure.

AQ-3: To reduce ROG/VOC emissions, the applicant shall use lighter color roofing and road materials and tree planting programs to comply with AQMP Miscellaneous Sources MSC-01 measure. The measure reduces the need for cooling energy in the summer. Engineering and Building Services and the Planning Department shall ensure compliance with this Mitigation Measure.

NO-1 Conduct a focused acoustical analysis of the subject property for noise impacts from ambient traffic noise prior to submittal of final architectural drawings. Provide sound attenuation, including acoustical pane windows and supplemental insulation, as determined necessary by the acoustical analysis.

SW-1 The applicant and their contractors shall be required to comply with all of the Best Management Practices (BMPs) contained in the project specific Standard Urban Storm Water Mitigation Plan for 2410 – 2420 Marina Avenue Redondo Beach CA, Prepared by A.C.E. Civil Engineering, Inc. April 2010.

TR-1 The installation of a westbound right-turn lane at Aviation Boulevard/Marine Avenue, which can be accomplished within existing right-of-way by restriping, median island modification and residential parking restrictions or by acquiring right-of-way and installing the westbound right-turn lane with the project paying a fair share of the cost.

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15. In exchange for the City's issuances and/or adoption of the Project Approvals, the Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every claim or demand made, including in particular but not limited to any claims brought seeking to overturn the Project Approvals, whether under the California Environmental Quality Act ("CEQA") or other state or local law, including attorney's fees and costs, and any attorneys' fees or costs which may be awarded to any person or party challenging the Project Approvals on any grounds. In addition, Applicant agrees to save, keep, indemnify, hold harmless and defend the City of Redondo Beach (with counsel of City's choice), and its appointed and elected officials, officers, employees, and agents (collectively "City"), from every liability, loss, damage or expense of any nature whatsoever and all costs or expenses incurred in connection therewith, including attorneys' fees, which arise at any time, by reason of, or in any way related to the City's decision to grant the Project Approvals, or which arise out of the operation of the Applicant's business on the Property; provided, however, that in no case shall the Applicant be responsible for the active negligence of the City."
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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.

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23. Streets and sidewalks adjacent to job site shall be clean and free of debris.
24. The following noise-related conditions shall be implemented:

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N-1(b) Equipment Mufflers. The construction contractor shall implement the use of residential-grade mufflers on all construction equipment.

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N-1(d) Electrically-Powered Tools and Facilities. To the extent practical, electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

25. The Planning Division shall be authorized to approve minor changes to any of the Conditions of Approval.
26. In the event of a disagreement in the interpretation and/or application of these conditions, the issues shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit. The decision of the Planning Commission shall be final.

Section 3. That the approved Amendments to the Conditional Use Permit and Planning Commission Design Review Permit shall become null and void if not vested within 36 months after the Planning Commission's approval.

Section 4. That, prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 17th day of September, 2015.

Nicholas J. 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. 2015-09-PCR-013 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 17th day of September, 2015, by the following vote:

AYES:

NOES:

ABSENT:

Aaron Jones
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office

Link to the Addendum:

<http://upload.rinconconsultants.com/getfile.cfm?hashcode=144112271942760016329&filename=Redondo%20Beach%20Marine%20Ave%20Hotel%20Addendum%2Epdf>

REVISED MITIGATION MONITORING AND REPORTING PROGRAM TO THE ADDENDUM TO THE ADOPTED/CERTIFIED MITIGATED NEGATIVE DECLARATION (2010-05-IES-MND-004)

The Addendum to the Adopted/Certified Final Initial Study/Mitigated Negative Declaration (2010-05-IES-MND-004) identifies the mitigation measures that will be implemented to reduce the impacts associated with the 2410-2420 Marine Avenue Hotel project. The California Environmental Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code:

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

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

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

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



2410-2420 Marine Avenue Hotel Project Addendum						
Revised Mitigation Monitoring and Reporting Plan to the Addendum to the Adopted/Certified Mitigated Negative Declaration (2010-05-IES-MND-004)						
Mitigation Measure	Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
				Initial	Date	Comments
AIR QUALITY						
AQ- 1	<p>The applicant and their contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403, Table 1: BEST AVAILABLE CONTROL MEASURES (Applicable to All Construction Activity Sources) to minimize fugitive dust emissions from each fugitive dust source type within the active operation.</p> <p>In addition, the project shall comply with at least one of the following Track-Out Control Options (a) – (d) at each vehicle egress from the site to a paved public road. Track-out shall not be allowed to extend to 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift.</p> <p>(a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long. (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide. (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet</p>	<p>Applicant: Comply with all feasible BACM included in Rule 403</p>	<p>During construction.</p>	<p>City of Redondo Beach</p>		



2410-2420 Marine Avenue Hotel Project Addendum							
Revised Mitigation Monitoring and Reporting Plan to the Addendum to the Adopted/Certified Mitigated Negative Declaration (2010-05-IES-MND-004)							
Mitigation Measure	Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion			
				Initial	Date	Comments	
	<p>wide to remove bulk material from tires and vehicle under carriages before vehicles exit the site.</p> <p>(d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.</p> <p>(e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM may be omitted only if Engineering and Building Services agrees in a written agreement. The written agreement shall be completed prior to issuance of a demolition and/or building permit for the project. The Building Division shall ensure compliance with this mitigation measure.</p>						
AQ-2	<p>To reduce VOC emissions, the applicant shall use paint with low VOC emissions (ROG emission rate of less than 0.80 pounds per gallon), limit painting to eight hours per day, use paint thickness of 0.75 millimeters or less, use water based and low-VOC coatings with ROG/VOC emissions of less than 8.0 pounds per 1,000 square feet of painted surface, and use high volume, low pressure sprayers. The Building Division shall ensure compliance with this mitigation measure.</p>	<p>Applicant: Use low VOC paint, limit painting to 8 hours per day</p>	<p>During construction</p>	<p>City of Redondo Beach</p>			



2410-2420 Marine Avenue Hotel Project Addendum							
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AQ-3	To reduce ROG/VOC emissions, the applicant shall use lighter color roofing and road materials and tree planting programs to comply with AQMP Miscellaneous Sources MSC-01 measure. The measure reduces the need for cooling energy in the summer. Engineering and Building Services and the Planning Department shall ensure compliance with this mitigation measure.	Applicant: Lighter color roofing and road materials shall be used and tree planting programs shall be implemented.	During construction	City of Redondo Beach			
NOISE							
NO-1	Conduct a focused acoustical analysis of the subject property for noise impacts from ambient traffic noise prior to submittal of final architectural drawings. Provide sound attenuation, including acoustical pane windows and supplemental insulation, as determined necessary by the acoustical analysis.	Applicant: Complete focused acoustical analysis and provide sound attenuation.	Prior to issuance of any building or grading permits for the site	The Redondo Beach Planning Division.			
WATER							
SW-1	The applicant and their contractors shall be required to comply with all of the Best Management Practices (BMPs) contained in the project specific Standard Urban Storm Water Mitigation Plan for 2410 – 2420 Marina Avenue Redondo Beach CA, Prepared by A.C.E. Civil Engineering, Inc. April 2010	Applicant: Comply with all BMPs in SUSMP.	Include in approved Plans/Prior to Final Inspection / On-going	The Redondo Beach Planning Division and Building and Safety Division.			
TRAFFIC							
TR-1	The installation of a westbound right-turn lane at Aviation Boulevard/Marine Avenue, which can be accomplished within existing	Applicant: Install required improvements or pay fair share contribution.	Include in approved Plans or Provide Fair Share Right-of-Way Improvement	City of Redondo Beach			



2410-2420 Marine Avenue Hotel Project Addendum						
Revised Mitigation Monitoring and Reporting Plan to the Addendum to the Adopted/Certified Mitigated Negative Declaration (2010-05-IES-MND-004)						
Mitigation Measure	Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
				Initial	Date	Comments
right-of-way by restriping, median island modification and residential parking restrictions or by acquiring right-of-way and installing the westbound right-turn lane with the project paying a fair share of the cost. In the event that this Mitigation Measure cannot be accomplished due to restrictions by the City of Manhattan Beach or the City of Hawthorne, the developer will be required to pay a "fair share contribution" to the City of Redondo Beach in lieu of making the traffic improvements.		Contributions / Prior to Final Inspection				
TR-2	The modification of the existing traffic signal to provide a northbound right-turn overlap at Redondo Beach Avenue/Marine Avenue.	Applicant: Complete required improvement.	Include in approved Plans / Prior to Final Inspection	City of Redondo Beach		
TR-3	The installation of a westbound right-turn lane on Marine Avenue or northbound and southbound right-turn lanes on Inglewood Avenue at Inglewood Avenue / Marine Avenue which are all within the City of Lawndale and are planned, designed and funded for construction.	Applicant: Complete required improvement.	Include in approved Plans / Prior to Final Inspection	City of Redondo Beach		
TDM-1	Alternative (Flexible) Work Schedules - Employee shifts will be scheduled to minimize traffic during peak periods (7:30-9:30 A.M. and 4:00-6:00 P.M.).	Applicant: Provide flexible work schedules for employees.	Ongoing	City of Redondo Beach		
TDM-2	Employees who carpool or vanpool to work on a regular basis, four out of five days/shifts a week, shall be	Applicant: Provide preferential parking for carpools.	Ongoing	City of Redondo Beach		



2410-2420 Marine Avenue Hotel Project Addendum							
Revised Mitigation Monitoring and Reporting Plan to the Addendum to the Adopted/Certified Mitigated Negative Declaration (2010-05-IES-MND-004)							
Mitigation Measure		Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
					Initial	Date	Comments
	provided with preferential parking spaces or other incentives of a similar nature. Any incentives other than preferential parking spaces must first be agreed to the Planning Department and approved in writing by both parties.						
TDM-3	Public Transportation Information - Transit information will be made available to hotel guests to encourage them to use local transit (buses and Metro Green Line).	Applicant: Make public transportation information available to hotel guests.	Ongoing	City of Redondo Beach			
TDM-4	Guest Shuttle – Shuttle service will be provided between the hotels and LAX between 4:30 A.M. and 12:30 P.M. by request. Hotels will also provide guest shuttle service to major businesses and entertainment venues within three miles of the hotels by request.	Applicant: Provide guest shuttle between hotel and LAX and major businesses and entertainment venues within 3 miles.	Ongoing	City of Redondo Beach			
TDM-5	Each hotel will make available bicycles available to their hotel guests. Additionally, each hotel will provide bicycle racks with a capacity of eight bicycles per hotel.	Applicant: Make bicycles available to guests and provide bike racks.	Include in Plans / Prior to Final Inspection	City of Redondo Beach			
TDM-6	A minimum of two (2) parking spaces, one in close proximity to each of the hotels shall be designed with the appropriate infrastructure to allow the space to be converted to an alternative vehicle parking space in the future.	Applicant: Provide a minimum of 2 parking spaces that can be alternative vehicle parking spaces.	Include in Plans / Prior to Final Inspection	City of Redondo Beach			
T-1	Aviation Blvd and Marine Ave. A dedicated westbound right-turn lane shall be added to the intersection of Aviation Boulevard and Marine Avenue with the project paying a fair share of the cost.	Applicant: Install required improvements or pay fair share contribution.	Include in approved Plans or Provide Fair Share Right-of-Way Improvement Contributions / Prior to Final Inspection	City of Redondo Beach			



2410-2420 Marine Avenue Hotel Project Addendum							
Revised Mitigation Monitoring and Reporting Plan to the Addendum to the Adopted/Certified Mitigated Negative Declaration (2010-05-IES-MND-004)							
Mitigation Measure		Action Required	When Monitoring to Occur by the City	Responsible Agency or Party	Verification of Completion		
					Initial	Date	Comments
T-2	Inglewood Ave and Marine Ave. A dedicated southbound and eastbound right-turn lane shall be installed in the intersection of Inglewood Avenue and Marine Avenue with the project paying a fair share of the cost.	Applicant: Install required improvements or pay fair share contribution.	Include in approved Plans or Provide Fair Share Right-of-Way Improvement Contributions / Prior to Final Inspection	City of Redondo Beach			





CITY OF REDONDO BEACH

INITIAL ENVIRONMENTAL STUDY NO. 2010-05-IES-ND-004

1. **Project Title:** Marine Avenue Hotels and RV Storage
2. **Lead Agency Name and Address:** City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277
3. **Contact person and phone number:** Anita Kroeger
310 318-0637 x1-2248
4. **Project Location:** 2410 – 2420 Marine Avenue
Redondo Beach, California
5. **Project Sponsor's Name and Address:** City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277
6. **General Plan Designation:** Industrial Zone
7. **Zoning:** I-1B Industrial Zone
8. **Description of Project:** *(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)*

The project consists of the demolition of existing improvements, discontinuation of existing uses, and development and operation of two (2) hotels and a Recreational Vehicle (RV) storage area. One of the proposed hotels, a select-service hotel, is to be four-stories, approximately 53 feet height with 155 rooms with approximately 1,500 square feet of meeting space. The second hotel, an extended stay brand, is four stories 51 feet in height with 154 rooms and approximately 1,600 square feet of meeting space. A Recreational Vehicle (RV) storage area, located to the rear of the site, will accommodate approximately 154 recreational vehicles, boats, all-terrain vehicles, or similar vehicles, up to 40 feet in length. A total of 425 parking spaces are provided for the two hotels (one parking space per select-service hotel room, 1.5 parking spaces for every extended stay hotel room, and one parking space for 100 square feet of meeting space). Fully improved access to the site is provided from Marine Avenue.

The site is currently improved with an inactive family amusement park. Entitlements were granted for the expansion and operation of a new facility. However, that project did not proceed. The current uses and activities include: trucking cargo transportation, events involving public safety training, and storage use and related activities. Prior uses included a residential household waste collection facility, vehicle storage, construction yard operations and private lease and rental of portions of the site for vehicle-related uses.

The site consists of four legal (4) parcels. The City of Redondo Beach owns two parcels, a third is owned privately and the fourth is owned by Southern California Edison (SCE). The total project site is approximately 11.42 acres in size.

9. Surrounding Land Uses and Setting: *(Briefly describe the project's surroundings.)*

The City of Redondo Beach is located south and west of the City of Los Angeles, along the coastline of the Santa Monica Bay. The City is bounded by the Pacific Ocean and the cities of Manhattan Beach, Hermosa Beach, Hawthorne, Lawndale, and Torrance.

Originally incorporated in 1897, Redondo Beach contains a mixture of both older and new types of development. Virtually all land within the City has been developed. Therefore, current trends in development are primarily of an "infill" or "recycling" nature. The majority of the City is devoted to residential land uses, although commercial, light industrial and recreational uses in the vicinity of this project are also important to the overall composition of the area.

Located directly to the east and running parallel to the subject property is a parcel owned by the Los Angeles County Flood Control District. This parcel is developed with an open concrete channel. Directly east of that parcel is the I-405 Freeway. The properties east of the freeway and south of Marine Avenue are located in the City of Redondo Beach and are developed with a variety of commercial businesses. The properties east of the freeway and north of Marine Avenue are located in the City of Lawndale and are developed with a variety small industrial and commercial businesses and a school facility. The properties across Marine Avenue to the north are located in the City of Hawthorne and developed with a fast-food business and a car dealership. To the west of those uses is the Metro Green Line station, which is located in the City of Hawthorne and in the City of Redondo Beach. The parcel west of the northerly portion of the subject property is owned by the Los Angeles County Metropolitan Transit Association (MTA) and is developed with railroad tracks. West of that is a SCE property that is developed as parking for the Green Line Station. Further to the west there are light industrial uses. The parcel located west of the southerly portion of the subject property is developed with a mini-storage facility. The most southern tip of the subject property converges with the freeway, the flood control channel and the mini-storage facility.

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

Certain traffic mitigation measures will require the approval of the jurisdictions of the City of Lawndale, Hawthorne and Manhattan Beach.

A portion of the financing for this project includes Recovery Zone Facility Bonds created by the American Recovery and Reinvestment Act and issued through the California Enterprise Development Authority (CEDA).

Access improvements benefiting the Los Angeles County Flood Control District, the City of Redondo Beach and the overall project are considered in the scope of this environmental analysis. However, the approval and implementation of such an agreement is not necessary to the successful development and operation of this project.

Factors Potentially Affected:

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

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

Determination.

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier **EIR**, including revisions or mitigation measures that are imposed upon the proposed project.

_____	May 13, 2010
Signature	Date
Anita Kroeger	City of Redondo Beach
_____	For
Printed Name	

Evaluation of Environmental Impacts:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Potentially Significant Unless Mitigated Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section 17 at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

<u>Issues (and Supporting Information Sources):</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. AESTHETICS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?
(1, 3, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially degrade the existing visual character or quality of the site and its surroundings?
(1, 3, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
(1, 3, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

2. AGRICULTURE RESOURCES - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
(1, 3, 4, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (1, 3, 4, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (1, 3, 4, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

3. AIR QUALITY - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?
(1, 3, 4, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
(1, 3, 4, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
(1, 3, 4, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?
(1, 3, 4, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Create objectionable odors affecting a substantial number of people?
(1, 3, 4, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

4. BIOLOGICAL RESOURCES - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
(1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
(1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
(1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
(1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?
(1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?
(1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5. CULTURAL RESOURCES - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?
(1, 3, 4, 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

<u>Issues (and Supporting Information Sources):</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? (1, 3, 4, 8) <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (1, 3, 4, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries? (1, 3, 4, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

6. GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure including liquefaction? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (1, 3, 4) <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d) Be located on expansive soil, as defined in table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems				

<u>Issues (and Supporting Information Sources):</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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where sewers are not available for the disposal of waste water?
(1, 3, 4)

7. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
(1)

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment?
(1)

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
(1, 2)

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?
(1)

e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
(1)

f) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
(1)

8. HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?
(1, 3)

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
which would not support existing land uses or planned uses for which permits have been granted)? (1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation or on-or off-site? (1, 3, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (1, 3, 10, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (1, 3, 10, 15)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality? (1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (1, 3, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (1, 3, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (1, 3, 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow? (1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community? (1, 3, 4, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan,				

<u>Issues (and Supporting Information Sources):</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
(1, 3, 4, 5)

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?
(1, 3, 4, 5)

10. MINERAL RESOURCES - Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
(1, 3)

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on local general plan, specific plan or other land use plan?
(1, 3)

11. NOISE - Would the project:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
(1, 3, 4)

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
(1, 3, 4, 12)

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
(1, 3, 4)

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
(1, 3, 4)

12. POPULATION AND HOUSING - Would the project:

- a) Induce a substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)
(1, 3, 4)

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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(1, 3, 4)

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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13. PUBLIC SERVICES - Would the project:

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

Fire protection? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities? (1, 3, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14. RECREATION - Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
(1, 3, 4)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?
(1, 3, 4)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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15. TRANSPORTATION/TRAFFIC - Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to

<u>Issues (and Supporting Information Sources):</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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capacity ratio on roads, or congestion at intersections)?
(1, 3, 4, 6, 17, 18)

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
(1, 3, 4, 6, 17, 18)

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?
(1)

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (1)

e) Result in inadequate emergency access?
(1)

f) Result in inadequate parking capacity?
(1, 5)

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?
(1, 3)

16. UTILITIES AND SERVICE SYSTEMS - Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
(1, 3, 4, 13)

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
(1, 3, 4, 13)

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
(1, 3, 4, 13)

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (1, 3, 4)

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has

<u>Issues (and Supporting Information Sources):</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
(1, 3, 4)

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
(1, 3, 4)

g) Comply with federal, state, and local statutes and regulations related to solid waste?
(1, 3, 4)

17. MANDATORY FINDINGS OF SIGNIFICANCE –

Would the project:

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

18. EARLIER ANALYSES.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

- a) **Earlier analyses used.** *Identify earlier analyses and state where they are available for review.*
- b) **Impacts adequately addressed.** *Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.*
- c) **Mitigation measures.** *For effects that are "Less than Significant with Mitigation incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.*

LIST OF SOURCES/ATTACHMENTS *(These reports are available at the City of Redondo Beach Planning Department, Door E, 415 Diamond Street, Redondo Beach, California 90277):*

- 1) Discussion of Environmental Evaluation
- 2) General Plan Map of Redondo Beach
- 3) Redondo Beach General Plan, 1992
- 4) General Plan EIR, 1992
- 5) Redondo Beach Zoning Ordinance
- 6) Institute of Traffic Engineer's Trip Generation Manual
- 7) Historic Resources Surveys, 1986, 1996, and 2001
- 8) Archeological Research and Site Identification for Resources Reported to be Located within the City of Redondo Beach, 1996
- 9) Federal Emergency Management Agency Flood Map
- 10) C of A refers to a condition of approval of the resolution. This does not necessarily signify that a significant environmental impact has been identified but rather may be a way to reduce even insignificant impacts or may be a standard condition of approval.
- 11) Harbor/Civic Center Specific Plan, 1992
- 12) Municipal Code Title 2, Chapter 24 (Noise Ordinance)
- 13) Wastewater System Master Plan and Wastewater Revenue Rate Analysis (WSMP), prepared in January, 1994 by Kennedy/Jenks Consultants
- 14) South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993
- 15) Standard Urban Stormwater Mitigation Plan, 2410 – 2420 Marina Avenue Redondo Beach CA, Prepared by A.C.E. Civil Engineering, Inc. April 2010
- 16) Geotechnical Investigation Redondo Beach Development, 2410 Marine Avenue, Redondo Beach California, Prepared by Heider Engineering Services, Inc. March 15, 2010
- 17) Traffic Impact Study, proposed Hotels and RV Storage for 2410/2420 Marine Avenue in the City of Redondo Beach, California, Prepared by Husting Engineering, May 13, 2010
- 18) Correspondence from the City of Lawndale, 7/7/2010 regarding the implementation of TR-3 Mitigation Measure.

ATTACHMENT 1

DISCUSSION OF ENVIRONMENTAL EVALUATION

1. Aesthetics

The project includes the construction and operation of two (2), four-story hotels and an RV storage area. Given the surrounding improvements that include an L.A. County flood channel and the I-405 Freeway to the east, railroad tracks and the Metro Green Line Station to the west and mini-storage facilities to the southwest, the property is not located in an area likely to be subject to substantial aesthetic concerns. The site and the surrounding areas are not designated as significant visual landmarks or scenic vistas. Furthermore, the proposed development of the property will not block designated public view corridors.

A significant impact to views means that a project would significantly obstruct public views from designated open space, roads, or parks to significant visual landmarks or scenic vistas. To meet this significance threshold, this project must substantially block a view through a designated public view corridor as shown in an adopted General Plan or cause a substantial view blockage of a public resource this is considered significant by the General Plan. The proposed project does not have the potential to result in these impacts.

With respect to aesthetics and design, the design of the project is in keeping with the mass, scale, bulk and overall characteristics of the current and future planned development of the area. Therefore, no significant impacts have been identified as a result of this project.

2. Agriculture Resources

There is no current agricultural use of the subject site. Future agricultural use of the site is not considered likely given the current development intensities surrounding the subject property and the established development potential of the property.

2. Air Quality

Upon initial evaluation with respect to the potential impacts of this project on air quality, it was determined that this project had the potential to result in potentially significant impacts. The identified impacts were exclusively related to project construction. No significant impacts associated with ongoing operations were identified. With the implementation of feasible construction-related mitigation measures, all project-related air quality impacts can be reduced to a level of less than significance.

In making the preceding environmental impact determination, the following was considered:

The site is located within the South Coast Air Basin. Air quality in the Basin exceeds State and Federal ambient air quality standards. The 1991 Air Quality Management Plan (AQMP) was adopted in order to regulate pollution sources in the Basin, including mobile and vehicular sources that are considered the major source of emissions in the Basin. The AQMP relies on the Environmental Protection Agency, the Air Resources Board, the South Coast Air Quality Management District, and the Southern California Association of Governments (SCAG), as well as local governments for implementation. The rules, permits, and review authority of these

various agencies provide for ongoing regulation of activities in the Basin that may negatively impact air quality.

Within this context, a project could have a significant effect on air quality if its construction and/or operations emissions exceed South Coast Air Quality Management District (SCAQMD) regional significance thresholds as presented in Table 1. Additionally, a project could have a significant effect on air quality if construction and/or operations emissions exceed SCAQMD localized significance thresholds (LSTs) as presented in Table 2. Finally, a project would have a significant effect on air quality if it does not comply with SCAQMD Rule 403 performance standards for the generation of fugitive dust (PM-10).

The following tables provide thresholds of significance used in making the environmental impact determinations regarding this project.

Table 1 SCAQMD Regional Pollution Emission Thresholds of Significance

Phase	Pollutant Emissions Thresholds (lbs/day)					
	CO	VOC	NOx	PM-10	PM-2.5	SOx
Construction Threshold	550	75	100	150	55	150
Operations Threshold	550	55	55	150	55	150

Source: Mestre Greve Associates, June 2009,
South Bay South Retail Commercial Replacement Project ,EIR, (2009-08-IES/EIR-003), SCN No. 2009021066 pg. 81

Table 2 SCAQMD Localized Significance Thresholds at the Nearest Receptor

Phase	Pollutant Emissions Thresholds (lbs/day)			
	CO	NOx	PM-10	PM-2.5
Construction Threshold	950	310	42	9
Operations Threshold	950	310	10	2

Source: Mestre Greve Associates, June 2009,
South Bay South Retail Commercial Replacement Project ,EIR, (2009-08-IES/EIR-003),
SCN No. 2009021066 pg. 82

For purposes of environmental analysis regarding potential air quality impacts, a comparative methodology between this project and the South Bay South project at the South Bay Galleria is used. The comparison of a more vehicle trip intensive development on a similar size site in a reasonable proximity to this location is appropriate for purposes of this study.

Using comparative analysis methodology derived from results of the urban emission model URBEMIS2007, the project like the South Bay South (SBS) project is projected to generate significant air quality emissions during the short-term. Short-term emissions impacts are those generated during the demolition, grading/excavation and construction phases of the project. More specifically, air quality impacts are created by the movement of dirt and debris resulting in fugitive dust (high levels of PM-10 & PM-2.5), as a result of using fossil-fuel burning construction vehicles and equipment (high levels of CO), and through the application of architectural coatings (high levels of VOC levels). The construction activities at the SBS project were calculated to generate PM-10 and PM-2.5 levels in excess of the LSTs during the grading process and VOC/ROG levels during actual construction. Similar exceedences would be caused by this project without mitigation. With mitigation all potentially significant impacts can be reduced to a less than significant level.

Table 3 Comparison of Two South Bay Projects

Project	Project Characteristics		
	Site Area	Approx. GFA	ADT
South Bay South	11.2 acres	120,000	3,034*
Marine Hotels & RV Parking	11.4 acres	116,200	2,021**

*ADT- Average Daily Trips, South Bay South Retail Commercial Replacement Project, EIR, pg. 38

**ADT – Average Daily Trips, Traffic Impact Study, Proposed Hotels and RV Storage for 2410/42420 Marine Avenue, Husting Engineering, May 12, 2010

The project is similar to the SBS project in terms of the size of the site area and the amount of gross floor area (GFA) that is to be constructed. Therefore, it is reasonable to assume that the project will generate similar short-term air quality impacts during the construction phase (demolition/excavation, grading and construction activities) and that similar mitigation measures would be appropriate. The required air quality mitigation measures are as follows:

AQ-1: The applicant and their contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403, Table 1: BEST AVAILABLE CONTROL MEASURES (Applicable to All Construction Activity Sources) to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

In addition, the project shall comply with at least one of the following Track-Out Control Options (a) – (d) at each vehicle egress from the site to a paved public road. Track-out shall not be allowed to extend to 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

(a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long.

(b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide.

(c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM may be omitted only if Engineering and Building Services agrees in a written agreement. The written agreement shall be completed prior to issuance of a demolition and/or building permit for the project. The Building Division shall ensure compliance with this mitigation measure.

AQ-2: To reduce VOC emissions, the applicant shall use paint with low VOC emissions (ROG emission rate of less than 0.80 pounds per gallon), limit painting to eight hours per day, use paint thickness of 0.75 millimeters or less, use water based and low-VOC coatings with ROG/VOC emissions of less than 8.0 pounds per 1,000 square feet of painted surface, and use high volume, low pressure sprayers. The Building Division shall ensure compliance with this mitigation measure.

AQ-3: To reduce ROG/VOC emissions, the applicant shall use lighter color roofing and road materials and tree planting programs to comply with AQMP Miscellaneous Sources MSC-01 measure. The measure reduces the need for cooling energy in the summer. Engineering and Building Services and the Planning Department shall ensure compliance with this mitigation measure.

The Marine Hotels and RV Parking project varies from the SBS project in terms of traffic generation. The SBS project is predicted to generate 3,034 ADTs, while the Marine project is projected to generate 1,617 ADTs, almost 50% fewer trips. Even so, the SBS Project EIR determined that the daily operational emissions of all criterion pollutants generated by the proposed project, including CO generated by motor vehicles which represents the primary source of the pollutants, would be well below SCAQMD Significance Thresholds and that no mitigation was required. Given that the projected traffic, ADTs, for the Marine project is almost 50% less than the traffic projected for the SBS project, it stands to reason that the operational emission impacts of this project are less than significant and that no mitigation measures are required.

The above comparative analysis demonstrates that the project may exceed the thresholds of significance for the criterion pollutants VOC, PM-10 and PM-2.5, but that they will be reduced to levels of insignificance through the implementation of appropriate mitigation measures.

A school facility located north and east of the project site is considered to be a sensitive receptor. However, the school facility will not be subject to substantial concentrations of pollutants because all criterion pollutants will be less than significant with mitigation incorporated.

4. Biological Resources

The City has found no significant impact on biological resources as a result of the project. The project site is highly disturbed and located in a densely developed urban area. The site has been developed with commercial structures and parking areas, and does not contain any plant or animal life listed as state or federally rare or endangered species. This property does not contain biological resources such as coastal wetlands, native grasslands, wildlife corridors, vernal pool habitats, riparian wetlands, freshwater marshes, natural animal habitat, marine habitat or any sensitive species.

The proposed site does not contain any horticultural shrubs, grass or trees of any significance. The project proposal includes the removal of all plant materials as part of the site preparation and planting of approximately 26% of the project site. While this will result in a reduction in natural horticultural areas on the site it will introduce a formal landscaping plan to the site that will be designed with vegetated swales, which will function as part of a larger stormwater mitigation plan.

Fully detailed and dimensioned landscape and irrigation plans will be prepared for approval by the Planning Department prior to the issuance of Building Permits to ensure that they meet the requirements of the SUSWMP, the City's Landscape Ordinance and the State Model Efficient Landscape Ordinance (AB 1881 (226)).

5. Cultural Resources

The site was previously developed with a family amusement park, a cargo transportation facility and a household hazardous waste material facility. The site does not contain any potentially historic resources as listed in the City's cultural resource inventory, nor is it being considered for designation as a cultural resource. The property is not listed as a potential historic resource in the 1986, 1996, or 2001 Redondo Beach Historic Resources Surveys. The project site is completely disturbed and has been improved over the years with various buildings and parking areas. The property does not contain any known or recorded prehistoric or historic archaeological sites. No structures of historic importance would be affected by the change of use; and, no significant impacts to cultural or historical resources have been identified.

6. Geology and Soils

In Redondo Beach, as in most of Southern California, there is the potential for seismic ground shaking from seismic activity in the region. Areas of the City may also contain liquefiable materials, resulting from locally perched groundwater. Although exposed to regional and local seismic risks, the proposed project will be designed according to the seismic building code requirements.

A geotechnical investigation was prepared March 15, 2010, by Heider Engineering Services Inc. for the proposed project. There is nothing in the report to suggest that this specific site exposes individuals or structures to known adverse effects or substantial risks related to earthquakes, soil erosion, unstable soil, expansive soil and/or soils incapable of supporting wastewater disposal systems where sewers are not available.

The project will involve excavation of minimal volumes of cut to accommodate the new structures. The proposed site preparation activities are not environmentally significant.

7. Hazards and Hazardous Materials

The proposed project is not of the nature, location, or extent to pose a significant risk of accidental explosion or release of hazardous substances. This project is not expected to involve any interference with an emergency response plan. The project would not create any other health hazards, nor is it located in an area that would expose persons to any known health hazards. Although a portion of the site was previously occupied by a household hazardous waste collection facility, that facility has been closed and all closure permits have been finalized. No known contamination exists on the site.

8. Hydrology and Water Quality

The project site is not located within the 100-year floodplain (FIRM Map 06037C1790F). The project site is located in flood zone X, an area that is not subject to flooding. No housing is proposed by the project. Therefore, it would not place people or structures at a significant risk involving flooding. The project site is located approximately three miles from the ocean and therefore, there is no risk of damage by a tsunami or a seiche. It is also relatively improbable that the site will be subject to damage from mudslides

However, a Standard Urban Stormwater Mitigation Plan (SUSMP) is required for this project because the project site is greater than one acre in size, will include food handling facilities and includes the construction of parking areas with more than 25 parking spaces.

A SUSWMP prepared for the project by A.C.E. Civil Engineering, Inc. April, 2010, indicates that the stormwater quality impacts associated with the development of this project will be addressed through implementation of various structural and non-structural Best Management Practices (BMPs). The proposed structural BMPs include the use of rooftop drain and filtration systems on the two hotels, an infiltration system with landscape and grass swales, a detention system and porous pavement. The non-structural BMPs include storm drain system signage and stenciling, proper design of outdoor material storage areas, proper design of trash storage areas, regular sweeping of the parking areas and cleaning of areas contaminated with heavy oil and fluids.

SW-1: The applicant and their contractors shall be required to comply with all of the Best Management Practices (BMPs) contained in the project specific Standard Urban Storm Water Mitigation Plan for 2410 – 2420 Marina Avenue Redondo Beach CA, Prepared by A.C.E. Civil Engineering, Inc. April 2010

9. Land Use and Planning

The proposed project will change the use of the property from a family amusement facility and a cargo transportation facility to two (2), four-story hotels, providing a total of 310 rooms with approximately 425 parking spaces, and a RV storage area for 154 vehicles.

One hotel will be a mid-priced, select-service hotel with limited food and beverage services targeting the commercial, and meeting and group segments of the hotel market during the week and the leisure segment during the weekend. The majority, 75% of the demand is expected to come from the commercial segment of the market. This style of hotel provides basic services and amenities and eliminates unsought amenities found at full-service hotels. The hotel will provide 1,500 square of meeting space, a casual restaurant for hotel guests with a limited menu and hours, and a lounge. Other amenities include an exercise room, outdoor pool, outdoor whirl pool, business center, sundry shop and guest laundry.

The second hotel is to be an extended stay, limited-service hotel where each room has its own kitchenette. Extended stay demand consists of individuals who require accommodations in excess of five nights, typically ten to fourteen nights. This style of hotel offers a breakfast lounge and market pantry. Additionally, it offers 1,600 square feet of meeting space, an exercise room, outdoor pool, outdoor whirl pool, outdoor sports court, picnic area with a grill, business center, sundry shop and guest laundry room. Extended stay demand at the subject property will likely be generated as a result of business activities related to the defense and aerospace industry. The proximity of the subject property to the airport, beaches and easy access to Los Angeles' other attractions make it an attractive choice for an extended stay. Travelers staying at an extended stay hotel tend seek out the local restaurants, shops and entertainment venues.

It is expected that defense contractors and the aerospace industry will to provide a consistent source of demand for these types of hotels as will several other corporate headquarters including Mattel, Chevron, Xerox and Marvel Comics, and Neutrogena, a large employer in the area. The proximity of the site to the Los Angeles International Airport (LAX) is also expected to provide a demand for the hotels. The fact that site is accessible and visible from the I-405 Freeway, which connects to all the other major freeways routes through the greater Los Angeles area, also adds to the attractiveness of the site for the location of hotels.

Overall, the proposed hotel uses are expected to have a positive economic influence on the surrounding area.

The rear or southern end of the site is to be used for the outdoor storage of a variety of recreation vehicles. The RV storage use may help alleviate some of the problems that are being experienced throughout the City where residential property owners store recreational vehicles on public streets and/or on their driveways, side and rear yards.

The subject property is zoned I-1B - Industrial. This designation allows for the development of most industrial uses, as well as limited commercial uses, including offices, hotels and motels. Hotels and motels require discretionary approval as "Conditional Uses" on a case-by-case basis. The I-1B zone allows for development at a maximum Floor Area Ratio (FAR) of 0.7. The proposed FAR for this project is 0.41, well within the permitted intensity. The building height limit is 30 feet within the first 60-foot setback from Marine Avenue and a maximum of 110 feet, whereby the buildings are not to exceed one (1) foot of height for every two (2) feet of depth from Marine Avenue. The proposed maximum building height for the project is approximately 53 feet at a location setback approximately 106 feet from Marine Avenue.

10. Mineral Resources

The proposed project is not of the nature, location, or extent to significantly affect natural resources. Impacts to natural resources are considered significant if project implementation results in an unmitigated loss of nonrenewable resources such as minerals and/or construction materials. This project is not expected to have a substantial impact on natural resources because it was a vacant site in an urbanized area.

The project is not expected to consume energy to a greater degree than projects of a similar size and nature. Energy requirements to meet basic operational needs (heating, cooling, lighting, etc.) would not create a demand which would be considered substantial. Additionally, the project is required to comply with the State Energy Conservation Standards for New Residential and Non-Residential Buildings (Title 24, Par. 6, Article 2, California Administrative Code). Title 24 established mandatory maximum energy consumption levels for new buildings and includes energy conserving design features that must be incorporated into new development. No impacts associated with operation are anticipated.

Increased vehicle trips to and from the site would increase fossil fuel consumption, however, such increases along with any changes in electricity usage and natural gas consumption from project operation, would comprise a negligible amount of local and regional energy needs and would not create a demand for a new source of energy.

11. Noise

During site preparation and construction, local noise levels will increase. No sensitive receivers are located within the site. Construction noise from the project would not represent unusual construction noise in an urban environment and would not be greater than for other similar construction projects in the area. In addition, the City has noise regulations which limit the hours of construction to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and between 9:00 a.m. and 5:00 p.m. on Saturday. No work is permitted to occur on Sunday or holidays. Construction noise increases will be short-term in nature and with compliance with the City's noise regulations, significant impacts are not expected to occur.

The traffic created by the project and any noise sources from the operation of the new buildings are not expected to increase the ambient noise levels of the area to a significant level given the existing high noise levels along Marine Avenue and the San Diego (405) Freeway.

The new hotel use will be subject to significant traffic noise levels from the I-405 Freeway. However, the exposure of hotel occupants to severe noise levels can be fully mitigated through the incorporation of the following mitigation measure.

NO-1: Conduct a focused acoustical analysis of the subject property for noise impacts from ambient traffic noise prior to submittal of final architectural drawings. Provide sound attenuation, including acoustical pane windows and supplemental insulation, as determined necessary by the acoustical analysis.

12. Population and Housing

This project will not induce substantial growth or concentration of population. This project is not expected to substantially alter the location, distribution, density or growth rate of the human population of an area.

13. Public Services

This project is located in an area which is already urbanized. The project is not expected to have an impact on the amount of public services required.

The City is currently in discussions with the County of Los Angeles Flood Control District (the County) regarding the establishment of a formal agreement regarding the existing shared use of 18.75 feet of County property and 7.25 feet of City property as a 25-foot wide access/service road. This road has historically been used by both the County and the City. The 25-foot wide, paved road provides access from Marine Avenue and runs parallel with the subject property, along its eastern property line to its southern tip, with the County flood control channel to the west of it. Assuming an agreement to allow the continued shared use of this road is reached, it would serve additional ingress and egress from the site.

In the event that an agreement is not reached with the County, the site layout of the project would need to be modified to allow for the location of a 20-foot wide, emergency use only, fire access point alongside Marine Avenue. Additionally, there may be a need to modify drive aisles through the site, remove parking spaces, and create new openings, in order to provide appropriate turning radii and a turn-around point at the southern end of the site in the RV parking area for the emergency vehicles. The loss of a maximum of eight (8) parking spaces is possible based on the current plans that show a surplus of eight (8) parking spaces.

14. Recreation

This project is not expected to impact the quality or quantity of existing recreational facilities. There are currently no existing parks or recreation centers adjacent or in close proximity to this project. The proposed project will not add residents to the City. No substantial recreational impact from this proposal is expected.

15. Transportation and Traffic

A Traffic Impact Study for the proposed project was prepared by Husting Engineering, May 12 2010, to determine the impact that the project will have on the nearby streets, the potential traffic problems, and the roadway improvements and/or mitigation measures that are required to

alleviate the potential problems. The study evaluates existing and proposed traffic at ten (10) intersections and seven (7) roadway segments.

The study uses the City of Redondo Beach "Criteria for Traffic Impact Studies" dated March 2010, in which the significance of project-generated traffic impacts at intersections is determined by calculating the projected volume-to-capacity change from future without project conditions to future with project condition and comparing existing "baseline" conditions to future conditions with and without the project. The allowable change in volume-to-capacity ratios are shown in the Table below. A traffic impact that exceeds the allowable threshold for an intersection requires mitigation. In addition, based on the City of Redondo Beach requirements, any change in LOS at any corridor from better than "E" to "E" or worse requires mitigation.

**Table 4: City of Redondo Beach
Intersection Levels of Service Thresholds of Significance**

Intersection LOS Under Current Conditions	Allowable Change in Volume to Capacity (Future w/Project less Future w/o Project)
A	---
B	---
C	0.040
D	0.020
E	0.010
F	0.010

Based on the analysis, three intersections were determined to exceed the allowable change in volume-to-capacity as follows:

- Aviation Boulevard/Marine Avenue (A.M. Peak Hour);
- Redondo Beach Avenue/Marine Avenue (P.M. Peak Hour); and
- Inglewood Avenue/Marine Avenue (A.M. and P.M. Peak Hours).

The level of service for all other roadway segments and intersections under existing and future conditions, with and without project traffic not significantly impacted. Therefore, no mitigation measures are required for those roadway segments and intersections.

The implementation of the following traffic Mitigation Measures will reduce the traffic impacts at the three intersections to less than significant:

TR-1: The installation of a westbound right-turn lane at Aviation Boulevard/Marine Avenue, which can be accomplished within existing right-of-way by restriping, median island modification and residential parking restrictions or by acquiring right-of-way and installing the westbound right-turn lane with the project paying a fair share of the cost.

In the event that this Mitigation Measure cannot be accomplished due to restrictions by the City of Manhattan Beach or the City of Hawthorne, the developer will be required to

pay a "fair share contribution" to the City of Redondo Beach in lieu of making the traffic improvements.

TR-2: The modification of the existing traffic signal to provide a northbound right-turn overlap at Redondo Beach Avenue/Marine Avenue.

TR-3: The installation of a westbound right-turn lane on Marine Avenue or northbound and southbound right-turn lanes on Inglewood Avenue at Inglewood Avenue / Marine Avenue which are all within the City of Lawndale and are planned, designed and funded for construction. (See correspondence from the City of Lawndale, 7/7/2010 regarding the implementation of this Mitigation Measure.)

In addition to the required traffic mitigation measures, the developer will modify the existing traffic signal on Marine Avenue which currently only benefits the commercial uses on the north side of Marine Avenue. The traffic signal modification will include the placement of additional signal poles, signal heads and other necessary improvements to allow drivers using the main driveway entrance to the site to have safe ingress/egress using a traffic signal. Westbound drivers on Marine Avenue will have a left turn lane with left turn arrow for safe turning access to the site. Depending on the exact location of the new driveway entrance onto the subject property and the exact location of the new signal improvements, a new traffic signal easement for vehicle detection purposes on the subject property may be required.

The traffic study calculations include a 20% reliance on alternate modes of transportation including the use of local bus services, the Metro Green Line, walking, and cycling, as well as shuttle services to LAX, surrounding businesses, shopping and entertainment venues.

The implementation of the following Transportation Demand Management Measures will be required as Mitigation Measures to reduce the potential traffic impacts to less than potential:

TDM-1: Alternative (Flexible) Work Schedules - Employee shifts will be scheduled to minimize traffic during peak periods (7:30-9:30 A.M. and 4:00-6:00 P.M.).

TDM-2: Employees who carpool or vanpool to work on a regular basis, four out of five days/shifts a week, shall be provided with preferential parking spaces or other incentives of a similar nature. Any incentives other than preferential parking spaces must first be agreed to the Planning Department and approved in writing by both parties.

TDM-3: Public Transportation Information - Transit information will be made available to hotel guests to encourage them to use local transit (buses and Metro Green Line).

TDM-4: Guest Shuttle – Shuttle service will be provided between the hotels and LAX between 4:30 A.M. and 12:30 P.M. by request. Hotels will also provide guest shuttle service to major businesses and entertainment venues within three miles of the hotels by request.

TDM-5: Each hotel will make available bicycles available to their hotel guests. Additionally, each hotel will provided bicycle racks with a capacity of eight bicycles per hotel.

TDM-6: A minimum of two (2) parking spaces, one in close proximity to each of the hotels shall be designed with the appropriate infrastructure to allow the space to be converted to an alternative vehicle parking space in the future.

According to the City of Redondo Beach parking ordinance, a total of 417 standard size parking spaces must be provided for the two (2) hotels based on a requirement of one parking space for every room in the 155-room select-service hotel and 1.5 parking spaces for every room in the 154-room extended stay hotel. The parking lot design provides for 425 standard size parking spaces, eight (8) more than required by code.

The layout of the site includes a traffic circulation pattern that accommodates easy and safe access onto the site from Marine Avenue, egress from the site back onto Marine Avenue, and internally within the site, for automobiles, recreational vehicles up to 40 feet in length, as well as Fire and other public safety vehicles and equipment as determined necessary by the City of Redondo Beach Fire and Police Department Chiefs. (See the discussion under Public Services regarding Fire Services.)

The proposed project does not conflict with the City's adopted policies, plans, or programs supporting alternative transportation such as light rail, buses, bicycles and walking. The project supports pedestrian activities by providing a six (6) foot wide pedestrian path that connects the two (2) hotels with Marine Avenue. The required implementation of the above-listed Transportation Demand Management measures also supports the use of alternative transportation.

Hotel guests interested in walking to the shops and services available to the west of the I-405 Freeway would naturally be inclined to use the public sidewalk on the south side of Marine Avenue. However, a power pole located directly west of the I-405 Freeway obstructs the sidewalk and portions of the sidewalk in the freeway underpass area are unpaved, making that an undesirable experience for pedestrians. There are no immediate public improvements plans for the repair of the public sidewalk in this area. A new crosswalk east of the signalized intersection is being proposed by the developer in conjunction with the signal modifications and improvements that will bring the hotel guests from the subject property across Marine Avenue to the public sidewalk on the north side of Marine Avenue, which is in better condition and without any major obstructions.

The proposed project will not have any effect on air traffic patterns, the levels of air traffic or a change in location that will result in any safety risks.

16. Utilities and Service Systems

The proposed project is expected to generate an average wastewater flow of 38,625 gallons per day. The wastewater flow from the subject property will discharge into the County Sanitation Districts of Los Angeles (LACSD) trunk sewer located in Marine Avenue west of the I-405 Freeway. The wastewater generated by the project will be treated at a Joint Water Pollution Control Plant located in Carson. LACSD has indicated that existing wastewater facilities are in place and have adequate design capacity to absorb the wastewater flow that will be generated by the project.

A Standard Urban Stormwater Mitigation Plan (SUSMP) was prepared for the project by A.C.E. Civil Engineering, Inc. April, 2010. The proposed structural BMPs include the use of rooftop drain and filtration systems on the two hotels, an infiltration system with landscape and grass swales, a detention system and porous pavement. The non-structural BMPs include storm drain system signage and stenciling, proper design of outdoor material storage areas, proper design

of trash storage areas, regular sweeping of the parking areas and cleaning of areas contaminated with heavy oil and fluids. The final building plans for construction shall be prepared in accordance with the approved SUSMP and the best management practices as contained in this report.

All other utilities have been contacted and have indicated that their facilities and services are in place and have sufficient capacity to service the proposed project.

The City currently has a contract with Waste Management Services for the removal and recycling of solid waste materials from commercial properties. The proposed project is required to provide solid waste enclosures as per the development contained in the City's Zoning Ordinance, Section 10-2.1536. Additionally, the solid waste enclosures must comply with the requirements of the approved SUSWMP.

17. Mandatory Findings of Significance

The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The project site is fully improved and located in a heavily urbanized area primarily consisting of industrial uses. No natural animal habitat exists on the property, and no animal life is present on the property. Vegetation on-site is limited to non-native and ornamental species used for landscaping. No rare, unique or endangered plant species exist on the site. Therefore, no impacts to unique, rare or endangered plant or animal species, or their respective habitat, would occur with the proposed project. The project site is a highly disturbed lot and does not contain any recorded archaeological sites.

As identified in all impact discussions herein, no significant unmitigated impacts would occur with the proposed project. The project conforms to the General Plan designation of the site and would not be expected to sacrifice short-term environmental goals at the expense of long-term environmental goals. No significant cumulative impacts have been identified in connection with the proposed project and, the proposed project poses no threat to human health or safety.

MITIGATION MEASURES:

The following mitigation measures will reduce potentially significant impacts down to levels of insignificance.

AQ-1: The applicant and their contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403, Table 1: BEST AVAILABLE CONTROL MEASURES (Applicable to All Construction Activity Sources) to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

In addition, the project shall comply with at least one of the following Track-Out Control Options (a) – (d) at each vehicle egress from the site to a paved public road. Track-out shall not be allowed to extend to 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

- (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long.
- (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide.
- (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- (d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- (e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM may be omitted only if Engineering and Building Services agrees in a written agreement. The written agreement shall be completed prior to issuance of a demolition and/or building permit for the project. The Building Division shall ensure compliance with this mitigation measure.

AQ-2: To reduce VOC emissions, the applicant shall use paint with low VOC emissions (ROG emission rate of less than 0.80 pounds per gallon), limit painting to eight hours per day, use paint thickness of 0.75 millimeters or less, use water based and low-VOC coatings with ROG/VOC emissions of less than 8.0 pounds per 1,000 square feet of painted surface, and use high volume, low pressure sprayers. The Building Division shall ensure compliance with this mitigation measure.

AQ-3: To reduce ROG/VOC emissions, the applicant shall use lighter color roofing and road materials and tree planting programs to comply with AQMP Miscellaneous Sources MSC-01 measure. The measure reduces the need for cooling energy in the summer. Engineering and Building Services and the Planning Department shall ensure compliance with this mitigation measure.

SW-1: The applicant and their contractors shall be required to comply with all of the Best Management Practices (BMPs) contained in the project specific Standard Urban Storm Water Mitigation Plan for 2410 – 2420 Marina Avenue Redondo Beach CA, Prepared by A.C.E. Civil Engineering, Inc. April 2010

NO-1: Conduct a focused acoustical analysis of the subject property for noise impacts from ambient traffic noise prior to submittal of final architectural drawings. Provide sound attenuation, including acoustical pane windows and supplemental insulation, as determined necessary by the acoustical analysis.

TR-1: The installation of a westbound right-turn lane at Aviation Boulevard/Marine Avenue, which can be accomplished within existing right-of-way by restriping, median island modification and residential parking restrictions or by acquiring right-of-way and installing the westbound right-turn lane with the project paying a fair share of the cost.

In the event that this Mitigation Measure cannot be accomplished due to restrictions by the City of Manhattan Beach or the City of Hawthorne, the developer will be required to pay a "fair share contribution" to the City of Redondo Beach in lieu of making the traffic improvements.

TR-2: The modification of the existing traffic signal to provide a northbound right-turn overlap at Redondo Beach Avenue/Marine Avenue.

- TR-3: The installation of a westbound right-turn lane on Marine Avenue or northbound and southbound right-turn lanes on Inglewood Avenue at Inglewood Avenue / Marine Avenue which are all within the City of Lawndale and are in the design phase with funding obtained for construction. (See correspondence from the City of Lawndale, 7/7/2010 regarding the implementation of this Mitigation Measure.)
- TDM-1: Alternative (Flexible) Work Schedules - Employee shifts will be scheduled to minimize traffic during peak periods (7:30-9:30 A.M. and 4:00-6:00 P.M.).
- TDM-2: Employees who carpool or vanpool to work on a regular basis, four out of five days/shifts a week, shall be provided with preferential parking spaces or other incentives of a similar nature. Any incentives other than preferential parking spaces must first be agreed to the Planning Department and approved in writing by both parties.
- TDM-3: Public Transportation Information - Transit information will be made available to hotel guests to encourage them to use local transit (buses and Metro Green Line).
- TDM-4: Guest Shuttle – Shuttle service will be provided between the hotels and LAX between 4:30 A.M. and 12:30 P.M. by request. Hotels will also provide guest shuttle service to major businesses and entertainment venues within three miles of the hotels by request.
- TDM-5: Each hotel will make available bicycles available to their hotel guests. Additionally, each hotel will provided bicycle racks with a capacity of eight bicycles per hotel.
- TDM-6: A minimum of two (2) parking spaces, one in close proximity to each of the hotels shall be designed with the appropriate infrastructure to allow the space to be converted to an alternative vehicle parking space in the future.



MITIGATED NEGATIVE DECLARATION NO. 2010-05-IES-MND-004

In accordance with Chapter 3, Title 10, of the Redondo Beach Municipal Code (Environmental Review Pursuant to the California Environmental Quality Act), a Mitigated Negative Declaration is hereby issued for the following project:

1. PROJECT LOCATION:

2410 – 2420 Marine Avenue
Redondo Beach, California 90278

2. PROJECT DESCRIPTION:

The project consists of the development of two (2) hotels and a Recreational Vehicle (RV) storage area. One of the proposed hotels, a select-service hotel, is to be four-stories, approximately 53 feet height with 155 rooms and approximately 1,500 square feet of meeting space. The second hotel, an extended stay brand, is to be four stories, nearly 51 feet, in height with 154 rooms and approximately 1,600 square feet of meeting space. A Recreational Vehicle (RV) storage area, located at the rear of the site, will accommodate a maximum of 154 recreational vehicles. A total of 425 parking spaces are to be provided for the two hotels. Fully improved access to the site is available from Marine Avenue.

The site is currently improved with an inactive family amusement park and a cargo transportation facility. A residential hazardous waste collection facility was previously located at the rear of the site.

The site consists of four legal (4) parcels. The City of Redondo Beach owns two parcels, a third is privately owned and the fourth is owned by Southern California Edison (SCE). The total project site is approximately 11.42 acres in size.

3. PROJECT SPONSOR:

TRCF Redondo, LLC
210 E. Main Street
Midway, Utah 90848

4. FINDING(S) OF THE DECISION-MAKING BODY:

The Planning Commission of the City of Redondo Beach, as decision-making body, has reviewed Initial Environmental Study 2010-05-IES-MND-004, and has considered all comments and responses to comments received during the 21-day public review period. On the basis of these documents and public testimony presented at the public hearing held on June 17, 2010, the Planning Commission finds that the proposed project will not result in any significant impacts upon the environment, according to the criteria for determining significant effect, as set

forth in Article 2 of Chapter 3, Title 10 of the Redondo Beach Municipal Code provided that the Mitigation Measures identified in the Initial Environmental Study are incorporated into the proposed project. Those Mitigation Measures and Mitigation Monitoring Plan are incorporated herein by reference and attached as Exhibit "A". The Planning Commission further finds that the proposed project will have no effect on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

Exhibit "A"

Mitigation Measures and Mitigation Monitoring Plan

The following potentially significant impacts would be mitigated to less than significant after the implementation of the mitigation measures identified below:

AIR

AQ-1: The applicant and their contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403, Table 1: BEST AVAILABLE CONTROL MEASURES (Applicable to All Construction Activity Sources) to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

In addition, the project shall comply with at least one of the following Track-Out Control Options (a) – (d) at each vehicle egress from the site to a paved public road. Track-out shall not be allowed to extend to 25 feet or more in cumulative length from the point of origin from an active operation. All track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

- (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long.
- (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide.
- (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle under carriages before vehicles exit the site.
- (d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- (e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM may be omitted only if Engineering and Building Services agrees in a written agreement. The written agreement shall be completed prior to issuance of a demolition and/or building permit for the project. The Building Division shall ensure compliance with this mitigation measure.

Responsible Agency: City of Redondo Beach
Completion Date: During construction

AQ-2: To reduce VOC emissions, the applicant shall use paint with low VOC emissions (ROG emission rate of less than 0.80 pounds per gallon), limit painting to eight hours per day, use paint thickness of 0.75 millimeters or less, use water based and low-VOC coatings with ROG/VOC emissions of less than 8.0 pounds per 1,000 square feet of painted surface, and use high volume, low pressure sprayers. The Building Division shall ensure compliance with this mitigation measure.

Responsible Agency: City of Redondo Beach
Completion Date: During construction

AQ-3: To reduce ROG/VOC emissions, the applicant shall use lighter color roofing and road materials and tree planting programs to comply with AQMP Miscellaneous Sources MSC-01 measure. The measure reduces the need for cooling energy in the summer. Engineering and Building Services and the Planning Department shall ensure compliance with this mitigation measure.

Responsible Agency: City of Redondo Beach
Completion Date: Include in approved Plans / Prior to Final Inspection

NOISE

NO-1: Conduct a focused acoustical analysis of the subject property for noise impacts from ambient traffic noise prior to submittal of final architectural drawings. Provide sound attenuation, including acoustical pane windows and supplemental insulation, as determined necessary by the acoustical analysis.

Responsible Agency: City of Redondo Beach
Completion Date: Include in approved Plans/ Prior to Final Inspection

WATER

SW-1: The applicant and their contractors shall be required to comply with all of the Best Management Practices (BMPs) contained in the project specific Standard Urban Storm Water Mitigation Plan for 2410 – 2420 Marina Avenue Redondo Beach CA, Prepared by A.C.E. Civil Engineering, Inc. April 2010

Responsible Agency: City of Redondo Beach
Completion Date: Include in approved Plans/Prior to Final Inspection / On-going

TRAFFIC

TR-1: The installation of a westbound right-turn lane at Aviation Boulevard/Marine Avenue, which can be accomplished within existing right-of-way by restriping, median island modification and residential parking restrictions or by acquiring right-of-way and installing the westbound right-turn lane with the project paying a fair share of the cost.

In the event that this Mitigation Measure cannot be accomplished due to restrictions by the City of Manhattan Beach or the City of Hawthorne, the developer will be required to pay a "fair share contribution" to the City of Redondo Beach in lieu of making the traffic improvements.

Responsible Agency: City of Redondo Beach
Completion Date: Include in approved Plans or Provide Fair Share Right-of-Way Improvement Contributions / Prior to Final Inspection

TR-2: The modification of the existing traffic signal to provide a northbound right-turn overlap at Redondo Beach Avenue/Marine Avenue.

Responsible Agency: City of Redondo Beach
Completion Date: Include in approved Plans / Prior to Final Inspection

TR-3: The installation of a westbound right-turn lane on Marine Avenue or northbound and southbound right-turn lanes on Inglewood Avenue at Inglewood Avenue / Marine Avenue which are all within the City of Lawndale and are planned, designed and funded for construction.

Responsible Agency: City of Redondo Beach
Completion Date: Improvements by the City of Lawndale

TDM-1: Alternative (Flexible) Work Schedules - Employee shifts will be scheduled to minimize traffic during peak periods (7:30-9:30 A.M. and 4:00-6:00 P.M.).

Responsible Agency: City of Redondo Beach
Completion Date: On-going

TDM-2: Employees who carpool or vanpool to work on a regular basis, four out of five days/shifts a week, shall be provided with preferential parking spaces or other incentives of a similar nature. Any incentives other than preferential parking spaces must first be agreed to the Planning Department and approved in writing by both parties.

Responsible Agency: City of Redondo Beach
Completion Date: On-going

TDM-3: Public Transportation Information - Transit information will be made available to hotel guests to encourage them to use local transit (buses and Metro Green Line).

Responsible Agency: City of Redondo Beach
Completion Date: On-going

TDM-4: Guest Shuttle – Shuttle service will be provided between the hotels and LAX between 4:30 A.M. and 12:30 P.M. by request. Hotels will also provide guest shuttle service to major businesses and entertainment venues within three miles of the hotels by request.

Responsible Agency: City of Redondo Beach
Completion Date: On-going

TDM-5: Each hotel will make available bicycles available to their hotel guests. Additionally, each hotel will provided bicycle racks with a capacity of eight bicycles per hotel.

Responsible Agency: City of Redondo Beach
Completion Date: Include in Plans / Prior to Final Inspection

TDM-6: A minimum of two (2) parking spaces, one in close proximity to each of the hotels shall be designed with the appropriate infrastructure to allow the space to be converted to an alternative vehicle parking space in the future.

Responsible Agency: City of Redondo Beach
Completion Date: Include in Plans / Prior to Final Inspection

Aaron Jones - Fwd: Comments to Marine Hotel/RV Parking Project IES

From: Susan Brown
To: Aaron Jones
Date: 5/20/2010 11:24 AM
Subject: Fwd: Comments to Marine Hotel/RV Parking Project IES

>>> Jim Light <jim.light1@verizon.net> 5/19/2010 8:04 PM >>>

The subject IES calls for a traffic mitigation that accepts a fee should the intersection upgrade not be feasible. This fee does not mitigate the impact and therefore a finding of significant impact is required and therefore a full blown EIR.

The subject EIR allows a 20% discount in traffic due to uses of several modes of alternative transportation. This 20% discount is not supported. The IES should be accomplished without the 20% discount. CEQA requires support of claims. This claim is unsupported in the IES.

The impact on water supplies is not adequately addressed in the IES. Based on multiple public presentations by the West Basin Water District state that there is inadequate supply and that the supply must be augmented in the future. The impact of this project to this water crisis must be assessed and mitigated if significant.

The subject IES is insufficient and incomplete and should be rejected as written.

Furthermore I request all traffic calculations and analyses including any analysis related to the 20% discount in trip generation.

Jim Light
Sent from my iPad nm

Anita Kroeger - Fwd: RE: Comments to Marine Hotel/RV Parking Project IES

From: Susan Brown
To: Aaron Jones; John Mate
Date: 6/1/2010 7:56 AM
Subject: Fwd: RE: Comments to Marine Hotel/RV Parking Project IES
CC: Eleanor Manzano; Jim Light

Please see the following communication ,received today via email, from Mr. Light.

Thank you for the traffic data. My initial review of the traffic analysis has resulted in the following concerns:

- The consultant took significant discounts on the trip generation based on the pedestrian environment, availability of bikes at the hotel, and the walkable transit and bus stops.
 - The intersection calculations do not take into account any impacts of the numerous bus stops on traffic flow near intersections in the project area. In essence the consultant applied a trip generation discount for the bus traffic, but did not include the impacts of the bus traffic on the lane saturation flow rates. This results in artificially optimistic results.
 - The intersection calculations do not take into account the impacts of bicyclists and pedestrians going to and from the hotel. Pedestrians and bicyclists will impact turn traffic and the longer stoplight cycle times associated with pedestrian walk buttons impact saturation rates.. This impact is increased if the customers are lugging luggage from the transit stop to the hotel. The current calculations do not account for pedestrian/bicycle traffic at all. The consultant has artificially doubly reduced the traffic impacts – in that the consultant reduced trip generation but then did not add the impacts of increased pedestrian traffic to the analysis. The impacts of pedestrian and bicycle traffic must be taken into account if a trip generation discount is used.
- The turn traffic distribution does not match descriptions of the customers of the hotels. If a significant number of customers will be going to and from Northrup Grumman the turn traffic appears to be routed the wrong way in the analysis. The analysis is very sensitive to the allocation of turns. Reallocation of turns can drive significantly different impacts. The study should be redone with more customers going into and returning from Redondo/Manhattan Beach rather than away.
- The consultant quotes a high use of taxis by those visiting the hotel. Taxis actually increase traffic as they must enter and leave for each customer trip. Rather than one exit and one return for a customer with a rental car, a customer using a taxi must have the taxi drive into the property and then leave it to pick up the passenger and then pull in and leave the property in dropping the customer off. This contradicts the reduction taken.
- Although the RV parking lot does not have a lot of trips, the location of the lot requires any RV coming into or leaving the site to enter and depart high volume streets and for some trips cut across multiple lanes in a short distance to go in the right direction. Heavy vehicles reduce saturation rates and

several in a single hour can reduce capacity substantially. Making turn movements across multiple lanes multiplies this impact and impacts safety. In particular turning west on Marine from the property or turning into the property when going west requires cutting across multiple east bound lanes in mid block. The entrance and exit to the project on Marine doesn't seem to be analyzed at all and impacts/LOS of are not shown in the tables. The LOS of this intersection must be analyzed since it is likely the most impacted intersection in the analysis and will impact through traffic.

- As mentioned with the impacts of RV traffic, car/taxi traffic impacts at the project entrance on Marine must be analyzed and taken into account. If unsignalized, this will be a very dangerous intersection during rush hours.
- The observations on current trip counts do not mention the presence or absence of:
 - Overflowing cueing in turn lanes that reduce effective through traffic saturation and render LOS calculations useless.
 - Upstream traffic impacts on through traffic at an intersection. For example if the vehicles at one intersection are impeded by traffic at the next intersection, saturation flow rate is significantly impacted and renders the calculations useless.
 - Bus traffic – the presence of bus stops in the through lanes reduce saturation flow rates.
 - Heavy vehicle traffic – there is substantial heavy vehicle traffic in this area, HCM requires a reduction in saturation flow rate for these conditions.
 - Driveways and parking – saturation flow rates must be reduced by 10% for business area conditions alone according to HCM.

The analysis results in understating the realistic traffic impacts that can be expected of this development. It applies trip generation discounts for pedestrian, bus and commuter rail access. But then the analysis fails to account for the impacts produced by these modes of transportation. The most glaring omission is the absence of any analysis on the project site entrance onto and from Marine St. The IES is incomplete without this analysis.

Please append my previous comments to the IES with these findings and concerns.

VR,

Jim Light

May 28, 2010

Sent via E-Mail
Anita.Kroeger@Redondo.org

Ms. Anita G. Kroeger, AICP
City of Redondo Beach – Planning Department
415 Diamond Street
Redondo Beach, CA 92077

RE: MND No. 2010-05-IES-MND-004
Hilton Garden Inn & Residence Inn Hotel Project
2410-2420 Marine Avenue

Dear Ms. Kroeger:

First, I wanted to thank you for making the time to talk with me about the above referenced project. As discussed, I generally feel the proposed uses are appropriate and compatible for the project location and support the project. Although, I believe there are opportunities to make the project better, and a more desirable and beneficial addition to our community.

It is my opinion the developer should also look to other recent developments in Redondo Beach and neighboring cities for some architectural/ design inspiration as to what the market and local community require for the property to be competitive and fit in. When these hotels are completed, people should say, "wow, those properties look great", not "hmm, not bad, but they missed the mark on the design of those hotels". The local demographics, huge employment/ business base, and proximity to LAX require a development of high quality to reflect what Redondo Beach aspires to be.

Nevertheless, below, I shall elaborate on areas I feel the project could be improved:

Site Plan:

1. Wanted to make sure the acoustical study addresses noise from freeway and railroad tracks and impacts on guest rooms and outdoor use areas (ie. Pool/ Spa, Sports Court, etc.)
2. I would like to see some enhanced pavement/ colored concrete used to enhance the site entries, and the main hotel entries and pedestrian paths. Possibly incorporate porous pavers to reduce run-off and encourage infiltration.

Landscape Plan:

1. I recommend the use of Reclaimed Water for landscape irrigation if available in the area.
2. Ensure "California Friendly" landscape is designed, installed and maintained.
3. Condition the project to properly maintain the landscape for the life of the property.

4. Appropriately screen all ground mounted mechanical and electrical equipment.
5. Some accent landscape (tree lights) and pedestrian lighting (lighted bollards) should be considered.
6. High efficiency landscape irrigation controller which takes into account weather patterns.

Elevations:

1. The elevations for both hotels are both very long/lineal in appearance. Both are also very prototypical and "anywhere" USA. I believe the City and Developer would benefit with a more upgraded appearance. I would like to see more articulation of parapets, roof-lines, materials and colors to provide variable heights of stone and color (higher on building in some areas), and possible addition of a third building material, possibly hard-plank siding and use of both smooth and textured stucco. Also, the addition of both control and reveal joints to provide added break-up of wall masses, and even the addition of plant-on's and/or trellis elements to create more interest and break up the large expanse of walls. The elevations should also consider how the building will be seen from the freeway, and not just from the parking areas. Also, the HVAC louvers right over the main entry on the Residence Inn are not very attractive and should be relocated to a non prominent side or to the roof. The entire gatehouse building of the Hilton Garden Inn should receive stone, and not be stucco to improve appearance and pedestrian level feel.
2. Building should receive acrylic stucco finishes or be painted.
3. On the roof, would like to ensure a durable/pre-finished standing seam metal roof. Also, on the flat roof areas, ensure a white "cool" roof is required to reduce heat gain from sun light, and that the backs of parapets and towers have stucco installed, as they will likely also be seen from the freeway. Roof screens may be needed to screen large/unsightly HVAC equipment.
4. Condition the project to be required to remove graffiti from buildings walls, etc... within 24-48 hours.
5. Some accent building up-lighting should also be required to accentuate the building at night.
6. The color schemes of both buildings are nearly identical and feel each hotel should have it's own color scheme. Not drastically different, just feel they are too close to the same pallet. Several color studies should be performed. Also, would like to see a perspective/colored rendering of the entire project, instead of separate, plain, two-dimensional elevations.
7. Building signs should be in proportion to wall areas they are being located. A few signs looked either too big or too small for the areas they are located.

Other Conditions of Approval

1. In order to preserve the Transient Occupancy Tax base for the City, condition the project to require the Developer put in place a process to ensure no guest stay exceeds 29 days. After 30 days, any guest becomes a tenant/ resident, and is entitled to a refund of all Transient Occupancy Taxes paid. I believe the City does not want to create a tenancy and should keep both hotels as Transient Lodging Facilities.

2. As this site is located near the freeway and industrial area, I suggest a condition be added that in the event it is determined by the City or Police Department that security is required due to excessive police calls, that the Developer will provide security as required. Also, may want to consider some key locations for security cameras.
3. It appears that there will be preferential parking for employees who carpool or vanpool, but no benefits for those who use public transportation. I would think they should promote use of public transportation and should provide some incentive to employees for using public transportation.
4. Signage should be located at Marine Avenue, directing guests to public transportation, bike routes, etc.
5. Since the hotels are providing Airport Shuttle Vans, I believe they should ensure the Vans are either Natural Gas or Electric, and conditioned to remain as such for the life of the property. This should be required to help mitigate the added pollution caused by the increased traffic/trips, and also to be a good steward of the environment.
6. I assume the Developer will be paying all applicable School, Library, Police, Fire, Water, Sewer, Storm Water and other related fees.
7. A Photometrics Plan should be required to be approved by City.
8. I think the bicycles for guest use is a great thing. Just think they should also be required to be maintained in good condition so guests want to use them.
9. Finally, I suggest the developer consider LEED Certification. Also suggest a detailed list of "Green" initiatives be conditioned on the project, both for the construction and on-going operations of the hotels.

Thanks you again for your assistance and for considering my comments. Should you have any questions, please feel free to contact me at 310.379.2785.

Sincerely,



Michael J. Gallen
Redondo Beach Resident

1930 Nelson Avenue, Unit A
Redondo Beach, CA 90278



City of Lawndale

14717 Burin Avenue • Lawndale, California 90260 • (310) 973-3200 • Fax: (310) 644-4556



June 3, 2010

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

**Re: Initial Study and Mitigated Negative Declaration for the proposed
Marine Avenue Hotels and RV Storage Project, 2410-2420 Marine Avenue**

Dear Ms. Kroeger:

The City of Lawndale ("Lawndale") has reviewed the Initial Study and Mitigated Negative Declaration that have been prepared for the proposed Marine Avenue Hotels and RV Storage Project ("Project") to be developed at 2410-2420 Marine Avenue, Redondo Beach, California. Lawndale has very strong concerns with the Initial Study and Mitigated Negative Declaration that originate with the shortened public review period for the Project. The 21-day public review period was to begin on May 13, 2010 and finish on June 3, 2010, yet Lawndale did not receive the environmental documents until May 17, 2010 and only after Lawndale staff requested to see the documents. Furthermore, the document package that Lawndale received was incomplete in that no drawings (i.e. site plan, etc.) were included with the Initial Study and Mitigated Negative Declaration. This did not allow the City of Lawndale the opportunity required by law to adequately review this matter.

With regard to the environmental documents, according to the Mitigated Negative Declaration, Redondo Beach staff has concluded that "the proposed project will not result in any significant impacts upon the environment, according to the criteria for determining significant effect... provided that the Mitigation Measures identified in the Initial Environmental Study are incorporated into the proposed project." Lawndale finds this conclusion to be misleading and believes that this proposed Mitigated Negative Declaration fails to address key questions required to satisfy requirements of the California Environmental Quality Act ("CEQA"). Lawndale also believes that Redondo Beach has incorrectly ignored several critical issues, as described in more detail below.

First, Mitigation Measure TR-3 calls for "The installation of a westbound right-turn lane on Marine Avenue or northbound and southbound right-turn lanes on Inglewood Avenue at Inglewood Avenue / Marine Avenue which are all within the City of Lawndale and are planned, designed and funded for construction." The Mitigation Measure goes on to state that the improvements will be undertaken by the City of Lawndale. Although

Lawndale has a desire for new public improvements at the intersection of Inglewood Avenue and Marine Avenue, to state that the improvements are "planned, designed and funded for construction" is simply not true. Moreover, it is inappropriate for Redondo Beach to point to a potential Lawndale project as a mitigation measure for the Marine Avenue Hotels and RV Storage Project since: 1) mitigation measures adopted by the lead agency must be fully enforceable; 2) if the lead agency has authority to mitigate environmental effects caused by its project they are required to do so even if the effects fall within the boundaries/jurisdiction of another agency; and 3) the lead agency is responsible for ensuring that the implementation of the mitigation measures is completed. Allow me to elaborate:

1) Mitigation measures adopted by the agency must be fully enforceable.

Public Resources Code sec. 21081.6(b) and CEQA Guidelines sec. 15126.4(a)(2) provide that a public agency shall provide measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other legally-binding instruments. (*Tracey First v. City of Tracy*, (2009) 177 Cal. App. 4th 912, 937.) In this case, absent any agreement with Lawndale, Redondo Beach has no authority to enforce the road improvements on Inglewood Avenue/Marine Avenue.

2) If an agency has the legal authority to mitigate environmental effects caused by its project they are required to do so even if the effects falls within the boundaries/jurisdiction of another agency.

Agencies occasionally cite Public Resources Code sec. 21081(a)(2) as justification for refusing to adopt seemingly feasible mitigation for impacts occurring within the physical boundaries or regulatory authority of another agency, reasoning that the other agency has authority over the affected resource, even if that agency has no authority or jurisdiction over the project itself. But, if a lead agency has the legal power to mitigate such effects, and the effects are reasonably foreseeable, clearly identifiable and significant, the agency is nevertheless required to mitigate such effects to the extent feasible even if the effect falls within the boundaries or jurisdiction of another agency as well. Moreover, Public Resources Code sec. 21081(a)(2) can only be relied on if the "other" agency either (1) actually has imposed the cited mitigation already or (2) has the authority over the project being analyzed and should be the agency adopting the mitigation. (Michael H. Remy, et al., *Guide to CEQA*, 1001, n.133 (11th ed. 2006).)

In *Citizens for Quality Growth v. City of Mount Shasta*, (1988) 198 Cal. App. 3d 433, the court held that a lead agency may not refuse to exercise its police power to mitigate significant environmental effects of a project simply because another agency also may have the power to do so. The court emphasized that, in determining what kind of mitigation measures are feasible and appropriate, a lead agency cannot refrain from considering means of exercising its own regulatory

power simply because another agency has general authority over the impacted natural resource. In *Citizens for Quality Growth*, the respondent city, in approving a development project on a sensitive wetlands site, violated CEQA by failing to consider the feasibility of proposals to require the restoration, creation, or enhancement of wetlands in another location.

3) The lead agency is responsible for ensuring that the implementation of the mitigation measures is completed.

Section 15097(a) of the CEQA Guidelines states:

This section applies when a public agency has made the findings required under paragraph (1) of subdivision (a) of Section 15091 (see below) relative to an EIR or adopted a mitigated negative declaration in conjunction with approving a project. In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program. (14 CCR 15097.)

Section 15091 of the CEQA Guidelines (14 CCR sec. 15091). Findings:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project *unless* the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations *have been required in, or incorporated into*, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such *changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding*. Such changes have been *adopted by such other agency or can and should be adopted by such other agency*.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subdivision (a) shall be supported by substantial

evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

Section 15020 of the Guidelines for Implementing CEQA states:

Each public agency is responsible for complying with CEQA and these Guidelines. A public agency must meet its own responsibilities under CEQA and shall not rely on comments from other public agencies or private citizens as a substitute for work CEQA requires the lead agency to accomplish. For example, a lead agency is responsible for the adequacy of its environmental documents. The lead agency shall not knowingly release a deficient document hoping that public comments will correct defects in the document. (14 CCR 15020.)

Therefore, the Mitigated Negative Declaration for the Project must commit Redondo Beach to making the intersection improvements that the document states Lawndale will provide or Redondo Beach must enter into an agreement with Lawndale to provide the improvements with the Project Applicant paying its "fair share" for the Mitigation Measure.

Continuing on, the Traffic Impact Study prepared for the Project should include one additional intersection in the analysis. This intersection is located on Marine Avenue east of the 405 Freeway where a drive lane that accesses Lawndale High School and Lloyd Extension School meets with Marine Avenue. This intersection is of special concern to us due to its use by inexperienced student drivers. Given its proximity to the Project site and the volume of traffic that flows through it, this intersection must be included in the analysis or the analysis is incurably deficient.

Also of concern is that the Traffic Impact Study accompanying the Initial Study was prepared by Husting Engineering of behalf of the Project Applicant, Brad Wagstaff of Trancas Retail Center Fund; particularly as it is unclear as to whether the Traffic Impact Study was peer reviewed by a traffic engineer from, or acting on behalf of, Redondo Beach to ensure that an objective environmental document had been prepared. As well, it would be helpful if the Traffic Impact Study included an Executive Summary and a Table of Contents.

In closing, the proposed Mitigated Negative Declaration for the Marine Avenue Hotels and RV Storage Project fails to satisfy CEQA requirements for full disclosure and examination of potentially significant impacts. The City of Lawndale urges the City of Redondo Beach to reject this Mitigated Negative Declaration and direct its staff to initiate preparation of an amended Mitigated Negative Declaration that gives full consideration to the issues raised in this letter.

Thank you for your consideration of the above comments. Should you have any questions, I can be reached at (310) 973-3206.

Sincerely,

A handwritten signature in black ink, appearing to read 'Perry A. Banner', with a long horizontal flourish extending to the right.

Perry A. Banner
Community Development Manager

ORBACH, HUFF & SUAREZ LLP

David M. Orbach
David M. Huff
Sharon Suarez
Colin E. Barr
Philip J. Henderson
Marley S. Fox
Jeffrey F. Kagan
Stan M. Barankiewicz II
Kimble R. Cook
F. Edward Navarro
John P. Claudio
Sarine A. Abrahamian
Fabiola M. Rivera
Shireen Mohsenzadegan
Allison R. Willett
Joanna Braynin
Heather Lynn Lucas
Sevag Demirjian
Monica Perichet-Coates

Attorneys at Law
1901 Avenue of the Stars
Suite 575
Los Angeles, California 90067

Telephone: (310) 788-9200 • Facsimile: (310) 788-9210

Walnut Creek Office
2121 North California Blvd.
Suite 290
Walnut Creek, CA 94597
Tel.: (925) 465-6155
Fax: (925) 974-3506

Of Counsel
Peter F. Lindborg
Mark L. Jubelt
Paul V. Rayburn

June 3, 2010

File Number
4461.001

VIA E-MAIL AND HAND DELIVERY

Anita Kroeger
Senior Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, California 90277

RECEIVED
JUN 03 2010
PLANNING DIVISION
CITY OF REDONDO BEACH

Re: Comments on the Marine Avenue Hotels and RV Storage
Mitigated Negative Declaration (No. 2010-05-IES-ND-004)

Dear Ms. Kroeger:

We represent the Centinela Valley Union High School District ("District") related to its review and comments on the Mitigated Negative Declaration ("MND") pursuant to the California Environmental Quality Act ("CEQA") for the Marine Avenue Hotels and RV Storage Project ("Project"). On behalf of the District, we hereby submit the following comments on the Project's MND and identify the need for further analyses due to the Project's potential to cause significant environmental impacts in the areas of safety, traffic, greenhouse gas emissions, utilities and service systems, and mandatory findings of significance. As a result, the City of Redondo Beach ("City") should analyze the potential significant environmental impacts that would be caused by the Project in an Environmental Impact Report ("EIR") with mitigation measures identified to mitigate such potential environmental impacts to less than significant and less than cumulatively considerable. If found that the Project will cause a significant or cumulatively considerable impact, a less intensive development should be considered.

The District is entrusted with providing its students with a high quality education, which includes ensuring that its students are safe and are not significantly or cumulatively impacted by development. The MND notes that the District's Lawndale High School is a sensitive receptor that is to the northeast of the Project. (MND, p. 2.) The Project's proximity to this school raises concerns that construction and operation of the Project will adversely effect the students' learning environment, facilities, health, and safety more than disclosed in the MND. These impacts should be adequately evaluated and mitigated in an EIR to protect our students, parents, faculty, and staff.

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Anita Kroeger

June 3, 2010

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This letter is technical in nature due to the subject matter. The District wishes to emphasize that its comments are meant to ensure that the City fully evaluates and mitigates the Project's potential impacts to the Lawndale High School, Adult Education School, Lloyd Continuation High School, and the District's Offices, the particulars of which the District may be more attuned to due to the District's educational mission. Instead, the District desires to cooperate and collaborate with the City to ensure the continued high quality of education in the District's schools.

1. SAFETY.

This Project proposes two four-story hotels (309 total rooms, 3,100 total square feet of meeting space, and 425 total parking spaces) and a 154-space RV-storage facility fronting the southern side of the I-405 freeway and Marine Avenue. One of the entrances to Lawndale High School, the Centinela Valley Adult School, the Lloyd Continuation High School, Independent Study High School, and the District's Offices is off the northern side of the westbound lane of Marine Avenue just east of the I-405 overpass. This entrance is neither controlled by a signal nor a stop sign. Thus, students, parents, and District staff heading east on Marine Avenue must typically wait for a break in the traffic to make a left turn across the westbound lanes to exit the school campus. Because of the interfering traffic, exiting vehicles will rather turn right out of the campus and then make a quick u-turn to travel eastbound on Marine Avenue. With the amount of traffic anticipated to be caused by the Project and other future projects, the District is concerned that its students', parents', and staffs' safety may become impaired. Unfortunately, the MND does not evaluate the Project's potential impacts on student, parent, and staff safety at this intersection or anywhere else. The District has a similar concern with the campus entrance off the western southbound lane of Inglewood Avenue just south of the West 149th Street intersection. Vehicles heading north on Inglewood Avenue must wait for a break in the traffic to make a left turn across the southbound lanes to enter the school campus. The City should consult with the District and analyze the Project's potential impacts on student, parent, and District staff safety at these entrances in a draft EIR. Should the potential impacts be found to be significant or cumulatively considerable, appropriate mitigation, such as signalizing the entrance intersections and adding pedestrian crossing lanes, should be required. The City of Lawndale concurs with this mitigation request.

2. TRAFFIC.

As more detailed herein, the large number of vehicles that will be generated by the Project warrants further detailed traffic analysis in a draft EIR. The MND's traffic analysis is incomplete, and thus, is inadequate.

The Project is expected to generate 1,617 new daily traffic trips with 129 AM peak-hour trips and 144 PM peak-hour trips while there are few trips from the existing Project site. (Traffic Impact Study, Proposed Hotels and RV Storage, May 13, 2010 ["MND Traffic Study"], Table 8b, p. 22.) The MND Traffic Study fails to analyze some important aspects that cause the MND to be incomplete and possibly understate the Project's traffic impacts. For example, neither the

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Anita Kroeger

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MND nor the MND Traffic Study analyze the Project's traffic impacts to the campus' entrance on Marine Avenue. The Project-added traffic will potentially increase vehicle queuing on the campus as people want to exit and head eastbound on Marine Avenue. This potentially significant impact should be analyzed in a draft EIR and mitigated with a signalized intersection.

A further example is that the MND Traffic Study does not provide any existing conditions, anticipated future conditions, or potential Project impacts to the road segment of Inglewood Avenue between Rosecrans Avenue and Marine Avenue. This is the road segment which includes the entrance to Lawndale High School and the District's Offices. This missing analysis is a bit surprising considering that the Project trip distribution percentages and volumes for Inglewood Avenue/Rosecrans Avenue and Inglewood Avenue/Marine Avenue intersections are provided in Figures 7 and 8.

Further, comparing Figure 13 to Figure 6 shows that northbound traffic on Inglewood Avenue from Marine Avenue will increase by 78 vehicles during the PM peak hour period (i.e., a two-hour period) as a result of the Project and other anticipated Projects. There is insufficient information presented in the MND and the MND Traffic Study to calculate the southbound volume on this road segment. Thus, the Project's impacts on this road segment and to the entrance of Lawndale High School and the District's Offices are not known, but could be significantly impacted.

The MND incorrectly notes that the Seagate Center Project in the City of Hawthorne is an anticipated project consisting of three fast-food restaurants with drive-thrus. (MND Traffic Study, p. 33.) Instead, the Seagate Center project has four (4) fast-food restaurants with four (4) drive-thrus and a retail establishment. (Traffic Impact Study for Seagate Center, Hawthorne, California, January 29, 2010, KOA Corporation, p. 22.) The analysis should be corrected.

The MND uses the City's "Criteria for Traffic Impact Studies" to determine the significant traffic impacts that would be caused by the Project. (MND Traffic Study, p. 25.) However, the Project site is very near the City of Lawndale. As disclosed in the MND, the Project will impact certain intersections and road segments within the City of Lawndale. Thus, the City of Lawndale's traffic significance thresholds should be used in evaluating those intersections and road segments within the City of Lawndale rather than the City of Redondo Beach's.

Further, traffic volumes for the future roadway segments were determined by applying an annual growth factor of 1.6% based upon the City's Traffic Circulation Element and its model. (MND Traffic Study, p. 11.) How does this growth in Redondo Beach compare to the expected traffic growth in Lawndale? The growth rate for the City of Lawndale should be used for those intersections and road segments that will be impacted by the Project. It is likely that the MND underestimates the Project's traffic impact. From Figure 15 of the Seagate Center Project Traffic Impact Study, the through-northbound traffic at the Inglewood Avenue/Marine Avenue intersection in 2010 is anticipated to be 834 vehicles in the AM peak hour. In contrast, the MND Traffic Study for 2012 only projects 732 vehicles—102 less vehicles—heading northbound

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Anita Kroeger
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Page 4

through the Inglewood Avenue/Marine Avenue intersection. (MND Traffic Study, Figure 13, p. 38.)

The Project's added traffic will potentially cause a significant traffic impact at the entrance of Lawndale High School and the District's Offices. Thus, the District requests that the entry intersection be signalized and re-striped to mitigate this significant impact. The City of Lawndale concurs with this mitigation request.

Moreover, the MND does not contain an impact analysis of the Project's addition to the I-405 freeway segments to the north and south of Marine Avenue on- and off-ramps. To fully disclose the potential traffic impacts of the Project, such an analysis must be included and mitigation provided should the impact be found to be significant or cumulatively considerable.

3. GREENHOUSE GAS EMISSIONS.

The MND does not provide any impact analysis from the Project's anticipated generation of greenhouse gases ("GHGs"). A draft EIR should include an estimate of GHGs that would be generated from construction of the Project and its operation. As of March 18, 2010, CEQA Guidelines section 15064.4 became effective and strongly suggests that a lead agency, such as the City, quantify a project's GHG emissions. As discussed above, the Project will generate significant traffic levels during construction and operations. Further, traditional construction and operation of the Project's buildings will also generate significant GHGs that the City must analyze and mitigate if significant or cumulatively considerable impacts are found.

Under AB 32, the State of California has set a goal to reach 1990 levels of GHG emissions by 2020. This Project will undoubtedly produce far greater GHGs than the site's existing use. How will the Project be consistent with AB 32 if it is built and operated under typical development practices? The very real and significant increase in GHGs from the Project requires a full impact analysis and mitigation should the impacts be significant or cumulatively considerable.

4. UTILITIES AND SERVICE SYSTEMS.

The MND does not include any analysis of the Project's water demand or the availability of adequate water supplies. Instead, it has a bare, unsupported conclusion that there are adequate water supplies. (MND, p. 26.) However, the Project will certainly consume more water than the existing use. As discussed in the MND, the only existing operating use is a transportation facility. (MND, p. 1.) Very little water is likely being consumed. It is not known at this time how much is being used because the MND does not report it. On the other hand, the Project will have two substantial hotels that by their very nature will consume large volumes of water by cleaning rooms, doing laundry, preparing food, cleaning cooking equipment and utensils, cleaning the hotels' interiors and bathrooms, irrigating the landscaping, and washing down of the parking lots. As such, the amount of water to be used by the Project needs to be estimated and

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evaluated to determine whether the Project would create a significant water supply impact. This analysis must be presented in a draft EIR.

5. MANDATORY FINDINGS OF SIGNIFICANCE.

The MND omits one of the mandatory findings of significance. Per CEQA Guidelines section 15065(a)(2), the City is required to determine whether, "The project has the potential to achieve short-term environmental goals to the disadvantage of longer-term goals." A draft EIR should include this mandatory finding of significance.

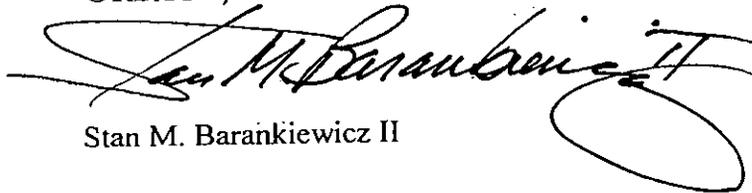
CONCLUSION.

The District wishes to cooperate with the City. However, the District is very concerned that this Project's potential significant and cumulative impacts to the students, parents, faculty, and staff of Lawndale High School, Loyde Continuation High School, Centinela Valley Adult School, Independent Study High School, and the District's Offices are not fully analyzed and/or mitigated and a complete analysis in a draft EIR is required to understand the full impacts of the Project. Accordingly, the District respectfully requests that further impact analyses be added and mitigation provided, as set forth herein, and the results disclosed in a Draft EIR that is circulated for public comment.

Thank you for your consideration of the District's concerns and recommendations.

Very truly yours,

ORBACH, HUFF & SUAREZ LLP



Stan M. Barankiewicz II

SMB:smb

cc: Jose A. Fernandez, Superintendent, CVUHSD
Randy Huttenberger, Interim Executive Director of Facilities & Operations, CVUHSD
Philip J. Henderson, Esq., Orbach, Huff & Suarez LLP
Otis Ginoza, Deputy City Manager, City of Lawndale

ORDINANCE NO. 3127-14

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 6

PUBLIC ART REQUIREMENTS

Sections:

10-6.01 Purpose

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

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

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

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

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

10-6.02 Implementation by the Public Art Commission

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

10-6.03 Definitions

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

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

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

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

Public art does not include the following:

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

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

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

10-6.03 Public art requirement

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

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

10-6.04 Public art requirement for eligible private development projects

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

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

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

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

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

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

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

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

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

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

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

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

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

10-6.06 Public art requirement for eligible capital improvement projects

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

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

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

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

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

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

10-6.07 Administrative policies and program guidelines

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

10-6.08 City Public Art Master Plan

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

10-6.09 City Public Art Fund

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

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

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

10-6.10 Fee adjustment

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

10-6.11 Authority for additional mitigation

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

10-6.12 Annual review

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

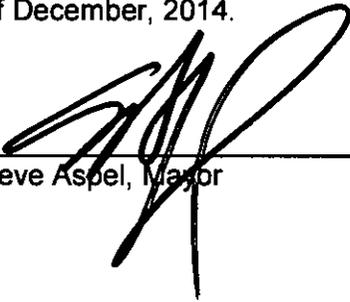
SECTION 2. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

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

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

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

PASSED, APPROVED AND ADOPTED this 2nd day of December, 2014.


Steve Aspel, Mayor

ATTEST:

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

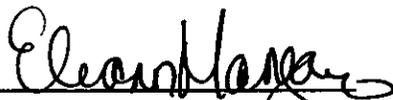
I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 3127-14 duly introduced at a regular meeting of the City Council held on the 18th day of November, 2014, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 2nd day of December, 2014, by the following vote:

AYES: GINSBURG, BRAND, AUST, SAMMARCO, KILROY

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE


Eleanor Manzano, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

**CITY OF REDONDO BEACH
PLANNING DIVISION**

RECEIVED BY:
DATE RECEIVED:

APPLICATION FOR AMENDMENT TO AN EXISTING CONDITIONAL USE PERMIT

Application is hereby made to the Planning Commission of the City of Redondo Beach, for an amendment to an existing 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: 2430 Marine Avenue, Redondo Beach CA 90278		
	EXACT LEGAL DESCRIPTION OF THE PROPERTY:		ZONING:
	LOT:	BLOCK:	TRACT: I-1B
	RECORDED OWNER'S NAME: City of Redondo Beach Redondo Industrial Park	APPLICANT'S NAME: TRCF Redondo TOD, LLC	AUTHORIZED AGENT'S NAME: (if different than applicant)
	MAILING ADDRESS: 210 E Main St Suite 109 Midway, UT 84049	MAILING ADDRESS: 210 E Main St Suite 109 Midway, UT 84049	MAILING ADDRESS:
TELEPHONE: 435-709-1004	TELEPHONE: 435-709-1004	TELEPHONE:	
B	REQUEST		
	<p>The applicant requests an amendment to an existing Conditional Use Permit for the above described property for the following purposes:</p> <p>We are requesting to amend the conditional use permit to remove the surface level Boat / RV parking from the approved Conditional Use Permit and replace this with the construction of a new extended stay hotel. This amendment will result in three hotels to be developed on this campus with a total of approximately 503 keys combined.</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.

Current project currently has two existing hotels that were completed in May 2014. The development of the surface level boat / RV parking was never developed and as such, the area where the proposed third hotel will be located is currently vacant land.

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.)

This site meets the specific purposes A, B, D, E, & F in section 10-2.1000 of Redondo Beach Municipal Code for industrial zones. All required building requirements, setbacks, parking, and landscaping requirements will be met. Parking will be 1 space per key consistent with the first phase of the project and consistent with the hotel brand requirement for parking for the proposed type of hotel. This parking ratio is also sufficient with the existing hotels which have ran at 100% occupancy many nights since opening.

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

The hotel will be accessed via Hotel drive off Marine avenue just east of the 405 interstate. Hotel drive is a 25' drive aisle extending from Marine Avenue to the southeast corner of the hotel development. A 70' hammerhead turnaround is provided at the end of Hotel drive.

CITY OF REDONDO BEACH

PLANNING DIVISION

RECEIVED BY:
DATE RECEIVED:

**APPLICATION FOR AMENDMENT TO AN EXISTING
PLANNING COMMISSION DESIGN REVIEW**

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Amendment to an existing Planning Commission Design 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: 2430 Marine Avenue, Redondo Beach CA 90278	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY:	ZONING:
	LOT: BLOCK: TRACT:	I-1B
	FLOOR AREA RATION (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)	
	SITE SIZE (SQ. FT.): 487,872 GROSS FLOOR AREA (SQ. FT.): 340,000 FLOOR AREA RATIO: .7	
	RECORDED OWNER'S NAME: City of Redondo Beach / Redondo Industrial Park MAILING ADDRESS: 210 E Main Street Suite 109, Midway UT 84049 TELEPHONE: 435-709-1004	AUTHORIZED AGENT'S NAME: TRCF Redondo TOD, LLC MAILING ADDRESS: 210 E Main Street Suite 109, Midway UT 84049 TELEPHONE: 435-709-1004
	PROJECT DEVELOPER: TRCF Redondo TOD, LLC MAILING ADDRESS: 210 E Main Street Suite 109, Midway UT 84049 TELEPHONE: 435-709-1004	PROJECT ARCHITECT/FIRM/PRINCIPAL: Architects Orange MAILING ADDRESS: 144 North Orange Street, Orange, CA 92866 TELEPHONE: 714-639-9860 LICENSE NO.
B	REQUEST	
	<p>The applicant requests an amendment to an existing Planning Commission Design Review for the above described property for the following purposes: Existing Planning Commission Design Review allowed for two hotels of approximately 319 keys and a surface level Boat / RV parking area. Applicant requests to amend the existing PCDR to allow for three hotels with a total of approximately 503 keys. The Surface level Boat / RV approvals to be vacated and replaced with a third hotel. The additional proposed hotel is assumed to be a 4 story three star extended stay hotel. Combined under the amended PCDR, the three hotels will provide approximately 503 keys and a total combined SF of approximately 340,000 SF. Amenities will be very similar to the existing Residence Inn by Marriott hotel on the site including a pool, hot tub, sport court, and fitness center for guest use. Food service will be limited to complimentary breakfast and occasional other complimentary meals. Parking will be surface parking similar to the adjacent hotels.</p>	

C	SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2514(C) of the Zoning Ordinance
	<p>1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain.</p> <p>Yes</p>
	<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> <p>The current project includes two hotels that were opened in May 2014. The northernmost hotel is a Hilton Garden Inn where landscaping has been added to enhance the look and feel of the hotels and parking area. The second hotel is a Residence Inn by Marriott with landscaping added to the enhance the hotel and parking area. The area that was previously approved for boat / RV parking to the South of the project is currently vacant with a minimal amount of mature vegetation and trees. The site has been smoothed out in conjunction with the construction of the first two hotels. We anticipate similar landscaping to be added to the third hotel as what was installed at the first two hotels. The look and feel of the entire campus will be very consistent throughout the three hotels.</p>
	<p>3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.</p> <p>The hotel will be accessed via Hotel drive off Marine avenue just east of the 405 interstate. Hotel drive is a 25' drive aisle extending from Marine Avenue to the southeast corner of the hotel development. A 70' hammerhead turnaround is provided at the end of Hotel drive.</p> <p>The two existing hotels include enhanced paving throughout the pedestrian walkway including 5 foot wide walking paths from the entries to the lobbies of the hotels out to Marine Avenue and the adjacent Metro Green Line transit stop. We anticipate an extension of the pedestrian walkway to continue back to the third hotel lobby. This will continue to enhance the pedestrian experience of the campus and easily coordinate this with the transit stop.</p>

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

Neighboring properties include a new construction extended stay Residence Inn by Marriott and a Hilton Garden Inn. Each property is a 4 story three star hotel. This hotel will also be 4 storeys and will feature similar architectural and design elements as the first 2 hotels, including a compatible color pallet.

Outside of the hotel campus is industrial, self storage, and automotive retail. This development is certainly the nicest development within the neighborhood.

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

As evidenced in the architectural drawings this building footprint consists of a long corridor which angles nicely at roughly a 30 degree angle towards the southeast wing. There are 2 additional wings extending perpendicular from the main corridor, one at the north end of the building and the other at the middle section (the main hotel entrance). Varying setback are used along the main corridor as an added architectural element. The roofline has many varied elevations with parapets also.

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.

Along Marine Avenue, a sign will be placed in the landmark signage which was constructed during phase I. Along the 405 interstate a sign will be placed in the pylon which was constructed during phase I. Signage will also be placed on the actual building structure similar to what has been done at the Residence Inn by Marriott and the Hilton Garden Inn.

APPLICATION FOR ENVIRONMENTAL ASSESSMENT

DATE FILED:
L.E.S. No.:

Negative Dec. \$1,352
Mit. Neg. Dec. \$1,500

INSTRUCTIONS FOR FILING:

Application Form

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

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: 2430 Marine Avenue, Redondo Beach, CA 90278	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY:	
	LOT: BLOCK: TRACT:	LAND USE DISTRICT: I-1B
	ASSESSOR'S PARCEL NO.: 4149-006-908	
	PROJECT SPONSOR NAME: TRCF Redondo TOD, LLC	
	MAILING ADDRESS: 210 E Main Street Suite 109, Midway UT 84049	
TELEPHONE:		
PROJECT DESCRIPTION (include types of discretionary approvals sought): The project will be a 4 story three star extended stay hotel with approximately 184 all-suite guest rooms. Amenities will include a pool, hot tub, sport court, and fitness center for guest use. Food service will be limited to complimentary breakfast and occasional other complimentary meals. Parking will be surface parking of 184 spaces.		

B	DESCRIPTION OF EXISTING ENVIRONMENT:																											
	<p>Describe the environment in the area of impact of the project as it exists before the commencement of the project. Include references to the project's compatibility with the General Plan, other policies and plans, and with related projects, both public and private, both existing and planned:</p> <p>This campus was previously approved for a two hotel campus with approximately 319 keys and a surface level boat / RV parking area. The two hotels opened in May 2014; however, the Boat/RV parking area was never developed even though the developer paid a pro-rata share of the traffic resulting from the Boat/RV parking. The proposed amendment to the CUP and PCDR removes the boat / RV parking from the development and replaces this area with a third hotel. This amendment effectively expands the existing hotel campus from 319 keys to 503 keys. This use is a significantly nicer project than the proposed use and fits well into the City's General Plan and vision for this area of Redondo Beach.</p>																											
C	POTENTIAL ENVIRONMENTAL IMPACTS OF PROJECT:																											
	<table border="0"> <thead> <tr> <th style="text-align: left;">YES</th> <th style="text-align: left;">NO</th> <th></th> </tr> </thead> <tbody> <tr> <td>1. <input checked="" type="checkbox"/></td> <td><input 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 type="checkbox"/></td> <td><input checked="" 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 type="checkbox"/></td> <td><input checked="" 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 Low Impact Development (LID) report?</td> </tr> </tbody> </table>	YES	NO		1. <input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project require certification, authorization, or issuance of a permit by any county, estate or federal environmental control agency such as the California Coastal Commission, APCD, EPA, or the Regional Water Quality Control Board? (If so, please identify those agencies.)	8. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Is this project considered a "Priority Project" as defined by the City's NPDES Permit and will therefore require the submission of a Low Impact Development (LID) report?
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6. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project substantially change demand for municipal services (police, fire, water, sewage, etc.)?																										
7. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Will the project require certification, authorization, or issuance of a permit by any county, estate or federal environmental control agency such as the California Coastal Commission, APCD, EPA, or the Regional Water Quality Control Board? (If so, please identify those agencies.)																										
8. <input type="checkbox"/>	<input checked="" type="checkbox"/>	Is this project considered a "Priority Project" as defined by the City's NPDES Permit and will therefore require the submission of a Low Impact Development (LID) report?																										
	<p>DISCUSSION OF "YES" AND "NO" RESPONSES FOR ITEMS 1 THROUGH 7 ABOVE. (Attach additional sheets as needed.)</p> <p>1. This project is an amendment to the existing CUP and PCDR and replaces the previously approved use of Boat / RV Parking.</p> <p>4. Predevelopment flows rates will be maintained into Manhattan Beach Blvd drain.</p>																											

D SUPPLEMENT TO ENVIRONMENTAL ASSESSMENT APPLICATION
(Must accompany Environmental Assessment Application for any project which involves **physical construction.**)

Please include the following with your submittal:

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

Please give the following data for the project:

- A. Type of project of land use: Hotel
- B. Anticipated types of specific Activities: Short-term rental/Hotel stay
- C. Size of project site in square feet Total site area = 487,872 (including existing uses)
- D. Number of employees: Additional 50 employees added to the existing base of approx 100
- E. Improvements/modification in the public right-of-way: Already complete
- F. Square footage of existing buildings on site: 205,000
- G. Square footage of proposed buildings on site: 135,303
- H. Number of dwelling units: 184 suites
- I. Number of parking spaces: 184 surface parking spaces
- J. Land Coverage: 26.7% (Building footprint/Land area) %
- K. Landscaped area in square feet: _____
- L. Number of stories: 4
- M. Maximum height above existing grade: 50'
- N. Grading proposals and estimate of cut and/or fill: approximately 4180 cubic yards cut, 1990 cubic yards fill
- O. Unique topographical features: None
- P. Mature vegetation: Weeds, 3 large shrubs, 4 mature trees to be removed
- Q. 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.



10/23/14

Sponsor's Signature

Date

Architectural Drawings are provided as Appendix A of the Addendum