



CITY OF REDONDO BEACH
Community Development Department

NOTICE OF PREPARATION

DATE: October 1, 2015

PROJECT TITLE: South Bay Galleria Improvement Project
Project/Environmental Review Number: 2015-09-EIR-001

PROJECT LOCATION: The South Bay Galleria Project is located at 1815 Hawthorne Boulevard, at the southwest corner of Artesia Boulevard and Hawthorne Boulevard within the City of Redondo Beach (see Vicinity Map)

PROJECT APPLICANT: South Bay Associates SPE, LLC
949 South Hope Street, Suite 100
Los Angeles, CA 90015

CEQA LEAD AGENCY: City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

This Notice of Preparation (NOP) has been prepared to inform responsible and trustee agencies, public agencies, and the public that the City of Redondo Beach (City), as the lead agency under the California Environmental Quality Act (CEQA), has independently determined that there are potentially significant impacts associated with the proposed South Bay Galleria Project (Project) and an Environmental Impact Report (EIR) is required. The City has prepared, as part of this NOP, an Environmental Checklist in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.). The Environmental Checklist is attached to this NOP for review and comment.



SOURCE: ESRI Imagery; Los Angeles County GIS, 2014.

South Bay Galleria Project . 140636
Vicinity Map

PROJECT SUMMARY

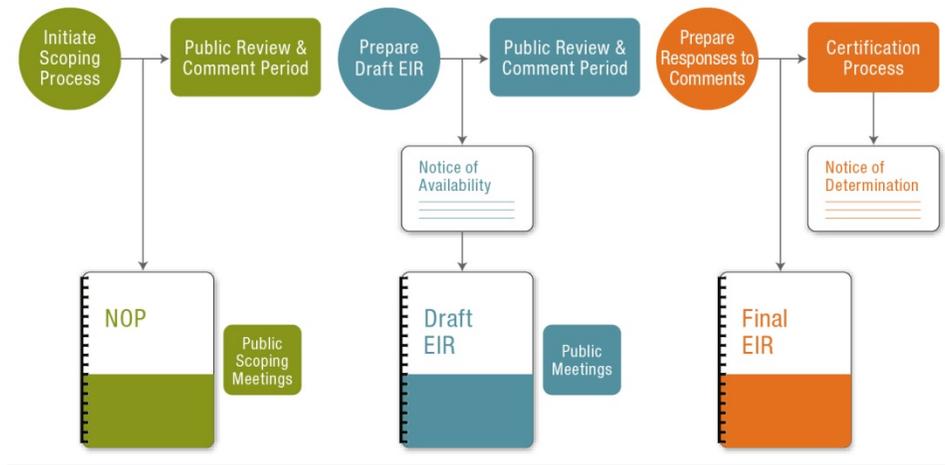
The project consists of modifications and additions to the existing 29.85-acre South Bay Galleria enclosed mall property located at 1815 Hawthorne Boulevard in the City of Redondo Beach. The proposed project would redesign portions of the site by combining expanded retail and dining venues with open-air promenades, hotel and residential development.

Retail square footage including department stores, mall shops, dining and entertainment would increase by up to 217,864 square feet (sf). This would result in an increase of approximately 22 percent over the existing mall square footage. Overall density of development on the site (including retail, hotel and housing) would increase to a maximum 1,943,965 sf of building floor area, an increase of approximately 100 percent over current conditions.

In addition, the proposed project would include a hotel of up to 150 rooms and up to 650 residential units (townhomes, condos and/or apartment homes). Currently the project site does not contain any residential units or overnight accommodations, but the site is identified in the City of Redondo Beach 2013–2021 General Plan Housing Element as the “site with the greatest potential for future residential development” in the entire City. The Housing Element identifies the site as “an ideal site for transit-oriented development involving high density residential uses” with potential for up to 1,172 units.

DISCRETIONARY APPROVALS

Discretionary approvals required from the City of Redondo Beach for implementation of the proposed Project include the following: Vesting Tentative Tract Map, Subdivision Maps(s), a Variance, Conditional Use Permit(s), and Planning Commission Design Review(s).



PROJECT IMPACTS: Based on the findings of the Initial Study Environmental Checklist prepared in conjunction with the NOP, the City has identified potentially significant impacts in the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Services Systems

The EIR for the project will consider Alternatives that can avoid or substantially lessen the project's potential significant environmental impacts as well as feasibly attain most of the basic objectives of the project in accordance with State CEQA Guidelines Section 15126.6.

NOTICE OF PREPARATION REVIEW AND COMMENTS

This NOP is being distributed to solicit written comments from responsible and trustee agencies and other interested parties regarding the scope and content of the environmental analysis to be included in the EIR, as well as significant environmental issues, reasonable alternatives and mitigation measures and other pertinent information consistent with CEQA Guidelines Section 15082(b).

The review period for this NOP is from **October 1, 2015** to **November 2, 2015**. Please provide any written comments no later than **November 2, 2015**. Please direct all written comments to the following address:

Stacey Kinsella, Associate Planner
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277
Phone: (310) 318-0637
Fax: (310) 372-8021
Stacey.Kinsella@redondo.org

SCOPING MEETING

To assist in local participation, a Scoping Meeting will be held to present the proposed project and to solicit suggestions from the public and responsible agencies on the content of the Draft EIR. The Scoping Meeting will be held on **October 10, 2015 at 10:00 a.m. at The South Bay Galleria at 1815 Hawthorne Boulevard**. The meeting room is located on the second level near the atrium elevators, Space 276 (former Lane Bryant location).

REVIEW MATERIALS

Additional copies of this NOP and the Initial Study are available for public review on the City's website: <http://redondo.org> as well as at the following:

- City Hall, Community Development Department, 415 Diamond Street, Redondo Beach
- City Clerk, 415 Diamond Street, Redondo Beach
- Redondo Beach Public Library, 303 N Pacific Coast Highway, Redondo Beach
- Library North Branch, 2000 Artesia Boulevard, Redondo Beach

ENVIRONMENTAL CHECKLIST

Initial Study

1. **Project Title:** South Bay Galleria Improvement Project
2. **Lead Agency Name and Address:** City of Redondo Beach
Planning Division
415 Diamond Street
Redondo Beach, CA 90277
3. **Contact Person and Phone Number:** Stacey Kinsella, (310) 318-0637
4. **Project Location:** The project site is located in the City of Redondo Beach in southwestern Los Angeles County, California (see Figure 1). The 29.85-acre project site is located at 1815 Hawthorne Boulevard, at the southwest corner of Artesia Boulevard and Hawthorne Boulevard within the City of Redondo Beach (see Figure 2).
5. **Project Sponsor's Name and Address:** South Bay Associates SPE, LLC
949 S. Hope Street, Suite 100
Los Angeles, CA 90015
6. **General Plan Designation(s):** Regional Commercial
7. **Zoning Designation(s):** CR – Regional Commercial
8. **Description of Project:**

The project consists of modifications and additions to the existing 29.85-acre South Bay Galleria enclosed mall property located at 1815 Hawthorne Boulevard in the City of Redondo Beach (City). The proposed project would redesign portions of the site by combining expanded retail and dining venues with open-air promenades, office, hotel, and residential development.

Retail square footage including department stores, mall shops, dining and entertainment would increase by up to 217,864 square feet (sf), an increase of approximately 22 percent over the existing mall square footage. Overall density of development on the site (including retail, office, hotel, and housing) will increase to a maximum 1,943,965 sf of building floor area, an increase of approximately 100 percent over current conditions. **Table 1-1**, below, depicts the developable area of the proposed project.

In addition, the proposed project will include, office space, a hotel of up to 150 rooms and up to 650 residential units (townhomes, condos, and/or apartment homes). Currently the site does not contain any office, residential units or overnight accommodations, but the site is identified in the City of Redondo Beach 2013-2021 General Plan Housing Element as the “site with the greatest potential for future residential development” in the entire City. The

Housing Element identifies the site as “an ideal site for transit-oriented development involving high density residential uses” with potential for up to 1,172 units.

**Table 1-1
Floor Area Square Footage by Use**

Land Use	Existing	To be Removed	New	Total at Build Out
Department Stores	563,474	-483,674	391,000	470,800
Mall Stores, inclusive of some Office	343,617	-19,462	330,000	654,155
Theater (2,809 seats)	64,010	-	-	64,010
Hotel (150 rooms)	-	-	105,000	105,000
Residential (650 units)	-	-	650,000	650,000
Totals	971,101	-503,136	1,476,000	1,943,965

9. Surrounding Land Uses and Setting. (Briefly describe the project’s surroundings.)

Surrounding land uses include commercial development to the north and south of the project site, primarily detached single-family residential with a few apartments and some commercial uses to the west, and single-family and commercial to the east. The topography of the area surrounding the project site is relatively flat.

10. City project approvals and other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement. Indicate whether another agency is a responsible or trustee agency.)

The following City of Redondo Beach approvals may be required with the implementation of the proposed project.

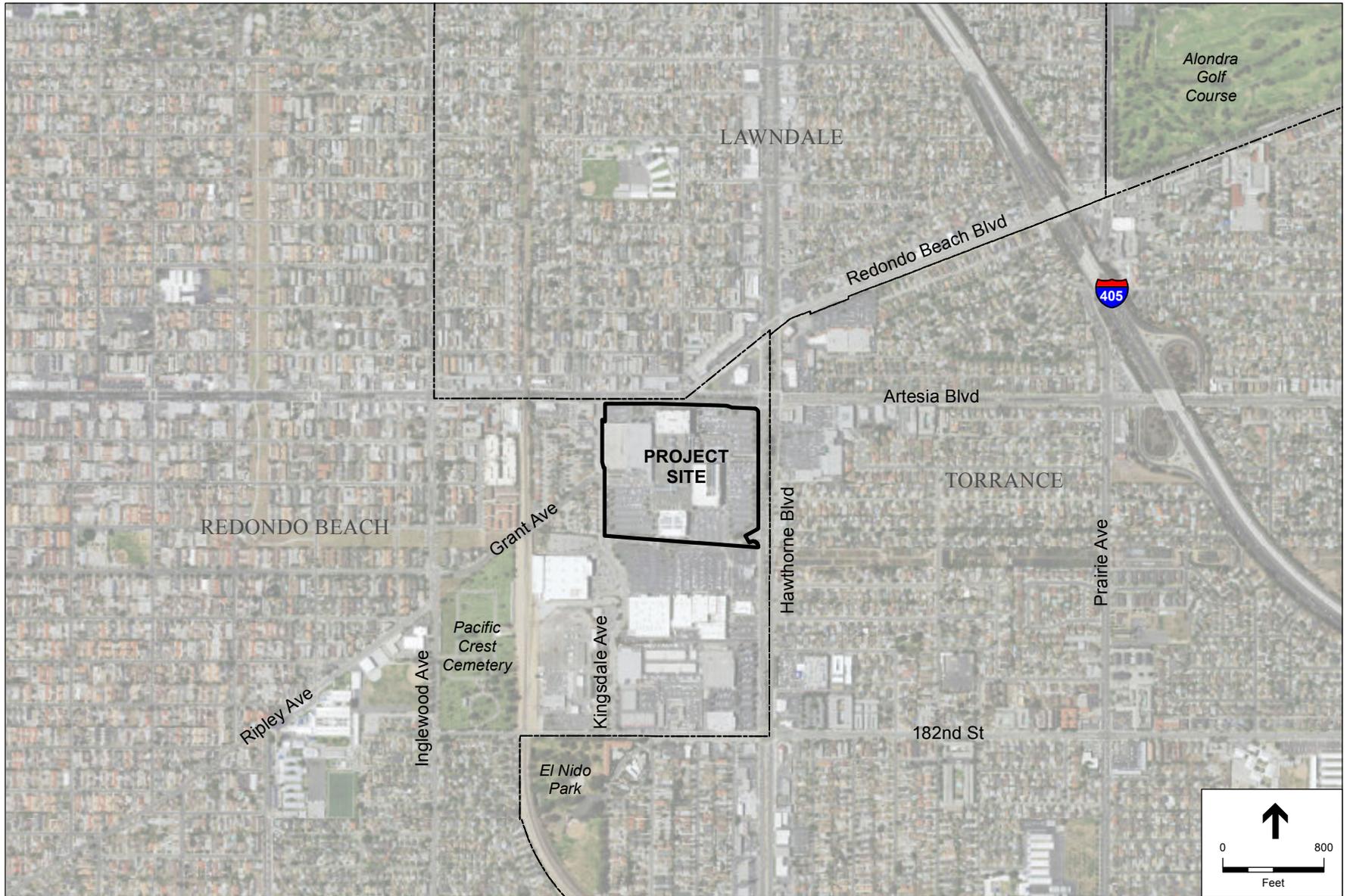
- Vesting Tentative Tract Map
- Subdivision Map(s)
- Variance
- Conditional Use Permit(s)
- Planning Commission Design Review(s)



SOURCE: Los Angeles County GIS.

South Bay Galleria Project . 140636

Figure 1
Regional Map



SOURCE: ESRI Imagery; Los Angeles County GIS, 2014.

South Bay Galleria Project . 140636

Figure 2
Vicinity Map

Environmental Factors Potentially Affected

The project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

Stacey Kinsella, Associate Planner
Printed Name

October 1, 2015
Date

City of Redondo Beach
For

Environmental Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less Than Significant Impact.** Scenic vistas are panoramic views of features such as mountains, forests, the ocean, or urban skylines. The proposed project is not located within the vicinity of a scenic vista or view shed. The proposed project is located in an urban area characterized by commercial and residential uses. Therefore, the proposed project would not substantially diminish public scenic vistas; impacts would be less than significant. This issue will not be discussed further in the Environmental Impact Report (EIR).
- b) **No Impact.** There are no designated state scenic highways near the project site; the nearest designated highway is the Mulholland Highway, located approximately 23 miles to the northwest (Caltrans, 2014). The nearest eligible highway is a portion of Pacific Coast Highway (PCH) located approximately 26 miles north of the project site. Due to the proposed project's distance from the state scenic highways, the project would not damage scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway. Impacts would be less than significant, and this issue will not be discussed further in the EIR.
- c) **Potentially Significant Impact.** Construction of the proposed project would result in short-term changes to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site. The construction site would be fenced consistent with Redondo Beach Municipal Code (RBMC) Section 9-1.16 that would include construction screen fencing. These short-term construction visual character changes would not be significant.

While the proposed project would remove existing, non-native trees, it would provide additional trees and landscaping. Landscaping would comply with Section 10-2.1900 of the RBMC which establishes landscaping standards to enhance the aesthetic appearance of properties within the City. The proposed project would change the visual character of the project site from an enclosed mall with open parking lots to a mixed-use development with open-air promenades, office, hotel and residential development. Because development of the project would change the visual character of the site, the EIR will discuss the potential impacts to the project site's visual character with project implementation.

- d) **Potentially Significant Impact.** Currently, the project site contains lighting associated with the existing development, parking, and safety and security lighting. The proposed project would modify the existing development and potentially introduce new sources of light and glare through project implementation. The EIR will evaluate potential impacts associated with new sources of light and glare.
-

Agricultural and Forest Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2. AGRICULTURAL AND FOREST RESOURCES —				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p>Would the project:</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site is located in a developed and highly urbanized area of the City. Surrounding land uses include commercial development to the north and south, primarily detached single-family residential with a few apartments and some commercial uses to the west, and detached single-family residential and commercial uses to the east. The City contains no designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program (Department of Conservation, 2014). As there is no farmland onsite or in the proposed project's immediate vicinity, the proposed project would not cause direct or indirect impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. This issue will not be discussed further in the EIR.
- b) **No Impact.** A Williamson Act Contract requires private landowners to voluntarily restrict their land to agricultural land and compatible open-space uses. In return, private landowners' land is taxed based on actual use, rather than potential market value. There is

no Williamson Act contract in effect for the project site nor does the City have any agriculture-oriented zoning designations or Williamson Act Contract land. The project site is located in an entirely urbanized area and is zoned CR – Regional Commercial. Because the project site does not have a Williamson Contract, no impact would occur, and this issue will be not discussed further in the EIR.

- c) **No Impact.** Forest land is defined as “land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits” (California Public Resources Code Section 12220[g]). Timberland is defined as “land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees” (California Public Resources Code Section 4526). The project site is located within a highly urbanized area, and does not contain any land that would be considered forest land, timberland, or timberland zoned areas. Therefore, no impact would occur, and this issue will be not discussed further in the EIR.
- d) **No Impact.** There is no forest land existing on the project site or in the surrounding area. Thus, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur. This issue will be not discussed further in the EIR.
- e) **No Impact.** There are no agricultural uses or related operations on or in proximity to the project site, or anywhere within the City, therefore the proposed project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts involving the conversion of farmland to non-agricultural uses would occur, and this will not be discussed further in the EIR.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
3. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Potentially Significant Impact.** The project site is located within the South Coast Air Basin (SCAB) which consists of the urbanized areas of Los Angeles, Riverside, San Bernardino and Orange Counties. Due to the combined air pollution sources from over 15 million people and meteorological and geographical effects that limit the dispersion of these pollutants, the SCAB can experience high air pollutant concentrations. As a result, the region currently does not attain the national ambient air quality standards (NAAQS) for ozone (O₃), lead (Pb), and particulate matter less than 2.5 microns in diameter (PM_{2.5}), and is designated as a maintenance area for particulate matter less than 10 microns in diameter (PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂). In addition, the SCAB does not attain the California ambient air quality standards (CAAQS) for O₃, Pb, PM_{2.5}, and NO.

The South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG), in cooperation with the California Air Resource Board (CARB) and U.S. Environmental Protection Agency (USEPA), have developed air quality plans that are designed to bring the Basin into attainment of the national and state ambient air quality standards. Periodically, the SCAQMD prepares an overall air quality management plan (AQMP) update to meet the federal requirements and/or to incorporate the latest technical planning information. Each iteration of the plan is an update of the previous plan. Once the AQMP is approved by both the CARB and USEPA, it becomes part of the State Implementation Plan (SIP) for attaining and maintaining the ambient air quality standards. Through this attainment planning process, the SCAQMD develops the

SCAQMD Rules and Regulations to regulate stationary sources of air pollution in the SCAB. The NAAQS as defined in the Clean Air Act identify six common air pollutants and set standards for their maximum allowable concentration in the atmosphere. If the standards are exceeded in any given area, then the pollutants are in “nonattainment” and the area in which the standards are exceeded is called a “nonattainment” area.

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

Implementation of the proposed project would result in the redevelopment of an indoor mall into a mixed-use development with commercial/retail, office, residential and hotel uses, which may result in construction and operational emissions. Therefore, air quality impacts are considered potentially significant and will be evaluated in the EIR.

- b) **Potentially Significant Impact.** The SCAB is designated under the California and National Ambient Air Quality Standards as being in nonattainment for ozone, coarse inhalable particulate matter, nitrogen oxides (California standard only), and lead (Los Angeles County only) (CARB, 2011). Construction of the proposed project could result in fugitive dust and equipment emissions and construction workers commuting to and from the project site would also result in temporary emissions. Pollutant emissions would vary from day to day depending on the level of activity, the specific construction phasing operations, and the prevailing weather conditions. Associated air emissions could adversely affect the regional ambient air quality in the Basin and locally within Redondo Beach.

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

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

- c) **Potentially Significant Impact.** Short-term construction activities and long-term operation of the proposed project may generate emissions that could result in an increase

of existing emissions levels of criteria pollutants and/or contribute to the nonattainment status for these criteria pollutants in the SCAB. Due to the elevated concentrations of air pollutants that currently occur in the Basin, when combined with past, present or reasonably foreseeable future projects in the area, the net increase of criteria pollutants could cumulatively contribute to the nonattainment of criteria pollutants in the Basin, including O₃, carbon monoxide, particulate matter (PM_{2.5} and PM₁₀), NO_x, and Pb. The generation of these compounds during and after construction could exceed the national and state standards/limits for such emissions (including quantitative thresholds for ozone precursors). This impact is considered potentially significant and will be evaluated in the EIR.

- d) **Potentially Significant Impact.** Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and the elderly). Examples of land uses that can be classified as sensitive receptors include residences, schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. Existing sensitive receptors in the vicinity of the project site include the residential uses to the west and east. Development of the proposed project may have the potential to expose sensitive receptors to substantial concentrations of criteria air pollutants and toxic air contaminants (TACs) as a result of emissions generated during construction. The EIR will evaluate the proposed land use changes, including land use changes determined as “Alternatives” to the project, and the potential for adjacent, sensitive land uses to be impacted by criteria air pollutants and TACs generated by the project and determined “Alternatives”.
- e) **Less Than Significant Impact.** The SCAQMD Air Quality Handbook identifies the following uses as having potential odor issues: wastewater treatment plants, food processing plants, agricultural uses, chemical plants, composting, refineries, landfills, dairies, and fiberglass moldings. The proposed project would implement commercial and residential development within the project area. These land uses do not involve the types of uses that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by new and existing non-residential land uses are required to be in compliance with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. Under existing conditions, the project site requires the removal of solid waste. As such, the City would continue to require compliance with regulations related to maintenance of trash areas (including RBMC Section 10-2.1536) to ensure the project does not create any objectionable odors.

Although, demolition and construction activities, including construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors, the proposed project is not identified as a land use typically associated with odor emissions impacts. Therefore, the implementation of the proposed project would result in a less than significant odor impact. This issue will not be further evaluated in the EIR.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less Than Significant Impact.** The 29.85-acre project site is developed with commercial/retail and is located in an urbanized area. Due to the developed nature of the site, it does not provide any suitable habitat for any sensitive species. The nearest open space to the project site is El Nido Park, located at the southern end of Kingsdale Avenue. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) are known to occur on or adjacent to the site. Impacts would be less than significant, and this issue will not be discussed further in the EIR.
- b) **No Impact.** Riparian habitats are those along banks of rivers or streams. Sensitive natural communities are considered rare in the region by the USFWS, CDFW, or local regulatory agencies and are known to provide habitat for sensitive animal or plant species. There are no streams or riparian habitat on the project site. There are also no native habitat or sensitive natural communities onsite. The project area is not included in any local or regional plans, policies, and regulations that identify riparian habitat or other sensitive

natural community. No impact would occur, and this issue will not be discussed further in the EIR.

- c) **No Impact.** Wetlands are defined under the federal Clean Water Act as “land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils” (40 CFR 232.2). Wetlands include areas such as swamps, marshes, and bogs. The area in the vicinity of the project site and the project site itself are located in an entirely urbanized area that does not contain natural wetlands. The nearest potential wetland may be the lake that is located in Alondra Park northeast of and over one mile from the project site. Due to the distance to the nearest potential wetland, the construction and operation activities of the proposed project would not result in impacts to potential wetlands. Therefore, this issue will not be further evaluated in the EIR.
- d) **Potentially Significant Impact.** Wildlife corridors are pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or human-induced factors, such as urbanization. The project site is not part of any corridors for wildlife movement because the proposed project is located in highly urbanized area characterized by residential and neighborhood commercial development adjacent to busy roadways. Construction of the proposed project would not interfere with local or regional wildlife movement. However, there is a potential for the proposed project to remove ornamental landscaping and potential nests within the landscaping, such as trees, could result in disturbing or destroying active nests. This issue will be further evaluated in the EIR.
- e) **No Impact.** There are no local policies or ordinances protecting biological resources (such as a tree preservation policy or ordinance) that apply to the project site. Additionally, no protected trees are located onsite, and although ornamental trees may be removed, the proposed project would include landscaping that would replace vegetation that would be removed. Therefore, no impact would occur, and this issue will not be evaluated in the EIR.
- f) **No Impact.** The project site is developed and does not contain any natural lands that are subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of adopted plans, and would result in no impact. This issue will not be evaluated in the EIR.

Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause a substantial adverse change in a significant tribal cultural resource as defined in §21074?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Potentially Significant Impact.** Aerial photographs for the property and surrounding areas identify historical uses on the site and adjacent properties (National Environmental Title Research, LLC. 2009–15). The photographs show the project site as undeveloped land in 1952. By 1963 the project site was developed with buildings and a parking lot. Several of those buildings were demolished. However, one building has remained onsite from the early 1960s. This building has been modified over the years, which suggests the proposed project may not cause a substantial adverse change in the significance of a potential historical resource. However, the potential impacts to this structure will be further evaluated in the EIR. The other existing structures on the project site were developed in the 1980s and are not considered historic resources. Impacts to these other structures will not be further evaluated in the EIR.
- b) **Potentially Significant Impact.** The project site is within a highly developed area which has been completely disturbed and graded after 1952 and prior to 1963. Therefore, it is unlikely that ground disturbing activities, such as grading or excavation would uncover previously unidentified subsurface archaeological resources. However, additional background research on the project area, including a records search at the South Central Coastal Information Center (SCCIC), review of historic topographic maps and aerial photographs, California Native American Heritage Commission Sacred Lands File Search, and Native American correspondence, will be conducted. In addition, a geo-archaeological review will be conducted to identify the potential for buried archaeological resources. This issue will be evaluated in the EIR.

- c) **Potentially Significant Impact.** As discussed in Question 5(b) above, the project site has already been subject to extensive disturbances. Additionally, there is no evidence of unique geologic features on the project site. Given the highly disturbed condition of the site, the potential for the proposed project to impact unidentified paleontological resources is considered remote. Although it is not expected that paleontological resources would be encountered during construction, the project would require excavation for utilities and building foundations. Thus, ground-disturbing activities could unearth undocumented subsurface paleontological resources, which may result in a significant impact. This issue will be evaluated in the EIR.
- d) **No Impact.** There are no known human remains in the project area. The project area is not part of a formal cemetery and is not known to have been used for disposal of human remains. In addition, the ground has been previously disturbed by construction of existing land uses. Thus, human remains are not expected to be encountered during construction of the proposed project.

California Health and Safety Code Section 7050.5 requires that in the event of discovery or recognition of any human remains, there shall be no further excavation until the coroner has made recommendations concerning the treatment and disposition of the human remains to the person responsible. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact the Native American Heritage Commission within 24 hours. Implementation of the proposed project would comply with provisions of state law regarding discovery of human remains, and impacts relating to the disturbance of human remains would be less than significant. This issue will not be evaluated further in the EIR.

- e) **Potentially Significant Impact.** The project site is situated within a highly urbanized area that has been subject to extensive modification and development since the early 1950s. The project site is currently developed with buildings and parking lots and does not contain any remnants of its former native environment or natural habitat. Nonetheless, ground disturbing activities, such as grading or excavation could uncover previously unidentified subsurface archaeological materials that could be considered as tribal cultural resources. Therefore, significant impacts may occur. Additional background research on the project area, including coordination with Native Americans who are traditionally and culturally affiliated with the geographic area of the project, a records search at the South Central Coastal Information Center (SCCIC), review of historic topographic maps and aerial photographs, and a California Native American Heritage Commission Sacred Lands File Search, will be conducted. In addition, geo-archaeological review will be conducted to identify the potential for buried archaeological resources. This issue will be evaluated in the EIR.

Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY, SOILS, AND SEISMICITY —				
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a.i) **No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed to prevent construction of buildings used for human occupancy on the surface of active faults, in order to minimize the hazard of surface rupture of a fault to people and buildings. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes. An active fault is defined as a fault with surface displacement within the last 11,000 years. The nearest active faults to the project site are the Newport-Inglewood Fault located approximately 3.8 miles north of the project site and the Palos Verdes fault located approximately five miles south (California Division of Mines and Geology, 1986). Because there are no known active faults on or adjacent to the site, the proposed project is not located within an Alquist-Priolo Earthquake Zone, project development would not expose people or structures to potential substantial adverse effects resulting from rupture of a known earthquake fault; this issue will not be further evaluated in the EIR.

- a.ii) **Potentially Significant Impact.** The project site is located in a seismically active area, with the potential for strong seismic ground shaking to expose people to dangers associated with ground shaking. As described above, the proposed project would include the development of new structures. These newer structures must be constructed in compliance with modern building codes, including the City Redondo Beach Building Code, which adopts the California Building Code by reference in Title 9, Chapter 1, Section 9-1.00 of the RBMC. A geotechnical investigation will be prepared for any proposed project. The investigation will determine seismic design parameters for the site in accord with requirements in the California Building Code. Hazards related to strong seismic ground shaking will be discussed in the EIR.
- a.iii) **Potentially Significant Impact.** Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid, and lose their load-supporting capability, when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. The project site is not located in a zone of required investigation for liquefaction as mapped by the State Seismic Hazards Zone Map (CDC, 1999). Although the project site is not located within a liquefaction zone, the EIR will address the potential for liquefaction in subsurface sediments onsite and provide any needed recommendations to reduce hazards from liquefaction.
- a.iv) **No Impact.** Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. As described above, the project site is located within a seismically active region subject to strong ground shaking, and the proposed structures will conform to the standard engineering requirements of the California Building Code. The project site is not located within or adjacent to an earthquake-induced landslide area (CDMG, 1999). The site is relatively flat and no slopes exist on or near the site that could pose a landslide hazard. As a result, implementation of the proposed project would not expose people or structures to substantial adverse effects involving landslides, and impacts related to landslides would not occur. This issue will not be analyzed further in the EIR.
- b) **Potentially Significant Impact.** Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion are wind and flowing water. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used. The proposed project is located within a developed urban area, and would include the redevelopment of an area that is currently covered with impervious surfaces. However, construction activities, such as excavation for building foundations and utility lines, would disturb onsite soils, which have the potential to result in erosion and/or topsoil loss. The EIR will discuss impacts associated with erosion onsite.

- c) **Potentially Significant Impact.** Soils that are potentially unstable can fail when a new load is placed atop the soil such as the construction of a new building. Subsidence including differential settlement can damage structures built on the soil over time. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. Such movement can occur on slope gradients of as little as one degree but is more common in areas that contain an exposed slope. The potential for these hazards is typically determined based on the site specific conditions of the underlying materials. The EIR will evaluate the potential for settlement, liquefaction, lateral spreading, or soil collapse to occur onsite.

 - d) **Potentially Significant Impact.** Expansive soils shrink or swell as the moisture content decreases or increases. Volumetric changes associated with the shrinking or swelling can, over long periods of time, shift, crack or break structures or foundations built on such soils. The potential for expansion can only be determined on site specific analysis of underlying soils that is typically done within a preliminary geotechnical investigation. The expansion potential of onsite soils will be discussed in the EIR.

 - e) **No Impact.** The project area is served by a sewer system; septic tanks would not be installed for the project. All development associated with the proposed project would connect to and be served by the existing public sewer system for wastewater discharge and treatment. No impacts related to septic systems would occur as a result of the proposed project, and this issue will not be analyzed further in the EIR.
-

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

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

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

Construction and operation of development permitted by the proposed project would generate GHG emissions, both directly and indirectly. Construction activities associated with the use of construction equipment, demolition of portions of the site, and development of the site are short-term and cease to emit GHGs upon completion. Operation emissions associated with the residential and commercial uses would include GHG emissions from mobile sources (transportation), energy, water use and treatment, and waste disposal. GHG emissions generated by electricity and natural gas use by the

future residential and commercial uses are indirect GHG emissions from the energy that is produced offsite. These sources would have the potential to generate GHGs and result in a significant impact on the environment. Therefore, impacts associated with GHG emissions are potentially significant and will be evaluated in the EIR.

- b) **Potentially Significant Impact.** In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires California Air Resource Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). The EIR will discuss the applicable plans, policies and regulations adopted for the reduction of GHG emissions and determine whether the project may have the potential to conflict with AB 32 and other regulations adopted for the purpose of reducing GHG emissions.
-

Hazards and Hazardous Materials

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant Impact.** A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment.

The proposed project's construction activities would include demolition, grading/excavation, and site preparation. The demolition activities could include the removal of asbestos-containing materials (ACM) that would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). SCAQMD Rule 1403 requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM. This rule is designed to protect uses and

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

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

Project construction would include the use of construction machinery that would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. Additionally, hazardous materials would be needed for fueling and servicing construction equipment on the site. While these types of hazardous materials are not acutely hazardous, all storage, handling, use, and disposal of these materials are regulated by county, state, and federal regulations and compliance with applicable standards would ensure impacts related to hazardous materials are less than significant.

Operation of the project would include limited storage and use of hazardous materials for residential and commercial uses, which include cleaning and degreasing solvents, fertilizers, pesticides, herbicides, and degreasers, paints, cooking oils, chlorinated products, paints, and other materials used for property maintenance. These products would be used and stored in limited quantities and normal use of these products would not result in the production of large amounts of hazardous waste. Compliance with the existing safety standards related to handling, use, and storage of hazardous materials, and compliance with applicable federal, state, and local laws and regulations would be required. Therefore, the proposed project would result in less than significant impacts related to routine transport, use, or disposal of hazardous materials. This issue will not be further analyzed in the EIR.

- b) **Potentially Significant Impact.** Due to the developed nature of the project site, there is a potential to encounter hazardous materials. The following discussion includes a list of potential substances that may be encountered on the project site.
- **Former UST.** Based on a preliminary review of the Department of Toxic Substances Control (DTSC) EnviroStor database, the project site is listed for a past release of gasoline that contaminated the groundwater (DTSC, 2014). The site is currently undergoing remediation. In general, petroleum hydrocarbons can naturally attenuate over time; however, they can contain carcinogens such as benzene (CDC

2013). Potential impacts from previous contamination and ongoing remediation will be analyzed in the EIR.

- **Unknown Contamination.** Excavation for development of building foundations, and utility connections could unearth unknown contaminants that may be present in soil and/or groundwater from current and/or historic site usage and contamination. The potential for the proposed project to produce significant impacts to the public during the transportation of hazards or involving the potential release of hazardous materials will be evaluated in the EIR.
 - **Asbestos.** Asbestos is the name of a group of silicate minerals that are heat resistant, and thus were commonly used as insulation and fire retardant. Inhaling asbestos fibers has been shown to cause lung disease (asbestosis) and lung cancer (mesothelioma; DTSC, 2008). Given the age of one of the buildings onsite (prior to 1963), there is a potential for asbestos-containing materials (ACM) to be encountered. SCAQMD Rule 1403 requires an inspection of the buildings for ACM before the start of demolition; and specifies procedures for abatement, containment, and disposal of ACM for demolitions of structures containing 100 square feet or more of ACM. The potential presence of asbestos will be discussed in the EIR.
 - **Lead-Based Paint.** Lead was formerly used as an ingredient in paint (before 1978) and as a gasoline additive; both of these uses have been banned. Lead is listed as a reproductive toxin and a cancer-causing substance; it also impairs the development of the nervous system and blood cells in children (DTSC, 2008). The presence of lead can be presumed when working within structures constructed before 1978. Lead must be contained during demolition activities (California Health & Safety Code sections 17920.10 and 105255). The potential presence of lead based paint will be discussed in the EIR.
- c) **Less Than Significant Impact.** The nearest existing schools to the project site are Washington Elementary School and Adams Middle School located approximately 0.35 mile southwest of the project site. In addition, based on a review of the Redondo Beach Unified School District website (<http://www.rbusd.org/>), new schools are not proposed within the district; however, funding for improvements to existing schools has been provided through the implementation of Measure C in February 2008 and Measure Q in November 2012. Thus, the project site is not within 0.25 mile of an existing or proposed school, and impacts would be less than significant. Therefore, environmental impacts related to the potential release of hazardous materials will not be evaluated in the EIR.
- d) **Potentially Significant Impact.** California Government Code Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

As discuss above, the project site is listed for past release of gasoline and is shown as currently undergoing remediation. Impacts from contamination and remediation will be analyzed in the EIR.

- e) **Less Than Significant Impact.** The nearest public-use airports to the project site are the Hawthorne Municipal Airport approximately 3.5 miles north of the site, and the Los Angeles International Airport approximately five miles northwest of the site. The project site is outside of the Airport Influence Area for both airports (LACDRP, 2003), that is, the area in which land uses are regulated to minimize hazards from potential aircraft crashes. Project development would not subject workers, clients, or visitors of the proposed project to substantial hazards related to aircraft operating to or from the Hawthorne Municipal Airport or Los Angeles International Airport, and impacts would be less than significant. This issue will not be discussed further in the EIR.
- f) **Less Than Significant Impact.** The nearest private airstrip to the project site is the Goodyear Blimp Base Airport approximately 5 miles southeast of the project site. Project development would not cause substantial hazards in a flight path to workers, clients, or visitors of the project. Impacts would be less than significant. This issue will not be discussed further in the EIR.
- g) **No Impact.** The proposed project would not stage or store construction materials or construction equipment on public roadways. Construction activities would not interfere with emergency response to the project site. Because the proposed ingress and egress would remain essentially unchanged, the proposed project would not interfere with emergency access to surrounding properties. The proposed project would be required to meet fire access requirements in Section 503 of the California Fire Code (Title 14, California Code of Regulations, Part 9). As such, the proposed project would not result in inadequate emergency access, and impacts would be less than significant. In addition, the City of Redondo Beach has an adopted emergency evacuation routes for a tsunami. The goal of the routes is to get to higher ground away from the ocean. The nearest adopted route is 190th Street which is located approximately 0.75 mile south of the project site. The implementation of the proposed project would not affect an adopted emergency evacuation route. This issue will not be discussed further in the EIR.
- h) **Less Than Significant Impact.** The project site is not located within a Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Prevention and is not located within a wildland area or an urban-wildland interface zone. Impacts would be less than significant. This issue will not be discussed further in the EIR.
-

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Potentially Significant Impact.** Construction and operation of the proposed project could reduce water quality that could lead to violating water quality standards or waste discharge requirements. Two permits, each issued pursuant to National Pollutant Discharge Elimination System (NPDES) regulations of the United States Environmental Protection Agency (USEPA), contain water pollution control requirements applicable to the project. The construction phase of the project would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) per the General

Construction Permit issued by the State Water Resources Control Board (SWRCB). The SWPPP would specify Best Management Practices (BMPs) to be used by the construction phases of the project to minimize or avoid water pollution. Impacts associated with construction-related water quality are considered potentially significant and will be evaluated further in the EIR.

The project would be required to prepare and implement a Water Quality Management Plan (WQMP) specifying BMPs to be used in project design and project operation. Preparation and implementation of a WQMP is required under the Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharges, Order No. 01-182, issued by the Los Angeles Regional Water Quality Control Board in 2001. The SWPPP and WQMP, and BMPs included in both documents, will be discussed in the EIR. Operational impacts to water quality are considered potentially significant and will be evaluated further in the EIR.

- b) **Potentially Significant Impact.** The project site is located within the West Coast Basin of the Los Angeles Coastal Plain Groundwater Basin, which lies along the coast, and has a surface area of 142 square miles. The California Water Service Company (Cal Water) supplies water to the project site. In compliance with legislative requirements, Cal Water has prepared their 2010 Urban Water Management Plan (UWMP). The UWMP provides information on the present and future water resources and demands, and assesses water resource needs. According to the UWMP, The Hermosa-Redondo District uses groundwater, imported surface water, and recycled supplies. Groundwater extracted from the West Coast Basin's Silverado aquifer satisfies 10 to 15 percent of the District's water demand (California Water Service Company, 2010). The proposed project would include redevelopment of an existing commercial/retail center. The project also includes residential units that would generate permanent residents at the site, resulting in population growth. This would increase demand on water supplies and the groundwater basin. The EIR will include a quantification of the water supplies needed for the proposed project, and an analysis of potential local groundwater impacts that could result.
- c) **Potentially Significant Impact.** The project site is currently developed and stormwater runoff is conveyed to the existing stormwater drainage system. There are no streams or rivers that traverse the project site, and therefore, the project would not result in erosion or siltation due to a stream or river.

There is a potential for erosion and siltation during construction, particularly during demolition and grading activities. Construction activities would comply with the requirements in the City's NPDES Permit, which would minimize the amount of runoff from the site and the potential for substantial erosion and siltation. The potential impact of the project altering the drainage pattern and resulting in erosion and siltation onsite and offsite will be evaluated in the EIR.

- d) **Potentially Significant Impact.** There are no streams or rivers that traverse the project site, and therefore, the project would not result in an increase in the rate or amount of surface runoff that would cause flooding due to a stream or river.

Construction activities associated with the project could result in an increase in the rate or amount of surface runoff; however, the design of the temporary onsite stormwater conveyance during construction activities is unknown. Therefore, the potential flooding impacts are unknown. As a result, the EIR will further evaluate the potential for flooding impacts during construction activities in the EIR.

The operation of the proposed project may result in an alteration of the existing onsite stormwater conveyance, resulting in increases and decreases in stormwater rates and flow. Overall, the project site primarily contains impervious surfaces, and therefore, the project is not expected to substantially change the total volume for stormwater conveyance. Although the total volume of stormwater may not change substantially, the design of the long-term onsite stormwater conveyance system is not known. Therefore, the EIR will further evaluate the potential for flooding associated with the design of the project's onsite operational stormwater conveyance system.

- e) **Potentially Significant Impact.** As stated above, the project may nominally increase pervious surfaces on the project site; however, the project would not substantially increase stormwater runoff. It is anticipated that the proposed project would be served by the City's stormwater drainage system, and no capacity impacts to this existing drainage system are anticipated. Construction activities such as demolition, grading, and paving could introduce additional pollutants and sediment into water runoff that flows into nearby storm drains. This potential increase in pollutants to the surface water during construction activities could result in significant water quality impacts. Project impacts on runoff and storm drainage systems will be analyzed and discussed in the EIR.
- f) **Potentially Significant Impact.** Construction activities associated with the proposed project could result in erosion and siltation that could impact the quality of surface water runoff. Construction activities would be required to comply with various sections of the RBMC that regulate water quality including Title 5, Chapter 7 *Stormwater and Urban Runoff Pollution Control Regulations*, which regulates storm water, requires storm drain impact fees and requires the preparation of a SWPPP. Adherence to the City's urban runoff programs would reduce the level of pollutants within runoff leaving the site. Because there is a potential for significant surface water quality impacts during construction activities, this issue will be further discussed in the EIR.
- g) **No Impact.** The site is in Flood Zone X designated by the Federal Emergency Management Agency (FEMA, 2008), indicating that the site is outside of 100-year and 500-year flood zones. Thus, the proposed project would not place housing within a 100-year flood hazard area. No impact would occur. This issue will not be further analyzed in the EIR.

- h) **No Impact.** According to the FEMA Flood Insurance Rate Map (FIRM), the project site is outside of 100-year flood zones (FEMA, 2008), and the project would not place structures that would impede or redirect flood flows from a 100-year flood. No impact would occur to the proposed project from a 100-year flood, and this issue will not be further analyzed in the EIR.
- i) **No Impact.** Based on a review of dams located within Los Angeles County (U.S. Gazetteer, 2015), the Walteria 10 million gallon reservoir and the Palos Verdes Reservoir are the nearest dams to the project site; however, these dams are located more than five miles from the project site and are not located in the same watershed as the project site (Beach Cities Watershed Management Group, 2014). Therefore, project development would not expose people or buildings to flood hazards from failure of a levee or dam, and no impact would occur. This issue will not be further analyzed in the EIR.
- j) **No Impact.** The proposed project would not be impacted by seiche, tsunami, or mudflow. The following discussion provides a brief discussion on each issue area:

Seiche. A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. There are no inland water bodies close enough to the site to pose a flood hazard to the site due to a seiche. No impact would occur. This issue will not be further analyzed in the EIR.

Tsunami. A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is three miles inland from the Pacific Ocean and is at an elevation of 97 feet above mean sea level. The project site is not mapped within a Tsunami Inundation Area (CEMA, 2009). No impact would occur. This issue will not be further analyzed in the EIR.

Mudflow. A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The site and surrounding land are flat, and there is no slope near the site that could generate a mudflow. No impact would occur. This issue will not be further analyzed in the EIR.

Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10. LAND USE AND LAND USE PLANNING —				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less Than Significant Impact.** The proposed project is located within the boundaries of the Redondo Beach General Plan and has a land use and zoning designation of regional commercial (CR). The CR zone and land use designation intends to establish regional-serving commercial and ancillary uses, department stores, retail, eating, and entertainment. The CR designation also encourages the possibility of residential units on the second floor and higher, which would be integrated with commercial (City of Redondo Beach, 2008). The proposed project is surrounded by primarily commercial/retail uses along Kingsdale Drive, including a large department store to the west of the site, as well as a furniture store and other commercial/retail uses to the south.

The proposed project consists of modifications and additions to the existing 29.85-acre commercial-retail property, and redeveloping the site into a mixed use site, including up to 650 new residential units, a hotel of up to 150 rooms, and additional office and retail uses. The project would not present a new barrier to the surrounding existing uses, rather it would provide for an integrated residential and commercial space that would serve local residents, as well as regional customers, thus obtaining some of the policy objectives of the General Plan (City of Redondo Beach, 2008). The proposed project would not physically divide an existing community. This issue will not be further addressed in the EIR.

- b) **Potentially Significant Impact.** The proposed project is generally consistent with the existing City of Redondo Beach General Plan land use and zoning designations. The project site is zoned CR within the City of Redondo Beach General Plan and Zoning Ordinance. The CR land use and zone designation consists of a regional-serving commercial and ancillary uses; department stores, promotional/discount retail, eating and drinking establishments, entertainment, and professional offices. The CR designation also encourages the development of residential units on the second floor and higher integrated with commercial and retail uses. The proposed project would modify the current

conditions into a mixed-use project combining expanded retail and dining, office, as well as hotel and residential development.

The project site is not located within the City of Redondo Beach Coastal Land Use Plan, and therefore, the Redondo Beach Local Coastal Plan is not applicable to the proposed project (City of Redondo Beach, 2008).

Further, the City of Redondo Beach has identified the project site as a site with the greatest potential for future residential development. The project site is currently zoned CR, but the option to convert the project site to mixed-use development would allow an addition of 1,467 residential units at 35 units per acre, and receive a commercial bonus FAR of 1.0. Due to the nature of the proposed project, which may require the following approvals: Vesting Tentative Tract Map, Subdivision Maps(s), a Variance, Conditional Use Permit(s), and Planning Commission Design Review(s). The EIR will address any inconsistencies with applicable plans pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15125(d) and address any potential environmental impacts associated with any inconsistency.

- c) **No Impact.** The project site is not within the boundaries of any habitat conservation plan or natural community conservation plan (USFWS, 2011b, CDFG, 2011), and no impact would occur. This issue will not be further addressed in the EIR.



Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site does not lie on an area with active or known mining operations. The City of Redondo Beach does not have any active mine operations, nor land designated for PCC-Grade aggregate, according to the California Geological Survey (CGS, 2010). The project site lies within the San Gabriel Valley Production-Consumption Region and has not been categorized as a Mineral Resource Zone, and thus not subject to mineral land classification studies by the State Geologist. Therefore, the proposed project would not cause a loss of availability of known mineral resources valuable to the region or the state, and no impact would occur. This issue will not be discussed further in the EIR.
- b) **No Impact.** The General Plan has no designated mining sites within the City. As described in the Update of Mineral Land Classification for the San Gabriel Valley Production-Consumption Region, issued by the California Geological Survey in 2010, there are no mining sites within the City (CGS, 2010). No impact would occur, and this issue will not be discussed further in the EIR.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. NOISE — Would the project:				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, c, d) **Potentially Significant Impact.** Construction could generate noise from construction equipment. Upon the completion of construction, the predominant source of noise in the project vicinity would be generated from traffic associated with vehicle trips to and from the project site and on-site activity within the project site. Both construction and operational noise levels may increase as a result of the proposed project, and therefore, a noise analysis will be prepared to determine if the proposed project would result in significant noise impacts. Noise impacts are considered potentially significant and will be evaluated in the EIR.
- b) **Potentially Significant Impact.** Development of the proposed project may result in groundborne vibration or groundborne noise levels from construction activities. These impacts would generally only occur for a short duration. However, because existing and future sensitive receptors may be subject to disturbance and/or annoyance by groundborne noise or vibration, potential impacts could occur, and this issue will be evaluated in the EIR.

The proposed project would develop commercial/retail and residential uses at the project site. These land uses are not generally associated with vibration sources, which are more typical of large industrial facilities. Thus, once developed, the operation of the new land uses at the project site is not anticipated to generate vibration levels that would adversely

affect existing or future sensitive receptors because vibration would be similar to the levels currently experienced at the project site. As a result, operational vibration impacts associated with the proposed project would be less than significant, and this issue would not require further analysis in the EIR.

- e) **No Impact.** The nearest public-use airports to the project site are the Hawthorne Municipal Airport approximately 3.5 miles north of the site, and the Los Angeles International Airport approximately five miles northwest of the site. The project site is not located in the Airport Influence Area for either airport (LACDRP, 2003). Project development would not subject workers, clients, residents, or visitors of the project to public-use airport-related noise. This issue will not be further addressed in the EIR.

 - f) **No Impact.** The nearest private airstrip to the project site is the Goodyear Blimp Base Airport approximately five miles southeast of the project site. Proposed project development would not subject workers, clients, residents, or visitors of the project to private airport-related noise. This issue will not be further addressed in the EIR.
-

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Potentially Significant Impact.** The proposed project would develop up to 650,000 sf of residential uses (650 units) and up to 105,000 sf of hotel space (150 rooms). Currently, the property does not contain any residential units or overnight accommodations, and development of the proposed project would result in a new resident population and an increase of employees on the project site. Therefore, the proposed project’s contribution to population growth in the project area will be evaluated in the EIR.

- b) **No Impact.** The project site is currently developed with commercial/retail land uses and does not contain existing residential development. The proposed project, which includes the development of 650 residential units, would not displace any existing housing and would not result in the construction of replacement housing elsewhere. No impact would occur. This issue will not be further addressed in the EIR

- c) **No Impact.** The project site is currently developed for commercial/retail uses and does not include any residential uses. The project includes 217,864 sf. of additional retail uses, as well as 650 residential units and 105,000 sf of hotel space. The project would not displace substantial numbers of people and would not result in the construction of replacement housing elsewhere. No impact would occur. This issue will not be further addressed in the EIR.

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a.i) **Potentially Significant Impact.** Local fire protection and prevention services (and paramedic services) within the City are provided by the City of Redondo Beach Fire Department (Rbfd) (City of Redondo Beach, 2008). The Rbfd maintains three fire stations in the City. The nearest station is located at 2,400 Grant Avenue which is less than one mile west of the project site. The proposed project would be designed to meet modern fire safety codes, including access requirements and fire suppression and emergency response systems. In addition, the Redondo Beach Fire Department would check and review site design plans for compliance with appropriate safety codes prior to construction.

The proposed project would include a hotel with up to 150 rooms and up to 650 residential units, resulting in a new resident population and an increase of employees onsite. Therefore, the implementation of the proposed project would result in increased demand for fire protection and emergency medical services, potentially resulting in significant impacts. Potential environmental impacts associated with fire protection from implementation of the proposed project will be evaluated in the EIR.

a.ii) **Potentially Significant Impact.** The Redondo Beach Police Department (Rbpd) provides police protection and emergency services to the project site and the surrounding area. The Rbpd is located at 401 Diamond Street which is located approximately 2.5 miles southwest of the project site. Implementation of the proposed project would result in an increased number of residents and employees, as well as increased development intensity in the project area. Therefore, implementation of the proposed project would result in an increased demand for police services, potentially resulting in the need for new

or expanded police facilities. Environmental impacts associated with police services from the implementation of the proposed project will be evaluated in the EIR.

- a.iii) **Potentially Significant Impact.** The Redondo Beach Unified School District (RBUSD) is responsible for providing public K-12 school services in the City. The project site is located within the boundaries of Washington Elementary School (1100 Lilienthal Lane), Adams Middle School (2600 Ripley Avenue), and Redondo Union High School (One Sea Hawk Way), located 0.68 mile, 0.60 mile, and 2.15 miles southwest, respectively (City of Redondo Beach, 2004). The project includes the development of 650 residential units, which would result in an increase in the number of students to the RBUSD. Environmental impacts associated with an increase in student population on RBUSD capacity will be evaluated in the EIR.

- a.iv) **Potentially Significant Impact.** Recreational facilities and programs in the City of Redondo Beach are provided by the Recreation and Community Services Department which manages the City's parkland and recreation facilities and programs, and the Public Works Department maintains City parks and facilities. The proposed project would generate a new residential population as a result of up to 650 new residential units, thus resulting in an increase in use of neighborhood and regional parks and the potential need for additional parkland. Potential substantial adverse environmental impacts associated with the provision of, or the need for, new parks will be evaluated in the EIR.

- a.v) **Potential Significant Impact.** The Redondo Beach Public Library provides library services to the City of Redondo Beach. The proposed project would include up to 650 new residential units; and therefore, project implementation would result in an increased need for library services, resources, and facilities. The EIR will evaluate the potential environmental impacts associated with library services from the implementation of the proposed project.

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Potentially Significant Impact.** As discussed in Question 14 (a.iv), above, the proposed project would include 650 residential units, ultimately resulting in the generation of new residents to the project area. This would result in an increase in use of recreational facilities in the project region, potentially contributing to their deterioration. The EIR will analyze the proposed project’s compliance with the City of Redondo Beach’s parkland development impact fee standards and its potential impacts to existing recreational facilities.
- b) **Potentially Significant Impact.** The proposed project would not include the construction of recreational facilities, nor would it include the expansion of recreational facilities. However, the generation of new residents in the project area may increase the use of recreational facilities. Therefore, the EIR will analyze the proposed project’s impacts on recreational facilities, specifically whether it would require the construction or expansion of recreational facilities that could have an adverse physical effect on the environment.

Transportation and Traffic

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

Discussion

- a) **Potentially Significant Impact.** The proposed project would generate new vehicle trips to the area during construction activities. Because the proposed project would increase the residential population, number of customers, and the number of employees onsite during operation, an increase in long-term operational traffic volumes would occur. Both construction and operational traffic associated with the project could result in a potentially significant traffic impact, and therefore, will be evaluated in the EIR.
- b) **Potentially Significant Impact.** The proposed project is located near two Congestion Management Plan (CMP) designated roadways; Interstate 405 is located 0.89 mile to the northeast and Hawthorne Boulevard, State Route 107 borders the project site to the east (LACMTA, 2010). Automobile and truck trips generated during construction and operation of the proposed project could increase traffic on area roadways and project access points. Such traffic increases may cause an exceedance of level of service standards for CMP intersections. Therefore, traffic increases that would occur because of the proposed project would be potentially significant and will be evaluated in the EIR.

- c) **No Impact.** The nearest public-use airports to the project site are the Hawthorne Municipal Airport approximately 3.5 miles north of the site, and the Los Angeles International Airport approximately five miles northwest of the site. Given the residential and commercial nature of the proposed project, and its distance from the airport, construction and operation of the project would not result in a change to air traffic or alter air traffic patterns. Therefore, no impacts would occur, and this issue will not be further addressed in the EIR.

- d) **Potentially Significant Impact.** Operation of the proposed project would include residential, hotel, office, and commercial/retail uses. These uses would utilize various parking structures on the project site; thus altering circulation pattern in the project area, particularly during peak traffic hours. The circulation patterns that would be generated by the proposed project may result in queuing, which may be considered a hazardous condition. As such, onsite and offsite circulation effects from the proposed design will be further analyzed in the EIR.

- e) **Potentially Significant Impact.** The proposed project could impact emergency access during construction activities due to the potential need for improvements to intersections and roadways in the project vicinity. In addition, the project components are anticipated to be phased, although the phasing is not known at this time. Therefore, emergency access on the project site may also result in significant impacts. Emergency access will be further addressed in the EIR.

- f) **Potentially Significant Impact.** There is a potential for construction activities to temporarily interfere with pedestrian access to sidewalks within the project vicinity due to the potential need for intersection and roadway improvements. There are existing and proposed designated bike paths within the project vicinity. The bike paths may also be temporarily impacted by construction activities. Additionally, there are several public transit lines operated by the Los Angeles Metropolitan Transit Authority that stop or terminate at the project site, including Metro 40/740, 130, 211, 215, 344, which provide local and regional access to the project site. These transit lines and bus stops may be temporarily impacted during potential transportation improvements to the area intersections and roadways. Impacts to public transit, pedestrian and bicycle facilities could be potentially significant, and the issue will be discussed further in the EIR.

After completion of the project, the existing public transit, pedestrian, and bicycle facilities would continue to operate. The project could result in an increase in the number of people who use public transit and the pedestrian and bicycle facilities. Therefore, the operation impacts of the project on the existing public transit, pedestrian, and bicycle facilities will be further discussed in the EIR.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Potentially Significant Impact.** Wastewater service is provided by the City of Redondo Beach through a coordinated multi-jurisdictional system containing different facilities, some of which are operated and maintained by the City of Redondo Beach Public Works Department, and some are operated and maintained by the County of Los Angeles Sanitation Districts (LACSD) (City of Redondo Beach, 2008). The proposed project would increase the amount of wastewater generated onsite as a result of the new residential uses and increased commercial uses. The EIR will analyze the quantity of wastewater generated by the proposed project and evaluate the potential for the project to comply with the wastewater treatment requirements of the Regional Water Quality Control Board 4.
- b) **Potentially Significant Impact.** The proposed project would introduce new residential uses and increased commercial uses to the site which would result in a new resident population and increase of employees onsite. The project would be required to include efficient water-conserving fixtures thereby reducing wastewater generation pursuant to Senate Bill 407 [2009] (Civil Code § 1101.1 et seq.). Although the project will be required to install efficient water-conserving fixtures and thereby reduce the generation of wastewater, the project is anticipated to increase the demand for water and wastewater

treatment services. Thus, an evaluation of the existing water and sewer infrastructure will be addressed in the EIR to determine whether existing water and wastewater treatment facilities are adequate to serve the project, or if new or expanded facilities would be necessary.

- c) **Potentially Significant Impact.** Similar to the existing uses on the project site, the proposed project is expected to be served by the City's stormwater drainage system. Construction activities such as demolition, grading, and paving could result in an alteration of stormwater runoff to the existing system. Therefore, the project could result in a long-term impact on the existing storm drain system. These impacts will be analyzed and discussed in the EIR.

- d) **Potentially Significant Impact.** The potable water supply for the proposed project would be delivered by the Hermosa-Redondo District of California Water Service Company (CWSC), which uses groundwater, imported surface water, and recycled supplies. Water demand in the Hermosa-Redondo District is anticipated to increase from 11,882 acre feet per year (AFY) to 14,838 AFY between 2010 and 2040. The projected water supply available is currently 12,516 AFY and is anticipated to be 15,311 AFY in 2040 (CWSC, 2011). The Hermosa-Redondo District proactively maintains and upgrades its facilities to ensure a reliable, high-quality supply. Construction of the proposed project would use water for various purposes, such as dust suppression, mixing and pouring concrete, and other construction-related activities. Typically, the majority of water use during construction is associated with dust suppression during grading or trenching, which is generally performed by water trucks. Water usage during construction would be temporary and not substantial and would not exceed the existing supply. Therefore, water use during construction activities are expected to be less than significant and will not be further addressed in the EIR.

However, operation of the proposed project, which would introduce new residential uses and increased commercial uses to the site, would result in a new resident population and increase the number of employees onsite. Therefore, the proposed project would increase the demand for water. A water supply assessment will be required to determine the level of increase in long-term water demand and if sufficient supplies are available from existing entitlements and resources. This is a potentially significant impact and will be evaluated in the EIR.

- e) **Potentially Significant Impact.** The proposed project would introduce new residential uses and increased commercial uses to the site which would result in a new resident population and increase the number of employees onsite. Due to the introduction of new residents and employees to the project site, wastewater generated from the project site will increase. The EIR will analyze the potential impacts associated with project wastewater generation and wastewater treatment capacity in the region.

- f) **Potentially Significant Impact.** Construction of the proposed project would generate solid waste, including construction debris. The materials to be removed would be

disposed of at a local recycling facility equipped to handle construction debris in a timely manner and in accordance with all applicable laws and regulations. The removal of construction debris would be temporary. The proposed project would be required to submit a Waste Management Plan for any demolition activities in accordance with RBMC Section 5-2.704. The project would introduce new residential uses and increased commercial uses to the site which would result in a new resident population and increase the number of employees onsite. Due to the introduction of new residents and employees to the project site, the generation of solid waste on the project site will increase. The EIR will discuss waste generated by the project and existing and planned solid waste disposal capacity for the region.

- g) **Less Than Significant.** The proposed project would be required to comply with all applicable federal, state, County, and City statutes and regulations pertaining to solid waste disposal. This includes compliance with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. Therefore, this impact is considered less than significant. This issue will not be further evaluated in the EIR.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE —				
Would the project:				
a) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Potentially Significant Impact.** Aerial photographs for the project site and surrounding areas identify historical uses on the site and adjacent properties. The photographs show the project site as undeveloped land in the 1950s. By 1963, the project site was developed with buildings and a parking lot. Over time, several of the buildings were demolished. One building from the early 1960s was altered over several years and does not appear to be an important example of a major period of California history. Due to the alteration of the one building, the proposed project may not cause a substantial adverse change in the significance of a potential historical resource. However, the potential impacts to this structure will be further evaluated in the EIR.
- b) **Potentially Significant Impact.** The proposed project, in conjunction with other past, present, and reasonably foreseeable future related projects, has the potential to result in significant cumulative impacts when the independent impacts of the proposed project and the impacts of related projects combine to create impacts greater than those of the proposed project alone. A list of the related projects or growth projections will be developed for the EIR. The potential for the proposed project in conjunction with the related projects and their cumulative contributions to environmental impacts will be evaluated in the EIR. The cumulative impacts addressed in the EIR will be the same as the individual resource areas to be evaluated in the EIR, which include aesthetics, air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and land use planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. The extent and significance of potential cumulative impacts

resulting from the combined effects of the proposed project plus other past, present, and reasonably foreseeable future projects will be evaluated in the EIR.

The proposed project would not result in a cumulatively considerable contribution or result in a less than cumulatively considerable contribution to the environmental resource areas and specific environmental issues which require no further analysis in the EIR (information is provided above for each topic). The environmental resources areas include:

- Agriculture and Forestry Resources
- Mineral Resources

The specific environmental issues that were found to have no impact or less than significant impacts include the following:

- Aesthetics – scenic vista, and scenic resources within a state scenic highway
- Air Quality – odors
- Biological Resources – candidate, sensitive, or special-status species, riparian or other sensitive habitat, wetlands, conflicts with local biological resource policies or ordinances, and conflict with adopted habitat plans
- Cultural Resources – human remains
- Geology and Soils – fault rupture, landslides, and soils incapable of supporting septic tanks
- Hazards and Hazardous Materials – routine transport, use or disposal of hazardous materials, hazardous emissions within one-quarter of a mile of a school, airport land use plan, air safety hazards, interference with an adopted response plan or emergency evacuation plan, and exposure of structures to wildland fires
- Land Use and Land Use Planning – division of an established community, and conflict with a habitat conservation plan or natural community conservation plan
- Noise – excessive airport noise
- Population and Housing – displacement of housing, and displacement of people requiring replacement housing
- Transportation and Traffic – change in air traffic patterns
- Utilities and Service Systems – solid waste regulations

- c) **Potentially Significant Impact.** Potentially significant impacts to the following resources may have potential to cause substantial adverse effects on human beings: air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and

utilities and service systems. Impacts to each of these resources will be analyzed further in the EIR.

References

- Beach Cities Watershed Management Group. 2014.
http://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/beach_cities/Beach%20Cities%20WMG_WP.pdf. Accessed on September 18, 2015.
- California Air Resource Board (ARB). ARB. 2011. Area Designation Maps/State and National. Available at www.arb.ca.gov/design/adm/adm.htm/. Accessed on December 18, 2014.
- California Department of Conservation. California Important Farmland Finder. nd. Accessed on August 31, 2015.
- California Department of Conservation State of California Seismic Hazard Zone Maps. Inglewood Quadrangle, Long Beach Quadrangle, Southgate Quadrangle, and Torrance Quadrangle.
- California Department of Conservation, Division of Mines and Geology (CDMG), Special Studies Zones, State of California, Torrance Quadrangle, revised March 25, 1999. Available at <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>. Accessed on December 17, 2014.
- California Department of Toxic Substances Control (DTSC). DTSC. 2014. EnviroStor. Available at http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603702651. Accessed on December 17, 2014.
- California Department of Transportation (Caltrans), California Scenic Highway Mapping System, available at http://www.dot.ca.gov/hq/LandArch/scenic_highways. Accessed on December 17, 2014.
- California Emergency Management Agency, California Geological Survey, University of Southern California. Tsunami Inundation Map for Emergency Planning, Torrance Quadrangle/San Pedro Quadrangle. March 1, 2009. Available at http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/LosAngeles/Pages/LosAngeles.aspx. Accessed on December 17, 2014. California Natural Diversity Database (CNDDDB). 2014. California Department of Fish and Wildlife, Natural Heritage Division.
- California, State of. nd. California Public Resources Code Section 12220(g). <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=prc&group=12001-13000&file=12220>. Accessed on August 31, 2015.
- California, State of. nd. California Public Resources Code Section 4526. <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=prc&group=04001-05000&file=4521-4529.5>. Accessed on August 31, 2015.

- California Water Service Company. 2011. 2010 Urban Water Management Plan, Hermosa-Redondo District. Available at <https://www.calwater.com/conservation/uwmp/rd/>. Accessed on December 17, 2014.
- Centers for Disease Control and Prevention (CDC). CDC. 2013. Emergency Preparedness and Response, Facts About Benzene. Available at <http://www.bt.cdc.gov/agent/benzene/basics/facts.asp>. Accessed on December 17, 2014.
- Division of Land Resource Protection (DLRP). 2011, September. Los Angeles County Important Farmland 2010. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf>. Accessed on December 17, 2014.
- Department of Toxic Substances Control (DTSC). EnviroStor. <http://www.envirostor.dtsc.ca.gov/public>. Accessed on December 17, 2014.
- Federal Emergency Management Agency (FEMA). 2008, September 26. Flood Insurance Rate Map 06037C1930F. <http://msc.fema.gov/portal/search?AddressQuery=1518%20Hawthorne%20blvd%2C%20Redondo%20beach%2C%20ca>. Accessed on September 9, 2015.
- National Environmental Title Research, LLC. 2009-2015. HistoricAerials. <http://www.historicaerials.com/>. Accessed on September 18, 2015.
- Los Angeles County Department of Regional Planning (LACDRP). 2003, May 13. Hawthorne Municipal Airport and Los Angeles International Airport: Airport Influence Area. http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf. Accessed on December 17, 2014.
- Los Angeles County Fire Department (LACoFD). 2011, November 21. Incorporated Fire Hazard Severity Zone.
- Los Angeles County Metropolitan Transportation Authority. 2010. 2010 Congestion Management Plan. http://media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf. Accessed on August 31, 2015.
- Nationwide Environmental Title Research. Historic Aerials. <http://www.historicaerials.com/aerials.php?scale=2000&lon=-118.35269165039&lat=33.872249603271&year=2005>. Accessed on December 17, 2014.
- Redondo Beach, City of. 2004. 2004-14 Recreation and Parks Element. <http://www.redondo.org/civica/filebank/blobload.asp?BlobID=4592>. Accessed on December 18, 2014.
- Redondo Beach, City of. 2008. General Plan of the City of Redondo Beach. http://www.redondo.org/depts/planning/general_plan/default.asp. Accessed on August 31, 2015.
- Redondo Beach, City of. nd. Redondo Beach Municipal Code. www.qcode.us/codes/redondobeach/. Accessed on August 31, 2015.
- Redondo Beach Unified School District. nd. Redondo Beach Unified School District. <http://www.rbusd.org/>. Accessed on September 17, 2015.

US Gazetteer. 2015. Los Angeles County CA Dams.
<http://california.hometownlocator.com/maps/feature-map,ftc,2,fid,1664200,n,10%20mg%20walteria%201049%20dam.cfm>. Accessed on September 18, 2015.